



Working together to plan for the future

FY2026-2032 Regional Transportation Improvement Program

Report No. 10-2025

Adopted by the COMPASS Board of Directors on August 18, 2025

Resolution No. 16-2025

Amended: October 20, 2025.

Modified: September 5, 2025, September 19, 2025, October 10, 2025,
and November 14, 2025.

The completion of this document was financed by U.S. Department of Transportation (DOT) funds through the Idaho Transportation Department and contributions from member agencies within Ada and Canyon Counties.

T:\FY26\600 Projects\685 TIP\FY2632TIP\Reports\Doc\FY2026TIPrpt.docx



Working together to plan for the future

RESOLUTION NO. 16-2025

**FOR THE PURPOSE OF APPROVING THE
FY2026-2032 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM**

WHEREAS, the Community Planning Association of Southwest Idaho has been designated by the Governor of Idaho as the metropolitan planning organization responsible for transportation planning in Ada and Canyon Counties;

WHEREAS, the Infrastructure Investment and Jobs Act (IIJA), Title 23 United States Code Section 134, and Title 49 United States Code Section 5303 require metropolitan planning organizations to develop and approve a transportation improvement program;

WHEREAS, IIJA, Title 23 United States Code Section 134 and Title 49 United States Code Section 5303 require projects contained in the transportation improvement program to be financially constrained;

WHEREAS, IIJA, Title 23 United States Code Section 134 and Title 49 United States Code Section 5303 require the transportation improvement program be developed and amended in consultation with all interested parties;

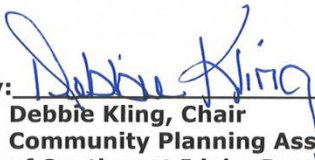
WHEREAS, a public comment period was held from July 1 through July 31, 2025, and comments were shared with the COMPASS Board of Directors for consideration;

WHEREAS, the Community Planning Association of Southwest Idaho desires to take timely action to ensure the availability of federal funds; and

WHEREAS, the Community Planning Association of Southwest Idaho has developed the FY2026-2032 Regional Transportation Improvement Program for Ada and Canyon Counties, in compliance with all applicable state and federal regulations.

NOW, THEREFORE, BE IT RESOLVED, that the Community Planning Association of Southwest Idaho Board of Directors approves the FY2026-2032 Regional Transportation Improvement Program.

ADOPTED this 18th day of August 2025.

By: 
Debbie Kling, Chair
Community Planning Association
of Southwest Idaho Board of Directors

ATTEST:

By: 
Craig Raborn, AICP, Executive Director
Community Planning Association
of Southwest Idaho

T:\FY25\900 Operations\2025 Resolutions\Resolution 15-2025.docx

Table of Contents

IN A NUTSHELL.....	1
INTRODUCTION	2
I.INFLATION FACTORS	5
II.PUBLIC OUTREACH EFFORTS	5
III.PROJECT SELECTION	8
IV.CONGESTION MANAGEMENT PROCESS	11
V.TIP ACHIEVEMENT	19
VI.REGIONALLY SIGNIFICANT PROJECTS	36
VII.LOCAL PLANNING ACTIVITIES	37
VIII.FINANCIAL CONSTRAINT.....	39
IX.PROGRAM FUNDING ALLOCATIONS	54
APPENDIX A: FUNDING TYPES AND ACRONYMS.....	55
APPENDIX B: TRANSIT RIDERSHIP	62
APPENDIX C: HISTORICAL AND PROJECTED BUDGET DATA.....	66
APPENDIX D: PRIOR YEAR PROJECTS.....	77
APPENDIX E: LIST OF PROJECTS	88
APPENDIX F: PUBLIC COMMENTS	202

List of Tables

Table 1: Summary of Congestion Management Process Strategies and Tactics	12
Table 2: Federal Performance Measures	20
Table 3: TIP Achievement Categories.....	22
Table 4: Analysis of TIP Achievement, FY2026-2032	24
Table 5: Corridor Studies Funded or Underway.....	30
Table 6: Truck Travel Time Reliability (TTTR) Index Example.....	33
Table 7: ITD Budget Forecast, August 2025	43
Table 8: Available Funding with Match vs. Programmed Projects FY2026-2032	45
Table 9: Total Local Agency Income Sources, FY2024.....	47
Table 10: Total Local Agency Disbursements, FY2024.....	48
Table 11: Total Local Agency Income Minus Disbursements, FY2024.....	49
Table 12: VRT FY2025 Budget Summary by Budget Area	51
Table 13: Percentage of Programmed vs. Available Funds Per Year.....	52
Table 14: COMPASS Region Available vs. Programmed Funding	53
Table 15: Share of Project Costs Allocated by Type of Project.....	54
Table 16: Total Local Agency Income Minus Disbursements, FY2019.....	67
Table 17: Total Local Agency Income Minus Disbursements, FY2020.....	68
Table 18: Total Local Agency Income Minus Disbursements, FY2021	69

Table 19: Total Local Agency Income Minus Disbursements, FY2022	70
Table 20: Total Local Agency Income Minus Disbursements, FY2023	71
Table 21: Projected – Local Agency Income Minus Disbursements, FY2025	72
Table 22: Projected – Local Agency Income Minus Disbursements, FY2026	73
Table 23: Projected – Local Agency Income Minus Disbursements, FY2027	73
Table 24: Projected – Local Agency Income Minus Disbursements, FY2028	74
Table 25: Projected – Local Agency Income Minus Disbursements, FY2029	74
Table 26: Adopted, VRT Revenues and Expenses, FY2026	76

List of Figures

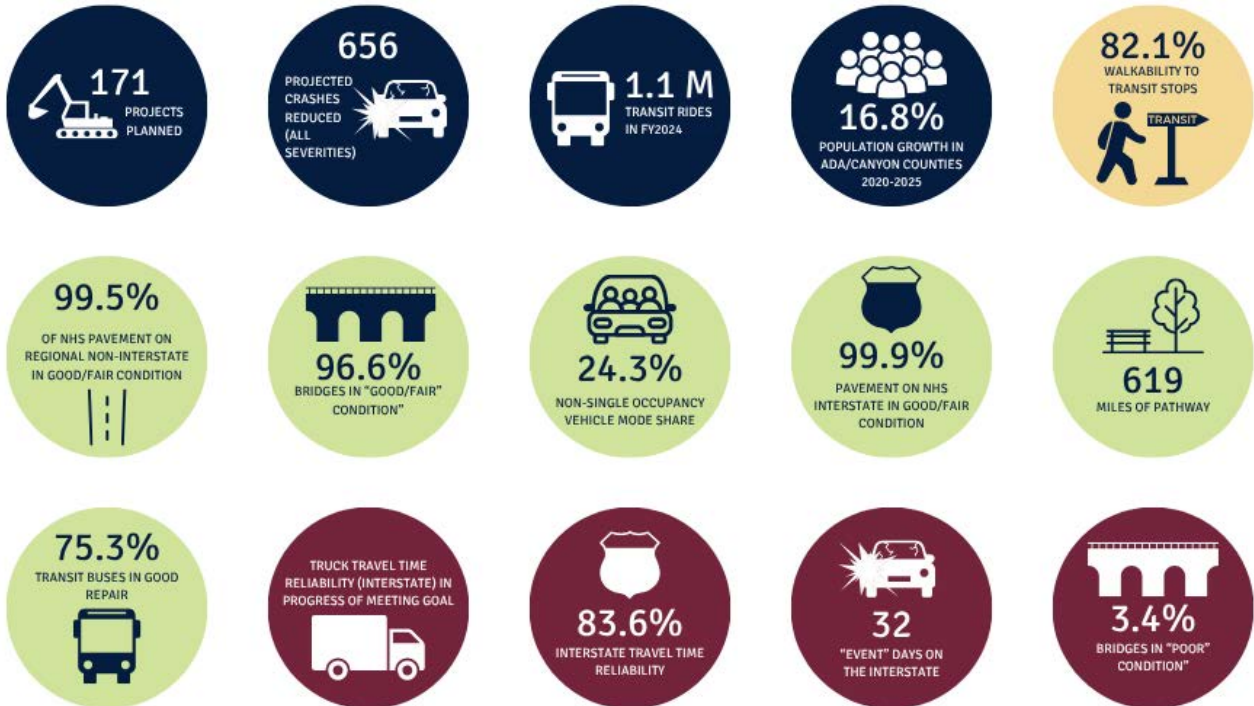
Figure 1: COMPASS Planning Area.....	4
Figure 2: COMPASS TIP Virtual Presentation	6
Figure 3: COMPASS Display Advertisement.....	6
Figure 4: COMPASS Flyer.....	7
Figure 5: Demographics on Public Comments Received.....	8
Figure 6: ACHD Process to Develop the Integrated Five-Year Work Plan	15
Figure 7: City of Nampa Transportation Master Plan.....	16
Figure 8: Congestion Management Programmed Costs, FY2026-2029	17
Figure 9: Communities in Motion 2050 Goal Areas	19
Figure 10: Sample of the Congestion Management Scorecard	21
Figure 11: Active Transportation Projects with Subsets, FY2026-2029.....	26
Figure 12: Pavement Asset Management Cycle.....	26
Figure 13: Reliability Measures Capture the Benefits of Traffic Management.....	31
Figure 14: Sample Improvements in Average Travel Times	32
Figure 15: 2023 NHS Level of Travel Time Reliability.....	32
Figure 16: 2023 Truck Travel Time Reliability on the Interstate.....	34

IN A NUTSHELL

TOTAL BUDGETED OVER SEVEN YEARS

\$1,223,655,000*

*INFLATED COSTS



Key:

- General Information
- Meets Target
- In Progress Toward Target
- Not meeting Target

More detailed information is available in the [Change in Motion Report](#)¹ and throughout this report.

¹ Change in Motion Reports: <https://compassidaho.org/change-in-motion-reports/>

INTRODUCTION

A regional transportation improvement program (TIP) is a short-range (seven-year) capital improvement program (budget) of transportation projects consistent with federal regulations and area policies and strategies. The Statewide Transportation Improvement Program (STIP) is the state's short-range capital improvement program. The Idaho STIP references Ada County and Canyon County projects via the Community Planning Association of Southwest Idaho's (COMPASS') TIP. Although the TIP and STIP reflect projects programmed between FY2026 and FY2032, federal agencies only recognize the first four years of the programs. Therefore, the analysis details the federally recognized portion of the programs: FY2026-2029.

The TIP is developed through a cooperative process by COMPASS, the designated metropolitan planning organization (MPO) for the Boise Urban Area Transportation Management Area (TMA) and the Nampa Urban Area. This process involves extensive participation by:

- Ada County
- Ada County Highway District (ACHD)
- Boise State University
- Canyon County
- Capital City Development Corporation
- City of Boise
- City of Caldwell
- City of Eagle
- City of Garden City
- City of Greenleaf
- City of Kuna
- City of Melba
- City of Meridian
- City of Middleton
- City of Nampa
- City of Notus
- City of Parma
- City of Star
- City of Wilder
- Greater Boise Auditorium District
- Highway District No. 4
- Idaho Department of Environmental Quality
- Idaho Transportation Department (ITD)
- Office of the Governor
- Central and Southwest District Health
- Valley Regional Transit (VRT)
- West Ada School District

The TIP must be consistent with the regional long-range transportation plan, [*Communities in Motion 2050*²](#) (CIM 2050) which was adopted on December 19, 2022.

The first four years of the TIP are of particular interest since these years are considered "budgeted," while the remaining years are more informational. The latter projects are listed to provide a framework for transportation needs that move from the planning stage to the implementation stage. Per federal regulations, the status of

² *Communities in Motion 2050*: <https://cim2050.compassidaho.org/>

projects in the first year of the previous TIP is posted [online](#)³ by the end of each calendar year.

This document includes all federally and state-funded projects and those non-federally funded projects deemed “regionally significant.” The TIP projects identified in this document are within the estimates of available funds from a variety of sources, both federal and non-federal.

The Boise TMA includes the Cities of Boise, Eagle, Meridian, and Garden City; the Nampa Urban Area includes the Cities of Nampa and Caldwell. Both urban areas also include adjacent densely settled areas outside of city limits. The Cities of Kuna, Middleton, and Star are considered “Small Urban” areas. All other areas of the region are rural. COMPASS’ planning area boundary includes all of Ada and Canyon Counties (Figure 1), an area broadly referred to as the “Treasure Valley.”

Northern Ada County violated the federal standard for two air pollutants – carbon monoxide and coarse particulate matter (airborne dust and other particles; referred to as “PM10”) in the 1980s and early 1990s and was a “maintenance area” for these pollutants until December 2022 (carbon monoxide) and November 2023 (PM10). As of the end of November 2023, Northern Ada County is no longer an air quality maintenance area.

This report includes additional detail in the following appendices:

- **APPENDIX A – FUNDING TYPES AND ACRONYMS**, provides a way to decipher transportation and federal jargon.
- **APPENDIX B – TRANSIT RIDERSHIP**, provides tabular and graphical representation of transit ridership in FY2024 and FY2025.
- **APPENDIX C – HISTORICAL AND PROJECTED BUDGET DATA**, provides additional information about transportation agency budgets.
- **APPENDIX D – PRIOR YEAR PROJECTS**, provides a list of projects that are still active, but no longer have budgeted funds. Projects could still need additional funding or release excess funding throughout the life of this program.
- **APPENDIX E – LIST OF PROJECTS**, provides a detailed list of projects that are funded with federal or state funds, or considered “regionally significant,” no matter the funding source.
- **APPENDIX F – PUBLIC COMMENTS**, provides a summary as well as verbatim public comments received on the project list and all amendments that require a public comment period.

³ Annual Listing of Projects: <https://compassidaho.org/transportation-improvement-program/#annual>

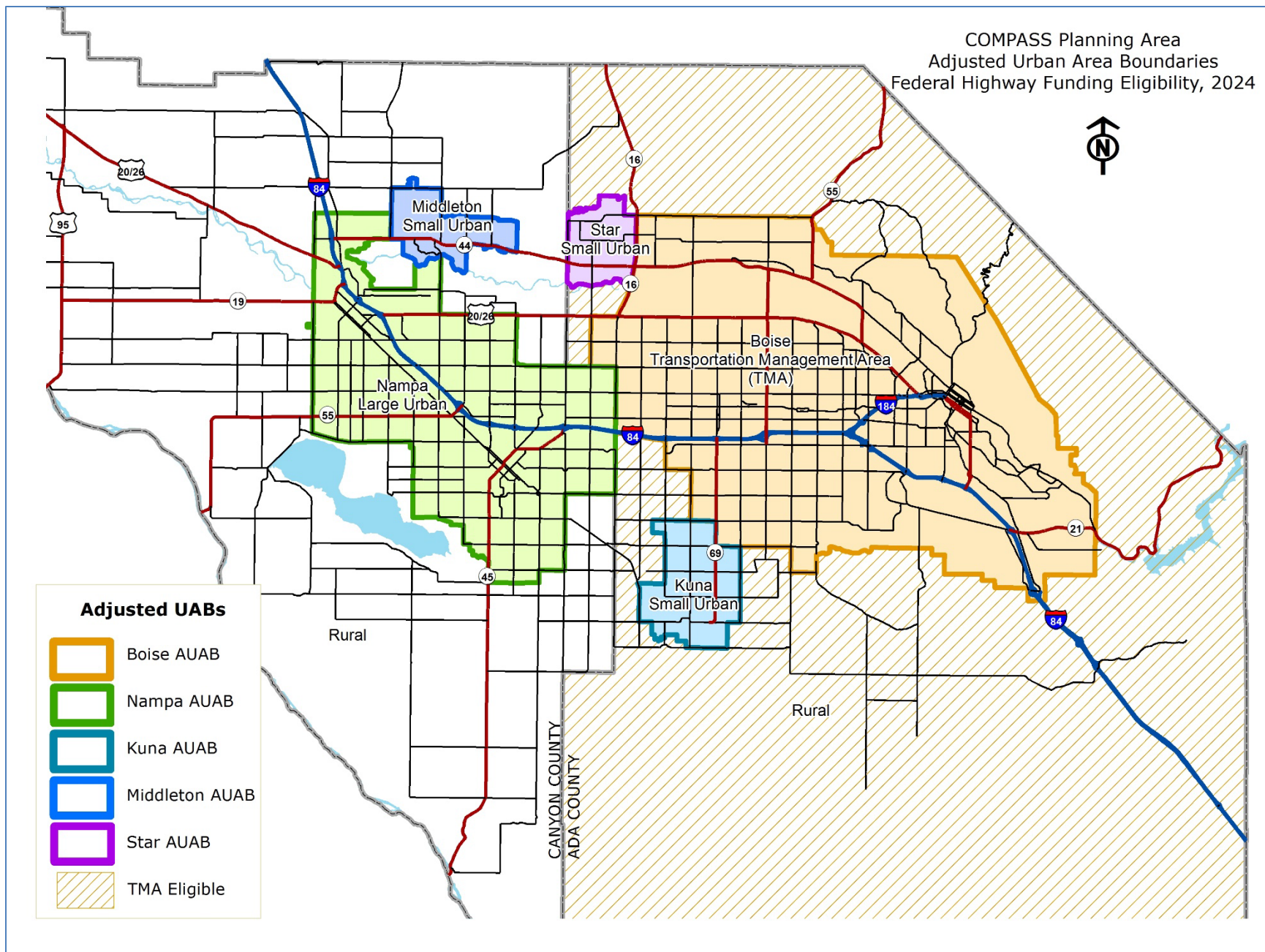


Figure 1: COMPASS Planning Area

I. INFLATION FACTORS

The Federal Highway Administration (FHWA) requires all reporting documents to show project costs in the year of expenditure. This means project costs must reflect inflationary factors expected by the year funds will be expended. Agencies in the State of Idaho currently use a 2% inflation factor to adjust the cost of future expenditures for most projects.

COMPASS also maintains a project list for balancing purposes in “current dollar format,” meaning the costs are not inflated. This format is posted on the [TIP web page](#)⁴ and is the project list most typically used by COMPASS and sponsoring agencies.

II. PUBLIC OUTREACH EFFORTS

The public outreach process for the annual TIP update begins approximately 16 months before its final approval. This effort includes requesting input from local governments in the Boise and Nampa Urban Areas, local governments outside of the urban areas within Ada and Canyon Counties, and the public. Public outreach efforts were guided by, and complied with, the requirements and recommendations outlined in the 2021 [COMPASS Participation Plan](#)⁵ (page 11).

Local Government Input. COMPASS staff met with local government staff in Ada and Canyon Counties to solicit their desired transportation projects for inclusion in this document from August through December 2024.

COMPASS Regional Transportation Advisory Committee (RTAC). RTAC is comprised of technical experts representing counties, cities, highway districts, state agencies, and other public agencies in Ada and Canyon Counties. RTAC members reviewed and ranked local project applications and recommended a list of projects to be funded to the COMPASS Board of Directors. RTAC members were also involved throughout the TIP development process, including recommending selection criteria in the COMPASS Funding Application Guide and federal performance measure targets.

30-Day Public Comment Period. Public comment on the draft FY2026-2032 TIP project list was solicited from July 1-31, 2025. The public comment period was promoted through the COMPASS [website](#)⁶, COMPASS social media accounts, online community calendars, a news release, newspaper advertisements, legal notices, email blasts, and postcards.

In addition to the TIP, public comments on a proposed amendment to CIM 2050 were also solicited during the comment period.

⁴ TIP web page: <https://www.compassidaho.org/prodserv/transimprovement.htm>

⁵ COMPASS Participation Plan: <https://compassidaho.org/public-involvement-plans/#PPP>

⁶ COMPASS website: <https://compassidaho.org/>

COMPASS website. All draft TIP materials were available on the [“Comments and Questions” web page](#)⁷ from July 1-31, 2025.

Public comment materials posted online included detailed and basic project lists, a “major changes” list, an interactive map of projects contained in the TIP, a TIP brochure, and fact sheets related to understanding the TIP. Comment forms and information regarding how and where to comment, including information on an open house, were also posted online.

Open House.

COMPASS hosted an open house/ice-cream social on Tuesday, July 15, 2025, from 3:00-6:00 PM at Centennial Park in downtown Meridian.

COMPASS also posted a [virtual presentation](#)⁸ (Figure 2) on YouTube.

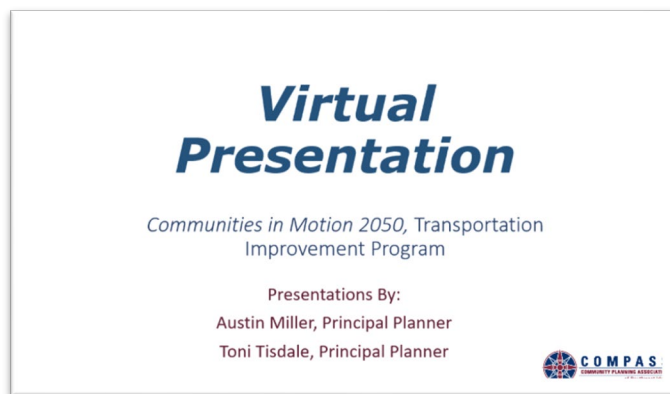


Figure 2: COMPASS TIP Virtual Presentation

Libraries. COMPASS distributed TIP materials to 13 different library locations throughout the Treasure Valley and provided all COMPASS member agencies with materials to share in their offices.

Legal Notice. COMPASS published a legal notice for the TIP public comment period in the *Idaho Statesman* on July 2, July 4, and July 9, 2025, and the *Idaho Press* on July 2, July 5, and July 9, 2025.

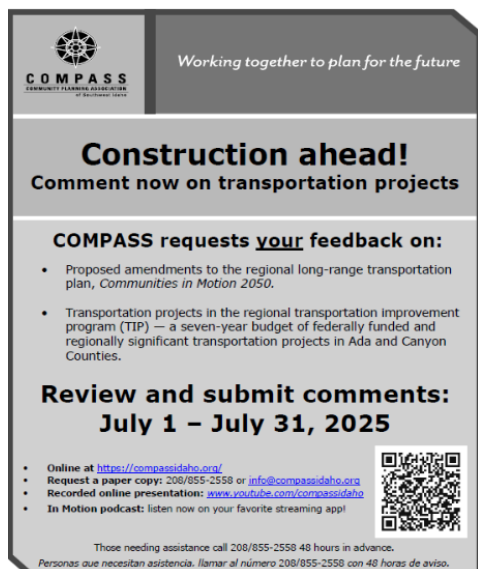


Figure 3: COMPASS Display Advertisement

Display Advertisements. Display advertisements (Figure 3) promoting the public comment period and open house (as appropriate) appeared in the *Idaho Statesman*: July 11, July 18, and July 25, 2025; the *Idaho Press*: July 11, July 16, and July 25, 2025; and the *Meridian-Kuna Press*: July 11, July 18, and July 25, 2025.

No Spanish-language newspapers were in business in Ada or Canyon Counties during the public comment period.

Email and Mail. COMPASS sent four emails to 5,943 people publicizing the TIP public comment period. COMPASS mailed 11 postcards on June 30, 2025, to interested individuals who prefer to be contacted via US Mail.

⁷ COMPASS “Comments and Questions”: <http://www.compassidaho.org/comm/comments.htm>

⁸ Virtual presentation: <https://www.youtube.com/watch?v=6WiCZidpR8Q>



Figure 4: COMPASS Flyer

Flyer. COMPASS created a flyer (Figure 4) advertising the TIP public comment period and open house. Additionally, COMPASS requested that committee, workgroup, and agency members post flyers on their websites and other public locations in their jurisdictions.

Social Media. COMPASS posted information about the TIP public comment period on its social media throughout the public comment period.

- Facebook⁹: COMPASS posted information about the public comment period six times from July 1 – July 31, 2025. These Facebook posts resulted in a total audience reach of 13,468 and 22,197 impressions.
- Instagram¹⁰: COMPASS posted information about the public comment period seven times from July 1 – July 31, 2025. These posts were shared with an audience of 991 followers.
- Nextdoor¹¹: COMPASS posted information about the public comment period five times from

July 1 – July 31, 2025. These posts were shared with an audience of 308,008 neighborhood members.

Brochure. COMPASS staff updated a brochure explaining the TIP; the English¹² and Spanish¹³ versions were posted on the COMPASS website.

Spanish Translation. COMPASS translated the public comment flyer, TIP brochure, and the TIP comment form (hard copy and online) into Spanish. In addition, the COMPASS website has a feature that allows for translation of all web content into 20 different languages.

Comments Received. The public was encouraged to submit written comments throughout the public comment period. Comments were accepted via email, letter, fax, hard copy, or online comment forms. Assistance was offered to those unable to submit comments in writing. Thirty-three public comments were received (see Appendix F). Figure 5 provides the demographic data collected from public comment forms submitted to COMPASS.

⁹ Facebook: www.facebook.com/compassidaho

¹⁰ Instagram: www.instagram.com/compassidaho/

¹¹ Nextdoor: <https://nextdoor.com/agency-detail/id/meridian/community-planning-association-of-southwest-idaho-compass>

¹² Brochure (English): https://compassidaho.org/wp-content/uploads/FY2026-2032_COMPASSBrochure_English.pdf

¹³ Brochure (Spanish): https://compassidaho.org/wp-content/uploads/FY2026-2032_COMPASSBrochure_Spanish.pdf

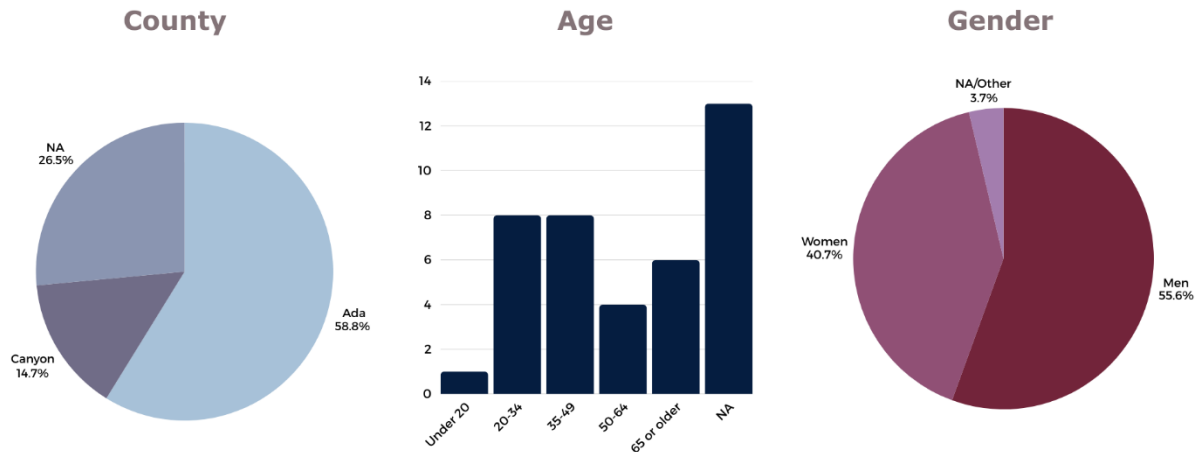


Figure 5: Demographics on Public Comments Received

Disposition of Comments. Questions submitted as part of public comments were answered, and all comments were provided to RTAC and the COMPASS Board of Directors. Comments related to specific projects or studies were forwarded to the appropriate agencies. The disposition of individual comments is included with the verbatim comments and staff responses in Appendix F.

Special Assistance. COMPASS notifications, advertisements, other promotional information, and the COMPASS website, included the following statement for those who require special assistance in submitting comments:

Those needing assistance, including assistance in submitting written comments, may call 208/855-2558 with 48 hours advance notice. Personas que necesitan asistencia especial, llamar al número 208/855-2558 con 48 horas de aviso.

III. PROJECT SELECTION

COMPASS serves as a regional forum for making decisions about transportation and related planning and sets priorities for spending federal transportation funds. COMPASS accepts applications annually for transportation funding and manages the following federal-aid programs:

- Surface Transportation Block Grant (STBG)
 - STBG-TMA in the Boise Urban Area
 - STBG - Large Urban (LU) in the Nampa Urban Area
- Transportation Alternatives Program (TAP)
 - TAP-TMA in the Boise Urban Area
- Carbon Reduction Program (CRP)
 - CRP-TMA in the Boise Urban Area
 - CRP-LU in the Nampa Urban Area

The [CIM 2050 Funding Policy](#)¹⁴ was adopted by the COMPASS Board of Directors in October 2021 and included in CIM 2050.

Funding Policy

Use anticipated available funding in Ada and Canyon Counties to strategically address regional priorities as identified in the regional long-range transportation plan.

Focus federal formula funds in Ada County (STBG-TMA) to maintain the existing transportation network and fill gaps in the alternative transportation system.

Use new available funding to strategically address regional priorities. Use federal formula funds in Canyon County (STBG-LU) to address regional priorities as identified in the regional long-range transportation plan.

Funding Goals

STBG-TMA (Boise Urban Area)

Off-the-Top	Policy Amount
COMPASS*	\$232,000
Ada County Highway District (ACHD) Commuteride	\$220,000
Safe Routes to School Education Program (Ada)	\$280,000
Split of Remaining Funds	
Local Network Improvements **	72%
Pathways (state highway or off-network) ***	12%
Public Transportation Capital	13%
Studies and Special Projects	3%

STBG-Urban (Nampa Urban Area)

Off-the-Top	Policy Amount
COMPASS*	\$99,000
Ada County Highway District (ACHD) Commuteride	\$55,000
Safe Routes to School Education Program (Canyon)	\$50,000
Split of Remaining Funds	
Local Network Improvements **	85%
Alternative Transportation Capital	12%
Studies and Special Projects	3%

*COMPASS Off-the-Top is \$331,000 total and divided between Boise Urban Area and Nampa Urban Area funds based on a 70/30 split in the population (Boise Urban Area/Nampa Urban Area)

** See the definition of local network improvements below

*** If application is not sought or funds remain, funds split equally between local network improvements and public transportation capital

The funding splits will be calculated as a five-year rolling average to allow flexibility for a larger project in any of the categories to move forward and remain consistent with the policy.

¹⁴ CIM 2050 Funding Policy: <https://cim2050.compassidaho.org/wp-content/uploads/2022/07/CIM2050FundingPolicyGoals.pdf>

Local Network Improvements - Includes all capital improvements to “maintain and improve the infrastructure and operational performance of the current system.”
Work may include:

- Overlays, rehabilitation, or rebuilds on a roadway
- Transportation improvements that save lives
- Filling gaps on on-system bicycle/pedestrian facilities (including crosswalks and adding/widening shoulders)
- Compliance with the Americans with Disabilities Act
- Improvements to the intelligent transportation system and similar operations systems
- Specific to Ada County:
 - Through-lane capacity is not eligible, except in cases of unanticipated funding opportunities.
- Specific to Canyon County:
 - Eligible for projects to maintain and add capacity.

Projects should reflect strategies outlined in the COMPASS [Congestion Management Process](#)¹⁵.

COMPASS Scoring and Ranking Process

COMPASS issues an annual call for projects seeking applications for the federal and local funding sources administered by COMPASS. In response, project sponsors submit Phase I and Phase II project applications. The Regional Transportation Advisory Committee (RTAC) is responsible for recommending a ranked list of project applications to the COMPASS Board of Directors for approval.

A rank will be assigned to all project applications regardless of project type, for applications to the following funding sources:

Federal funds

1. Boise Urban Area:
 - a. STBG-TMA
 - b. TAP-TMA
 - c. CRP-TMA
2. Nampa Urban Area:
 - a. STBG-LU
 - b. CRP-LU

The ranking procedure can be found in detail in the [COMPASS Application Guide](#)¹⁶, Supplemental I (Scoring and Ranking Supplemental).

Project applications go through a multi-step process between the end of the call for projects and the allocation of funds (programming). Project applications proceed to scoring and ranking before funds are awarded. However, the ranking process varies

¹⁵ Congestion Management Process: <https://compassidaho.org/congestion-management/>

¹⁶ COMPASS Application Guide: <https://compassidaho.org/resourcedevelopment/#AppProcess>

depending on the type of project submitted and the type of funding sought. Project applications seeking federal-aid funding are scored before receiving a rank, except for studies and planning products, which are ranked through a paired comparison process.

Projects Outside of COMPASS Management

Programs managed by other agencies (ITD, VRT, and the Local Highway Technical Assistance Council [LHTAC]) follow the managing agency's application and prioritization process. New projects are scored using the TIP scoring process (modified when necessary) to ensure all new projects are consistent with the goals and vision of *Communities in Motion 2050*, the regional long-range transportation plan. The scores are included in the Major Changes List and provided to the public as well as the COMPASS Board of Directors for consideration during the approval process.

Once projects are selected for funding, they are submitted to COMPASS for inclusion in the TIP. RTAC reviews the full list of projects, including new projects and changes to existing projects, considering public comments received, and recommends adoption by the COMPASS Board of Directors.

IV. CONGESTION MANAGEMENT PROCESS

The congestion management process (CMP) is a systematic approach to identify, analyze, monitor, and manage traffic congestion. The Congestion Management Annual Report uses data to show trends in congestion, measure progress toward meeting congestion-related performance measures, and recommend strategies to mitigate congestion in Ada and Canyon Counties. A CMP is federally required for areas with populations exceeding 200,000, known as Transportation Management Areas. While only a portion of COMPASS' planning area is subject to this requirement (the Boise Urban Area), COMPASS' CMP covers its entire planning area.

The CMP is used as a tool to identify congestion mitigation needs and support the development of COMPASS' long-range transportation plan, *Communities in Motion*, and its regional transportation improvement program (TIP). The process identifies measures and targets for monitoring progress toward mitigating congestion, as well as management strategies to reduce congestion on the transportation system. The [CMP](#)¹⁷, adopted by the COMPASS Board of Directors in April 2022, details how COMPASS implements the congestion management process and provides a "toolbox" of mitigation strategies.

¹⁷ Congestion Management Systems Process: <https://compassidaho.org/congestion-management/>

The CMP provides a toolkit of congestion management strategies and tactics. The full list with examples of scale can be found in Appendix A of the CMP; however, a summary of the strategies is listed below in Table 1.

Table 1: Summary of Congestion Management Process Strategies and Tactics

Strategy Number	Strategy	Impact
Transportation Demand Management Strategies (TDM)/Active Transportation <i>Providing travelers with more options of how and when they can commute to reduce the number of trips during congested hours</i>		
TDM-1	Active transportation accommodations	Mobility, efficiency
TDM-2	Education/Outreach	Mobility, efficiency, safety
TDM-3	Employer-based transportation incentives	Mobility, efficiency
TDM-4	Park and ride lots	Mobility, efficiency
TDM-5	Parking management	Efficiency
TDM-6	Transit oriented development/infill and densification	Mobility, efficiency
TDM-7	Transportation subsidies	Mobility, efficiency
TDM-8	Walk/bike infrastructure	Mobility, efficiency, safety
TDM-9	First/last mile connections to transit	Mobility
Intelligent Transportation System (ITS)/Transportation System Management and Operations (TSMO) <i>Implementing improvements focused on optimizing the current transportation infrastructure</i>		
TSMO-1	Access management/turn restrictions	Efficiency, safety
TSMO-2	Arterial management	Efficiency, safety, mobility
TSMO-3	Network surveillance	Efficiency, mobility
TSMO-4	Emerging technologies	Efficiency, safety
TSMO-5	Freeway management	Efficiency
TSMO-6	Incident and emergency management	Safety, efficiency
TSMO-7	Intersection and interchange improvements	Efficiency, safety
TSMO-8	Maintenance and construction management	Efficiency, safety
TSMO-9	Regional transportation operations, coordination, and management	Efficiency
TSMO-10	Road conditions monitoring	Efficiency, safety
TSMO-11	Traffic calming/road diets	Safety
TSMO-12	Traveler information	Efficiency
Transit Operation Improvement Strategies <i>Improving transit operations, access, and services to encourage transit use to reduce the number of vehicles on the road</i>		
TOI-1	Dedicated transit rights-of-way	Mobility, efficiency
TOI-2	Fixed guideway transit	Mobility, efficiency
TOI-3	Improved transit stops/stations, amenities	Mobility, efficiency
TOI-4	Public transportation management	Mobility, efficiency
TOI-5	Transit intersection improvements	Mobility, efficiency
TOI-6	Increased transit service or expanded routes	Mobility, efficiency
Freight and Goods Mobilization <i>Implementing strategies to move freight and goods more efficiently through the transportation system</i>		
FR-1	Freight or truck signal priority	Efficiency, mobility
FR-2	Freight-supportive intersect/interchange design	Safety, efficiency
FR-3	Designated freight delivery zones and times	Efficiency
FR-4	Truck lane designations and restrictions	Efficiency, safety
FR-5	Weigh-in-motion	Efficiency
Roadway Capacity Improvement Strategies <i>Expanding capacity by adding lanes, new roads, or improving intersection</i>		
RC-1	Additional lanes with road widening	Efficiency
RC-2	New roadway construction	Efficiency

The CMP also serves as a mechanism for monitoring the effects transportation projects have on system efficiency after they are completed. This information helps monitor the effectiveness of specific congestion management strategies as projects are funded and constructed/implemented. These findings are published in the [2023 Treasure Valley Congestion Management System Annual Report](#)¹⁸. The annual report provides a wealth of information about the transportation system in the Treasure Valley, as well as how the developments affect the system.

ITD and local agencies manage specific programs to address congestion issues.

Idaho Transportation Department

ITD's Safety and Capacity Program ensures projects are selected to provide safety, mobility, and economic benefits throughout the state. Projects are nominated by ITD district staff, and are then analyzed through a competitive process using the following criteria:

- Benefit/cost ratio
- Benefit as a result of the project to the gross state product
- Number of jobs created over 20 years as a result of the project.

No single project may use more than 50% of the available funds.

Projects funded through ITD's safety and capacity programs are selected through this process. The following programs also provide a mechanism for ITD to fund projects to relieve congestion:

Grant Anticipation Revenue Vehicle (GARVEE)

The GARVEE program allows the state to issue bonds for large capital projects. The bonds are then repaid using future federal-aid funds. GARVEE funds were initially made available for 13 specific corridors across the state (later reduced to 12), including Interstate 84 and State Highway 16 in the Treasure Valley. The Idaho Legislature first approved the use of GARVEE funds in Idaho in 2005, then extended the GARVEE program in 2017 to allow for an additional \$300 million in bonding authority.

Transportation Expansion and Congestion Mitigation (TECM)

The Idaho Legislature also approved funding for the Transportation Expansion and Congestion Mitigation (TECM) program in 2017. This program is specifically for expansion and congestion-related projects. The TECM program was originally developed using 1% of the state's sales tax (not less than \$15 million per year). In 2019, the Idaho Legislature expanded the program to include the ability to bond

¹⁸ 2023 CMP Annual Report: https://compassidaho.org/wp-content/uploads/11-2024_2023TreasureValleyAnnualCongestionManagementSystemReport.pdf

against these funds for efficiency. In 2021, the Idaho Legislature increased funding levels to 4.5% of the state's sales tax (not less than \$80 million per year).

TECM funds are limited to the state highway system for projects selected by the Idaho Transportation Board to improve travel times and traffic flow and to mitigate traffic congestion. If the 4.5% in sales tax exceeds \$80 million, the amount above \$80 million is dedicated to local agencies and allocated through the Highway Distribution Account. In 2023, the Idaho Legislature imposed a cap on the TECM program limiting its total funding to \$140 million per year. In 2025, the Idaho Legislature increased TECM funds by \$20 million per year for three consecutive years, resulting in \$140 million annually guaranteed by FY2028. Local agencies are also guaranteed \$45 million per year statewide.

Sales Tax Anticipated Revenue (STAR)

In 2007, the Idaho Legislature passed a bill to create a funding mechanism for developers to build large transportation projects to mitigate traffic issues stemming from new commercial developments and then be repaid using the new sales tax the developments create (known as "STAR Financing"). The bill was modified in 2008, expanding the accessibility of the new financing tool. ITD and local agencies may enter into a STAR financing agreement up to \$35 million with a developer.

Congestion Mitigation/Air Quality (CMAQ)

ITD receives approximately \$14 million of CMAQ funds per year, of which about \$3.7 million are set aside for two areas in non-attainment of the National Ambient Air Quality Standards for fine particulate matter (2.5 microns in diameter or less; called "PM_{2.5}"): the Cache Valley area in southeast Idaho and the Pinehurst area in north Idaho; neither of which is in the COMPASS planning area.

The remaining \$10 million is allowed to be transferred to another program or used on STBG-eligible activities. ITD holds these funds, which will eventually lapse or be returned to FHWA if a rescission occurs.

Local Agencies

Ada County Highway District

ACHD is a county-wide transportation agency, responsible for local (non-ITD) roadways and related public right-of-way in Ada County, including within the city limits of Boise, Meridian, Eagle, Kuna, Garden City, and Star. ACHD's right-of-way includes sidewalks, bikeways, roadways, bridges, storm drains, and other infrastructure dedicated to the movement of people, goods, and services.

ACHD's [Strategic Plan 2035](#)¹⁹ includes two priority focus areas: (1) maintenance and safety needs by asset category (pavement, sidewalks, bridges, traffic signals

¹⁹ ACHD Strategic Plan:

<https://www.achdidaho.org/home/showpublisheddocument/1116/638314913570600000>

and materials, and stormwater facilities) and (2) system enhancements for congestion management and relief. According to [ACHD's Integrated Five Year Work Plan](#)²⁰ (IFYWP), "The IFYWP works in support of various ACHD and partner agency foundational planning documents and is the implementing arm for these plans. Figure 6 illustrates how the IFYWP fits into the region's overall planning framework."

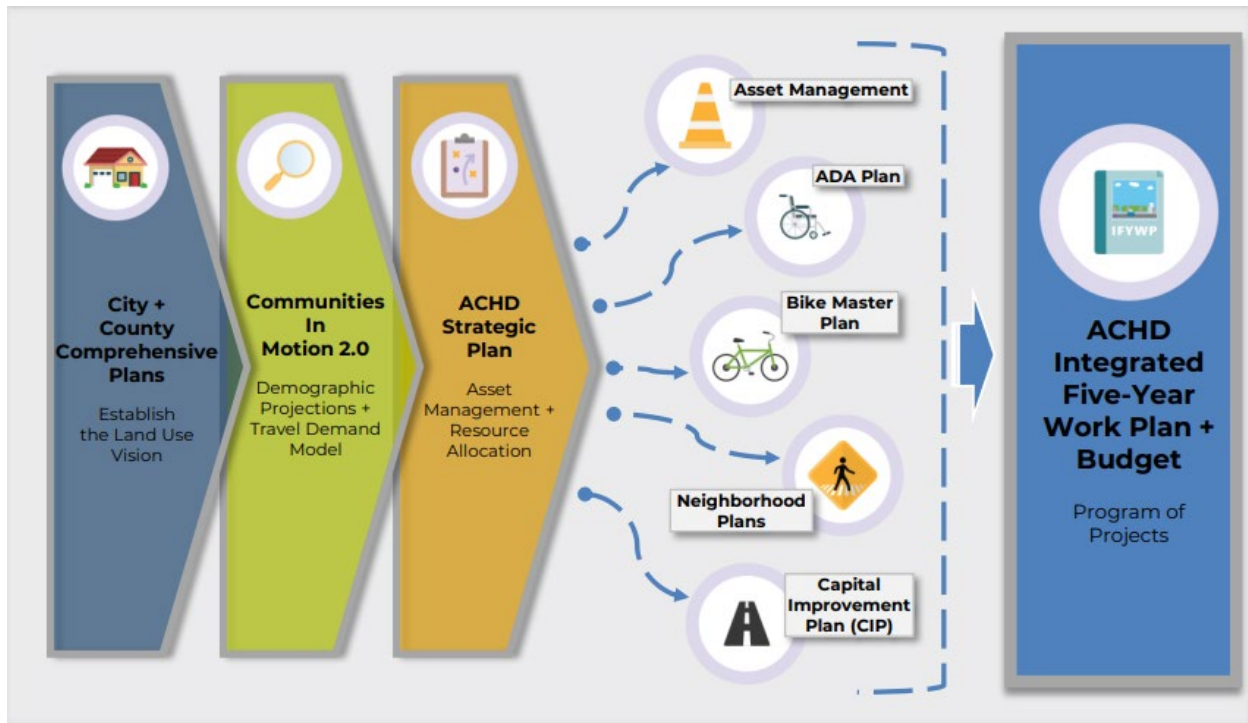


Figure 6: ACHD Process to Develop the Integrated Five-Year Work Plan

ACHD's IFYWP identifies multiple projects that improve capacity, congestion management and relief such as intersection improvements, interconnected signalization, dynamic message signs, improvements to the rideshare system, and park-and-ride development.

²⁰ ACHD IFYWP: https://engage.achdidaho.org/integrated-five-year-work-plan-ifywp-2025-2029/news_feed/achd-commissioners-adopt-2025-29-integrated-five-year-work-plan



Figure 7: City of Nampa Transportation Master Plan

City of Nampa

According to the City of Nampa's [Transportation Master Plan](#)²¹, (Figure 7) the city needs more than 141 network improvement projects through 2040, totaling \$532 million. The Plan recommends continuous increases in city funds coupled with greater use of "outside" funding and many new and creative resources. The City of Nampa continues to explore methods of funding its transportation needs for safety, congestion, and economic development. The Plan includes projects for widening roadways; improving intersections; and adding turn lanes, signalization, and connectivity.

Development Impact Fees

[ACHD](#)²², the [City of Caldwell](#)²³, the [City of Nampa](#)²⁴, and the [Mid-Star Service Area for Impact Fees](#)²⁵ (Highway District No. 4, Canyon County, and the Cities of Middleton, and Star) use impact fee programs under [Idaho Code 67 Chapter 82](#)²⁶. The Idaho Development Impact Fee Act allows the collection of fees from developers to cover the costs associated with new developments. Existing transportation deficiencies are covered with other resources.

Current Projects in the FY2026-2032 TIP

The total cost of projects expected to improve congestion between FY2026 and FY2029 (years of the TIP acknowledged by federal agencies) is about \$544 million. Figure 8 summarizes the types and costs of all the projects in the TIP categorized under the congestion management strategies between FY2026 and FY2029.

²¹ City of Nampa Transportation Master Plan (2019):

<https://cityofnampa.us/DocumentCenter/View/10677/2019-Transportation-Master-Plan->

²² ACHD Impact Fees: <https://www.achdidaho.org/projects/development-resources/impact-fees>

²³ City of Caldwell Impact Fees: <https://www.cityofcaldwell.org/Government/Boards-Commissions/Impact-Fee-Advisory-Committee>

²⁴ City of Nampa Impact Fees: <https://www.cityofnampa.us/1261/Development-Impact-Fees>

²⁵ Mid-Star Service Area for Impact Fees: <https://hwydistrict4.org/about-us/what-we-do/impact-fees/>

²⁶ Idaho Code 67 Chapter 82:

<https://legislature.idaho.gov/statutesrules/idstat/Title67/T67CH82/>

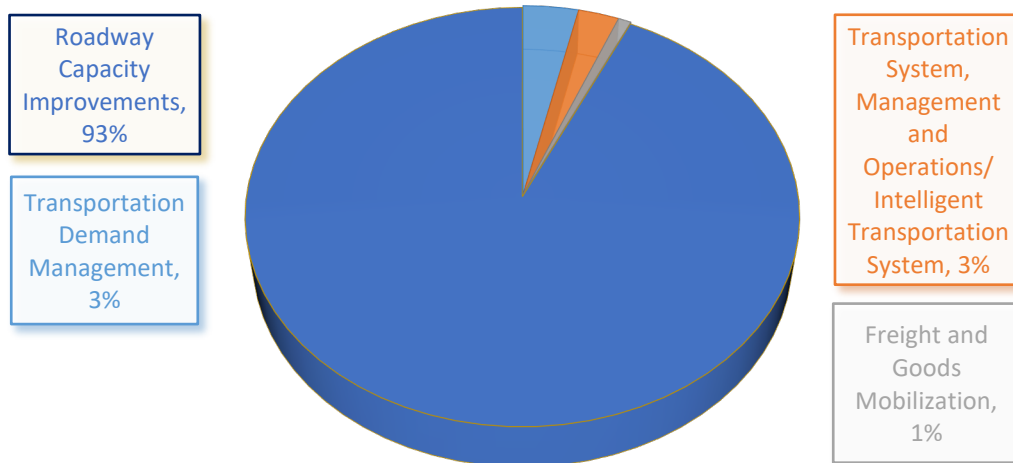


Figure 8: Congestion Management Programmed Costs, FY2026-2029

Additional Projects

Changes in Local Public Transportation

Valley Regional Transit regularly analyzes ridership, travel patterns, and development. They also engage with riders, funding partners, and stakeholders to develop service change proposals to ensure the transit network projects the best connections across the region. New service changes were implemented on June 2, 2025, to provide better service to the region.

Timing adjustments on the following bus routes:

- Route 2 – Broadway
- Route 3 – Vista
- Route 4 – Franklin
- Route 5 – Emerald
- Route 8 – Chinden
- Route 10 – Hill Road
- Route 16 – Veteran’s Administration/15th Street
- Route 17 – Warm Springs/Parkcenter
- Route 20 – Orchard
- Route 21 – Cole/Glenwood
- Route 24 – Ustick/Maple Grove
- Route 29 – Overland
- Route 40 – Caldwell/Boise Express
- Route 42 – Happy Day – Towne Square Mall
- Route 45 – Boise State University – College of Western Idaho

Route Adjustments:

- Route 8 - Chinden
 - Route 8 began using the same route all day instead of changing directions in the afternoon and now serves the stops on Discovery before going to the State of Idaho Campus, which is now the major stop in the area.
 - Four bus stops were closed. An alternative bus stop is provided.
 - AB600 (State of Idaho Campus, southwest mid-block)
 - Use AB599 (State of Idaho Campus, northeast mid-block)
 - AB330 (West Bridger Street and North Meeker Avenue, northwest mid-block)
 - Use AB331 (West Bridger Street and North Meeker Avenue, southwest mid-block)
 - AB103 (North Discover Way and West Bridger Street, northeast mid-block)
 - Use AB104 (North Discovery Way and West Bridger Street, northwest mid-block)
 - AB101 (North Discover Way and East Chinden Boulevard, southeast mid-block)
 - Use AB102 (North Discovery Way and East Chinden Boulevard, southwest mid-block)
- Route 10 – Hill Road
 - Instead of ending service at 6:45 p.m. at State and Ellens Ferry, Route 10 now extends the last trip to Collister and Johns Landing northwest corner to allow riders trying to return home to “complete the loop” from State Street to Collister.
 - Seven stops are now served with this extended last trip:
 - AB177 (North Pierce Park Lane and Lucky Lane, northeast corner)
 - AB334 (West Castle Drive and North Pierce Park Lane, southeast corner)
 - AB333 (West Castle Drive and North Eugene Street, southwest corner)
 - AB332 (West Castle Drive and North Castle Hill Way, southeast corner)
 - AB421 (West Hill Road and North Collister Drive, southwest corner)
 - AB098 (North Collister Drive and North Shirley Avenue, northwest corner)
 - AB097 (North Collister Drive and North Johns Landing Way, northwest corner)

Stop Adjustments:

- CN051 (Caldwell Boulevard and Hoffman Lane) now serves Route 42.

- CN087 (Garrity Boulevard and East Flamingo Avenue, southeast corner) was relocated south on Garrity, renamed Garrity Boulevard and Stamm Lane, northeast corner, and services Route 42.

Other Adjustments:

- Route 9 – State Street. In response to rider feedback, Valley Regional Transit named the last major stop “State and Gary” instead of “Gary and Bunch” to align with major roadways.

Other Congestion-Related Projects Not Included in the TIP

The TIP does not list every project. Many projects are budgeted with local funding or may even be requirements of developers. Therefore, congestion-related improvements are much more numerous than reported in the TIP.

V. TIP ACHIEVEMENT

CIM 2050 Performance Measures

CIM 2050 was adopted in December 2022 and includes the following broad [goals](#)²⁷:

- Economic Vitality
- Safety
- Convenience
- Quality of life

Figure 9 provides the goal areas of *Communities in Motion 2050*.

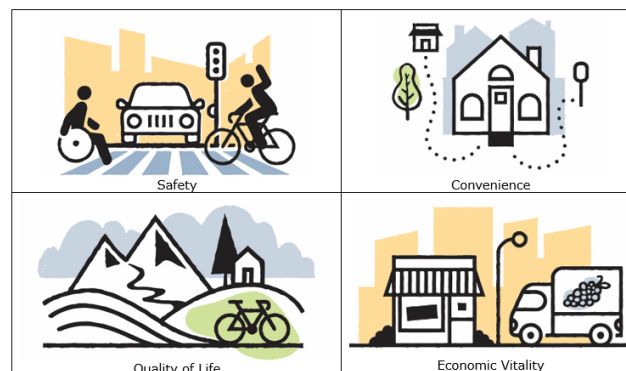


Figure 9: *Communities in Motion 2050 Goal Areas*

To measure the goals in CIM 2050, 18 objectives were determined using 43 performance measures. To streamline reporting, the 43 measures were grouped

²⁷ CIM 2050 Goals: https://cim2050.compassidaho.org/wp-content/uploads/2022/07/CIM_2050_Performance_Measures_Final.pdf

into 8 “TIP Achievement Categories” that meet the intent of CIM 2050 and federally required performance measures combined.

Federal Performance Measures

The federal transportation authorization bill, the *Infrastructure Investment and Jobs Act* (IIJA), emphasizes performance-based planning and programming. MPOs have the option to either create regional targets or support statewide targets. The COMPASS Board of Directors chose to assist ITD in obtaining federal targets on a statewide basis, rather than set specific regional targets, except for three safety targets. The COMPASS Board of Directors set specific regional targets for these select safety targets. For transit-related targets, the COMPASS Board of Directors chose to assist VRT and ITD in meeting targets set by their respective Boards of Directors. Table 2 provides the federal target areas.

Table 2: Federal Performance Measures

Icon	Target Area
	Safety
	Transit Asset Management
	Pavement Condition
	Bridge Condition
	Level of Travel Time Reliability
	Freight Movement
	Congestion Mitigation Air Quality – Emissions
	Public Transportation Safety
	Congestion Mitigation Air Quality – Traffic Congestion

Federal performance measure targets are reported, along with progress on the goals of *Communities in Motion*, every other year in the [Change in Motion](#)

[Scorecard](#)²⁸. See the most current *Change in Motion Scorecard* for updates. Figure 10 provides a sample of the *Change in Motion Scorecard*. A summary analysis of how the projects included in the TIP help meet the performance measures is provided in the sections below.

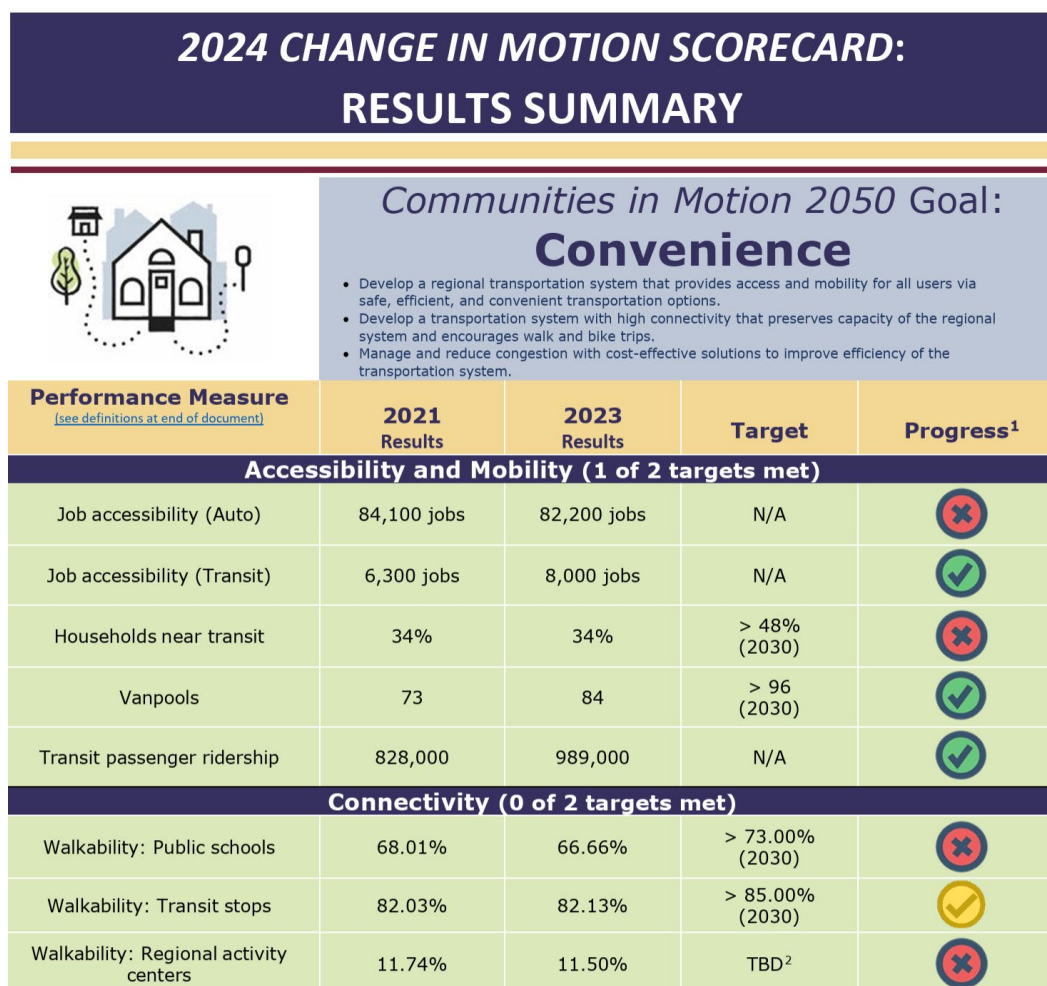


Figure 10: Sample of the Congestion Management Scorecard

TIP Achievement

Each project funded in the TIP supports one or more COMPASS performance measures as identified in CIM 2050; many projects also support federally required performance measures. The TIP combines the goals, objectives, and performance measures from CIM 2050 with the federally required performance measures into TIP Achievement categories. Table 3 provides a matrix demonstrating how the TIP achievement categories reflect performance measures.

COMPASS staff are constantly evaluating better ways to examine data to report achievements in a more meaningful way. As methods are developed, staff will update this report.

²⁸ Change in Motion Scorecard: <https://compassidaho.org/change-in-motion-reports/>

Table 3: TIP Achievement Categories

TIP Achievement Category	Example of Type of Projects	CIM 2050 Goals and Objectives	Federally Required Performance Measures
Active Transportation	Projects to improve all aspects of non-motorized transportation, such as sidewalks or pathways.	Economic Vitality Safety Convenience Quality of Life	
		Economic Vitality Security Connectivity Environment	
Health	Active transportation projects with specific connections to regional activity centers, transit routes, and public schools.	Quality of Life	
		Health	
Open Space	Active transportation projects with specific connections to open spaces and/or separated from a roadway, such as a greenbelt.	Quality of Life	
		Open Space	
Asset Management	Projects to maintain the current transportation system (roadway chip seals, roadway rehabilitation, bridge repair/rehabilitation/replacement, or sidewalk repair)	Economic Vitality	Pavement Condition Bridge Condition
		Preservation and infrastructure condition Reliability	
Public Transportation	Projects for the operation and/or expansion of public transportation, including capital purchases and transit vehicle replacement.	Economic Vitality Convenience Quality of Life	Transit Asset Management
		Economic vitality Preservation and infrastructure condition Security Accessibility and mobility Connectivity Efficiency and congestion management Environment Equity	

TIP Achievement Category	Example of Type of Projects	CIM 2050 Goals and Objectives	Federally Required Performance Measures
Safety	Projects that reduce the number of automobiles, public transportation, and non-motorized crashes and make the overall system safer and more resilient.	Safety	Safety
		Safety Resilience	Public Transportation Safety
Support	Projects in support of the overall system (examples: planning, staff time, studies)	*	
System Performance	Projects that add capacity to roadway segments, intersections, or bridges to help make the system more reliable for all who travel on it, including freight trips, and improvements to the intelligent transportation system/technology.	Economic Vitality Convenience Quality of Life	National Highway System (NHS) Level of Travel Time Reliability (LOTTR)
		Economic vitality Freight accessibility and mobility Reliability Security Resiliency Accessibility and mobility Connectivity Efficiency and congestion management Environment	Freight Movement Congestion Mitigation Air Quality (CMAQ) Emissions Traffic Congestion

*No performance measures are established for this category; however, support projects assist in developing plans and corridors for future projects that meet the goals and vision of CIM 2050.

TIP Achievement Reporting

To further report on the support of CIM 2050 performance measures and federal performance measures, Table 4 provides an analysis of the distribution of funding and the number of projects across all TIP achievement categories. A project may meet the goals of multiple performance measures. These measures are not weighted but are divided based on the number of performance measures for each project. For example, if a project meets the goals of two performance measures, 50% of the project cost is reported for each measure.

Table 4: Analysis of TIP Achievement, FY2026-2032

TIP Achievement Category	Number of Projects*	Dollar Amount**	Percentage of Dollar Amount
Active Transportation	62	\$137,289,000	11.01%
Health	17	\$27,815,000	2.23%
Open Space	18	\$17,453,000	1.40%
Asset Management	48	\$149,679,000	12.00%
Pavement Condition	5	\$6,377,000	0.51%
Bridge	7	\$54,648,000	4.38%
Public Transportation	30	\$68,688,000	5.51%
Transit Asset Management	17	\$23,096,000	1.85%
Safety	101	\$394,153,000	31.60%
Support	20	\$33,392,000	2.68%
System Performance	46	\$259,367,000	20.79%
NHS LOTTR	14	\$38,969,000	3.12%
Freight Movement	3	\$36,586,000	2.93%
CMAQ-Emissions Reduction	0	\$0	0.00%
		\$1,247,512,000	

As of September 2025.

*Most projects are reported in multiple TIP achievement categories; therefore, the sum of the total number of projects would be skewed and is not reported.

**Totals may not sum due to rounding. Reported in the year of expenditure costs.

Although the TIP includes projects through FY2032 or “preliminary development,” reporting below includes projects and costs only between FY2026 and FY2029, as federal agencies recognize only the first four years of the program. Projects beyond FY2029 are considered “illustrative,” and are provided for informational and planning purposes.

Active Transportation

Active transportation relates to non-motorized modes of transportation and includes walking, biking, rolling, or other modes that require activity. There are no specific

federal targets for active transportation other than safety targets, which are included in the safety section for performance measures. Projects that may be included for improvements to active transportation include everything from building a sidewalk or maintaining a pathway to educating elementary school students on how to walk and bike safely.

Sixty-two projects totaling more than \$137 million are currently programmed in the TIP between FY2026 and FY2029, including some aspects of active transportation. Many of the projects include multiple facets of transportation within one project, such as ACHD projects for pavement improvement, which include roadway rehabilitation, ramp improvements to meet the Americans with Disabilities Act (ADA) requirements, and sidewalk improvements, including filling gaps in the existing sidewalk network.

Health

There are two goal subsets for active transportation. Projects that connect the user to grocery stores and public schools are considered health benefits. These types of trips are necessary and provide benefits to the user's health and education. Seventeen projects are specific to the health subset, with a total of approximately \$28 million budgeted through FY2029.

Open Space

Connections to open spaces such as parks, rivers, and lakes also provide health benefits, but are considered more recreational. The open space subset includes projects to expand or improve a greenbelt or other connections to open spaces throughout the Treasure Valley. Eighteen projects are specific to the open space subset, with almost \$17.5 million budgeted through FY2029.

No Subset

Some active transportation projects are not considered under the health subset (specific to access to grocery stores and public schools) or the open space subset. These are shown as "no subset." These projects provide active transportation connections but do not fall within the subset criteria.

Active transportation projects programmed between FY2026 and FY2029 are summarized below in Figure 11. Note: if a project is included in both subsets, the total cost was divided equally between the subsets.

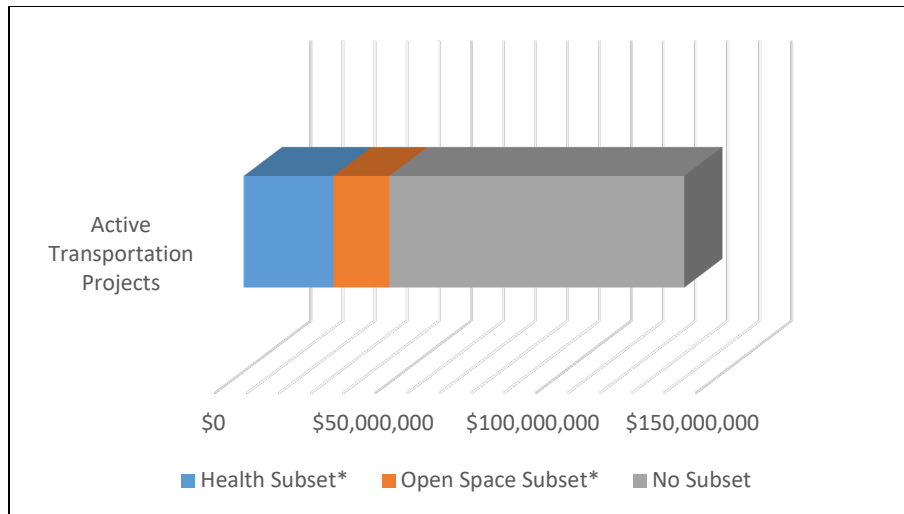


Figure 11: Active Transportation Projects with Subsets, FY2026-2029

The [Change in Motion Scorecard](#)²⁹ includes a detailed analysis of active transportation in the Treasure Valley.

Asset Management (Roadways)



Pavement Condition

Pavement condition targets aim to keep a certain percentage of pavement in good condition. It is less costly to keep roads in good condition than to repair roads in poor condition. Costs increase exponentially when more involved treatments are needed to repair them (Figure 12) (graphic from David Hein, PE, ARA, used with permission).

Prevention Saves Costs

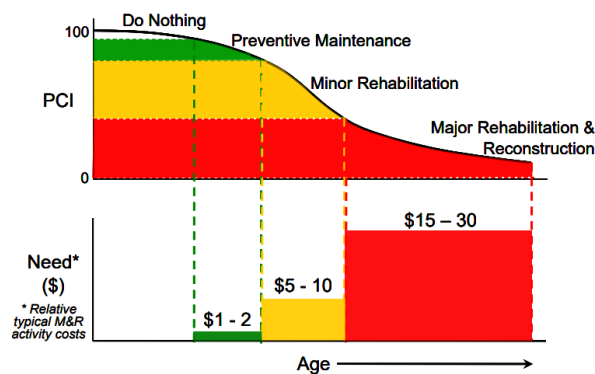


Figure 12: Pavement Asset Management Cycle

²⁹ Change in Motion Scorecard: <https://compassidaho.org/change-in-motion-reports/>

A detailed analysis of current conditions is provided in the [Treasure Valley Annual Congestion Management System Report, 2023](#)³⁰.

COMPASS currently does not have the tools to estimate exactly how projects will accomplish overall pavement condition goals. However, projects are selected by ITD and local agencies to strategically use the best treatment for dollars available. Some projects in the TIP are “placeholders” for pavement management work. Since projects in the TIP start five years or more from the date they are added, the local agency selects the segments of roadway that are most appropriate for the funding when the design phase begins. Transportation agencies in the Treasure Valley plan to spend over \$123 million on pavement condition improvements between FY2026 and FY2029:

- Almost \$64 million is planned on pavement condition improvements on local roadways
- About \$2.7 million on local NHS roadways
- As well as additional projects to maintain the existing local system with local funds (not listed in the TIP)

In addition, ITD plans to spend:

- Over \$7 million on the interstate
- Almost \$49 million on pavement condition improvements on non-interstate NHS roadways.

Local agencies are no longer required to report deferred maintenance in the annual road and street reports. The amount of deferred maintenance is currently unknown at a regional level.



Bridge Condition

2021 bridge conditions are shown on the COMPASS TIP View (interactive map) on the COMPASS [website](#)³¹.

In the COMPASS planning area, seven bridges are in poor condition, two of them are on the NHS: 10th Avenue bridge over the Union Pacific Railroad in the City of Caldwell and Interstate 84 westbound ramp at Centennial Way (Exit 27) in the City of Caldwell. The 10th Avenue bridge is currently scheduled for repair using local funding, and the bridge on Interstate 84 will be improved as part of a larger widening project of the interstate through the City of Caldwell. All the non-NHS bridges have secured funding through the Leading Idaho Local Bridge program, a state program administered by the Local Highway Technical Assistance Council and

³⁰ Treasure Valley Annual Congestion Management System Report, 2023:
https://compassidaho.org/wp-content/uploads/11-2024_2023TreasureValleyAnnualCongestionManagementSystemReport.pdf

³¹ COMPASS TIP Viewer:
<https://compassidaho.maps.arcgis.com/apps/Cascade/index.html?appid=b0a54a77f8d047aa9b8b479347cc0463> (Contact COMPASS staff if you need assistance at 208-855-2558.)

not listed in the TIP. Currently, three projects are under construction with a total of \$23 million and six projects are under design with a total of almost \$11 million.

Projects in the TIP between FY2026 and FY2029 include almost \$10 million scheduled for improvements on bridges on the NHS system, and more than \$16 million scheduled for bridge improvements on the local system. Most funded bridges are in fair condition. Several bridges are included in major NHS roadway widening projects and are not included in the totals above.

Public Transportation



Transit Asset Management

On August 26, 2019, the COMPASS Board of Directors adopted a position to support regional transit asset management targets for “state of good repair” as described in VRT’s [Transit Asset Management \(TAM\) Plan](#)³².

On June 7, 2021, the VRT Board adopted the TAM Plan for FY2023-2026. The plan outlines the processes and tools used to perform condition assessments, investment prioritization, and target setting to improve the state of good repair of regional public transportation assets. The plan also provides an inventory and condition assessment for all assets under the responsibility of group plan participants: ACHD, Boise State University, and VRT.

Almost \$45 million in vehicle and equipment replacements (and improvements) is budgeted in the FY2026-2032 TIP between FY2026 and FY2029. The VRT program of projects and revenue plan, known as the [Transportation Development Plan](#)³³, was completed in October 2022, and is the five-year operating and capital budget for the agency.

VRT is proactive in applying for competitive transit capital grants to address this backlog and leverage available local funding with federal funding whenever possible. VRT continues to see shortfalls in local revenue in the small urban areas, leading to challenges in addressing capital replacement and deferred maintenance. VRT is working closely with local governments to address the shortfall.



Operations

Currently, there are no targets specifically for the operations of public transportation. The intent is to maintain current service levels and expand the service as funding permits.

³² Transit Asset Management Plan: <https://www.valleyregionaltransit.org/wp-content/uploads/2021/08/2021TAMPlan.pdf>.

³³ Transportation Development Plan: <https://www.valleyregionaltransit.org/planning/tdp/>

More than \$47 million for transit operations is budgeted in the FY2026-2032 TIP between FY2026 and FY2029.

VRT staff have been working towards further improving service as outlined in [Valley Connect 2.0](#)³⁴ and the [Transportation Development Plan](#)³⁵.

Ridership

Total transit ridership from October 1, 2024, through June 31, 2025, increased almost 1.7% from the same period of the prior year. However, total ridership is down approximately 17% from the same period in FY2019 (pre-pandemic). (Note: not all ridership data is comparable between FY2019 and FY2022 due to availability of data between the two fiscal years, but the data is similar.)

See tabular and graphical representations of ridership throughout FY2024 and FY2025 in Appendix B.

Safety



Roadway Safety

On December 18, 2017, the COMPASS Board of Directors adopted a position to support the statewide safety targets established by ITD.

COMPASS analyzed all projects between FY2026 and FY2029 to determine how they will affect safety in the future. Reduction in overall crashes is based on measures reported in the Crash Modification Factors (CMF) Clearinghouse. A reduction in overall crashes equates to a reduction in fatalities and serious injuries as well, which are the actual targets. (The CMF Clearinghouse contains predictive data based on studies of similar projects across the nation.) Not every safety measure has predictive data to determine changes in crash rates.

Overall, projects in the TIP are projected to prevent an estimated 656 crashes in Ada and Canyon Counties. Almost \$555 million is budgeted towards projects with safety benefits.



Public Transportation Safety

On November 2, 2020, the Public Transportation Agency Safety Plan (PTASP) was approved by the Valley Regional Transit Board of Directors.

Targets were set based on historical data gathered through reviewing trending information over the past two years. These data are collected monthly and analyzed

³⁴ Valley Connect 2.0: www.valleyregionaltransit.org/planning/valley-connect-2-0/

³⁵ VRT Transportation Development Plan:
<https://www.valleyregionaltransit.org/planning/tdp/>

to ensure Valley Regional Transit is progressing toward the targets. The COMPASS Board of Directors accepted the targets set by Valley Regional Transit.

The [Change in Motion Scorecard](#)³⁶ includes detailed analysis of public transportation in the Treasure Valley.

Support

Certain projects, such as planning or studies, support the overall system. These projects may not specifically “move the needle” on specific performance measures but allow progress to be made on these measures in the future or assist in maintaining our current transportation system.

Approximately \$23 million is programmed for 14 projects related to planning or studies to further transportation improvements between FY2026 through FY2029.

System Performance

Projects that enhance the transportation system's reliability are reported in the system performance section.

More than \$438 million is budgeted on 29 projects to enhance system performance in various ways in Ada and Canyon Counties between FY2026 and FY2029.

In addition, studies are currently funded or already underway in eight corridors which could lead to additional improvements in the future. Table 5 provides the details of these studies.

Table 5: Corridor Studies Funded or Underway

Key Number	Project	Type of Study	Status
13046	Planning Study (PEL), High-Capacity Transit Corridor, COMPASS	Planning and Environmental Linkages Study	Underway
23175	SH-16, SH-44 to Junction SH-52, Ada and Gem Counties	Environmental Re-evaluation	Underway
23630	SH-44, I-84 to Star Road, PEL and NEPA, Canyon County	Planning and Environmental Linkages and National Environmental Protection Act Study	Underway
24665	Study, I-84 Mobility Improvements, Ada and Canyon Counties	Determine needed operational improvements	Underway
23341	Study, I-84, SH-44 to Centennial Way, Canyon County	Evaluate needed capacity and safety improvements	Underway
NEW2	Study, Interchange Justification Report, I-84 and Ustick Road, Caldwell	Interchange Justification Report	Underway
24237	Study, Interchange Modification Report, I-84 and SH-16, Nampa	Interchange Modification Report	Underway
24238	Study, SH-45 Realignment NEPA, Nampa	Environmental evaluation	Underway

³⁶ Change in Motion Scorecard: <https://compassidaho.org/change-in-motion-reports/>



Level of Travel Time Reliability

Travel time reliability provides a more complete look at the on-the-ground experience for the road user than simply reporting congestion, as travel times can vary greatly day-to-day (Figure 13) (from FHWA's performance measure website). Congestion on roadways and other factors, such as weather, events, or construction, often make it difficult to predict how long it will take to travel from one destination to another. One day, it may take 20 minutes to travel from the City of Nampa to the City of Boise, and another day, it may take an hour. The overall goal of the level of travel time reliability targets is to make travel times *predictable*. The intent of these targets is not necessarily to decrease the amount of time it takes to travel, although many of the projects will do just that, but to make travel times as consistent and predictable as possible.

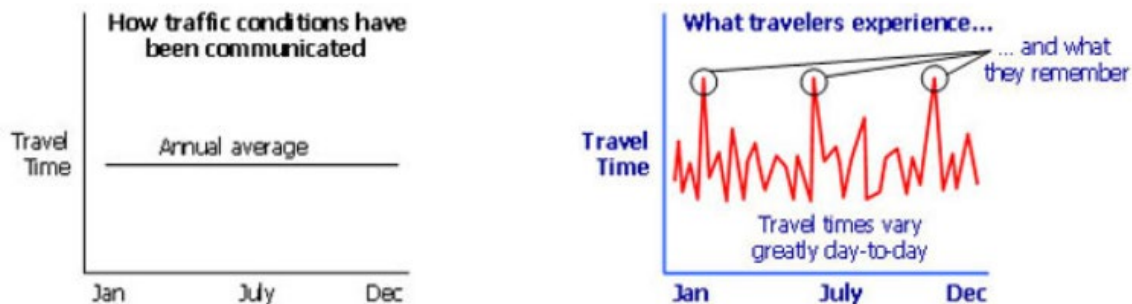


Figure 13: Reliability Measures Capture the Benefits of Traffic Management

The level of travel time reliability is defined as the ratio of the longer travel times (80th percentile) to a "normal" travel time (50th percentile), using data from the Federal Highway Administration's NPMRDS, or an equivalent data source. Data are collected in 15-minute segments during all time periods between 6:00 a.m. and 8:00 p.m. local time.

Travel time reliability measures how consistent travel times are from one point to another, from one day to the next. To determine reliability, data on travel time are examined to see how they vary over time. If the difference between the normal travel time (50th percentile) and the longer travel time (80th percentile) is greater than 50%, then the segment is unreliable.

Improvements in the reliability of the NHS due to projects programmed through the TIP will be reported in the Congestion Management Annual Report, discussed in Section IV. A sample of the measurement is provided in Figure 14 (from FHWA's performance measure website).

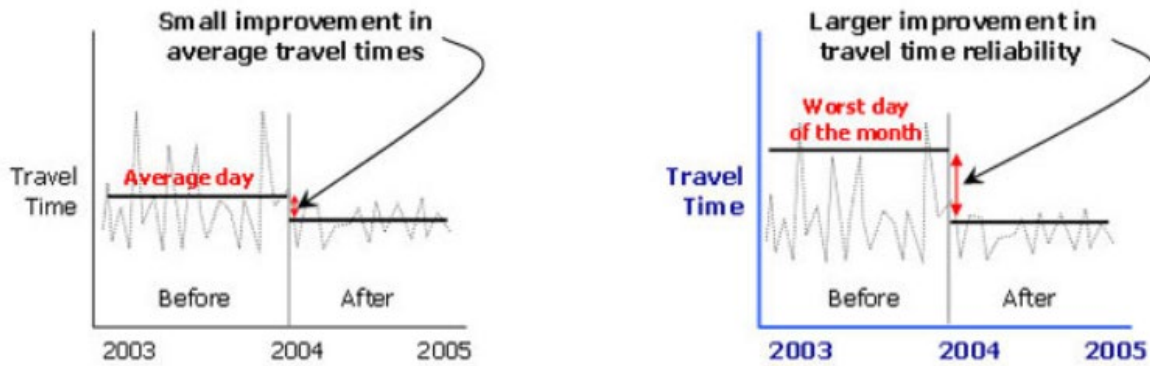


Figure 14: Sample Improvements in Average Travel Times

The 2023 level of travel time reliability on the NHS is provided in the [Treasure Valley Congestion Management Annual Report, 2023](#)³⁷. Figure 15, below, is an excerpt of this report showing segments (by direction) that are reliable (gray) and not reliable (pink). More detailed information is available in the annual report.

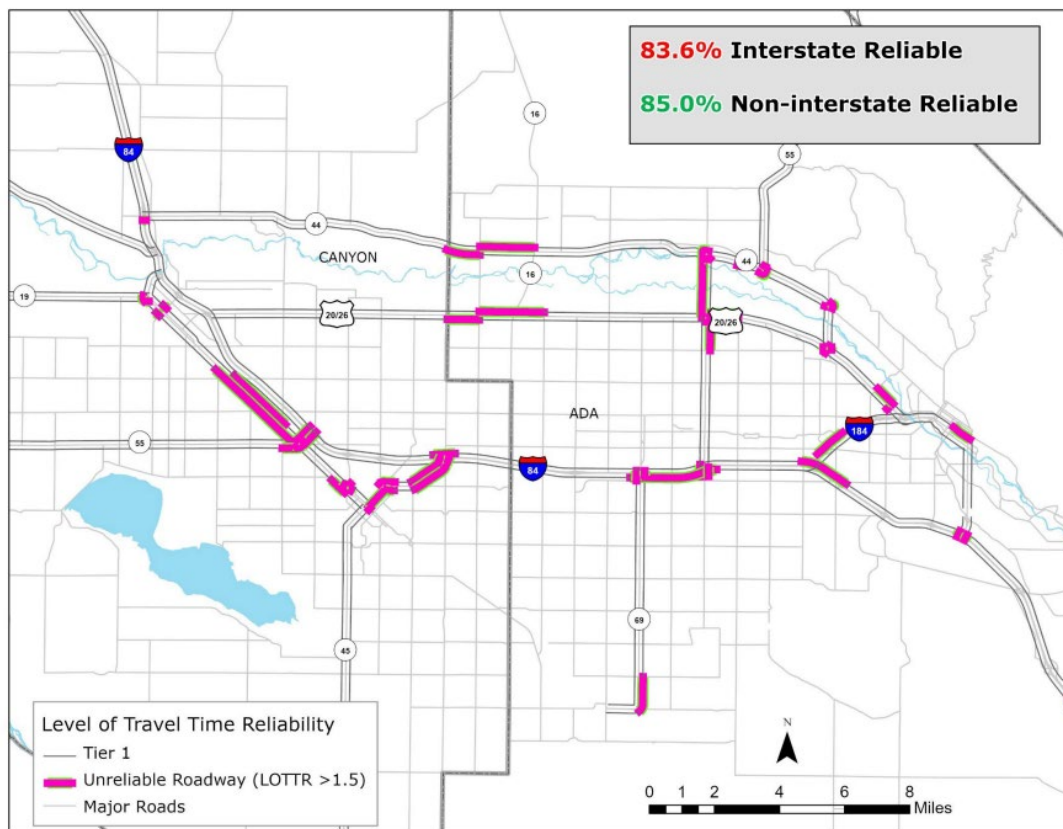


Figure 15: 2023 NHS Level of Travel Time Reliability

³⁷ Treasure Valley Congestion Management Annual Report, 2023: https://compassidaho.org/wp-content/uploads/11-2024_2023TreasureValleyAnnualCongestionManagementSystemReport.pdf

The Congestion Management Annual Report provides much more robust information about congestion and reliability in the Treasure Valley.

Between FY2026 and FY2029, about \$347 million is budgeted for travel time reliability improvements specifically on the NHS. The funds used on the programmed projects are expected to start making a difference in travel time reliability on the NHS system.



Truck Travel Time Reliability (Freight Movement)

The interstate has a target of less than “1.3,” meaning, it would take less than 30% longer at a highly congested level of service to travel through that same segment. The target of less than 1.3 is the statewide target for interstate travel. Regional travel through Ada and Canyon Counties is likely to score higher due to the higher rate of congestion in the area.

Freight movement is assessed by the Truck Travel Time Reliability (TTTR) Index. Reporting is divided into five periods: morning peak, midday, and afternoon peak Mondays through Fridays; weekends; and overnights for all days. The TTTR ratio is similar to the level of travel time reliability described earlier, but instead of the 80th percentile, truck travel time reliability is assessed by dividing the 95th percentile time by the normal time (50th percentile) for each segment. The maximum TTTR is the comparative number for truck travel on the interstate. See Table 6 for an example of how the index works.

Table 6: Truck Travel Time Reliability (TTTR) Index Example

Segment: Longer Travel Time (95th) divided by Normal Travel Time (50th) = # seconds ÷ by #seconds = TTTR		
Monday - Friday	6am – 10am	TTTR=72 sec ÷ 50 sec = 1.44
	10am – 4pm	TTTR = 1.39
	4pm – 8pm	TTTR = 1.49
Weekends	6am – 8pm	TTTR = 1.31
Overnight	8pm – 6am	TTTR = 1.20
Maximum TTTR		1.49
Measure: TTTR Index - Length x Max TTTR = Length-weighted TTTR Σ (All segment length weighted TTTR) ÷ Σ (All segment lengths)		

This example segment does not meet the target of less than 1.3; therefore, it is considered “not reliable.”

The 2023 truck travel time reliability on the interstate is provided in the [Treasure Valley Congestion Management Annual Report, 2023](#)³⁸. Figure 16, below, is an excerpt of this report showing segments that are considered unreliable (pink) regarding truck travel time reliability on the interstate system.

The Congestion Management Annual Report provides much more robust information about congestion and reliability in the Treasure Valley.

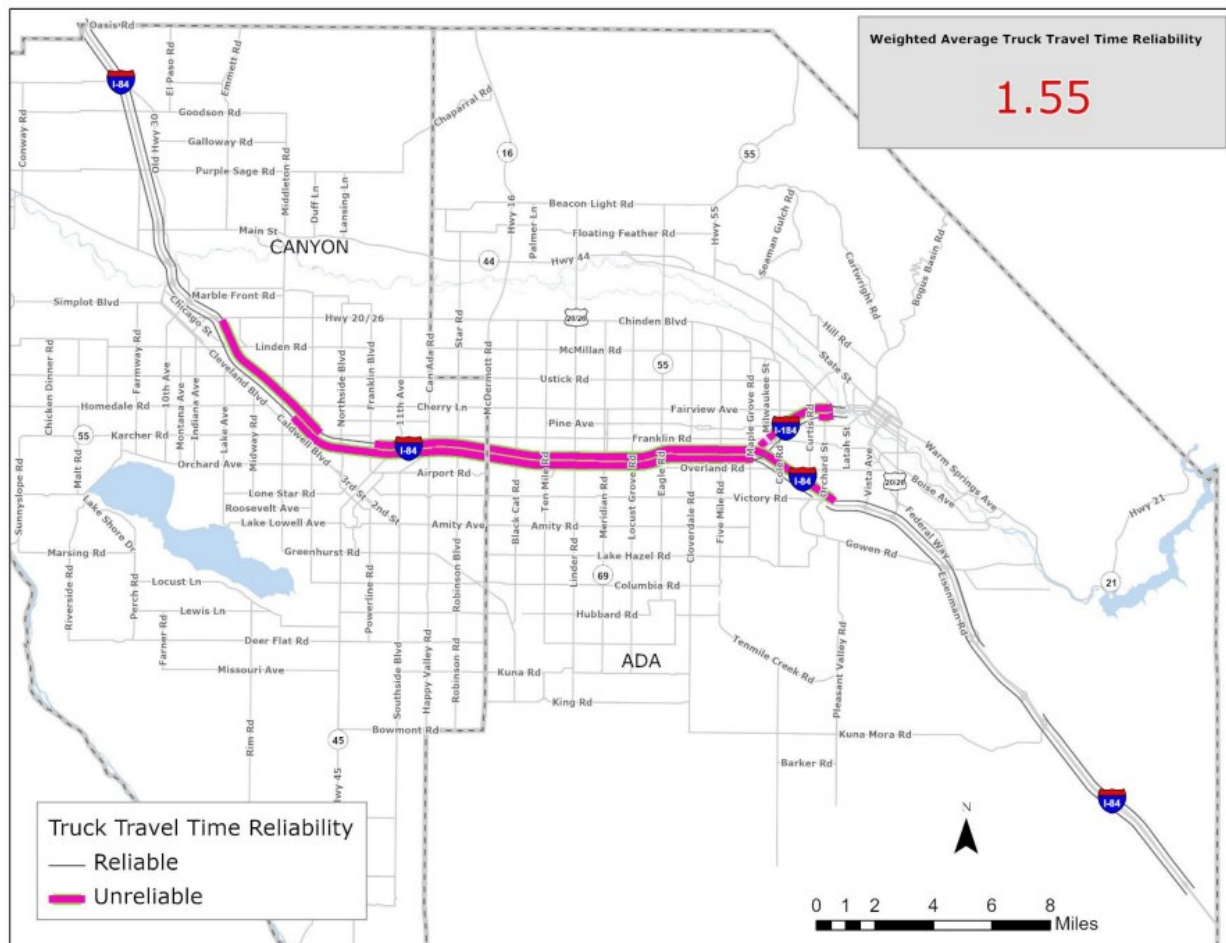


Figure 16: 2023 Truck Travel Time Reliability on the Interstate

One hundred million dollars is budgeted to improve truck travel time reliability on Interstate 84 between FY2026 and FY2029. ITD is currently studying Interstate 84 in District 3 to determine needs for future improvements. The study will result in specific treatments and termini. As these projects are completed, COMPASS will

³⁸ Treasure Valley Congestion Management Annual Report, 2023:
https://compassidaho.org/wp-content/uploads/11-2024_2023TreasureValleyAnnualCongestionManagementSystemReport.pdf

report on how truck travel times and the reliability of travel on Interstate 84 change in the [Congestion Management Annual Report](#)³⁹.

Several projects were funded over the last few years and are almost complete. These projects will increase capacity of the interstate in segments currently considered fair to poor in truck travel time reliability. Future reporting should have more favorable reports, as construction on Interstate 84 began in 2023.



CMAQ – Emissions

In October 2020, the COMPASS Board of Directors adopted a position to support the CMAQ emissions target established by ITD. The ITD target is zero, as ITD does not claim “emission reductions” when CMAQ funds are used on a project; therefore, no changes to vehicles emissions because of this funding are reported.

In November 2023, northern Ada County reached attainment status and is no longer eligible to use CMAQ funding.

The Federal Highway Administration makes funds available for Congestion Mitigation/Air Quality, known as “CMAQ funds,” which are specific to projects that help meet the requirements of the Clean Air Act to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (non-attainment areas) and for former non-attainment areas that are now in compliance (maintenance areas). However, CMAQ funds are only required to be spent in air quality “non-attainment areas”. Since Northern Ada County is considered a “maintenance area,” the Idaho Transportation Department (ITD) chooses not to program these funds via the CMAQ program for projects in the COMPASS area. Instead, CMAQ funds may be used for the same types of projects in the Surface Transportation Block Grant Program (STBGP), which is typically how ITD chooses to program these funds. This measure is a federal requirement, and the target will remain at zero until a project in the COMPASS area is funded via the CMAQ program.



CMAQ – Traffic Congestion

Peak-Hour Excessive Delay per Capita- The extent of traffic congestion is measured by the number of transportation system users that are affected by congestion. FHWA measures this by the annual hours of peak hour excessive delay (PHED) per capita on the NHS in the Boise Urbanized Area. The threshold for excessive delay is based on the travel times at 20 miles per hour or 60 percent of the posted speed limit travel time, whichever is greater, and measured in 15-minute intervals. Peak travel hours are defined as 6:00-10:00 a.m. and 3:00-7:00 p.m. each weekday. COMPASS worked in coordination with ITD staff to develop the

³⁹ Congestion Management Annual Report: https://compassidaho.org/wp-content/uploads/09-2025_2024TreasureValleyAnnualCongestionManagementSystemReport.pdf

current target of less than 13 hours of annual peak-hour delay per capita by 2025. In 2022, travelers in the Boise Urban Area experienced 3.2 hours of peak-hour excessive delay per capita.

Non-Single Occupancy Vehicle Travel - This measure recognizes non-single occupancy travel, or commutes to work using alternate modes, within the Boise Urban Area. Modes recognized for this measure include carpooling, vanpooling, public transportation, commuter rail, walking, bicycling, and tele-commuting. COMPASS in coordination with Idaho Transportation Department developed a target of greater than or equal to 22% non-single occupancy vehicle travel by 2025. In 2022, 29.5% of work commutes in the Boise Urban Area were non-single occupancy vehicles.

VI. REGIONALLY SIGNIFICANT PROJECTS

The TIP includes all federally funded and “regionally significant” projects, regardless of funding source, in the COMPASS planning area. If federal funds are not used on the project, the listing is considered informational in nature and may not include as much detail or review as a federally funded project.

40 CFR 93.10115 defines a regionally significant project as:

... a transportation project (other than an exempt project) that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area's transportation network, including at a minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel.

Idaho Administrative Code (IDAPA 58.01.01.566) further defines a regionally significant project as:

A transportation project, other than an exempt project, that is on a facility which serves regional transportation needs... and would normally be included in the modeling of a metropolitan area's transportation network, including, at a minimum:

- a. All principal arterial highways;
- b. All fixed guideway transit facilities that offer an alternative to regional highway travel; and
- c. Any other facilities determined to be regionally significant through Section 570, interagency consultation.

The Interagency Consultation Committee (ICC) maintains discretionary authority in interpreting and applying these definitions to the area's transportation programs, plans, and projects. Definitions for regionally significant road projects and regionally significant transit projects, as developed by the ICC, are below. Although the definitions were developed specifically for Ada County, they are also relevant to projects in Canyon County.

Regionally Significant Roadway Project Definition

On January 30, 2002, the ICC developed the following definition of a "Regionally Significant" transportation project:

A transportation project in Ada County, Idaho is designated "Regionally Significant" if:

- (a) the project is for the improvement of either:
 - (i) a principal arterial or higher functional classification; or
 - (ii) a minor arterial which will have a twenty (20) year projected traffic volume of at least 45,000 vehicles a day after completion of the project; and
- (b) the project will add at least one new continuous vehicular lane which either:
 - (i) extends from one intersecting principal or minor arterial to another intersecting principal or minor arterial; or
 - (ii) in the case of an interstate, extends from the on-ramp of one interstate interchange to a point beyond the off-ramp of the next adjacent interstate interchange.

Regionally Significant Transit Project Definition

On August 31, 2005, the ICC adopted the following definition of a "Regionally Significant" transit project:

A transit project in Ada County, Idaho is designated "Regionally Significant" if the transit project:

- (a) has the potential to change the vehicle demand of an existing roadway classified as a principal arterial or higher by 400 vehicles per hour, or 4,000 vehicles per weekday; and
- (b) is a transit service or facility that provides services to (or connects) at a minimum:
 - (i) two counties and;
 - (ii) three incorporated cities

VII. LOCAL PLANNING ACTIVITIES

The TIP was developed in accordance with the area's development goals and priorities as specified in the long-range transportation plan. The following planning documents were consulted in preparing this TIP:

2019 Transportation Master Plan, City of Nampa.

2025-2026 Integrated Five-Year Work Plan, ACHD, September 2024.

2040 Long-Range Transportation Plan, ITD, December 2019.

ACHD's 2020-2040 Capital Improvement Plan, ACHD, August 2020.

Bike and Pedestrian Master Plan, City of Nampa, 2020.

Blueprint Boise, City of Boise, March 2023.

Bus Network Redesign, VRT, June 2024.

Campus Master Plan 2025, Boise State University, December 2024.

Communities in Motion 2050, regional long-range transportation plan for Ada and Canyon Counties, COMPASS, December 2022.

Congestion Management Process, COMPASS, April 2022.

Coordinated Public Transit - Human Services Transportation Plan, COMPASS, 2022.

Draft FY26 to FY32 Idaho Transportation Investment Program (ITIP), Draft for Public Comment, ITD, July 2025.

I-84 Corridor Operations Plan, February 2023.

Idaho Public Transportation Plan, ITD, April 2018.

Mid-Star Service Area Capital Improvement Plan, Canyon Highway District No. 4, City of Star, and City of Middleton, May 2021.

Regional Housing Coordination Plan, COMPASS, October 2023.

Regional Safety Action Plan, COMPASS, February 2025.

State Street Corridor Strategic Plan, ACHD and City of Boise, February 2004.

State Street Corridor Transit Oriented Development Policy Guidelines, State Street Corridor partners, April 2008.

State Street Transit and Traffic Operational Plan, Implementation Plan, ACHD, City of Boise, and Valley Regional Transit, June 2011.

Transportation Study and Improvement Plan, City of Middleton, December 2019.

Treasure Valley High-Capacity Transit Study, COMPASS, July 2020.

Treasure Valley Transportation System: Operations, Management, and ITS, March 2014.

Treasure Valley Transportation Systems Management and Operations Strategic Plan, January 2020.

Valley Connect 2.0, VRT, April 2018.

VIII. FINANCIAL CONSTRAINT

The TIP is a financially driven document. Financial constraint is required by federal law and guidance, meaning that the TIP can only be programmed to the level that funding is available. In addition, financial constraint must show that agencies receiving the funds programmed through this document are able to continually maintain and operate the transportation systems for which they receive funding. Based on COMPASS' analyses, funding is reasonably assumed to be available for the projects contained in this document.

COMPASS uses ITD's funding assumptions to estimate available funds for highways and public transportation programs.

A. Highway Funding Assumptions

The Infrastructure Investment and Jobs Act (IIJA) (also known as the Bipartisan Infrastructure Law [BIL]), Public Law Number 117-58, is the current federal transportation authorization act. The IIJA became law on November 15, 2021, and establishes funding authorization for FY2022 through FY2026.

The program structure from the previous transportation authorization bill, Fixing America's Surface Transportation Act (FAST), continues under the IIJA with the addition of three new programs: the Carbon Reduction Program, the Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation (PROTECT) program, and the National Electric Vehicle Infrastructure (NEVI) program.

Highway funding assumptions for individual funding sources are based on apportionment levels provided in the IIJA and from ITD forecasts of state funding levels. Actual funding levels are often not known until after the beginning of each fiscal year (October 1). Therefore, assumptions are made regarding future funding to allow uninterrupted development of projects. The following list of highway funding assumptions and guidelines was used to develop the highway funding levels shown in the TIP.

1. Federal-Aid Funding Assumptions

Program funding levels are reflective of apportionments in the IIJA. FY2027 through FY2029 funding levels are flat-lined based on FY2026 funding levels in the IIJA, as the IIJA expires at the close of FY2026. Per federal guidance, available funds may include an extrapolation based on historic authorizations of federal funds distributed by formula. COMPASS anticipates similar or increased funding levels throughout the program; however, funding sources may change to match new authorization language and requirements.

Funds in the list of projects (Appendix E) are shown in year-of-expenditure dollars, meaning the costs are inflated to reflect anticipated costs based on the year the project will occur. Inflation is estimated at 2% annually.

Obligation authority is assumed to be equal to 100% of estimated apportionments. Funding forecasts do not include year-end redistribution or obligation authority not used by other states.

2. State Funding Assumptions

Estimates of state funds available for capital construction consider projected revenues, the reservation of state matching funds for federal aid, and other operational needs not shown in ITD's funding program. The amount of state highway funding can be impacted by legislation passed in any given year. Several bills passed during the FY2025 legislative session influenced transportation funding and project development.

House Bill 25 changes the Transportation Expansion and Congestion Mitigation (TECM) program by increasing ITD's portion by \$20 million per year for three years (FY2026: \$100 million, FY2027: \$120 million, FY2028: \$140 million) and decreasing, but stabilizing, the local portion to a guaranteed \$45 million per year (down from "up to" \$60 million).

House Bill 469 (trailer bill to House Bill 25) provides an additional \$20 million for ITD in FY2026.

Senate Bill 1140 and Senate Bill 1144 stipulates that certain funds are for the primary benefit of vehicles.

3. Bonding Debt Assumptions

ITD uses Grant Anticipation Revenue Vehicle (GARVEE) revenue bonds to help fund transportation projects. These revenue bonds do not pledge the full faith and credit of the state. Idaho Code allows no more than 30% of ITD's federal apportionment for debt service. The department uses federal highway revenue to repay the bonds.

Before FY2017, the Idaho Legislature authorized ITD to secure financing to fund \$857 million of infrastructure improvements in the GARVEE program. Projects funded by those pre-FY2017 authorizations were completed and closed out.

In March 2017, the Idaho Legislature authorized up to \$300 million in new GARVEE bonds to fund additional projects to be selected by the Idaho Transportation Board.

In May 2019, \$141.6 million of the \$300 million authorized was bonded for projects on Interstate 84, US 95, and State Highway 16 corridors.

The debt service is approximately \$65 million annually, including the original \$857,000,000 and the new \$300,000,000 legislative authorization. Approximately \$60 million of the debt service is federal funds and approximately \$5 million is state matching funds. All GARVEE authorizations are bonded, construction is nearly complete, and bi-annual debt service payments are being made on outstanding debt.

The Idaho State Legislature created the State Transportation Expansion and Congestion Mitigation (TECM) fund in 2017 as a 1% transfer from sales tax to ITD. The Legislature added the ability to use TECM funding to bond projects in 2019. In 2021, the Legislature increased the fund from 1% to 4.5%, with a dedicated \$80 million per year to ITD. In 2025, the Legislature passed a bill that increased the TECM fund by \$20 million per year for three consecutive years, resulting in \$140 million in TECM funds annually by FY2028. ITD secures TECM bonds with a pledge of future state sales tax transfer and the Idaho Housing and Finance Association issues bonds on ITD's behalf on an as-needed basis.

Assuming ITD bonds for all authorized TECM funds, the estimated debt service by FY2028 would be \$140 million per year.

B. Public Transportation Funding Assumptions

ITD is the direct recipient of FTA funding for rural and some small urban programs, and VRT is the direct recipient for large urban and other small urban programs. The funds managed by ITD and VRT support fixed route and paratransit services, mobility management, program administration support, transportation services for the elderly and people with disabilities, buses and bus facilities, and general operations and maintenance of the public transportation system in Ada and Canyon Counties.

C. Reference to MPOs

The Idaho STIP does not list projects located in MPO planning areas but refers to the local TIP in each MPO area; therefore, all projects located in Ada or Canyon Counties are only listed in the COMPASS TIP. Unlike ITD, the COMPASS Board of Directors opted not to group projects; therefore, all projects are listed individually in the COMPASS TIP.

Financial Status of ITD Projects

The FY2026-2032 STIP provides financial data and financial constraint documentation for ITD projects.

ITD seeks to make the best use of its resources and assets through a mixture of performance management and financing options. Idaho's transportation revenue comes from three sources. In FY2026, the State of Idaho will receive 41.25% of its transportation funds from federal revenues such as the National Highway Trust Fund and the Airport and Airways Trust Fund, 57.37% from state revenues generated by transportation-related taxes and fees paid by Idaho citizens into the state's Highway Distribution Account (HDA) and air-fuel tax accounts, and 1.37% from other revenues such as local match (Table 7).

Table 7: ITD Budget Forecast, August 2025

IDAHO TRANSPORTATION DEPARTMENT
AUGUST 2025 FORECAST

Summary of ITD Revenues History & Forecast		History			August 1, 2025 Forecast	
		FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
State Highway Account	Federal					
	FHWA	\$ 333.79	\$ 467.40	\$ 457.47	\$ 504.18	\$ 456.87
	FTA - Transit	\$ 11.79	\$ 19.51	\$ 19.07	\$ 30.56	\$ 20.56
	NHTSA - Hwy Safety	\$ 5.57	\$ 6.40	\$ 4.85	\$ 6.43	\$ 6.43
	CARES Act	\$ 4.30	\$ 4.19	\$ -	\$ 4.08	\$ -
	Other Federal Aid	\$ 5.73	\$ 0.63	\$ 8.76	\$ 48.88	\$ 6.51
	Total Federal	\$ 361.19	\$ 498.13	\$ 490.15	\$ 594.13	\$ 490.37
	State					
	Dedicated (HDA)	\$ 240.41	\$ 250.85	\$ 257.49	\$ 261.63	\$ 264.79
	Miscellaneous (SHA direct)	\$ 50.29	\$ 57.12	\$ 64.34	\$ 64.20	\$ 63.70
	Ethanol exemption	\$ 19.40	\$ 20.54	\$ 20.84	\$ 20.70	\$ 20.90
	Cigarette Tax*	\$ -	\$ -	\$ -	\$ -	\$ -
	Fuel/Registration Direct to SHA	\$ 73.14	\$ 76.49	\$ 79.32	\$ 79.86	\$ 81.30
	Total State	\$ 383.25	\$ 405.01	\$ 422.00	\$ 426.38	\$ 430.69
	Local	\$ 7.47	\$ 12.27	\$ 15.23	\$ 10.50	\$ 10.50
	Interagency	\$ -	\$ -	\$ -	\$ -	\$ -
Total State Highway Account		\$ 751.91	\$ 915.41	\$ 927.38	\$ 1,031.01	\$ 931.56
SIPF		FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
	ITD					
	General Fund Transfer	\$ 18.00	\$ 181.68	\$ 181.68	\$ 165.00	\$ 165.00
	Interest	\$ 0.29	\$ 9.71	\$ 14.70	\$ 12.00	\$ 10.00
	LOCALS					
	General Fund Transfer	\$ 210.00	\$ -	\$ 200.00	\$ 110.00	\$ 110.00
TECM	Interest	\$ 4.50	\$ 11.92	\$ 16.62	\$ 9.00	\$ 8.00
	Total Strategic Initiative Fund	\$ 232.79	\$ 203.31	\$ 413.00	\$ 296.00	\$ 293.00
		FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
	Sales Tax Revenue	\$ 80.00	\$ 80.00	\$ 94.12	\$ 100.00	\$ 120.00
Aeronautics	Cigarette Tax*	\$ 5.81	\$ 4.23	\$ 1.46	\$ -	\$ -
	Interest	\$ 4.41	\$ 8.06	\$ 8.45	\$ 8.50	\$ 9.00
	Total Expansion and Mitigation	\$ 90.23	\$ 92.29	\$ 104.02	\$ 108.50	\$ 129.00
Aeronautics		FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
	Federal	\$ 0.21	\$ 0.26	\$ 0.08	\$ 0.67	\$ 0.67
	State					
	Fuel Taxes	\$ 3.32	\$ 2.95	\$ 3.31	\$ 3.50	\$ 3.55
	Miscellaneous (SHA direct)	\$ 35.64	\$ 2.08	\$ 2.32	\$ 1.86	\$ 1.62
	Total State	\$ 38.97	\$ 5.03	\$ 5.63	\$ 5.36	\$ 5.17
	Local					
Aeronautics	Interagency	\$ 0.28	\$ 0.32	\$ 0.30	\$ 0.30	\$ 0.33
	Total Aeronautics	\$ 39.45	\$ 5.61	\$ 6.01	\$ 6.33	\$ 6.16
TOTAL Federal		\$ 361.39	\$ 498.39	\$ 490.23	\$ 594.80	\$ 491.04
TOTAL State		\$ 512.74	\$ 512.04	\$ 546.35	\$ 552.24	\$ 574.86
TOTAL Local		\$ 11.97	\$ 24.18	\$ 31.85	\$ 19.50	\$ 18.50
TOTAL Interagency		\$ 0.28	\$ 0.32	\$ 0.30	\$ 0.30	\$ 0.33
TOTAL General Fund		\$ 228.00	\$ 181.68	\$ 381.68	\$ 275.00	\$ 275.00
GRAND TOTAL		\$1,114.38	\$1,216.61	\$1,450.42	\$1,441.84	\$1,359.72

* Does not include \$4.7 Million directed to the GARVEE Debt Service Account for state match on bond payments.

Amounts in millions and rounded and may not total exactly due to rounding.
Report provided by ITD.

ITD's STIP outlines the department's transportation revenues and expenditures for capital improvement and preservation projects from FY2026 through FY2032. It contains projects impacting highways, public transportation, aeronautics, bicycle and pedestrian facilities, and safety that will both maintain and improve a wide variety of transportation choices in all areas of the state. It also includes reference to projects found in Idaho's six MPOs' TIPs.

ITD's budget policy section estimates revenues into the state HDA based on past performance and future economic and use factors (Table 8). The amounts shown include the match and federal funds estimated to be available for programmed projects.

Table 8: Available Funding with Match vs. Programmed Projects FY2026-2032

Draft Idaho Transportation Investment Program (as of 6/29/2025)

Program Name	FY2026-FY2032 Draft Idaho Transportation Investment Program (ITIP)															
	Draft Statewide Transportation Improvement Program (STIP)								(PREL for Locals)							
	FY 2026		FY 2027		FY 2028		FY 2029		FY 2030		FY 2031		FY 2032		Sum FY26-32	
	Available	Program	Available	Program	Available	Program	Available	Program	Available	Program	Available	Program	Available	Program	Available	Program
Pavement Preservation	60,000	79,752	58,824	65,376	57,670	50,756	56,539	41,872	55,431	59,482	54,344	54,860	53,278	84,749	396,086	436,847
Pavement Restoration	140,000	106,595	137,255	138,885	134,564	146,866	131,925	144,591	129,338	148,662	126,802	122,584	124,316	130,279	924,200	938,462
State Highway System (SHS) Pavements	200,000	186,347	196,079	204,261	192,234	197,622	188,464	186,463	184,769	208,144	181,146	177,444	177,594	215,028	1,320,286	1,375,309
Bridge Preservation	19,342	22,378	19,608	36,995	19,223	19,102	18,846	18,705	18,477	20,160	18,115	22,867	17,759	22,390	131,370	162,597
Bridge Restoration	56,498	51,844	78,431	61,338	76,894	70,783	75,386	81,216	73,908	76,307	72,458	67,427	71,038	66,202	504,613	475,117
SHS Bridges	75,840	74,222	98,039	98,333	96,117	89,885	94,232	99,921	92,385	96,467	90,573	90,294	88,797	88,592	635,983	637,714
Safety	13,241	15,160	12,982	18,777	12,727	11,685	12,478	16,399	12,233	48,657	11,993	75,023	11,758	67,827	87,412	241,961
Capacity	85,327	77,399	102,169	90,296	130,328	140,771	124,401	123,524	159,719	106,114	152,015	109,076	177,512	133,741	931,471	780,921
Safety & Capacity Total	98,568	92,559	115,151	109,073	143,055	152,456	136,879	139,923	171,952	154,771	164,008	184,099	189,270	201,568	1,018,883	1,034,449
Supporting Infrastructure Assets	23,000	18,835	22,549	21,513	22,107	19,540	21,673	21,673	21,248	21,248	20,832	20,832	20,423	20,423	151,832	144,064
System Support	9,000	12,222	12,000	9,693	12,000	13,923	13,000	15,031	13,000	12,591	15,000	12,936	15,000	15,331	89,000	91,727
SHS Core	406,408	384,185	443,818	442,873	465,513	474,789	454,249	463,011	483,355	493,221	471,560	485,605	491,085	540,942	3,215,984	3,283,263
State Board Unallocated	10,000	10,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	120,000	130,000
Planning, Scoping, & Studies	8,000	11,100	8,000	7,600	8,000	7,600	8,000	7,600	8,000	7,600	8,000	7,600	8,000	7,600	48,000	56,700
Early Development	370,563	370,563	379,812	379,812	422,032	422,032	217	217	-	-	-	-	-	-	802,061	1,172,624
Leading Idaho (TECM)	123,000	123,000	35,000	35,000	-	-	-	-	-	-	-	-	-	-	35,000	158,000
TECM Program	7,120	7,120	19,821	19,821	18,106	18,106	1,153	1,153	1,000	1,000	1,000	1,000	1,000	1,000	42,080	49,200
State (TECM) Bonding Program	354,571	-	284,959	-	352,926	-	-	-	-	-	-	-	-	-	637,885	0
TECM Debt Service + Fees & Interest	85,000	85,000	105,000	105,000	125,000	125,000	140,000	140,000	140,000	140,000	140,000	140,000	140,000	140,000	790,000	875,000
Formula Debt Service + Fees & Interest	63,541	63,541	65,044	65,044	67,029	67,029	66,497	66,497	29,525	29,525	32,301	32,301	-	-	260,396	323,937
SHS Strategic	1,021,795	670,324	917,636	632,277	1,013,093	659,767	235,867	235,467	198,525	198,125	201,301	200,901	169,000	168,600	3,757,217	2,765,461
Metropolitan Planning (MPOs)	2,491	2,491	2,491	2,491	2,491	2,491	2,491	2,491	2,491	2,491	2,491	2,491	2,491	2,491	14,946	14,946
State Planning and Research	9,623	9,624	9,624	9,624	9,624	9,624	9,624	9,624	9,624	9,624	9,624	9,624	9,624	9,624	57,744	57,744
Hwy Planning	12,114	12,115	12,115	12,115	12,115	12,115	12,115	12,115	12,115	12,115	12,115	12,115	12,115	12,115	84,804	84,805
Rail-Highway Crossings	2,207	2,210	2,207	2,210	2,207	2,210	2,207	2,210	2,207	2,209	2,207	2,210	2,207	105	57,744	57,744
Freight	11,356	11,355	11,133	11,134	10,915	10,915	10,701	10,700	10,491	14,750	10,285	9,917	10,084	6,193	72,690	72,690
Recreational Trails	1,711	1,711	1,711	1,711	1,711	1,711	1,711	1,711	1,711	1,711	1,711	1,711	1,711	1,711	13,242	11,154
Electric Vehicle Program	7,960	7,960	7,960	7,960	7,960	7,960	7,960	7,960	7,960	-	7,960	-	7,960	-	63,609	63,609
Carbon Reduction Program	6,817	6,517	8,772	2,137	8,600	637	8,432	-	8,266	-	8,104	-	7,945	-	10,266	10,266
Hwy Statewide Competitive	30,051	29,753	31,783	25,152	31,393	23,433	31,011	22,581	30,635	18,670	30,267	13,838	29,907	8,009	215,047	141,436
Local Transportation Mgmt Area (TMA)	13,640	13,640	13,372	13,372	13,110	13,110	12,853	12,853	12,601	12,601	24,708	20,731	-	-	76,644	21,927
Transportation Alternatives - TMA	1,249	1,249	1,225	1,225	1,201	1,201	1,177	1,177	1,154	1,154	2,263	2,262	-	-	0	17,145
Carbon Reduction - TMA	3,748	3,748	1,586	1,586	1,555	1,555	1,524	1,524	1,494	1,494	2,930	1,128	-	-	9,089	2,223
Local Large Urban	11,149	11,150	10,930	10,929	10,716	10,716	10,506	10,507	10,300	10,300	20,195	27,292	-	-	62,647	97,460
Local Small Urban	5,203	8,203	5,101	5,101	5,001	5,001	4,903	4,904	4,807	4,807	9,425	510	-	-	0	64,396
Local Rural	19,379	16,379	18,999	18,998	18,626	18,624	18,261	18,259	17,903	17,903	35,104	9,495	-	-	108,893	24,792
Transportation Alternatives (TAP)	7,740	7,740	7,588	7,588	7,439	7,436	7,293	7,293	7,150	7,150	14,020	-	-	-	43,490	13,289
Bridge, Local	13,548	13,547	9,522	9,523	9,336	9,335	9,153	9,153	8,973	8,973	17,595	7,000	-	-	54,579	68,338
Bridge, Off System	6,750	6,750	6,618	6,750	6,488	6,750	6,361	6,750	6,236	7,343	12,227	-	-	-	37,930	21,972
Local Safety	11,741	11,741	11,511	11,512	11,285	11,285	11,064	11,064	10,847	10,847	10,635	-	10,426	-	-	75,793
Hwy Local	94,147	94,147	86,452	86,584	84,757	85,013	83,095	83,484	81,465	82,572	149,102	68,418	10,426	0	589,444	500,218
Hwy Federal Formula & State Funds	1,564,515	1,190,524	1,491,804	1,199,001	1,606,871	1,255,117	816,337	816,658	806,095	804,703	864,345	780,877	712,533	729,666	7,862,496	6,775,183
Emergency Relief	2,658	2,658	-	-	-	-	-	-	-	-	-	-	-	-	2,658	2,658
High Priority & Discretionary	15,049	15,049	1,500	1,500	-	-	-	-	-	-	-	-	-	-	16,549	16,549
Federal Lands Access	16,459	16,459	39,089	39,089	6,368	6,368	-	-	-	-	-	-	-	-	61,916	61,916
Other Federal Non-Formula	13,006	13,006	31,043	31,043	882	882	682	682	882	882	682	682	882	882	48,059	48,059
Indian Reservation Roads	155,257	155,257	155,257	155,257	155,257	155,257	-	-	-	-	-	-	-	-	465,771	465,771
Hwy Other Federal Programs	202,429	202,429	226,889	226,889	162,507	162,507	682	682	882	882	682	682	882	882	594,953	594,953

Amounts in \$1,000 and rounded and
Year of Expenditure

Program Name	FY2026-FY2032 Draft Idaho Transportation Investment Program (ITIP)															
	Draft Statewide Transportation Improvement Program (STIP)								(PREL for Locals)							
	FY 2026		FY 2027		FY 2028		FY 2029		FY 2030		FY 2031		FY 2032		Sum FY26-32	
	Available	Program	Available	Program	Available	Program	Available	Program	Available	Program	Available	Program	Available	Program	Available	Program
Federal Non-Participating	405	405	475	475	-	-	-	-	-	-	-	-	-	-	880	880
Local/Private Partnership	10,030	10,030	1,736	1,736	2,225	2,225	1,500	1,500	-	-	-	-	-	-	0	
Hwy Other Programs	10,435	10,435	2,211	2,211	2,225	2,225	1,500	1,500	0	0	0	0	0	0	16,371	16,371
Highways Total	1,777,379	1,403,388	1,720,904	1,428,101	1,771,603	1,419,849	818,519	818,840	806,977	805,585	865,027	781,559	716,586	733,720	8,473,820	7,386,507
Capital	45,628	45,628	35,058	35,058	17,363	17,363	12,398	12,398	8,141	8,141	-	-	-	-	118,588	118,588
Operations	45,487	45,487	35,797	35,797	16,166	16,166	14,744	14,744	5,696	5,696	-	-	-	-	117,890	117,890
Public Transit Total	91,115	91,115	70,855	70,855	33,529	33,529	27,142	27,142	13,837	13,837	0	0	0	0	236,478	236,478
New Airport Facility	5,199	5,199	2,864	2,864	450	450	-	-	-	-	-	-	-	-	8,513	8,513
Airport Facility Maintenance	25,157	25,157	19,062	19,062	8,483	8,483	5,344	5,344	3,500	3,500	-	-	-	-	61,546	61,546
Airport Planning	567	567	3,500	3,500	550	550	-	-	-	-	-	-	-	-	4,617	4,617
Aviation system Planning	261	261	-	-	-	-	-	-	-	-	-	-	-	-	261	261
Aeronautics Total	31,184	31,184	25,426	25,426	9,483	9,483	5,344	5,344	3,500	3,500	0	0	0	0	74,937	74,937
Grand Total	1,899,678	1,525,687	1,817,185	1,524,382	1,814,615	1,462,861	851,005	851,326	824,314	822,922	865,027	781,559	716,586	733,720	8,785,235	7,697,922

*Available estimates are to be used for planning purposes only. FFY26 is the last year of IJA transportation act.

Projects in the Early Development program use available balances from State Bond Proceeds or other SHS programs.

Funds expressed in Year-Of-Expenditure Dollars assuming 2% annual inflation.

Programming assumes 100% Obligation Authority

Financial Status of Project Sponsoring Entities

Roadway Jurisdictions

While local agencies with roadway jurisdiction develop their own budgets and allocate funding to transportation projects in their jurisdictions, each agency is required to report budgetary information to ITD on an annual basis through the annual "Road and Street Report." The following information is summarized from each agency's Road and Street Report to provide background budgetary information. Deferred maintenance is no longer a required element of the Roads and Streets Report.

In FY2024, the local roadway jurisdictions in Ada and Canyon Counties budgeted nearly 7% of their budget to capital construction projects. Most of the funds (46%) were budgeted for reconstruction and routine maintenance, demonstrating that maintaining the existing system is a very high priority for the region. Another 31% was budgeted for "other expenses," such as property purchase and engineering. Equipment consumed almost 10% of the budget. Finally, administrative costs were about 7% of the overall expenses for roadway jurisdictions.

Tables 9 through 11 provide FY2024 financial information from local agencies with roadway jurisdictions in Ada and Canyon Counties. Additional information is provided in Appendix C. Detailed information is available by contacting COMPASS staff at info@compassidaho.org.

Table 9: Total Local Agency Income Sources, FY2024

	Total Local Income	Total State Income	Total Federal Income	Total Income
Highway Districts				
ACHD	\$105,237,643	\$91,314,566	\$2,443,613	\$198,995,822
Golden Gate Highway District No. 3	\$1,974,746	\$3,757,546	-	\$5,732,292
Highway District No. 4	\$10,410,327	\$8,626,052	\$143,600	\$19,179,979
Nampa Highway District No. 1	\$13,012,418	\$10,759,605	-	\$23,772,023
Notus-Parma Highway District No. 2	\$1,514,909	\$3,170,253	-	\$4,685,162
Cities				
Caldwell	\$9,180,372	\$7,173,579	\$2,735,053	\$19,089,004
Greenleaf	\$49,001	\$82,262	\$131,263	\$262,526
Melba	\$10,506	\$370,385	\$0	\$380,891
Middleton	\$2,763,305	\$3,604,889	\$0	\$6,368,194
Nampa	\$16,818,774	\$10,598,336	\$320,377	\$27,737,487
Notus	\$40,309	\$78,131	\$0	\$118,440
Parma	\$197,058	\$320,669	\$0	\$517,727
Wilder	\$31,694	\$230,522	\$0	\$262,216
Total	\$161,241,062	\$140,086,795	\$5,773,906	\$307,101,763

Source: 2024 Road and Street Report, Self-Reported, September 30, 2023.

Table 10: Total Local Agency Disbursements, FY2024

	Total Construction Costs	Total Reconstruction Costs	Total Routine Maintenance	Total Equipment	Administration	*Other Expenses	Total Disbursements
Highway Districts							
ACHD	\$13,671,072	\$43,509,383	\$54,151,956	\$18,841,529	\$13,003,269	\$76,126,487	\$219,303,696
Golden Gate Highway District No. 3	-	\$2,440,417	\$1,307,445	\$361,322	\$283,864	\$341,230	\$4,734,278
Highway District No. 4	-	\$6,414,702	\$3,186,081	\$2,124,871	\$1,004,912	\$1,504,147	\$14,234,714
Nampa Highway District No. 1	\$453,902	\$3,308,145	\$5,652,536	\$1,545,280	\$658,647	\$4,184,038	\$15,802,549
Notus-Parma Highway District No. 2	-	\$189,161	\$1,264,579	\$929,152	\$270,806	\$188,998	\$2,842,696
Cities							
Caldwell	\$4,473,648	\$1,353,501	\$2,094,354	\$911,093	\$534,670	\$6,010,211	\$15,377,477
Greenleaf	-	\$82,432	\$688	\$16,392	\$36,216	\$17,018	\$152,746
Melba	-	\$72	\$26,503	\$5,910	\$24,450	\$262,603	\$319,538
Middleton	\$848,501	\$12,740	\$267,707	\$120,025	\$147,629	\$546,079	\$1,942,681
Nampa	\$1,244,153	\$7,291,748	\$3,079,118	\$3,275,768	\$4,987,462	\$3,527,012	\$23,405,261
Notus	-	-	\$65,775	\$1,105	\$1,726	\$7,323	\$75,929
Parma	\$44,398	\$19,575	\$2,306	\$11,135	\$59,135	\$9,493	\$146,042
Wilder	\$29,335	\$73,669	\$85,815	\$18,446	\$61,054	\$22,315	\$290,634
Total	\$20,765,009	\$64,695,545	\$71,184,863	\$28,162,028	\$21,073,840	\$92,746,954	\$298,628,241

*Other expenses include property purchase, audits, engineering services, payments to local governments, etc.

Source: 2024 Road and Street Report, Self-Reported, September 30, 2024.

Table 11: Total Local Agency Income Minus Disbursements, FY2024

	Beginning Balance	Total Income	Total Disbursements	Receipts Over Disbursements	Adjust	Closing Fund Balance	Obligated for Projects	Retained for Operations
Highway Districts								
ACHD	\$120,878,888	\$198,995,822	\$219,303,696	-\$20,307,874	-	\$100,571,014	\$100,571,014	-
Golden Gate Highway District No. 3	\$4,181,294	\$5,732,292	\$4,734,278	\$998,014	-	\$5,179,308	\$4,216,482	\$962,826
Highway District No. 4	\$18,215,584	\$19,179,979	\$14,234,714	\$4,945,265	\$100,013	\$23,260,862	\$22,360,862	\$900,000
Nampa Highway District No. 1	\$17,204,556	\$27,737,487	\$15,802,549	\$7,969,475	-	\$25,174,031	\$18,742,121	\$6,431,910
Notus-Parma Highway District No. 2	\$6,611,066	\$4,685,162	\$2,842,696	\$1,842,466	-\$12,786	\$8,440,746	\$8,240,746	\$200,000
Cities								
Caldwell	\$12,965,562	\$19,089,004	\$15,377,477	\$3,711,527	-	\$16,677,089	\$15,177,089	\$1,500,000
Greenleaf	\$256,659	\$262,526	\$152,746	-\$21,483	-	\$235,176	-	-
Melba	\$64,935	\$380,891	\$319,538	\$61,353	-	\$126,288	\$126,000	\$288
Middleton	-	\$6,368,194	\$1,942,681	\$4,425,512	-	\$4,425,512	\$3,816,853	\$608,660
Nampa	\$48,865,024	\$27,737,487	\$23,405,261	\$4,332,226	-	\$53,197,250	\$23,909,509	\$9,022,943
Notus	-	\$118,440	\$75,929	\$42,511	-	\$42,511	\$42,511	-
Parma	\$379,484	\$517,727	\$146,042	\$371,685	-	\$751,169	\$459,637	\$291,532
Wilder	\$589,078	\$262,216	\$290,634	-\$28,418	-	\$560,660	\$560,660	-
Total	\$230,212,130	\$311,067,227	\$298,628,241	\$8,342,259	\$87,227	\$238,641,616	\$198,223,484	\$19,918,159

Source: 2024 Road and Street Report, Self-Reported, September 30, 2024.

Valley Regional Transit (VRT)

VRT, the regional transit authority, is the main recipient of the FTA funds in the Treasure Valley — specifically formula funds for the Boise and Nampa Urban Areas and programs for elderly persons or persons with disabilities and for bus and bus facilities in the Boise Urban Area.

All local match for the large and small urban areas, outside of directly generated revenues, comes from the voluntary contributions of local jurisdictions from their general funds. Local contributions are determined through the annual budgeting process of each local jurisdiction. This ties VRT's funding levels directly to the annual funding priorities of local jurisdictions. Future service and capital expenditures depend on local jurisdiction priorities and financial capacity; as local priorities change, so does the forecast for public transportation service levels and capital investments.

Budget projections, including inflation, predict that without additional funding, service could be negatively affected and/or VRT would need to push out needed maintenance and capital projects in the Boise and Nampa Urban Areas. See additional details in Appendix C.

Table 12 provides VRT's FY2025 summary budget. VRT's future budget is based on historical trends and assumes continuation of funding from local jurisdictions at least at the current rate, plus an approximate 2% increase to cover inflation.

To provide more certainty to the public transportation program, VRT develops a five-year service and capital plan called the Transportation Development Plan (TDP). This plan provides more opportunities to align local funding priorities with multi-year public transportation investments.

Table 12: VRT FY2025 Budget Summary by Budget Area

Fiscal Year 2025
Budget Summary by Budget Area

REVENUES**Regional Overhead**

Directly Generated Revenues	\$ -
Auxiliary Revenues	-
Non-Transportation Revenues	-
Federal Assistance	4,908,259
Local Assistance	4,006,653
TOTAL	\$ 8,914,911

Ada County Transportation Services

Directly Generated Revenues	\$ 746,805
Auxiliary Revenues	211,969
Federal Assistance	4,686,104
Local Assistance	8,342,620
Draw from Surplus Fund Balance	-
TOTAL	\$ 13,987,497

Canyon County Transportation Services

Directly Generated Revenues	\$ 146,456
Auxiliary Revenues	45,936
Federal Assistance	2,228,117
Local Assistance	1,388,424
Draw from Surplus Fund Balance	-
TOTAL	\$ 3,808,934

EXPENSES**Regional Overhead**

Wages and Salaries	\$ 2,440,849
Fringe Benefits	\$ 1,813,930
Professional Services	\$ 1,137,050
Materials and Supplies	\$ 396,950
Utilities	\$ 126,551
Casualty and Liability	\$ 193,750
Purchased Transportation	\$ 1,408,200
Miscellaneous	\$ 585,005
Subrecipient Pass Through	770,124
Interest	916
Leases and Rentals	41,587
TOTAL	\$ 8,914,911

Ada County Transportation Services

Wages and Salaries	\$ 6,202,500
Fringe Benefits	4,281,700
Professional Services	678,430
Materials and Supplies	1,283,100
Utilities	179,480
Casualty and Liability	678,800
Purchased Transportation	-
Miscellaneous	212,600
Interest	136,498
Leases and Rentals	334,389
TOTAL	\$ 13,987,497

Canyon County Transportation Services

Wages and Salaries	\$ 1,721,319
Fringe Benefits	744,289
Professional Services	258,900
Materials and Supplies	687,472
Utilities	79,000
Casualty and Liability	294,058
Purchased Transportation	-
Miscellaneous	23,897
Interest	-
Leases and Rentals	-
TOTAL	\$ 3,808,934

Specialized Transportation Services

Directly Generated Revenues	\$ -
Auxiliary Revenues	506,695
Federal Assistance	952,278
Local Assistance	598,616
TOTAL	\$ 2,057,590

Specialized Transportation Services

Wages and Salaries	\$ 548,017
Fringe Benefits	403,864
Professional Services	920,635
Materials and Supplies	72,683
Utilities	5,640
Casualty and Liability	-
Purchased Transportation	-
Miscellaneous	106,750
Interest	-
Leases and Rentals	-
TOTAL	\$ 2,057,590

Capital Projects

Federal Capital Assistance	\$ 5,719,206
Local Capital Assistance	1,285,794
Subrecipient Pass Through	-
Draw from Surplus Fund Balance	-
TOTAL	\$ 7,005,000

Capital Projects

VRT	\$ 7,005,000
Subrecipient - Pass Through	-
TOTAL	\$ 7,005,000

Grand Total Revenues, All Sources \$ 35,773,932

Grand Total Expenses \$ 35,773,932

General Statement of Financial Constraint

The projects programmed in this document can reasonably be funded through anticipated funding sources. The percentage of programmed funds per available funds for each year is provided in Table 13.

Table 13: Percentage of Programmed vs. Available Funds Per Year

2026	2027	2028	2029	2030	PD
99.84%	98.60%	96.84%	94.64%	89.05%	98.73%

Table 14 demonstrates available funding versus programmed funding for all funding sources in the COMPASS planning area. Funds in programs not managed by COMPASS are available if funds are programmed; there is not a specific budget for the COMPASS planning area for these programs. Projection of local revenues is based on assumptions of continued development and economic activities in the area. Considering these facts, it is concluded that the sponsoring agencies listed in this document can provide the required local match and that the document meets the requirement of financial constraint.

Table 14: COMPASS Region Available vs. Programmed Funding

Funding Source*	2026		2027		2028		2029		2030		PD**	
	Available	Programmed	Available	Programmed	Available	Programmed	Available	Programmed	Available	Programmed	Available	Programmed
AC (Local)	3,140	3,140	-402	-402	-160	-160	-	-	-2,425	-2,425	18,870	18,870
AC (State)	-36,965	-36,965	-19,583	-19,583	-	-	-	-	-	-	-	-
Bridge (Local)	149	149	-	-	-	-	-	-	5,686	5,686	-	-
CRP-LU	998	998	650	637	650	637	-	-	-	-	-	-
CRP-TMA	3,748	3,748	1,586	1,499	1,586	1,533	1,586	1,524	1,586	-	3,172	1,321
Federal RRX	75	75	-	-	745	745	630	630	1,490	1,490	695	695
FLAP/FLTP	3,981	3,981	1,085	1,085	-	-	-	-	-	-	-	-
Freight	4,515	4,515	-	-	-	-	-	-	8,495	8,495	-	-
FTA 5303***	396	387	396	387	396	387	396	387	396	387	792	775
FTA 5307 LU***	6,750	6,750	6,581	5,200	6,581	5,200	6,581	5,200	6,581	5,200	-	-
FTA 5307/STBG-TMA	2,437	2,437	-	-	-	-	-	-	-	-	-	-
FTA 5307 SU***	4,820	4,820	4,335	2,952	4,335	2,952	4,335	2,952	4,335	2,952	-	-
FTA 5310 LU***	570	552	570	500	570	500	570	500	570	500	-	-
FTA 5310 R	235	235	-	-	-	-	-	-	-	-	-	-
FTA 5310 SU***	424	403	424	403	424	403	424	403	424	403	-	-
FTA 5311	5,344	5,344	-	-	-	-	-	-	-	-	-	-
FTA 5339(b)	-	-	1,305	1,305	3,166	3,166	-	-	-	-	-	-
FTA 5339 LU***	563	398	563	450	563	450	563	450	563	450	-	-
FTA 5339 R	2,345	2,345	-	-	-	-	-	-	-	-	-	-
FTA 5339 SU***	413	258	413	258	413	258	413	258	413	258	-	-
HSIP (Local)	941	941	-	-	-	-	-	-	-	-	-	-
Interstate Maintenance	2,340	2,340	3,163	3,163	-	-	-	-	-	-	58,032	58,032
Leading Idaho	-	-	10,991	10,991	-	-	-	-	-	-	-	-
Local (Regionally Significant)	37,417	37,417	15,805	15,805	4,450	4,450	5,592	5,592	450	450	149,820	149,820
Local Participating	1,604	1,604	1,035	1,035	728	728	1,592	1,592	-	-	32,030	32,030
Metropolitan Planning	1,517	1,517	1,517	1,517	1,517	1,517	1,517	1,517	1,517	1,517	3,034	3,034
NHPP	102,600	102,600	18,758	18,758	13,714	13,714	24,889	24,889	5,145	5,145	158,435	158,435
Private Developer	25	25	5,700	5,700	546	546	-	-	-	-	3,572	3,572
State	37,827	37,827	8,643	8,643	262	262	-	-	9,682	9,682	-	-
STBG-LU	3,120	3,120	9,844	9,844	3,577	3,577	2,042	2,042	2,829	2,829	7,968	7,968
STBG-R	-	-	-	-	-	-	2,628	2,628	-	-	-	-
STBG-State	11,260	11,260	21,979	21,979	2,570	2,570	11	11	8,390	8,390	24,762	24,762
STBG-TMA	13,640	13,640	13,640	13,608	13,640	13,564	13,640	13,212	13,640	11,784	27,280	22,775
TAP-TMA	1,249	1,157	1,249	1,249	1,249	1,149	1,249	1,190	1,249	45	2,498	2,650
TAP-U	228	228	536	536	108	108	-	-	-	-	-	-
TECM	61,107	61,107	121,573	121,573	45,000	45,000	-	-	-	-	-	-
Total	278,813	278,353	232,356	229,092	106,630	103,256	68,658	64,977	71,016	63,238	490,960	484,739
Percent Unprogrammed	0.16%		1.40%		3.16%		5.36%		10.95%		1.27%	

As of September 2025. All amounts shown in \$1,000, most including required local match and shown in year of expenditure – inflated.

*Descriptions of funding sources and definitions of abbreviations are available in Appendix A "Funding Types and Acronyms."

**PD=Preliminary Development, meaning the project does not have a construction year, but may begin design work. Column includes projects reported as funded in FY2031 or FY2032.

***Funds are shown as federal only because local match rates vary from 0% to 80%. Available funds for year shown only, but program may include previous year carry-over funds.

Bold includes carry-over funds from previous years.

Blue highlight = programs managed by COMPASS or VRT.

IX. PROGRAM FUNDING ALLOCATIONS

The TIP is required to provide a breakdown of federal and regionally significant projects into roadway and alternative solutions. This information is in Table 15.

Many projects are complex, containing various transportation elements. The following assumptions were made when developing these data:

- Roadway projects that do not include some aspect of transit, sidewalks, bicycle lanes, and/or air quality improvements are shown as 100% roadway solutions.
- Projects dedicated to transit, pathway, bicycle lanes, or sidewalk improvements are shown as 100% alternative solutions.
- Roadway projects that also have aspects of transit, pathway, bicycle lanes, and/or sidewalks are shown as 75% roadway and 25% alternative solutions.
- Projects that affect air quality, such as ITS projects, are shown as 50% road and 50% air quality.
- Roadway projects that also include sidewalk improvements and signal improvements are shown as 50% roadway, 25% alternative solutions, and 25% air quality.
- Other projects that cannot be classified into one of the above categories, such as planning and safe routes to school coordination, are included as "other."

Table 15: Share of Project Costs Allocated by Type of Project

Year	Total Programmed Funds*	Amount Allocated to Roadway Solutions	Amount Allocated to Alternative Solutions	Amount Allocated to Air Quality	Amount Allocated to Other	Percent to Roadways Solutions	Percent to Alternative Solutions	Percent to Air Quality	Percent to Other
2026	\$283,694	\$215,870	\$53,001	\$1,964	\$12,859	76.09%	18.68%	0.69%	4.53%
2027	\$233,686	\$180,681	\$46,678	\$0	\$6,327	77.32%	19.97%	0.00%	2.71%
2028	\$107,864	\$74,158	\$27,126	\$3,247	\$3,334	68.75%	25.15%	3.01%	3.09%
2029	\$69,585	\$33,451	\$33,138	\$0	\$2,996	48.07%	47.62%	0.00%	4.31%
2030	\$67,846	\$38,064	\$22,644	\$4,248	\$2,891	56.10%	33.38%	6.26%	4.26%
2031	\$69,264	\$62,869	\$3,948	\$0	\$2,447	90.77%	5.70%	0.00%	3.53%
2032	\$133,283	\$126,864	\$3,972	\$0	\$2,447	95.18%	2.98%	0.00%	1.84%
PD	\$282,253	\$218,200	\$62,553	\$0	\$1,500	77.31%	22.16%	0.00%	0.53%
Total	\$1,247,475	\$950,156	\$253,060	\$9,459	\$34,801	76.17%	20.29%	0.76%	2.79%

As of September 2025.

*Shown in year of expenditure – inflated. (Totals do not sum due to rounding)

*Funds shown in \$1,000.

*Required match and local funds included.

APPENDIX A: FUNDING TYPES AND ACRONYMS

Provides a way to decipher transportation and federal jargon.

Funding Sources and Uses

Federal funds administered by ITD are received from FHWA, the Federal Transit Administration (FTA), the Federal Aviation Administration, and the National Highway Safety Administration. Federal-aid projects generally require state or local matching funds of 7.34% to 50%, depending on the type of project and funding source.

Federal and state funding combined allow the state to preserve and improve the current transportation system. COMPASS staff created a funding fact sheet titled [*Transportation Funding Terms and Acronyms...Unraveling the Jargon*](#)⁴⁰ for a more succinct version of the information below, including definitions of transportation acronyms.

The information in this appendix reflects typical use of funds and is provided to help the reader understand terms used in the TIP. It is NOT intended to set policy regarding the use of federal or state funds. Federal and state regulations provide additional details that further describe how funds can and cannot be used, and by whom. Contact COMPASS with specific questions on any funding source or type of project.

⁴⁰ Transportation Funding Terms and Acronyms: https://compassidaho.org/wp-content/uploads/funding_source_factsheet_Final.pdf

Transportation Funding Terms and Acronyms... Unraveling the Jargon

Every profession has its own acronyms and jargon. The “shorthand” wording makes it easier and quicker for professionals in any given field to communicate with each other. However, that same shorthand leaves everyone else searching for an interpreter.

This document provides definitions of terms and acronyms related to transportation funding commonly found in the regional transportation improvement program (TIP). The first two pages include definitions of common terms and concepts included in the TIP. The subsequent pages contain an alphabetical list of funding terms as shown in the “Funding Source” section of each project description in the TIP.

General Acronyms and Terms Used in the TIP

ACHD	Ada County Highway District: The agency responsible for all non-state roadways in Ada County.
ADA	Americans with Disabilities Act: Civil rights legislation prohibiting discrimination against persons with disabilities.
Boise Area / Boise Urban Area	Generally, northern Ada County, including the cities of Boise, Eagle, Garden City, and Meridian. <u>For FHWA funding:</u> Generally, eligible for Transportation Management Area (TMA) funds. <u>For FTA funding:</u> Eligible for “large urban” (LU) funds.
CIM	<i>Communities in Motion</i> (the regional long-range transportation plan).
COMPASS	Community Planning Association of Southwest Idaho.
Federal-aid roadway	A road that is functionally classified as a collector or higher, making it eligible for federal funding.
Federal Highway Administration (FHWA)	An agency within the US Department of Transportation that provides financial and technical assistance to state and local governments for the construction, maintenance, and preservation of the nation’s highways, bridges, and tunnels.
Federal Transit Administration (FTA)	An agency within the US Department of Transportation that provides financial and technical assistance to local public transportation systems.
FY	Fiscal year (refers to the federal fiscal year, which runs October 1 – September 30).
Hwy (Highway)	Refers to state highways; in the TIP, “Hwy” is used to describe certain types or sources of funding. For example, State Hwy – System Support is used for funding projects such as signage or striping.
I	Interstate.
I-84 / I-184	Interstate 84 and Interstate-184 (“the Connector”).
IN	Part of an ACHD key number. Local key numbers are used when a project is regionally significant, but 100% locally funded.
Idaho Transportation Department (ITD)	The state agency responsible for state and national highways in Idaho, such as Interstate 84, US 20/26, and State Highway 55. ITD receives state and federal funding for transportation projects, primarily from state and federal fuel taxes and state registration fees.
ITS	Intelligent transportation systems: technologies, such as signal timing, that improve the efficiency and safety of transportation systems.
Key number (KN)	A unique identification number assigned to each project in the TIP.
Large Urban (LU)	<u>For FHWA funding:</u> An area between 50,000 and 199,999 in population. The Nampa Urban Area (made up of the Cities of Nampa and Caldwell and parts of the unincorporated Canyon County) is an example. <u>For FTA funding:</u> An area with a population of 200,000 or more. The Boise Urban Area (made up of the Cities of Boise, Eagle, Garden City, and Meridian, and parts of the unincorporated Ada County) is an example.
Local match	The portion of a project paid for with state or local funds. While a match is required for most federally funded projects, the minimum required amount varies based on the type of funding.

Working together to plan for the future

MPO	Metropolitan planning organization: An organization tasked with transportation planning and budgeting federal transportation dollars within a region with an urban population of 50,000 or more. COMPASS is the MPO for Ada and Canyon Counties.
Nampa Area / Nampa Urban Area	Generally, eastern Canyon County, including the Cities of Nampa and Caldwell. <u>For FHWA funding</u> : Eligible for "large urban" (LU) funds. <u>For FTA funding</u> : Eligible for "small urban" (SU) funds.
National Environmental Policy Act (NEPA)	A law that requires the assessment of the environmental effects of proposed actions before making decisions on federally funded projects. A "NEPA study" refers to the documentation required for compliance with NEPA.
NHS	National Highway System
NHS-LOTTR	National Highway System – Level of Travel Time Reliability: A federal performance measure regarding the consistency, timeliness, predictability, and dependability of a trip. It is calculated as the ratio of the longer travel times (80th percentile) to a "normal" travel time (50th percentile).
ORN	OTIS Reference Number: Indicates a temporary key number for a new project before a permanent key number is assigned.
OTIS	Office of Transportation Investment System: The name of the database system used by the Idaho Transportation Department.
PD	Preliminary Development: Used in place of the year of a project when the specific construction year has not yet been determined.
PEL	Planning and Environmental Linkages (study): Planning and environmental analysis that can be used as preliminary work toward National Environmental Policy Act [NEPA] requirements.
PHB	Pedestrian Hybrid Beacon: A type of crosswalk signal directing drivers to stop for pedestrians, typically used at crosswalks that are not located at intersections.
Rural (R)	<u>For FHWA funding</u> : An area with less than 5,000 in population. <u>For FTA funding</u> : An area with less than 50,000 in population.
RRFB	Rectangular Rapid Flashing Beacon: A type of crosswalk signal with flashing yellow lights to alert drivers of pedestrians.
SH	State highway (e.g., SH-16).
SR2S	Safe Routes to School: A program to improve the health of children by enabling and encouraging them to walk and bike to school safely.
Small Urban (SU)	<u>For FHWA funding</u> : An area between 5,000 and 49,999 in population. <u>For FTA funding</u> : An area between 50,000 and 199,999 in population.
TDM	Transportation Demand Management: A wide range of tactics meant to reduce the level of demand on the transportation system by providing alternative options of how and when people travel to reduce the number of trips and vehicles during congested hours of travel.
TIP	Regional transportation improvement program: A budget of transportation projects paid for with federal or state transportation dollars and/or that are "regionally significant," no matter the funding source. COMPASS' TIP spans seven years and covers Ada and Canyon Counties.
Transportation Management Area (TMA)	An urban area with a population of 200,000 or more. TMAs receive dedicated transportation funding not shared with the rest of the state. The Boise Urban Area is the only TMA in Idaho.
TSMO	Transportation System Management and Operations. An example is a message board that informs drivers of crashes ahead.
TVT	Treasure Valley Transit: A private, non-profit public transportation company operating in rural southwest Idaho.
US	When used with a number, it refers to a US highway (e.g., US-20).
VRT	Valley Regional Transit: The regional public transportation authority for Ada and Canyon Counties.

Funding Sources and Uses

The information below reflects the typical use of funds and is provided to help explain the terms used in the TIP. It is NOT intended to set policy regarding the use of federal or state funds. Federal and state regulations provide additional details that further describe how funds can and cannot be used, and by whom. Contact COMPASS at 208/475-2238 with specific questions on any funding source or type of project.

Funding source*	What it's used for	Example	Who can use this funding in Ada/Canyon Counties**
Advanced Construction (Local)	Qualifies local funds used early in a project to be replaced with federal aid in the future.	When there is not enough federal aid in a given year, local funds are used to cover costs.	Highway districts or cities
Advanced Construction (State)	Qualifies state funds used early in a project to be replaced with federal aid in the future.	When there is not enough federal aid in a given year, state funds are used to cover costs.	ITD
Bridge (Local)	Replacing or rehabilitating local (non-ITD) bridges.	Fixing a current bridge or replacing an old bridge with a new one.	Highway districts or cities
Carbon Reduction Program – Large Urban (CRP-LU)	Projects in the Nampa Urban Area designed to reduce carbon dioxide (CO2) emissions from on-road highway sources.	Sidewalks, public transportation, or projects that reduce truck idling.	Generally, jurisdictions in the Nampa Urban Area
Carbon Reduction Program – Transportation Management Area (CRP-TMA)	Projects in areas with populations of 200,000 or more designed to reduce carbon dioxide (CO2) emissions from on-road highway sources.	Sidewalks, public transportation, or projects that reduce truck idling.	Generally, jurisdictions in the Boise Urban Area
Early Development	State projects that are in line for state funding, but the funding source has not yet been determined.	Any ITD project.	ITD
Federal Lands Access Program (FLAP)	Projects that enhance access to federal lands, with an emphasis on high-use recreation sites and economic generators.	Improvements to roads that access public lands, such as Bogus Basin Road.	Any public agency
Federal Lands Transportation Program (FLTP)	Projects that enhance access to federal lands, with an emphasis on facilities in the national Federal Lands transportation inventory.	Build or maintain parking or trails in a national park.	Federal agency
Federal Rail Crossing (Fed RRX)	Projects that enhance transportation safety at railroad crossings using federal funds.	Rebuild a railroad crossing or add crossing arms.	Any public agency
FTA 5303	Metropolitan planning.	Developing a long-range transportation plan.	COMPASS
FTA 5307 LU	Planning, developing, improving, and operating public transportation services in large urban areas with populations of 200,000 or more.	Purchasing new buses or paying operating costs, such as fuel and drivers' salaries.	Public transportation providers in the Boise Urban Area

Working together to plan for the future

Funding source*	What it's used for	Example	Who can use this funding in Ada/Canyon Counties**
FTA 5307 SU	Planning, developing, improving, and operating public transportation services in small urban areas with populations between 50,000 and 199,999.	Purchasing new buses or paying operating costs, such as fuel and drivers' salaries.	Public transportation providers in the Nampa Urban Area
FTA 5310 LU	Public transportation services and equipment that directly benefit the elderly and people with disabilities in areas with populations of 200,000 or more.	Purchasing buses or vans for senior centers.	Public transportation providers in the Boise Urban Area
FTA 5310 R	Public transportation services and equipment that directly benefit the elderly and people with disabilities in areas with populations of less than 50,000.	Purchasing buses or vans for senior centers.	Public transportation providers outside of the Boise and Nampa Urban Areas
FTA 5310 SU	Public transportation services and equipment that directly benefit the elderly and people with disabilities in areas with populations between 50,000 and 199,999.	Purchasing buses or vans for senior centers.	Public transportation providers in the Nampa Urban Area
FTA 5311	Planning, developing, improving, and operating public transportation services in areas with populations under 50,000.	Purchasing new buses, or paying operating costs, such as fuel and drivers' salaries.	Rural public transportation providers
FTA 5339 (b)	Purchasing or constructing "Low or No Emission" vehicles or supporting facilities.	Purchasing electric buses.	Public transportation providers
FTA 5339 LU	Replacing or rehabilitating buses or bus facilities, purchasing buses and related equipment, or constructing bus-related facilities in areas with populations of 200,000 or more.	Purchasing buses or building bus shelters.	Public transportation providers in the Boise Urban Area
FTA 5339 R	Replacing or rehabilitating buses or bus facilities, purchasing buses and related equipment, or constructing bus-related facilities in areas with populations of less than 50,000.	Purchasing buses or building bus shelters.	Public transportation providers in rural areas
FTA 5339 SU	Replacing or rehabilitating buses or bus facilities, purchasing buses and related equipment, or constructing bus-related facilities in areas with populations between 50,000 and 199,999.	Purchasing buses or building bus shelters.	Public transportation providers in the Nampa Urban Area

Working together to plan for the future

Funding source*	What it's used for	Example	Who can use this funding in Ada/Canyon Counties**
Freight	Improving freight movement on prioritized freight corridors.	Providing wider turning lanes at an intersection.	ITD, highway districts, or cities (must be on a prioritized freight corridor)
Highway Safety Improvement Program (HSIP) (Local)	Improving safety on locally managed roadways.	Adding safety lighting along a corridor.	Highway districts or cities
Interstate Maintenance (IM)	Resurfacing, restoring, rehabilitating, or reconstructing highway infrastructure on the Interstate system.	Replacing an interchange on Interstate 84.	ITD
Leading Idaho	Expanding or improving state or local highways.	Widening I-84 or replacing local bridges.	Any public agency
Local Participating	Any project where the sponsoring agency (and/or others) pays more than the minimum required match.	Any type of project.	Any public agency
Local (Regionally Significant)	Projects without any state or federal funds.	Adding lanes between two intersections on a major roadway, using local (not state or federal) funds.	Highway districts or cities
Metropolitan Planning	Metropolitan planning.	Developing a long-range transportation plan.	COMPASS
National Highway Performance Program (NHPP)	Constructing, restoring, rehabilitating, or preserving roads on the National Highway System.	Pavement restoration on I-84.	ITD
Private Developer	Transportation improvements funded by private developers.	Widening a roadway to provide better access to a new development.	Any public agency
Surface Transportation Block Grant – Large Urban (STBG – LU)	Mainly roadway and related projects in the Nampa Urban Area.	Widening or intersection improvements.	Jurisdictions in the Nampa Urban Area
Surface Transportation Block Grant – Rural (STBG – R)	Mainly roadway and related projects in small towns and rural areas with populations under 5,000.	Pavement restoration on a major local road.	Jurisdictions in areas with populations under 5,000
Surface Transportation Block Grant – State (STBG – State)	Mainly roadway and related projects anywhere in the state.	Conducting a planning study for a potential road project.	ITD

Working together to plan for the future

Funding source*	What it's used for	Example	Who can use this funding in Ada/Canyon Counties**
Surface Transportation Block Grant – Transportation Management Area (STBG – TMA)	Mainly roadway and related projects in urban areas with a population of 200,000 or more.	Replacing a bridge.	Jurisdictions in the Boise Urban Area
Transportation Expansion and Congestion Mitigation (TECM)	Expanding the existing system to relieve congestion on state highways.	Widening a highway.	ITD
Transportation Alternatives Program – Transportation Management Area (TAP – TMA)	Non-motorized and active transportation projects in urban areas with a population of 200,000 or more.	Installing pedestrian crossing signals.	Generally, jurisdictions in the Boise Urban Area and eligible non-profit organizations
Transportation Alternatives Program – Urban	Non-motorized and active transportation projects in urban areas with populations between 50,000 and 199,999.	Installing pedestrian crossing signals.	Generally, jurisdictions in the Nampa Urban Area and eligible non-profit organizations

*Funding Source: The source of funds used to fund the project. These can include funds from federal, state, or local sources.

**Who can use this funding? Many types of funding are designated for specific uses, by specific types of agencies, for specific types of areas (e.g., rural vs urban). The information in this column shows the types of agencies within Ada and Canyon Counties that may apply for particular types of funding for particular types of projects. Except for TMA funds, all other funding sources can be used by other appropriate agencies throughout Idaho as well, based on funding definitions.

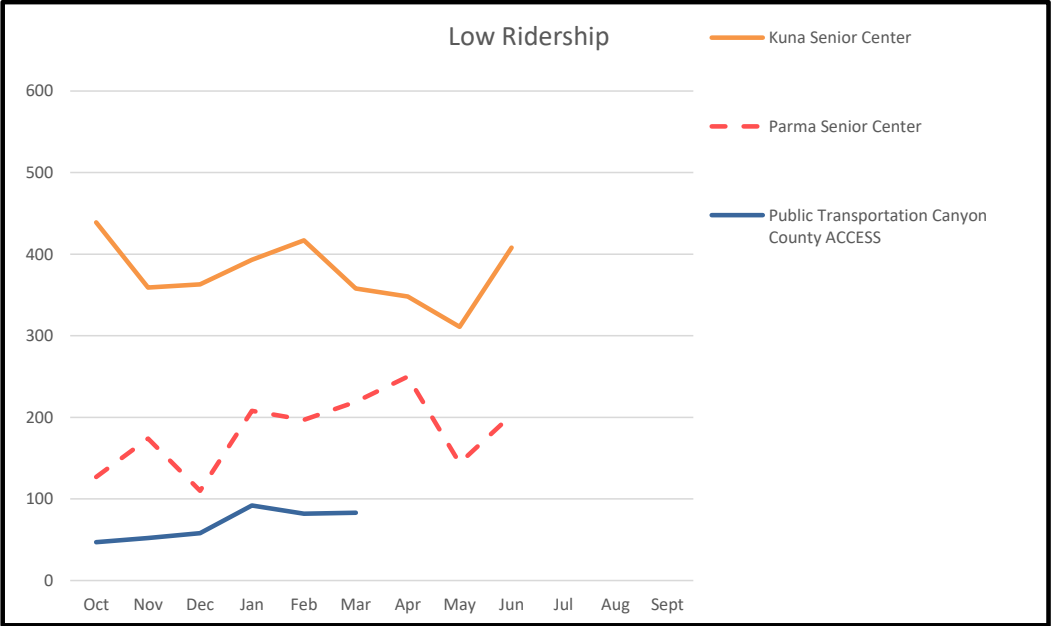
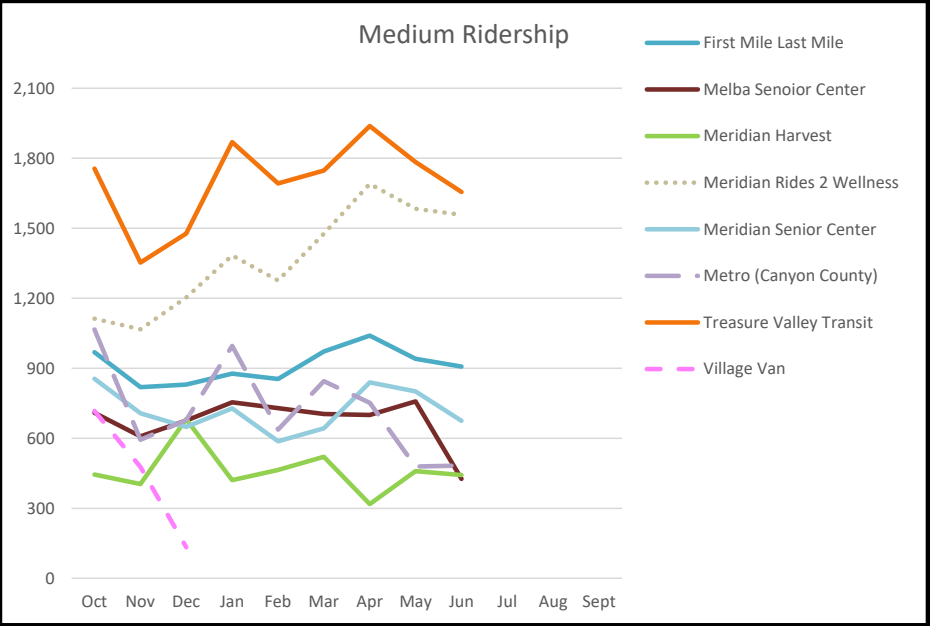
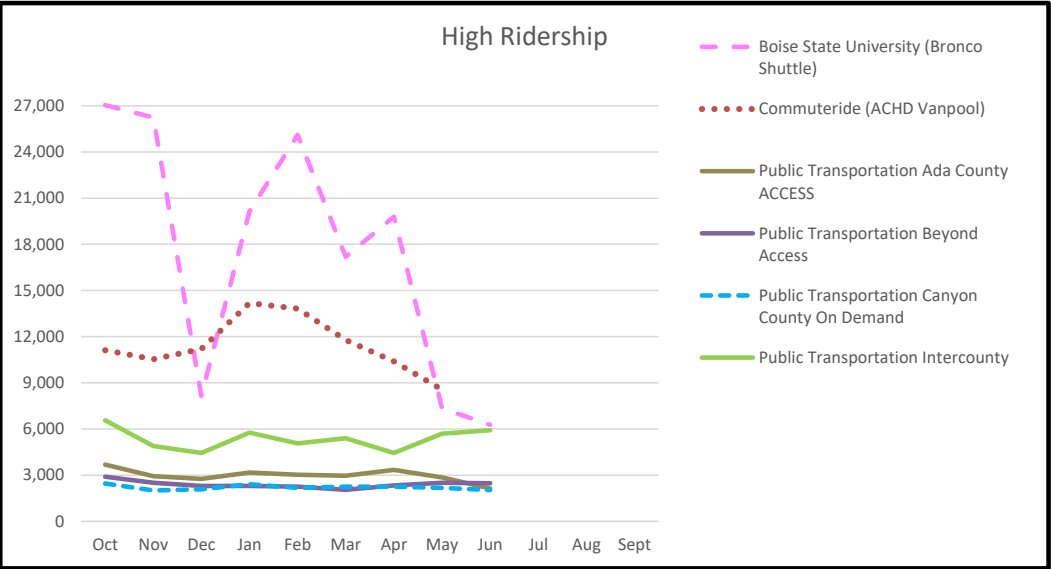
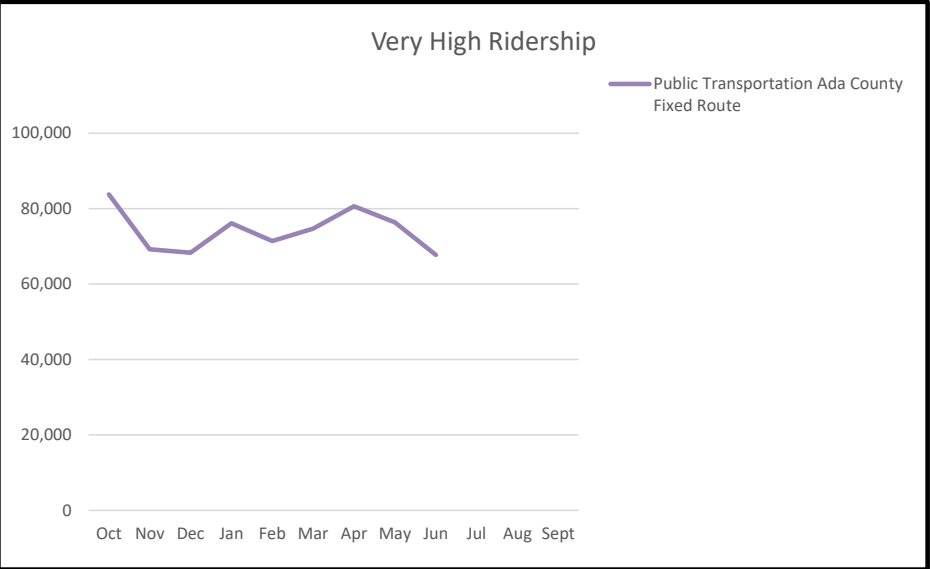
July 2025

APPENDIX B: TRANSIT RIDERSHIP

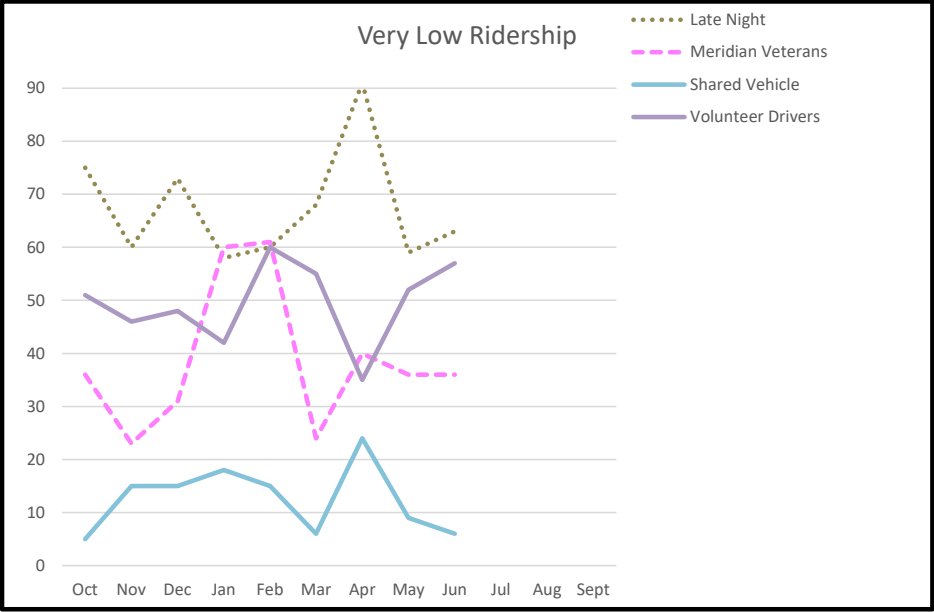
Provides tabular and graphical representation of transit ridership in FY2024 and FY2025.

Yearly Cumulative Alternative Transportation Trip Report

	Black highlight = no information or not available			Gray highlight = Totals			Brown highlight = information not comparable										
FY2025	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Total - Jun	Annual Total	To Date % Change 2024-2025		
Boise State University (Bronco Shuttle)	27,043	26,242	8,144	20,119	25,100	17,186	19,800	7,339	6,269				157,242		24.48%		
Commuteride (ACHD Vanpool)	11,110	10,530	11,189	14,180	13,818	11,775	10,390	8,557					91,549		-10.34%		
First Mile Last Mile	969	819	830	877	854	972	1,040	941	907				8,209		127.59%		
Kuna Senior Center	439	359	363	393	417	358	348	311	408				3,396		14.85%		
Late Night	75	60	73	58	60	68	91	59	63				607		67.68%		
Melba Senioior Center	709	608	676	754	729	704	700	758	426				6,064		-4.70%		
Meridian Harvest	445	404	682	421	464	521	318	459	442				4,156		-40.87%		
Meridian Rides 2 Wellness	1,113	1,067	1,203	1,383	1,276	1,476	1,690	1,584	1,558				12,350		-0.42%		
Meridian Senior Center	855	707	649	728	587	643	840	801	675				6,485		7.60%		
Meridian Veterans	36	23	31	60	61	24	40	36	36				347		-3.34%		
Metro (Canyon County)	1,066	594	678	996	637	845	752	479	483				6,530		N/A		
Parma Senior Center	127	174	110	208	197	219	250	144	203				1,632		-34.59%		
Public Transportation Ada County ACCESS	3,684	2,928	2,766	3,163	3,035	2,964	3,351	2,859	2,136				26,886		7.46%		
Public Transportation Ada County Fixed Route	83,771	69,234	68,327	76,132	71,421	74,698	80,615	76,357	67,753				668,308		-5.96%		
Public Transportation Beyond Access	2,899	2,501	2,295	2,306	2,257	2,049	2,338	2,505	2,475				21,625		29.47%		
Public Transportation Canyon County On Demand	2,458	2,008	2,081	2,407	2,171	2,260	2,257	2,179	2,031				19,852		-1.03%		
Public Transportation Canyon County ACCESS	47	52	58	92	82	83							414		N/A		
Public Transportation Intercounty	6,563	4,895	4,444	5,760	5,066	5,393	4,444	5,695	5,917				48,177		18.99%		
Shared Vehicle	5	15	15	18	15	6	24	9	6				113		-35.80%		
Treasure Valley Transit	1,756	1,353	1,477	1,869	1,692	1,747	1,938	1,784	1,656				15,272		-0.14%		
Village Van	717	477	133										1,327		-79.85%		
Volunteer Drivers	51	46	48	42	60	55	35	52	57				446		-20.36%		
Total Ridership	145,938	125,096	106,272	131,966	129,999	124,046	131,261	112,908	93,501				1,100,987		-1.69%		
FY2024	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Total -Jun	Annual Total	To Date % Change 2023-2024		
Boise State University (Bronco Shuttle)	20,384	15,614	8,643	16,573	21,427	12,577	19,271	6,752	5,079	5,688	15,639	27,682	126,320	175,329	8.18%		
Commuteride (ACHD Vanpool)	10,414	10,408	10,481	11,983	12,971	13,451	12,883	10,516	9,001	11,242	10,713	10,713	102,108	134,776	3.11%		
Eagle Senior Center	752	662	481										1,895	1,895	N/A		
Eagle On Demand	60	70	120	142	121	150	150	149	134	173			1,096	1,269	N/A		
First Mile Last Mile	343	339	307	355	343	432	415	461	612	718	770	782	3,607	5,877	66.35%		
Kuna Senior Center	368	311	258	231	350	340	383	382	334	405	385	431	2,957	4,178	42.64%		
Late Night	24	31	24	32	33	63	69	49	37	72	67	81	362	582	24.09%		
Melba Senior Center	722	631	795	479	726	738	793	792	687	770	728	734	6,363	8,595	N/A		
Meridian Harvest	1,291	1,268	1,205	431	497	743	554	430	610	415	373	407	7,029	8,224	-46.51%		
Meridian Rides 2 Wellness	1,086	1,157	1,486	1,607	1,520	1,256	1,338	1,562	1,390	1,418	1,075	344	12,402	15,239	57.90%		
Meridian Senior Center	721	543	551	621	792	770	745	697	587	638	776	698	6,027	8,139	-2.18%		
Meridian Veterans	30	25	29	47	42	27	45	55	59	67	31	0	359	457	108.68%		
Metro (Canyon County)	915	837	754				422	890	841	901	911	844	4,659	7,315	N/A		
Parma Senior Center	205	238	246	316	288	304	347	295	256	156	50	59	2,495	2,760	8.32%		
Public Transportation Ada County ACCESS	2,877	2,513	2,333	2,439	2,856	2,711	3,920	2,923	2,447	2,525	3,042	3,061	25,019	33,647	6.83%		
Public Transportation Ada County Fixed Route	85,555	77,107	70,013	78,312	81,491	82,425	84,541	83,040	68,208	69,324	75,923	73,729	710,692	929,668	0.27%		
Public Transportation Beyond Access				2,828	3,160	3,207	2,850	2,422	2,236	2,544	2,469	2,875	16,703	24,591	N/A		
Public Transportation Canyon County On Demand	2,065	1,855	1,808	2,115	2,285	2,515	2,746	2,549	2,120	2,396	2,387	2,538	20,058	27,379	-10.25%		
Public Transportation Canyon County ACCESS	387	368	327	349	423	399	553	367	66	55	59	41	3,239	3,394	13.32%		
Public Transportation Intercounty	4,808	3,955	3,148	3,915	4,682	5,116	5,381	4,707	4,776	5,106	5,563	5,875	40,488	57,032	19.78%		
Shared Vehicle	39	12	30	9	33	6	24	18	5	24	9	12	176	221	-25.59%		
SHIP (Supportive Housing Innovative Partnerships)	1,230	1,084	786										3,100	3,100	-78.02%		
Star Senior Center	120	123	105										348	348	-76.18%		
Treasure Valley Transit	1,864	1,716	1,608	1,559	1,799	1,829	1,786	1,707	1,426	1,646	1,644	1,400	15,294	19,984	-1.04%		
Village Van	811	765	828	795	636	726	730	688	608	612	580	521	6,587	8,300	-0.60%		
Volunteer Drivers	41	72	82	55	75	70	69	41	55	67	25	54	560	706	-49.10%		
Total Ridership	137,112	121,704	106,448	125,193	136,550	129,855	140,015	121,492	101,574	106,962	123,219	132,881	1,119,943	1,483,005	-7.66%		



2025



APPENDIX C: HISTORICAL AND PROJECTED BUDGET DATA

Provides additional information about transportation agency budgets.

Tables 16 through 20 provide summarized information from FY2019 through FY2023 for agencies with roadway jurisdiction, as reported in the Road and Street Reports. Detailed information is available by contacting COMPASS staff at info@compassidaho.org. (Note: Canyon Highway District changed its name to Highway District No. 4 in FY2023.)

Table 16: Total Local Agency Income Minus Disbursements, FY2019

	Beginning Balance	Total Income	Total Disbursements	Receipts Over Disbursements	Adjustments	Closing Fund Balance	Obligated for Projects	Retained for Operations
Highway Districts								
ACHD	\$27,274,753	\$122,594,726	\$118,903,032	\$3,691,694		\$30,966,447	\$30,966,447	
Canyon HD	\$6,255,386	\$9,438,713	\$10,154,935	(\$716,222)	(\$436,084)	\$5,103,080	\$4,603,078	\$500,000
Golden Gate HD	\$1,248,654	\$3,494,979	\$2,722,588	\$772,391		\$2,021,045	\$1,809,045	\$212,000
Nampa HD	\$8,280,216	\$13,028,731	\$11,474,126	\$1,554,605		\$9,834,821	\$6,392,137	\$3,442,684
Notus-Parma HD	\$2,034,883	\$2,303,713	\$1,589,437	\$714,276		\$2,749,159	\$2,280,585	\$468,574
Cities								
Caldwell	\$3,588,502	\$10,471,699	\$7,527,454	\$2,944,245		\$6,532,747		
Greenleaf	\$130,509	\$78,729	\$88,892	(\$10,163)		\$120,346	\$120,346	
Melba		\$65,751	\$33,584	\$32,167		\$32,167	\$23,000	
Middleton		\$1,614,802	\$1,352,687	\$262,115		\$262,115	\$262,115	
Nampa	\$7,915,703	\$11,610,514	\$10,832,507	\$778,007		\$8,693,710		
Notus		\$156,288	\$65,839	\$90,449		\$90,449	\$90,449	
Parma	\$414,458	\$283,454	\$254,540	\$28,914		\$443,372	\$150,000	\$293,372
Wilder	\$161,365	\$157,576	\$147,010	\$10,566		\$171,931	\$171,931	
Total	\$57,304,429	\$175,299,675	\$165,146,631	\$10,153,044	(\$436,084)	\$67,021,389	\$46,869,133	\$4,916,630

Source: 2019 Road and Street Report, Self-Reported, September 30, 2019.

Breakout of disbursements:

- Construction – 1.82%
- Reconstruction/General Maintenance – 58.98%
- Equipment – 9.35%
- Administration – 8.41%
- Other (property acquisition, design, etc.) – 21.44%

Table 17: Total Local Agency Income Minus Disbursements, FY2020

	Beginning Balance	Total Income	Total Disbursements	Receipts Over Disbursements	Adjustments	Closing Fund Balance	Obligated for Projects	Retained for Operations
Highway Districts								
ACHD	\$30,966,447	\$127,568,124	\$113,236,781	\$14,331,343		\$45,297,790	\$45,297,790	
Canyon HD	\$5,103,079	\$10,008,053	\$7,861,792	\$2,146,261	(\$39,425)	\$7,209,915	\$6,709,915	\$500,000
Golden Gate HD	\$2,021,045	\$2,746,605	\$2,390,883	\$355,722		\$2,376,767	\$2,168,766	\$208,001
Nampa HD	\$9,834,821	\$13,621,303	\$11,628,092	\$1,993,210		\$11,828,031	\$9,348,139	\$2,479,892
Notus-Parma HD	\$468,574	\$2,298,820	\$1,774,759	\$524,061		\$992,635	\$792,635	\$200,000
Cities								
Caldwell	\$6,532,747	\$8,407,241	\$8,486,108	(\$78,867)		\$6,453,880		
Greenleaf	\$120,346	\$188,821	\$188,821			\$120,346	\$120,346	
Melba		\$79,824	\$78,351	\$1,473		\$1,473	\$1,473	
Middleton		\$2,353,909	\$1,562,663	\$791,246		\$791,246	\$791,246	
Nampa	\$8,693,710	\$16,203,148	\$13,767,404	\$2,435,744		\$11,129,454		
Notus		\$153,016	\$119,194	\$33,822		\$33,822	\$33,822	
Parma	\$443,372	\$286,313	\$464,073	(\$177,760)		\$265,612	\$61,500	\$204,112
Wilder	\$171,931	\$142,563	\$136,753	\$5,810		\$177,741	\$177,741	
Total	\$64,356,072	184,057,740	\$161,695,674	\$22,362,065	(\$39,425)	\$86,678,712	\$65,503,373	\$3,592,005

Source: 2020 Road and Street Report, Self-Reported, September 30, 2020.

Breakout of disbursements:

- Construction – 3.15%
- Reconstruction/General Maintenance – 54.46%
- Equipment – 9.26%
- Administration – 6.96%
- Other (property acquisition, design, etc.) – 26.16%

Table 18: Total Local Agency Income Minus Disbursements, FY2021

	Beginning Balance	Total Income	Total Disbursements	Receipts Over Disbursements	Adjustments	Closing Fund Balance	Obligated for Projects	Retained for Operations
Highway Districts								
ACHD	\$45,297,790	\$142,447,833	\$121,673,771	\$20,774,062		\$66,071,852	\$66,071,852	
Canyon HD	\$7,209,915	\$11,345,533	\$8,377,096	\$2,968,437	\$120,971	\$10,299,323	\$9,799,323	\$500,000
Golden Gate HD	\$2,376,766	\$3,313,885	\$2,714,896	\$598,989		\$2,975,755	\$2,751,755	\$224,000
Nampa HD	\$11,828,031	\$15,837,670	\$16,083,750	(\$246,080)		\$11,581,951	\$7,154,673	\$4,427,279
Notus-Parma HD	\$4,234,861	\$2,830,140	\$1,865,849	\$964,291		\$5,199,152	\$4,999,152	\$200,000
Cities								
Caldwell	\$6,453,880	\$9,871,576	\$6,348,678	\$3,522,898		\$9,976,778		
Greenleaf	\$120,346	\$83,521	\$47,768	\$35,753		\$156,099	\$156,099	
Melba		\$70,199	\$62,509	\$7,690		\$7,690	\$7,000	\$690
Middleton		\$3,249,066	\$2,119,156	\$1,129,910		\$1,129,910		
Nampa	\$11,129,454	\$29,045,836	\$8,509,278	\$20,536,558		\$31,666,012		
Notus		\$57,116	\$18,888	\$38,228		\$38,228	\$38,228	
Parma	\$214,101	\$227,243	\$195,503	\$31,740		\$245,841	\$10,000	\$235,841
Wilder	\$177,741	\$171,858	\$173,822	(\$1,964)		\$175,777	\$175,777	
Total	\$89,042,885	\$218,551,476	\$168,190,964	\$50,360,512	\$120,971	\$139,524,368	\$91,163,859	\$5,587,810

Source: 2021 Road and Street Report, Self-Reported, September 30, 2021.

Breakout of disbursements:

- Construction – 6.90%
- Reconstruction/General Maintenance – 47.44%
- Equipment – 9.22%
- Administration – 7.61%
- Other (property acquisition, design, etc.) – 28.84%

Table 19: Total Local Agency Income Minus Disbursements, FY2022

	Beginning Balance	Total Income	Total Disbursements	Receipts Over Disbursements	Adjustments	Closing Fund Balance	Obligated for Projects	Retained for Operations
Highway Districts								
ACHD	\$66,071,852	\$152,951,547	\$140,362,486	\$12,589,061	\$0	\$78,660,913	\$78,660,913	\$0
Canyon HD	\$10,299,323	\$13,358,555	\$8,497,236	\$4,861,319	\$101,375	\$15,262,017	\$14,662,017	\$600,000
Golden Gate HD	\$3,200,923	\$3,935,539	\$2,904,980	\$1,030,559	\$0	\$4,231,482	\$4,007,482	\$224,000
Nampa HD	\$11,581,953	\$17,810,530	\$16,502,314	\$1,308,215	\$0	\$12,890,168	\$7,033,579	\$5,856,589
Notus-Parma HD	\$5,150,014	\$3,193,170	\$2,441,473	\$751,697	\$0	\$5,901,711	\$5,701,711	\$200,000
Cities								
Caldwell	\$9,976,777	\$10,832,081	\$9,398,567	\$1,433,514	\$0	\$11,410,291	\$0	\$11,410,291
Greenleaf	\$156,099	\$98,333	\$48,091	\$50,242	\$0	\$206,341	\$206,341	\$0
Melba	\$0	\$84,678	\$25,546	\$59,132	\$0	\$59,132	\$50,000	\$9,132
Middleton	\$0	\$4,053,363	\$1,776,587	\$2,276,777	\$0	\$2,276,777	\$1,779,371	\$497,406
Nampa	\$31,666,010	\$24,887,670	\$10,320,277	\$14,567,393	\$0	\$46,233,403	\$0	\$0
Notus	\$0	\$55,653	\$25,062	\$30,591	\$0	\$30,591	\$30,591	\$0
Parma	\$245,841	\$282,335	\$148,692	\$133,643	\$0	\$379,484	\$20,000	\$359,484
Wilder	\$175,777	\$247,876	\$128,515	\$119,361	\$0	\$295,138	\$295,138	\$0
Total	\$138,524,569	\$231,791,330	\$192,579,826	\$39,211,504	\$101,375	\$177,837,448	\$112,447,143	\$19,156,902

Source: 2022 Road and Street Report, Self-Reported, September 30, 2022.

Breakout of disbursements:

- Construction – 9.02%
- Reconstruction/General Maintenance – 52.51%
- Equipment – 10.13%
- Administration – 6.56%
- Other (property acquisition, design, etc.) – 21.77%

Table 20: Total Local Agency Income Minus Disbursements, FY2023

	Beginning Balance	Total Income	Total Disbursements	Receipts Over Disbursements	Adjustments	Closing Fund Balance	Obligated for Projects	Retained for Operations
Highway Districts								
ACHD	\$78,660,913	\$197,770,126	\$155,552,151	\$42,217,975		\$120,878,888	\$120,878,888	
Golden Gate HD	\$4,037,134	\$3,882,817	\$3,000,205	\$882,612		\$4,919,746	\$4,695,746	\$224,000
Highway District No. 4	\$14,662,016	\$13,874,195	\$10,525,258	\$3,348,937	\$204,631	\$18,215,584	\$17,515,584	\$700,000
Nampa HD	\$12,890,168	\$18,068,742	\$13,754,354	\$4,314,388		\$17,204,556	\$9,976,127	\$7,228,429
Notus-Parma HD	\$5,901,711	\$3,236,241	\$2,540,464	\$695,777	\$13,578	\$6,611,066	\$6,411,066	\$200,000
Cities								
Caldwell	\$11,410,291	\$22,489,758	\$20,934,487	\$1,555,271		\$9,075,894	\$9,075,894	\$3,889,668
Greenleaf	\$206,341	\$200,202	\$149,884	\$50,318		\$256,659	\$256,659	\$0
Melba	\$59,132	\$102,930	\$97,127	\$5,803		\$60,000	\$60,000	\$4,935
Middleton		\$7,013,519	\$5,251,705	\$1,761,814		\$1,274,054	\$1,274,054	\$487,760
Nampa	\$46,233,403	\$22,737,997	\$20,106,377	\$2,631,620		\$35,746,045	\$35,746,045	\$7,528,928
Notus		\$66,792	\$29,776	\$37,016		\$37,016	\$37,016	\$0
Parma	\$379,484	\$668,490	\$210,978	\$457,512		\$316,996	\$316,996	\$520,000
Wilder	\$295,138	\$430,612	\$136,672	\$293,940		\$589,078	\$589,078	
Total	\$174,735,731	\$290,542,421	\$232,289,438	\$58,252,983	\$218,209	\$233,206,923	\$206,833,153	\$20,783,720

Source: 2023 Road and Street Report, Self-Reported, September 30, 2023.

Breakout of disbursements:

- Construction – 46%
- Reconstruction/General Maintenance – 47.27%
- Equipment – 8.69%
- Administration – 6.59%
- Other (property acquisition, design, etc.) – 22.85%

Tables 21 through 25 provide summarized information projecting budgeting information for FY2025 - FY2029 extrapolated from the Road and Street Reports, using a five-year average of year-to-year changes between FY2020 and FY2024 in total income and total disbursement ratios. To account for large fluctuations, the high and low ratios were removed, leaving a three-year average for more realistic projections.

The projections predict that most agencies will need additional funds to cover historical levels of expenses, use reserve accounts, or remove projects to balance their budgets in the future. Including budget reports during the pandemic may provide uncertain projection results for the future.

Table 21: Projected – Local Agency Income Minus Disbursements, FY2025

	Beginning Balance	Total Income	Total Disbursements	Remaining Balance
Highway Districts				
ACHD	\$63,343,518	\$214,314,941	\$243,889,236	\$33,769,224
Golden Gate	\$3,204,941	\$6,459,783	\$5,110,362	\$4,554,362
Highway District No. 4	\$10,723,751	\$21,307,440	\$18,147,244	\$13,883,947
Nampa	\$12,100,051	\$26,408,838	\$18,637,674	\$19,871,214
Notus-Parma	\$5,095,529	\$5,267,509.77	\$3,406,624.87	\$6,956,414
Cities				
Caldwell	\$9,306,605.00	\$19,854,231.67	\$17,201,644.76	\$11,959,192
Greenleaf	\$160,928.67	\$368,940.48	\$211,299.58	\$318,570
Melba	\$19,710.67	\$461,619.22	\$683,885.03	(\$202,555)
Middleton	\$0.00	\$8,672,503.67	\$2,169,128.75	\$6,503,375
Nampa	\$29,676,289.00	\$32,629,057.43	\$28,459,487.95	\$33,845,858
Notus	\$0.00	\$124,504.16	\$109,473.26	\$15,031
Parma	\$334,936.33	\$525,701.74	\$151,450.77	\$709,187
Wilder	\$216,218.67	\$310,511.27	\$316,283.98	\$210,446
Total	\$134,182,478	336,705,581	338,493,795	132,394,265

Table 22: Projected – Local Agency Income Minus Disbursements, FY2026

	Beginning Balance	Total Income	Total Disbursements	Remaining Balance
Highway Districts				
ACHD	\$33,769,224	\$230,813,358	\$271,230,993	(\$6,648,411)
Golden Gate	\$4,554,362	\$7,279,600	\$5,516,321	\$6,317,641
Highway District No. 4	\$13,883,947	\$23,670,881	\$23,135,166	\$14,419,662
Nampa	\$19,871,214	\$29,338,131	\$21,981,448	\$27,227,898
Notus-Parma	\$6,956,414	\$5,922,241	\$4,082,425	\$8,796,230
Cities	\$0			
Caldwell	\$11,959,191.91	\$20,650,135	\$19,242,206	\$13,367,121
Greenleaf	\$318,569.57	\$518,490	\$292,299	\$544,760
Melba	(\$202,555.14)	\$559,457	\$1,463,672	(\$1,106,769)
Middleton	\$6,503,374.92	\$11,810,620	\$2,421,972	\$15,892,023
Nampa	\$33,845,858.48	\$38,383,268	\$34,605,145	\$37,623,981
Notus	\$15,030.90	\$130,879	\$157,837	(\$11,927)
Parma	\$709,187.31	\$533,799	\$157,060	\$1,085,927
Wilder	\$210,445.96	\$367,702	\$344,198	\$233,950
Total	\$132,394,265	369,978,562	384,630,742	117,742,085

Table 23: Projected – Local Agency Income Minus Disbursements, FY2027

	Beginning Balance	Total Income	Total Disbursements	Remaining Balance
Highway Districts				
ACHD	(6,648,411)	248,581,859	301,637,961	(59,704,513)
Golden Gate	6,317,641	8,203,461	5,954,529	8,566,574
Highway District No. 4	14,419,662	26,296,477	29,494,061	11,222,079
Nampa	27,227,898	32,592,344	25,925,125	33,895,116
Notus-Parma	8,796,230	6,658,353	4,892,289	10,562,294
Cities	0			
Caldwell	13,367,121	21,477,945	21,524,831	13,320,235
Greenleaf	544,760	728,659	404,349	869,070
Melba	(1,106,769)	678,032	3,132,595	(3,561,332)
Middleton	15,892,023	16,084,253	2,704,288	29,271,988
Nampa	37,623,981	45,152,246	42,077,921	40,698,307
Notus	(11,927)	137,580	227,567	(101,914)
Parma	1,085,927	542,022	162,877	1,465,072
Wilder	233,950	435,425	374,575	294,800
Total	\$117,742,085	407,568,656	438,512,967	86,797,774

Table 24: Projected – Local Agency Income Minus Disbursements, FY2028

	Beginning Balance	Total Income	Total Disbursements	Remaining Balance
Highway Districts				
ACHD	(59,704,513)	267,718,216	335,453,771	(127,440,068)
Golden Gate	8,566,574	9,244,571	6,427,547	11,383,597
Highway District No. 4	11,222,079	29,213,307	37,600,750	2,834,636
Nampa	33,895,116	36,207,517	30,576,335	39,526,297
Notus-Parma	10,562,294	7,485,961	5,862,812	12,185,443
Cities	0			
Caldwell	13,320,235	22,338,939	24,078,234	11,580,939
Greenleaf	869,070	1,024,020	559,352	1,333,738
Melba	(3,561,332)	821,738	6,704,476	(9,444,071)
Middleton	29,271,988	21,904,287	3,019,513	48,156,762
Nampa	40,698,307	53,114,950	51,164,397	42,648,860
Notus	(101,914)	144,624	328,102	(285,392)
Parma	1,465,072	550,371	168,909	1,846,533
Wilder	294,800	515,623	407,633	402,790
Total	\$86,797,774	450,284,122	502,351,832	34,730,064

Table 25: Projected – Local Agency Income Minus Disbursements, FY2029

	Beginning Balance	Total Income	Total Disbursements	Remaining Balance
Highway Districts				
ACHD	(127,440,068)	288,327,730	373,060,579	(212,172,917)
Golden Gate	11,383,597	10,417,808	6,938,142	14,863,263
Highway District No. 4	2,834,636	32,453,674	47,935,631	(12,647,320)
Nampa	39,526,297	40,223,688	36,062,016	43,687,969
Notus-Parma	12,185,443	8,416,437	7,025,866	13,576,014
Cities				
Caldwell	11,580,939	23,234,448	26,934,538	7,880,848
Greenleaf	1,333,738	1,439,104	773,773	1,999,069
Melba	(9,444,071)	995,902	14,349,126	(22,797,294)
Middleton	48,156,762	29,830,279	3,371,481	74,615,560
Nampa	42,648,860	62,481,895	62,213,045	42,917,710
Notus	(285,392)	152,029	473,053	(606,416)
Parma	1,846,533	558,848	175,165	2,230,217
Wilder	402,790	610,591	443,609	569,771
Total	34,730,064	499,142,434	579,756,023	(45,883,525)

Table 26 includes inflationary factors for the overall budget projections from FY2026-2029 for VRT. It is anticipated that, if inflation affects the overall system as predicted, additional funding will be needed for operations as well as capital replacements to maintain current service levels. Revenues vary based on the timing of competitive grant funding.

Table 26: Adopted, VRT Revenues and Expenses, FY2026

Type	FY2026	FY2027	FY2028	FY2029	Total
Service Operations Expenses	\$23,252,116	\$23,833,419	\$24,429,254	\$25,039,986	\$96,554,775
<i>Federal Revenues</i>	\$11,020,765	\$11,296,284	\$11,578,691	\$11,868,159	\$45,763,899
<i>Local Revenues</i>	\$11,446,967	\$11,733,141	\$12,026,470	\$1,327,131	\$47,533,709
<i>Directly Generated Revenues</i>	\$784,384	\$803,994	\$824,093	\$844,696	\$3,257,167
Capital Expenses	\$5,935,600	\$6,083,990	\$6,236,090	\$6,391,992	\$24,647,672
<i>Federal Revenues</i>	\$5,021,310	\$5,146,843	\$5,275,514	\$5,407,402	\$20,851,068
<i>Local Revenues</i>	\$914,290	\$937,147	\$960,576	\$984,590	\$3,796,604
<i>Directly Generated Revenues</i>					
Mobility Programs Expenses	\$424,051	\$434,652	\$445,519	\$456,657	\$1,760,878
<i>Federal Revenues</i>	\$202,000	\$207,050	\$212,226	\$217,532	\$838,808
<i>Local Revenues</i>	\$222,051	\$227,602	\$233,292	\$239,125	\$922,070
<i>Directly Generated Revenues</i>					
Regional Overhead Expenses	\$7,122,488	\$7,300,550	\$7,483,064	\$7,670,141	\$29,576,243
<i>Federal Revenues</i>	\$3,420,647	\$3,506,163	\$3,593,817	\$3,683,663	\$14,204,290
<i>Local Revenues</i>	\$2,890,941	\$2,963,215	\$3,037,295	\$3,113,227	\$12,004,678
<i>Directly Generated Revenues</i>	\$810,900	\$831,173	\$851,952	\$873,251	\$3,367,275
Total	\$36,734,255	\$37,652,611	\$38,593,927	\$39,558,75	\$152,539,568

Assumptions:

- Expenses and revenues are based on the adopted 2023-2027 Transportation Development Plan (TDP). The TDP is intentionally balanced. Expenses and revenues are the same and extrapolated beyond FY2027.
- Expenses and local revenues are not simply grown by an inflationary number (2.5%), they also consider planned investments and each partners local share.
- Capital expenses are volatile year to year and are not forecast using a historical average, rather they are based on specific projects.

VRT is in the process of updating the TDP, and updated expenses and revenues for future years are not yet available.

APPENDIX D: PRIOR YEAR PROJECTS

Provides a list of projects that are still active, but no longer have budgeted funds. Projects could still need additional funding or release excess funding throughout the life of this program.

Projects in Prior STIPs

With No Final Voucher or Equivalent

Prior Year Projects Outside of MPO Areas

SUBJECT TO REVISION DUE TO REASONS SUCH AS FUNDING, OBLIGATION LIMITATION, PROJECT SCOPE, COST, AND POLICY/REGULATION/RULE CHANGES

Key No.	Location	Dist.	Year	Major Program	Sponsor	Project Status	Lifetime Cost
7827	SH 44, CORRIDOR STUDY, STAR RD TO WEST STATE STREE	3	2023	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	6,621,445.00
The SH-44; CORRIDOR STUDY, STAR RD TO WEST STATE STREET project located in Ada County will study and environmentally clear this corridor which will allow future improvements, including bicycle and pedestrian facilities, to be made.							
9967	SH 55, MARSING TO NEW MEADOWS, CORRIDOR PLAN	3	2007	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	658,409.00
9969	SH 69, KUNA TO MERIDIAN, CORRIDOR PLAN	3	2009	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	427,536.00
10541	STP-8423, AMITY RD; ROBINSON RD TO KINGS CORNER, NAM	3	2014	Federal-Aid, Local Road System	NAMPA	Awarded (or equiv.)	9,336,377.35
10939	I 84, MERIDIAN RD IC, ADA CO	3	2014	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Project Closed	6,703,199.40
11350	TRANSIT, BSU BUS MTNCE FACILITY (FTA TRANSFER)	3	2016	Federal-Aid, Local Road System	BOISE STATE UNIVERSITY	Development	543,000.00
Provides for a bus maintenance facility, park and ride lot, bus storage, and bus wash off the Boise State University campus.							
11386	TRANSIT, BOISE URBANIZED AREA	3	2012	Federal-Aid, State Highway System	VALLEY REGIONAL TRANSIT	Development	828,000.00
11583	LOCAL, VRT BUS REPLACEMENT	3	2012	Federal-Aid, Local Road System	ADA COUNTY HD	Project Closed	469,000.00
11588	US 20, BROADWAY BR, BOISE	3	2015	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	21,729,142.93
12044	SH 55, EAGLE RD; FAIRVIEW AVE TO SH 44	3	2012	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Project Closed	6,276,687.91
12046	SH 55, INT KARCHER & MIDDLETON RDS, NAMPA	3	2014	Federal-Aid, Local Road System	NAMPA	Awarded (or equiv.)	5,715,062.09
12179	TRANSIT, CAPITAL LEASE OR PURCHASE/MAINT, NAMPA FY1	3	2015	Federal-Aid, State Highway System	VALLEY REGIONAL TRANSIT	Development	180,000.00
Provide vehicle lease or purchase for fixed line, demand response, and support activities, and associated equipment and maintenance in the Nampa Urbanized Area. (Federal = \$769,438.)							
12204	TRANSIT, TREASURE VALLEY IDAHO TRANSIT FACILITIES - F	3	2012	Federal-Aid, State Highway System	VALLEY REGIONAL TRANSIT	Project Closed	975,000.00
12361	SH 19, RRXing EAST OF GREENLEAF	3	2012	State Funded Program	STATE OF IDAHO (ITD)	Project Closed	179,689.10
12362	OFFSYS, PINTO RD RRX #819706P, W OF CALDWELL	3	2012	State Funded Program	CANYON HD Number 4	Project Closed	41,040.26
12364	LOCAL, FY15 TRANSIT VEHICLE PURCHASE, NAMPA	3	2016	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Awarded (or equiv.)	970,000.00
Provide up to six replacement vehicles in the Nampa Urbanized Area. Vehicles are currently leased.							
12368	STP-7403, FRANKLIN RD; BLACK CAT TO TEN MILE, ADA CO	3	2016	Federal-Aid, Local Road System	ADA COUNTY HD	Project Closed	11,759,865.61
Widen Franklin Road from two-lane to five-lane from Black Cat Road to Ten Mile Road. Work includes curb, gutter, drainage swales, sidewalks, and bicycle facilities, and reconstructing the intersection at Franklin Road and Black Cat Road with a seven-lane							
12383	SH 55, INT KARCHER RD & LAKE AVE, CANYON CO	3	2017	State Funded Program	STATE OF IDAHO (ITD)	Project Closed	3,425,953.71
12916	SH 16, INT SH 44, US 20, & LOCAL RDS	3	2013	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Project Closed	431,162.79
12917	SH 16, PHYLLIS CANAL BR & SOUTH STG	3	2012	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Project Closed	792,610.26
13025	SH 55, INT MIDWAY RD, NR NAMPA	3	2017	State Funded Program	STATE OF IDAHO (ITD)	Project Closed	2,930,082.53
13046	LOCAL, HIGH CAPACITY CORRIDOR STUDY, ADA/CANYON CO	3	2023	Federal-Aid, Local Road System	COMPASS	Development	1,100,000.00
Conduct a Planning and Environmental Linkages (PEL) study to conduct high-level environmental and technical analysis on identified public transportation alternatives for high capacity transit service south of the Boise River to be carried forward to a future federal environmental process. Findings will be incorporated in the regional long range transportation plan.							
13050	STP-7220, STATE ST ITS, SH 16 TO 23RD, BOISE VRT	3	2012	Federal-Aid, Local Road System	ADA COUNTY HD	Development	250,378.00
13053	LOCAL, TRANSIT - NAMPA MAINTENANCE FACILITY	3	2012	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Awarded (or equiv.)	1,305,795.00

Projects in Prior STIPs

With No Final Voucher or Equivalent

Prior Year Projects Outside of MPO Areas

SUBJECT TO REVISION DUE TO REASONS SUCH AS FUNDING, OBLIGATION LIMITATION, PROJECT SCOPE, COST, AND POLICY/REGULATION/RULE CHANGES

Key No.	Location	Dist.	Year	Major Program	Sponsor	Project Status	Lifetime Cost
13054	STC-7165, FARMWAY RD / HIGHWAY 44, PARMA HD #2	3	2017	Federal-Aid, Local Road System	NOTUS-PARMA HD Number 2	Project Closed	2,224,162.00
This project will repair a deteriorating truck bypass route by reconstructing approximately 0.62 miles of the Hwy 44 extension to Farmway Rd and improve the surface of approximately 0.87 miles of Farmway Road. It will include installation of guardrail on two concrete bridge crossings over canals.							
13055	NHS-7773, 10TH AVE BR, CALDWELL	3	2019	Federal-Aid, Local Road System	CALDWELL	Project Closed	3,412,858.00
Replace bridge on 10th Ave. over Indian Creek in Caldwell. Work includes a bicycle and pedestrian tunnel under the bridge.							
13059	SH 44, LINDER RD TO BALLANTYNE, EAGLE	3	2013	State Funded Program	STATE OF IDAHO (ITD)	Project Closed	11,434,790.00
13349	SH 55, EAGLE RD: MERIDIAN TOWN CENTER - STAGE 3	3	2021	State Funded Program	PRIVATE	Development	580,926.31
Add one lane southbound from River Valley Street to Franklin Road. The project will be constructed by the developer of the Meridian Towne Center shopping center using State Tax Anticipated Revenue; project is funded by the developer.							
13387	SH 55, SNAKE RV BR, MARSING	3	2020	State Funded Program	STATE OF IDAHO (ITD)	Project Closed	17,735,291.42
This project will replace the existing bridge at mile post 2.605 over the Snake River on Hwy-55 at Marsing. The bridge is nearing the end of its service life. Improvements include widened shoulders and added sidewalks.							
13463	SH 44, JCT I 84 TO STAR	3	2016	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Project Closed	6,658,185.00
This project will rehabilitate Hwy-44 from I-84 in Canyon County to Plummer Road in Star in order to extend the service life and improve the riding surface. Other improvements include guardrail replacement, ensuring accessibility for people with disabilities at intersections, and replacing two failing culverts.							
13464	I 84, FY17 D3 PAVEMENT STRIPING	3	2017	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Project Closed	1,366.77
This project will re-paint pavement striping on sections of I-84 that have been deemed unsafe due to fading. Pavement markings are necessary to maintain traveler safety.							
13476	SH 44, SH 55 INTERSECTION IMPROVEMENT, EAGLE	3	2022	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	8,434,753.00
This project will expand the current intersection configuration to increase capacity as well as remove all four existing free-flowing right-turn lanes. Work includes pavement widening and resurfacing, installation of raised medians, signing/stripping improvements, pedestrian access, signalization, Intelligent Transportation System improvements, and localized drainage improvements.							
13480	LOCAL, FY14 CAPITAL MAINTENANCE, BOISE, VRT	3	2016	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Awarded (or equiv.)	986,000.00
13482	LOCAL, FY18 CAPITAL MAINTENANCE, VRT, BOISE	3	2019	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Awarded (or equiv.)	619,951.43
For replacement transit bus or replacement transit facility in 2018.							
13487	NHS-8213, MIDDLETON & USTICK ROUNDABOUT, CALDWELL	3	2023	Federal-Aid, Local Road System	CALDWELL	Awarded (or equiv.)	5,397,000.00
This project will construct a roundabout to help traffic flow and congestion at the Middleton Rd. and Ustick Rd. intersection in the City of Caldwell.							
13492	SMA-7169, INT LINDER & DEER FLAT RDS, KUNA	3	2020	Federal-Aid, Local Road System	ADA COUNTY HD	Project Closed	4,846,232.10
Improve the intersection at Linder Road and Deer Flat Road in Kuna, including curb, gutter, sidewalk, and bike lanes. The project is located on SMA-7169 at mile point 101.495.							
13509	LOCAL, FY13 MAINTENANCE SET ASIDE, VRT	3	2013	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Project Closed	669,709.00
13510	LOCAL, FY15 CAPITAL MAINTENANCE, VRT, BOISE	3	2016	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Awarded (or equiv.)	556,000.00
For replacement transit bus or replacement transit facility in FY2015.							
13511	LOCAL, FY16 CAPITAL MAINTENANCE, VRT, BOISE	3	2016	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Awarded (or equiv.)	1,368,906.00
For replacement transit bus or replacement transit facility in FY2016.							
13902	LOCAL, FY17 CAPITAL MAINTENANCE, VRT, BOISE	3	2017	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Development	287,000.00
For replacement transit bus or replacement transit facility in FY2017 in the Boise Urbanized Area.							
13906	LOCAL, FY20 CAPITAL MAINTENANCE, VRT, NAMPA	3	2020	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Awarded (or equiv.)	159,000.00
Replace public transportation bus or facility in the Nampa Urbanized Area.							
13918	LOCAL, RAIL WITH TRAIL PATHWAY, MERIDIAN	3	2025	Federal-Aid, Local Road System	MERIDIAN	PS&E (or equiv.)	195,000.00
Project constructs a multi-use pathway either along or parallel to the railroad tracks for one-half mile near Downtown Meridian.							
13931	SH 45, NORTHSIDE BLVD TO GRANT ST, CANYON COUNTY	3	2017	State Funded Program	STATE OF IDAHO (ITD)	Project Closed	5,021,017.00
13941	US 20, INT CHINDEN & LOCUST GROVE RD, ADA CO	3	2017	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Project Closed	1,242.15

Projects in Prior STIPs

With No Final Voucher or Equivalent

Prior Year Projects Outside of MPO Areas

SUBJECT TO REVISION DUE TO REASONS SUCH AS FUNDING, OBLIGATION LIMITATION, PROJECT SCOPE, COST, AND POLICY/REGULATION/RULE CHANGES

Key No.	Location	Dist.	Year	Major Program	Sponsor	Project Status	Lifetime Cost
13954	I 84B, FY15 8 ADA RAMPS, NAMPA	3	2015	State Funded Program	NAMPA	Project Closed	53,500.00
Provides for Americans with Disabilities Act (ADA) ramp improvements at eight locations on I-84B (Garrity Boulevard) in Nampa.							
13964	STC-3798, PECKHAM RD, GOLDEN GATE HD	3	2023	Federal-Aid, Local Road System	GOLDEN GATE HD	Awarded (or equiv.)	1,161,389.85
Provide improvements on Peckham Road from US-95 in the City of Wilder to Notus Road in the City of Greenleaf in Canyon County, including roadway rehabilitation as well as curb, gutter, and sidewalk improvements within the city limits.							
18701	LOCAL, FY21 CAPITAL MAINTENANCE, PH 1, ACHD	3	2021	Federal-Aid, Local Road System	ADA COUNTY HD	Project Closed	5,908,587.00
Supplement the local pavement preservation program to complete pavement improvements on federal-aid roadways in the Boise Urbanized Area. Work includes improvements to adjoining sidewalks to meet Americans with Disabilities Act (ADA) requirements. Segments include: Fairview Avenue, Maple Grove Road to Milwaukee Road; Curtis Road, Fairview Avenue to Ustick Road; Surprise Way, Amity Road to State Highway 21; Linden Street, Broadway Avenue to Gekeler Lane; Boise Avenue, Broadway Avenue to Gekeler Lane; and Pleasant Valley Road, Hollilynn Drive to Gowen Road.							
18728	LOCAL, FY20 CAPITAL MAINTENANCE, ACHD	3	2020	Federal-Aid, Local Road System	ADA COUNTY HD	Project Closed	4,659,154.00
Supplement the local maintenance program to complete work such as overlays on arterials and collectors within the Boise Urbanized Area.							
18847	LOCAL, FY19 CAPITAL MAINTENANCE, VRT	3	2019	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Awarded (or equiv.)	1,316,999.78
Replace public transportation bus or facility in FY 2019 in the Boise Urbanized Area. See Valley Regional Transit's Program of Projects for more details.							
18905	LOCAL, FY21 ROLLING STOCK, INFRASTRUCTURE, TECH, VR	3	2021	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Awarded (or equiv.)	2,496,000.00
Fund capital replacement projects, such as rolling stock, infrastructure, and technology, identified in the Transit Asset Management Plan in FY2021 in the Boise Urbanized Area.							
19057	LOCAL, ROLLING STOCK, INFRASTRUCTURE AND TECHNOLO	3	2020	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Awarded (or equiv.)	2,243,747.00
Fund capital projects identified in the Transit Asset Management Plan in 2020 in the Boise Urbanized Area.							
19303	LOCAL, PLANNING, TRAVEL SURVEY DATA COLLECTION, CO	3	2021	Federal-Aid, Local Road System	COMPASS	Project Closed	832,320.00
Collect local travel data from households and bus riders to update and recalibrate the regional travel demand model.							
19465	LOCAL, FY22 PAVEMENT PRESERVATION & ADA, PH 1, BOISE	3	2023	Federal-Aid, Local Road System	ADA COUNTY HD	Awarded (or equiv.)	11,482,539.00
Supplement the local pavement preservation program to complete pavement improvements on federal-aid roadways in the Boise Urbanized Area. Work includes improvements to adjoining sidewalks to meet Americans with Disabilities Act (ADA) requirements. Segments include: 9th Street, Idaho Street to Bannock Street; 20th Street, Lemp Street to Irene Street; 26th Street, State Street to Heron Street; Bluegrass Way, Ellens Ferry Drive to Drawbridge Drive; Drawbridge Drive, Crimson to Castle Hills Way; Turret Way, Drawbridge Drive to Castle Drive; Morris Hill Road, Liberty Street to Hartman Road; Spaulding Street, Phillippi Street to Orchard Street; Pond Street, Targee Street to Hillcrest Drive; Roosevelt Street, Emerald Street to Irving Street; Wainwright Drive, Eagle Road to Borrego Way; Maple Grove Road, Interstate 84 bridge deck to Franklin Road; Amity Road, Enterprise Street to Production Street; and Enterprise Street, Amity Road to Commerce Avenue.							
19571	LOCAL, PLANNING, COMMUNITIES IN MOTION MAJOR UPDAT	3	2020	Federal-Aid, Local Road System	COMPASS	Development	667,136.00
Major update to the regional long-range transportation plan. Includes: transportation/land use preference survey with focus groups, financial forecast assumptions review, growth scenario recalibration, public involvement, graphics and editing, and printing.							
19627	SH 19, ROEDEL AVE BVRR RRR, CALDWELL	3	2018	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	604,200.00
This project is sponsored by ITD to add cantilever signals and improve the crossing surface for the entire length of the crossing.							
19685	STP-7073, COLE RD; SPECTRUM TO CENTURY WAY MEDIANS	3	2017	Federal-Aid, Local Road System	ADA COUNTY HD	Project Closed	307,462.06
This project will install a raised concrete median to replace the existing temporary median in Boise on Cole Road between Spectrum Street and S Century Way. The temporary median was installed in segments over the last few years as crash data identified a high number of left turn crashes. The raised concrete will better delineate the median, the left turn pockets and reduce crashes.							
19763	LOCAL, FY22 TRANSIT ASSET MANAGEMENT, VRT	3	2022	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Development	3,499,839.20
Fund capital projects identified in the Transit Asset Management Plan in 2020 in the Boise Urbanized Area.							
19803	LOCAL, BICYCLE PARKING MAIN ST STATION, VRT	3	2016	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Project Closed	49,110.00
This project will purchase bike racks, bike repair equipment, security infrastructure, and tenant improvement furnishings for a secure inside bike storage.							
19814	I 84, KARCHER IC, NAMPA	3	2017	State Funded Program	STATE OF IDAHO (ITD)	Project Closed	3,352,791.10
The I-84; KARCHER INTERCHANGE IMPROVMENTS project in the City of Nampa in Canyon County will improve safety and congestion at the Karcher Interchange							

Projects in Prior STIPs

With No Final Voucher or Equivalent

Prior Year Projects Outside of MPO Areas

SUBJECT TO REVISION DUE TO REASONS SUCH AS FUNDING, OBLIGATION LIMITATION, PROJECT SCOPE, COST, AND POLICY/REGULATION/RULE CHANGES

Key No.	Location	Dist.	Year	Major Program	Sponsor	Project Status	Lifetime Cost
19847	LOCAL, FY20 CAPITAL MAINTENANCE, PH 3, ACHD	3	2020	Federal-Aid, Local Road System	ADA COUNTY HD	Project Closed	529,139.00
Supplement the local maintenance program to complete work such as overlays on arterials and collectors in the Boise Urbanized Area.							
19875	SMA-9773, N LINDER RD BVRR RRR, MERIDIAN	3	2020	Federal-Aid, Local Road System	ADA COUNTY HD	Project Closed	529,800.00
This project will install crossing signals and gates at the North Linder railroad crossing in Meridian. The project is located on SMA-9773 at mile point 11.329.							
19887	LOCAL, FY20 CAPITAL MAINTENANCE, PH 2, ACHD	3	2020	Federal-Aid, Local Road System	ADA COUNTY HD	Project Closed	1,319,233.00
Supplement the local maintenance program for arterials and collectors within the Boise Urbanized Area.							
19920	LOCAL, FY22 COMPASS PLANNING	3	2022	Federal-Aid, Local Road System	COMPASS	Development	331,000.00
This project will assist COMPASS in meeting federal transportation planning responsibilities.							
19944	US 20/26, CHINDEN; LOCUST GROVE TO EAGLE	3	2024	State Funded Program	STATE OF IDAHO (ITD)	Project Closed	18,619,770.00
The US 20/26 Chinden Expansion project is located in Ada County on Chinden Road between Locust Grove and Eagle Road. The project will add an additional westbound and eastbound lane to improve mobility and reduce crashes along the corridor. The project is located between mile points 39.22 and 40.22.							
19993	SMA-3783, FY23 ROADWAY & ADA IMPROVEMENTS, PT 2, BOI	3	2022	Federal-Aid, Local Road System	ADA COUNTY HD	Project Closed	1,640,910.00
Supplement the local pavement preservation program to complete pavement improvements on federal-aid roadways in the Boise Urbanized Area. Work includes improvements to adjoining sidewalks to meet Americans with Disabilities Act (ADA) requirements. Segment includes: Beacon Light Road, State Highway 16 to Ballentyne Lane.							
19997	SH 69, SIGNAL INSTALLATION AT HUBBARD & LAKE HAZEL	3	2018	State Funded Program	STATE OF IDAHO (ITD)	Project Closed	863,444.00
The project is located near the city of Kuna in Ada County and will signalize two intersections at Lake Hazel Road and Hubbard road to improve safety.							
20003	LOCAL, FY19 CAPITAL MAINTENANCE, PH 2, ACHD	3	2019	Federal-Aid, Local Road System	ADA COUNTY HD	Project Closed	2,285,895.00
Supplement the local maintenance program for arterials and collectors within the Boise Urbanized Area. Pavement rehabilitation, select pipe replacement, and upgrade of adjacent pedestrian ramps on: Emerald St., Cole Rd. to Orchard St.; Orchard St., Overland Rd. to Franklin Rd. (subject to change). More details can be found in ACHD's Design and Construction Review Online.							
20006	LOCAL, FY22 PAVEMENT PRESERVATION AND ADA, BOISE AR	3	2025	Federal-Aid, Local Road System	ADA COUNTY HD	Awarded (or equiv.)	2,345,109.00
Supplement the local pavement preservation program to complete pavement improvements on federal-aid roadways in the Boise Urbanized Area. Work includes improvements to adjoining sidewalks to meet Americans with Disabilities Act (ADA) requirements. This project could convert to federal-aid if funds become available. Segments include: Resseguie St.16th St. to 10th St. and Fort St.16th St. to 15th St.							
20091	LOCAL, FY19 CAPITAL MAINTENANCE, PH 3, ACHD	3	2019	Federal-Aid, Local Road System	ADA COUNTY HD	Project Closed	732,429.00
Supports the local maintenance program for arterials and collectors within the Boise Urbanized Area. Pavement rehabilitation, select pipe replacement, and upgrade of adjacent pedestrian ramps on: Cherry Lane, Shoshone St. to Broxon St.; Elder St., Owyhee St. to Vista Ave.; and Owyhee St., Elder St. to Cherry Lane (subject to change). More details can be found in ACHD's Design and Construction Review online.							
20095	LOCAL, BOISE STATE UNIVERSITY SECURE BIKE FACILITIES	3	2018	Federal-Aid, Local Road System	BOISE STATE UNIVERSITY	Project Closed	3,361.02
Construct a secured bike parking area for public access on the edge of the Boise State University campus.							
20122	STC-7133, FY22 PAVEMENT PRESERVATION AND ADA, PH 2, B	3	2023	Federal-Aid, Local Road System	ADA COUNTY HD	Awarded (or equiv.)	2,577,422.00
Supplement the local pavement preservation program to complete pavement improvements on federal-aid highways in the Boise Urbanized Area. Work includes improvements to meet Americans with Disabilities Act (ADA) requirements to adjoining sidewalks. Segment: Collister Drive, Quality Ridge Drive to North Deadend.							
20129	LOCAL, FY21 CAPITAL MAINTENANCE, PH 2, ACHD	3	2022	Federal-Aid, Local Road System	ADA COUNTY HD	Project Closed	3,388,164.53
Supplement the local pavement preservation program to complete pavement improvements on federal-aid roadways in the Boise Urbanized Area. Work includes improvements to adjoining sidewalks to meet Americans with Disabilities Act (ADA) requirements. Segments include: Warm Springs Avenue, Starcrest Drive to Starview Drive and Glacier Drive to State Highway 21; and Edna Street, Five Mile Road to Patton Avenue.							
20143	SMA-7179, MAIN ST; AVENUE C TO AVENUE A, KUNA	3	2020	Federal-Aid, Local Road System	KUNA	Project Closed	1,440,198.00
Extend streetscape improvements along Main Street from Avenue C to Avenue A in the City of Kuna. Improvements include road rehabilitation, crosswalks, bulb- outs (pedestrian refuges) at the intersections, landscaping, decorative and functional lighting, benches, and bike racks. The project is located on SMA-7179 between mile points 0.87 and 1.015.							
20159	LOCAL, FY21 CAPITAL MAINTENANCE, PHASE 3, BOISE AREA	3	2021	Federal-Aid, Local Road System	ADA COUNTY HD	Project Closed	789,719.00
Supplement the local pavement preservation program to complete pavement improvements on federal-aid roadways in the Boise Urbanized Area. Work includes improvements to adjoining sidewalks to meet Americans with Disabilities Act (ADA) requirements. Segment: NW 8th Street between Pine Avenue and Cherry Lane in the City of Meridian.							
20173	LOCAL, FY17/18, COMMUTER VAN REPLACEMENT, ACHD	3	2017	Federal-Aid, Local Road System	ADA COUNTY HD	Project Closed	315,130.00

Projects in Prior STIPs

With No Final Voucher or Equivalent

Prior Year Projects Outside of MPO Areas

SUBJECT TO REVISION DUE TO REASONS SUCH AS FUNDING, OBLIGATION LIMITATION, PROJECT SCOPE, COST, AND POLICY/REGULATION/RULE CHANGES

Key No.	Location	Dist.	Year	Major Program	Sponsor	Project Status	Lifetime Cost
20225	SH 45, DEER FLAT TO I 84B MICROSEAL, NAMPA	3	2017	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Project Closed	941,252.76
Micro seal SH 45 from Deer Flat road to 3rd St in downtown Nampa.							
20227	US 20, PHYLLIS CANAL BR, NR MERIDIAN	3	2023	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	5,047,020.00
This project will replace a culvert due to age and restrictions to freight.							
20245	LOCAL, FY21 & FY22 ADA COUNTY SR2S, VRT	3	2021	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Project Closed	344,305.00
Support up to three full-time staff for Safe Routes to Schools (SR2S) coordination serving schools in Ada County with a focus on the Boise and West Ada School Districts. The Treasure Valley YMCA will receive pass-through funds for this project.							
20251	I 84, FY21 D3 E BRIDGE REPAIR, NAMPA	3	2021	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Project Closed	1,059,254.00
The FY21 D3 Bridge Repair project will provide bridge deck preservation and preventative maintenance to the bridges, bridge approaches, and guardrail to bridge #s 21882, 15595, 15600, 15611, 15606, 21886							
20259	LOCAL, FY23 ROADWAY & ADA IMPROVEMENTS PART 1, BOIS	3	2025	Federal-Aid, Local Road System	ADA COUNTY HD	PS&E (or equiv.)	9,182,013.00
Supplement the local pavement preservation program to complete pavement improvements on federal-aid roadways in the Boise Urbanized Area. Work includes improvements to adjoining sidewalks to meet Americans with Disabilities Act (ADA) requirements. Segments include: Allumbaugh Street, Franklin Road to Fairmont Street; Edgewood Road, Hill Road to Floating Feather Road; Goldenrod Avenue, western terminus to Cloverdale Road.							
20266	SH 44, INT SH 16 TO LINDER RD, ADA CO	3	2023	State Funded Program	STATE OF IDAHO (ITD)	Project Closed	7,334,558.00
This project will add an additional westbound and eastbound lane to improve congestion and reduce crashes along the corridor.							
20271	LOCAL, COMMUNITIES IN MOTION MINOR UPDATE	3	2024	Federal-Aid, Local Road System	COMPASS	Development	693,374.00
Update the regional long-range transportation plan. Includes Treasure Valley Transportation Operations, Management and ITS Plan Update (FY2024); public involvement; graphics and editing; and printing.							
20275	NHS-7220, STATE ST LIGHTING; 16TH TO 23RD, ACHD	3	2019	Federal-Aid, Local Road System	ADA COUNTY HD	Project Closed	458,386.00
This project will install additional street lighting on State Street, between 16th Street and 23rd Street. The segments of the street in between the intersections are not lighted and have a higher nighttime crash rate than the lighted segments.							
20294	LOCAL, INT COLE RD AND OVERLAND RD, BOISE	3	2017	Federal-Aid, Local Road System	ADA COUNTY HD	Project Closed	1,181,311.00
Install signal-controlled right turn lanes on each leg of the Cole Rd and Overland Rd intersection in Boise and install ramps and crosswalks.							
20315	I 84, KARCHER IC TO FRANKLIN BLVD, NAMPA	3	2019	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Project Closed	13,460,138.01
Expand I-84 to three lanes in each direction between the Karcher Interchange (Midland Blvd.) and Franklin Blvd. in the City of Nampa. Individual construction projects will be identified once the phasing is determined. Projects are funded using INFRA grant, with State funds used as tapered match.							
20351	I 84, CALDWELL TO KARCHER, CANYON CO	3	2021	State Funded Program	STATE OF IDAHO (ITD)	Development	3,823,905.00
Environmental study only; design and construction projects are split out from this key number.							
20367	US 20, PHYLLIS CANAL BR TO SH 16, ADA CO	3	2024	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	17,332,221.00
This project will add both an additional westbound and eastbound lane to improve mobility and reduce crashes along the corridor.							
20405	I 84, FY22 D3 BRIDGE REPAIR	3	2022	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Project Closed	4,003,559.00
The scope of the project is to preserve and maintain 18 bridges along I-84 from MP 3.21 to 89.761; 17 bridges will receive either an epoxy overlay or an HCSC (Hybrid Composite Synthetic Concrete) overlay. One bridge will have the guardrail widened to allow wider traffic to cross.							
20428	SH 21, TECHNOLOGY WAY TO SURPRISE WAY, BOISE	3	2022	State Funded Program	STATE OF IDAHO (ITD)	Project Closed	2,585,795.00
The TECHNOLOGY WAY TO SURPRISE WAY, BOISE project is located on SH-21 in Ada County between Technology Way and Surprise Way. This project will widen SH-21 to include two 12-FT travel lanes, a continuous 14-FT center turn lane, and two 6-FT shoulders. The project is located between mile points 0.787 and 3.023.							
20493	LOCAL, FY23 ADA COUNTY SR2S, VRT	3	2023	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Development	227,581.00
Support up to three full-time staff for Safe Routes to Schools (SR2S) coordination serving schools in Ada County with a focus on Boise and West Ada School Districts.							
20506	SH 55, SH 44 (STATE ST) TO PAYETTE RV BR, REHABILITATIO	3	2025	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	20,375,800.13
This project will resurface the pavement to preserve the structural capacity of the existing roadway.							

Projects in Prior STIPs

With No Final Voucher or Equivalent

Prior Year Projects Outside of MPO Areas

SUBJECT TO REVISION DUE TO REASONS SUCH AS FUNDING, OBLIGATION LIMITATION, PROJECT SCOPE, COST, AND POLICY/REGULATION/RULE CHANGES

Key No.	Location	Dist.	Year	Major Program	Sponsor	Project Status	Lifetime Cost
20536	US 20, US 20/26 & SH 44 MILL & INLAY	3	2023	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	11,428,798.00
Mill and inlay segments of roadway in Ada County. Segments include: US 20 (Broadway Avenue), East Park Boulevard to the Broadway Avenue Interchange; US 20/26 (Chinden Boulevard), Discovery Way to just west of Joplin Road; and State Highway 44, Gary Lane to the Glenwood Street and Chinden Ave intersection.							
20549	LOCAL, CHINDEN; INT 43RD ST PED IMPRV, GARDEN CITY	3	2025	Federal-Aid, Local Road System	ADA COUNTY HD	PS&E (or equiv.)	186,000.00
Install a pedestrian hybrid beacon controlled crossing of US 20/26 (Chinden Boulevard) at 43rd Street in Garden City.							
20560	LOCAL, FY22/23 COMPASS PLANNING	3	2023	Federal-Aid, Local Road System	COMPASS	Project Closed	331,000.00
This project will assist the Community Planning Association of Southwest Idaho (COMPASS) in meeting federal transportation planning responsibilities.							
20594	US 20, LINDER TO LOCUST GROVE, EAGLE	3	2024	State Funded Program	PRIVATE	Development	7,687,832.00
This project can be built in two Phases or a single Phase at the discretion of the Developer using State Tax Anticipated Revenue. This widening project is located in Ada County on Chinden Road between Linder Road and Locust Grove Road. The project will alleviate congestion and improve safety by adding an additional westbound and eastbound lane. The scope also includes improvement to the existing standard intersections. The project is located on US-20 between mile points 37.258 and 39.225.							
20659	LOCAL, FY24 TRANSIT ROLLING STOCK, INFRASTRUCTURE &	3	2024	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Development	1,754,000.00
Fund capital projects identified in the Transit Asset Management Plan in 2020 in the Boise Urbanized Area. See Valley Regional Transit's Program of Projects for more details on current year project and the Transportation Development Plan for long-term vision.							
20674	LOCAL, FY24 ROADWAY AND ADA IMPROVEMENTS, BOISE	3	2025	Federal-Aid, Local Road System	ADA COUNTY HD	PS&E (or equiv.)	1,262,000.00
Supplement the local pavement preservation program to complete pavement improvements on federal-aid roadways on Americana Boulevard, Ann Morrison Park Entrance to Shoreline Drive; Shoreline Drive, Americana Boulevard to Fairview Avenue; Eisenman Road, Freight Street to Interstate 84 exit; Eisenman Road, Gowen Road to 2,000' South of Gowen Road in the city of Boise. Work includes improvements to adjoining sidewalks to meet Americans with Disabilities Act (ADA) requirements. (Segments on Lake Forest Drive and Grand Forest Drive were designed under this key number. Construction was moved to KN 23323).							
20738	I 84, BROADWAY TO MOUNTAINHOME, ADA & ELMORE CO	3	2021	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Project Closed	2,742,666.00
Seal coat the pavement surface on I-84 from Broadway Ave. to Eisenman Rd; SH-21 from I-84 to S Technology Way, Blacks Creek Interchange Ramps and Exit 90, 95 & 99 On/Off Ramps in order to improve ride quality and extend the life of the pavement.							
20788	SH 16, I 84 TO US 20/26 & SH 44 IC, ADA & CANYON COS	3	2024	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Development	127,607,812.31
Environmental re-evaluation, final design and right-of-way acquisition of the Phase 2 and Phase 3 work. Phase 2 completes the at-grade connection between I-84 and US-20/26 with a service interchange at I-84. Phase 3 completes the system interchange at I-84 and service interchanges at Franklin Rd, Ustick Rd, US-20/26 and SH-44. Phase 2 construction has been split into three separate key numbers and is funded. Construction of Phase 3 is currently unfunded.							
20796	I 84, KARCHER IC TO FRANKLIN BLVD IC TEMP SHOULDER	3	2019	State Funded Program	STATE OF IDAHO (ITD)	Project Closed	5,770,857.42
Reconstruct and widen the eastbound and westbound shoulders on I-84 from the Karcher/Midland interchange to the Franklin interchange (MP 33.10 – 36.50) to provide sufficient pavement sections to temporarily shift traffic during the I-84 reconstruction projects.							
20797	I 84, KARCHER OVERPASS, NAMPA	3	2019	State Funded Program	STATE OF IDAHO (ITD)	Project Closed	4,635,563.36
Demolish and reconstruct the Karcher Road Overpass at I-84 MP 33.97. The existing 5-span bridge will be replaced with a 2-span bridge to allow widening of I-84. The new bridge will have two travel lanes with a shoulder on the southeast side, bike lane and sidewalk on the northwest side. The project includes minor roadway reconstruction for the approaches on each side of the bridge.							
20798	I 84, NORTHSIDE BLVD TO FRANKLIN BLVD, NAMPA	3	2019	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	74,477,876.80
Reconstruct and widen I-84 from the Northside interchange to the Franklin interchange (MP 34.26 – 35.98). The project includes widening the existing 4-lane section (2-lanes each direction) to an 8-lane section (3-lanes each direction plus auxiliary lanes each direction between the Northside and Franklin interchanges. This project includes replacement of the Mason Creek Culvert under I-84 just west of the Franklin IC with a 12' x 13' concrete box culvert; replacement of the twin I-84 over UPRR/PID bridges with one single-span concrete box beam bridge; and full reconstruction of the Northside IC. The new Northside IC will be a SPUI IC with one single-span hybrid steel girder I-84 bridge over Northside Boulevard.							
20799	I 84, KARCHER IC TO NORTHSIDE BLVD	3	2020	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Project Closed	26,061,624.10
Reconstruct and widen I-84 from the Karcher/Midland interchange to the Northside interchange (MP 33.19 – MP 34.26). The project includes widening the existing 4-lane section (2-lanes each direction) to an 8-lane section (3-lanes each direction plus auxiliary lanes each direction between the Karcher and Northside interchanges.							
20841	SH 55, BIKE/PED BR OVER BOISE RV, EAGLE	3	2023	Federal-Aid, Local Road System	EAGLE	Project Closed	4,377,061.00
Design and construct a bicycle and pedestrian bridge over the north channel of the Boise River adjacent to the SH-55 (Eagle Rd.) Bridge. The bicycle and pedestrian bridge will provide a critical link between the Boise River Greenbelt, planned pathways, and a rapidly growing residential and commercial core area in the City of Eagle.							

Projects in Prior STIPs

With No Final Voucher or Equivalent

Prior Year Projects Outside of MPO Areas

SUBJECT TO REVISION DUE TO REASONS SUCH AS FUNDING, OBLIGATION LIMITATION, PROJECT SCOPE, COST, AND POLICY/REGULATION/RULE CHANGES

Key No.	Location	Dist.	Year	Major Program	Sponsor	Project Status	Lifetime Cost
20842	SMA-7013, CLOVERDALE RD; CAMAS DR TO TUTRINA & OPAS	3	2019	State Funded Program	STATE OF IDAHO (ITD)	Project Closed	11,240,670.00
Widen Cloverdale Rd. from Camas Dr. to Trutina Ave. from two lanes to 5 lanes with curb, gutter, sidewalk, and bicycle lanes in accordance with ACHD's Capital Improvement Plan. Replace the bridge and update the structure to current standards to include 4 travel lanes, standard shoulders, and bicycle and pedestrian facilities. The bridge will have higher clearance over I-84 and be built to accommodate a future fifth lane expansion of the Interstate below. Additional details will be available on ACHD's and ITD's website soon.							
21849	SH 45, JCT SH-78 TO DEER FLAT RD, CANYON CO	3	2022	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Project Closed	7,033,582.00
The JCT SH-78 TO DEER FLAT RD project in Canyon County will restore and rehabilitate roadway pavement by milling/inlaying SH-45 from Deer Flat Road to the junction of SH-78. This work also includes shoulder grading, patching at existing driveways that are in bad or poor condition and hyrdo demolition, silica fume overlay, joint replacement, concrete repair (e.g. spalling/patching), and concrete crack repair at the Mora Canal (14305).							
21858	US 20, SH 16 TO LINDER RD, ADA COUNTY	3	2021	State Funded Program	PRIVATE	Project Closed	8,612,082.00
This project can be built in two Phases or a single Phase at the discretion of the Developer of the Costco shopping center using State Tax Anticipated Revenue. Phase 1; Expand Chinden Boulevard to five lanes (two through lanes in each direction and a two way left center turn lane) with turn lanes/raised median where necessary between Tree Farm Way (MP35.762) and the existing five lane section approximately 700ft to the west of Linder Road (MP 37.128, approximately 1.5 miles in length). Phase 2; Expand Chinden Boulevard to five lanes (two through lanes in each direction and a two way left center turn lane) with turn lanes/raised median where necessary between Tree Farm Way (MP 35.762) and the existing five lane section approximately 800ft to the east of State Highway 16 (MP 34.424, approximately 1.44 miles in length).							
21864	US 20, SH-16 TO TREE FARM WAY (PH2)	3	2019	State Funded Program	PRIVATE	Project Closed	197.82
Expand Chinden Boulevard to five lanes (two through lanes in each direction and a two way left center turn lane) with turn lanes/raised median where necessary between Tree Farm Way and the existing five lane section approximately 800ft to the east of State Highway 16 (approximately 1.44 miles in length). This project will be funded and constructed by the developer of the Costco shopping center using State Tax Anticipated Revenue.							
21889	LOCAL, FY24 COMPASS PLANNING	3	2024	Federal-Aid, Local Road System	COMPASS	Development	331,000.00
This project will assist COMPASS in meeting federal transportation planning responsibilities.							
21910	LOCAL, FY24 ADA COUNTY SR2S, VRT	3	2024	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Development	229,419.00
Support up to three full-time and one part-time staff for Safe Routes to School (SR2S) coordination serving schools in Ada County with a focus on the Boise and West Ada School Districts for service years FY2024 and FY2025.							
21913	LOCAL, BSU COVERED BIKE FACILITY	3	2019	Federal-Aid, Local Road System	BOISE STATE UNIVERSITY	Project Closed	4,878.90
Construct one covered bicycle parking facility on the Boise State University campus. The covered parking shelters provide shelter from the sun, rain, and snow.							
21999	STP-8463, GREENHURST RD; SUNNYBROOK TO CANYON ST,	3	2021	Federal-Aid, Local Road System	NAMPA	Project Closed	1,021,855.00
Provide safety improvements on Greenhurst Rd. from Sunnybrook Rd. to Canyon St. in the City of Nampa. The project will install a traffic control signal with pedestrian crossing facilities, a pedestrian-activated flashing beacon crossing light, street lighting, and a raised median to reduce or eliminate fatal and serious injury accidents for roadway users.							
22030	LOCAL, FY20 CANYON CO SRTS COORDINATOR & ACTIVITIES	3	2020	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Project Closed	64,753.00
This project provides for Safe Routes To School program personnel, education materials, encouragement incentives, special events and indirect costs.							
22031	LOCAL, FY21 CANYON CO SRTS COORDINATOR & ACTIVITIES	3	2021	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Project Closed	64,759.00
This project provides for Safe Routes To School program personnel, education materials, encouragement incentives, special events and indirect costs.							
22076	OFFSYS, GRIMES CITY PATHWAY, NAMPA	3	2025	Federal-Aid, Local Road System	NAMPA	Awarded (or equiv.)	214,765.00
This project is on the Grimes Pathway between Birch Ln. and Karcher Rd and between Franklin Rd. and 11th Ave. It is located in Nampa, Canyon County. The southern section of the project begins on Karcher Rd. and extends northeast between McDonagh Park and the railroad. The northern section of the project begins by connecting to the existing Grimes Pathway in Sunset Oaks Park and extends north to Birch Ln							
22101	STC-3798, PECKHAM RD INTERSECTIONS, CANYON CO	3	2023	Federal-Aid, Local Road System	GOLDEN GATE HD	Awarded (or equiv.)	4,992,693.00
The project will reconstruct three intersection on Peckham Road at Travis Road, Allendale Road and Van Slyke Road. Each intersection is substandard for truck turning movements. The reconstruction will provide larger turning radii to eliminate truck off-tracking and reduce edge breakup. The intersection improvements will also allow trucks to maintain their own travel lane while making turns. all construction will adhere to current Association of Canyon County Highway District (ACCHD) standards.							
22102	STC-8223, FRANKLIN BLVD & KARCHER RD INT, NAMPA	3	2023	Federal-Aid, Local Road System	NAMPA	Awarded (or equiv.)	5,693,377.00
Construct a dual lane offset roundabout at Franklin Blvd. and Karcher Rd. in the City of Nampa. The project includes right-of-way, curb and gutter, sidewalk, lighting, pedestrian ramps, , and lane widening. The design includes a roundabout with one entering lane eastbound and westbound, and two entering lanes northbound and southbound. The offset center of the roundabout is approximately 55 ft. west and 10 ft. north of the existing intersection. A power pole will be relocated on the northeast corner at project expense (power pole is a private easement outside of the right-of-way).							

Projects in Prior STIPs

With No Final Voucher or Equivalent

Prior Year Projects Outside of MPO Areas

SUBJECT TO REVISION DUE TO REASONS SUCH AS FUNDING, OBLIGATION LIMITATION, PROJECT SCOPE, COST, AND POLICY/REGULATION/RULE CHANGES

Key No.	Location	Dist.	Year	Major Program	Sponsor	Project Status	Lifetime Cost
22108	LOCAL, FY23 COMPASS METRO PLANNING	3	2023	Federal-Aid, Local Road System	COMPASS	Awarded (or equiv.)	1,917,948.97
Metropolitan planning organization (MPO) planning funds from the Federal Highway Administration and Federal Transit Administration which are included in the Unified Planning and Work Program. The projects provide transportation planning services to region.							
22154	I 84, USTICK RD & MIDDLETON RD OVERPASSES, CANYON C	3	2020	State Funded Program	STATE OF IDAHO (ITD)	Project Closed	4,229,870.21
Rebuild Middleton Rd. and Ustick Rd. overpasses at I-84 in Canyon Co. This project is part of the GARVEE project to expand I-84 from the City of Nampa to the City of Caldwell (Key Number 20351).							
22165	US 20/26, I 84 TO MIDDLETON RD, CANYON CO	3	2025	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	64,559,794.83
This project consists of capacity and safety improvements on Chinden Blvd from I-84 to Middleton Rd. Improvements include three lanes in each direction, a continuous median traffic separator with u-turn opportunities, and installation of two additional traffic signals.							
22196	I 84, FRANKLIN IC TO KARCHER IC, CANYON CO	3	2021	State Funded Program	STATE OF IDAHO (ITD)	Development	136,505.93
Design and construction on I-84 from Franklin IC to Karcher IC. Construction projects will be split out once the phasing is determined							
22387	LOCAL, FY25/FY26 COMPASS PLANNING	3	2025	Federal-Aid, Local Road System	COMPASS	Development	205,642.79
Assist COMPASS in meeting federal transportation planning responsibilities. Funds in the Boise and Nampa Urban Area are for FY2025 and FY2026.							
22395	LOCAL, FISCAL IMPACT ANALYSIS STUDY, COMPASS	3	2023	Federal-Aid, Local Road System	COMPASS	Project Closed	60,000.00
To better implement the goals of Communities in Motion, this project will provide information on the fiscal impact of various growth patterns. Work will develop a fiscal impact analysis calculator by conducting a workshop with stakeholders, analyze the public costs and revenues of various land use patterns, build an economic model that can be used in the COMPASS development checklist for highlighting the costs of development, and conducting outreach and training for local decision-makers so that fiscal analysis is used in local land use decision-making.							
22436	LOCAL, FY24 ACHD COMMUTERIDE	3	2024	Federal-Aid, Local Road System	ADA COUNTY HD	Development	275,000.00
This project will continue and improve coordination and marketing efforts in support of the ACHD Commuteride vanpool program. Commuteride is a third-party vanpool program in a multi-county area. These funds help coordinate and market the Vanpool program in the Boise and Nampa Urban Areas, including the cities of Boise, Garden City, Eagle, Meridian, Nampa, and Caldwell. Eligible rides must originate, terminate, or go through Ada County.							
22494	LOCAL, FY24 COMPASS METRO PLANNING	3	2024	Federal-Aid, Local Road System	COMPASS	Awarded (or equiv.)	1,884,839.48
Metropolitan planning organization (MPO) planning funds from the Federal Highway Administration and Federal Transit Administration which are included in the Unified Planning and Work Program. The projects provide transportation planning services to region.							
22593	OFFSYS, S 4TH AVE, INDIAN CREEK BR, CALDWELL	3	2021	Federal-Aid, Local Road System	LOCAL HIGHWAY TECHNICA	Awarded (or equiv.)	3,002,311.29
Replace S 4TH AVE, INDIAN CREEK BR, CALDWELL							
22618	I 84, MIDDLETON RD OVERPASS, CANYON CO	3	2020	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	7,120,521.35
Rebuild Middleton Rd. overpass at I-84 in Canyon Co. This project is part of the GARVEE project to expand I-84 from the City of Nampa to the City of Caldwell (Key Number 20351).							
22619	I 84, USTICK RD OVERPASS, CANYON CO	3	2021	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	16,240,518.86
Rebuild Ustick Rd. overpass at I-84 in Canyon Co. This project is part of the GARVEE project to expand I-84 from the City of Nampa to the City of Caldwell (Key Number 20351).							
22665	SH 55, EAGLE RD; I 84 TO SH 44, ADA CO	3	2022	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	22,805,964.00
The EAGLE RD; I-84 TO SH-44 project located between the cities of Meridian and Eagle will rehabilitate the roadway to improve ride quality and extend pavement life.							
22677	US 20, FY24 SURFACE TREATMENTS: US 20/26 & SH 44	3	2024	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	10,945,618.00
This project will sealcoat the pavement on US-20/26 and SH 44 in Ada County to improve ride quality and extend the pavement lifespan.							
22699	SH 69, KUNA TO MERIDIAN, ADA CO	3	2025	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	25,000.00
The SH-69, KUNA TO MERIDIAN project is located near Kuna in Ada County and will provide a sealcoat treatment to maintain mobility by extending the life of the pavement. The project is located between mileposts 1.4 and 9.2.							
22717	SH 45, LOCUST LANE INTERSECTION, NAMPA	3	2025	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	161,717.00
The SH-45 & LOCUST LANE INTERSECTION project is located within the City of Nampa in Canyon County and will install a traffic signal and construct turn lanes to improve safety.							
22746	I 84, COLE & OVERLAND LIGHTING, BOISE	3	2023	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	423,044.00
This project will upgrade existing lighting infrastructure.							
22878	SMA-3724, HOMEDALE RD CURVE IMPV, CANYON HD	3	2024	Federal-Aid, Local Road System	CANYON HD Number 4	Awarded (or equiv.)	1,292,404.00
This project will improve safety for roadway users by widening a bridge, widening shoulders, installing white thermoplastic rumble strips and flatten side slopes. This will remove obstructions to errant vehicles, increases the recovery area on pavement, provides drivers visual guidance with an alert of lane departure and improves recovery area with a reduction in overturning potential.							

Projects in Prior STIPs

With No Final Voucher or Equivalent

Prior Year Projects Outside of MPO Areas

SUBJECT TO REVISION DUE TO REASONS SUCH AS FUNDING, OBLIGATION LIMITATION, PROJECT SCOPE, COST, AND POLICY/REGULATION/RULE CHANGES

Key No.	Location	Dist.	Year	Major Program	Sponsor	Project Status	Lifetime Cost
22944	LOCAL, FY22 STODDARD PATHWAY, NAMPA	3	2022	Federal-Aid, Local Road System	NAMPA	Project Closed	552,839.00
The Stoddard pathway (Sherman Avenue to 2nd Street South) project is an extension of the pathway adding approximately 0.3 miles to the paved trail.							
22963	LOCAL, FY22 GREENLEAF 8 ADA RAMPS	3	2022	State Funded Program	GREENLEAF	Awarded (or equiv.)	58,000.00
Construct 8 Americans with Disabilities ramps in Greenleaf, Canyon Co., Idaho.							
23025	LOCAL, GRIMES CITY PATHWAY EXTENSION, NAMPA	3	2024	Federal-Aid, Local Road System	NAMPA	PS&E (or equiv.)	1,187,000.00
Extend Grimes City Pathway from McDonagh Park to Birch Elementary School. Project includes 1/2 mile of 12-foot asphalt pathway, lighting, and crosswalk improvements.							
23026	LOCAL, AUTOMATED BIKE/PED COUNTERS, COMPASS	3	2023	Federal-Aid, Local Road System	COMPASS	Development	39,000.00
Purchase up to five permanent automated bicycle and pedestrian counters in the Nampa Urbanized Area. Locations to be recommended by the COMPASS Active Transportation Workgroup.							
23079	I 84, TEMP WIDENING, FRANKLIN IC TO KARCHER IC, NAMPA	3	2021	State Funded Program	STATE OF IDAHO (ITD)	Project Closed	9,225,901.49
Reconstruct and widen eastbound and westbound shoulders on I-84 from the Franklin interchange to the Karcher interchange (MP 29.0 – 33.4) to provide sufficient pavement sections to temporarily shift traffic during the I-84 reconstruction projects.							
23080	I 84, FRANKLIN RD IC TO KARCHER IC - WEST, NAMPA	3	2024	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	67,831,179.98
Reconstruct and widen I-84 from the Franklin Rd interchange to Karcher IC, West (MP28.23 – 30.84). The project includes widening the existing 4-lane section (2-lanes each direction) to a 6-lane section (3-lanes each direction). This project includes replacement of the Notus Canal structure just west of Linden Overpass, as well as the Linden Overpass.							
23081	I 84, FRANKLIN RD IC TO KARCHER IC - EAST, NAMPA	3	2024	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	44,506,747.94
Reconstruct and widen I-84 from the MP30.84 to the Karcher/Midland interchange (MP 30.84 – 33.2). The project includes widening the existing 4-lane section (2-lanes each direction) to a 6-lane section (3-lanes each direction). This project includes replacement of the Notus Canal structure just west of Ustick.							
23163	SH 55, ION JCT TO HOSKINS ROAD, CANYON/OWYHEE COS	3	2025	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	25,000.00
This project will sealcoat State Highway 55 from the junction with US Highway 95 at Ion Junction in the City of Marsing to Hoskins Road in Canyon County. The treatment will improve ride quality and extend the pavement lifespan. (59% Canyon County and 41% Owyhee County)							
23179	TRANSIT, STATE ST PREMIUM CORRIDOR, PART 2, BOISE, VR	3	2025	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Development	910,000.00
This project will construct transit, pedestrian, and bicycle facilities along a six and one-half mile section of State Street (State Highway 44) from Bogart Lane to Downtown Boise in the Cities of Boise and Garden City.							
23181	I 184, FY24 D3 SIGNING	3	2024	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	301,555.00
The FY24 D3 signing project will update and replace signs on I-184 between MP 0 and MP 3.3							
23270	I 84, GALLOWAY ROAD UNDERPASS REPAIR	3	2021	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	840,980.00
On February 26, 2021, a commercial vehicle hauling a piece of equipment struck the girders over the westbound lanes. This incident damaged four of the girders. ITD Bridge Inspection has examined the structure and has determined that one of the girders must be completely replaced.							
23293	LOCAL, PEDESTRIAN ROAD SAFETY AUDIT, NAMPA	3	2022	Federal-Aid, Local Road System	NAMPA	Project Closed	81,000.00
For the work of conducting a Road Safety Audit (RSA) at multiple signalized intersections. The focus of the RSA will be to identify deficiencies as well as low-cost, systemic changes to signal operations to decrease the quantity and severity of pedestrian/bicycle crashes involving vehicles. This RSA will support continued growth and interest of the City by improving safety for all roadway users.							
23311	LOCAL, CHINDEN DRAINAGE AND DESIGN PLAN, GARDEN CIT	3	2024	Federal-Aid, Local Road System	GARDEN CITY	Development	462,141.00
Develop a draining plan, cross sections, project list, and public involvement for the US 20/26 (Chinden Boulevard) Redevelopment Plan from Branstetter Street to Fairview Avenue in the City of Garden City.							
23314	LOCAL, ACHD COMMUTERIDE SAFETY AND SECURITY CAME	3	2025	Federal-Aid, Local Road System	ADA COUNTY	Development	48,000.00
To install security cameras at four ACHD-owned Park and Ride lots located at Ballantyne Park and Ride (State Highway 44 and West State Street) and Riverside Park and Ride (State Highway 44 and Edgewood Lane) in the City of Eagle, and County Terrace Park and Ride (near Meridian Road and Overland Road) and Rackham Road Park and Ride (Eagle Road and Overland Road) in the City of Meridian. A total of 240 parking spaces are provided at these four locations.							
23336	I 84, KARCHER IC, KARCHER TO MIDDLETON RD, CANYON CO	3	2025	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	32,679,513.17
Capacity improvements at the Karcher IC by adding a free running right turn at the westbound to southbound off-ramp and continuing the additional lane across the I-84 and Union Pacific Rail Road (UPRR) structures. Third westbound lane on SH-55 to be terminated prior to Middleton Rd.							
23337	US 20/26, MIDDLETON RD TO STAR RD, ADA/CANYON COS	3	2025	State Funded Program	STATE OF IDAHO (ITD)	Development	72,820,000.00
Capacity and safety improvements including three travel lanes in each direction and center two way left turn lane. Intersection improvements at the mile will include signalization. Construction funds are not currently programmed and may be split into separate key numbers when funding available.							

Projects in Prior STIPs

With No Final Voucher or Equivalent

Prior Year Projects Outside of MPO Areas

SUBJECT TO REVISION DUE TO REASONS SUCH AS FUNDING, OBLIGATION LIMITATION, PROJECT SCOPE, COST, AND POLICY/REGULATION/RULE CHANGES

Key No.	Location	Dist.	Year	Major Program	Sponsor	Project Status	Lifetime Cost
23341	I 84, SH 44 IC TO CENTENNIAL WAY IC, CANYON CO	3	2024	State Funded Program	STATE OF IDAHO (ITD)	Development	4,350,000.00
Traffic and environmental study on I-84 from the SH-44 IC to the Centennial Way IC to evaluate capacity and safety improvements.							
23379	STC-8223, KARCHER RD, UPRR RRX 818662N, NAMPA	3	2023	State Funded Program	NAMPA	Development	780,000.00
Lights, Gate, Surface							
23389	SMA-9833, N MILWAUKEE ST BVRR RRX 906394X, BOISE	3	2022	State Funded Program	RAILROADS	Awarded (or equiv.)	446,818.50
Complete resurface: concrete planking, ballast, ties, rails. Split cost with RR.							
23408	SH 16, USTICK RD TO US 20/26, ADA & CANYON COS	3	2025	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	92,920,929.46
This project will construct improvements on SH-16 from Ustick Rd to US-20/26, including two lanes in both directions with at-grade intersections at Ustick Rd and US-20/26 utilizing the on and off ramps for the future interchanges, an overpass at McMillan Rd and Five Mile Creek, several local frontage roads, and irrigation structures.							
23409	SH 16, FRANKLIN RD TO USTICK RD, ADA & CANYON COS	3	2025	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	69,947,491.00
This project will construct improvements on SH-16 from Franklin Rd to Ustick Rd. including two lanes in both directions with at-grade intersections at Franklin Road and Ustick Road utilizing the on and off ramps for the future interchanges, a new structure over the Union Pacific Railroad, Cherry Lane, Ten Mile Creek, and several irrigation structures.							
23410	SH 16, I 84 TO FRANKLIN RD, ADA & CANYON COS	3	2025	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	51,121,481.00
This project will construct improvements on SH-16 from I-84 to Franklin road, including a new interchange across I-84 with on and off ramps from I-84 to Franklin Road and on to SH-16.							
23437	I 84, CENTENNIAL IC TO FRANKLIN IC, CANYON CO	3	2025	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	126,306,012.00
Capacity and safety improvements including an additional lane in each direction and select auxiliary lanes, 10th Ave IC widening and ramp improvements, and drainage improvements.							
23455	I 84, ROBINSON ROAD OVERPASS REPAIR	3	2022	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	278,551.00
An excavator being towed on I 84 struck the Bridge on Oct 5, 2021. The accident damaged two girders. Shoulder restrictions will be implemented on Robinson Road and repairs will require a closure of the interstate.							
23457	I 184, ORCHARD ST OVERPASS REPAIR	3	2022	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	82,558.00
Heavy equipment on a trailer was not properly lowered and hit the girders causing damage that now requires repair.							
23535	SH 21, PAVEMENT PRESERVATION, BOISE	3	2023	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	568,446.00
Sealcoat the pavement surface on State Highway 21 from Technology Way to Surprise Way in the City of Boise to improve ride quality and extend the life of the pavement.							
23542	SH 55, EAGLE RD; I 84 TO SH 44, ADA CO	3	2025	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	171,600.00
The SH-55, EAGLE RD; I 84 TO SH 44, ADA CO project is located in Meridian in Ada County and will provide a sealcoat treatment to maintain mobility by extending the life of the pavement.							
23544	I 184, FY26 D3 IC RAMPS, ADA/CANYON COUNTIES	3	2025	State Funded Program	STATE OF IDAHO (ITD)	PS&E (or equiv.)	302,400.00
The I-84, FY26 D3 IC RAMPS, ADA/CANYON COUNTIES project will be located on Exit 46, Franklin Rd Exit in Boise, and the Garrity Exit. This project will provide a MILL AND INLAY treatment to the ramps in order to maintain mobility by restoring the integrity of the roadway.							
23599	STATE, MS4 PERMIT & STORM WATER MGMT PROG, ADA & C	3	2023	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Development	250,000.00
To provide assistance with storm water management development and documentation.							
23626	SH 45, JCT SH78 TO DEER FLAT RD SEALCOAT, CANYON CO	3	2025	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	50,000.00
The SH-45, JCT SH78 TO DEER FLAT RD SEALCOAT, CANYON CO project is located near Nampa in Canyon and Owyhee Counties and will provide a sealcoat treatment to maintain mobility by extending the life of the pavement.							
23667	LOCAL, FY23 ROLLING STOCK, INFRA, TECH, VRT	3	2023	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Development	1,688,999.57
Fund capital replacement projects, such as rolling stock, infrastructure, and technology, identified in the FY2023 Transit Asset Management Plan in the Boise Urbanized Area. See Valley Regional Transit's Program of Projects for more details on current year project and the Transportation Development Plan for long-term vision.							
23674	LOCAL, SMART TRIPS TREASURE VALLEY, ACHD	3	2023	Federal-Aid, Local Road System	ADA COUNTY HD	Development	453,000.00
Deploy a three-year pilot to build a resident-based transportation demand management outreach and education program to reduce drive-alone car trips and increase access to transportation options.							
23803	I 84, FY24 D3 STRIPING	3	2024	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	791,621.00
D3 Interstate Striping							

Projects in Prior STIPs

With No Final Voucher or Equivalent

Prior Year Projects Outside of MPO Areas

SUBJECT TO REVISION DUE TO REASONS SUCH AS FUNDING, OBLIGATION LIMITATION, PROJECT SCOPE, COST, AND POLICY/REGULATION/RULE CHANGES

Key No.	Location	Dist.	Year	Major Program	Sponsor	Project Status	Lifetime Cost
23833	LOCAL, ACCESS TO OPPORTUNITY, ACHD	3	2024	Federal-Aid, Local Road System	ADA COUNTY HD	Development	7,459,500.00
Plan and design 12 multimodal transportation projects in the Cities of Boise and Garden City. When constructed, the project will provide low-stress, multimodal links between a community separated by Interstate 184, US 20/26, the Bench, and the Boise River. The project includes filling sidewalk gaps, signaling crossings, implementing Americans with Disabilities Act accessible pedestrian ramps and signals, building multiuse pathways and designated bicycle facilities, upgrading transit bus stops, and evaluating green stormwater infrastructure to prevent runoff from entering the Boise River. Construction is currently unfunded.							
23983	LOCAL, RECONNECT, ACCESS, & IMPRV SAFTY & EQUITY, NA	3	2024	Federal-Aid, Local Road System	NAMPA	Development	5,000,000.00
Design local and regional connections to benefit residents in the North Nampa Neighborhood. Improvements include sidewalk network expansion and modernization, shared use path construction, pedestrian pathway extension, a new pedestrian bridge, replacement of an existing vehicle and pedestrian bridge, modernization of two railroad underpasses, and a study of new transit services.							
24002	STATE, TRAFFIC SIGNAL OPERATIONS & MAINTENANCE EVA	9	2023	State Funded Program	STATE OF IDAHO (ITD)	Development	500,000.00
Headquarters Highways Construction & Operations in conjunction with the District Traffic Groups, proposes utilizing consultant services to evaluate signal operations and maintenance practices on ITD routes in urban areas of the state. The initial phase of this evaluation will be in Ada County.							
24106	SH 45, ELIJAH CULVERT REPAIR, NAMPA	3	2023	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	1,000,000.00
The City of Nampa has provided ITD District 3 with a condition survey indicating that a portion of a large culvert crossing SH-45 is in need of immediate repair.							
24221	LOCAL, FY25 ORCHARD TRANSIT FACILITY IMPROVEMENTS	3	2024	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Development	2,700,000.00
Expand and improve the Orchard Transit Facility near the Boise Airport in the City of Boise. The project will improve site efficient, safety, and security by separating visitor parking from bus traffic and includes security fencing, a new gate, 4,500 square feet of covered storage and office space to provide space for bus equipment and maintenance for premium corridor and other system enhancements (e.g. bus shelters, benches, ticket vending machines).							
24233	LOCAL, CARBON REDUCTION STRATEGY STUDY, COMPASS	3	2024	Federal-Aid, Local Road System	COMPASS	Development	180,000.00
This project supports the development of a regional Carbon Reduction Strategy to further the analysis and implementation strategies of the State's Carbon Reduction Strategy required by IJJA. This study will investigate vehicle alternatives, mode choices, construction practices, and infrastructure investments to reduce transportation-related greenhouse gas emissions and establish performance measures and targets for greenhouse gas emission reductions. The project will include an analysis of the regional transportation system's contributions to greenhouse gas emissions and evaluate strategies based on their impact on air quality and cost-effectiveness. The most impactful and cost-effective strategies will be identified.							
24245	I 84, E BOISE POE SIGN REPAIR	3	2023	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	215,052.00
This project is for replacing the current Variable Message Signs (VMS) and support structures located on both sides of the I-84, E. Boise Port of Entry (POE).							
24293	OFFSYS, N 4TH AVE RRX CLOSURE, UPRR, 819382P, CALDWE	3	2024	Federal-Aid, Local Road System	CALDWELL	Development	260,000.00
Railroad crossing closure							
24389	US 20, US 26 DEMO, MP 27.3 TO 33.3, ADA & CANYON CO	3	2024	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	1,267,834.00
Remove and demolish vacant building along US 20/26 that are in conflict with the ultimate widening of the state facility.							
24390	SH 55, DEMO, MP 10.6 TO 15.6, CANYON CO	3	2024	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	1,721,231.00
Remove and demolish vacant building along SH-55 that are in conflict with the ultimate widening of the state facility.							
24665	I 84, MOBILITY IMPROVEMENT STUDY, ADA/CANYON COS	3	2024	State Funded Program	STATE OF IDAHO (ITD)	Development	2,250,000.00
For the work of determining whether additional auxiliary lanes and other improvements are needed to smooth merge hesitations, achieve better traffic distribution, and achieve lane balance for the 11-mile section of Interstate 84 between the Garrity IC in Nampa and the I-84/I-184 Wye Interchange in Boise. This project will provide existing and future traffic counts, review existing conditions, consider and review all previous environmental and operational studies on this stretch of the Interstate, conduct traffic modeling (microsimulation), complete an origin and destination study, and recommend a phasing plan and future NEPA action.							
24772	SH 44, PALMER LANE INTERSECTION, ADA CO	3	2025	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Development	3,200,000.00
This SH 44 and Palmer Lane intersection project includes minor widening and installation of a Traffic Signal at this location.							

APPENDIX E: LIST OF PROJECTS

Provides a detailed list of projects that are funded with federal or state funds, or considered “regionally significant,” no matter the funding source.

All projects contained in the TIP are sorted alphabetically by the project name using a 2% inflation factor for construction projects (projects are noted if inflation is used).

FY2025-2031 Regional Transportation Improvement Program

Detailed Project List (All Values in Thousands of Dollars)

All costs in year-of-expenditure dollars



10th Avenue ITS and Overlay, Caldwell

Regionally Significant: ☐ ☒ Inflated

Key #: 13905

Requesting Agency: City of Caldwell

Project Year: 2026

Total Previous Allocations: \$295

Total Programmed Budget: \$2,748

Total Cost (Prev. + Prog.): \$3,043

TIP Achievement:

Active Transportation

Asset Management

NHS-LOTTR

Safety



Project Description

Overlay a half-mile section of 10th Avenue in downtown Caldwell from the railroad overpass to Interstate 84. Install intelligent transportation system (ITS) components and bring pedestrian facilities to current standards.

Funding Source STBG-LU			Program Local Hwy - Urban					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2026	0	0	0	0	220	2,528	2,748	2,546	202
Fund Totals:	0	0	0	0	220	2,528	2,748	2,546	202

2nd Street South, Safety Improvements, Nampa

Regionally Significant: ☐ ☐ Inflated

Key #: 23883

Requesting Agency: City of Nampa

Project Year: 2026

Total Previous Allocations: \$649

Total Programmed Budget: \$1,366

Total Cost (Prev. + Prog.): \$2,015

TIP Achievement:

Active Transportation

Safety



Project Description

Provide safety improvements on 2nd Street South from 16th Avenue South to Chicago Street in the City of Nampa. Work includes adding Rectangular Rapid Flashing Beacon (RRFB) crossings at 18th Avenue South and 22nd Avenue South and a paved shoulder along the south side of 2nd Street South from 24th Avenue South to Chicago Street. Streetlights will be upgraded and augmented as necessary to obtain adequate illumination.

Funding Source HSIP (Local)			Program Local Hwy - HSIP					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2026	0	0	0	0	660	206	866	802	64
Fund Totals:	0	0	0	0	660	206	866	802	64

Funding Source Local Participating			Program Hwy - Local Partnerships					Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2026	0	0	0	0	0	500	500	0	500
Fund Totals:	0	0	0	0	0	500	500	0	500

Access to Opportunity, Boise and Garden City

Regionally Significant: ☐ ☐ Inflated

Key #: 23833

Requesting Agency: ACHD

Project Year: 2025

Total Previous Allocations: \$7,459

Total Programmed Budget: \$1,201

Total Cost (Prev. + Prog.): \$8,660

TIP Achievement:

Active Transportation

Asset Management

Safety



Project Description

Plan and design 12 multimodal transportation projects in the Cities of Boise and Garden City. When constructed, the project will provide low-stress, multimodal links between a community separated by Interstate 184, US 20/26, the Bench, and the Boise River. The project includes filling sidewalk gaps, signalizing crossings, implementing Americans with Disabilities Act accessible pedestrian ramps and signals, building multi-use pathways and designated bicycle facilities, upgrading transit bus stops, and evaluating green stormwater infrastructure to prevent runoff from entering the Boise River. Construction is currently unfunded.

Funding Source TAP-TMA			Program Local Hwy - Transportation Management					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	214	0	0	0	0	214	198	16
Fund Totals:	0	214	0	0	0	0	214	198	16

Funding Source Local Participating			Program Hwy - Local Partnerships					Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2026	0	1,145	0	0	0	0	1,145	0	1,145
Fund Totals:	0	1,145	0	0	0	0	1,145	0	1,145

Funding Source STBG-TMA			Program Local Hwy - Transportation Management					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	223	0	0	0	0	223	207	16
Fund Totals:	0	223	0	0	0	0	223	207	16

Funding Source AC (Local)			Program Advanced Construction					Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	-381	0	0	0	0	-381	0	-381
Fund Totals:	0	-381	0	0	0	0	-381	0	-381

Bicycle and Pedestrian, Permanent Automated Counters, Boise, COMPASS

Regionally Significant: ☐ ☒ Inflated

TIP Achievement:

Key #: 23313

Active Transportation

Requesting Agency: COMPASS

Project Year: 2025

Total Previous Allocations: \$0

Total Programmed Budget: \$8

Total Cost (Prev. + Prog.): \$8

Project Description

Purchase one permanent bicycle and pedestrian counter with data processing to further expand the regional county effort in the Boise Urbanized Area. Location to be recommended by the COMPASS Active Transportation Workgroup.



Funding Source STBG-TMA			Program Local Hwy - Transportation Management					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	0	0	0	0	8	8	7	1
Fund Totals:	0	0	0	0	0	8	8	7	1

Charging and Fueling Infrastructure, Boise

Regionally Significant: ☐ ☒ Inflated

TIP Achievement:

Key #: BOI01

CMAQ-Emissions Reduction

Requesting Agency: City of Boise

Project Year: 2025

Total Previous Allocations: \$990

Total Programmed Budget: \$3,010

Total Cost (Prev. + Prog.): \$4,000

Project Description

Prioritize, design, and plan public electric vehicle (EV) charging sites. Ultimately, the project will install an estimated 100 level 2 charging ports at 20 to 25 sites and 4 to 8 fast charge ports at 2 to 4 sites throughout the City of Boise. The project will also provide community education and outreach about EV transportation applications and create a workforce development program to help the City of Boise workforce meet the growing needs of EV technology.



Funding Source Discretionary			Program Hwy - Competitive					Local Match 20.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	350	0	0	26	2,634	3,010	2,408	602
Fund Totals:	0	350	0	0	26	2,634	3,010	2,408	602

Cherry Lane, 11th Avenue North to Idaho Center Boulevard, Nampa

Regionally Significant: ☐ ☒ Inflated

Key #: 22438

Requesting Agency: City of Nampa

Project Year: 2029

Total Previous Allocations: \$563

Total Programmed Budget: \$1,838

Total Cost (Prev. + Prog.): \$2,401

TIP Achievement:

Open Space

Health

System Performance

Active Transportation

Safety



Project Description

Rebuild Cherry Lane between 11th Avenue North and Idaho Center Boulevard in the City of Nampa. Work includes adding a center turn lane, wider shoulders for pedestrian and bicycle safety, and intersection improvements.

Funding Source		STBG-LU		Program		Local Hwy - Urban		Local Match		7.34%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2029	0	0	0	0	214	1,624	1,838	1,703	135	
Fund Totals:	0	0	0	0	214	1,624	1,838	1,703	135	

Cherry Lane, Franklin Boulevard to 11th Avenue North, Nampa

Regionally Significant: ☐ ☒ Inflated

Key #: 22017

Requesting Agency: City of Nampa

Project Year: 2027

Total Previous Allocations: \$330

Total Programmed Budget: \$1,730

Total Cost (Prev. + Prog.): \$2,060

TIP Achievement:

Open Space

Health

System Performance

Active Transportation

Asset Management



Project Description

Rebuild Cherry Lane from Franklin Boulevard to 11th Avenue North in the City of Nampa. Work includes intersection improvements and five-foot shoulders.

Funding Source		STBG-LU		Program		Local Hwy - Urban		Local Match		7.34%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2027	0	0	0	0	357	1,373	1,730	1,603	127	
Fund Totals:	0	0	0	0	357	1,373	1,730	1,603	127	

Cole Road, Ustick Road to Kettering Avenue, Boise

Regionally Significant: ☐ ☒ Inflated

Key #: 22816

Requesting Agency: ACHD

Project Year: 2028

Total Previous Allocations: \$0

Total Programmed Budget: \$7,891

Total Cost (Prev. + Prog.): \$7,891

TIP Achievement:

System Performance

Active Transportation

Asset Management

Safety



Project Description

Supplement the local pavement preservation program to complete pavement improvements on federal-aid roadway on Cole Road, Ustick Road to Kettering Avenue, in the City of Boise. Work includes improvements to adjoining sidewalks to meet Americans with Disabilities Act (ADA) requirements. (Design was funded in KN 20259).

Funding Source STBG-TMA			Program Local Hwy - Transportation Management					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2027	0	0	364	0	0	0	364	337	27
2028	0	0	0	0	732	6,795	7,527	6,975	552
Fund Totals:	0	0	364	0	732	6,795	7,891	7,312	579

Columbia Village Roadway and ADA Improvements, Boise

Regionally Significant: ☐ ☒ Inflated

Key #: 23323

Requesting Agency: ACHD

Project Year: 2029

Total Previous Allocations: \$0

Total Programmed Budget: \$7,863

Total Cost (Prev. + Prog.): \$7,863

TIP Achievement:

System Performance

Active Transportation

Asset Management

Safety



Project Description

Supplement the local pavement preservation program to complete pavement improvements on federal-aid roadways in the City of Boise. Work includes improvements to adjoining sidewalks to meet Americans with Disabilities Act (ADA) requirements. Segments include Lake Forest Drive, Federal Way to Summersweet Drive; and Grand Forest Drive, Gowen Road to Rock Rose Place. (Design was funded in KN 20674.)

Funding Source STBG-TMA			Program Local Hwy - Transportation Management					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2028	0	0	371	0	0	0	371	344	27
2029	0	0	0	0	731	6,761	7,492	6,942	550
Fund Totals:	0	0	371	0	731	6,761	7,863	7,286	577

Commuteride Website Redesign, ACHD

Regionally Significant: ☐ ☐ Inflated

TIP Achievement:

Key #: 24632

Support

Requesting Agency: ACHD

Project Year: 2025

Total Previous Allocations: \$0

Total Programmed Budget: \$70

Total Cost (Prev. + Prog.): \$70

Project Description

Redesign the Ada County Highway District (ACHD) Commuteride website for education and outreach to Treasure Valley residents and commuters. The new website will also align with the new ACHD website design.



Funding Source STBG-TMA			Program Local Hwy - Transportation Management					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	0	0	0	0	70	70	65	5
Fund Totals:	0	0	0	0	0	70	70	65	5

Commuteride, Ada and Canyon Counties, ACHD – FY2026-FY2032

Regionally Significant: ☐ ☐ Inflated

TIP Achievement:

Key #: 22386

Public Transportation

Requesting Agency: ACHD

Project Year: 2025-2030

Total Previous Allocations: \$317

Total Programmed Budget: \$1,388

Total Cost (Prev. + Prog.): \$1,705

Project Description

Continue and improve rideshare program and marketing. Operate a third-party vanpool program in multi-county area and coordinate vanpools in the Boise and Nampa Urban Areas. Funds are for project years FY2026 through FY2032.



Funding Source STBG-TMA			Program Local Hwy - Transportation Management					Local Match 0.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2026	0	220	0	0	0	0	220	220	0
2027	0	220	0	0	0	0	220	220	0
2028	0	220	0	0	0	0	220	220	0
2029	0	220	0	0	0	0	220	220	0
2030	0	220	0	0	0	0	220	220	0
Fund Totals:	0	1,100	0	0	0	0	1,100	1,100	0

Funding Source STBG-LU			Program Local Hwy - Urban					Local Match 0.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	13	0	0	0	0	13	13	0
2026	0	55	0	0	0	0	55	55	0
2027	0	55	0	0	0	0	55	55	0
2028	0	55	0	0	0	0	55	55	0
2029	0	55	0	0	0	0	55	55	0
2030	0	55	0	0	0	0	55	55	0
Fund Totals:	0	288	0	0	0	0	288	288	0

Commuteride, Safety and Security Cameras, Ada County

Regionally Significant: ☐ ☐ Inflated

TIP Achievement:

Key #: 23314

Safety

Requesting Agency: ACHD

Project Year: 2024-2025

Total Previous Allocations: \$48

Total Programmed Budget: \$25

Total Cost (Prev. + Prog.): \$73

Project Description

Install security cameras at four ACHD-owned Park and Ride lots located at Ballantyne Park and Ride (State Highway 44 and West State Street) and Riverside Park and Ride (State Highway 44 and Edgewood Lane) in the City of Eagle, and County Terrace Park and Ride (near Meridian Road and Overland Road) and Rackham Road Park and Ride (Eagle Road and Overland Road) in the City of Meridian. A total of 240 parking spaces are provided at these four locations. The cameras will also help protect ACHD's Commuteride vans that are stored at these park and ride lots.



Funding Source STBG-TMA			Program Local Hwy - Transportation Alternatives					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	0	0	0	0	25	25	23	2
Fund Totals:	0	0	0	0	0	25	25	23	2

Deer Flat Parking and Trails, Canyon County

Regionally Significant: ☐ ☐ Inflated

TIP Achievement:

Key #: 23421

Open Space

Requesting Agency: Fish and Wildlife Service

Active Transportation

Project Year: 2027

Total Previous Allocations: \$0

Total Programmed Budget: \$1,085

Total Cost (Prev. + Prog.): \$1,085

Project Description

Improvements to parking lots and trails at the Deer Flat Wildlife Refuge in Canyon County. Project managed by Western Federal Lands through the Federal Lands Transportation Program.



Funding Source FLTP			Program Hwy - Competitive					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2027	0	0	0	0	0	1,085	1,085	1,005	80
Fund Totals:	0	0	0	0	0	1,085	1,085	1,005	80

Discovery Way, US 20/26 (Chinden Boulevard) to Bridger Street, Boise

Regionally Significant: ☐ ☒ Inflated

Key #: 24698

Requesting Agency: ACHD

Project Year: 2026

Total Previous Allocations: \$0

Total Programmed Budget: \$1,366

Total Cost (Prev. + Prog.): \$1,366

TIP Achievement:

Active Transportation

Asset Management

Safety



Project Description

Supplement the local pavement preservation program to complete pavement improvements on federal-aid roadway on Discovery Way, Bridger Street to US 20/26 (Chinden Boulevard) in the City of Boise. Work includes improvements to adjoining sidewalks to meet Americans with Disabilities Act (ADA) requirements. (This project was designed under key number 21896.)

Funding Source		AC (Local)		Program		Advanced Construction		Local Match		7.34%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2026	0	0	0	0	142	1,224	1,366	1,266	100	
Fund Totals:	0	0	0	0	142	1,224	1,366	1,266	100	

Eagle Road, Lake Hazel Road to Amity Road, Meridian

Regionally Significant: ☒ ☒ Inflated

Key #: RD216-04

Requesting Agency: ACHD

Project Year: 2025

Total Previous Allocations: \$427

Total Programmed Budget: \$900

Total Cost (Prev. + Prog.): \$1,327

TIP Achievement:

Health

System Performance

Active Transportation

Safety



Project Description

Widen Eagle Road from Lake Hazel Road to Amity Road in the City of Meridian from two lanes to five lanes. Project includes enhanced pedestrian and bicycle facilities on both sides of the roadway as well as a roundabout at Eagle Road and Taconic Drive intersection.

Funding Source		Local (Regionally Significant)		Program		Hwy - Local Partnerships		Local Match		100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2025	0	0	0	0	0	900	900	0	900	
Fund Totals:	0	0	0	0	0	900	900	0	900	

Emerald Street, Camelot Drive to Raymond Street and Bridge Replacement, Bois

Regionally Significant: ☐ ☐ Inflated

Key #: 24383

Requesting Agency: ACHD

Project Year: PD

Total Previous Allocations: \$300

Total Programmed Budget: \$8,750

Total Cost (Prev. + Prog.): \$9,050

Project Description

Improve the Emerald Street bridge over Interstate 184 by either replacing the bridge to include pedestrian facilities on both sides of the roadway or by adding a separate bicycle and pedestrian structures over Interstate 184. (ACHD project ID: MP400116)



Funding Source	Local	Participating	Program				Hwy - Local Partnerships		Local Match	100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2025	0	300	500	0	0	0	800	0	800	
2026	0	0	500	0	0	0	500	0	500	
PD	0	0	0	0	150	7,300	7,450	0	7,450	
Fund Totals:	0	300	1,000	0	150	7,300	8,750	0	8,750	

Fairview Avenue, Locust Grove Road to SH-55 (Eagle Road), Meridian

Regionally Significant: ☒ ☐ Inflated

Key #: 300396

Requesting Agency: ACHD

Project Year: 2028

Total Previous Allocations: \$895

Total Programmed Budget: \$4,650

Total Cost (Prev. + Prog.): \$5,545

Project Description

Widen Fairview Avenue from Locust Grove Road to State Highway 55 (Eagle Road) in the City of Meridian from five lanes to seven lanes (three through-lanes in each direction, center median and turn pockets where appropriate). Project includes enhanced pedestrian and bicycle facilities on both sides of the roadway.



Funding Source	Local (Regionally Significant)			Program	Hwy - Local Partnerships			Local Match	100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2028	0	0	0	0	120	4,530	4,650	0	4,650
Fund Totals:	0	0	0	0	120	4,530	4,650	0	4,650

Fairview Avenue, North Garden to Whitewater Park and Bridge Replacement

Regionally Significant: ☒ ☐ Inflated

Key #: 24382

Requesting Agency: ACHD

Project Year: PD

Total Previous Allocations: \$1,800

Total Programmed Budget: \$18,870

Total Cost (Prev. + Prog.): \$20,670

TIP Achievement:

System Performance

Active Transportation

Asset Management

Bridge



Project Description

Remove and replace the existing Fairview Avenue bridges over the Boise River in the City of Boise. Work will occur between North Garden Street and Whitewater Park Boulevard and includes accommodation of up to four travel lanes for vehicle traffic and facilities for low-stress bicycle and pedestrian travel with connections to the Greenbelt.

Funding Source STBG-TMA			Program Local Hwy - Transportation Management					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	20	2,140	0	0	0	0	2,160	2,001	159
Fund Totals:	20	2,140	0	0	0	0	2,160	2,001	159

Funding Source AC (Local)			Program Hwy - Local Partnerships					Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	-20	-1,780	0	0	0	0	-1,800	0	-1,800
2026	0	0	10	0	0	0	10	0	10
PD	0	0	0	0	0	18,500	18,500	0	18,500
Fund Totals:	-20	-1,780	10	0	0	18,500	16,710	0	16,710

Five Mile Road Overpass and Widening, Boise

Regionally Significant: ☒ ☐ Inflated

Key #: 23095

Requesting Agency: ACHD

Project Year: 2030-PDD

Total Previous Allocations: \$2,852

Total Programmed Budget: \$29,851

Total Cost (Prev. + Prog.): \$32,703

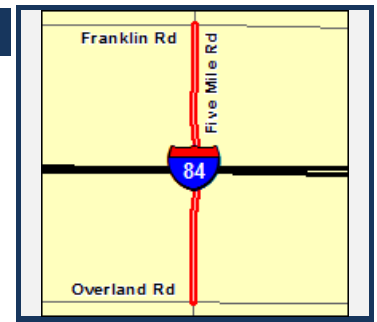
TIP Achievement:

Health

Active Transportation

Bridge

Safety



Project Description

Widen the Five Mile Road overpass over Interstate 84, including widening the bridge from two lanes to four lanes, widening Five Mile Road from two lanes to five lanes from just north of Overland Road to Franklin Road in the City of Boise, and adding curb, gutter, sidewalks, and enhanced bike lanes on both sides of the roadway.

Funding Source		State	Program State Hwy - Bridge Restoration					Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2030	0	0	0	0	863	8,629	9,492	0	9,492
Fund Totals:	0	0	0	0	863	8,629	9,492	0	9,492

Funding Source		TAP-TMA	Program Local Hwy - Transportation Alternatives					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	100	0	0	0	0	100	93	7
2026	0	0	36	0	0	0	36	33	3
Fund Totals:	0	100	36	0	0	0	136	126	10

Funding Source		Local Participating	Program Hwy - Local Partnerships					Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
PD	0	0	0	232	849	17,064	18,145	0	18,145
Fund Totals:	0	0	0	232	849	17,064	18,145	0	18,145

Funding Source		STBG-TMA	Program Local Hwy - Transportation Management					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2026	0	0	528	0	0	0	528	489	39
2027	0	0	162	0	0	0	162	150	12
Fund Totals:	0	0	690	0	0	0	690	639	51

Funding Source		AC (Local)	Program Advanced Construction					Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2026	0	0	0	162	0	0	162	0	162
2027	0	0	-162	0	0	0	-162	0	-162
Fund Totals:	0	0	-162	162	0	0	0	0	0

Funding Source CRP-TMA			Program Local Hwy - Transportation Management					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2026	0	0	1,388	0	0	0	1,388	1,286	102
Fund Totals:	0	0	1,388	0	0	0	1,388	1,286	102

Franklin Boulevard, Freight Improvements near 3rd Avenue North, Nampa

Regionally Significant: ☐ ☐ Inflated

Key #: 22103

Requesting Agency: City of Nampa

Project Year: 2030

Total Previous Allocations: \$2,432

Total Programmed Budget: \$8,330

Total Cost (Prev. + Prog.): \$10,762

TIP Achievement:

System Performance

Freight Movement

NHS-LOTTR

Safety



Project Description

Improve safety, freight mobility, and reduce congestion on Franklin Boulevard south of the Franklin and Interstate 84 Interchange in the City of Nampa. The project will reduce or remove direct access to Franklin Boulevard at existing intersections with Industrial Road and 3rd Avenue North. Work includes creating a new signalized intersection approximately 1/4 mile south of the Franklin Boulevard and Interstate 84 Interchange with new local roads connecting to Industrial Road on the east and 3rd Avenue North on the west. Easterly new road may require a rail crossing. Westerly new road will require a new bridge across the Phyllis Canal. Access improvements will be implemented between Interstate 84 and the new intersection.

Funding Source Freight			Program State Hwy - Freight					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2030	0	0	0	0	839	7,491	8,330	7,719	611
Fund Totals:	0	0	0	0	839	7,491	8,330	7,719	611

Franklin Road, McDermott Road to Black Cat Road, Ada County

Regionally Significant: ☒ ☐ Inflated

Key #: MP400109

Requesting Agency: ACHD

Project Year: 2028

Total Previous Allocations: \$454

Total Programmed Budget: \$8,730

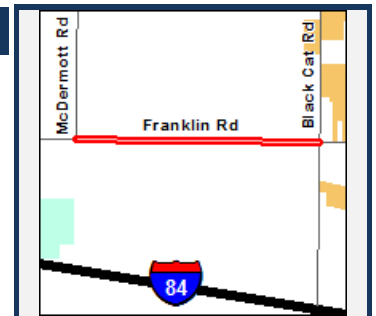
Total Cost (Prev. + Prog.): \$9,184

TIP Achievement:

System Performance

Active Transportation

Safety



Project Description

Widen and realign Franklin Road from McDermott Road to Black Cat Road in Ada County from two lanes to five lanes(two through-lanes in each direction, center median, and turn pockets where appropriate). Project includes enhanced pedestrian and bicycle facilities on both sides of the roadway.

Funding Source Local (Regionally Significant)			Program Hwy - Local Partnerships					Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	196	0	0	0	0	196	0	196
2026	0	0	1,012	0	0	0	1,012	0	1,012
2027	0	0	1,733	0	0	0	1,733	0	1,733
2028	0	0	0	181	110	5,498	5,789	0	5,789
Fund Totals:	0	196	2,745	181	110	5,498	8,730	0	8,730

Garden Street Multi-Use Pathway, Cassia Park to Albion Street, Boise

Regionally Significant: ☐ ☒ Inflated

Key #: 23324

Requesting Agency: City of Boise

Project Year: 2027

Total Previous Allocations: \$650

Total Programmed Budget: \$1,816

Total Cost (Prev. + Prog.): \$2,466

TIP Achievement:

Open Space

Active Transportation

Safety



Project Description

Construct a multi-use pathway adjacent to the existing Electric Light Switch Lateral channel between Cassia Park and Albion Street in the City of Boise. Work includes piping the existing lateral channel and constructing a multi-use bridge over the Ridenbaugh Canal in the southern portion of the pathway corridor to connect this pathway to the ACHD Cassia Street Bikeway and Cassia Park.

Funding Source TAP-TMA			Program Local Hwy - Transportation Alternatives					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2027	0	0	0	0	0	599	599	555	44
Fund Totals:	0	0	0	0	0	599	599	555	44

Funding Source STBG-TMA			Program Local Hwy - Transportation Management					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2027	0	0	0	0	273	944	1,217	1,128	89
Fund Totals:	0	0	0	0	273	944	1,217	1,128	89

Highway 30, Sand Hollow Road to SH-44, Canyon County

Regionally Significant: ☒ ☒ Inflated

Key #: 19951

Requesting Agency: Highway District 4

Project Year: 2028

Total Previous Allocations: \$497

Total Programmed Budget: \$2,798

Total Cost (Prev. + Prog.): \$3,295

TIP Achievement:

System Performance

Asset Management

Safety



Project Description

Rehabilitate Old Highway 30 from State Highway 44 to Galloway Road, and Conway Gulch to the north side of Sand Hollow Road. Work also includes improvements to the intersections of Farmway Road and Goodson Road.

Funding Source STBG-R			Program Local Hwy - Rural					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	223	0	0	0	0	223	207	16
2028	0	0	0	0	527	2,048	2,575	2,386	189
Fund Totals:	0	223	0	0	527	2,048	2,798	2,593	205

I-84 and SH-44 Interchange Replacement, Canyon County

Regionally Significant: ☒

☒ Inflated

TIP Achievement:

Key #: 23188

Asset Management

Requesting Agency: ITD

Bridge

Project Year: 2030-2031

Safety

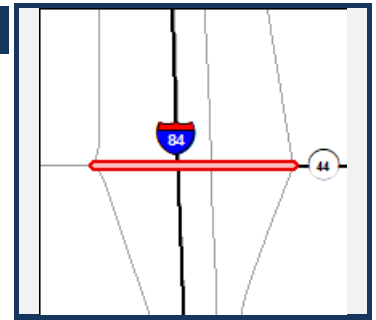
Total Previous Allocations: \$6,650

Total Programmed Budget: \$83,071

Total Cost (Prev. + Prog.): \$89,721

Project Description

Reconstruct the aging interchange at Interstate 84 and State Highway 44 (Exit 25 to the City of Middleton). This project is a continuation of the widening of Interstate 84 between State Highway 44 and Centennial Way (Key Number 23341). Work includes improvements to the intersection of State Highway 44 and Old Highway 30, the replacement of irrigation structures, on- and off-ramps, and structures that cross State Highway 44 west of the interchange. Significant improvements include the replacement of the bridge over Interstate 84, reconstruction of irrigation structures, construction of retaining walls, installation of a storm drain conveyance system for State Highway 44 water, and a drainage infiltration/detention facility.



Funding Source		IM		Program		State Hwy - Safety & Capacity (Capacity)		Local Match		7.34%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2031	0	0	0	0	2,648	36,518	39,166	36,291	2,875	
Fund Totals:	0	0	0	0	2,648	36,518	39,166	36,291	2,875	

Funding Source		NHPP		Program		State Hwy - Bridge Restoration		Local Match		7.34%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2030	0	0	0	0	2,597	10,174	12,771	11,834	937	
2031	0	0	0	0	0	31,134	31,134	28,849	2,285	
Fund Totals:	0	0	0	0	2,597	41,308	43,905	40,682	3,223	

I-84, Centennial Interchange to Franklin Interchange, Caldwell

Regionally Significant: ☒ ☐ Inflated

Key #: 23437

Requesting Agency: ITD

Project Year: 2023-2025

Total Previous Allocations: \$112,738

Total Programmed Budget: \$10,467

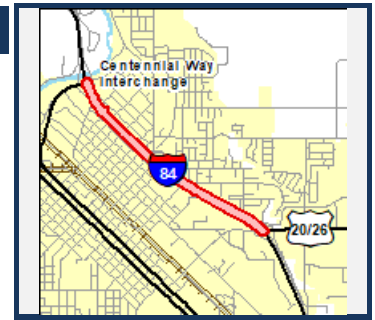
Total Cost (Prev. + Prog.): \$123,205

TIP Achievement:

System Performance

NHS-LOTTR

Safety



Project Description

Widen and provide safety improvements on Interstate 84 between the Centennial Way Interchange (Exit 27) and the Franklin Road Interchange (Exit 29) in the City of Caldwell. Work includes an additional lane in each direction and select auxiliary lanes, 10th Avenue Interchange widening and ramp improvements, and drainage improvements.

Funding Source		State	Program				Leading Idaho	Local Match		100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2025	0	0	0	0	5,500	4,967	10,467	0	10,467	
Fund Totals:	0	0	0	0	5,500	4,967	10,467	0	10,467	

Funding Source		TECM	Program				State Hwy - Safety & Capacity (Capacity)	Local Match		100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2025	0	-2,110	1,939	0	171	0	0	0	0	
Fund Totals:	0	-2,110	1,939	0	171	0	0	0	0	

I-84, Garrity Interchange to Ten Mile Interchange, Ada and Canyon Counties

Regionally Significant: ☐ ☒ Inflated

Key #: 20212

Requesting Agency: ITD

Project Year: 2026

Total Previous Allocations: \$90

Total Programmed Budget: \$5,571

Total Cost (Prev. + Prog.): \$5,661

TIP Achievement:

System Performance

Asset Management

Pavement

Safety



Project Description

Resurface the pavement on Interstate 84 between the Garrity Interchange in the City of Nampa and the Ten Mile Interchange in the City of Meridian. This is a routine procedure to maintain the existing pavement.

Funding Source IM		Program State Hwy - Pavement Preservation						Local Match 7.73%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2026	0	0	0	0	204	2,183	2,387	2,202	185
2027	0	0	0	0	0	3,184	3,184	2,938	246
Fund Totals:	0	0	0	0	204	5,367	5,571	5,140	431

Funding Source AC (State)		Program Advanced Construction						Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	0	0	0	200	5,200	5,400	0	5,400
2026	0	0	0	0	-200	-2,140	-2,340	0	-2,340
2027	0	0	0	0	0	-3,060	-3,060	0	-3,060
Fund Totals:	0	0	0	0	0	0	0	0	0

I-84, Interchange Ramps, Ada and Canyon Counties

Regionally Significant: ☐ ☒ Inflated

Key #: 23544

Requesting Agency: ITD

Project Year: 2026

Total Previous Allocations: \$302

Total Programmed Budget: \$5,718

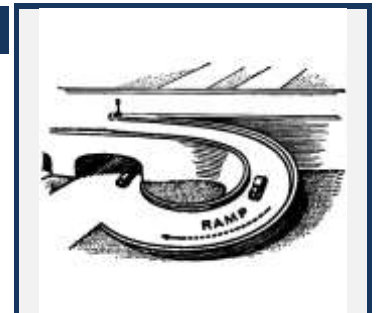
Total Cost (Prev. + Prog.): \$6,020

TIP Achievement:

System Performance

Asset Management

Safety



Project Description

Restore the pavement surface on the ramps of Interstate 84 and Interstate 184 at Franklin Road (Exit 1) in the City of Boise, and Garrity Boulevard (Exit 38) in the City of Nampa. Work includes a mill and inlay treatment.

Funding Source State		Program State Hwy - Restoration						Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2026	0	0	0	0	390	5,328	5,718	0	5,718
Fund Totals:	0	0	0	0	390	5,328	5,718	0	5,718

I-84, Interchange Ramps, Sealcoat, Ada and Canyon Counties

Regionally Significant: ☐ ☒ Inflated

Key #: 24511

Requesting Agency: ITD

Project Year: 2027

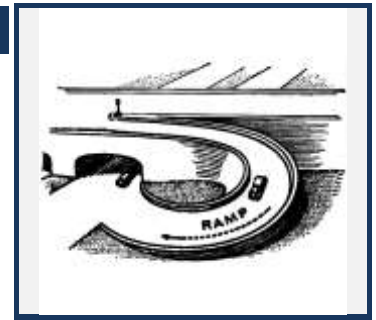
Total Previous Allocations: \$0

Total Programmed Budget: \$1,448

Total Cost (Prev. + Prog.): \$1,448

Project Description

Sealcoat the ramps on Interstate 84 and Interstate 184, State Highway 55 (Eagle Road) (Exit 46), Franklin Road (Exit 1A) and Garrity Boulevard (Exit 38) in the City of Nampa to maintain mobility by extending the life of the pavement.



Funding Source NHPP			Program State Hwy - Pavement Preservation					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	28	0	0	0	0	0	28	26	2
2027	0	0	0	0	40	1,380	1,420	1,316	104
Fund Totals:	28	0	0	0	40	1,380	1,448	1,342	106

I-84, Karcher Road Interchange, Nampa

Regionally Significant: ☒ ☐ Inflated

Key #: 23336

Requesting Agency: ITD

Project Year: 2023-2024

Total Previous Allocations: \$31,069

Total Programmed Budget: \$76

Total Cost (Prev. + Prog.): \$31,145

Project Description

Preliminary engineering and right-of-way acquisition to widen the Karcher Interchange on Interstate 84 in the City of Nampa. Work will include adding a free running right turn lane on the westbound to southbound off-ramp and continue the additional lane across the Interstate 84 and Union Pacific Railroad/Indian Creek structures. The third westbound lane on State Highway 55 to be terminated prior to Middleton Road. Construction will be broken out into separate key numbers.



Funding Source Local Participating			Program Hwy - Local Partnerships					Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	0	0	0	0	76	76	0	76
Fund Totals:	0	0	0	0	0	76	76	0	76

I-84, Meridian Road Interchange to Eagle Road Interchange, Meridian

Regionally Significant: ☒ ☒ Inflated

Key #: 23456

Requesting Agency: ITD

Project Year: 2032

Total Previous Allocations: \$1,505

Total Programmed Budget: \$17,130

Total Cost (Prev. + Prog.): \$18,635

TIP Achievement:

System Performance

NHS-LOTTR

Safety



Project Description

Add an auxiliary lane on Interstate 84 between Meridian Road (Exit 44) and Eagle Road (Exit 46) Interchanges in the City of Meridian, including an additional lane and shoulder on the eastbound on-ramp at Meridian Road and the eastbound off-ramp at Eagle Road. Work includes all studies and design work necessary. Traffic patterns on Interstate 84 from Meridian to the WYE interchange in the City of Boise will also be studied.

Funding Source		IM		Program		State Hwy - Safety & Capacity (Capacity)		Local Match		7.73%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2025	20	89	31	0	0	0	140	129	11	
2032	0	0	0	0	1,758	15,232	16,990	15,677	1,313	
Fund Totals:	20	89	31	0	1,758	15,232	17,130	15,806	1,324	

I-84, Mobility Improvements, District 3

Regionally Significant: ☒ ☐ Inflated

Key #: 25068

Requesting Agency: ITD

Project Year: 2027-2028

Total Previous Allocations: \$0

Total Programmed Budget: \$100,000

Total Cost (Prev. + Prog.): \$100,000

TIP Achievement:



Project Description

Construct mobility improvements on Interstate 84 in Idaho Transportation Department's District 3 region. Studies are currently underway, which will determine specific treatments and termini at a later date.

Funding Source		TECM		Program		TECM Early Development		Local Match		100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2026	0	10,000	0	0	0	0	10,000	0	10,000	
2027	0	0	0	0	0	45,000	45,000	0	45,000	
2028	0	0	0	0	0	45,000	45,000	0	45,000	
Fund Totals:	0	10,000	0	0	0	90,000	100,000	0	100,000	

I-84, Overhead Sign Replacement, Ada and Canyon Counties

Regionally Significant: ☐ ☒ Inflated

TIP Achievement:

Key #: 24578

Safety

Requesting Agency: ITD

Project Year: 2027

Total Previous Allocations: \$0

Total Programmed Budget: \$520

Total Cost (Prev. + Prog.): \$520

Project Description

Replace the overhead signs on Interstate 84 between the Cities of Boise and Caldwell to increase visibility.



Funding Source		State	Program State Highway - Safety					Total	Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction			Federal Share	Local Share
2027	5	0	0	0	0	515		520	0	520
Fund Totals:	5	0	0	0	0	515		520	0	520

I-84, Striping – FY2025

Regionally Significant: ☐ ☐ Inflated

TIP Achievement:

Key #: 23804

Safety

Requesting Agency: ITD

Project Year: 2025

Total Previous Allocations: \$0

Total Programmed Budget: \$754

Total Cost (Prev. + Prog.): \$754

Project Description

Re-stripe lines on Interstate 84 for safety. (Ada County 29%, Canyon County 18%, Elmore County 39%, and Payette County 14%)



Funding Source		State	Program State Highway - Safety					Total	Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction			Federal Share	Local Share
2025	0	0	0	0	0	754		754	0	754
Fund Totals:	0	0	0	0	0	754		754	0	754

I-84, Striping – FY2026

Regionally Significant: ☐ ☐ Inflated

TIP Achievement:

Key #: 23805

Safety

Requesting Agency: ITD

Project Year: 2026

Total Previous Allocations: \$0

Total Programmed Budget: \$754

Total Cost (Prev. + Prog.): \$754

Project Description

Re-stripe lines on Interstate 84 for safety.



Funding Source		State	Program State Highway - Safety					Total	Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction			Federal Share	Local Share
2026	0	0	0	0	0	754		754	0	754
Fund Totals:	0	0	0	0	0	754		754	0	754

I-84B (Garrity Boulevard) and Stamm Lane Intersection Improvements, Nampa

Regionally Significant: ☐ ☒ Inflated

Key #: 22712

Requesting Agency: ITD

Project Year: PD

Total Previous Allocations: \$523

Total Programmed Budget: \$1,801

Total Cost (Prev. + Prog.): \$2,324

Project Description

Widen Interstate 84B (Garrity Boulevard) at the Stamm Lane intersection in the City of Nampa to improve safety and mobility.



Funding Source		State	Program					State Hwy – Early Development	Local Match		100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total		Federal Share	Local Share	
PD	0	0	0	0	205	1,596	1,801		0	1,801	
Fund Totals:	0	0	0	0	205	1,596	1,801		0	1,801	

I-84B (Garrity Boulevard) and Stamm Lane Intersection Improvements, Nampa

Regionally Significant: ☐ ☒ Inflated

Key #: 24711

Requesting Agency: City of Nampa

Project Year: PD

Total Previous Allocations: \$0

Total Programmed Budget: \$9,958

Total Cost (Prev. + Prog.): \$9,958

Project Description

Improve the intersections of Stamm Lane and Interstate 84B (Garrity Boulevard), Stamm Lane and Happy Valley Road, Happy Valley Road and Flamingo Avenue, and Flamingo Avenue and Garrity Boulevard (the area known as the "Winco Block") in the City of Nampa. Work includes improvements to the roadway, bicycle and pedestrian facilities by channelization changes, capacity improvements, signal coordination, and median islands.



Funding Source		Local Participating	Program					Local Match	100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2025	268	700	0	0	0	0	968	0	968	
2026	0	0	612	0	0	0	612	0	612	
PD	0	0	0	42	1,360	2,581	3,983	0	3,983	
Fund Totals:	268	700	612	42	1,360	2,581	5,563	0	5,563	

Funding Source		STBG-LU	Program					Local Match	7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
PD	0	0	0	0	0	4,395	4,395	4,072	323	
Fund Totals:	0	0	0	0	0	4,395	4,395	4,072	323	

Lake Hazel Road, Cloverdale Road to Five Mile Road, Ada County

Regionally Significant: ☒ ☐ Inflated

Key #: 300429

Requesting Agency: ACHD

Project Year: 2026

Total Previous Allocations: \$6

Total Programmed Budget: \$7,323

Total Cost (Prev. + Prog.): \$7,329

TIP Achievement:

Open Space

Health

System Performance

Active Transportation

Safety



Project Description

Widen Lake Hazel Road from Cloverdale Road to Five Mile Road in Ada County to five lanes (two through-lanes in each direction, center median, and turn pockets where appropriate). Project includes enhanced pedestrian and bicycle facilities on both sides of the roadway at Lowland View Way at Valley Heights Drive.

Funding Source Local (Regionally Significant) Program Hwy - Local Partnerships								Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2026	0	0	0	194	299	6,830	7,323	0	7,323
Fund Totals:	0	0	0	194	299	6,830	7,323	0	7,323

Lake Hazel Road, Eagle Road to Cloverdale Road, Ada County

Regionally Significant: ☒ ☐ Inflated

Key #: RD209-18

Requesting Agency: ACHD

Project Year: 2025

Total Previous Allocations: \$685

Total Programmed Budget: \$6,432

Total Cost (Prev. + Prog.): \$7,117

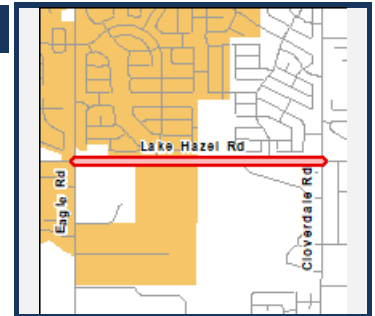
TIP Achievement:

Open Space

System Performance

Active Transportation

Safety



Project Description

Widen Lake Hazel Road from Eagle Road to Cloverdale Road in Ada County from two lanes to five lanes. Project includes enhanced pedestrian and bicycle facilities on both sides of the roadway.

Funding Source Local (Regionally Significant) Program Hwy - Local Partnerships								Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	0	0	10	309	6,113	6,432	0	6,432
Fund Totals:	0	0	0	10	309	6,113	6,432	0	6,432

Lake Hazel Road, Five Mile Road to Maple Grove Road, Ada County

Regionally Significant: ☒ ☐ Inflated

Key #: 300430

Requesting Agency: ACHD

Project Year: PD

Total Previous Allocations: \$0

Total Programmed Budget: \$6,165

Total Cost (Prev. + Prog.): \$6,165

TIP Achievement:

Open Space

Health

System Performance

Active Transportation



Project Description

Widen Lake Hazel Road from Five Mile Road to Maple Grove Road in Ada County to five lanes (two through-lanes in each direction, center median, and turn pockets where appropriate). Project includes enhanced pedestrian and bicycle facilities on both sides of the roadway. Roadway crossings are being considered at Muirwood Avenue and Sea Breeze Way.

Funding Source Local (Regionally Significant) Program Hwy - Local Partnerships								Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2026	0	292	10	0	0	0	302	0	302
2027	0	124	0	0	0	0	124	0	124
2028	0	0	246	0	0	0	246	0	246
PD	0	0	0	60	62	5,371	5,493	0	5,493
Fund Totals:	0	416	256	60	62	5,371	6,165	0	6,165

Lake Hazel Road, Maple Grove Road to Cole Road, Ada County

Regionally Significant: ☒ ☐ Inflated

Key #: 300460

Requesting Agency: ACHD

Project Year: PD

Total Previous Allocations: \$0

Total Programmed Budget: \$5,296

Total Cost (Prev. + Prog.): \$5,296

TIP Achievement:

Open Space

System Performance

Active Transportation



Project Description

Widen Lake Hazel Road from Maple Grove Road to Cole Road in Ada County from two lanes to five lanes (two through-lanes in each direction, center turn lane, and turn pockets where appropriate). Project includes enhanced pedestrian and bicycle facilities on both sides of the roadway.

Funding Source Local (Regionally Significant) Program Hwy - Local Partnerships								Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2026	0	232	4	0	0	0	236	0	236
2027	0	100	0	0	0	0	100	0	100
2028	0	0	60	0	0	0	60	0	60
PD	0	0	0	0	0	4,900	4,900	0	4,900
Fund Totals:	0	332	64	0	0	4,900	5,296	0	5,296

Lake Hazel Road, SH-69 (Meridian Road) to Locust Grove Road, Meridian

Regionally Significant: ☒ ☐ Inflated

Key #: 200616

Requesting Agency: Private Developer

Project Year: 2024-2025

Total Previous Allocations: \$0

Total Programmed Budget: \$0

Total Cost (Prev. + Prog.): \$0

Project Description

Widening Lake Hazel Road from State Highway 69 (Meridian Road) to Locust Grove Road in the City of Meridian from two lanes to five lanes. Project includes enhanced pedestrian and bicycle facilities on both sides of the roadway. The project is developer funded through a Cooperative Agreement and costs are not available. Construction is expected to occur in FY2024 and FY2025.



Funding Source		Private Developer		Program		Hwy - Local Partnerships		Local Match		100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2025	0	0	0	0	0	0	0	0	0	
Fund Totals:	0	0	0	0	0	0	0	0	0	

Linder Road Overpass, Overland Road to Franklin Road, Meridian

Regionally Significant: ☒ ☒ Inflated

Key #: 24099

Requesting Agency: ACHD

Project Year: 2026-2027 of Meridian
ITD

Total Previous Allocations: \$4,375

Total Programmed Budget: \$28,894

Total Cost (Prev. + Prog.): \$33,269

Project Description

Widen Linder Road from Franklin Road to Overland Road from two lanes to five lanes (two through-lanes with center median and turn pockets where appropriate) with bicycle and pedestrian facilities on both sides of the roadway. This project will include two pedestrian crossings at the intersections of Waltman Street and Ten Mile Creek Road. The Ten Mile Creek and Kennedy Lateral bridges will also be replaced. Work includes construction of a new Interstate Overpass which will include four travel lanes and a separated multi-use pathway. (ACHD's Project ID: 300398)



Funding Source		State		Program		State Hwy - Bridge Restoration		Local Match		100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2026	0	0	0	0	0	7,623	7,623	0	7,623	
Fund Totals:	0	0	0	0	0	7,623	7,623	0	7,623	

Funding Source		Local Participating		Program		Hwy - Local Partnerships		Local Match		100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2025	0	0	3,000	0	0	0	3,000	0	3,000	
2026	0	0	0	102	204	6,431	6,737	0	6,737	
2027	0	0	0	156	417	10,961	11,534	0	11,534	
Fund Totals:	0	0	3,000	258	621	17,392	21,271	0	21,271	

Linder Road, Pine Avenue to Ustick Road, Meridian

Regionally Significant: ☒ ☐ Inflated

Key #: 300437

Requesting Agency: ACHD

Project Year: PD

Total Previous Allocations: \$25

Total Programmed Budget: \$5,747

Total Cost (Prev. + Prog.): \$5,772

Project Description

Widen Linder Road from Pine Avenue to Ustick Road in the City of Meridian from two lanes to five lanes (two through-lanes in each directions, center median, and turn pockets where appropriate). Project includes pedestrian and bicycle facilities on both sides of the roadway.



Funding Source Local (Regionally Significant) Program Hwy - Local Partnerships								Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2026	0	450	0	0	0	0	450	0	450
2028	0	0	300	0	0	0	300	0	300
PD	0	0	600	0	0	4,397	4,997	0	4,997
Fund Totals:	0	450	900	0	0	4,397	5,747	0	5,747

Linder Road, SH-44 (State Street) to Floating Feather Road, Eagle

Regionally Significant: ☒ ☐ Inflated

Key #: 300441

Requesting Agency: ACHD

Project Year: 2026

Total Previous Allocations: \$311

Total Programmed Budget: \$8,602

Total Cost (Prev. + Prog.): \$8,913

Project Description

Widen Linder Road from State Highway 44 (State Street) to Floating Feather Road in the City of Eagle from two lanes to five lanes. Project includes enhanced pedestrian and bicycle facilities on both sides of the roadway and removing and replacing two bridges (Middleton Canal and Foothills Ditch).



Funding Source Local (Regionally Significant) Program Hwy - Non-Participating								Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	0	900	0	0	0	900	0	900
2026	0	0	0	0	72	7,630	7,702	0	7,702
Fund Totals:	0	0	900	0	72	7,630	8,602	0	8,602

Linder Road, US 20/26 (Chinden) to SH-44 (State), Middle Phase, Ada County

Regionally Significant: ☒ ☐ Inflated

Key #: MP400041

Requesting Agency: ACHD

Project Year: PD

Total Previous Allocations: \$0

Total Programmed Budget: \$10,100

Total Cost (Prev. + Prog.): \$10,100

TIP Achievement:

Open Space

Health

System Performance

Active Transportation

Asset Management



Project Description

Widen Linder Road from Artesian Road to just south of Hatchery Road in Ada County from two lanes to five lanes. Project includes enhanced pedestrian and bicycle facilities on both sides of the roadway and removing and replacing the bridge over the Boise River.

Funding Source Local (Regionally Significant) Program Hwy - Local Partnerships								Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	200	0	0	0	0	200	0	200
PD	0	0	800	0	0	9,100	9,900	0	9,900
Fund Totals:	0	200	800	0	0	9,100	10,100	0	10,100

Linder Road, US 20/26 (Chinden) to SH-44 (State), North Phase, Ada County

Regionally Significant: ☒ ☐ Inflated

Key #: MP400040

Requesting Agency: ACHD

Project Year: PD

Total Previous Allocations: \$0

Total Programmed Budget: \$19,900

Total Cost (Prev. + Prog.): \$19,900

TIP Achievement:

System Performance

Active Transportation

Asset Management



Project Description

Widen Linder Road from Hatchery Road to State Highway 44 in Ada County from two lanes to five lanes. Project includes enhanced pedestrian and bicycle facilities on both sides of the roadway and removing and replacing the bridge over the Boise River.

Funding Source Local (Regionally Significant) Program Hwy - Local Partnerships								Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	200	0	0	0	0	200	0	200
PD	0	0	1,600	0	0	18,100	19,700	0	19,700
Fund Totals:	0	200	1,600	0	0	18,100	19,900	0	19,900

Linder Road, US 20/26 (Chinden) to SH-44 (State), South Phase, Ada County

Regionally Significant: ☒ ☐ Inflated

Key #: 300420

Requesting Agency: ACHD

Project Year: PD

Total Previous Allocations: \$0

Total Programmed Budget: \$20,001

Total Cost (Prev. + Prog.): \$20,001

Project Description

Widen Linder Road from Almaden Drive to just north of Artesian Road in Ada County from two lanes to five lanes. Project includes enhanced pedestrian and bicycle facilities on both sides of the roadway and removing and replacing three bridges (South Channel of the Boise River, Eureka Canal, and the Phyllis Canal).



Funding Source		Local (Regionally Significant)		Program		Hwy - Local Partnerships		Local Match		100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2025	0	200	0	0	0	0	200	0	200	
2027	0	300	0	0	0	0	300	0	300	
2028	0	0	451	0	0	0	451	0	451	
PD	0	0	1,200	0	0	17,850	19,050	0	19,050	
Fund Totals:	0	500	1,651	0	0	17,850	20,001	0	20,001	

Middleton Road Realignment, Sawtooth Drive to SH-44, Middleton

Regionally Significant: ☒ ☐ Inflated

Key #: NEW04

Requesting Agency: City of Middleton

Project Year: 2024-2025

Total Previous Allocations: \$4,224

Total Programmed Budget: \$1,560

Total Cost (Prev. + Prog.): \$5,784

Project Description

Construct a new two-lane roadway between Sawtooth Drive and the intersection of State Highway 44 creating a new alignment of Middleton Road in the City of Middleton. Work includes bicycle and pedestrian facilities between Sawtooth Drive and Boise Street, connecting to the existing trail system.



Funding Source		Private Developer		Program		Hwy - Local Partnerships		Local Match		100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2025	0	156	0	0	156	1,248	1,560	0	1,560	
Fund Totals:	0	156	0	0	156	1,248	1,560	0	1,560	

Middleton Road, SH-55 (Karcher Road) to Flamingo Avenue, Nampa

Regionally Significant: ☐ ☒ Inflated

Key #: 24229

Requesting Agency: City of Nampa

Project Year: PD

Total Previous Allocations: \$30

Total Programmed Budget: \$6,186

Total Cost (Prev. + Prog.): \$6,216

TIP Achievement:

System Performance

Active Transportation

Safety



Project Description

Rebuild Middleton Road, between State Highway 55 (Karcher Road) and Flamingo Avenue, in the City of Nampa. The project will address transportation capacity needs in the area as well as complete important bicycle and pedestrian infrastructure. The project was designed with local funds. The improvements include five travel lanes as well as curb, gutter and sidewalk on the east side of the roadway and curb, gutter and a 10-foot multi-use pathway on the west side of the roadway.

Funding Source		Local Participating		Program		Hwy - Local Partnerships		Local Match		100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2026	0	0	0	0	0	3,244	3,244	0	3,244	
Fund Totals:	0	0	0	0	0	3,244	3,244	0	3,244	

Funding Source		STBG-LU		Program		Local Hwy - Urban		Local Match		7.34%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
PD	0	0	0	0	783	2,059	2,842	2,633	209	
Fund Totals:	0	0	0	0	783	2,059	2,842	2,633	209	

Funding Source		AC (Local)		Program		Hwy - Local Partnerships		Local Match		100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2026	0	0	0	0	696	1,829	2,525	0	2,525	
PD	0	0	0	0	-668	-1,757	-2,425	0	-2,425	
Fund Totals:	0	0	0	0	28	72	100	0	100	

Midway Road, SH-55 (Karcher Road) to I-84B (Caldwell Boulevard), Canyon

Regionally Significant: ☐ ☒ Inflated

Key #: 22016

Requesting Agency: City of Caldwell

Project Year: 2027 City of Nampa
Highway District 4

TIP Achievement:

Active Transportation

Asset Management

Safety



Total Previous Allocations: \$436

Total Programmed Budget: \$3,197

Total Cost (Prev. + Prog.): \$3,633

Project Description

Rehabilitate pavement and construct shared-use shoulders on Midway Road between State Highway 55 (Karcher Road) in the City of Nampa and Interstate 84B (Caldwell Boulevard) in the City of Caldwell.

Funding Source		STBG-LU		Program		Local Hwy - Urban		Local Match		7.34%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2027	0	0	0	0	475	2,722	3,197	2,962	235	
Fund Totals:	0	0	0	0	475	2,722	3,197	2,962	235	

Northside Boulevard and Karcher Road, Intersection Improvements, Nampa

Regionally Significant: ☐ ☒ Inflated

Key #: 23731

Requesting Agency: City of Nampa

Project Year: 2026

Total Previous Allocations: \$75

Total Programmed Budget: \$5,546

Total Cost (Prev. + Prog.): \$5,621

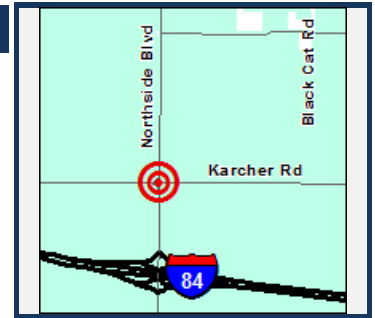
TIP Achievement:

System Performance

Freight Movement

NHS-LOTTR

Safety



Install a multi-lane roundabout at the intersection of Northside Boulevard and Karcher Road in the City of Nampa. Work includes sidewalks and Rectangular Rapid Flashing Beacons (RRFB) crossings.

Funding Source		Freight		Program		State Hwy - Freight		Local Match		7.34%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2025	0	0	1,030	0	0	0	1,030	954	76	
2026	0	0	0	0	0	4,516	4,516	4,185	331	
Fund Totals:	0	0	1,030	0	0	4,516	5,546	5,139	407	

Northside Boulevard, Karcher Boulevard to Birch Lane, Nampa

Regionally Significant: ☒ ☐ Inflated

Key #: N07963

Requesting Agency: City of Nampa

Project Year: 2025

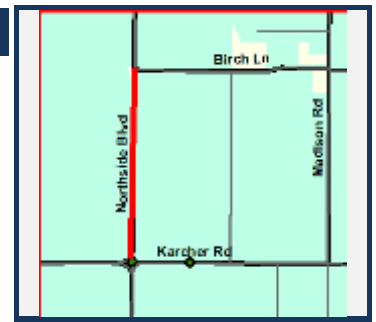
Total Previous Allocations: \$0

Total Programmed Budget: \$6,121

Total Cost (Prev. + Prog.): \$6,121

Project Description

Add project funded by a grant through the Economic Development Administration. Widen Northside Boulevard from Karcher Road to Birch Lane in the City of Nampa from two lanes to five lanes. Work includes a crossing of the Union Pacific Rail Road and improvements to the intersection at Birch Lane, as well as bringing pedestrian facilities to current standards.



Funding Source		Local Participating		Program		Hwy - Local Partnerships		Local Match		100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2025	0	0	0	0	0	3,122	3,122	0	3,122	
Fund Totals:	0	0	0	0	0	3,122	3,122	0	3,122	

Funding Source		Discretionary		Program		Hwy - Competative		Local Match		100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2025	0	0	0	0	0	2,999	2,999	0	2,999	
Fund Totals:	0	0	0	0	0	2,999	2,999	0	2,999	

Notus Collector Street Rebuild, Design Only, Notus

Regionally Significant: ☐ ☐ Inflated

Key #: 24762

Requesting Agency: City of Notus

Project Year: 2025

Total Previous Allocations: \$0

Total Programmed Budget: \$1,402

Total Cost (Prev. + Prog.): \$1,402

Project Description

Design a project to rebuild four interconnected collector streets in the City of Notus. Segments include 3rd Street from US 20/26 to Tuttle Lane, 1st Street from US 20/26 to Notus Road, Notus Road from US 20/26 to Notus Junior and Senior High Schools (just north of Purple Sage Road), and Jasper Avenue from 3rd Street to 1st Street. Work includes sidewalks, crosswalks, and drainage improvement. (Construction is unfunded.)



Funding Source		RAISE		Program		Hwy - Competative		Local Match		0.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2025	210	1,192	0	0	0	0	1,402	1,402	0	
Fund Totals:	210	1,192	0	0	0	0	1,402	1,402	0	

Old Highway 30, Plymouth Street Bridge, Caldwell

Regionally Significant: ☐ ☒ Inflated

Key #: 13494

Requesting Agency: City of Caldwell

Project Year: 2027 Highway District 4

Total Previous Allocations: \$3,265

Total Programmed Budget: \$8,144

Total Cost (Prev. + Prog.): \$11,409

TIP Achievement:

Open Space

System Performance

Active Transportation

Safety



Project Description

Replace the Plymouth Street Bridge in the City of Caldwell with a new two-lane structure, leaving the existing bridge in place for use as a bicycle and pedestrian bridge. Construction is not fully funded. The sponsor will seek a federal competitive grant for needed funds based on current engineer's estimate of approximately \$27 million.

Funding Source		Bridge (Local)		Program		Local Hwy - Bridge		Local Match		7.34%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2025	0	150	0	0	0	0	150	139	11	
2026	0	0	152	0	0	0	152	141	11	
2027	0	0	0	0	898	4,460	5,358	4,965	393	
Fund Totals:	0	150	152	0	898	4,460	5,660	5,245	415	

Funding Source		STBG-LU		Program		Local Hwy - Urban		Local Match		7.34%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2025	0	250	0	0	0	0	250	232	18	
2026	0	0	174	0	0	0	174	161	13	
2027	0	0	0	0	372	1,688	2,060	1,909	151	
Fund Totals:	0	250	174	0	372	1,688	2,484	2,302	182	

Orchard Street Realignment, Gowen Road to Victory Road, Boise

Regionally Significant: ☒ ☐ Inflated

Key #: 300412

Requesting Agency: ACHD

Project Year: PD

Total Previous Allocations: \$0

Total Programmed Budget: \$18,748

Total Cost (Prev. + Prog.): \$18,748

TIP Achievement:

System Performance

Active Transportation

NHS-LOTTR

Safety



Project Description

Realign and widen Orchard Street from Gowen Road to Victory Road in the City of Boise to five lanes (two through-lanes in each direction, center median, and turn pockets where appropriate). Project includes enhanced pedestrian and bicycle facilities on both sides of the roadway.

Funding Source		Local (Regionally Significant)		Program		Hwy - Local Partnerships		Local Match		100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
PD	0	0	491	0	0	18,257	18,748	0	18,748	
Fund Totals:	0	0	491	0	0	18,257	18,748	0	18,748	

Orchard Street, Emerald Street to Fairview Avenue, Boise

Regionally Significant: ☒ ☒ Inflated

Key #: 24219

Requesting Agency: ACHD

Project Year: 2030

Total Previous Allocations: \$0

Total Programmed Budget: \$8,305

Total Cost (Prev. + Prog.): \$8,305

Project Description

Supplement the local pavement preservation program to complete pavement improvements on federal-aid roadways on Orchard Street, Emerald Street to Fairview Avenue in the Boise Urban Area. Work includes improvements to adjoining sidewalks to meet Americans with Disabilities Act (ADA) requirements.



Funding Source STBG-TMA			Program Local Hwy - Transportation Management					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2027	21	803	0	0	0	0	824	764	60
2029	0	0	379	0	0	0	379	351	28
2030	0	0	0	0	695	6,407	7,102	6,581	521
Fund Totals:	21	803	379	0	695	6,407	8,305	7,695	610

Overland Road, Owyhee Street to Vista Avenue, Boise

Regionally Significant: ☒ ☒ Inflated

Key #: 21896

Requesting Agency: ACHD

Project Year: 2026

Total Previous Allocations: \$1,555

Total Programmed Budget: \$9,881

Total Cost (Prev. + Prog.): \$11,436

Project Description

Supplement the local pavement preservation program to complete pavement improvements on federal-aid roadways on Overland Road from Owyhee Street to Vista Avenue in the City of Boise. Work includes improvements to adjoining sidewalks to meet Americans with Disabilities Act (ADA) requirements. (Design under this project was for Overland Road, Orchard Road to Vista Road and Discovery Way, US 20/26 to Bridger Street, and partial construction was split to include key numbers 24698, 24640, and 24984.)



Funding Source STBG-TMA			Program Local Hwy - Transportation Management					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2026	0	0	0	0	912	8,612	9,524	8,825	699
Fund Totals:	0	0	0	0	912	8,612	9,524	8,825	699

Funding Source AC (Local)			Program Advanced Construction					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2026	0	0	357	0	0	0	357	331	26
Fund Totals:	0	0	357	0	0	0	357	331	26

Overland Road, Roosevelt Street to Owyhee Street, Boise

Regionally Significant: ☐ ☒ Inflated

Key #: 24640

Requesting Agency: ACHD

Project Year: 2031

Total Previous Allocations: \$0

Total Programmed Budget: \$8,472

Total Cost (Prev. + Prog.): \$8,472

Project Description

Supplement the local pavement preservation program to complete pavement improvements on federal-aid roadways on Overland Road from Roosevelt Street to Owyhee Street in the City of Boise. Work includes improvements to adjoining sidewalks to meet Americans with Disabilities Act (ADA) requirements. (This project was designed under key number 21896.)



Funding Source STBG-TMA			Program Local Hwy - Transportation Management					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2028	21	821	0	0	0	0	842	780	62
2030	0	0	386	0	0	0	386	358	28
2031	0	0	0	0	709	6,535	7,244	6,712	532
Fund Totals:	21	821	386	0	709	6,535	8,472	7,850	622

Pathway, Constitution Way and Juniper Street, Design Only, Nampa

Regionally Significant: ☐ ☐ Inflated

Key #: NAM06

Requesting Agency: City of Nampa

Project Year: 2025

Total Previous Allocations: \$0

Total Programmed Budget: \$500

Total Cost (Prev. + Prog.): \$500

Project Description

To plan and design pathway connections in the south/central part of the City of Nampa near the intersection of 12th Avenue Road and Greenhurst Road. Work includes designing bicycle and pedestrian facilities along Constitution Way and South Juniper Street. This project is funded through the Active Transportation Infrastructure Improvement Program (ATIIP), a competitive Federal Highway Administration grant. Construction is unfunded.



Funding Source Discretionary			Program Hwy - Local Partnerships					Local Match 0.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	500	0	0	0	0	500	500	0
Fund Totals:	0	500	0	0	0	0	500	500	0

Pathway, Federal Way and Broadway Avenue, Multi-Use Pathway, Boise

Regionally Significant: ☐ ☐ Inflated

Key #: 23307

Requesting Agency: City of Boise

Project Year: 2027

Total Previous Allocations: \$676

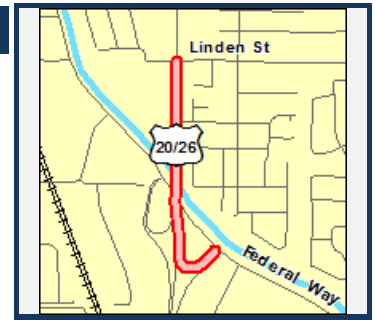
Total Programmed Budget: \$1,500

Total Cost (Prev. + Prog.): \$2,176

TIP Achievement:

Active Transportation

Safety



Project Description

Construct a 10-foot separated, concrete, low-stress multi-use pathway at the interchange of South Broadway Avenue (US 20/26) and South Federal Way in the City of Boise. Project will provide bicycle and pedestrian connectivity and make the area compliant with Americans with Disabilities Act requirements.

Funding Source TAP-TMA			Program Local Hwy - Transportation Alternatives					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	55	0	0	0	0	55	51	4
2027	0	0	0	48	179	334	561	520	41
Fund Totals:	0	55	0	48	179	334	616	571	45

Funding Source STBG-TMA			Program Local Hwy - Transportation Management					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	160	0	0	0	0	160	148	12
2026	0	0	105	0	0	0	105	97	8
2027	0	0	0	0	0	43	43	40	3
Fund Totals:	0	160	105	0	0	43	308	285	23

Funding Source CRP-TMA			Program Local Hwy - Transportation Management					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2027	0	0	0	0	0	576	576	534	42
Fund Totals:	0	0	0	0	0	576	576	534	42

Pathway, Greenbelt Completion, Boise State University

Regionally Significant: ☐ ☒ Inflated

Key #: 22385

Requesting Agency: Boise State University

Project Year: 2026

Total Previous Allocations: \$158

Total Programmed Budget: \$1,002

Total Cost (Prev. + Prog.): \$1,160

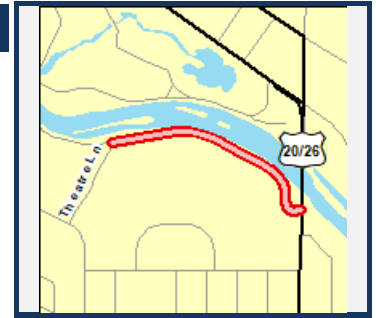
TIP Achievement:

Open Space

Health

Active Transportation

Safety



Project Description

Design and construct improvements to the Boise River Greenbelt along Cesar Chavez Road (south side of Boise River) between Theatre Lane and Broadway Avenue on the Boise State University campus. Improvements include widening the pathway from 8 feet to 12 feet and adding a well-defined landscaped buffer between the pathway and the street.

Funding Source TAP-TMA			Program Local Hwy - Transportation Alternatives					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2026	0	0	0	0	99	724	823	763	60
Fund Totals:	0	0	0	0	99	724	823	763	60

Funding Source STBG-TMA			Program Local Hwy - Transportation Management					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2026	0	0	0	0	63	0	63	58	5
Fund Totals:	0	0	0	0	63	0	63	58	5

Funding Source CRP-TMA			Program Local Hwy - Transportation Management					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2026	0	0	0	0	0	116	116	107	9
Fund Totals:	0	0	0	0	0	116	116	107	9

Pathway, Greenbelt Connection near 52nd Street, Garden City

Regionally Significant: ☐ ☒ Inflated

Key #: 24222

Requesting Agency: City of Garden City

Project Year: PD

Total Previous Allocations: \$0

Total Programmed Budget: \$2,480

Total Cost (Prev. + Prog.): \$2,480

Project Description

Design and construct a pathway and bicycle/pedestrian bridge to remove a 1/2 mile Greenbelt detour between 52nd Street and Remington Streets in the City of Garden City. The pathway will connect the Greenbelt with existing pathways on Plantation Island approximately 230 feet upriver from the intersection of the Greenbelt and 52nd Street.



Funding Source TAP-TMA			Program Local Hwy - Transportation Alternatives					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2028	69	233	0	0	0	0	302	280	22
PD	0	0	12	0	420	1,563	1,995	1,849	146
Fund Totals:	69	233	12	0	420	1,563	2,297	2,128	169

Funding Source CRP-TMA			Program Local Hwy - Transportation Management					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
PD	0	0	0	0	0	183	183	170	13
Fund Totals:	0	0	0	0	0	183	183	170	13

Pathway, I-84B (Garry Boulevard), Stamm Lane to 39th Street, Nampa

Regionally Significant: ☐ ☐ Inflated

Key #: 24682

Requesting Agency: City of Nampa

Project Year: 2028

Total Previous Allocations: \$0

Total Programmed Budget: \$536

Total Cost (Prev. + Prog.): \$536

Project Description

Reconstruct the frontage area along Garry Boulevard from Stamm Lane to 39th Street, in the City of Nampa, within existing city right-of-way, to improve the safety and quality of transportation options along the corridor. Work includes removing the existing sidewalk and landscaping along the south-eastern side of Garry Boulevard. The frontage will be reconstructed to include a smaller landscape buffer adjacent to the curb and gutter, with a detached 8–10-foot shared use side path for pedestrians and bicyclists. The project will improve visibility and awareness of access locations using landscaping and lighting. Curb ramps will also be improved to comply with Americans with Disabilities Act (ADA) requirements.



Funding Source TAP-Urban			Program Local Hwy - Transportation Management					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2027	16	100	0	0	0	0	116	107	9
2028	0	0	0	0	60	360	420	389	31
Fund Totals:	16	100	0	0	60	360	536	497	39

Pathway, Matthew Peltzer Trailhead at Wilson Park, Nampa

Regionally Significant: ☐ ☐ Inflated

Key #: 24236

Requesting Agency: City of Nampa

Project Year: 2026

Total Previous Allocations: \$118

Total Programmed Budget: \$724

Total Cost (Prev. + Prog.): \$842

TIP Achievement:

Open Space

Active Transportation

Safety



Project Description

Construct an accessible trailhead parking facility located along Lake Lowell Avenue and the Wilson Pathway, just east of Midland Boulevard and beside the Wilson Drain in the City of Nampa. The parking facilities will be connected to the pathway for improved bicycle and pedestrian accessibility with sidewalk and Americans with Disabilities (ADA) ramps. The project includes accessible parking spaces, public restrooms, and a bicycle repair station.

Funding Source		Local Participating	Program				Hwy - Local Partnerships		Local Match		100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total		Federal Share	Local Share	
2026	0	0	0	0	0	99	99		0	99	
Fund Totals:	0	0	0	0	0	99	99		0	99	

Funding Source		CRP-LU	Program				Local Hwy - Urban		Local Match		7.34%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total		Federal Share	Local Share	
2026	0	0	0	0	118	507	625		579	46	
Fund Totals:	0	0	0	0	118	507	625		579	46	

Pathway, Orr Multi-Use City Pathway, Phase 1, Nampa

Regionally Significant: ☐ ☐ Inflated

Key #: 24337

TIP Achievement:

Active Transportation

Requesting Agency: City of Nampa

Project Year: 2027

Total Previous Allocations: \$294

Total Programmed Budget: \$1,354

Total Cost (Prev. + Prog.): \$1,648

Project Description

Provide pathway connectivity from the exiting Edwards Pathway to the north, following the Orr Drain and connection to a portion of pathway already constructed along the Orr Drain, and continuing for an additional mile to connect to the Wilson Drain and future pathway in the City of Nampa.



Funding Source	Local Participating		Program				Hwy - Local Partnerships		Local Match	100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2025	0	200	0	0	0	0	200	0	200	
2027	0	0	0	0	0	635	635	0	635	
Fund Totals:	0	200	0	0	0	635	835	0	835	

Funding Source		CRP-LU		Program		Local Hwy - Urban		Local Match		7.34%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2026	0	0	52	0	0	0	52	48	4	
2027	0	0	0	0	141	326	467	433	34	
Fund Totals:	0	0	52	0	141	326	519	481	38	

Pathway, Rail with Trail, Meridian

Regionally Significant: ☐ ☒ Inflated

Key #: 13918

TIP Achievement:

Open Space

Requesting Agency: City of Meridian

Project Year: 2025

Total Previous Allocations: \$195

Total Programmed Budget: \$1,151

Total Cost (Prev. + Prog.): \$1,346

Project Description

Construct a multi-use pathway in the City of Meridian parallel to the railroad tracks for approximately ½ mile west towards Linder Road from Meridian Road.



Funding Source		TAP-TMA		Program		Local Hwy - Transportation Alternatives			Local Match		7.34%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total		Federal Share	Local Share	
2025	0	0	0	0	94	557	651		603	48	
Fund Totals:	0	0	0	0	94	557	651		603	48	

Funding Source		CRP-TMA		Program		Local Hwy - Transportation Management		Local Match		7.34%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total		Federal Share	Local Share
2025	0	0	0	0	0	500	500		463	37
Fund Totals:	0	0	0	0	0	500	500		463	37

Pathway, SH-44, Star Road to West State Street, Ada County

Regionally Significant: ☐ ☒ Inflated TIP Achievement:

Key #: 25008

Requesting Agency: ITD

Project Year: 2029

Total Previous Allocations: \$0

Total Programmed Budget: \$12,710

Total Cost (Prev. + Prog.): \$12,710

Project Description

Construct a separated pathway on the south side of State Highway 44 (State Street) from Star Road in the City of Star to West State Street in the City of Eagle to improve pedestrian safety and mobility.



Funding Source NHPP			Program State Hwy - Safety & Capacity (Capacity)					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2026	486	255	0	0	0	0	741	687	54
2027	0	0	3,605	0	0	0	3,605	3,340	265
2029	0	0	0	375	628	7,361	8,364	7,750	614
Fund Totals:	486	255	3,605	375	628	7,361	12,710	11,777	933

Pathway, SH-55 (Eagle Road), Franklin Road to Pine Avenue, Meridian

Regionally Significant: ☐ ☒ Inflated TIP Achievement:

Key #: 20542

Requesting Agency: City of Meridian

Project Year: PD

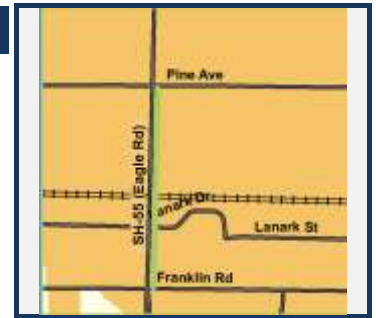
Total Previous Allocations: \$0

Total Programmed Budget: \$722

Total Cost (Prev. + Prog.): \$722

Project Description

Construct a lighted ten-foot-wide concrete multi-use pathway along the east side of State Highway 55 (Eagle Road), from Franklin Road to Pine Avenue in the City of Meridian. Reconstruct the existing sidewalk adjacent to the Shell gas station to the ten-foot width. The project will include an eight-foot separation between the roadway and pathway where possible.



Funding Source TAP-TMA			Program Local Hwy - Transportation Alternatives					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2026	14	80	0	0	0	0	94	87	7
2028	0	0	102	0	0	0	102	95	7
PD	0	0	0	0	44	482	526	487	39
Fund Totals:	14	80	102	0	44	482	722	669	53

Pathway, Spoils Bank Canal, Boise

Regionally Significant: ☐ ☒ Inflated

Key #: 24653

Requesting Agency: City of Boise

Project Year: 2028

Total Previous Allocations: \$0

Total Programmed Budget: \$3,923

Total Cost (Prev. + Prog.): \$3,923

TIP Achievement:

Open Space

Health

Active Transportation

Safety



Project Description

Construct a 12-foot multi-use concrete pathway along the Spoils Bank Canal from Horseshoe Bend Road to Castle Drive in the City of Boise.

Funding Source TAP-TMA			Program Local Hwy - Transportation Management					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2028	0	0	0	0	0	778	778	721	57
Fund Totals:	0	0	0	0	0	778	778	721	57

Funding Source STBG-TMA			Program Local Hwy - Transportation Management					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2028	0	0	0	0	0	1,090	1,090	1,010	80
Fund Totals:	0	0	0	0	0	1,090	1,090	1,010	80

Funding Source CRP-TMA			Program Local Hwy - Transportation Management					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	120	402	0	0	0	0	522	484	38
2028	0	0	0	0	555	978	1,533	1,420	113
Fund Totals:	120	402	0	0	555	978	2,055	1,904	151

Pathway, West Glenwood, Glenwood Bridge to Riverside, Garden City

Regionally Significant: ☐ ☒ Inflated

TIP Achievement:

Key #: 24702

Active Transportation

Requesting Agency: City of Garden City

Safety

Project Year: 2029

Total Previous Allocations: \$0

Total Programmed Budget: \$1,153

Total Cost (Prev. + Prog.): \$1,153

Project Description

Construct a pathway on the west side of North Glenwood Street from the bridge north to Riverside Drive in the City of Garden City. (Design moved to Key Number 24769. Construction will remain separate, but will companion with Key Number 24769 when the project is bid.)



Funding Source TAP-TMA			Program Local Hwy - Transportation Management					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2029	0	0	0	0	167	855	1,022	947	75
Fund Totals:	0	0	0	0	167	855	1,022	947	75

Funding Source STBG-TMA			Program Local Hwy - Transportation Management					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2029	0	0	0	0	0	131	131	121	10
Fund Totals:	0	0	0	0	0	131	131	121	10

Pavement Preservation and ADA, Local, Boise Area – FY2022

Regionally Significant: ☐ ☒ Inflated

TIP Achievement:

Key #: 20006

Active Transportation

Requesting Agency: ACHD

Asset Management

Project Year: 2024

Total Previous Allocations: \$2,346

Total Programmed Budget: \$305

Total Cost (Prev. + Prog.): \$2,651

Project Description

Supplement the local pavement preservation program to complete pavement improvements on federal-aid roadways in the Boise Urbanized Area. Work includes improvements to adjoining sidewalks to meet Americans with Disabilities Act (ADA) requirements. This project could convert to federal-aid if funds become available. Segments include: Resseguie Street, 16th Street to 10th Street; and Fort Street, 16th Street to 15th Street.



Funding Source STBG-TMA			Program Local Hwy - Transportation Management					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	0	0	0	0	305	305	283	22
Fund Totals:	0	0	0	0	0	305	305	283	22

Pedestrian Crossing Safety Access, ACHD

Regionally Significant: ☐ ☒ Inflated

Key #: 24228

Requesting Agency: ACHD

Project Year: 2026-2027

Total Previous Allocations: \$395

Total Programmed Budget: \$3,212

Total Cost (Prev. + Prog.): \$3,607

Project Description

Build two Pedestrian Hybrid Beacons (PHB) and two Rectangular Rapid Flashing Beacons (RRFB) in Ada County at Beacon Street and Grant Avenue, Hill Road and Edgewood Lane, Linder Road and Ardel Road, and Alworth Street and 50th Street.



Funding Source		AC (Local)		Program				Local Match	
				Hwy - Local Partnerships				100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2026	0	0	0	0	0	928	928	0	928
2027	0	0	0	0	0	-910	-910	0	-910
Fund Totals:	0	0	0	0	0	18	18	0	18

Funding Source		CRP-TMA		Program				Local Match	
				Local Hwy - Transportation Management				7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2026	0	0	162	0	280	1,805	2,247	2,082	165
2027	0	0	0	0	0	947	947	877	70
Fund Totals:	0	0	162	0	280	2,752	3,194	2,960	234

Pedestrian Improvements and Widening, Montana Avenue, Caldwell

Regionally Significant: ☐ ☒ Inflated

Key #: 22018

Requesting Agency: City of Caldwell

Project Year: 2027

Total Previous Allocations: \$314

Total Programmed Budget: \$631

Total Cost (Prev. + Prog.): \$945

Project Description

Construct a sidewalk from Syringa Middle School to Spruce Street on the west side of Montana Avenue in the City of Caldwell. Project includes pedestrian crossings and Rectangular Rapid Flashing Beacons (RRFBs) at the Alder Street and the Spruce Street intersections across Montana Avenue.



Funding Source		STBG-LU		Program				Local Match	
				Local Hwy - Urban				7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2027	0	0	0	0	96	535	631	585	46
Fund Totals:	0	0	0	0	96	535	631	585	46

Pedestrian Improvements, 16th Avenue North, Nampa

Regionally Significant: ☐ ☐ Inflated

Key #: 25101

TIP Achievement:

Active Transportation

Requesting Agency: City of Nampa

Project Year: 2026

Total Previous Allocations: \$0

Total Programmed Budget: \$701

Total Cost (Prev. + Prog.): \$701

Project Description

Construct a high-intensity activated crosswalk beacon (HAWK) signal across 16th Avenue North near 7th Street North in the City of Nampa. Work includes filling sidewalk gaps and enhancing the bus stop boarding and alighting area near Lakeview Park.



Funding Source		Program						Local Match	
FTA 5307 SU		Transit Capital						20.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2026	0	0	0	0	0	701	701	561	140
Fund Totals:	0	0	0	0	0	701	701	561	140

Pedestrian Improvements, US 20/26 (Chinden) at 43rd Street, Garden City

Regionally Significant: ☐ ☒ Inflated

Key #: 20549

TIP Achievement:

Health

Active Transportation

Requesting Agency: ACHD

Project Year: 2025

Total Previous Allocations: \$186

Total Programmed Budget: \$630

Total Cost (Prev. + Prog.): \$816

Project Description

Install a Pedestrian Hybrid Beacon-controlled crossing on US 20/26 (Chinden Boulevard) at 43rd Street in the City of Garden City.



Funding Source		Program						Local Match	
TAP-TMA		Local Hwy - Transportation Alternatives						7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	0	0	0	52	387	439	407	32
Fund Totals:	0	0	0	0	52	387	439	407	32

Funding Source		Program						Local Match	
STBG-TMA		Local Hwy - Transportation Management						7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	0	0	0	0	191	191	177	14
Fund Totals:	0	0	0	0	0	191	191	177	14

Pedestrian Improvements, West Park, Nampa

Regionally Significant: ☐ ☐ Inflated

Key #: 24230

Requesting Agency: City of Nampa

Project Year: 2026

Total Previous Allocations: \$83

Total Programmed Budget: \$287

Total Cost (Prev. + Prog.): \$370

TIP Achievement:

Open Space

Active Transportation

Safety



Project Description

Provide Americans with Disability Act (ADA) accessibility to West Park, which currently does not have any alternative means to access the facilities aside from the access roadway, and is a critical safety issue. This project intends to provide accessibility to the park from the roadway as well as add looped connectivity to the Parks existing pathway, and will also provide access to the bathroom facility.

Funding Source STBG-LU			Program Local Hwy - Urban					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	10	0	0	0	0	10	9	1
Fund Totals:	0	10	0	0	0	0	10	9	1

Funding Source CRP-LU			Program Local Hwy - Urban					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2026	0	0	0	0	0	277	277	257	20
Fund Totals:	0	0	0	0	0	277	277	257	20

Planning and Mobility Implementation, Boise Area, VRT

Regionally Significant: ☐ ☐ Inflated

Key #: 18854

Requesting Agency: Valley Regional Transit

Project Year: 2025-2029

Total Previous Allocations: \$0

Total Programmed Budget: \$9,817

Total Cost (Prev. + Prog.): \$9,817

TIP Achievement:

Support



Project Description

Provide program support administration, short-range transit planning, and the implementation of mobility management programs for Valley Regional Transit in the Boise Urban Area. See Valley Regional Transit's Program of Projects for more details on current project year projects and the Transportation Development Plan for long-term vision.

Funding Source FTA 5307 LU			Program Transit Capital					Local Match 20.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	0	0	0	0	2,571	2,571	2,057	514
2026	0	0	0	0	0	2,491	2,491	1,993	498
2027	0	0	0	0	0	1,585	1,585	1,268	317
2028	0	0	0	0	0	1,585	1,585	1,268	317
2029	0	0	0	0	0	1,585	1,585	1,268	317
Fund Totals:	0	0	0	0	0	9,817	9,817	7,854	1,963

Planning and Mobility Implementation, Nampa Area, VRT

Regionally Significant: ☐ ☐ Inflated

TIP Achievement:

Key #: 18842

Support

Requesting Agency: Valley Regional Transit

Project Year: 2025-2029

Total Previous Allocations: \$0

Total Programmed Budget: \$4,061

Total Cost (Prev. + Prog.): \$4,061

Project Description

Provide program support administration, short-range transit planning, and the implementation of a mobility management program in the Nampa Urban Area. See Valley Regional Transit's Program of Projects for more details on current year projects and the Transportation Development Plan for long-term vision.



Funding Source FTA 5307 SU			Program Transit Capital				Local Match 20.00%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	0	0	0	0	1,625	1,625	1,300	325
2026	0	0	0	0	0	609	609	487	122
2027	0	0	0	0	0	609	609	487	122
2028	0	0	0	0	0	609	609	487	122
2029	0	0	0	0	0	609	609	487	122
Fund Totals:	0	0	0	0	0	4,061	4,061	3,249	812

Planning, Communities in Motion Update, COMPASS

Regionally Significant: ☐ ☐ Inflated

TIP Achievement:

Key #: 24223

Support

Requesting Agency: COMPASS

Project Year: 2028-2029

Total Previous Allocations: \$0

Total Programmed Budget: \$650

Total Cost (Prev. + Prog.): \$650

Project Description

To support the update of the regional long-range transportation plan for expected horizon year 2060. The project funds only direct costs, such as consultant support, public involvement, graphics and editing, and printing requirements for an update to Communities in Motion.



Funding Source STBG-TMA			Program Local Hwy - Transportation Management				Local Match 7.34%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2028	0	551	0	0	0	0	551	511	40
2029	0	99	0	0	0	0	99	92	7
Fund Totals:	0	650	0	0	0	0	650	602	48

Planning, COMPASS – FY2025/FY2026

Regionally Significant: ☐ ☐ Inflated

TIP Achievement:

Key #: 22387

Support

Requesting Agency: COMPASS

Project Year: 2025-2026

Total Previous Allocations: \$206

Total Programmed Budget: \$406

Total Cost (Prev. + Prog.): \$612

Project Description

Assist COMPASS in meeting federal transportation planning responsibilities. Funds in the Boise and Nampa Urban Area are for FY2025 and FY2026.



Funding Source STBG-TMA			Program Local Hwy - Transportation Management					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	406	0	0	0	0	406	376	30
Fund Totals:	0	406	0	0	0	0	406	376	30

Planning, COMPASS – FY2026-FY2032

Regionally Significant: ☐ ☐ Inflated

TIP Achievement:

Key #: 22800

Support

Requesting Agency: COMPASS

Project Year: 2025-2030

Total Previous Allocations: \$0

Total Programmed Budget: \$2,085

Total Cost (Prev. + Prog.): \$2,085

Project Description

Assist COMPASS in meeting federal transportation planning responsibilities in the Boise Urban Area. Funds are for program years FY2026 through FY2032.



Funding Source STBG-TMA			Program Local Hwy - Transportation Management					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	232	0	0	0	0	232	215	17
2026	0	232	0	0	0	0	232	215	17
2027	0	232	0	0	0	0	232	215	17
2028	0	232	0	0	0	0	232	215	17
2029	0	232	0	0	0	0	232	215	17
2030	0	232	0	0	0	0	232	215	17
Fund Totals:	0	1,392	0	0	0	0	1,392	1,290	102

Funding Source STBG-LU			Program Local Hwy - Urban					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	198	0	0	0	0	198	183	15
2026	0	99	0	0	0	0	99	92	7
2027	0	99	0	0	0	0	99	92	7
2028	0	99	0	0	0	0	99	92	7
2029	0	99	0	0	0	0	99	92	7
2030	0	99	0	0	0	0	99	92	7
Fund Totals:	0	693	0	0	0	0	693	642	51

Planning, Consolidated Metropolitan Planning Funds, COMPASS – FY2025

Regionally Significant: ☐ ☐ Inflated

TIP Achievement:

Key #: 22998

Support

Requesting Agency: COMPASS

Project Year: 2025

Total Previous Allocations: \$0

Total Programmed Budget: \$1,914

Total Cost (Prev. + Prog.): \$1,914

Project Description

Metropolitan planning organization (MPO) planning funds from the Federal Highway Administration and Federal Transit Administration.



Funding Source		Program						Local Match	
FTA 5303		Transit Operations						7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	427	0	0	0	0	427	396	31
Fund Totals:	0	427	0	0	0	0	427	396	31

Funding Source		Program						Local Match	
Metropolitan Planning		Hwy - Metropolitan Planning						7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	1,453	0	0	0	0	1,453	1,346	107
Fund Totals:	0	1,453	0	0	0	0	1,453	1,346	107

Funding Source		Program						Local Match	
Metropolitan Planning		Hwy Safety - Local						0.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	34	0	0	0	0	34	34	0
Fund Totals:	0	34	0	0	0	0	34	34	0

Planning, Consolidated Planning Funds, COMPASS – FY2026

Regionally Significant: ☐ ☐ Inflated

TIP Achievement:

Key #: 23401

Support

Requesting Agency: COMPASS

Project Year: 2026

Total Previous Allocations: \$0

Total Programmed Budget: \$1,517

Total Cost (Prev. + Prog.): \$1,517

Project Description

Metropolitan planning organization (MPO) planning funds from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).



Funding Source		Metropolitan Planning		Program		Hwy - Metropolitan Planning		Local Match		7.34%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2026	0	1,482	0	0	0	0	1,482	1,373	109	
Fund Totals:	0	1,482	0	0	0	0	1,482	1,373	109	

Funding Source		Metropolitan Planning		Program		Hwy Safety - Local		Local Match		0.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2026	0	35	0	0	0	0	35	35	0	
Fund Totals:	0	35	0	0	0	0	35	35	0	

Planning, Consolidated Planning Funds, COMPASS – FY2027

Regionally Significant: ☐ ☐ Inflated

TIP Achievement:

Key #: 23772

Support

Requesting Agency: COMPASS

Project Year: 2027

Total Previous Allocations: \$0

Total Programmed Budget: \$1,517

Total Cost (Prev. + Prog.): \$1,517

Project Description

Metropolitan planning organization (MPO) planning funds from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).



Funding Source		Metropolitan Planning		Program		Hwy - Metropolitan Planning		Local Match		7.34%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2027	0	1,482	0	0	0	0	1,482	1,373	109	
Fund Totals:	0	1,482	0	0	0	0	1,482	1,373	109	

Funding Source		Metropolitan Planning		Program		Hwy Safety - Local		Local Match		0.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2027	0	35	0	0	0	0	35	35	0	
Fund Totals:	0	35	0	0	0	0	35	35	0	

Planning, Consolidated Planning Funds, COMPASS – FY2028

Regionally Significant: ☐ ☐ Inflated

TIP Achievement:

Key #: 23773

Support

Requesting Agency: COMPASS

Project Year: 2028

Total Previous Allocations: \$0

Total Programmed Budget: \$1,517

Total Cost (Prev. + Prog.): \$1,517

Project Description

Metropolitan planning organization (MPO) planning funds from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).



Funding Source		Metropolitan Planning		Program		Hwy - Metropolitan Planning		Local Match		7.34%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2028	0	1,482	0	0	0	0	1,482	1,373	109	
Fund Totals:	0	1,482	0	0	0	0	1,482	1,373	109	

Funding Source		Metropolitan Planning		Program		Hwy Safety - Local		Local Match		0.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2028	0	35	0	0	0	0	35	35	0	
Fund Totals:	0	35	0	0	0	0	35	35	0	

Planning, Consolidated Planning Funds, COMPASS – FY2029

Regionally Significant: ☐ ☐ Inflated

TIP Achievement:

Key #: 23774

Support

Requesting Agency: COMPASS

Project Year: 2029

Total Previous Allocations: \$0

Total Programmed Budget: \$1,517

Total Cost (Prev. + Prog.): \$1,517

Project Description

Metropolitan Planning Organization (MPO) planning funds from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).



Funding Source		Metropolitan Planning		Program		Hwy - Metropolitan Planning		Local Match		7.34%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2029	0	1,482	0	0	0	0	1,482	1,373	109	
Fund Totals:	0	1,482	0	0	0	0	1,482	1,373	109	

Funding Source		Metropolitan Planning		Program		Hwy Safety - Local		Local Match		0.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2029	0	35	0	0	0	0	35	35	0	
Fund Totals:	0	35	0	0	0	0	35	35	0	

Planning, FTA Metropolitan Planning Funds, COMPASS – FY2025-FY2028

Regionally Significant: ☐ ☐ Inflated

TIP Achievement:

Key #: 19144

Support

Requesting Agency: COMPASS

Project Year: 2025-2028

Total Previous Allocations: \$0

Total Programmed Budget: \$1,672

Total Cost (Prev. + Prog.): \$1,672

Project Description

Metropolitan planning organization (MPO) planning funds from the Federal Transit Administration (FTA).



Funding Source		Program						Local Match	
FTA 5303		Transit Operations						7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2026	0	418	0	0	0	0	418	387	31
2027	0	418	0	0	0	0	418	387	31
2028	0	418	0	0	0	0	418	387	31
2029	0	418	0	0	0	0	418	387	31
Fund Totals:	0	1,672	0	0	0	0	1,672	1,549	123

Railroad Crossing, Benjamin Lane, Boise

Regionally Significant: ☐ ☐ Inflated

TIP Achievement:

Key #: 20537

Safety

Requesting Agency: ACHD

Project Year: 2026

Total Previous Allocations: \$20

Total Programmed Budget: \$350

Total Cost (Prev. + Prog.): \$370

Project Description

Install "type 1" (e.g. type 1 signal) crossing signal, including constant warning detection, planking, and electronics cabinet at the Boise Valley Railroad crossing at Benjamin Lane in the City of Boise. (Railroad crossing #819604W.)



Funding Source		Program						Local Match	
Fed RRX		Hwy Safety - Federal Rail						10.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2026	0	0	0	0	0	350	350	315	35
Fund Totals:	0	0	0	0	0	350	350	315	35

Railroad Crossing, Cherry Lane, Nampa

Regionally Significant: ☐ ☐ Inflated

Key #: 23378

TIP Achievement:

Safety

Requesting Agency: City of Nampa

Project Year: 2030

Total Previous Allocations: \$30

Total Programmed Budget: \$850

Total Cost (Prev. + Prog.): \$880

Project Description

Install signals and gates and resurface the Union Pacific railroad crossing at Cherry Lane in the City of Nampa.



Funding Source		Fed RRX		Program		Hwy Safety - Railroad Crossings		Local Match		10.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2030	0	0	0	0	0	850	850	765	85	
Fund Totals:	0	0	0	0	0	850	850	765	85	

Railroad Crossing, Lemp Lane, Canyon County

Regionally Significant: ☐ ☐ Inflated

Key #: 20358

TIP Achievement:

Safety

Requesting Agency: Notus-Parma Highway District

Project Year: 2030

Total Previous Allocations: \$0

Total Programmed Budget: \$330

Total Cost (Prev. + Prog.): \$330

Project Description

Install signals and gates, and improve the crossing surface at the Union Pacific railroad crossing at Lemp Lane in Canyon County between the Cities of Parma and Notus. (Railroad crossing # 819302U)



Funding Source		Fed RRX		Program		Hwy Safety - Federal Rail		Local Match		0.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2029	30	0	0	0	0	0	30	30	0	
2030	0	0	0	0	0	300	300	300	0	
Fund Totals:	30	0	0	0	0	300	330	330	0	

Railroad Crossing, Look Lane, near Caldwell

Regionally Significant: ☐ ☐ Inflated

TIP Achievement:

Key #: 20355

Safety

Requesting Agency: Notus-Parma Highway District

Project Year: 2026

Total Previous Allocations: \$304

Total Programmed Budget: \$525

Total Cost (Prev. + Prog.): \$829

Project Description

Relocate and realign the Union Pacific Railroad crossing at Look Lane near the City of Caldwell. Work includes adding a signal, gates, planking, and a cabinet for electronics. (Railroad crossing #819387Y)



Funding Source		Fed RRX		Program		Hwy Safety - Federal Rail		Local Match		0.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2026	0	0	0	0	0	525	525	525	0		
Fund Totals:	0	0	0	0	0	525	525	525	0		

Railroad Crossing, North Black Cat Road, Meridian

Regionally Significant: ☐ ☐ Inflated

TIP Achievement:

Key #: 24294

Safety

Requesting Agency: ACHD

Project Year: 2029

Total Previous Allocations: \$0

Total Programmed Budget: \$660

Total Cost (Prev. + Prog.): \$660

Project Description

Resurface the railroad crossing at North Black Cat Road in the City of Meridian. Work also includes adding safety lights, railroad signals, and gates. (Railroad crossing # 819582Y)



Funding Source		Fed RRX		Program		Hwy Safety - Federal Rail		Local Match		0.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2028	60	0	0	0	0	0	60	60	0		
2029	0	0	0	0	0	600	600	600	0		
Fund Totals:	60	0	0	0	0	600	660	660	0		

Railroad Crossing, South Cole Road, Ada County

Regionally Significant: ☐ ☐ Inflated

Key #: 23971

TIP Achievement:

Safety

Requesting Agency: ITD

Project Year: 2031

Total Previous Allocations: \$100

Total Programmed Budget: \$695

Total Cost (Prev. + Prog.): \$795

Project Description

Install safety features and improve the southerly roadway approach on a railroad crossing on South Cole Road in Ada County.



Funding Source		Fed RRR		Program		Hwy Safety - Railroad Crossings		Local Match		0.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2031	0	0	0	670	0	25	695	695	0	
Fund Totals:	0	0	0	670	0	25	695	695	0	

Railroad Overpass, Robinson and Greenhurst, Design Only, Nampa

Regionally Significant: ☐ ☐ Inflated

Key #: 25058

TIP Achievement:

System Performance

Requesting Agency: City of Nampa

Project Year: 2025 Nampa HD

Total Previous Allocations: \$0

Total Programmed Budget: \$1,517

Total Cost (Prev. + Prog.): \$1,517

Project Description

To evaluate and design a railroad overpass near Robinson Boulevard and Greenhurst Road at the Union Pacific Railroad crossing. This project is funded through the Rail Crossing Elimination (RCE) Program, a competitive Federal Railroad Administration grant. Construction is unfunded.



Funding Source		Local Participating		Program		Hwy - Local Partnerships		Local Match		100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2025	5	0	0	0	0	0	5	0	5	
Fund Totals:	5	0	0	0	0	0	5	0	5	

Funding Source		Discretionary		Program		Hwy Safety - Railroad Crossings		Local Match		20.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2025	0	1,512	0	0	0	0	1,512	1,210	302	
Fund Totals:	0	1,512	0	0	0	0	1,512	1,210	302	

Railroad Overpass, Robinson and Greenhurst, Design Only, Nampa

Regionally Significant: ☐ ☒ Inflated

TIP Achievement:

Key # : NAM07

Requesting Agency: City of Nampa

Project Year: Nampa HD

Total Previous Allocations: \$0

Total Programmed Budget: \$1,512

Total Cost (Prev. + Prog.): \$1,512

Project Description

To evaluate and design a railroad overpass near Robinson Boulevard and Greenhurst Road at the Union Pacific Railroad crossing. This project is funded through the Rail Crossing Elimination (RCE) Program, a competitive Federal Railroad Administration grant. Construction is unfunded.

Funding Source Discretionary			Program Hwy Safety - Railroad Crossings				Local Match		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	1,512	0	0	0	0	1,512	1,512	0
Fund Totals:	0	1,512	0	0	0	0	1,512	1,512	0

Roadway and ADA Improvements, Boise Area – FY2024

Regionally Significant: ☐ ☒ Inflated

TIP Achievement:

Key # : 20674

Requesting Agency: ACHD

Project Year: 2025

Total Previous Allocations: \$1,262

Total Programmed Budget: \$9,168

Total Cost (Prev. + Prog.): \$10,430

Active Transportation

Asset Management

Pavement

Safety



Project Description

Supplement the local pavement preservation program to complete pavement improvements on federal-aid roadways on Americana Boulevard, Ann Morrison Park Entrance to Shoreline Drive; Shoreline Drive, Americana Boulevard to Fairview Avenue; Eisenman Road, Freight Street to Interstate 84 exit; Eisenman Road, Gowen Road to 2,000 feet South of Gowen Road in the City of Boise. Work includes improvements to adjoining sidewalks to meet Americans with Disabilities Act (ADA) requirements. (Segments on Lake Forest Drive and Grand Forest Drive were designed under this key number. Construction was moved to KN 23323.)

Funding Source TAP-TMA			Program Local Hwy - Transportation Management				Local Match 7.34%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	0	0	0	0	64	64	59	5
Fund Totals:	0	0	0	0	0	64	64	59	5

Funding Source STBG-TMA			Program Local Hwy - Transportation Management				Local Match 7.34%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	0	150	0	809	8,145	9,104	8,436	668
Fund Totals:	0	0	150	0	809	8,145	9,104	8,436	668

Roadway and ADA Improvements, Part 1, Boise Area – FY2023

Regionally Significant: ☐ ☒ Inflated

Key #: 20259

Requesting Agency: ACHD

Project Year: 2024-2025

Total Previous Allocations: \$1,024

Total Programmed Budget: \$314

Total Cost (Prev. + Prog.): \$1,338

TIP Achievement:

Active Transportation

Asset Management

Pavement

Safety



Project Description

Supplement the local pavement preservation program to complete pavement improvements on federal-aid roadways in the Boise Urbanized Area. Work includes improvements to adjoining sidewalks to meet Americans with Disabilities Act (ADA) requirements. Segments include: Allumbaugh Street, Franklin Road to Fairmont Street; Edgewood Road, Hill Road to Floating Feather Road; Goldenrod Avenue, western terminus to Cloverdale Road.

Funding Source STBG-TMA			Program Local Hwy - Transportation Management					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	0	0	0	0	314	314	291	23
Fund Totals:	0	0	0	0	0	314	314	291	23

Safe Pedestrian Intersection Prioritization for Enhanced Road Safety, COMPASS

Regionally Significant: ☐ ☐ Inflated

Key #: NEW7

Requesting Agency: COMPASS

Project Year: 2025

Total Previous Allocations: \$0

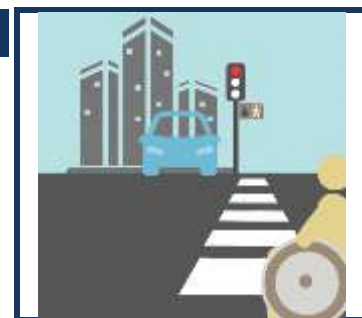
Total Programmed Budget: \$345

Total Cost (Prev. + Prog.): \$345

TIP Achievement:

Support

Safety



Project Description

Develop a system-wide prioritized deployment plan for leading pedestrian intervals (LPI), accessible pedestrian signals (APS) and other low-cost operational improvements to enhance the safety of vulnerable road users within Ada and Canyon Counties. The project will supplement the Regional Safety Action Plan, which addresses the disproportionate impact of crashes on pedestrians, bicyclists, and non-motor-vehicle road users. The project is funded through the Safe Streets and Roads for All program.

Funding Source Discretionary			Program Hwy - Competative					Local Match 20.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	345	0	0	0	0	345	276	69
Fund Totals:	0	345	0	0	0	0	345	276	69

Safety Assessment, Northside Boulevard and 2nd Street South, Nampa

Regionally Significant: ☐ ☒ Inflated TIP Achievement:

Key # : NEW6

Requesting Agency: City of Nampa

Project Year: 2025

Total Previous Allocations: \$0

Total Programmed Budget: \$290

Total Cost (Prev. + Prog.): \$290

Project Description

Develop a road safety assessment of the intersection of Northside Boulevard and 2nd Street South in the City of Nampa. The assessment will identify and evaluate countermeasures that will mitigate fatalities and serious injuries of pedestrians at the intersection. Project funded through the Safe Streets and Roads for All program.



Funding Source		Discretionary		Program		Hwy - Competative		Local Match		20.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2025	0	290	0	0	0	0	290	232	58	
Fund Totals:	0	290	0	0	0	0	290	232	58	

*PD = Preliminary Development (projects with development activity but no programmed year of construction)

SH-16 and SH-44 Interchange, Star

Regionally Significant: ☒ Inflated ☒

Key #: 23958

Requesting Agency: ITD

Project Year: 2025-2026

Total Previous Allocations: \$0

Total Programmed Budget: \$65,535

Total Cost (Prev. + Prog.): \$65,535

Project Description

Construct a new full interchange at State Highway 16 and State Highway 44 in the City of Star.



Funding Source		State	Program Leading Idaho					Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	0	0	0	2,742	0	2,742	0	2,742
2026	0	0	0	0	1,385	0	1,385	0	1,385
Fund Totals:	0	0	0	0	4,127	0	4,127	0	4,127

Funding Source		NHPP	Program State Hwy - Safety & Capacity (Capacity)					Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2026	0	0	0	0	714	12,694	13,408	12,424	984
Fund Totals:	0	0	0	0	714	12,694	13,408	12,424	984

Funding Source		TECM	Program State Expansion and Congestion Mitigati					Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	0	0	0	2,000	46,000	48,000	0	48,000
Fund Totals:	0	0	0	0	2,000	46,000	48,000	0	48,000

Funding Source		AC (Local)	Program Advanced Construction					Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	0	0	0	1,858	12,445	14,303	0	14,303
2026	0	0	0	0	-1,858	-12,445	-14,303	0	-14,303
Fund Totals:	0	0	0	0	0	0	0	0	0

SH-16, Franklin Road to Ustick Road, Canyon County

Regionally Significant: ☒ ☒ Inflated

Key # : 23409

Requesting Agency: ITD

Project Year: 2024-2025

Total Previous Allocations: \$69,947

Total Programmed Budget: \$17,000

Total Cost (Prev. + Prog.): \$86,947

TIP Achievement:

System Performance

NHS-LOTTR

Safety



Project Description

Construct new segment of State Highway 16 from Franklin Road to Ustick Road in the City of Nampa and Canyon County. The roadway will include two lanes in each direction with at-grade intersections at Franklin Road and Ustick Road utilizing the on and off ramps for the future interchanges. Work also includes new structures over the Union Pacific Railroad, Cherry Lane, Ten Mile Creek, and irrigation structures. Design and right-of-way budgeted in separate, previous project (KN 20788).

Funding Source		TECM		Program		State Expansion and Congestion Mitigati		Local Match		7.34%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2025	0	0	0	0	1,000	16,000	17,000	15,752	1,248	
Fund Totals:	0	0	0	0	1,000	16,000	17,000	15,752	1,248	

*PD = Preliminary Development (projects with development activity but no programmed year of construction)

SH-16, I-84 System Interchange and Franklin Road Interchange, Nampa

Regionally Significant: ☒

☒ Inflated

TIP Achievement:

Key #: 23956

System Performance

Requesting Agency: ITD

NHS-LOTTR

Project Year: 2025-2027

Safety

Total Previous Allocations: \$0

Total Programmed Budget: \$92,139

Total Cost (Prev. + Prog.): \$92,139

Project Description

Construct improvements on State Highway 16 from Interstate 84 to Franklin Road, including free flowing ramps at Interstate 84, and a new bridge over Franklin Road in the City of Nampa. These improvements complete the system interchange with Interstate 84 and the Franklin Road interchange.



Funding Source		IM	Program					State Hwy - Safety & Capacity (Capacity)	Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total		Federal Share	Local Share
2026	0	0	0	0	51	5,100	5,151		5,151	0
2027	0	0	0	0	52	5,202	5,254		5,254	0
Fund Totals:	0	0	0	0	103	10,302	10,405		10,405	0

Funding Source		TECM	Program					State Hwy - Safety & Capacity (Capacity)	Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total		Federal Share	Local Share
2025	0	0	0	0	3,200	66,400	69,600		0	69,600
2026	0	0	0	0	1,418	0	1,418		0	1,418
Fund Totals:	0	0	0	0	4,618	66,400	71,018		0	71,018

Funding Source		Leading Idaho	Program					Leading Idaho	Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total		Federal Share	Local Share
2027	0	0	0	0	2,081	8,635	10,716		0	10,716
Fund Totals:	0	0	0	0	2,081	8,635	10,716		0	10,716

Funding Source		AC (State)	Program					Advanced Construction	Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total		Federal Share	Local Share
2025	0	0	0	0	3,490	18,300	21,790		0	21,790
2026	0	0	0	0	-1,440	-5,000	-6,440		0	-6,440
2027	0	0	0	0	-2,050	-13,300	-15,350		0	-15,350
Fund Totals:	0	0	0	0	0	0	0		0	0

SH-16, I-84 to Franklin Road, Nampa

Regionally Significant: ☒ ☒ Inflated

Key #: 23410

Requesting Agency: ITD

Project Year: 2023-2025

Total Previous Allocations: \$51,121

Total Programmed Budget: \$3,459

Total Cost (Prev. + Prog.): \$54,580

TIP Achievement:

System Performance

NHS-LOTTR

Safety



Project Description

Construct new segment of State Highway 16 from Interstate 84 to Franklin Road in the City of Nampa. Improvements include a new interchange across Interstate 84 with on- and off-ramps from Interstate 84 to Franklin Road and on to State Highway 16. Design and right-of-way budgeted in separate, previous project (KN 20788).

Funding Source		TECM		Program		State Hwy - Safety & Capacity (Capacity)		Local Match		100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2025	0	0	0	0	80	3,379	3,459	0	3,459	
Fund Totals:	0	0	0	0	80	3,379	3,459	0	3,459	

SH-16, I-84 to US 20/26 and SH-44, Ada and Canyon Counties

Regionally Significant: ☒ ☒ Inflated

Key #: 20788

Requesting Agency: ITD

Project Year: 2024-2025

Total Previous Allocations: \$143,725

Total Programmed Budget: \$6,650

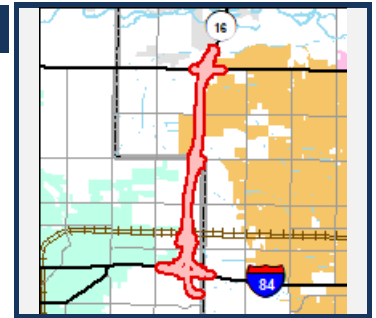
Total Cost (Prev. + Prog.): \$150,375

TIP Achievement:

System Performance

NHS-LOTTR

Safety



Project Description

Environmental re-evaluation, final design, and right-of-way acquisition to extend State Highway 16 between Interstate 84 and US Highway 20/26 (Chinden Boulevard) and State Highway 44 (State Street) in Ada and Canyon Counties. Work is for Phases 2 and 3 of this project. Phase 2 construction projects were split out into KN 23408, 23409, and 23410. Phase 3 completes the system interchange at Interstate 84 and service interchanges at Franklin Road, Ustick Road, US 20/26, and State Highway 44; construction will be broken out as funding is determined.

Funding Source		TECM		Program		State Expansion and Congestion Mitigati		Local Match		100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2025	50	0	4,000	600	0	0	4,650	0	4,650	
Fund Totals:	50	0	4,000	600	0	0	4,650	0	4,650	

Funding Source		Leading Idaho		Program		State Hwy - Safety & Capacity (Safety)		Local Match		100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2025	0	0	2,000	0	0	0	2,000	0	2,000	
Fund Totals:	0	0	2,000	0	0	0	2,000	0	2,000	

SH-16, SH-44 (State Street) to Beacon Light Road, Ada County

Regionally Significant: ☐ ☐ Inflated

Key #: 25077

Requesting Agency: ITD

Project Year: 2027

Total Previous Allocations: \$0

Total Programmed Budget: \$64,932

Total Cost (Prev. + Prog.): \$64,932

Project Description

Widen State Highway 16 from State Highway 44 to Beacon Light Road in Ada County. (Design under Key Number 23175.)



Funding Source			Program					Local Match	
TECM			State Hwy - Safety & Capacity (Capacity)					100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2026	10	150	2,800	0	0	0	2,960	0	2,960
Fund Totals:	10	150	2,800	0	0	0	2,960	0	2,960

Funding Source			Program					Local Match	
STBG-State			State Hwy - Safety & Capacity (Capacity)					7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2026	0	4,800	500	0	0	0	5,300	4,911	389
Fund Totals:	0	4,800	500	0	0	0	5,300	4,911	389

Funding Source			Program					Local Match	
TECM Early Development			State Hwy – Early Development					100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2027	0	0	0	0	6,072	50,600	56,672	0	56,672
Fund Totals:	0	0	0	0	6,072	50,600	56,672	0	56,672

SH-16, Ustick Road to US 20/26 and US 20/26 Interchange, Ada County

Regionally Significant: ☒ ☒ Inflated

Key #: 23408

Requesting Agency: ITD

Project Year: 2025

Total Previous Allocations: \$92,921

Total Programmed Budget: \$36,950

Total Cost (Prev. + Prog.): \$129,871

Project Description

Construct new segment of State Highway 16 from Ustick Road to US 20/26 in the City of Meridian and Ada County. The roadway will include two lanes in each direction with at-grade intersections at Ustick Road and US 20/26, using the on and off ramps for the future interchanges. Work also includes an overpass at McMillan Road and Five Mile Creek, several local frontage roads to connect to the roadway system, and irrigation structures. Design and right-of-way budgeted in separate, previous project (KN 20788).



Funding Source		State	Program Leading Idaho					Total	Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction			Federal Share	Local Share
2025	0	0	0	0	1,200	0		1,200	0	1,200
Fund Totals:	0	0	0	0	1,200	0		1,200	0	1,200

Funding Source		TECM	Program State Hwy - Safety & Capacity (Capacity)					Total	Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction			Federal Share	Local Share
2025	0	0	0	0	750	35,000		35,750	0	35,750
Fund Totals:	0	0	0	0	750	35,000		35,750	0	35,750

SH-19 and Centennial Way, Intersection Improvements, Caldwell

Regionally Significant: ☐ ☒ Inflated

Key #: 13484

Requesting Agency: City of Caldwell

Project Year: 2026 ITD

Total Previous Allocations: \$563

Total Programmed Budget: \$3,910

Total Cost (Prev. + Prog.): \$4,473

Project Description

Improve a six-legged intersection at State Highway 19 (Simplot Boulevard) and Interstate 84-B (Centennial Way, Cleveland Boulevard, and Blaine Street) in the City of Caldwell.



Funding Source		NHPP	Program State Hwy - Safety & Capacity (Capacity)					Total	Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction			Federal Share	Local Share
2026	0	0	0	0	0	649		649	601	48
Fund Totals:	0	0	0	0	0	649		649	601	48

Funding Source		STBG-LU	Program Local Hwy - Urban					Total	Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction			Federal Share	Local Share
2026	0	0	0	0	521	2,740		3,261	3,022	239
Fund Totals:	0	0	0	0	521	2,740		3,261	3,022	239

SH-19 Centennial Way, north of Railroad to I-84, Rehabilitation, Caldwell

Regionally Significant: ☐ ☒ Inflated

TIP Achievement:

Key #: 23546

Asset Management

Requesting Agency: ITD

Safety

Project Year: 2028

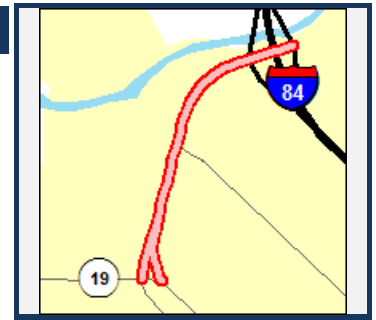
Total Previous Allocations: \$172

Total Programmed Budget: \$1,782

Total Cost (Prev. + Prog.): \$1,954

Project Description

Restore and rehabilitate using a mill and inlay treatment on the pavement on State Highway 19 (Centennial Way) from just north of the railroad track to Interstate 84 in the City of Caldwell. Work includes Cement Recycled Asphalt Base Stabilization (CRABS).



Funding Source		STBG-State	Program					Local Match	
			State Hwy - Pavement Preservation					7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	100	0	0	0	0	100	93	7
2028	0	0	0	0	191	1,491	1,682	1,559	123
Fund Totals:	0	100	0	0	191	1,491	1,782	1,651	131

SH-21, Boise River to Banks Lowman Highway, Sealcoat, Ada and Boise Countie

Regionally Significant: ☐ ☒ Inflated

TIP Achievement:

Key #: 20612

Asset Management

Requesting Agency: ITD

Safety

Project Year: 2027

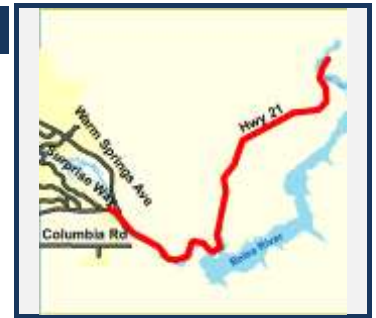
Total Previous Allocations: \$50

Total Programmed Budget: \$5,690

Total Cost (Prev. + Prog.): \$5,740

Project Description

Add sealcoat treatment on State Highway 21 from the Boise River in the City of Boise to the Banks Lowman Highway in Boise County (15% Ada County and 85% Boise County).



Funding Source		STBG-State	Program					Local Match	
			State Hwy - Pavement Preservation					7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2027	0	0	0	0	152	5,538	5,690	5,272	418
Fund Totals:	0	0	0	0	152	5,538	5,690	5,272	418

SH-21, Junction I-84 to Lucky Peak Bridge, Ada County

Regionally Significant: ☐ ☒ Inflated

Key #: 24584

Requesting Agency: ITD

Project Year: 2031

Total Previous Allocations: \$0

Total Programmed Budget: \$5,917

Total Cost (Prev. + Prog.): \$5,917

Project Description

Improve pavement using a mill and inlay treatment on State Highway 21 from the junction of Interstate 84 in the City of Boise to the Lucky Peak Bridge in Ada County to restore and rehabilitate the roadway pavement.



Funding Source		STBG-State	Program					State Hwy - Pavement Preservation	Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total		Federal Share	Local Share
2027	434	0	0	0	0	0	434		402	32
2031	0	0	0	0	261	5,222	5,483		5,081	402
Fund Totals:	434	0	0	0	261	5,222	5,917		5,483	434

SH-21, Mores Creek Bridge Repair, Ada County

Regionally Significant: ☐ ☒ Inflated

Key #: 23879

Requesting Agency: ITD

Project Year: 2027

Total Previous Allocations: \$800

Total Programmed Budget: \$7,783

Total Cost (Prev. + Prog.): \$8,583

Project Description

Paint and repair the State Highway 21 Mores Creek bridge and approaches in Ada County to extend the life of the bridge.



Funding Source		STBG-State	Program					State Hwy - Bridge Restoration	Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total		Federal Share	Local Share
2026	0	214	0	0	0	0	214		198	16
2027	0	0	0	0	806	6,763	7,569		7,013	556
Fund Totals:	0	214	0	0	806	6,763	7,783		7,212	571

SH-44 (Glenwood), US 20/26 (Chinden Boulevard) to State Street, Garden City

Regionally Significant: ☐ ☒ Inflated

Key #: 24568

Requesting Agency: ITD

Project Year: 2029

Total Previous Allocations: \$0

Total Programmed Budget: \$626

Total Cost (Prev. + Prog.): \$626

Project Description

Improve the pavement condition using a hot chip seal treatment on State Highway 44 (Glenwood Street) from US 20/26 (Chinden Boulevard) to State Street in the City of Garden City to preserve the roadway pavement.



Funding Source NHPP			Program State Hwy - Safety & Capacity (Capacity)					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	15	0	0	0	0	0	15	14	1
2029	0	0	0	0	76	535	611	566	45
Fund Totals:	15	0	0	0	76	535	626	580	46

SH-44 (State Street) and Palmer Lane, Eagle

Regionally Significant: ☐ ☒ Inflated

Key #: 24772

Requesting Agency: ACHD

Project Year: 2025 City of Eagle

ITD

City of Star

TIP Achievement:

System Performance

Asset Management

Safety

Total Previous Allocations: \$0

Total Programmed Budget: \$400

Total Cost (Prev. + Prog.): \$400

Project Description

Improve the intersection of State Highway 44 (State Street) and Palmer Lane in the City of Eagle. Work is expected to include a signal and additional lanes on the north and south legs of Palmer Lane to accommodate dedicated left turn lanes (three-lane section). The project could require right-of-way acquisition and utility relocations. and estimated to cost \$3.2 million.



Funding Source NHPP			Program State Hwy - Safety & Capacity (Capacity)					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	15	385	0	0	0	0	400	371	29
Fund Totals:	15	385	0	0	0	0	400	371	29

SH-44 (State Street), Linder Road to Glenwood Street, Ada County

Regionally Significant: ☐ ☒ Inflated TIP Achievement:

Key #: 24981

Requesting Agency: ITD

Project Year: 2032

Total Previous Allocations: \$0

Total Programmed Budget: \$18,221

Total Cost (Prev. + Prog.): \$18,221

Project Description

Restore the pavement surface using a mill and inlay treatment to restore and rehabilitate State Highway 44 (State Street) from Linder Road in the City of Meridian to Glenwood Street in the Cities of Boise and Garden City.



Funding Source		Program						Local Match	
NHPP		State Hwy - Pavement Preservation						7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2026	499	0	0	0	0	0	499	462	37
2032	0	0	0	0	1,120	16,602	17,722	16,421	1,301
Fund Totals:	499	0	0	0	1,120	16,602	18,221	16,884	1,337

SH-44 (State Street), Linder Road to SH-55 (Eagle Road), City of Eagle

Regionally Significant: ☐ ☒ Inflated TIP Achievement:

Key #: 24526

Asset Management

Requesting Agency: ITD

Safety

Project Year: 2025-2026

Total Previous Allocations: \$0

Total Programmed Budget: \$3,245

Total Cost (Prev. + Prog.): \$3,245

Project Description

Restore the pavement surface using a mill and inlay treatment to restore and rehabilitate State Highway 44 (State Street) from Linder Road to State Highway 55 (Eagle Road) in the City of Eagle. (Design was funded under Key Number 24324.)



Funding Source		Program						Local Match	
NHPP		State Hwy - Restoration						7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	2	0	0	0	449	1,800	2,251	2,086	165
Fund Totals:	2	0	0	0	449	1,800	2,251	2,086	165

Funding Source		Program						Local Match	
STBG-Flex		Local Hwy - Transportation Management						7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	0	0	0	0	994	994	921	73
Fund Totals:	0	0	0	0	0	994	994	921	73

SH-44 (State Street), SH-16 to Star Road, Ada County

Regionally Significant: ☒ Inflated ☒

Key #: 20574

Requesting Agency: ITD

Project Year: 2029

Total Previous Allocations: \$1,781

Total Programmed Budget: \$32,348

Total Cost (Prev. + Prog.): \$34,129

Project Description

Widen State Highway 44 (State Street) from State Highway 16 to Star Road in Ada County. An additional lane in both directions will alleviate congestion issues and improve safety.



Funding Source NHPP			Program State Hwy - Safety & Capacity (Capacity)					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	263	0	0	0	0	263	244	19
2026	143	388	0	0	0	0	531	492	39
2027	0	0	4,579	0	0	0	4,579	4,243	336
2029	0	0	0	916	2,286	23,773	26,975	24,995	1,980
Fund Totals:	143	651	4,579	916	2,286	23,773	32,348	29,974	2,374

SH-44 (State Street), SH-55 (Eagle Road) to Glenwood Street, Ada County

Regionally Significant: ☐ Inflated ☒

Key #: NEW1

Requesting Agency: ITD

Project Year: 2028

Total Previous Allocations: \$0

Total Programmed Budget: \$10,026

Total Cost (Prev. + Prog.): \$10,026

Project Description

Restore the pavement surface using a mill and inlay treatment to restore and rehabilitate State Highway 44 (State Street) from State Highway 55 (Eagle Road) in the Cities of Boise and Garden City.



Funding Source NHPP			Program State Hwy - Bridge Restoration					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2028	0	53	0	0	979	8,994	10,026	9,290	736
Fund Totals:	0	53	0	0	979	8,994	10,026	9,290	736

SH-44, I-84 to Star Road, Chipseal, Ada and Canyon Counties

Regionally Significant: ☐ ☒ Inflated TIP Achievement:
Key # : 24117 Asset Management

Requesting Agency: ITD

Project Year: 2026

Total Previous Allocations: \$10

Total Programmed Budget: \$1,641

Total Cost (Prev. + Prog.): \$1,651

Project Description

Chipseal State Highway 44 from Interstate 84 east of the City of Caldwell in Canyon County to Star Road in the City of Star in Ada County. The treatment will maintain mobility by extending the life of the pavement.



Funding Source NHPP			Program State Hwy - Pavement Preservation					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2026	0	0	0	0	99	1,542	1,641	1,521	120
Fund Totals:	0	0	0	0	99	1,542	1,641	1,521	120

SH-44, Star to Eagle, Sealcoat, Ada County

Regionally Significant: ☐ ☒ Inflated TIP Achievement:
Key # : 24118 Asset Management

Requesting Agency: ITD

Project Year: 2029

Total Previous Allocations: \$0

Total Programmed Budget: \$2,262

Total Cost (Prev. + Prog.): \$2,262

Project Description

Sealcoat State Highway 44 from State Highway 16 in the City of Star to State Highway 55 (Eagle Road) in the City of Eagle. The treatment will maintain mobility by extending the life of the pavement.



Funding Source NHPP			Program State Hwy - Bridge Restoration					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	50	0	0	0	0	0	50	46	4
2029	0	0	0	0	55	2,157	2,212	2,050	162
Fund Totals:	50	0	0	0	55	2,157	2,262	2,096	166

SH-45 and Locust Lane Intersection, Nampa

Regionally Significant: ☐ ☒ Inflated TIP Achievement:

Key #: 22717

Safety

Requesting Agency: ITD

Project Year: 2025

Total Previous Allocations: \$162

Total Programmed Budget: \$2,676

Total Cost (Prev. + Prog.): \$2,838

Project Description

Install a traffic signal and construct turn lanes at the intersection of State Highway 45 and Locust Lane in the City of Nampa to improve safety.



Funding Source		State	Program					State Hwy - Safety & Capacity (Capacity)	Local Match		100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction		Total	Federal Share	Local Share	
2025	0	0	0	0	444	1,056		1,500	0	1,500	
Fund Totals:	0	0	0	0	444	1,056		1,500	0	1,500	

Funding Source		Local Participating	Program					State Hwy - Local Partnerships	Local Match		100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction		Total	Federal Share	Local Share	
2025	0	0	0	0	0	1,176		1,176	0	1,176	
Fund Totals:	0	0	0	0	0	1,176		1,176	0	1,176	

SH-45, Deer Flat Road to I-84B, Canyon County

Regionally Significant: ☐ ☒ Inflated TIP Achievement:

Key #: 23561

Asset Management

Requesting Agency: ITD

Project Year: 2030

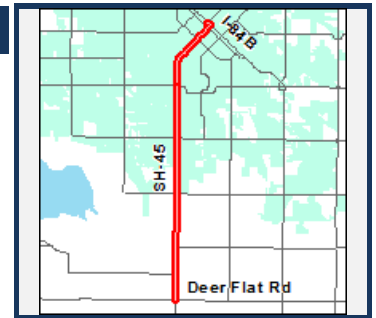
Total Previous Allocations: \$627

Total Programmed Budget: \$11,105

Total Cost (Prev. + Prog.): \$11,732

Project Description

Restore and rehabilitate the roadway pavement on State Highway 45 (12th Avenue Road) from Deer Flat Road in Canyon County to Interstate 84B (Nampa-Caldwell Boulevard) in the City of Nampa. Work includes a mill and inlay treatment.



Funding Source		STBG-State	Program					State Hwy - Restoration	Local Match		7.34%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction		Total	Federal Share	Local Share	
2030	0	0	0	0	721	10,384		11,105	10,290	815	
Fund Totals:	0	0	0	0	721	10,384		11,105	10,290	815	

SH-45, Deer Flat Road to I-84B, Sealcoat, Canyon County

Regionally Significant: ☐ ☒ Inflated

Key #: 24524

Requesting Agency: ITD

Project Year: 2030

Total Previous Allocations: \$0

Total Programmed Budget: \$2,249

Total Cost (Prev. + Prog.): \$2,249

Project Description

Sealcoat State Highway 45 (12th Street Road) from Deer Flat Road just south of the City of Nampa to I-84B (Nampa-Caldwell Boulevard) in the City of Nampa.



Funding Source NHPP			Program State Hwy - Pavement Preservation					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2026	0	47	0	0	0	0	47	44	3
2030	0	0	0	0	68	2,134	2,202	2,040	162
Fund Totals:	0	47	0	0	68	2,134	2,249	2,084	165

SH-45, Junction SH-78 to Deer Flat Road, Sealcoat, Canyon County

Regionally Significant: ☐ ☒ Inflated

Key #: 23626

Requesting Agency: ITD

Project Year: 2025

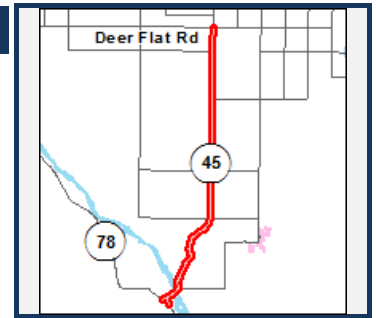
Total Previous Allocations: \$50

Total Programmed Budget: \$1,861

Total Cost (Prev. + Prog.): \$1,911

Project Description

Sealcoat State Highway 45 from the Junction of State Highway 78 to Deer Flat Road in Canyon County to maintain mobility by extending the life of the pavement.



Funding Source STBG-State			Program State Hwy - Pavement Preservation					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	0	0	0	54	1,807	1,861	1,724	137
Fund Totals:	0	0	0	0	54	1,807	1,861	1,724	137

SH-55 (Eagle Road), I-84 to SH-44, Sealcoat, Ada County

Regionally Significant: ☐

☒ Inflated

TIP Achievement:
Asset Management
Safety

Key # : 23542

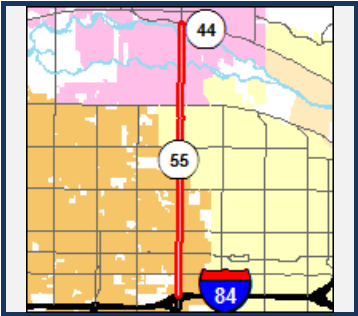
Requesting Agency: ITD

Project Year: 2025

Total Previous Allocations: \$172

Total Programmed Budget: \$4,313

Total Cost (Prev. + Prog.): \$4,485



Project Description

Sealcoat the pavement surface on State Highway 55 (Eagle Road) from Interstate 84 to State Highway 44 in the Cities of Meridian, Boise, and Eagle, to extend the pavement lifespan.

Funding Source		STBG-State		Program		State Hwy - Pavement Preservation			Local Match		7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total		Federal Share	Local Share		
2025	0	0	0	0	294	4,019	4,313		3,996	317		
Fund Totals:	0	0	0	0	294	4,019	4,313		3,996	317		

SH-55 (Karcher Road), Farmway Road to Middleton Road, Canyon County

Regionally Significant: ☒ Inflated ☒

Key #: 22715

Requesting Agency: ITD

Project Year: 2024-2027

Total Previous Allocations: \$84,694

Total Programmed Budget: \$92,097

Total Cost (Prev. + Prog.): \$176,791

TIP Achievement:

System Performance

NHS-LOTTR

Safety



Project Description

Widen State Highway 55 (Karcher Road) from Farmway Road to Middleton Road in Canyon County to two travel lanes in each direction and installing a continuous median traffic separator from 10th Avenue to Middleton Road. Signalized intersections will be included at each mile. Right-in-right-out-left-in turning movements will be allowed at the mid-mile. Work includes bridge replacements, culvert extensions, separated multi-use pathways, sound walls, and significant utility relocations.

Funding Source		Local Participating	Program				Hwy - Local Partnerships	Local Match		100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2025	0	-60	0	0	0	5,055	4,995	0	4,995	
Fund Totals:	0	-60	0	0	0	5,055	4,995	0	4,995	

Funding Source		NHPP	Program				State Hwy - Safety & Capacity (Capacity)	Local Match		7.34%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2025	0	0	0	0	4,400	2,117	6,517	6,039	478	
2026	0	0	0	0	816	8,772	9,588	8,884	704	
2027	0	0	0	0	0	2,858	2,858	2,648	210	
Fund Totals:	0	0	0	0	5,216	13,747	18,963	17,571	1,392	

Funding Source		TECM	Program				State Hwy - Safety & Capacity (Capacity)	Local Match		100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2025	70	0	-70	0	2,525	84,800	87,325	0	87,325	
2026	0	0	0	0	1,530	0	1,530	0	1,530	
Fund Totals:	70	0	-70	0	4,055	84,800	88,855	0	88,855	

Funding Source		AC (State)	Program				Advanced Construction	Local Match		100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2025	0	0	0	0	-2,900	-4,169	-7,069	0	-7,069	
2026	0	0	0	0	-2,300	-8,600	-10,900	0	-10,900	
2027	0	0	0	0	0	-2,747	-2,747	0	-2,747	
Fund Totals:	0	0	0	0	-5,200	-15,516	-20,716	0	-20,716	

SH-55 (Karcher Road), Pear Lane to Farmway Road, Design, Canyon County

Regionally Significant: ☒ ☒ Inflated

Key #: 23335

Requesting Agency: ITD

Project Year: 2026

Total Previous Allocations: \$4,000

Total Programmed Budget: \$59,073

Total Cost (Prev. + Prog.): \$63,073

TIP Achievement:

System Performance

NHS-LOTTR

Safety



Project Description

Preliminary engineering and right-of-way acquisition to make capacity and safety improvements to State Highway 55 (Karcher Road) from Pear Lane to Farmway Road in Canyon County. Work includes widening to include two travel lanes in each direction, a continuous center turn lane and wide shoulders for pedestrian and bicycle use. Improvements include bridge replacements, culvert extensions, and significant utility relocations.

Funding Source		State	Program				Leading Idaho	Local Match		100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2025	200	4,000	20,200	0	0	0	24,400	0	24,400	
2026	0	0	-9,000	0	0	0	-9,000	0	-9,000	
Fund Totals:	200	4,000	11,200	0	0	0	15,400	0	15,400	

Funding Source		State	Program				State Hwy – Early Development	Local Match		100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2027	0	0	40,576	0	0	0	40,576	0	40,576	
Fund Totals:	0	0	40,576	0	0	0	40,576	0	40,576	

Funding Source		Local Participating	Program				Hwy - Local Partnerships	Local Match		100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2026	37	0	0	0	0	0	37	0	37	
Fund Totals:	37	0	0	0	0	0	37	0	37	

Funding Source		TECM	Program				State Hwy - Safety & Capacity (Capacity)	Local Match		100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2026	0	3,060	0	0	0	0	3,060	0	3,060	
Fund Totals:	0	3,060	0	0	0	0	3,060	0	3,060	

SH-55, Beacon Light Road to Brookside Lane, Ada County

Regionally Significant: ☒

☒ Inflated

TIP Achievement:

Key #: 23638

Safety

Requesting Agency: ITD

Project Year: 2029

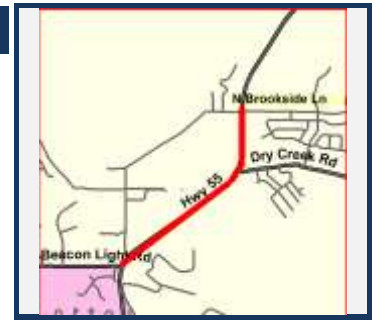
Total Previous Allocations: \$300

Total Programmed Budget: \$15,342

Total Cost (Prev. + Prog.): \$15,642

Project Description

Widen State Highway 55 from Beacon Light Road just north of the City of Eagle to Brookside Lane in Ada County from two lanes to four lanes to mitigate congestion and improve safety.



Funding Source		Private Developer	Program				Hwy - Local Partnerships	Local Match		100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2025	225	480	213	0	0	0	918	0	918	
2028	0	0	2,038	0	0	0	2,038	0	2,038	
2029	0	0	0	0	736	11,650	12,386	0	12,386	
Fund Totals:	225	480	2,251	0	736	11,650	15,342	0	15,342	

SH-55, Farmway Road to Middleton Road, Sealcoat, Canyon County

Regionally Significant: ☐

☒ Inflated

TIP Achievement:

Key #: 24571

Asset Management

Requesting Agency: ITD

Project Year: 2029

Total Previous Allocations: \$0

Total Programmed Budget: \$495

Total Cost (Prev. + Prog.): \$495

Project Description

Improve pavement condition using a sealcoat treatment on State Highway 55 from Farmway Road in the City of Caldwell to Middleton Road in the City of Nampa. The treatment will maintain mobility by extending the life of the pavement.



Funding Source		NHPP	Program				State Hwy - Pavement Preservation	Local Match		7.34%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2025	13	0	0	0	0	0	13	12	1	
2029	0	0	0	0	18	464	482	447	35	
Fund Totals:	13	0	0	0	18	464	495	459	36	

SH-55, Ion Junction to Hoskins Road, Sealcoat, Owyhee and Canyon Counties

Regionally Significant: ☐ ☒ Inflated

Key #: 23163

Requesting Agency: ITD

Project Year: 2025

Total Previous Allocations: \$25

Total Programmed Budget: \$1,993

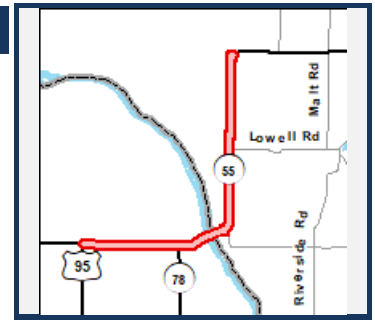
Total Cost (Prev. + Prog.): \$2,018

TIP Achievement:

Asset Management

Pavement

Safety



Project Description

Sealcoat State Highway 55 from the junction with US Highway 95 at Ion Junction in the City of Marsing to Hoskins Road in Canyon County. The treatment will improve ride quality and extend the pavement lifespan. (59% Canyon County and 41% Owyhee County)

Funding Source NHPP			Program State Hwy - Pavement Preservation					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	15	0	0	0	105	1,873	1,993	1,847	146
Fund Totals:	15	0	0	0	105	1,873	1,993	1,847	146

SH-55, SH-44 (State Street) to Payette River Bridge, Ada and Boise Counties

Regionally Significant: ☐ ☒ Inflated

Key #: 24054

Requesting Agency: ITD

Project Year: 2030

Total Previous Allocations: \$0

Total Programmed Budget: \$4,079

Total Cost (Prev. + Prog.): \$4,079

TIP Achievement:

Asset Management



Project Description

Improve pavement condition using a sealcoat treatment on State Highway 55 from State Highway 44 (East State Street) in the City of Eagle in Ada County to the Payette River Bridge near Horseshoe Bend in Boise County. The treatment will maintain mobility by extending the life of the pavement. (Ada County 48% and Boise County 52%)

Funding Source NHPP			Program State Hwy - Pavement Preservation					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	83	0	0	0	0	0	83	77	6
2030	0	0	0	0	178	3,818	3,996	3,703	293
Fund Totals:	83	0	0	0	178	3,818	4,079	3,780	299

SH-69 (Meridian Road), Columbia Road to Victory Road, Ada County

Regionally Significant: ☒ ☒ Inflated

Key #: 24818

Requesting Agency: ITD

Project Year: 2025

Total Previous Allocations: \$0

Total Programmed Budget: \$35,010

Total Cost (Prev. + Prog.): \$35,010

Project Description

Widen State Highway 69 (Meridian Road) from Columbia Road in the City of Kuna to Victory Road in the City of Meridian. Work includes widening the road to three through lanes in each direction; a raised median; full width shoulders; buffers for curb, gutter, and drainage; upgraded intersection improvement; and detached pedestrian facilities. Project will use a Sales Tax Anticipated Revenue (STAR) financing agreement with a private developer.



Funding Source		State	Program				State Forces	Local Match		100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2025	10	0	0	0	0	0	10	0	10	
Fund Totals:	10	0	0	0	0	0	10	0	10	

Funding Source		Private Developer	Program				State Forces	Local Match		100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2025	0	0	0	0	0	35,000	35,000	0	35,000	
Fund Totals:	0	0	0	0	0	35,000	35,000	0	35,000	

SH-69, Pavement Preservation, Sealcoat, Kuna to Meridian

Regionally Significant: ☐ ☒ Inflated

Key #: 22699

Requesting Agency: ITD

Project Year: 2025

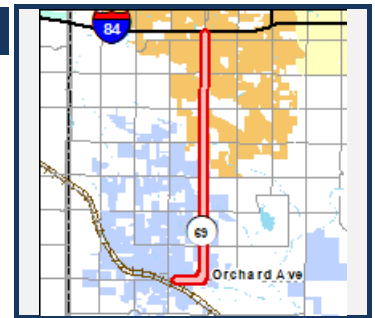
Total Previous Allocations: \$25

Total Programmed Budget: \$3,506

Total Cost (Prev. + Prog.): \$3,531

Project Description

Sealcoat the pavement surface on State Highway 69 (Meridian Road), from Orchard Avenue in the City of Kuna to Interstate 84 in the City of Meridian, to improve ride quality and extend the pavement lifespan.



Funding Source		STBG-State	Program				State Hwy - Pavement Preservation	Local Match		7.34%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2025	0	0	0	0	234	3,272	3,506	3,249	257	
Fund Totals:	0	0	0	0	234	3,272	3,506	3,249	257	

Sidewalk, Orr Multi-Use City Sidewalks, Phase 2, Nampa

Regionally Significant: ☐ ☐ Inflated

Key #: 24739

Requesting Agency: City of Nampa

Project Year: 2027-2028

Total Previous Allocations: \$0

Total Programmed Budget: \$938

Total Cost (Prev. + Prog.): \$938

TIP Achievement:

Health

Active Transportation



Project Description

Provide sidewalk segments and pedestrian crossings connecting segments of the Orr Pathway in the City of Nampa. Work includes a pedestrian crossing of West Iowa Avenue, sidewalk improvements along the west side of West Roosevelt, and a pedestrian crossing across West Roosevelt to safely connect multiple segments of the Orr Pathway.

Funding Source		Local Participating		Program		Hwy - Local Partnerships		Local Match		100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2027	0	0	0	0	0	117	117	0	117	
Fund Totals:	0	0	0	0	0	117	117	0	117	

Funding Source		AC (Local)		Program		Advanced Construction		Local Match		100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2027	0	0	0	0	170	455	625	0	625	
2028	0	0	0	0	-170	-455	-625	0	-625	
Fund Totals:	0	0	0	0	0	0	0	0	0	

Funding Source		CRP-LU		Program		Local Hwy - Urban		Local Match		7.34%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2026	0	0	38	0	0	0	38	35	3	
2027	0	0	0	0	0	158	158	146	12	
2028	0	0	0	0	170	455	625	579	46	
Fund Totals:	0	0	38	0	170	613	821	761	60	

SR2S, VRT, Ada County – FY2026-2032

Regionally Significant: ☐ ☐ Inflated

Key #: 23943

Requesting Agency: Valley Regional Transit

Project Year: 2025-2031

Total Previous Allocations: \$206

Total Programmed Budget: \$1,618

Total Cost (Prev. + Prog.): \$1,824

TIP Achievement:

Active Transportation

Safety



Project Description

Support up to three full-time and one part-time staff for Safe Routes to School (SR2S) coordination serving schools in Ada County for service years FY2026 through FY2032.

Funding Source TAP-TMA			Program Local Hwy - Transportation Alternatives					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2026	0	218	0	0	0	0	218	202	16
Fund Totals:	0	218	0	0	0	0	218	202	16

Funding Source STBG-TMA			Program Local Hwy - Transportation Alternatives					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2027	0	280	0	0	0	0	280	259	21
2028	0	280	0	0	0	0	280	259	21
2029	0	280	0	0	0	0	280	259	21
2030	0	280	0	0	0	0	280	259	21
2031	0	280	0	0	0	0	280	259	21
Fund Totals:	0	1,400	0	0	0	0	1,400	1,297	103

SR2S, VRT, Canyon County – FY2026-FY2028

Regionally Significant: ☐ ☐ Inflated

Key #: 22922

Requesting Agency: Valley Regional Transit

Project Year: 2025-2028

Total Previous Allocations: \$0

Total Programmed Budget: \$602

Total Cost (Prev. + Prog.): \$602

Project Description

Provides for Safe Routes to School program personnel, education materials, encouragement incentives, special events, and indirect costs in Canyon County.

TIP Achievement:

Active Transportation

Safety



Funding Source		Program						Local Match	
TAP-Urban		Local Hwy - Transportation Alternatives						7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	0	0	0	0	78	78	72	6
2026	0	0	0	0	0	108	108	100	8
2027	0	0	0	0	0	108	108	100	8
2028	0	0	0	0	0	108	108	100	8
Fund Totals:	0	0	0	0	0	402	402	372	30

Funding Source		Program						Local Match	
STBG-LU		Local Hwy - Urban						7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2026	0	50	0	0	0	0	50	46	4
2027	0	50	0	0	0	0	50	46	4
2028	0	50	0	0	0	0	50	46	4
2029	0	50	0	0	0	0	50	46	4
Fund Totals:	0	200	0	0	0	0	200	185	15

State Street, 36th Street to 27th Street, Boise

Regionally Significant: ☒ ☐ Inflated

Key #: 300435

Requesting Agency: ACHD

Project Year: PD

Total Previous Allocations: \$0

Total Programmed Budget: \$5,724

Total Cost (Prev. + Prog.): \$5,724

Project Description

Widen State Street from 36th Street to 27th Street in the City of Boise from five lanes to seven lanes. Project includes enhanced pedestrian and bicycle facilities on both sides of the roadway and high occupancy transit lanes (three through-lanes in each direction, center median, and turn pockets where appropriate). This project may include access management components.

TIP Achievement:

Active Transportation

Asset Management



Funding Source		Program						Local Match	
Local (Regionally Significant)		Hwy - Local Partnerships						100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
PD	0	520	720	0	0	4,484	5,724	0	5,724
Fund Totals:	0	520	720	0	0	4,484	5,724	0	5,724

State Street, Collister Drive to 36th Street, Boise

Regionally Significant: ☒ ☐ Inflated

Key #: 300434

Requesting Agency: ACHD

Project Year: PD

Total Previous Allocations: \$0

Total Programmed Budget: \$13,460

Total Cost (Prev. + Prog.): \$13,460

TIP Achievement:

System Performance

Active Transportation

Safety



Project Description

Widen State Street from Collister Drive to 36th Street in the City of Boise from five lanes to seven lanes. Project includes pedestrian and bicycle facilities on both sides of the roadway and high occupancy transit lanes. This project may include an access management component.

Funding Source		Local Participating		Program			Hwy - Local Partnerships		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total		Federal Share	Local Share
PD	0	520	540	0	0	12,400	13,460		0	13,460
Fund Totals:	0	520	540	0	0	12,400	13,460		0	13,460

State Street, Hertford Way to Ellens Ferry Drive, Boise

Regionally Significant: ☒ ☐ Inflated

Key #: IN210-03

Requesting Agency: ACHD

Project Year: 2025-2026

Total Previous Allocations: \$576

Total Programmed Budget: \$7,185

Total Cost (Prev. + Prog.): \$7,761

TIP Achievement:

Open Space

System Performance

Active Transportation

Safety



Project Description

Widen State Street from Hertford Way to Ellens Ferry Drive, including an intersection improvement to widen the north and south legs to four lanes and the east and west legs to seven lanes in the City of Boise. The project includes enhanced facilities for bicyclists, pedestrians, and transit riders.

Funding Source		Local (Regionally Significant)		Program			Hwy - Local Partnerships		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total		Federal Share	Local Share
2025	0	0	100	449	60	5,890	6,499		0	6,499
2026	0	0	0	51	0	635	686		0	686
Fund Totals:	0	0	100	500	60	6,525	7,185		0	7,185

State Street, Pierce Park Lane to Collister Drive, Boise and Garden City

Regionally Significant: ☒ ☐ Inflated

Key #: 200434

Requesting Agency: ACHD

Project Year: PD

Total Previous Allocations: \$0

Total Programmed Budget: \$7,682

Total Cost (Prev. + Prog.): \$7,682

TIP Achievement:

System Performance

Active Transportation

Safety



Project Description

Widen State Street from Pierce Park Lane to Collister Drive in the Cities of Boise and Garden City from five lanes to seven lanes. Project includes enhanced pedestrian and bicycle facilities on both sides of the roadway and high occupancy transit lanes. This project may include an access management component.

Funding Source		Local Participating		Program		Hwy - Local Partnerships		Local Match		100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
PD	0	520	710	0	0	6,452	7,682	0	7,682	
Fund Totals:	0	520	710	0	0	6,452	7,682	0	7,682	

Study, Alternative Fuels, COMPASS

Regionally Significant: ☐ ☐ Inflated

Key #: 24652

Requesting Agency: COMPASS

Project Year: 2027

Total Previous Allocations: \$0

Total Programmed Budget: \$115

Total Cost (Prev. + Prog.): \$115

TIP Achievement:

Support



Project Description

Study alternative fuels, including hydrogen, natural gas, propane, and electric vehicles (EVs) within the Treasure Valley. The study will investigate the constraints facing alternative fueling and EV charging infrastructure and identify opportunities to coordinate infrastructure, including the equitable distribution of the existing and proposed charging and fueling network to improve access.

Funding Source		STBG-TMA		Program		Local Hwy - Transportation Management		Local Match		7.34%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2027	0	115	0	0	0	0	115	107	8	
Fund Totals:	0	115	0	0	0	0	115	107	8	

Study, Chinden Drainage and Design Plan, Garden City

Regionally Significant: ☐ ☐ Inflated

TIP Achievement:

Key #: 23311

Support

Requesting Agency: City of Garden City

Project Year: 2025

Total Previous Allocations: \$462

Total Programmed Budget: \$10

Total Cost (Prev. + Prog.): \$472

Project Description

Develop a draining plan, cross sections, project list, and public involvement for the US 20/26 (Chinden Boulevard) Redevelopment Plan from Branstetter Street to Fairview Avenue in the City of Garden City.



Funding Source STBG-TMA			Program Local Hwy - Transportation Management					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	10	0	0	0	0	10	9	1
Fund Totals:	0	10	0	0	0	0	10	9	1

Study, Coordinate Local Waterway-Pathway Plans, COMPASS

Regionally Significant: ☐ ☐ Inflated

TIP Achievement:

Key #: 23312

Support

Requesting Agency: COMPASS

Project Year: 2025

Total Previous Allocations: \$0

Total Programmed Budget: \$120

Total Cost (Prev. + Prog.): \$120

Project Description

Collaborate with local agencies in Ada and Canyon Counties to coordinate the waterway-pathway plans they have developed/are developing. Scope includes an analysis of potential connections to other pathways, implementation strategies, cost estimates, and funding options.



Funding Source STBG-TMA			Program Local Hwy - Transportation Management					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	120	0	0	0	0	120	111	9
Fund Totals:	0	120	0	0	0	0	120	111	9

Study, Freight Plan, COMPASS

Regionally Significant: ☐ ☐ Inflated

Key #: 24651

TIP Achievement:

Support

Requesting Agency: COMPASS

Project Year: 2029

Total Previous Allocations: \$0

Total Programmed Budget: \$450

Total Cost (Prev. + Prog.): \$450

Project Description

Update the 2018 freight plan to create a regional multimodal freight plan that aligns with the Communities in Motion 2050 (CIM 2050) vision and goals.



Funding Source STBG-TMA			Program Local Hwy - Transportation Management					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2029	0	450	0	0	0	0	450	417	33
Fund Totals:	0	450	0	0	0	0	450	417	33

Study, I-84, Gowen Road in Boise to Mountain Home, Ada and Elmore Counties

Regionally Significant: ☐ ☒ Inflated

Key #: 24821

TIP Achievement:

Support

Requesting Agency: ITD

Project Year: 2025

Total Previous Allocations: \$0

Total Programmed Budget: \$2,445

Total Cost (Prev. + Prog.): \$2,445

Project Description

Study the Interstate 84 corridor between Gowen Road in the City of Boise to Mountain Home in Elmore County. Work includes collecting interchange traffic counts, forecasting growth, analyzing safety performance, surveying topography and right-of-way boundaries, and generating conceptual project scopes and cost estimates.



Funding Source State			Program State Hwy - Board Unallocated					Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	5	400	0	0	0	0	405	0	405
Fund Totals:	5	400	0	0	0	0	405	0	405

Funding Source STBG-State			Program Planning, Scoping, and Studies					Local Match 7.73%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2026	0	2,040	0	0	0	0	2,040	1,882	158
Fund Totals:	0	2,040	0	0	0	0	2,040	1,882	158

Study, Interchange Modification Report, I-84 and SH-16, Nampa

Regionally Significant: ☒

☐ Inflated

TIP Achievement:

Key #: 24237

Support

Requesting Agency: City of Nampa

Project Year: 2025

Total Previous Allocations: \$900

Total Programmed Budget: \$550

Total Cost (Prev. + Prog.): \$1,450

Project Description

Conduct a study to complete an Interchange Modification Report (IMR) and National Environmental Policy Act (NEPA) study for southerly access to the new Interstate 84 and State Highway 16 Interchange in the City of Nampa. The IMR was prioritized in the East Nampa Connectivity Plan. The NEPA is anticipated to require an environmental impact statement (EIS).



Funding Source		Local Participating		Program			Hwy - Local Partnerships		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total		Federal Share	Local Share
2025	0	550	0	0	0	0	550		0	550
Fund Totals:	0	550	0	0	0	0	550		0	550

Study, Marketplace Boulevard, Road Safety Audit, Nampa

Regionally Significant: ☐

☐ Inflated

TIP Achievement:

Key #: 25045

Requesting Agency: City of Nampa

Project Year:

Total Previous Allocations: \$0

Total Programmed Budget: \$75

Total Cost (Prev. + Prog.): \$75

Project Description

Conduct a road safety audit on Marketplace Boulevard in the City of Nampa.



Funding Source		HSIP (Local)		Program			Hwy Safety - Local		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total		Federal Share	Local Share
2026	10	65	0	0	0	0	75		69	6
Fund Totals:	10	65	0	0	0	0	75		69	6

Study, SH-16, SH-44 to Junction SH-52, Ada and Gem Counties

Regionally Significant: ☒

☒ Inflated

TIP Achievement:

Key #: 23175

System Performance

Requesting Agency: ITD

NHS-LOTTR

Project Year: 2028

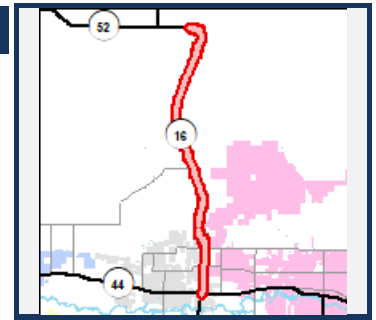
Total Previous Allocations: \$3,000

Total Programmed Budget: \$210

Total Cost (Prev. + Prog.): \$3,210

Project Description

Provide environmental clearance to the State Highway 16 corridor from State Highway 44 in Ada County to the junction of State Highway 52 in the City of Emmett in Gem County.



Funding Source STBG-State			Program State Hwy - Safety & Capacity (Capacity)					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	250	2,000	0	0	0	0	2,250	2,085	165
2026	-150	-1,890	0	0	0	0	-2,040	-1,890	-150
Fund Totals:	100	110	0	0	0	0	210	195	15

Study, SH-44, I-84 to Star Road, PEL and NEPA, Ada and Canyon Counties

Regionally Significant: ☒

☒ Inflated

TIP Achievement:

Key #: 23630

System Performance

Requesting Agency: ITD

NHS-LOTTR

Project Year: PD

Total Previous Allocations: \$3,000

Total Programmed Budget: \$3,558

Total Cost (Prev. + Prog.): \$6,558

Project Description

Conduct a Planning and Environmental Linkages (PEL) and National Environmental Policy Act (NEPA) study to evaluate the environmental impacts of widening or realigning State Highway 44 between Interstate 84 and Star Road in Ada and Canyon Counties.



Funding Source STBG-State			Program State Hwy - Early Development					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2026	42	0	0	0	0	0	42	39	3
PD	0	3,515	0	0	0	1	3,516	3,258	258
Fund Totals:	42	3,515	0	0	0	1	3,558	3,297	261

Study, SH-69, Southern Extension to I-84 at Blacks Creek Road Interchange

Regionally Significant: ☒

☒ Inflated

TIP Achievement:

Key #: 24822

Support

Requesting Agency: ITD

Project Year: 2025

Total Previous Allocations: \$0

Total Programmed Budget: \$405

Total Cost (Prev. + Prog.): \$405

Project Description

Study a southern extension of State Highway 69 (Meridian Road) in the City of Kuna to Interstate 84 at Blacks Creek Interchange south of the City of Boise. Work includes collecting traffic counts at intersections; evaluating crossings at Indian Creek, Union Pacific Railroad, and New York Canal; analyzing safety performance; surveying topography and right-of-way boundaries; and generating conceptual project scopes and cost estimates.



Funding Source		State	Program					Local Match	100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	5	400	0	0	0	0	405	0	405
Fund Totals:	5	400	0	0	0	0	405	0	405

Study, Smart Corridors, Nampa Area, COMPASS

Regionally Significant: ☐

☐ Inflated

TIP Achievement:

Key #: 23320

Support

Requesting Agency: COMPASS

Project Year: 2027

Total Previous Allocations: \$0

Total Programmed Budget: \$140

Total Cost (Prev. + Prog.): \$140

Project Description

Evaluate and create corridor-specific strategies to enhance safety and operations of the transportation system in the Nampa Urban Area. The goal of the study is to develop strategies to relieve congestion, reduce incidents, improve emergency access, and improve vehicle, freight, and transit travel times.



Funding Source		STBG-LU	Program					Local Match	7.34%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2027	0	140	0	0	0	0	140	130	10
Fund Totals:	0	140	0	0	0	0	140	130	10

Study, Transportation System Management and Operations Plan, COMPASS

Regionally Significant: ☐ ☐ Inflated

TIP Achievement:

Key #: 23678

Support

Requesting Agency: COMPASS

Project Year: 2027-2028

Total Previous Allocations: \$0

Total Programmed Budget: \$400

Total Cost (Prev. + Prog.): \$400

Project Description

Update the Transportation System Management and Operations (TSMO) and Intelligent Transportation System (ITS) Plan to cooperatively manage and operate the region's multi-modal transportation system to improve safety, efficiency, and reliability. Special focus will develop a Transportation Demand Management (TDM) Plan with strategies to give commuters more options for how and when they commute. KN23677 has been merged with this.



Funding Source STBG-TMA			Program Local Hwy - Transportation Management					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2027	0	262	0	0	0	0	262	243	19
2028	0	138	0	0	0	0	138	128	10
Fund Totals:	0	400	0	0	0	0	400	371	29

Study, Travel Characteristics Study, COMPASS

Regionally Significant: ☐ ☐ Inflated

TIP Achievement:

Key #: 24224

Support

Requesting Agency: COMPASS

Project Year: PD

Total Previous Allocations: \$0

Total Programmed Budget: \$1,500

Total Cost (Prev. + Prog.): \$1,500

Project Description

This project will collect local travel data from households (household travel survey) and users of VRT's fixed route system (transit on-board survey) to update the regional travel demand model. The household travel survey will collect data within Ada and Canyon Counties and possibly the cities in surrounding counties such as Payette County, Gem County, Boise County, Elmore County, and Owyhee County. This project will also include additional data collection to supplement this effort.



Funding Source STBG-TMA			Program Local Hwy - Transportation Management					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
PD	0	1,500	0	0	0	0	1,500	1,390	110
Fund Totals:	0	1,500	0	0	0	0	1,500	1,390	110

Swan Falls Road Bridge, Shortline Street to Avalon Street, Design Only, Kuna

Regionally Significant: ☐ ☐ Inflated

Key #: 300013

Requesting Agency: ACHD

Project Year: PD

Total Previous Allocations: \$0

Total Programmed Budget:

Total Cost (Prev. + Prog.): \$0

TIP Achievement:

Open Space

Health

Active Transportation

Bridge

Safety



Project Description

Widen Swan Falls Road from Shortline Street to Avalon Street in the City of Kuna from two lanes to five lanes. Work includes pedestrian and bicycle facilities and replacing and widening a 1940's bridge over Indian Creek from two lanes to four lanes. (Concept level design only. Full design and construction are currently unfunded.)

Funding Source		Local (Regionally Significant)		Program			Hwy - Local Partnerships		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	100.00%	
			0		0					
Fund Totals:	0	0	0	0	0	0				

Transit - Above and Beyond ADA Paratransit, Nampa Area

Regionally Significant: ☐ ☐ Inflated

Key #: 20043

Requesting Agency: Treasure Valley Transit

Project Year: 2024 Valley Regional Transit

TIP Achievement:

Public Transportation



Total Previous Allocations: \$800

Total Programmed Budget: \$504

Total Cost (Prev. + Prog.): \$1,304

Project Description

Provide service above and beyond Americans with Disabilities Act (ADA) requirements for paratransit in the Nampa Urbanized Area. See Valley Regional Transit's Program of Projects for more details on current year project and the Transportation Development Plan for long-term vision.

Funding Source		FTA 5307 SU		Program			Transit Operations		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	50.00%	
2025	0	504	0	0	0	0	504	252	252	
Fund Totals:	0	504	0	0	0	0	504	252	252	

Transit - Acquisition of Service, Boise Area, VRT

Regionally Significant: ☐ ☐ Inflated

TIP Achievement:

Key # : 19691

Public Transportation

Requesting Agency: Valley Regional Transit

Project Year: 2025-2029

Total Previous Allocations: \$0

Total Programmed Budget: \$3,879

Total Cost (Prev. + Prog.): \$3,879

Project Description

Provide transportation services through local human service organizations who work with the elderly and persons with disabilities in the Boise Urban Area. See Valley Regional Transit's Program of Projects for more details on current year projects and the Transportation Development Plan for long-term vision.



Funding Source FTA 5310 LU			Program Transit Capital				Local Match 20.00%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	0	0	0	0	1,379	1,379	1,103	276
2026	0	0	0	0	0	625	625	500	125
2027	0	0	0	0	0	625	625	500	125
2028	0	0	0	0	0	625	625	500	125
2029	0	0	0	0	0	625	625	500	125
Fund Totals:	0	0	0	0	0	3,879	3,879	3,103	776

Transit - Acquisition of Service, Nampa Area, VRT

Regionally Significant: ☐ ☐ Inflated

TIP Achievement:

Key # : 19464a

Public Transportation

Requesting Agency: Valley Regional Transit

Project Year: 2025-2029

Total Previous Allocations: \$0

Total Programmed Budget: \$2,413

Total Cost (Prev. + Prog.): \$2,413

Project Description

Provide transportation services through local human service organizations who work with the elderly and persons with disabilities in the Nampa Urban Area. Additional details about this program are included in ITD's programming documents. See Valley Regional Transit's Program of Projects for more details on current year projects and the Transportation Development Plan for long-term vision.



Funding Source FTA 5310 SU			Program Transit Capital				Local Match 20.00%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	0	0	0	0	397	397	318	79
2026	0	0	0	0	0	504	504	403	101
2027	0	0	0	0	0	504	504	403	101
2028	0	0	0	0	0	504	504	403	101
2029	0	0	0	0	0	504	504	403	101
Fund Totals:	0	0	0	0	0	2,413	2,413	1,930	483

Transit - Capital Replacements, Rural Areas, TVT

Regionally Significant: ☐ ☐ Inflated

Key #: 19380d

Requesting Agency: Treasure Valley Transit

Project Year: 2025

Total Previous Allocations: \$0

Total Programmed Budget: \$2,879

Total Cost (Prev. + Prog.): \$2,879

Project Description

Replace vehicles and equipment used in the southwest Idaho region, including Ada and Canyon Counties.

TIP Achievement:

Public Transportation

Transit Asset Management



Funding Source FTA 5311			Program Transit Capital CARES					Local Match 0.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	0	0	0	0	2,879	2,879	2,879	0
Fund Totals:	0	0	0	0	0	2,879	2,879	2,879	0

Transit - Capital Replacements, TVT

Regionally Significant: ☐ ☐ Inflated

Key #: 20136b

Requesting Agency: Treasure Valley Transit

Project Year: 2025-2026

Total Previous Allocations: \$0

Total Programmed Budget: \$3,708

Total Cost (Prev. + Prog.): \$3,708

Project Description

Replace vehicles and equipment used in the southwest Idaho region, including Ada and Canyon Counties.

TIP Achievement:

Public Transportation

Transit Asset Management



Funding Source FTA 5339 R			Program Transit Capital					Local Match 20.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	0	0	0	0	1,854	1,854	1,483	371
2026	0	0	0	0	0	1,854	1,854	1,483	371
Fund Totals:	0	0	0	0	0	3,708	3,708	2,966	742

Transit - Electric Buses and Towne Square Mall Transit Center, VRT

Regionally Significant: ☐ ☐ Inflated

Key # : 24763

TIP Achievement:

Public Transportation

Requesting Agency: Valley Regional Transit

Project Year: 2025-2028

Total Previous Allocations: \$0

Total Programmed Budget: \$19,351

Total Cost (Prev. + Prog.): \$19,351

Project Description

Purchase eight electric buses (six to replace existing buses and two additional buses) and rehabilitate the transit station at the Towne Square Mall in the City of Boise. The revitalized transit station will feature a larger, covered passenger waiting area and additional bus bays, driver and passenger restrooms, real-time passenger information and on-route charging infrastructure in two bays. The project will use solar panels and on-site battery storage to improve the efficiency of the transit service.



Funding Source FTA 5339 (b)			Program Hwy - Competitive					Local Match 13.58%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	3,475	0	0	0	11,405	14,880	12,859	2,021
2027	0	0	0	0	55	1,250	1,305	1,128	177
2028	0	0	0	0	0	3,166	3,166	2,736	430
Fund Totals:	0	3,475	0	0	55	15,821	19,351	16,723	2,628

Transit - Fixed Line Service, Rural Areas, TVT

Regionally Significant: ☐ ☐ Inflated

Key # : 19983

TIP Achievement:

Public Transportation

Requesting Agency: Treasure Valley Transit

Project Year: 2025-2026

Total Previous Allocations: \$0

Total Programmed Budget: \$8,974

Total Cost (Prev. + Prog.): \$8,974

Project Description

Fixed line operations services in rural areas of southwest Idaho, including Ada and Canyon Counties for all groups, including but not limited to, older adults, persons with disabilities, youth, low income, non-drivers, minority groups, veterans, and refugee populations. Additional details about this program are included in Idaho Transportation Department's programming documents.



Funding Source FTA 5311			Program Transit Operations					Local Match 50.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	0	0	0	0	4,487	4,487	2,244	2,244
2026	0	0	0	0	0	4,487	4,487	2,244	2,244
Fund Totals:	0	0	0	0	0	8,974	8,974	4,487	4,487

Transit - Operations – Fixed Route and Mobility Management, Nampa Area, VRT

Regionally Significant: ☐ ☐ Inflated

TIP Achievement:

Key #: 18786

Public Transportation

Requesting Agency: Valley Regional Transit

Project Year: 2025-2029

Total Previous Allocations: \$0

Total Programmed Budget: \$10,412

Total Cost (Prev. + Prog.): \$10,412

Project Description

Provide for fixed route and mobility management operations and services in the Nampa Urban Area. See Valley Regional Transit's Program of Projects for more details on current year projects and the Transportation Development Plan for long-term vision.



Funding Source		FTA 5307 SU		Program				Transit Operations		Local Match		50.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction		Total		Federal Share		Local Share	
2025	0	0	0	0	0	4,380		4,380		2,190		2,190	
2026	0	0	0	0	0	1,508		1,508		754		754	
2027	0	0	0	0	0	1,508		1,508		754		754	
2028	0	0	0	0	0	1,508		1,508		754		754	
2029	0	0	0	0	0	1,508		1,508		754		754	
Fund Totals:	0	0	0	0	0	10,412		10,412		5,206		5,206	

Transit - Operations – Mobility Management, Boise Area, VRT

Regionally Significant: ☐ ☐ Inflated

TIP Achievement:

Key #: 19041

Public Transportation

Requesting Agency: Valley Regional Transit

Project Year: 2025-2029

Total Previous Allocations: \$0

Total Programmed Budget: \$22,623

Total Cost (Prev. + Prog.): \$22,623

Project Description

Provide operations for mobility management programs in the Boise Urban Area. See Valley Regional Transit's Program of Projects for more details on current year projects and the Transportation Development Plan for long-term vision.



Funding Source		FTA 5307 LU		Program				Transit Operations		Local Match		50.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction		Total		Federal Share		Local Share	
2025	0	0	0	0	0	5,871		5,871		2,936		2,936	
2026	0	0	0	0	0	4,188		4,188		2,094		2,094	
2027	0	0	0	0	0	4,188		4,188		2,094		2,094	
2028	0	0	0	0	0	4,188		4,188		2,094		2,094	
2029	0	0	0	0	0	4,188		4,188		2,094		2,094	
Fund Totals:	0	0	0	0	0	22,623		22,623		11,312		11,312	

Transit - Operations, Kuna Senior Center

Regionally Significant: ☐ ☐ Inflated

Key # : 19464f

TIP Achievement:
Public Transportation

Requesting Agency: Kuna Senior Center

Project Year: 2025-2026

Total Previous Allocations: \$0

Total Programmed Budget: \$80

Total Cost (Prev. + Prog.): \$80

Project Description

To supplement the operations costs for the Kuna Senior Center transportation program in the City of Kuna.



Funding Source			FTA 5310 R		Program			Transit Operations		Local Match		50.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share				
2025	0	0	0	0	0	40	40	20	20				
2026	0	0	0	0	0	40	40	20	20				
Fund Totals:	0	0	0	0	0	80	80	40	40				

Transit - Operations, Parma Senior Center

Regionally Significant: ☐ ☐ Inflated

Key # : 19464h

TIP Achievement:
Public Transportation

Requesting Agency: Parma Senior Center

Project Year: 2025-2026

Total Previous Allocations: \$0

Total Programmed Budget: \$50

Total Cost (Prev. + Prog.): \$50

Project Description

To supplement the operations costs for the Parma Senior Center transportation program in the City of Parma.



Funding Source			FTA 5310 R	Program				Transit Operations		Local Match		50.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total		Federal Share	Local Share		
2025	0	0	0	0	0	26	26		13	13		
2026	0	0	0	0	0	24	24		12	12		
Fund Totals:	0	0	0	0	0	50	50		25	25		

*PD = Preliminary Development (projects with development activity but no programmed year of construction)

Transit - Operations, Rural Areas, TVT

Regionally Significant: ☐ ☐ Inflated

Key #: 19380e

Requesting Agency: Treasure Valley Transit

Project Year: 2025-2026

Total Previous Allocations: \$0

Total Programmed Budget: \$1,715

Total Cost (Prev. + Prog.): \$1,715

Project Description

Operate rural transit services in the Southwest Idaho region, including in rural Ada and Canyon Counties.



Funding Source FTA 5311			Program		Transit Capital CARES			Local Match 0.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	0	0	0	0	858	858	858	0
2026	0	0	0	0	0	857	857	857	0
Fund Totals:	0	0	0	0	0	1,715	1,715	1,715	0

Transit - Orchard Transit Facility Improvements, VRT, Boise

Regionally Significant: ☐ ☒ Inflated

Key #: 24221

Requesting Agency: Valley Regional Transit

Project Year: 2024-2025

Total Previous Allocations: \$0

Total Programmed Budget: \$2,700

Total Cost (Prev. + Prog.): \$2,700

Project Description

Expand and improve the Orchard Transit Facility near the Boise Airport in the City of Boise. The project will improve site efficiency, safety, and security by separating visitor parking from bus traffic and includes security fencing, a new gate, 4500 square feet of covered storage and office space to provide space for bus equipment and maintenance for premium corridor and other system enhancements (e.g. bus shelters, benches, ticket vending machines).



Funding Source			FTA 5307 LU / STBG-TMA		Program		Transit Capital		Local Match		7.34%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2025	0	0	0	0	0	221	221	205	16		
Fund Totals:	0	0	0	0	0	221	221	205	16		

Funding Source			FTA 5307 LU / CRP-TMA		Program		Transit Capital		Local Match		7.34%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2025	0	500	0	0	0	1,979	2,479	2,297	182		
Fund Totals:	0	500	0	0	0	1,979	2,479	2,297	182		

Transit - Preventive Maintenance and Demand Response, Nampa Area, VRT

Regionally Significant: ☐ ☐ Inflated

Key #: 18914

Requesting Agency: Valley Regional Transit

Project Year: 2025-2029

Total Previous Allocations: \$0

Total Programmed Budget: \$4,095

Total Cost (Prev. + Prog.): \$4,095

Project Description

Provide preventive maintenance and complementary paratransit to sustain vehicle and facility safety and security in the Nampa Urban Area. See Valley Regional Transit's Program of Projects for more details on current year projects and the Transportation Development Plan for long-term vision.

TIP Achievement:

Public Transportation

Transit Asset Management



Funding Source FTA 5307 SU			Program		Transit Capital		Total	Local Match 20.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction		Federal Share	Local Share
2025	0	0	0	0	0	819	819	655	164
2026	0	0	0	0	0	819	819	655	164
2027	0	0	0	0	0	819	819	655	164
2028	0	0	0	0	0	819	819	655	164
2029	0	0	0	0	0	819	819	655	164
Fund Totals:	0	0	0	0	0	4,095	4,095	3,276	819

Transit - Preventive Maintenance and Paratransit, Boise Area, VRT

Regionally Significant: ☐ ☐ Inflated

Key #: 19137

Requesting Agency: Valley Regional Transit

Project Year: 2025-2029

Total Previous Allocations: \$0

Total Programmed Budget: \$13,100

Total Cost (Prev. + Prog.): \$13,100

Project Description

Provide preventive maintenance and complementary paratransit operation services to sustain vehicle and facility safety and security in the Boise Urban Area. See Valley Regional Transit's Program of Projects for more details on current year projects and the Transportation Development Plan for long-term vision.

TIP Achievement:

Public Transportation

Transit Asset Management



Funding Source FTA 5307 LU			Program		Transit Capital		Total	Local Match 20.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction		Federal Share	Local Share
2025	0	0	0	0	0	4,984	4,984	3,987	997
2026	0	0	0	0	0	2,029	2,029	1,623	406
2027	0	0	0	0	0	2,029	2,029	1,623	406
2028	0	0	0	0	0	2,029	2,029	1,623	406
2029	0	0	0	0	0	2,029	2,029	1,623	406
Fund Totals:	0	0	0	0	0	13,100	13,100	10,480	2,620

Transit - Purchase of Service, Rural Areas, TVT

Regionally Significant: ☐ ☐ Inflated

TIP Achievement:

Key #: 19464b

Public Transportation

Requesting Agency: Treasure Valley Transit

Project Year: 2025-2026

Total Previous Allocations: \$0

Total Programmed Budget: \$325

Total Cost (Prev. + Prog.): \$325

Project Description

Provide transportation services through Treasure Valley Transit in rural areas of Southwest Idaho, including Canyon County, for services in FY2025 and FY2026. Additional details about this program are included in ITD's programming documents.



Funding Source		FTA 5310 R						Program		Transit Operations		Local Match		20.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share		Local Share					
2025	0	0	0	0	0	163	163	130		33					
2026	0	0	0	0	0	162	162	130		32					
Fund Totals:	0	0	0	0	0	325	325	260		65					

Transit - Purchase of Service, Rural Areas, VRT

Regionally Significant: ☐ ☐ Inflated

TIP Achievement:

Key #: 19464c

Public Transportation

Requesting Agency: Valley Regional Transit

Project Year: 2025-2026

Total Previous Allocations: \$0

Total Programmed Budget: \$183

Total Cost (Prev. + Prog.): \$183

Project Description

Provide transportation services through Valley Regional Transit in rural areas of Ada and Canyon Counties, for services in FY2025 and FY2026. Additional details about this program are included in ITD's programming documents.



Funding Source		FTA 5310 R						Program		Transit Operations		Local Match		20.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share		Local Share					
2025	0	0	0	0	0	91	91	73		18					
2026	0	0	0	0	0	92	92	74		18					
Fund Totals:	0	0	0	0	0	183	183	146		37					

Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT

Regionally Significant: ☐ ☐ Inflated

Key #: 18788

Requesting Agency: Valley Regional Transit

Project Year: 2025-2029

Total Previous Allocations: \$0

Total Programmed Budget: \$3,542

Total Cost (Prev. + Prog.): \$3,542

Project Description

Fund capital replacement (identified in the Transit Asset Management Plan) or expansion projects, such as rolling stock, infrastructure, and technology, in the Boise Urban Area. See Valley Regional Transit's Program of Projects for more details on current year projects and the Transportation Development Plan for long-term vision.

TIP Achievement:

Public Transportation

Transit Asset Management



Funding Source FTA 5307 LU			Program Transit Capital				Local Match 20.00%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	0	0	0	0	2,738	2,738	2,190	548
2026	0	0	0	0	0	268	268	214	54
2027	0	0	0	0	0	268	268	214	54
2028	0	0	0	0	0	268	268	214	54
Fund Totals:	0	0	0	0	0	3,542	3,542	2,834	708

Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT

Regionally Significant: ☐ ☐ Inflated

Key #: 19122

Requesting Agency: Valley Regional Transit

Project Year: 2025-2029

Total Previous Allocations: \$0

Total Programmed Budget: \$3,424

Total Cost (Prev. + Prog.): \$3,424

Project Description

Fund capital replacement (identified in the Transit Asset Management Plan) or expansion projects, such as rolling stock, infrastructure, and technology, in the Boise Urban Area. See Valley Regional Transit's Program of Projects for more details on current year projects and the Transportation Development Plan for long-term vision.

TIP Achievement:

Public Transportation

Transit Asset Management



Funding Source FTA 5339 LU			Program Transit Capital				Local Match 20.00%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	0	0	0	0	1,100	1,100	880	220
2026	0	0	0	0	0	638	638	510	128
2027	0	0	0	0	0	562	562	450	112
2028	0	0	0	0	0	562	562	450	112
2029	0	0	0	0	0	562	562	450	112
Fund Totals:	0	0	0	0	0	3,424	3,424	2,739	685

Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY202

Regionally Significant: ☐ ☐ Inflated

Key #: 20659

Requesting Agency: Valley Regional Transit

Project Year: 2024

Total Previous Allocations: \$0

Total Programmed Budget: \$1,754

Total Cost (Prev. + Prog.): \$1,754

Project Description

Fund capital replacement projects, such as rolling stock, infrastructure, and technology, identified in the Transit Asset Management Plan in FY2024 in the Boise Urbanized Area. See Valley Regional Transit's Program of Projects for more details on current year project and the Transportation Development Plan for long-term vision. (Funds partially carried over from FY2024.)

TIP Achievement:

Public Transportation

Transit Asset Management



Funding Source FTA 5307 LU / STBG-TMA				Program Transit Capital			Local Match 7.34%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	0	0	0	0	1,754	1,754	1,625	129
Fund Totals:	0	0	0	0	0	1,754	1,754	1,625	129

Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY202

Regionally Significant: ☐ ☒ Inflated

Key #: 21903

Requesting Agency: Valley Regional Transit

Project Year: 2025

Total Previous Allocations: \$0

Total Programmed Budget: \$1,832

Total Cost (Prev. + Prog.): \$1,832

Project Description

Fund capital replacement projects, such as rolling stock, infrastructure, and technology, identified in the Transit Asset Management Plan in FY2025 in the Boise Urban Area. See Valley Regional Transit's Program of Projects for more details on current year projects and the Transportation Development Plan for long-term vision. (Funds carried over from FY2025.)

TIP Achievement:

Public Transportation

Transit Asset Management



Funding Source STBG-TMA				Program Local Hwy - Transportation Management			Local Match 7.34%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	0	0	0	0	1,832	1,832	1,698	134
Fund Totals:	0	0	0	0	0	1,832	1,832	1,698	134

Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY202

Regionally Significant: ☐ ☒ Inflated

Key #: 22393

Requesting Agency: Valley Regional Transit

Project Year: 2026

Total Previous Allocations: \$0

Total Programmed Budget: \$1,869

Total Cost (Prev. + Prog.): \$1,869

Project Description

Fund capital replacement projects, such as rolling stock, infrastructure, and technology, identified in the Transit Asset Management Plan in FY2026 in the Boise Urban Area. See Valley Regional Transit's Program of Projects for more details on current year projects and the Transportation Development Plan for long-term vision.

TIP Achievement:

Public Transportation

Transit Asset Management



Funding Source STBG-TMA			Program Local Hwy - Transportation Management					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2026	0	0	0	0	0	1,869	1,869	1,732	137
Fund Totals:	0	0	0	0	0	1,869	1,869	1,732	137

Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY202

Regionally Significant: ☐ ☒ Inflated

Key #: 22815

Requesting Agency: Valley Regional Transit

Project Year: 2027

Total Previous Allocations: \$0

Total Programmed Budget: \$1,580

Total Cost (Prev. + Prog.): \$1,580

Project Description

Fund capital replacement projects, such as rolling stock, infrastructure, and technology, identified in the Transit Asset Management Plan in 2027 in the Boise Urban Area. See Valley Regional Transit's Program of Projects for more details on current year projects and the Transportation Development Plan for long-term vision.

TIP Achievement:

Public Transportation

Transit Asset Management



Funding Source STBG-TMA			Program Local Hwy - Transportation Management					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2027	0	0	0	0	0	1,580	1,580	1,464	116
Fund Totals:	0	0	0	0	0	1,580	1,580	1,464	116

Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY202

Regionally Significant: ☐ ☒ Inflated

Key #: 23671

Requesting Agency: Valley Regional Transit

Project Year: 2028

Total Previous Allocations: \$0

Total Programmed Budget: \$1,578

Total Cost (Prev. + Prog.): \$1,578

Project Description

Fund capital replacement projects, such as rolling stock, infrastructure, and technology, identified in the Transit Asset Management Plan in FY2028 in the Boise Urban Area. See Valley Regional Transit's Program of Projects for more details on current year projects and the Transportation Development Plan for long-term vision.

TIP Achievement:

Public Transportation

Transit Asset Management



Funding Source STBG-TMA			Program Local Hwy - Transportation Alternatives					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2028	0	0	0	0	0	1,578	1,578	1,462	116
Fund Totals:	0	0	0	0	0	1,578	1,578	1,462	116

Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY202

Regionally Significant: ☐ ☒ Inflated

Key #: 23673

Requesting Agency: Valley Regional Transit

Project Year: 2029

Total Previous Allocations: \$0

Total Programmed Budget: \$1,576

Total Cost (Prev. + Prog.): \$1,576

Project Description

Fund capital replacement projects, such as rolling stock, infrastructure, and technology, identified in the Transit Asset Management Plan in FY2029 in the Boise Urban Area. See Valley Regional Transit's Program of Projects for more details on current year projects and the Transportation Development Plan for long-term vision.

TIP Achievement:

Public Transportation

Transit Asset Management



Funding Source STBG-TMA			Program Local Hwy - Transportation Alternatives					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2029	0	0	0	0	0	1,576	1,576	1,460	116
Fund Totals:	0	0	0	0	0	1,576	1,576	1,460	116

Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY203

Regionally Significant: ☐ ☒ Inflated

Key # : 24220

Requesting Agency: Valley Regional Transit

Project Year: 2030

Total Previous Allocations: \$0

Total Programmed Budget: \$1,609

Total Cost (Prev. + Prog.): \$1,609

Project Description

Fund capital replacement projects, such as rolling stock, infrastructure, and technology, identified in the Transit Asset Management Plan in FY2030 in the Boise Urban Area. See Valley Regional Transit's Program of Projects for more details on current year projects and the Transportation Development Plan for long-term vision.

TIP Achievement:

Public Transportation

Transit Asset Management



Funding Source STBG-TMA			Program Local Hwy - Transportation Management					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2030	0	0	0	0	0	1,609	1,609	1,491	118
Fund Totals:	0	0	0	0	0	1,609	1,609	1,491	118

Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY203

Regionally Significant: ☐ ☒ Inflated

Key # : 24643

Requesting Agency: Valley Regional Transit

Project Year: 2031

Total Previous Allocations: \$0

Total Programmed Budget: \$1,641

Total Cost (Prev. + Prog.): \$1,641

Project Description

Fund capital replacement projects, such as rolling stock, infrastructure, and technology, identified in the Transit Asset Management Plan in FY2031 in the Boise Urban Area. See Valley Regional Transit's Program of Projects for more details on current year projects and the Transportation Development Plan for long-term vision.

TIP Achievement:

Public Transportation

Transit Asset Management



Funding Source STBG-TMA			Program Local Hwy - Transportation Management					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2031	0	0	0	0	0	1,641	1,641	1,521	120
Fund Totals:	0	0	0	0	0	1,641	1,641	1,521	120

Transit - Rolling Stock, Infrastructure, and Technology, Nampa Area, VRT

Regionally Significant: ☐ ☐ Inflated

Key #: 18781

Requesting Agency: Valley Regional Transit

Project Year: 2025-2029

Total Previous Allocations: \$0

Total Programmed Budget: \$7,750

Total Cost (Prev. + Prog.): \$7,750

Project Description

Fund capital replacement, identified in the Transit Asset Management Plan, or expansion projects, such as rolling stock, infrastructure, and technology in the Nampa Urban Area. See Valley Regional Transit's Program of Projects for more details on current year projects and the Transportation Development Plan for long-term vision.

TIP Achievement:

Public Transportation

Transit Asset Management



Funding Source FTA 5307 SU			Program Transit Capital				Local Match 20.00%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	0	0	0	0	2,470	2,470	1,976	494
2026	0	0	0	0	0	1,320	1,320	1,056	264
2027	0	0	0	0	0	1,320	1,320	1,056	264
2028	0	0	0	0	0	1,320	1,320	1,056	264
2029	0	0	0	0	0	1,320	1,320	1,056	264
Fund Totals:	0	0	0	0	0	7,750	7,750	6,200	1,550

Transit - Rolling Stock, Infrastructure, and Technology, Nampa Area, VRT

Regionally Significant: ☐ ☐ Inflated

Key #: 20136e

Requesting Agency: Valley Regional Transit

Project Year: 2025-2029

Total Previous Allocations: \$0

Total Programmed Budget: \$1,590

Total Cost (Prev. + Prog.): \$1,590

Project Description

Fund capital replacement (identified in the Transit Asset Management Plan) or expansion projects, such as rolling stock, infrastructure, and technology, in the Nampa Urban Area. See Valley Regional Transit's Program of Projects for more details on current year projects and the Transportation Development Plan for long-term vision.

TIP Achievement:

Public Transportation

Transit Asset Management



Funding Source FTA 5339 SU			Program Transit Capital				Local Match 20.00%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	0	0	0	0	298	298	238	60
2026	0	0	0	0	0	323	323	258	65
2027	0	0	0	0	0	323	323	258	65
2028	0	0	0	0	0	323	323	258	65
2029	0	0	0	0	0	323	323	258	65
Fund Totals:	0	0	0	0	0	1,590	1,590	1,272	318

Transit - State Street Premium Corridor, Part 2, Boise Area, VRT

Regionally Significant: ☒ ☐ Inflated

Key #: 23179

Requesting Agency: Valley Regional Transit

Project Year: 2024-2025

Total Previous Allocations: \$3,159

Total Programmed Budget: \$11,642

Total Cost (Prev. + Prog.): \$14,801

TIP Achievement:

Open Space

Health

Active Transportation

Public Transportation



Project Description

Project will construct transit, pedestrian, and bicycle facilities along a six and one-half mile section of State Street (State Highway 44) from Bogart Lane to Downtown Boise in the Cities of Boise and Garden City. The project includes accessible bus stops, on-route charging, real-time bus arrival displays, ticketing machines, lighting, a multi-use pathway, wheelchair ramps and access, and bicycle and additional street crossings. The project will benefit vulnerable populations by improving transit speed and reliability, enhancing accessibility and safety at and near transit stops, and increasing the comfort and ease of non-motorized and transit travel.

Funding Source RAISE			Program Hwy - Competative					Local Match 20.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2026	0	0	0	0	0	10,571	10,571	8,457	2,114
Fund Totals:	0	0	0	0	0	10,571	10,571	8,457	2,114

Funding Source FTA 5307 LU / STBG-TMA			Program Transit Capital					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2026	0	0	0	0	0	1,071	1,071	992	79
Fund Totals:	0	0	0	0	0	1,071	1,071	992	79

Transit - Vehicle Replacement, ACHD

Regionally Significant: ☐ ☐ Inflated

Key #: 20136f

Requesting Agency: ACHD

Project Year: 2025-2026

Total Previous Allocations: \$0

Total Programmed Budget: \$983

Total Cost (Prev. + Prog.): \$983

TIP Achievement:

Public Transportation

Transit Asset Management



Project Description

Replace 15 Ada County Highway District Commuteride vans. The vans serve a six-county area of southwest Idaho serving an average of 500 commuters annually. Routes must start, end, or pass-through Ada County.

Funding Source FTA 5339 R			Program Transit Capital					Local Match 20.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	0	0	0	0	492	492	394	98
2026	0	0	0	0	0	491	491	393	98
Fund Totals:	0	0	0	0	0	983	983	786	197

Transit - Vehicle Replacements, VRT

Regionally Significant: ☐ ☐ Inflated

Key # : 23970

TIP Achievement:

Transit Asset Management

Requesting Agency: Valley Regional Transit

Project Year: 2024-2025

Total Previous Allocations: \$1,841

Total Programmed Budget: \$18,744

Total Cost (Prev. + Prog.): \$20,585

Project Description

Procure eight electric expansion vehicles, four depot chargers, and install eight on-route chargers at Main Street Station and associated electrical infrastructure and workforce training for the transit system in the Boise Urban Area. Funds are FY2022 competitive program for low or no emission vehicles.



Funding Source FTA 5339 (c)			Program Transit Capital				Local Match 13.07%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	0	0	0	0	18,744	18,744	16,294	2,450
Fund Totals:	0	0	0	0	0	18,744	18,744	16,294	2,450

Transit, Replacement Vehicle, Boise State University

Regionally Significant: ☐ ☐ Inflated

Key # : 25102

TIP Achievement:

Transit Asset Management

Requesting Agency: Valley Regional Transit

Project Year: 2025

Total Previous Allocations: \$0

Total Programmed Budget: \$172

Total Cost (Prev. + Prog.): \$172

Project Description

Replace a vehicle in the Boise State University transit fleet, in the Boise Urban Area.



Funding Source FTA 5339 LU			Program Transit Capital				Local Match 20.00%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	0	0	0	0	172	172	138	34
Fund Totals:	0	0	0	0	0	172	172	138	34

Transit, Replacement Vehicles, Serenity Transportation

Regionally Significant: ☐ ☒ Inflated

TIP Achievement:

Key #: 25103

Transit Asset Management

Requesting Agency: Valley Regional Transit

Project Year: 2025

Total Previous Allocations: \$0

Total Programmed Budget: \$300

Total Cost (Prev. + Prog.): \$300

Project Description

Purchase four replacement vehicles for senior non-medical transport service in the Serenity Transportation transit fleet for use in the Nampa Urban Area.



Funding Source		Program						Local Match	
FTA 5307 SU		Transit Capital						20.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	0	0	0	0	300	300	240	60
Fund Totals:	0	0	0	0	0	300	300	240	60

US 20/26 (Broadway Avenue), Sealcoat, Boise

Regionally Significant: ☐ ☒ Inflated

TIP Achievement:

Key #: 24569

Asset Management

Requesting Agency: ITD

Safety

Project Year: 2030

Total Previous Allocations: \$0

Total Programmed Budget: \$698

Total Cost (Prev. + Prog.): \$698

Project Description

Improve the pavement condition using a hot chip seal treatment on US 20/26 (Broadway Avenue) from West University Drive to 800 feet south of Federal Way in the City of Boise to preserve the roadway pavement.



Funding Source		Program						Local Match	
NHPP		State Hwy - Pavement Preservation						7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2026	16	0	0	0	0	0	16	15	1
2030	0	0	0	0	79	603	682	632	50
Fund Totals:	16	0	0	0	79	603	698	647	51

US 20/26 (Chinden Boulevard), Joplin Road to I-184, Ada County

Regionally Significant: ☐ ☒ Inflated

TIP Achievement:

Key #: 24575

Asset Management

Requesting Agency: ITD

Safety

Project Year: 2030

Total Previous Allocations: \$0

Total Programmed Budget: \$4,563

Total Cost (Prev. + Prog.): \$4,563

Project Description

Improve the pavement using a mill and inlay treatment on US 20/26 (Chinden Boulevard) from Joplin Road to Interstate 184 in Ada County to restore and rehabilitate the roadway pavement.



Funding Source NHPP			Program State Hwy - Restoration					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2026	330	0	0	0	0	0	330	306	24
2030	0	0	0	0	254	3,979	4,233	3,922	311
Fund Totals:	330	0	0	0	254	3,979	4,563	4,228	335

US 20/26 (Chinden), Phyllis Canal to North Mountain View Drive, Ada County

Regionally Significant: ☐ ☒ Inflated

TIP Achievement:

Key #: 24570

Asset Management

Requesting Agency: ITD

Safety

Project Year: 2029

Total Previous Allocations: \$0

Total Programmed Budget: \$2,292

Total Cost (Prev. + Prog.): \$2,292

Project Description

Improve the pavement using a hot chip seal treatment on US 20/26 (Chinden Boulevard) from the Phyllis Canal in the City of Nampa to North Mountain View Drive in the City of Boise to preserve the roadway pavement.



Funding Source NHPP			Program State Hwy - Pavement Preservation					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	58	0	0	0	0	0	58	54	4
2029	0	0	0	0	137	2,097	2,234	2,070	164
Fund Totals:	58	0	0	0	137	2,097	2,292	2,124	168

US 20/26 and SH-44, Pedestrian Ramp Improvements, Ada County

Regionally Significant: ☐ ☒ Inflated

TIP Achievement:

Key #: 24769

Active Transportation

Requesting Agency: ITD

Safety

Project Year: 2026

Total Previous Allocations: \$0

Total Programmed Budget: \$2,188

Total Cost (Prev. + Prog.): \$2,188

Project Description

Construct pedestrian ramp improvements along US 20/26 and SH-44. Segments include: US 20/26 (Broadway Avenue), East Park Boulevard to the Broadway Avenue Interchange; US 20/26 (Chinden Boulevard), Discovery Way to just west of Joplin Road; and SH-44, Gary Lane to the Intersection of Glenwood Street and Chinden Boulevard. (Design work includes the design for Key Number 24702. Construction will remain separate, but will companion with Key Number 24702 when the project is bid.)



Funding Source NHPP			Program State Hwy - Safety & Capacity (Safety)					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	10	390	0	0	0	0	400	371	29
2026	0	0	0	0	0	1,632	1,632	1,512	120
Fund Totals:	10	390	0	0	0	1,632	2,032	1,883	149

Funding Source CRP-TMA			Program Local Hwy - Transportation Management					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	156	0	0	0	0	156	145	11
Fund Totals:	0	156	0	0	0	0	156	145	11

US 20/26, Aviation Way to SH-16, Sealcoat, Ada and Canyon Counties

Regionally Significant: ☐ ☒ Inflated

TIP Achievement:

Key #: 24062

Asset Management

Requesting Agency: ITD

Project Year: 2027

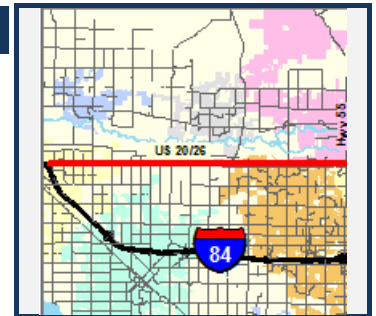
Total Previous Allocations: \$40

Total Programmed Budget: \$3,365

Total Cost (Prev. + Prog.): \$3,405

Project Description

Sealcoat US 20/26 from Aviation Way in the City of Caldwell to State Highway 16 in Ada County. The treatment will maintain mobility by extending the life of the pavement.



Funding Source NHPP			Program State Hwy - Pavement Preservation					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2027	0	0	0	0	152	3,213	3,365	3,118	247
Fund Totals:	0	0	0	0	152	3,213	3,365	3,118	247

US 20/26, Middleton Road to Star Road, Ada and Canyon Counties

Regionally Significant: ☒ ☐ Inflated

Key #: 23337

Requesting Agency: ITD

Project Year: 2025

Total Previous Allocations: \$72,820

Total Programmed Budget: \$80

Total Cost (Prev. + Prog.): \$72,900

TIP Achievement:

System Performance

Active Transportation

NHS-LOTTR

Safety



Project Description

Preliminary engineering and right-of-way acquisition to widen US 20/26 from Middleton Road in the City of Caldwell to Star Road in Ada County. Work will include widening the corridor from two lanes to five lanes (two through lanes each direction and a center turn lane). Intersection improvements will include signalization at the mile. Construction funding is included in KN24309 and KN24310.

Funding Source		TECM		Program		State Hwy - Safety & Capacity (Capacity)		Local Match		100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2025	80	0	0	0	0	0	80	0	80		
Fund Totals:	80	0	0	0	0	0	80	0	80		

US 20/26, Middleton Road to Star Road, Canyon County

Regionally Significant: ☒ ☒ Inflated

Key #: 24309

Requesting Agency: ITD

Project Year: 2026

Total Previous Allocations: \$0

Total Programmed Budget: \$114,767

Total Cost (Prev. + Prog.): \$114,767

TIP Achievement:

System Performance

Safety



Project Description

Widen US 20/26 from Middleton Road near the City of Caldwell to Star Road near the City of Star. Improvements include two travel lanes in each direction and a center turn lane with two way left turns. Intersection improvements at the mile will include signalization.

Funding Source		NHPP		Program		State Hwy - Safety & Capacity (Capacity)			Local Match		7.34%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total		Federal Share	Local Share	
2026	0	0	0	0	5,202	64,464	69,666		64,553	5,113	
Fund Totals:	0	0	0	0	5,202	64,464	69,666		64,553	5,113	

Funding Source		TECM		Program		State Hwy - Safety & Capacity (Capacity)			Local Match		100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total		Federal Share	Local Share	
2026	0	0	0	0	3,485	41,616	45,101		0	45,101	
Fund Totals:	0	0	0	0	3,485	41,616	45,101		0	45,101	

US 95, Parma North City Limit to Junction I-84, Resurface, Canyon and Payette

Regionally Significant: ☐ ☒ Inflated

Key #: 23167

Requesting Agency: ITD

Project Year: 2026

Total Previous Allocations: \$110

Total Programmed Budget: \$9,041

Total Cost (Prev. + Prog.): \$9,151

Project Description

Resurface the pavement with a mill and inlay treatment on US Highway 95 from just south of the junction with US Highway 20 near the City of Parma to just south of the junction with I-84 in Payette County (47% Canyon County and 53% Payette County).



Funding Source NHPP		Program State Hwy - Restoration						Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2026	0	0	0	0	540	8,501	9,041	8,377	664
Fund Totals:	0	0	0	0	540	8,501	9,041	8,377	664

US 95, Parma North City Limit to Junction I-84, Sealcoat, Canyon and Payette

Regionally Significant: ☐ ☒ Inflated

Key #: 24058

Requesting Agency: ITD

Project Year: 2029

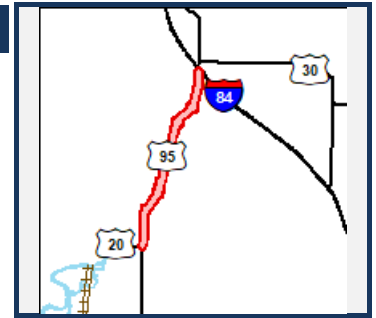
Total Previous Allocations: \$0

Total Programmed Budget: \$2,893

Total Cost (Prev. + Prog.): \$2,893

Project Description

Sealcoat US Highway 95 from just south of the junction with US Highway 20 near the City of Parma to just south of the junction with Interstate 84 in Payette County. The treatment will maintain mobility and extend the life of the pavement (47% Canyon County and 53% Payette County).



Funding Source NHPP		Program State Hwy - Pavement Preservation						Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	61	0	0	0	0	0	61	57	4
2029	0	0	0	0	88	2,744	2,832	2,624	208
Fund Totals:	61	0	0	0	88	2,744	2,893	2,681	212

US 95, SH-55 to SH-19, Sealcoat, Canyon and Owyhee Counties

Regionally Significant: ☐ ☒ Inflated

TIP Achievement:

Key #: 24580

Asset Management

Requesting Agency: ITD

Pavement

Project Year: 2031

Total Previous Allocations: \$0

Total Programmed Budget: \$954

Total Cost (Prev. + Prog.): \$954

Project Description

Add project. Description: Add sealcoat treatment on US 95 from State Highway 55 near the City of Marsing in Owyhee County to State Highway 19 near the City of Wilder in Canyon County. (69% Owyhee County and 31% Canyon County)



Funding Source NHPP			Program State Hwy - Pavement Preservation					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2027	25	0	0	0	0	0	25	23	2
2031	0	0	0	0	35	894	929	861	68
Fund Totals:	25	0	0	0	35	894	954	884	70

US 95, Wilder to Parma, Sealcoat, Canyon County

Regionally Significant: ☐ ☒ Inflated

TIP Achievement:

Key #: 23162

Asset Management

Requesting Agency: ITD

Pavement

Project Year: 2026

Safety

Total Previous Allocations: \$50

Total Programmed Budget: \$1,864

Total Cost (Prev. + Prog.): \$1,914

Project Description

Sealcoat the pavement surface on US Highway 95 from Lower Pleasant Ridge Road south of the City of Wilder to just north of the cemetery in the City of Parma. The treatment will improve ride quality and extend the pavement lifespan.



Funding Source NHPP			Program State Hwy - Pavement Preservation					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2026	0	0	0	0	38	1,826	1,864	1,727	137
Fund Totals:	0	0	0	0	38	1,826	1,864	1,727	137

US-95, Sign Face Replacement – FY2024

Regionally Significant: ☐ ☒ Inflated TIP Achievement:

Key #: 24079

Support

Requesting Agency: ITD

Project Year: 2025

Total Previous Allocations: \$0

Total Programmed Budget: \$832

Total Cost (Prev. + Prog.): \$832

Project Description

Update and replace all sign faces along US-95 beginning at the Oregon state line through Owyhee County and Canyon County ending near the City of Payette.



Funding Source		State	Program State Highway - Safety					Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	1	0	0	0	1	830	832	0	832
Fund Totals:	1	0	0	0	1	830	832	0	832

Ustick Road, Black Cat Road to Ten Mile Road, Meridian

Regionally Significant: ☒ ☐ Inflated TIP Achievement:

Key #: 200919

Health

Requesting Agency: ACHD

System Performance

Project Year: 2025

Total Previous Allocations: \$479

Active Transportation

Total Programmed Budget: \$6,585

Safety

Total Cost (Prev. + Prog.): \$7,064

Project Description

Widen Ustick Road from Black Cat Road to Ten Mile Road in Ada County and the City of Meridian from two lanes to five lanes. Project includes enhanced pedestrian and bicycle facilities on both sides of the roadway.



Funding Source		Local (Regionally Significant)	Program Hwy - Local Partnerships					Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	0	0	24	148	6,413	6,585	0	6,585
Fund Totals:	0	0	0	24	148	6,413	6,585	0	6,585

Ustick Road, McDermott Road to Black Cat Road, Ada County

Regionally Significant: ☒ ☐ Inflated

Key #: MP400181

Requesting Agency: ACHD

Project Year: 2027

Total Previous Allocations: \$488

Total Programmed Budget: \$10,999

Total Cost (Prev. + Prog.): \$11,487

Project Description

Widen Ustick Road from McDermott Road to Black Cat Road in Ada County from two lanes to five lanes (two through lanes in each direction, center median, and turn pockets where appropriate). Work includes constructing pedestrian and bicycle lanes on both sides of the roadway.



Funding Source	Local	(Regionally Significant)	Program	Hwy - Local Partnerships			Local Match		100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	181	0	0	0	0	181	0	181
2026	0	0	4,320	0	0	0	4,320	0	4,320
2027	0	0	0	204	124	6,170	6,498	0	6,498
Fund Totals:	0	181	4,320	204	124	6,170	10,999	0	10,999

Ustick Road, Star Road to McDermott Road, Ada County

Regionally Significant: ☒ ☐ Inflated

Key #: 203719

Requesting Agency: ACHD

Project Year: PD

Total Previous Allocations: \$0

Total Programmed Budget: \$5,677

Total Cost (Prev. + Prog.): \$5,677

Project Description

Widen Ustick Road from Star Road to McDermott Road in Ada County to five lanes including enhanced pedestrian and bicycle facilities.



Funding Source	Local (Regionally Significant)			Program	Hwy - Local Partnerships			Local Match	100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2026	0	451	0	0	0	0	451	0	451
PD	0	0	67	0	0	5,159	5,226	0	5,226
Fund Totals:	0	451	67	0	0	5,159	5,677	0	5,677

Ustick Road, Ten Mile Road to Linder Road, Meridian

Regionally Significant: ☒ ☐ Inflated

Key #: 300550

Requesting Agency: ACHD

Project Year: 2026-2027

Total Previous Allocations: \$87

Total Programmed Budget: \$12,937

Total Cost (Prev. + Prog.): \$13,024

TIP Achievement:

System Performance

Active Transportation

Safety



Project Description

Widen Ustick Road from Ten Mile Road to Linder Road in the City of Meridian from two lanes to five lanes (two through-lanes in each direction, center median, and turn pockets where appropriate). Project includes pedestrian and bicycle facilities on both sides of the roadway.

Funding Source		Local (Regionally Significant)		Program		Hwy - Local Partnerships		Local Match		100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2025	0	0	1,482	0	0	0	1,482	0	1,482	
2026	0	0	0	50	75	10,730	10,855	0	10,855	
2027	0	0	0	0	0	600	600	0	600	
Fund Totals:	0	0	1,482	50	75	11,330	12,937	0	12,937	

Vista Avenue, Overland Road to Rose Hill Street, Boise

Regionally Significant: ☐ ☒ Inflated

Key #: 22390

Requesting Agency: ACHD

Project Year: 2027

Total Previous Allocations: \$1,492

Total Programmed Budget: \$7,972

Total Cost (Prev. + Prog.): \$9,464

TIP Achievement:

Active Transportation

Asset Management

Safety



Project Description

Supplement the local pavement preservation program to complete pavement improvements on federal-aid roadway on Vista Avenue, Overland Road to Rose Hill Street in the City of Boise. Work includes improvements to adjoining sidewalks to meet Americans with Disabilities Act (ADA) requirements.

Funding Source		TAP-TMA		Program		Local Hwy - Transportation Alternatives		Local Match		7.34%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2025	0	50	0	0	0	0	50	46	4	
Fund Totals:	0	50	0	0	0	0	50	46	4	

Funding Source		STBG-TMA		Program		Local Hwy - Transportation Management		Local Match		7.34%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2026	0	0	357	0	0	0	357	331	26	
2027	0	0	0	0	735	6,830	7,565	7,010	555	
Fund Totals:	0	0	357	0	735	6,830	7,922	7,341	581	

Western Heritage Byway, Swan Falls Road, ACHD

Regionally Significant: ☐ ☐ Inflated

Key # : 22600

Requesting Agency: ACHD

Project Year: 2026

Total Previous Allocations: \$834

Total Programmed Budget: \$3,981

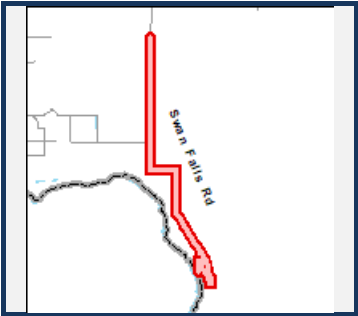
Total Cost (Prev. + Prog.): \$4,815

TIP Achievement:

Open Space

Active Transportation

Safety



Project Description

Add five-foot shoulders to Swan Falls Road from just north of Initial Point Road to the southern terminus of the roadway using Federal Lands Access Program funds. Project will also improve accessibility to Bureau of Land Management facilities. Project managed by Western Federal Lands.

Funding Source		FLAP		Program		Hwy - Competative		Local Match		7.34%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2026	0	0	0	0	0	3,981	3,981	3,689	292	
Fund Totals:	0	0	0	0	0	3,981	3,981	3,689	292	

*PD = Preliminary Development (projects with development activity but no programmed year of construction)

APPENDIX F: PUBLIC COMMENTS

Provides verbatim comments received on the project list, as well as any amendments that require a public comment period.

Summary of Public Comments

The disposition of individual comments is with the verbatim comments in this section. Questions submitted as part of public comments were answered, and all comments were provided to the Regional Transportation Advisory Committee and the COMPASS Board of Directors. Comments related to specific projects or studies were forwarded to appropriate agencies.

A public comment period was held concurrently for an amendment to *Communities in Motion 2050* (CIM 2050) and the Draft FY2025-2031 Regional Transportation Improvement Program (TIP) **July 1 through July 31, 2024**. A total of 29 individuals commented. Twenty-eight comments were related specifically to the draft FY2025-2031 TIP. Staff does not recommend changes to the FY2025-2031 TIP based on public comments received.

Included in the public comments were three letters signed by a total of four member agencies (the Cities of Caldwell, Nampa, and Star and Highway District No. 4) and one non-member agency (Nampa Highway District No. 1) raising safety concerns regarding four delayed Idaho Transportation Department (ITD) projects in their areas. COMPASS staff recommends and volunteers to schedule and host, coordination meetings among these agencies and ITD staff to reconsider the timing of these projects and determine options to advance the affected projects.

Amendment #1

A public comment period was held **September 2 through 16, 2024**, to address a proposed amendment to *Communities in Motion 2050* and the proposed amendments to the FY2024-2030 and FY2025-2031 TIPs. The amendment to TIP projects included:

- Add a project to plan and design four roads in the City of Notus
- Add a project to replace Valley Regional Transit buses and expand and improve the transit center at Boise Towne Square Mall
- Update the scope of work to provide the termini for construction on State Highway 16: State Highway 44 to Beacon Light Road
- Change the locations of several ramp improvements on Interstate 84 in the Cities of Nampa, Meridian, and Boise
- Remove construction funds on a project on State Highway 44 in Canyon County (construction is still anticipated, but specific funding has not been identified)

A total of five individuals commented. Four comments were related specifically to the amendment to the FY2024-2030 and FY2025-2031 TIPs. No changes were made based on public comments received.

Amendment #2

A public comment period was held **October 28 through November 11, 2024**, to address the proposed amendments to the FY2024-2030 and FY2025-2031 TIPs.

The amendment to TIP projects included adding six projects, four through nationally competitive grants and two through state and local programs. Additionally, the proposal advanced a project to rebuild Middleton Road from State Highway 55 (Karcher Road) to Flamingo Avenue in the City of Nampa to FY2025.

A total of five individuals commented during the public comment period. No changes were made based on public comments received.

Amendment #3

A public comment period was held **January 6, 2025, through January 16, 2025**, to address the proposed amendments to the FY2025-2031 TIP.

The amendment to TIP projects includes adjusting the cost of two projects to meet current funding needs: one to accommodate Valley Regional Transit's 2025 budget needs and one to increase the funding for the I-84, Centennial interchange to Franklin Interchange project in Caldwell.

A total of ten individuals commented during the public comment period. No changes were made based on public comments received.

Amendment #4

A public comment period was held **March 3, 2025, through March 17, 2025**, to address the proposed amendments to the FY2025-2031 TIP.

The amendment adds a project to CIM 2050 to widen State Highway 69 (Meridian Road) between Columbia Road in the City of Kuna and Victory Road in the City of Meridian through an agreement with a private developer.

The changes to the TIP include proposals to increase funding for the State Highway 16 project between Ustick Road and US 20/26 and delay the railroad crossing project at South Cole Road. Additionally, the amendment adds the State Highway 69 project noted above, along with four additional new projects.

A total of two comments were received. No changes were made based on public comments received.

Amendment #5

A public comment period was held **March 24, 2025, through April 7, 2025**, to address the proposed amendments to the FY2025-2031 TIP.

The amendment increases funding for two projects on State Highway 16; however, there are no changes to the work planned for the projects.

A total of eight comments were received. No changes were made based on public comments received.

Administrative Modification #9

A public comment period was held **April 8, 2025, through April 17, 2025**, to remove three projects, two in the City of Nampa and one to collect data for COMPASS' planning needs and add a project for the City of Nampa.

A total of two comments were received. No changes were made based on public comments received.

Administrative Modification #11

A public comment period was held **April 30, 2025 through May 11, 2025**, to add a project to replace existing transit vehicles at Boise State University and Serenity Transportation.

A total of one comment was received. No changes were made based on public comments received.

Amendment #6

A public comment period was held **September 5, 2025, through September 15, 2025**, to address the proposed amendments to the FY2025-2031 TIP and the FY2026-2032 TIP.

The amendment increases local participating funds to meet the final engineer's estimate on the Middleton Road, SH-55 (Karcher Road) to Flamingo Avenue project in the City of Nampa.

A total of two comments were received. No changes were made based on public comments received.

Public Comments Received (Verbatim)

Proposed amendment #7 to the long-range transportation plan, *Communities in Motion 2050*, and the DRAFT FY2026-2032 Transportation Improvement Program

Public Comment Period: July 1 – July 31, 2025

Total number of individuals submitting comments: **33**

Email: **3** Online Comment Form: **27** Hard Copy Comment Form: **3** Letter: **0**

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Method Received	Name, Zip Code, Affiliation
Comments on the proposed amendment to the regional long-range transportation plan, <i>Communities in Motion 2050</i>			
North Liner Road - More pedestrian and bicycle infrastructure is good, but road widening is awful and shouldn't be done, five lane roads suck. Do all the pathways though, those are good. Wide Multi-use pathways are better than having a narrow bike lane and narrow sidewalk.	Thank you for your comments; they will be shared with the Ada County Highway District, and the COMPASS Board of Directors.	Online Comment Form	83704
Cloverdale, Five Mile and Maple Grove all need to be widened south of Overland, for several miles on each road, to accommodate all the residences being built on the south side of town. Victory Road needs to be widened to 2 lanes each direction, from Cole Road to Meridian Road, to also accommodate the rapid growth.	Thank you for your comments; they will be shared with the Ada County Highway District, the City of Meridian, the City of Boise, and the COMPASS Board of Directors.	Online Comment Form	83642
Increased capacity is desperately needed on Middleton Road from State Highway 55 to Nampa-Caldwell Blvd. Although the proposed amendments are helpful. The need for increased capacity of Middleton Road is overwhelming.	Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation Department, the City of Nampa, the City of Caldwell, and the COMPASS Board of Directors.	Online Comment Form	83686
As a resident actively involved in transportation advocacy in Ada County, I appreciate the opportunity to comment on the proposed amendment to Communities in Motion 2050. I strongly support the proposed amendment, particularly the inclusion of multi-use pathways that are protected from car traffic. These pathways not only enhance safety and accessibility for pedestrians, cyclists, and individuals with disabilities, but also provide benefits to motor-vehicle users by reducing congestion	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	Online Comment Form	Bryan Keen 83704

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Method Received	Name, Zip Code, Affiliation
Comments on the proposed amendment to the regional long-range transportation plan, <i>Communities in Motion 2050</i>			
and improving traffic flow. It is crucial, however, that all pathway crossings prioritize safety and accessibility to ensure these improvements genuinely benefit the entire community. I encourage COMPASS to integrate comprehensive accessibility standards and continue active engagement with the disability community in ongoing project development.			
Live to see walking paths proposed. Opposed to widening any roads. Dissapointed there is no public transportation involved.	Thank you for your comments; they will be shared with Valley Regional Transit and the COMPASS Board of Directors.	Online Comment Form	David Kohagen 83651
I want expansion, but there is road work everywhere that never seems to get fully done. Mass transit between Ada County and Canyon County needs to improve. Maybe road work should work nights to increase speed of progress.	Thank you for your comments; they will be shared with Valley Regional Transit and the COMPASS Board of Directors.	Online Comment Form	83646
I live in Eagle and I would like to see a local bus service with many pickup points in the Eagle residential neighborhoods. I would love to use a bus but if I have to drive somewhere to catch one there's no point. Sure if all I want to do is go into Boise, Nampa, Caldwell then I would be prepared to drive. You need to bring the transportation to the people.	Thank you for your comments; they will be shared with the City of Eagle, the City of Boise, the City of Nampa, the City of Caldwell, and the COMPASS Board of Directors.	Online Comment Form	83616
Is there a plan for a light rail system?	Thank you for your question. COMPASS is currently working on a Planning and Environmental Linkages study, referred to as "Let's Ride Treasure Valley," for a possible high-capacity transit system in the Treasure Valley, which could include a rail mode option. (Learn more on the COMPASS website here). However, funding to implement a high-capacity transit system is not yet secured. Your comment will be shared with Valley Regional Transit and the COMPASS Board of Directors.	Email	NA
Comments received above were in regard to Amendment #4 and the comments below are in regard to Amendment #7. The wrong document was initially inadvertendly uploaded to the COMPASS website and corrected on July 14, 2025.			
I support the project to construct a pathway alongside Ridenbaugh Canal in Boise. I want to be able to use this pathway more and have more access to it. I also think the widening projects, while construction may be a little inconvenient, will overall help the congestion in those areas. Thanks for the opportunity to comment!	Thank you for your comments; they will be shared with the City of Boise, the City of Nampa, the City of Middleton, and the COMPASS Board of Directors.	Online Comment Form	83704

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Method Received	Name, Zip Code, Affiliation
Comments on the proposed amendment to the regional long-range transportation plan, <i>Communities in Motion 2050</i>			
Yes, I think the Ridenbaugh Canal should be a high priority project and be added as an amendment.	Thank you for your comments; they will be shared with the City of Boise and the COMPASS Board of Directors.	Online Comment Form	83714
I love the incorporation of multiuse pathways and the added pathway along the canal. I don't love that transportation is stuck trying to resolve the cost of living crisis by making car commuting easier when we need housing reform.	Thank you for your comments; they will be shared with the City of Boise and the COMPASS Board of Directors.	Online Comment Form	83705
I am supportive of the two proposed pathways in the amendment. I have no opinion on the road widening measures.	Thank you for your comments; they will be shared with the City of Boise, the Idaho Transportation Department, and the COMPASS Board of Directors.	Online Comment Form	83712
I support the proposed amendments #7 especially number 4, state Hwy 44 Star to State. Would love to see better sidewalk connectivity on Hill from Hwy 55 to Horseshoe Bend Rd and down Horseshoe Bend Rd. from Hill to Hwy 44.	Thank you for your comments; they will be shared with the Idaho Transportation Department and the COMPASS Board of Directors.	Hard Copy Comment Form	NA
Ramp metering should be considered sooner or later. Coming into Boise – there could be signs advising thru traffic to use left lanes. Bypass of Boise needs to get started, using private money or state/federal money on a combination of gov/private partner dollars.	Thank you for your comments; they will be shared with the Idaho Transportation Department and the COMPASS Board of Directors.	Hard Copy Comment Form	NA
The Boise Valley needs a bypass south of town. I believe it would be used by truckers and locals who don't need to go through town. If cost is an issue I for one would be willing to pay a bill to avoid the horrible traffic around the Flying Y. Ten Mile road is starting to have the same issues as Eagle Rd to many feeder streets on the main road. Action needs to be taken now to avoid the same issues.	Thank you for your comments; they will be shared with the Idaho Transportation Department, the Ada County Highway District, and the COMPASS Board of Directors.	Hard Copy Comment Form	NA
I think these proposed amendments would be a great addition especially the multi-use pathways.	Thank you for your comments; they will be shared with the City of Boise, the Idaho Transportation Department, and the COMPASS Board of Directors.	Online Comment Form	83634
Please prioritize any public transit opportunities over any new road projects. Prioritize bike infrastructure as well.	Thank you for your comments; they will be shared with Valley Regional Transit and the COMPASS Board of Directors.	Online Comment Form	83709
The improvements in Nampa would be wonderful!	Thank you for your comments; they will be shared with the City of Nampa and the COMPASS Board of Directors.	Online Comment Form	83686

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Method Received	Name, Zip Code, Affiliation
Comments on the proposed amendment to the regional long-range transportation plan, <i>Communities in Motion 2050</i>			
I support adding projects, the more the better	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	Online Comment Form	83709
While widening roads it not the best use of money, glad to see that there is additions for other forms of transportation.	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	Online Comment Form	83705
We need railroad going from Caldwell to Boise. To make most effective it should be fast, safe, and affordable taking you right to hotspots like offices and housing. High density housing, shops etc should be build next to stations so people don't have to use cars, less cars on the road! = money saved on less road infrastructure/ maintenance/ crashes etc..	Thank you for your comments; they will be shared with Valley Regional Transit and the COMPASS Board of Directors.	Online Comment Form	83642
My comments pertain to simple and cost effective restriping to keep traffic moving. I request for Compass/ACHD to please consider excessive queuing of vehicles for left hand turns and right hand turns which delays traffic. For example, most left hand turn lanes can only accommodate a certain number of vehicles. I suggest extending the length of the lanes by simply restriping. The extension typically does not incur additional right of way. Vehicles turning left that cannot enter left hand turn lane and remain in the main through lanes back up traffic. If the left turning vehicles can proceed into the left hand turn lane they would reduce the queue in the through-lanes. Site location: northbound Eagle Road left hand turn lane at Chinden Ave intersection. No additional right of way is needed. Removal of island, removal of a u-turn lane, and striping would accommodate this request. There are numerous examples of this in Ada County. Please consider simple and cost effective restriping to keep traffic moving. For right hand turn lanes, I have similar concerns. A dedicated right turn deceleration lane and queuing lane could alleviate traffic back up in the through-lanes. However, some locations would require additional right of way and construction and not as easy as just restriping. Site location: northbound Eagle Road right hand turn lane at Chinden Ave intersection. This location does not have a dedicated right hand turn lane and if a right hand turn vehicle has to stop for a pedestrian, for example, the whole lane is stopped. There are numerous examples of this in Ada County. I believe these two	Thank you for your comments; they will be shared with the Ada County Highway District, Idaho Transportation Department, and the COMPASS Board of Directors.	Online Comment Form	83616

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Method Received	Name, Zip Code, Affiliation
Comments on the proposed amendment to the regional long-range transportation plan, <i>Communities in Motion 2050</i>			
suggestions would reduce the wait times due to the many stop light cycles ("level of service") a vehicle waits. I also suggest public service announcements (general education on the rules of the road, etiquette, etc.) on the ability for vehicles to keep moving.			
We need railroad going from Caldwell to Boise. To make most effective it should be fast, safe, and affordable taking you right to hotspots like offices and housing. High density housing, shops etc should be build next to stations so people don't have to use cars, less cars on the road! = money saved on less road infrastructure/ maintenance/ crashes etc..	Thank you for your comments; they will be shared with Valley Regional Transit and the COMPASS Board of Directors.	Online Comment Form	83642
While widening roads it not the best use of money, glad to see that there is additions for other forms of transportation.	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	Online Comment Form	83705
Please move up the hill and horseshoe road project. to make it easier for walkers and bikers.. with the speed in the area and crossing the road it is not safe heading to Wincc.. Also what gives can we please stop increasing the speed limits on all roads.. people, bikers and walkers are dying this summer and this year, Can we try something different in being a safer city in lowering speed limits and not increasing them... When you ad speed to the equation to those many drivers not paying attention we are getting an increase on accidents. Not getting home by 5 or 10 min while driving is not worth getting some killed. One idea would be designating preferred bike roads with slower speeds to prevent driver and road bike interactions or confrontations., An example would be slower the speed for biking preferred on Floating feather road to take the pressure of of hill road and Beacon.Light rd. Home many people need to get injured before things change for it to be safer on the roads. increasing speed is not the answer on connecting roads... I bike several times each week..drivers are sure not slowing down in road construction areas either, they need to be fined...	Thank you for your comments; they will be shared with the City of Boise, City of Eagle, Ada County Highway District, and COMPASS Board of Directors.	Online Comment Form	Nel 83616
Constructing a 12-foot-wide multi-use pathway along the south side of the Ridenbaugh Canal from Maple Grove Road to Milwaukee Street in the City of Boise is absolutely not a "high priority", rather a pet project of Boise City Council and ACHD	Thank you for your comments; they will be shared with the City of Boise, Ada County Highway District, and the COMPASS Board of Directors.	Online Comment Form	83705

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Method Received	Name, Zip Code, Affiliation
Comments on the proposed amendment to the regional long-range transportation plan, <i>Communities in Motion 2050</i>			
staff who are anti-commerce due to restriction of motor vehicles and exacerbating the downtown traffic situation by restricting vehicle lanes of major thoroughfares.			
On state hwy 44 pathway: how does separating it from the larger road projects impact it's constructable under new state laws? Will there be dedication from the state to build it separately? Id prefer seeing it kept in the larger corridor project.	Thank you for your question and comment. They have been shared with the Idaho Transportation Department and their response is below. Your question and comment will also be shared with the COMPASS Board of Directors. Waiting for a response from ITD.	Online Comment Form	83709

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Method Received	Name, Zip Code, Affiliation
Comments on projects in the regional transportation improvement program (TIP)			
10 Avenue Caldwell - Seems good. 2nd Street Nampa - Could be better but seems fine. Cherry Lane Nampa - Looks good Cherry Lane 2 - Not very good, cars don't need shoulders, that just allows them to speed and makes them more dangerous. Cole Road Boise - Looks fine Columbia Village Roadway Boise - Looks fine I guess. Commuterride - More transit is always good. Less private vehicles clogging the street is needed.	Thank you for your comments; they will be shared with the City of Caldwell, the City of Nampa, and the COMPASS Board of Directors.	Online Comment Form	83704
We need more public transportation that runs more often for people who can't drive or don't have cars. I don't drive for different reasons (health) and I've been looking for work over 8 months and it's impossible for me because I don't drive.	Thank you for your comments; they will be shared with Valley Regional Transit and the COMPASS Board of Directors.	Online Comment Form	83607
As a resident actively involved in transportation advocacy in Ada County, I appreciate the opportunity to comment on projects in the Regional Transportation Improvement Program (TIP). I support projects that prioritize enhanced accessibility, mobility, and safety for all users, particularly individuals with disabilities, pedestrians, and cyclists. Investments in infrastructure such as protected multi-use pathways, accessible transit facilities, and improved intersections contribute significantly to community safety and equitable transportation access. I urge COMPASS to	Thank you for your comments; they will be shared with the Ada County Highway District, Idaho Transportation Department, Valley Regional Transit, and the COMPASS Board of Directors.	Online Comment Form	Bryan Keen 83704

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Method Received	Name, Zip Code, Affiliation
Comments on projects in the regional transportation improvement program (TIP)			
ensure all TIP projects incorporate rigorous accessibility standards, safety enhancements, and continued dialogue with communities directly impacted by transportation planning and implementation.			
Nampa looks neglected and pedestrian improvements look to be more recreational than useful for day to day use. Pave a path along every canal in Nampa for meaningful pedestrian and bike connectivity.	Thank you for your comments; they will be shared with the City of Nampa and the COMPASS Board of Directors.	Online Comment Form	David Kohagen 83651
I like the changes to Glenwood street pathway. Also add the overhead walkway across Chinden. We need it for better pathways to the new soccer stadium.	Thank you for your comments; they will be shared with the City of Garden City and the COMPASS Board of Directors.	Online Comment Form	83704
The SH-44, Star to Eagle, Sealcoat, Ada County project is great EXCEPT not until 2029? Much of this section of road, particularly from Hwy 55 to Linder Rd is already very riddled with potholes and seam patches that have come loose.	Thank you for your comments; they will be shared with the City of Eagle, the City of Star, the Idaho Transportation Department, and the COMPASS Board of Directors.	Online Comment Form	83616
Please please please paint reflective stripes on our roads. It is soooo hard to see the lines at night when it rains or even when it rains hard during the day. Especially on our highway 20 in Middleton/Star, Hwy 44, Star Rd.	Thank you for your comments; they will be shared with the City of Star, the City of Middleton, the Ada County Highway District, the Idaho Transportation Department, and the COMPASS Board of Directors.	Email	Cheryl Burgess
I read through all 97 proposed projects and did not see any projects for additional lights or traffic circles between Star and I-74. Is there a plan for traffic management on State Highway 44 between Star and I-84? The traffic at the intersection of Hwy 44 and Old Highway 30 needs a light due to the high volume of traffic. Additionally a light at either Lansing Lane and Hwy 44 or Diff Lane and 45 is needed. There have been multiple serious accidents and fatalities at these intersections due to the high traffic flow on Highway 44 and the high feeder volume on both Landing Lane and Duff Lane. There is not adequate break in traffic to safely turn onto Hwy 44 in either direction due to a continuous flow of traffic on Hwy 44. Thank you for informing the public and allowing for public input.	Thank you for your comments. The Idaho Transportation Department (ITD) is currently conducting an environmental study along State Highway 44 between the City of Star and Interstate 84. When the environmental study is complete, ITD will have a plan to make improvements along the state highway. No funding is currently planned for these improvements. We will forward your concerns to the Idaho Transportation Department, the Cities of Star and Middleton, and Highway District 4, as well as the COMPASS Board of Directors.	Email	Tamie Bromley
I support any that help reduce congestion and make my travel time to and from work more manageable.	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	Online Comment Form	83704

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Method Received	Name, Zip Code, Affiliation
Comments on projects in the regional transportation improvement program (TIP)			
I would like to see even more investment in pathways and public transportation long-term.	Thank you for your comments; they will be shared with Valley Regional Transit and the COMPASS Board of Directors.	Online Comment Form	83714
I have to trust you on these. I want trains.	Thank you for your comments; they will be shared with Valley Regional Transit and the COMPASS Board of Directors.	Online Comment Form	83705
I support more pathways and light rail projects. I would also like a more sensible approach to scheduling roadwork Downtown but that's a different subject.	Thank you for your comments; they will be shared with Valley Regional Transit and the COMPASS Board of Directors.	Online Comment Form	83712
Support key #24228 especially Hill and Edgewood, Support Key #13484, very needed but would request consideration for pedestrians and cyclists to get through the intersection. Centennial Way blocks ped across from downtown to greenbelt and parks. Support all VRT projects and pathway projects.	Thank you for your comments; they will be shared with the Ada County Highway District, Idaho Transportation Department, City of Caldwell, Valley Regional Transit, and the COMPASS Board of Directors.	Hard Copy Comment Form	--
Light-rail – I am in favor of.	Thank you for your comments; they will be shared with Valley Regional Transit and the COMPASS Board of Directors.	Hard Copy Comment Form	--
Someone needs to make sure the developers of all the subdivisions that keep going in are paying their fair share for the roads, water, etc. They are increasing use of the infrastructure and need to be paying for that use.	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	Hard Copy Comment Form	--
Related to bike infrastructure, the Emerald road bridge over I-184 needs a dedicated bike lane, and improvements overall	Thank you for your comments; they will be shared with the Ada County Highway District, Idaho Transportation Department, City of Boise, and COMPASS Board of Directors.	Online Comment Form	83709
I have some concerns about the proposed project at Linder Road from Overland to Franklin (Key #24099). I live in the housing community near this project, and I am not sure why this project is needed. I pass by this road often and there doesn't seem to be significant enough traffic to widen a road like this, especially since we have the Meridian road, already a major thoroughfare, close by. We don't have businesses that would cause turning traffic on that road (unless there are plans to add businesses to the area). The only people turning there would be residential drivers. It's already a pretty fast road (45 mph) so a turning meridian lane might be difficult. Still, there's probably a good reason for this project that I'm not aware of. In addition, noise	Thank you for your comments; they will be shared with the Ada County Highway District, City of Meridian, Idaho Transportation Department, and COMPASS Board of Directors.	Online Comment Form	83642

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Method Received	Name, Zip Code, Affiliation
Comments on projects in the regional transportation improvement program (TIP)			
from Overland road and the nearby interstate already causes a significant amount of noise pollution in the area, and I worry that allowing more cars even closer to residential neighbors will worsen the problem. If possible, I hope this project takes into account noise pollution to the surrounding neighborhoods. I'd love to see the transit team do more work with noise pollution, as it is continually worsening around the valley. Thank you for all your hard work!			
1. Lake Hazel Street between and including the Cloverdale and Five Mile intersections is about to fall apart. There is no sidewalk, the pavement is falling apart and there are many churches and a school there. 2. The State Street Corridor TOD project/idea exists with many options, but no one wants to implement it. Piecemeal improvements along this street will not improve the traffic situation. 3. Lack of meaningful projects in Garden City. Marigold/Glenwood and Glenwood/State intersections leave much to be desired. Significant improvements are needed to normalize traffic flow. 4. There are very few projects in Kuna. The region is growing both west and south. All roads towards Kuna are rural with many stop signs.	Thank you for your comments; they will be shared with the Ada County Highway District, Idaho Transportation Department, Valley Regional Transit, City of Boise, City of Meridian, City of Kuna, City of Garden City, and the COMPASS Board of Directors.	Online Comment Form	83709
Worse stop light ever at the intersection of Madison and Karcher. Extremely long wait with no cars. Constant line going East and sitting with no other cars from any other direction.	Thank you for your comments; they will be shared with the City of Nampa and the COMPASS Board of Directors.	Online Comment Form	83687
Build better highways not roads to keep traffic moving. Build more roundabouts and less lights to reduce traffic and collisions. For example, some spots on Fairview are 5+ lanes wide. Doesn't encourage walk/ bikability to nearby shops. If we reduce lanes, it will encourage people to walk, bike, and/or take the train. PLEASE LEARN FROM LA's mistakes!! SAVE TIME AND MONEY!!	Thank you for your comments; they will be shared with the Ada County Highway District, the City of Boise, City of Meridian, City of Nampa, and the COMPASS Board of Directors.	Online Comment Form	83642
Please ensure that when constructing multi-use paths and sidewalks that they are detached not attached.	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	Online Comment Form	83705
Greatly appreciate seeing the garden street connection to cassia park and hope to see it remains prioritized for 2027. Such a small connection with such great opportunity.	Thank you for your comments; they will be shared with the City of Boise and the COMPASS Board of Directors.	Online Comment Form	83709

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Method Received	Name, Zip Code, Affiliation
Comments on projects in the regional transportation improvement program (TIP)			
1. For the I-84 Garrity I.C. westbound on ramp to the Franklin I.C. off ramp, add an auxiliary (merge) lane to give merging traffic adequate space to merge. Currently the west merging traffic impedes and slows the adjacent traffic back east to before the Garrity I.C. west bound off ramp. 2. For the I-84 crossing of Ustick Rd and Midland Ave, get on the schedule a study of a new interchange to relieve congestion at the Karcher Rd/Midland Blvd I.C. Growth projections show very high future growth of this rapidly growing area. 3. For the I-84 Five Mile replacement overpass (Key #23095), in order to relieve congestion at the Eagle Rd I.C., the Franklin Rd I.C., and the Cole Rd I.C. and their close connecting roads, add a west bound exit ramp and west bound entrance ramp to the overpass. This likely should include extending the west bound Y one plus two merge lanes to Five Mile Rd and repeatedly to the Eagle Rd I.C. Much transportation assistance seems to be needed to help West Boise develop more competitively with areas to its west. That would include the dense unincorporated area directly south of this project clear to Kuna's impending impact area.	Thank you for your comments; they will be shared with the Idaho Transportation Department; Ada County Highway District; the Cities of Boise, Caldwell, Kuna, and Nampa; and the COMPASS Board of Directors.	Online Comment Form	82709 Ralph Mellin