



COMPASS

COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

FY2027-2033 Regional Transportation Improvement Program

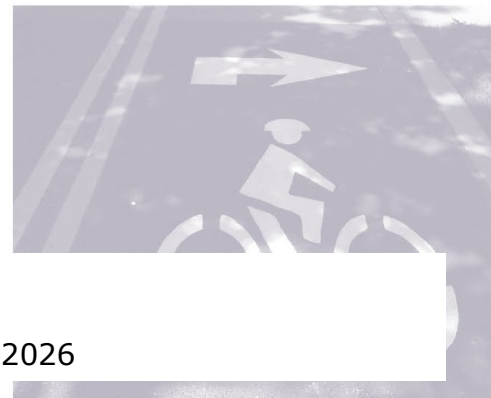
August 2026

Report No. 08-2026

*Working together to
plan for the future*

Amended: September 1, 2026

Modified: September 4, 2026, and September 16, 2026



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*Working together to
plan for the future*

RESOLUTION NO. 16-2026

**FOR THE PURPOSE OF APPROVING THE
FY2027-2033 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, 2026, 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 FY2027-2033 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 FY2027-2033 Regional Transportation Improvement Program.

ADOPTED this 17th day of August 2026.

By: 

**Rod Beck, Chair
Community Planning Association
of Southwest Idaho Board of Directors**

ATTEST:

By: 

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



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IN A NUTSHELL

TOTAL BUDGETED OVER SEVEN YEARS
\$1,700,843,000*

*INFLATED COSTS



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

¹ Change in Motion Dashboard:
<https://experience.arcgis.com/experience/2c3334fb79234c9798039f25e58727d8>

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 FY2027 and FY2033, federal agencies only recognize the first four years of the programs. Therefore, the analysis details the federally recognized portion of the programs: FY2027-2030.

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 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 in a report called the “Annual Listing of Projects.”

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 FY2026.
- 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 TIP webpage: <https://compassidaho.org/transportation-improvement-program/>

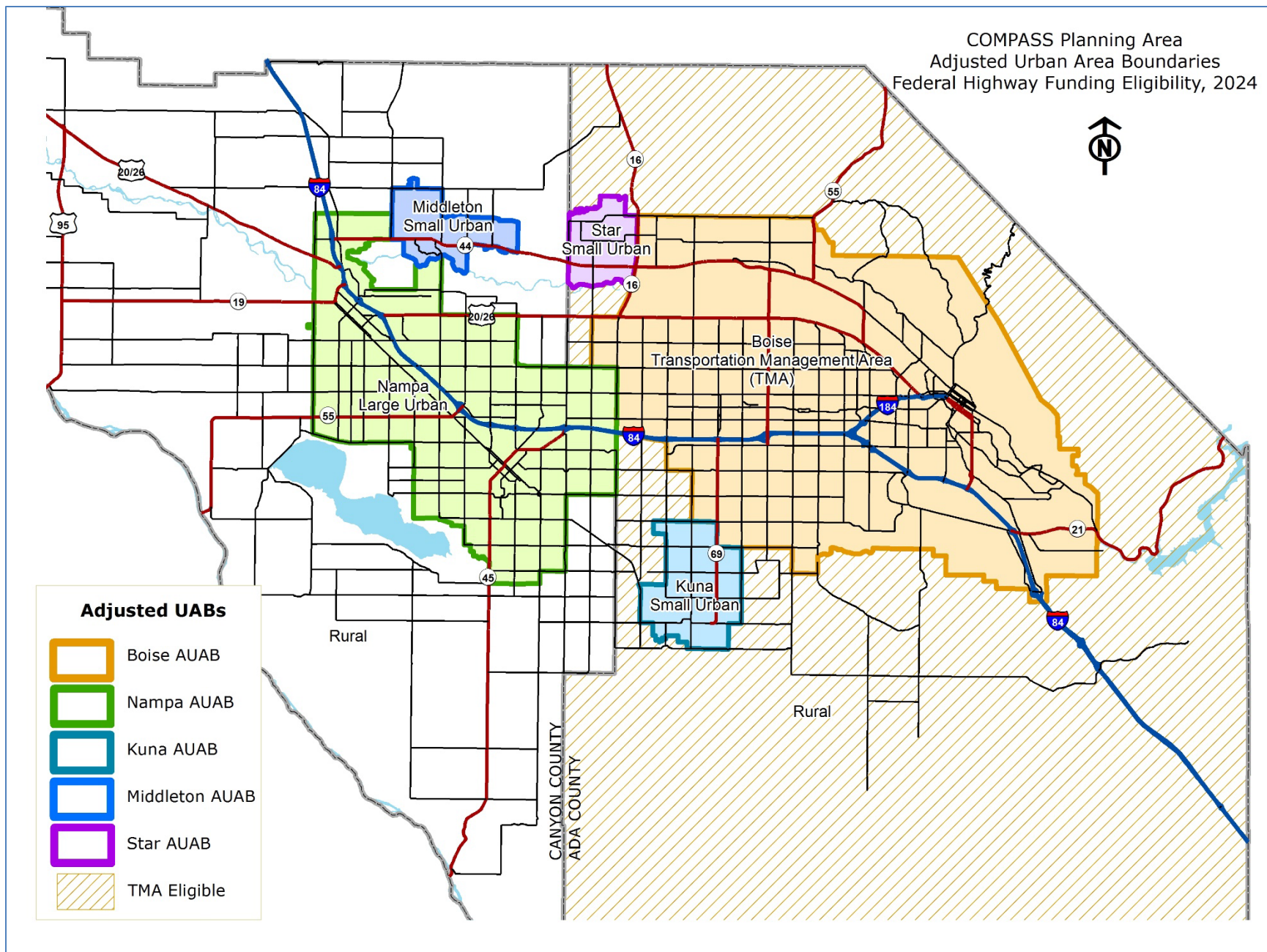


Figure 1: COMPASS Planning Area

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. This project list is referred to as the “Year of Expenditure” detailed report.

COMPASS also maintains a project list for balancing purposes in “current dollar format,” meaning the costs are not inflated.

Both formats are posted on the [TIP web page](#).⁴ The “current dollar format” is most typically used by COMPASS and sponsoring agencies.

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.

Local Government Input

COMPASS staff met with local government staff in Ada and Canyon Counties from August 2025 through January 2026 to solicit their desired transportation projects for inclusion in this document.

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 FY2027-2033 TIP project list was solicited from July 1-31, 2026. The public comment period was promoted through the COMPASS [website](#)⁶, COMPASS social media accounts, online community calendars, news releases, newspaper advertisements, legal notices, email blasts, and postcards.

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/>

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

COMPASS website

All draft TIP materials were available on the [“Comments and Questions” web page](#)⁷ from July 1-31, 2026.

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 event on Tuesday, July 7, 2026, 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 22 different library locations throughout the Treasure Valley and provided all COMPASS member agencies with materials to share in their offices.

Five years go by faster than you think!
What's planned for your commute?

Weigh in on planned transportation projects:

- Proposed amendments to the regional long-range transportation plan, *Communities in Motion 2050*.
- Transportation projects in the regional transportation improvement program (TIP) — a seven-year budget of federally funded and regionally significant transportation projects in Ada and Canyon Counties.

Review and submit comments:
July 1 – July 31, 2026

- **Open house/ice cream social:** Tuesday, July 7, 2026, 3:00-6:00pm, Centennial Park Gazebo, 232 E Idaho Ave, Meridian
- **Online:** <https://compassidaho.org/>
- **Request a paper copy:** 208/855-2558 or info@compassidaho.org
- **Recorded online presentation:** www.youtube.com/compassidaho
- **In Motion podcast:** listen now on your favorite streaming app!

COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

Figure 3: COMPASS Display Advertisement

Legal Notice

COMPASS published a legal notice for the TIP public comment period in the *Idaho Statesman* and the *Idaho Press* on July 1, July 3, and July 8, 2026.

Display Advertisements

Display advertisements (Figure 3) promoting the public comment period and open house (as appropriate) appeared in the *Idaho Statesman*: July 1, July 8, and July 15, 2026; the *Idaho Press*/*Meridian Press*: July 3, July 10, and July 17, 2026.

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

⁸ Virtual presentation: <https://www.youtube.com/watch?v=p0a16f0SzW4>

Email and Mail

COMPASS sent six emails to 6,232 people publicizing the TIP public comment period. COMPASS mailed 11 postcards on June 30, 2026, to interested individuals who prefer to be contacted via US Mail.



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.

*Facebook*⁹: COMPASS posted information about the public comment period 15 times from July 1 – July 31, 2026. These Facebook posts resulted in a total audience reach of 13,468 and 21,035 impressions.

*Instagram*¹⁰: COMPASS posted information about the public comment period seven times

from July 1 – July 31, 2026. These posts were shared with an audience of 1,000 followers.

*Nextdoor*¹¹: COMPASS posted information about the public comment period four times from July 1 – July 31, 2026. These posts were shared with an audience of 359,768 neighborhood members.

Brochure

COMPASS staff updated a brochure explaining the TIP; the [English](#)¹² and [Spanish](#)¹³ versions were posted on the COMPASS website.

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

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. Twenty-nine public comments were received (see Appendix F). Figure 5 provides the demographic data collected from public comment forms submitted to COMPASS.

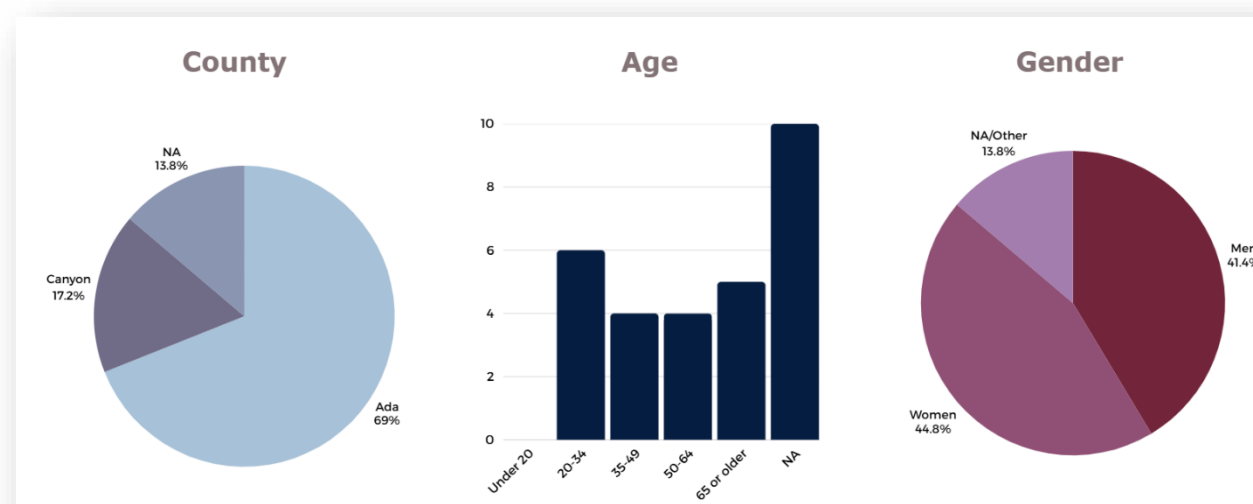


Figure 5: Demographics on Public Comments Received

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.

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

Funding Policy

The funding policy guides priorities for programming STBG funds in the COMPASS planning area to:

- Use anticipated funding available 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.

More details about the Funding Policy can be found online in the [COMPASS Policies and Procedures for the TIP](#)¹⁴ (Board Policy No. 2026-02) last approved on August 17, 2026.

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:

¹⁴ COMPASS Policies and Procedures for the TIP:
<https://compassidaho.org/resourcedevelopment/#Fed>

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 procedures can be found in detail in the [COMPASS Application Guide](#)¹⁵, Supplemental I (Scoring and Ranking Supplemental).

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.

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

¹⁵ COMPASS Application Guide:

<https://compassidah.org/resourcedevelopment/#AppProcess>

[CMP](#)¹⁶, 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.

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

The congestion management process includes multiple strategies, divided into five main categories:

- Transportation Demand Management/Active Transportation (TDM Strategies): Providing travelers with more options of how and when they can commute to reduce the number of trips during congested hours.
- Intelligent Transportation System/Transportation System Management and Operations (TSMO Strategies): Implementing improvements focused on optimizing the current transportation infrastructure.
- Transit Operation Improvement (TOI Strategies): Improving transit operations, access, and services to encourage transit use to reduce the number of vehicles on the road.
- Freight and Goods Mobilization (FR Strategies): Implementing strategies to move freight and goods more efficiently through the transportation system.
- Roadway Capacity Improvement (RC Strategies): Expanding capacity by adding lanes, new roads, or improving intersections.

Table 1: Congestion Management Process Strategies and Impacts

Strategy Number	Strategy	Impact
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
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

¹⁶ Congestion Management Systems Process: <https://compassidaho.org/congestion-management/>

Strategy Number	Strategy	Impact
TSMO-11	Traffic calming/road diets	Safety
TSMO-12	Traveler information	Efficiency
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
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
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 [2024 Treasure Valley Congestion Management System Annual Report](#)¹⁷. 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

Safety and Capacity Program

The 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

¹⁷ 2024 CMP Annual Report: https://compassidaho.org/wp-content/uploads/09-2025_2024TreasureValleyAnnualCongestionManagementSystemReport.pdf

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 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](#)¹⁸ includes two priority focus areas: (1) maintenance and safety needs by asset category (pavement, sidewalks, bridges, traffic signals and materials, and stormwater facilities) and (2) system enhancements for congestion management and relief. According to [ACHD's Five-Year Plan](#)¹⁹, their industry-leading prioritization methodology (adopted by the ACHD Commission in 2022) evaluates and ranks each project using specific metrics and weighting elements. Figure 6 illustrates how the IFYWP fits into the region's overall planning framework."

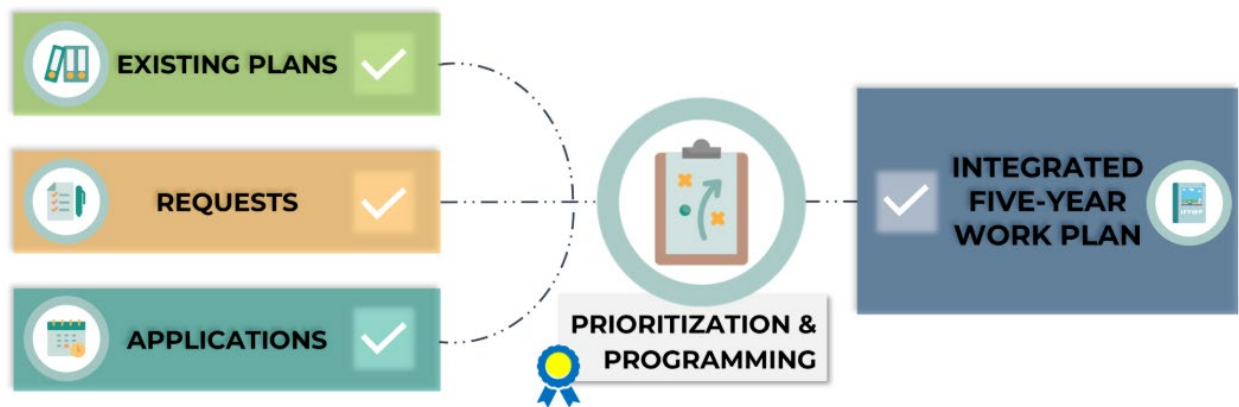


Figure 6: ACHD Process to Develop the Integrated Five-Year Work Plan

ACHD's FYP 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.

¹⁸ ACHD Strategic Plan: <https://www.achdidaho.org/home/showpublisheddocument/1116/638314913570600000>

¹⁹ ACHD Five-Year Plan: <https://www.achdidaho.org/projects/achd-plans/five-year-plan>

City of Nampa



Figure 7: City of Nampa Transportation Master Plan

According to the City of Nampa's [Transportation Master Plan](#)²⁰, (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](#)²¹, the [City of Caldwell](#)²², the [City of Nampa](#)²³, and the [Mid-Star Service Area for Impact Fees](#)²⁴ (Highway District No. 4, Canyon County, and the Cities of Middleton, and Star) use impact fee programs under [Idaho Code 67 Chapter 82](#)²⁵. 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 FY2027-2033 TIP

The total cost of projects expected to improve congestion between FY2027 and FY2030 (years of the TIP acknowledged by federal agencies) is about \$225 million. Figure 8 summarizes the types and costs of all the projects in the TIP categorized under the congestion management strategies between FY2027 and FY2030.

²⁰ City of Nampa Transportation Master Plan (2019):

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

²¹ ACHD Impact Fees: <https://www.achdidaho.org/projects/development-resources/impact-fees>

²² City of Caldwell Impact Fees: <https://www.cityofcaldwell.org/Government/Boards-Commissions/Impact-Fee-Advisory-Committee>

²³ City of Nampa Impact Fees: <https://www.cityofnampa.us/1261/Development-Impact-Fees>

²⁴ Mid-Star Service Area for Impact Fees: <https://hwydistrict4.org/about-us/what-we-do/impact-fees/>

²⁵ Idaho Code 67 Chapter 82:

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

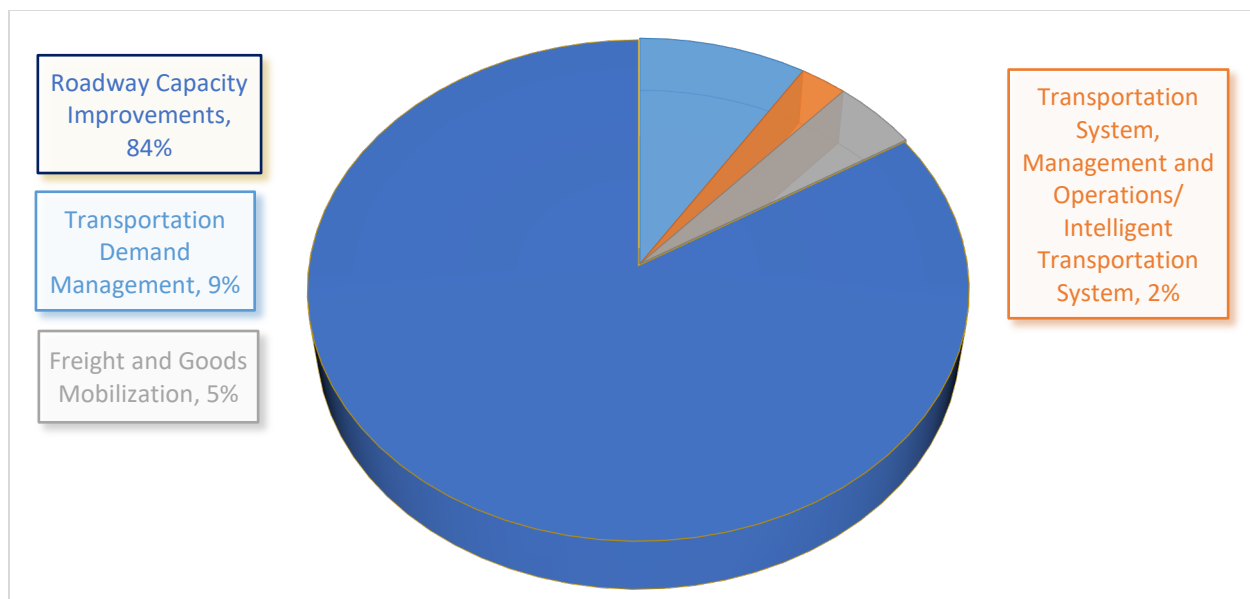


Figure 8: Congestion Management Programmed Costs, FY2027-2030

Changes in Local Public Transportation

Valley Regional Transit regularly analyzes bus performance, including ridership trends, on-time performance, and community growth. VRT engages riders, funding partners, and local stakeholders to update bus routes and schedules to help the transit network stay connected and responsive across the region.

In 2026, there were two “Change Days”: June 8, 2026, and October 1, 2026.

Service Changes on June 8, 2026

Multiple minor adjustments to schedule timing, the use of new electric chargers, routes, and bus stops were made, starting on June 8, 2026. These changes helped make the overall transit system more efficient. Details can be found on [VRT’s Service Change Archives](#)²⁶ web page.

Service Changes on October 1, 2026

Changes made on October 1, 2026, were more significant, with multiple routes being discontinued due to budget reductions or low ridership. A summary of these changes is provided below, with more details, graphs, and routing contacts available on [VRT’s Service Changes](#)²⁷ web page.

30 Pine

Based on low ridership and ready alternatives, VRT proposed to the City of Meridian to discontinue Route 30 Pine (30 Pine), which currently connects Nampa/Caldwell Boulevard to Boise State University and nearby Park and Ride lots, the College of

²⁶ VRT’s Service Change Archives: <https://www.valleyregionaltransit.org/planning/service-changes/service-change-archives/>

²⁷ VRT’s Service Changes: <https://www.valleyregionaltransit.org/planning/service-changes/>

Idaho, College of Western Idaho, Ten Mile Park and Ride lot, Wahooz and Roaring Springs, Boise City Hall, along with other stops.

Ridership impacts of this change are expected to be minimal. 30 Pine had approximately 30 weekday boardings, and riders can reasonably move to Route 45 to complete their trips, except the stop at North Hickory and East Pine Avenue, which has an alternate stop at East Pine Avenue and North Rosario Street, approximately 500 feet away.

40 Caldwell/Boise Express

VRT eliminated Route 40, which connected the Nampa/Caldwell Boulevard to Boise State University and nearby Park and Ride lots, the College of Idaho, College of Western Idaho, the Ten Mile Park and Ride, Wahooz and Roaring Springs, Boise City Hall, along with other stops.

Ridership impacts of this change are expected to be significant. 40 Caldwell/Boise Express had approximately 3,250 annual boardings in Nampa. It is unlikely that riders of Route 40 will continue to use transit without other reasonable options, given the distance to the Park and Ride locations at Happy Day Transit Center and Ten Mile.

Route 40 will start at VRT's Happy Day Transit Center and travel to downtown Caldwell rather than stopping in Nampa. It will then use the Franklin Road on ramp to access Interstate 84 until the Ten Mile Road exit in the City of Meridian, where it will serve the Ten Mile Park and Ride lot before getting on the interstate once again to head to the Boise State University campus in the City of Boise.

VRT Access

VRT's Access service is a qualification-based paratransit service that complements the fixed-route bus system and provides guaranteed service for people who are unable to use VRT's fixed-route services. The VRT Access service boundary reflects a 3/4-mile buffer around fixed bus routes and is established by federal mandate.

With the discontinuation of Route 30 Pine in Meridian, the VRT Access service tied to that route will be discontinued. VRT's other paratransit and medical-based services (Beyond Access and Rides2Wellness) will continue.

VRT On-Demand

VRT's On-Demand service, which allowed riders to schedule on-demand trips to be picked up near their local and dropped off near their destination within the Nampa and Caldwell service area, is no longer available within the City of Nampa, as a result of the City's partial removal of VRT's funding for services within the city.

Ridership impacts of this change are expected to be significant. The majority of the 18,000 annual trips to, from, and within the City of Nampa are no longer available, reducing ridership on this service by more than half.

VRT is proposing a new on-demand model to make the system more efficient. The new system would use a combination of microtransit (smaller vehicles) and a ride-

hail service (like Uber or Lyft) in the City of Caldwell and select destinations in the City of Nampa.

Other Service Changes

In addition to the fixed-line changes, two additional services are no longer in service:

- Harvest Transit in the City of Meridian stopped service at the end of September 2025.
- Shared Vehicle stopped service at the end of July 2025.

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.

TIP ACHIEVEMENT

CIM 2050 Performance Measures

CIM 2050 was adopted in December 2022 and includes the following broad [goals](#)²⁸:

- Economic Vitality
- Safety
- Convenience
- Quality of life

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

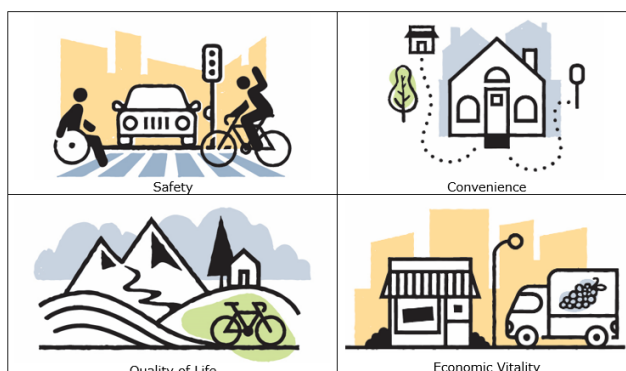


Figure 9: *Communities in Motion 2050* Goal Areas

To measure the goals in CIM 2050, 18 objectives were determined using 43 performance measures. To streamline reporting, the 43 measures were grouped into 8 “TIP Achievement Categories” that meet the intent of CIM 2050 and combine federally required performance measures.

²⁸ CIM 2050 Goals: https://cim2050.compassidaho.org/wp-content/uploads/2022/07/CIM_2050_Performance_Measures_Final.pdf

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. The federal target areas, along with the icons that will be used throughout the document, are listed below:

- 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 

Starting on October 1, 2026, COMPASS released a new interactive dashboard to report performance measures on transportation targets in the Treasure Valley, known as the [Change in Motion Dashboard](https://experience.arcgis.com/experience/2c3334fb79234c9798039f25e58727d8).²⁹ The dashboard provides real-time information, with updates and additional analysis for most reporting criteria.

²⁹ Change in Motion Dashboard:

<https://experience.arcgis.com/experience/2c3334fb79234c9798039f25e58727d8>

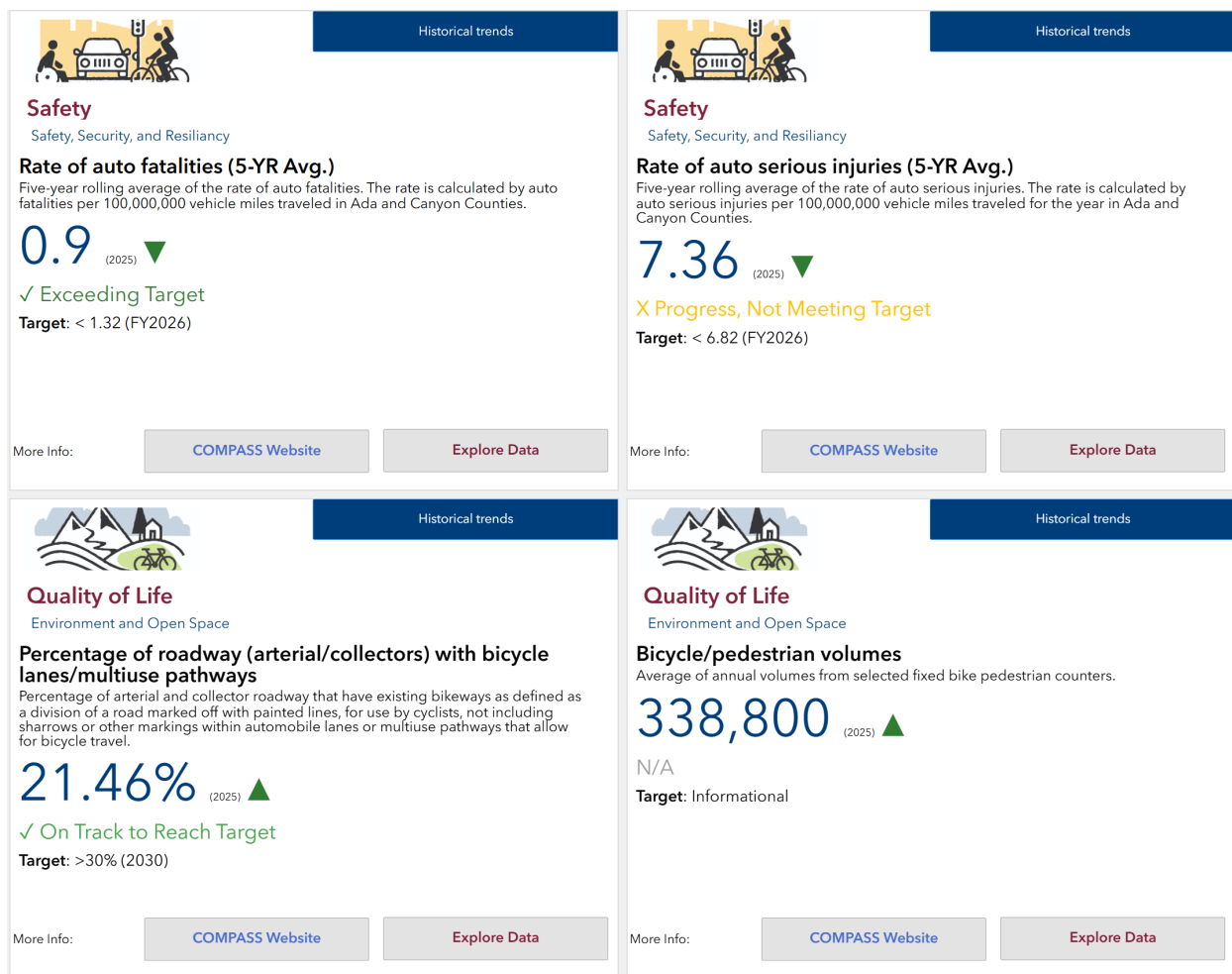


Figure 10: Sample of the Change in Motion Dashboard

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 2 provides a matrix demonstrating how the TIP achievement categories reflect performance measures.

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

Table 2: TIP Achievement Categories

TIP Achievement Category	Example of Type of Projects	<i>Communities in Motion 2050</i> Goals and Objectives Addressed	Federally Required Performance Measures Addressed
Active Transportation	Projects to improve all aspects of non-motorized transportation, such as sidewalks or pathways.	• Goal: Economic Vitality • Goal: Safety ◦ Objective: Security • Goal: Convenience ◦ Objective: Connectivity • Goal: Quality of Life ◦ Objective: Environment	None
Health	Active transportation projects with specific connections to regional activity centers, transit routes, and public schools.	• Goal: Quality of Life ◦ Objective: Health	None
Open Space	Active transportation projects with specific connections to open spaces and/or separated from a roadway, such as a greenbelt.	• Goal: Quality of Life ◦ Objective: Open Space	None
Asset Management	Projects to maintain the current transportation system (roadway chip seals, roadway rehabilitation, bridge repair/rehabilitation/replacement, or sidewalk repair)	• Goal: Economic Vitality ◦ Objective: Preservation and infrastructure condition ◦ Objective: Reliability	Pavement Condition Bridge Condition
Public Transportation	Projects for the operation and/or expansion of public transportation, including capital purchases and transit vehicle replacement.	• Goal: Economic Vitality ◦ Objective: Preservation and infrastructure condition • Goal: Convenience ◦ Objective: Connectivity ◦ Objective: Efficiency and congestion management ◦ Objective: Accessibility and mobility • Goal: Quality of Life ◦ Objective: Environment ◦ Objective: Equity	Transit Asset Management
Safety	Projects that reduce the number of automobiles, public transportation, and non-motorized crashes and make the overall system safer and more resilient.	• Goal: Safety ◦ Objective: Safety ◦ Objective: Security ◦ Objective: Resiliency	Safety Public Transportation Safety

TIP Achievement Category	Example of Type of Projects	<i>Communities in Motion 2050</i> Goals and Objectives Addressed	Federally Required Performance Measures Addressed
Support	Projects, such as plans and studies, that support the overall goals and vision of <i>Communities in Motion 2050</i>	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.	None
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.	• Goal: Economic Vitality ○ Objective: Freight accessibility and mobility ○ Objective: Reliability • Goal: Convenience ○ Objective: Accessibility and mobility ○ Objective: Connectivity ○ Objective: Efficiency and congestion management • Goal: Quality of Life ○ Objective: Environment	National Highway System Level of Travel Time Reliability Freight Movement Congestion Mitigation Air Quality: Emissions Congestion Mitigation Air Quality: Traffic Congestion

TIP Achievement Reporting

To further report on the support of CIM 2050 performance measures and federal performance measures, Table 3 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 3: Analysis of TIP Achievement, FY2027-2033

TIP Achievement Category	Number of Projects*	Dollar Amount**	Percentage of Dollar Amount
Active Transportation	69	\$160,415,000	17.87%
Health	19	\$42,350,000	4.72%
Open Space	15	\$17,109,000	1.91%
Asset Management	39	\$114,344,000	12.74%
Pavement Condition	20	\$64,874,000	7.23%
Bridge	9	\$40,470,000	4.51%
Public Transportation	35	\$89,123,000	9.93%
Transit Asset Management	14	\$19,266,000	2.15%
Safety	105	\$205,567,000	22.90%
Support	29	\$39,531,000	4.40%
System Performance	30	\$85,334,000	9.50%
NHS LOTTR	7	\$16,831,000	1.87%
Freight Movement	1	\$2,618,000	0.29%
CMAQ-Emissions Reduction	0	\$0	0.00%
		\$897,832,000	

As of September 2026.

*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 FY2033 or “preliminary development,” reporting below includes projects and costs only between FY2027 and FY2030, as federal agencies recognize only the first four years of the program. Projects beyond FY2030 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-three projects totaling almost \$284 million are currently programmed in the TIP between FY2027 and FY2030, 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. Nineteen projects are specific to the health subset, with a total of over \$113 million budgeted through FY2030.

Open Space

Connections to open spaces such as parks, rivers, and lakes also provide health benefits, but are considered recreational. The open space subset includes projects to expand or improve a greenbelt or other connections to open spaces throughout the Treasure Valley. Fifteen projects are specific to the open space subset, with over \$40 million budgeted through FY2030.

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 budgeted between FY2027 and FY2030 are summarized below in Figure 11. Note: if a project is included in both subsets, the total cost is divided equally between the subsets.

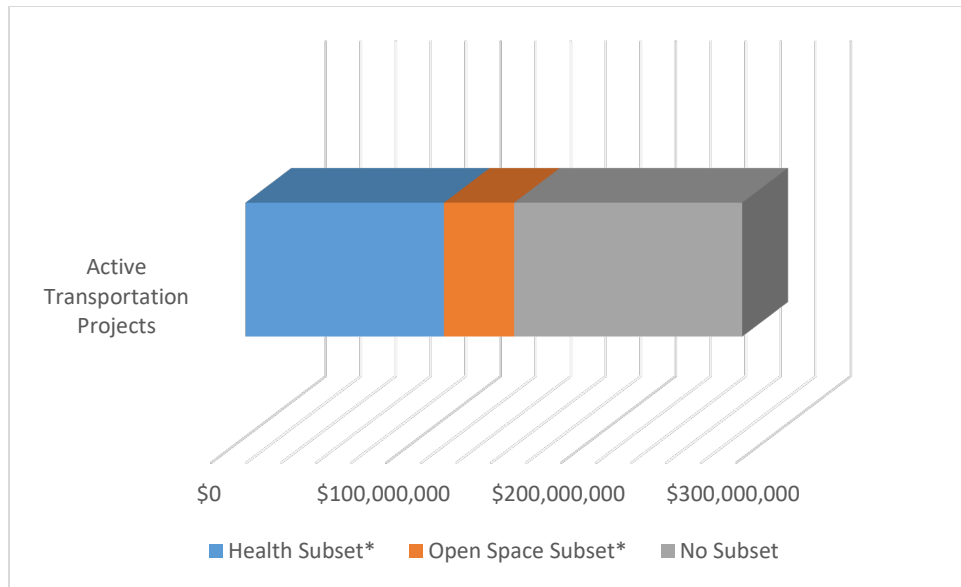


Figure 11: Active Transportation Projects with Subsets, FY2027-2030

The [Change in Motion Dashboard](#)³⁰ 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

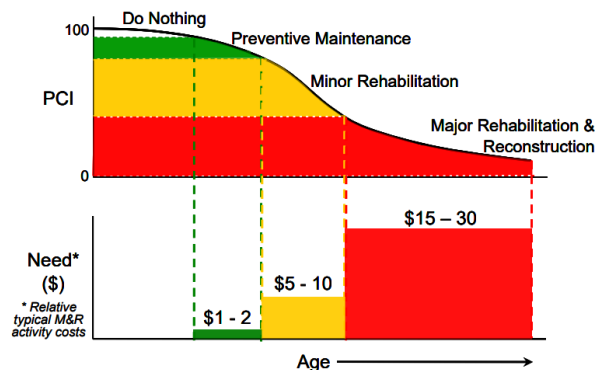


Figure 12: Pavement Asset Management Cycle

³⁰ Change in Motion Dashboard:

<https://experience.arcgis.com/experience/2c3334fb79234c9798039f25e58727d8>

A detailed analysis of current pavement conditions for the State of Idaho is provided in [ITD's Dashboard](#)³¹.

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, some local agencies select 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 almost \$238 million on pavement condition improvements between FY2027 and FY2030:

- Over \$112 million is planned on pavement condition improvements on local roadways
- About \$13 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:

- Almost \$10 million on the interstate
- Almost \$78 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

In the COMPASS planning area, 17 bridges are in poor condition. Of these, two bridges are on the NHS: 10th Avenue bridge over the Indian Creek in the City of Caldwell, which is currently funded for construction for repair or replacement, and Interstate 84 and US 20/26 over Interstate 84, which is currently under design for repair or replacement.

Of the bridges in poor condition, not on the NHS, four projects have funding for construction, and eight additional projects are currently under design, with a total of almost \$107 million for total project costs (including roadway improvements that include bridge repairs).

Projects in the TIP between FY2027 and FY2030 include almost \$16 million scheduled for improvements on bridges on the NHS system, and more than \$88 million scheduled for bridge improvements on the local system. Most funded bridges included in the TIP are in fair condition. Additional bridges are included in major NHS roadway widening projects and are not included in the totals above.

³¹ ITD's Dashboard:

<https://iplan.maps.arcgis.com/apps/dashboards/acb24ba7eedf429f95da1908c63e7aab#>

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 \$50 million in vehicle and equipment replacements (and improvements) is budgeted in the FY2027-2033 TIP between FY2027 and FY2030. The VRT program of projects and revenue plan, known as the [Transportation Development and Operations Plan](#)³³, was completed in January 2026, 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

The target for transit reliability (percentage of trips delivered on time) is 80% of on-time trips. Currently 76% of transit trips are delivered on time (no later than five minutes past the scheduled time, and no earlier than the scheduled for departures. More information about transit performance is available on the [Change in Motion Dashboard](#)³⁴.

More than \$39 million for transit operations is budgeted in the FY2027-2033 TIP between FY2027 and FY2030.

VRT staff have been working towards further improving service as outlined in [Valley Connect 2.0](#)³⁵ and the [Transportation Development and Operations Plan](#)³⁶.

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

³³ Transportation Development and Operations Plan: <https://www.valleyregionaltransit.org/planning/tdop/>

³⁴ Change in Motion Dashboard: <https://experience.arcgis.com/experience/2c3334fb79234c9798039f25e58727d8>

³⁵ Valley Connect 2.0: www.valleyregionaltransit.org/planning/valley-connect-2-0/

³⁶ Transportation Development and Operations Plan: <https://www.valleyregionaltransit.org/planning/tdop/>

Ridership

Total transit ridership from October 1, 2025, through June 30, 2026, decreased 3.8% from the same period of the prior year. However, total ridership is down approximately 23% from the same period in FY2019 (pre-pandemic). (Note: not all ridership data is comparable between FY2019 and FY2026 due to availability of data between the two fiscal years, but the data is similar.)

Find tabular and graphical representations of ridership throughout FY2025 and FY2026 in Appendix B.

Safety



Roadway Safety

On February 24, 2025, with the adoption of the [Regional Safety Action Plan](#), the COMPASS Board of Directors committed to the elimination of fatalities and serious injuries on its roadways and set a goal to plan and program projects to achieve an interim target of a 50 percent reduction in fatal and serious-injury crashes by 2055. Each year, the COMPASS Board of Directors, in coordination with the Idaho Department of Transportation, sets safety targets that align with this commitment. The latest safety targets and performance measures can be found in the [Change in Motion Dashboard](#).

COMPASS analyzed all projects between FY2027 and FY2030 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 1,110 crashes in Ada and Canyon Counties. Almost \$465 million is budgeted towards projects with safety benefits.



Public Transportation Safety

On September 1, 2023, the [Public Transportation Agency Safety Plan \(PTASP\)](#)³⁷ 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. This data is collected monthly and analyzed 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 Dashboard](#)³⁸ includes detailed analysis of public transportation in the Treasure Valley.

³⁷ Public Transportation Agency Safety Plan: <https://www.valleyregionaltransit.org/wp-content/uploads/2023/08/VRT-Public-Transportation-Agency-Safety-Plan-August-2023.pdf>

³⁸ Change in Motion Dashboard: <https://experience.arcgis.com/experience/2c3334fb79234c9798039f25e58727d8>

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.

More than \$28 million is programmed for 18 projects related to planning or studies to further transportation improvements between FY2027 and FY2030.

System Performance

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

More than \$149 million is budgeted on 18 projects to enhance system performance in various ways in Ada and Canyon Counties between FY2027 and FY2030.

In addition, studies are currently funded or already underway in eight corridors which could lead to additional improvements in the future. Table 4 provides the details of these studies.

Table 4: Corridor Studies Funded or Underway

Key Number	Project	Type of Study	Status
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 (in process of changing to a PEL south of SH-16 for connectivity)	Planning and Environmental Linkages and National Environmental Protection Act Study	Budgeted in 2027
24238	Study, SH-45 Realignment NEPA, Nampa	Environmental evaluation	Underway
25383	Study, SH-55, Shadow Valley, Ada County	Evaluate widening alternatives	Budgeted in 2027



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.

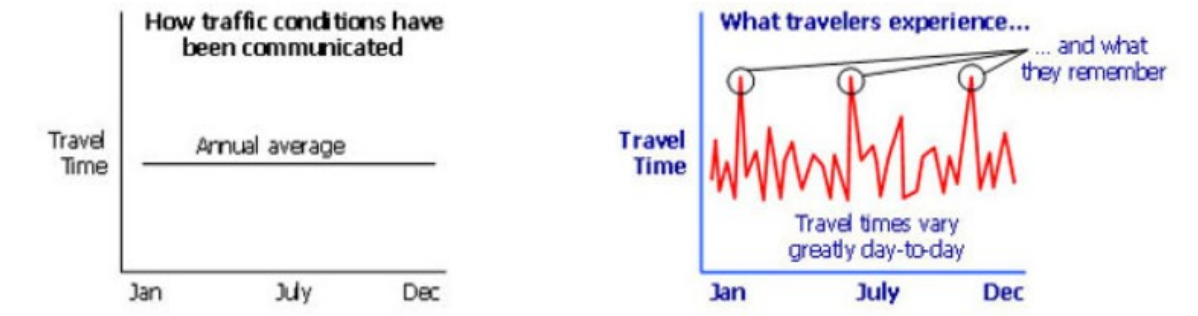


Figure 13: Reliability Measures Capture the Benefits of Traffic Management

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).

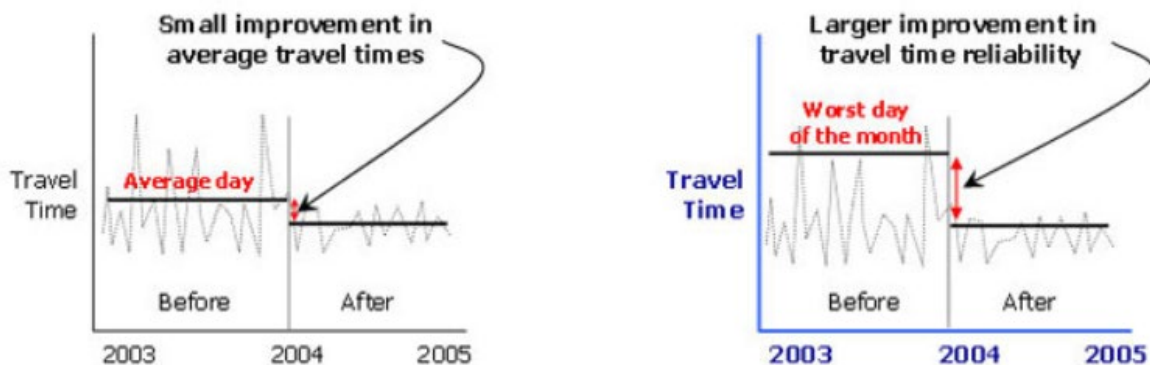


Figure 14: Sample Improvements in Average Travel Times

The 2024 level of travel time reliability on the NHS is provided in the [Treasure Valley Congestion Management Annual Report, 2024](#)³⁹. 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 as well as the [Change in Motion Dashboard](#)⁴⁰.

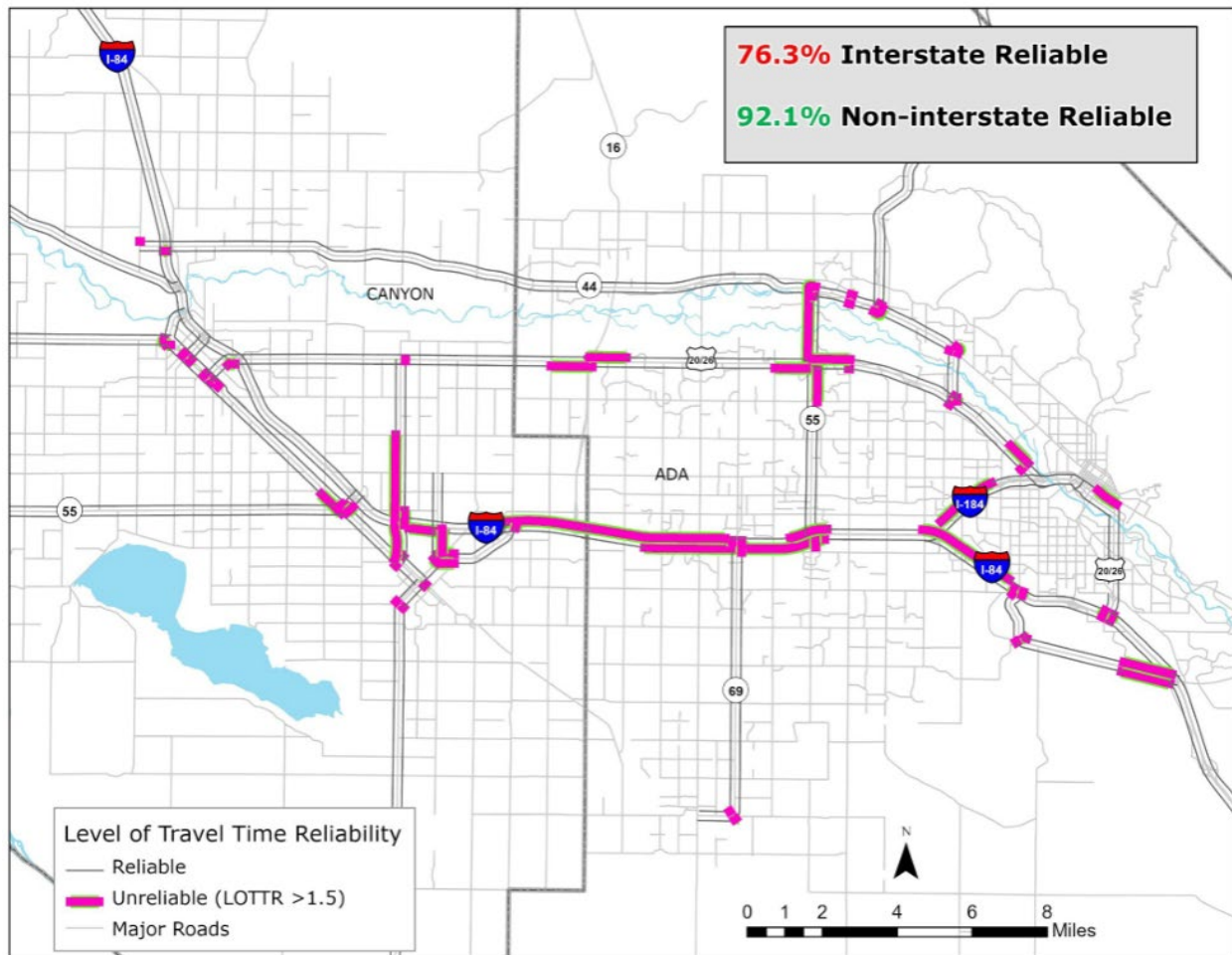


Figure 15: 2024 NHS Level of Travel Time Reliability

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

Between FY2027 and FY2030, about \$16 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.

³⁹ Treasure Valley Congestion Management Annual Report, 2024:
https://compassidaho.org/wp-content/uploads/09-2025_2024TreasureValleyAnnualCongestionManagementSystemReport.pdf

⁴⁰ Change in Motion Dashboard:
<https://experience.arcgis.com/experience/2c3334fb79234c9798039f25e58727d8>

Due to state funding changes by the State Legislature in the spring of 2026, many of the projects previously scheduled for reliability improvements were removed from the budget. These projects are shown in the project list as unfunded until funding is restored, or other funding becomes available.



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 5 for an example of how the index works.

Table 5: 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 2024 truck travel time reliability on the interstate is provided in the [Treasure Valley Congestion Management Annual Report, 2024](#)⁴¹. 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.

⁴¹ Treasure Valley Congestion Management Annual Report, 2024:
https://compassidaho.org/wp-content/uploads/09-2025_2024TreasureValleyAnnualCongestionManagementSystemReport.pdf

The Congestion Management Annual Report provides much more robust information about congestion and reliability in the Treasure Valley and additional summary analysis is provided in the [Change in Motion Dashboard](#)⁴².

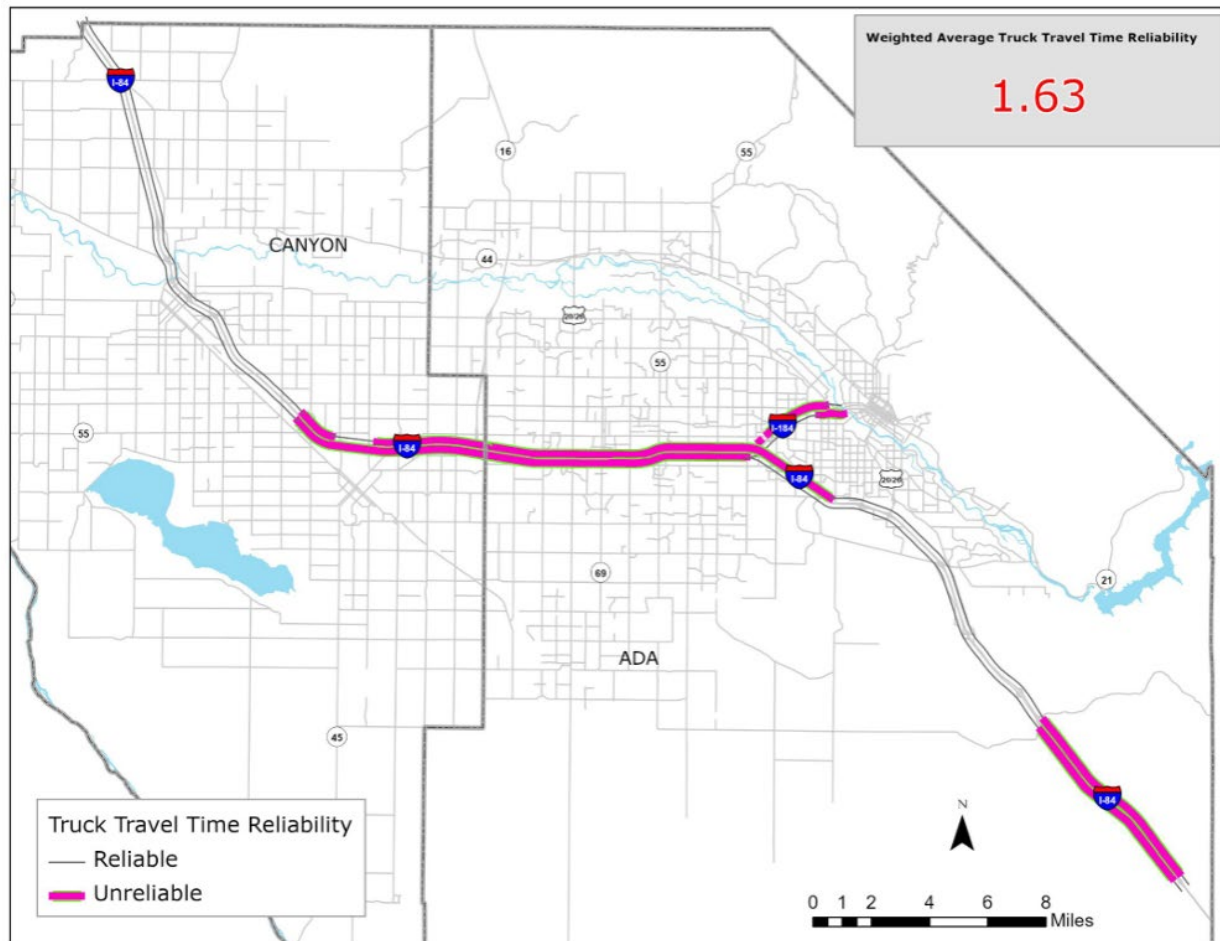


Figure 16: 2024 Truck Travel Time Reliability on the Interstate

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 report on how truck travel times and the reliability of travel on Interstate 84 changes in the [Congestion Management Annual Report](#)⁴³.

Several projects have been 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.

⁴² Change in Motion Dashboard:

<https://experience.arcgis.com/experience/2c3334fb79234c9798039f25e58727d8>

⁴³ Congestion Management Annual Report: https://compassidaho.org/wp-content/uploads/09-2025_2024TreasureValleyAnnualCongestionManagementSystemReport.pdf

Due to state funding changes by the State Legislature in the spring of 2026, a significant project previously scheduled for reliability improvements was removed from the budget. The project is shown in the project list as unfunded until funding is restored, or other funding becomes available.



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 current target of less than 13 hours of annual peak-hour delay per capita by 2025. In 2025, travelers in the Boise Urban Area experienced 5.9 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 telecommuting. COMPASS, in coordination with the Idaho Transportation Department, developed a target of greater than or equal to 25% non-single-occupancy vehicle travel by 2030. In 2024, 31% of work commutes in the Boise Urban Area were non-single-occupancy vehicles and 26.2% of work commutes in the Nampa Urban Area were non-single-occupancy vehicle commutes.

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

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.

2026-2030 Five-Year Plan, ACHD, October 2025.

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 FY27 to FY33 Idaho Transportation Investment Program (ITIP), Draft for Public Comment, ITD, July 2026.

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.

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.

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. House Resolution 6500 (Continuing Appropriations and Extensions Act, 2027) was signed into law on September 2, 2026, extending the IIJA authorization through December 11, 2026. The extension continues with contract authority from the Highway Trust Fund but does not extend the additional advance appropriations.

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.

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 on September 30, 2026. 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.

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 FY2026 legislative session influenced transportation funding and project development.

House Bill 751

The Sales Tax Anticipated Revenue (STAR) program allows developers to receive a rebate of sales taxes to be collected from retailers within a new complex for transportation improvements. The law previously had a minimum expenditure of \$6 million and a maximum of \$35 million for a qualified project. This legislation decreases the minimum project total to \$5 million and increases the maximum to \$100 million.

House Bill 508

Amends and adds to existing law to revise provisions regarding bicycle and pedestrian projects.

House Bill 716

Streamlines the distribution process for vehicle registration fees and fuel taxes. It updates the Highway Distribution Account (HDA) distribution to treat all user fee funds the same, a 60% state and 40% local split. This legislation does not change any current revenue sources to the HDA or the 60/40 split; it cleans up statute.

House Bill 968

The FY2027 general fund transfer for the Strategic Initiatives Program was eliminated (statewide local funds of \$110 million and ITD \$165 million), as well as a \$45 million holdback from ITD in FY2026. Late in the session, a partial restoration of \$32.8 million for FY2026 Strategic Initiatives transportation funding (depending on ITD Board decisions could allow ITD to keep TECM projects on current schedule).

House Bill 976

Directs that 40 percent of HB 968 Strategic Initiatives restored funds be distributed through the Highway Distribution Account. (Local agencies receive funds directly, rather than compete through LHTAC).

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 in 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 \$66 million annually, including the original \$857 million and the additional \$300 million 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, with the final year of GARVEE debt service in FY2031.

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.

Currently, the estimated TECM debt service is approximately \$81 million annually.

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.

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 FY2027-20323STIP 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 FY2027, the State of Idaho will receive 36.11% of its transportation funds from federal revenues such as the National Highway Trust Fund and the Airport and Airways Trust Fund, 62.50% 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 1.38% from other revenues such as local match (Table 6).

Table 6: ITD Budget Forecast, August 2026

**IDAHO TRANSPORTATION DEPARTMENT
AUGUST 2026 FORECAST (\$ millions)**

Summary of ITD Revenues History & Forecast		History			August 1, 2026 Forecast	
		FY 2024	FY 2025	FY 2026	FY 2027	FY 2028
State Highway Account	Federal					
	FHWA	\$ 481.84	\$ 460.25	\$ 442.11	\$ 459.93	\$ 458.37
	FTA - Transit	\$ 19.51	\$ 19.07	\$ 17.77	\$ 20.56	\$ 20.56
	NHTSA - Hwy Safety	\$ 6.40	\$ 4.85	\$ 4.47	\$ 6.30	\$ 6.30
	CARES Act	\$ 4.30	\$ 4.19	\$ 2.19	\$ 1.75	\$ -
	Other Federal Aid	\$ 0.63	\$ 8.76	\$ 12.24	\$ 4.51	\$ 6.51
	Total Federal	\$ 512.68	\$ 497.13	\$ 478.79	\$ 493.05	\$ 491.74
	State					
	Dedicated (HDA)	\$ 327.37	\$ 336.81	\$ 343.61	\$ 346.60	\$ 351.48
	Miscellaneous (SHA direct)	\$ 57.12	\$ 64.34	\$ 73.53	\$ 71.47	\$ 70.01
	Ethanol exemption	\$ 20.54	\$ 20.84	\$ 20.88	\$ 21.00	\$ 21.40
	Total State	\$ 405.03	\$ 422.00	\$ 438.03	\$ 439.07	\$ 442.89
	Local	\$ 12.27	\$ 15.23	\$ 10.91	\$ 10.50	\$ 10.50
	Interagency	\$ -	\$ -	\$ -	\$ -	\$ -
Total State Highway Account		\$ 929.98	\$ 934.35	\$ 927.73	\$ 942.62	\$ 945.13
SIPF		FY 2024	FY 2025	FY 2026	FY 2027	FY 2028
	ITD					
	General Fund Transfer	\$ 181.68	\$ 181.68	\$ 139.73	\$ -	\$ -
	Interest	\$ 0.29	\$ 14.70	\$ 15.22	\$ 14.00	\$ 12.00
	LOCALS					
	General Fund Transfer	\$ -	\$ 200.00	\$ -	\$ -	\$ -
	Interest	\$ 11.92	\$ 16.62	\$ 13.18	\$ 9.00	\$ 7.00
Total Strategic Initiative Fund		\$ 193.89	\$ 413.00	\$ 168.13	\$ 23.00	\$ 19.00
TECM		FY 2024	FY 2025	FY 2026	FY 2027	FY 2028
	Sales Tax Revenue	\$ 80.00	\$ 80.00	\$ 100.00	\$ 120.00	\$ 140.00
	Cigarette Tax*	\$ 4.23	\$ 1.46	\$ -	\$ -	\$ -
	Interest	\$ 8.06	\$ 8.45	\$ 7.81	\$ 7.00	\$ 6.50
Total Expansion and Mitigation		\$ 92.29	\$ 89.90	\$ 107.81	\$ 127.00	\$ 146.50
Aeronautics		FY 2024	FY 2025	FY 2026	FY 2027	FY 2028
	Federal	\$ 0.26	\$ 0.08	\$ 0.27	\$ 0.66	\$ 0.60
	State					
	Fuel Taxes	\$ 2.95	\$ 3.31	\$ 3.34	\$ 3.23	\$ 3.23
	Miscellaneous	\$ 2.08	\$ 2.02	\$ 1.55	\$ 1.24	\$ 1.09
	Total State	\$ 5.03	\$ 5.33	\$ 4.88	\$ 4.47	\$ 4.32
	Local					
	Interagency	\$ 0.32	\$ 0.30	\$ 0.25	\$ 0.30	\$ 0.33
Total Aeronautics Fund		\$ 5.61	\$ 5.72	\$ 5.41	\$ 5.43	\$ 5.24
TOTAL Federal		\$ 512.94	\$ 497.21	\$ 479.06	\$ 493.71	\$ 492.34
TOTAL State		\$ 502.65	\$ 531.93	\$ 565.94	\$ 584.54	\$ 605.71
TOTAL Local		\$ 24.18	\$ 31.85	\$ 24.09	\$ 19.50	\$ 17.50
TOTAL Interagency		\$ 0.32	\$ 0.30	\$ 0.25	\$ 0.30	\$ 0.33
TOTAL General Fund		\$ 181.68	\$ 381.68	\$ 139.73	\$ -	\$ -
GRAND TOTAL		\$ 1,221.77	\$ 1,442.98	\$ 1,209.07	\$ 1,098.05	\$ 1,115.88

*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 from the August Idaho Transportation Board packet.

ITD's STIP outlines the department's transportation revenues and expenditures for capital improvement and preservation projects from FY2027 through FY2030. 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 7). The amounts shown include the match and federal funds estimated to be available for programmed projects.

Table 7: ITD's Financial Constraint

Available Funding vs. Programmed Projects by Estimated Funding Source (AvP-ES)
 FY2027-2030 Draft Idaho Transportation Investment Program (ITIP)
 Estimates of Apportionments/Allocations in Millions – July Public Involvement

Fund Source	Est. Carryover	FY 2027*		FY2028		FY2029		FY2030		Available
		Available	Program	Available	Program	Available	Program	Available	Program	
Rail-Highway		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0
Safety (inc. HRRR)		23.1	23.1	23.1	23.1	23.1	23.1	23.1	23.1	0.0
Recreational Trails	2.4	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	2.4
National Highway*		220.9	220.9	220.9	220.9	220.9	220.9	220.9	216.7	4.2
CMAQ PM 2.5	29.0	3.7	0.0	3.7	0.0	3.7	0.0	3.7	0.0	43.8
Planning &N Research		7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.7	0.0
Metro Planning		2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	0.0
STBG-Flex *		40.9	35.9	40.9	11.4	40.9	26.6	40.9	0.0	89.9
STBG-TMA		12.6	12.6	12.6	12.6	12.6	12.6	12.6	12.6	0.0
STBG-L URBAN		16.6	16.6	16.6	16.6	16.6	16.6	16.6	16.6	0.0
STBG-SM URBAN		7.8	7.8	7.8	7.8	7.8	7.8	7.8	7.8	0.0
STBG-RURAL		16.6	16.6	16.6	16.6	16.6	16.6	16.6	16.6	0.0
Off-System Bridge		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	0.0
TAP-FLEX		3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	0.0
TAP-TMA		1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	0.0
TAP-L URBAN		1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	0.0
TAP-SM URBAN		0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.0
TAP-RURAL		1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	0.0
Carbon-FLEX*		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Carbon-TMA	0.0	1.5	1.5	1.5	1.5	1.5	1.5	1.4	1.4	0.0
Carbon-L URBAN	0.4	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Carbon-SM URBAN		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Carbon-RURAL		10.5	10.5	10.5	10.5	10.5	10.5	10.5	10.5	0.0
PROTECT		11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	0.0
Freight		10.5	10.5	10.5	10.5	10.5	10.5	10.5	10.5	0.0
Electric Vehicle Infrastructure	21.0	0.0	21.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Bridge Formula		45.0	45.0	45.0	45.0	45.0	45.0	45.0	45.0	0.0
FHWA Misc. Allocated		35.4	35.4	0.9	0.9	22.7	22.7	0.9	0.9	0.0
State Funding	156.0	197.0	353.0	163.9	163.9	172.9	172.9	169.7	169.7	0.0
5303		0.6	0.6	0.5	0.5	0.5	0.5	0.0	0.0	0.0
5307		17.2	17.2	16.7	16.7	16.5	16.5	12.1	12.1	0.0
5310		6.8	6.8	0.6	0.6	0.6	0.6	0.5	0.5	0.0
5311		24.2	24.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5339		15.7	15.7	3.5	3.5	0.6	0.6	0.8	0.8	0.0
TOTALS		734.3	842.2	623.6	566.6	651.3	613.9	621.4	555.6	140.3

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 FY2025, the local roadway jurisdictions in Ada and Canyon Counties budgeted about 13% of their budget to capital construction projects. Most of the funds (44%) were budgeted for reconstruction and routine maintenance, demonstrating that maintaining the existing system is a very high priority for the region. Another 30% was budgeted for "other expenses," such as property purchase and engineering. Equipment consumed a little over 6.5% of the budget. Finally, administrative costs were about 6.5% of the overall expenses for roadway jurisdictions.

Tables 8 through 10 provide FY2025 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 8: Total Local Agency Income Sources, FY2025

	Total Local Income	Total State Income	Total Federal Income	Total Income
Highway Districts				
ACHD	\$117,332,039	\$72,039,644	\$4,234,716	\$193,606,399
Golden Gate Highway District No. 3	\$2,089,280	\$3,938,975	\$0	\$6,028,255
Highway District No. 4	\$11,835,439	\$7,059,480	\$79,543	\$18,974,462
Nampa Highway District No. 1	\$13,049,965	\$8,849,506	\$0	\$21,899,471
Notus-Parma Highway District No. 2	\$1,578,579	\$2,694,258	\$0	\$4,272,837
Cities				
Caldwell	\$8,808,031	\$6,488,220	\$2,224	\$15,298,475
Greenleaf	\$80,407	\$63,436	\$0	\$143,843
Melba	\$8,635	\$81,407	\$0	\$90,042
Middleton	\$5,712,722	\$1,438,957	\$0	\$7,151,680
Nampa	\$18,328,895	\$19,277,313	\$3,386,492	\$40,992,700
Notus	\$21,629	\$144,386	\$0	\$166,015
Parma	\$275,656	\$202,065	\$0	\$477,721
Wilder	\$85,876	\$176,872	\$0	\$262,748
Total	\$179,207,154	\$122,454,519	\$7,702,975	\$309,364,648

Source: 2025 Road and Street Report, Self-Reported, May 26, 2026.

Table 9: Total Local Agency Disbursements, FY2025

	Total Construction Costs	Total Reconstruction Costs	Total Routine Maintenance	Total Equipment	Administration	*Other Expenses	Total Disbursements
Highway Districts							
ACHD	\$21,423,281	\$48,733,158	\$46,941,530	\$13,296,624	\$13,759,402	\$73,550,835	\$217,704,830
Golden Gate Highway District No. 3	\$0	\$2,648,692	\$2,260,305	\$671,905	\$321,251	\$276,103	\$6,178,256
Highway District No. 4	\$1,419,844	\$7,664,069	\$3,130,416	\$2,348,576	\$1,087,379	\$1,365,715	\$17,015,999
Nampa Highway District No. 1	\$5,652,437	\$826,770	\$5,146,986	\$1,594,834	\$735,723	\$4,811,704	\$18,768,453
Notus-Parma Highway District No. 2	\$0	\$1,521,711	\$1,748,099	\$777,420	\$294,885	\$1,101,615	\$5,443,730
Cities							
Caldwell	\$5,621,617	\$5,907,458	\$2,145,270	\$649,281	\$1,887,778	\$3,744,049	\$19,955,453
Greenleaf	\$0	\$0	\$40,075	\$6,292	\$36,943	\$20,046	\$103,356
Melba	\$0	\$0	\$25,172	\$8,525	\$34,338	\$20,250	\$88,285
Middleton	\$1,249,471	\$29,525	\$647,594	\$194,986	\$186,325	\$329,031	\$2,636,930
Nampa	\$5,722,700	\$6,456,540	\$2,975,784	\$1,257,025	\$1,812,043	\$9,124,196	\$27,348,288
Notus	\$0	\$0	\$109,762	\$3	\$289	\$8,634	\$118,688
Parma	\$0	\$0	\$51,847	\$18,253	\$98,244	\$55,924	\$224,268
Wilder	\$0	\$0	\$28,742	\$12,741	\$57,209	\$39,352	\$138,044
Total	\$41,089,349	\$73,787,923	\$65,251,581	\$20,836,465	\$20,311,809	\$94,447,453	\$315,724,580

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

Source: 2025 Road and Street Report, Self-Reported, May 26, 2026.

Table 10: Total Local Agency Income Minus Disbursements, FY2025

	Beginning Balance	Total Income	Total Disbursements	Receipts Over Disbursements	Adjust	Closing Fund Balance	Obligated for Projects	Retained for Operations
Highway Districts								
ACHD	\$100,571,014	\$193,606,399	\$217,704,830	(\$24,098,431)		\$76,472,583	\$76,472,583	
Golden Gate Highway District No. 3	\$5,123,842	\$6,028,255	\$6,178,256	(\$150,001)		\$4,973,841	\$3,748,670	\$1,225,171
Highway District No. 4	\$23,260,862	\$18,974,462	\$17,015,999	\$1,958,463	(\$118,665)	\$25,100,660	\$24,100,660	\$1,000,000
Nampa Highway District No. 1	\$25,174,031	\$21,899,471	\$18,768,453	\$3,131,018		\$28,305,049	\$17,436,064	\$10,868,985
Notus-Parma Highway District No. 2	\$8,460,312	\$4,272,837	\$5,443,730	(\$1,170,893)	\$19,566	\$7,308,985	\$7,108,985	\$200,000
Cities								
Caldwell	\$16,677,089	\$15,298,475	\$19,955,453	(\$4,656,978)		\$12,020,111	\$10,520,111	\$1,500,000
Greenleaf	\$235,191	\$143,843	\$103,356	\$40,487		\$275,678	\$275,678	
Melba	\$61,353	\$90,042	\$88,285	\$1,757		\$63,110	\$60,000	\$3,110
Middleton	\$0	\$7,151,680	\$2,636,930	\$4,514,750		\$4,514,750	\$4,514,750	
Nampa	\$53,197,250	\$40,992,700	\$27,348,288	\$13,644,412		\$66,841,662	\$16,367,358	\$8,453,228
Notus	\$0	\$166,015	\$118,688	\$47,327		\$47,327	\$47,327	
Parma	\$0	\$477,721	\$224,268	\$253,453	(\$1)	\$253,452	\$94,502	\$158,950
Wilder	\$560,000	\$262,748	\$138,044	\$124,704		\$684,704	\$584,704	\$100,000
Total	\$233,320,944	\$309,364,648	\$315,724,580	(\$6,359,933)	(\$99,100)	\$226,861,912	\$161,331,392	\$23,509,444

Source: 2025 Road and Street Report, Self-Reported, May 26, 2026.

Valley Regional Transit

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 voluntary contributions of local jurisdictions from their general funds. Local contributions are determined through each local jurisdiction's annual budgeting process. 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 do 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 11 provides VRT's FY2027 summary budget. VRT's future budget is based on historical trends and assumes 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](#)⁴⁴ (TDP). This plan provides more opportunities to align local funding priorities with multi-year public transportation investments.

⁴⁴ Transportation Development Plan: <https://www.valleyregionaltransit.org/planning/tdop/>

Table 11: VRT FY2027 Budget Summary by Budget Area

Fiscal Year 2027
Budget Summary by Budget Area

REVENUES		EXPENSES	
Regional Overhead		Regional Overhead	
Directly Generated Revenues	\$ -	Wages and Salaries	\$ 2,450,156
Auxiliary Revenues	(967,152)	Fringe Benefits	1,699,046
Non Transportation Revenues	-	Professional Services	1,486,953
Federal Assistance	(4,353,529)	Materials and Supplies	430,730
Local Assistance	(2,623,082)	Utilities	74,069
TOTAL	\$ (7,943,763)	Casualty and Liability	111,109
		Purchased Transportation	-
		Miscellaneous	896,725
		Subrecipient Pass Through	609,000
		Interest	14,007
		Leases and Rentals	171,968
		TOTAL	\$ 7,943,763
Ada County Transportation Services		Ada County Transportation Services	
Directly Generated Revenues	\$ (733,294)	Wages and Salaries	\$ 6,556,445
Auxiliary Revenues	-	Fringe Benefits	5,156,601
Federal Assistance	(5,463,321)	Professional Services	828,867
Local Assistance	(9,314,026)	Materials and Supplies	1,415,302
Draw from Surplus Fund Balance	-	Utilities	171,780
TOTAL	\$ (15,510,641)	Casualty and Liability	849,762
		Purchased Transportation	-
		Miscellaneous	61,955
		Interest	138,672
		Leases and Rentals	331,257
		TOTAL	\$ 15,510,641
Canyon County Transportation Services		Canyon County Transportation Services	
Directly Generated Revenues	\$ (90,897)	Wages and Salaries	\$ 1,818,651
Auxiliary Revenues	-	Fringe Benefits	966,532
Federal Assistance	(2,605,150)	Professional Services	282,720
Local Assistance	(1,607,467)	Materials and Supplies	767,233
Draw from Surplus Fund Balance	-	Utilities	73,794
TOTAL	\$ (4,303,514)	Casualty and Liability	364,184
		Purchased Transportation	-
		Miscellaneous	30,400
		Interest	-
		Leases and Rentals	-
		TOTAL	\$ 4,303,514
Specialized Transportation Services		Specialized Transportation Services	
Directly Generated Revenues	\$ -	Wages and Salaries	\$ 511,689
Auxiliary Revenues	-	Fringe Benefits	429,618
Federal Assistance	(2,692,152)	Professional Services	295,350
Local Assistance	(1,224,760)	Materials and Supplies	57,200
TOTAL	\$ (3,916,912)	Utilities	-
		Casualty and Liability	359,255
		Purchased Transportation	2,251,800
		Miscellaneous	12,000
		Interest	-
		Leases and Rentals	-
		TOTAL	\$ 3,916,912
Capital Projects		Capital Projects	
Federal Capital Assistance	\$ (1,914,823)	VRT	\$ 2,148,750
Local Capital Assistance	(233,927)	Subrecipient - Pass Through	181,570
Subrecipient Pass Through	(181,570)	TOTAL	\$ 2,330,320
Draw from Surplus Fund Balance	-		
TOTAL	\$ (2,330,320)		
Grand Total Revenues, All Sources	\$ (34,005,151)	Grand Total Expenses	\$ 34,005,151

General Statement of Financial Constraint

The projects programmed in this document can reasonably be funded through anticipated funding sources. Table 12 provides the percentage of programmed funds relative to available funds for each year.

Table 12: Percentage of Programmed vs. Available Funds Per Year

2027	2028	2029	2030	2031	PD
95.52%	92.25%	96.28%	97.57%	91.40%	96.44%

Table 13 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 13: COMPASS Region Available vs. Programmed Funding

Funding Source*	2027		2028		2029		2030		2031		PD**	
	Available	Programmed	Available	Programmed	Available	Programmed	Available	Programmed	Available	Programmed	Available	Programmed
AC (Local)	1,555	1,555	-1,097	-1,097	4,006	4,006	-6,620	-6,620	-376	-376	18,880	18,880
AC (State)	-14,428	-14,428	0	0	0	0	0	0	0	0	0	0
Bridge (Local)	0	0	0	0	0	0	5,686	5,686	0	0	0	0
Bridge (State)	6,000	6,000	0	0	0	0	0	0	0	0	0	0
Competitive	3,427	3,427	5,241	5,241	20,986	20,986	0	0	0	0	0	0
CRP-LU	637	637	637	637	637	0	637	0	637	0	1,274	0
CRP-TMA	1,586	1,586	1,586	1,586	1,586	1,555	1,586	1,437	1,586	1,453	3,172	0
Federal RRX	600	600	700	700	55	55	1,530	1,530	695	695	1,226	1,226
FLAP/FLTP	1,085	1,085	0	0	0	0	0	0	0	0	0	0
Freight	0	0	0	0	4,154	4,154	6,316	6,316	0	0	0	0
FTA 5303***	387	387	387	387	387	387	387	387	387	387	774	774
FTA 5307 LU***	6,581	5,199	6,581	5,199	6,581	5,253	6,581	5,199	6,581	5,199	0	0
FTA 5307 SU***	4,335	2,952	4,335	2,952	4,335	2,952	4,335	2,952	4,335	2,952	0	0
FTA 5310 LU***	570	500	570	500	570	500	570	500	570	500	0	0
FTA 5310 R	476	476	476	476	0	0	0	0	0	0	0	0
FTA 5310 SU***	0	0	424	352	424	403	424	403	424	403	0	0
FTA 5311	5,125	5,125	5,125	5,125	0	0	0	0	0	0	0	0
FTA 5339(b)	11,299	11,299	3,166	3,166	0	0	0	0	0	0	0	0
FTA 5339 LU***	563	450	563	450	563	450	563	450	563	450	0	0
FTA 5339 R	5,125	1,132	5,125	1,133	0	0	0	0	0	0	0	0
FTA 5339 SU***	413	258	413	258	413	258	413	258	413	258	0	0
HSIP (Local)	6	6	657	657	0	0	0	0	0	0	0	0
Interstate Maintenance	368	368	0		2,894	2,894	815	815	0	0	17,675	17,675
Local (Regionally Significant)	40,954	40,954	21,247	21,247	17,230	17,230	55,522	55,522	0	0	152,793	152,793
Local Participating	1995	1,995	0	0	1,659	1,659	28,672	28,672	0	0	29,024	29,024
Metropolitan Planning	1517	1,517	1,517	1,517	1,517	1,517	1,517	1,517	1,517	1,517	3,034	3,034
NHPP	22,313	22,313	15,909	15,909	13,220	13,220	30,595	30,595	19,700	19,700	45,225	45,225
Non-Participating	925	925	0	0	0	0	0	0	0	0	0	0
Private Developer	8,357	8,357	589	589	0	0	0	0	0	0	26,591	26,591
State	1,514	1,514	520	520	0	0	11,565	11,565	0	0	0	0
STBG-LU	8,296	8,296	3,661	3,661	4,868	4,868	2,453	2,453	323	323	4,973	4,973
STBG-R	0		0	0	2,627	2,627	0	0	0	0	0	0
STBG-State	21,763	21,763	0	0	10	10	6,311	6,311	0	0	465	465
STBG-TMA	13,648	13,641	13,648	13,603	13,648	13,574	13,648	13,332	13,648	12,983	27,296	22,337
TAP-State	0	0	0	0	52	52	779	779	789	789	0	0
TAP-TMA	1,254	1,250	1,254	1,231	1,254	1,210	1,254	1,204	1,254	1,249	2,508	0
TAP-U	545	545	108	108	108	108	108	108	0	0	0	0
Total	158,791	151,684	93,342	86,182	103,784	100,080	175,647	171,401	53,046	48,482	334,910	322,997
Percent Programmed	95.52%		92.25%		96.28%		97.57%		91.40%		96.44%	
Percent Unprogrammed	4.48%		7.75%		3.72%		2.43%		8.60%		3.56%	

As of September 2026. 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 FY2032 or FY2033.

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

Blue highlight = programs managed by COMPASS or VRT.

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 14.

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

- Roadway projects that do not include some aspects 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 14: 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 Solutions	Amount Allocated to Other Solutions	Percent to Roadways Solutions	Percent to Alternative Solutions	Percent to Air Quality Solutions	Percent to Other Solutions
2027	\$156,192	\$81,474	\$60,857	\$0	\$13,861	52.16%	38.96%	0.00%	8.87%
2028	\$90,777	\$39,450	\$46,549	\$1,687	\$3,091	43.46%	51.28%	1.86%	3.41%
2029	\$104,635	\$61,820	\$34,354	\$5,235	\$3,227	59.08%	32.83%	5.00%	3.08%
2030	\$176,010	\$123,728	\$49,455	\$0	\$2,827	70.30%	28.10%	0.00%	1.61%
2031	\$53,091	\$19,284	\$28,051	\$2,713	\$3,043	36.32%	52.84%	5.11%	5.73%
PD	\$323,059	\$243,474	\$73,382	\$0	\$6,203	75.37%	22.71%	0.00%	1.92%
Total	\$903,764	\$569,229	\$292,648	\$9,635	\$32,252	62.98%	32.38%	1.07%	3.57%

As of September 2026.

*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*](#)⁴⁵ 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.

⁴⁵ 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

Acronym	Definition
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.
APS	Accessible Pedestrian Signal
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).
CNG	Compressed natural gas.
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).
Functional Classification	The process by which streets and highways are grouped into classes, or systems, according to the types of service they are intended to provide. For example, local streets are intended to serve residential areas, not heavy traffic; while interstates are designed for heavy traffic.
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-84 / I-184	Interstate 84 and Interstate-184 (“the Connector”).
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.



Acronym	Definition
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 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 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.
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 to track project funding.
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.
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. The Boise Urban Area is the only TMA in Idaho.
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.
WYE	A triangular junction of the interstate. In Idaho, the “Wye interchange” is where I-84 and I-184 intersect.



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)	Qualified local funds used early in a project to be replaced with federal funds in the future.	When there is not enough federal funding in a given year, local funds are used to cover costs.	Highway districts and cities
Advanced Construction (State)	Qualified state funds used early in a project to be replaced with federal funds in the future.	When there is not enough federal funding in a given year, state funds are used to cover costs.	ITD
Better Utilizing Investments to Leverage Development (BUILD)	Funds multi-modal and multi-jurisdictional projects often difficult to fund through other funding mechanisms.	Transit systems, roads, bridges, highways, active transportation infrastructure, port and freight facilities, and safety and mobility enhancements.	Any public agency
Bridge (Local)	Replacing or rehabilitating local (non-ITD) bridges.	Fixing a current bridge or replacing an old bridge with a new one.	Highway districts and cities
Carbon Reduction Program – Large Urban (CRP-LU)	Projects in areas with populations between 50,000 and 199,999 designed to reduce carbon dioxide (CO2) emissions from on-road highway sources.	Sidewalks, public transportation, and 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, and projects that reduce truck idling.	Generally, jurisdictions in the Boise Urban Area
Competitive	Federal money allocated through the annual appropriations process, unlike mandatory spending, which is set by law and funded automatically.	Competitive grants	Any public agency
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 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 agencies



Funding source*	What it's used for	Example	Who can use this funding in Ada/Canyon Counties**
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
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

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.	Widening 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
Highway Safety Improvement Program (HSIP) (State)	Improving safety on state-managed roadways.	Adding safety lighting along a corridor.	ITD
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 a roadway or intersection.	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 roadways and related projects anywhere in the state.	Conducting a planning study for a potential road project.	ITD

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 populations 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 populations of 200,000 or more.	Installing pedestrian crossing signals.	Generally, jurisdictions in the Boise Urban Area and eligible non-profit organizations
Transportation Alternatives Program – Large Urban (TAP – LU)	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 2026

APPENDIX B: TRANSIT RIDERSHIP

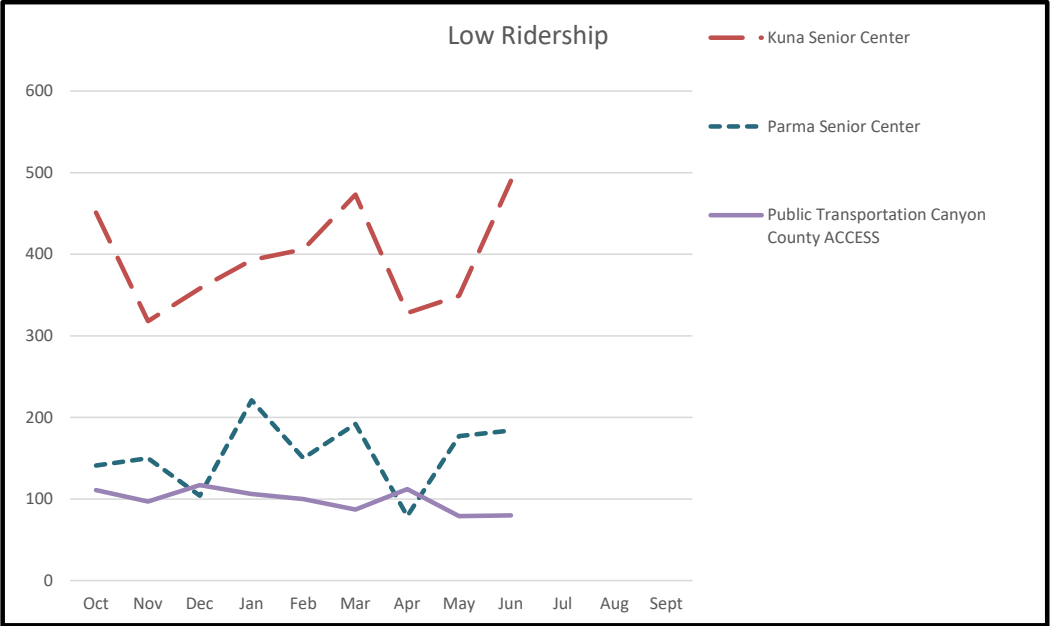
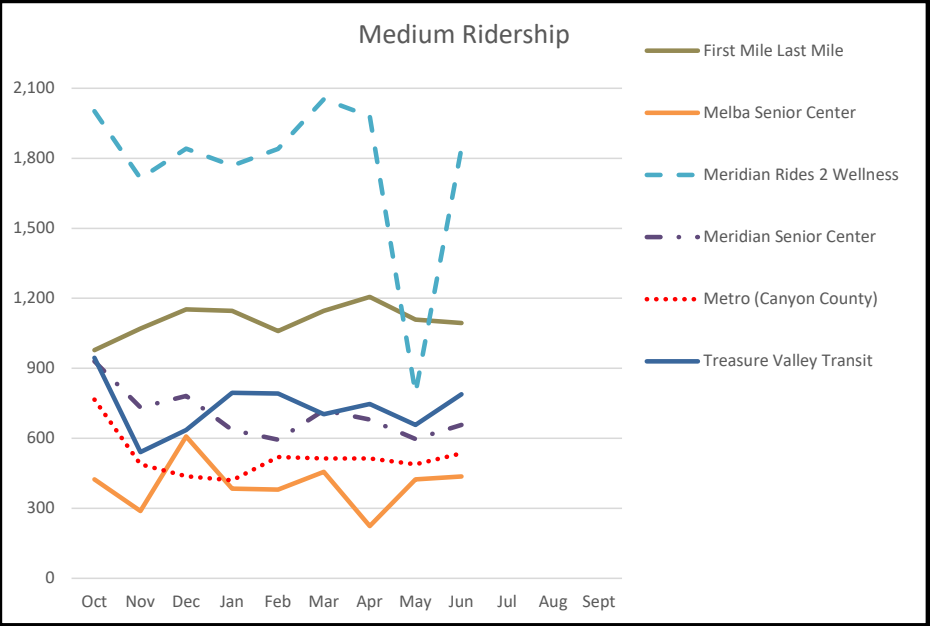
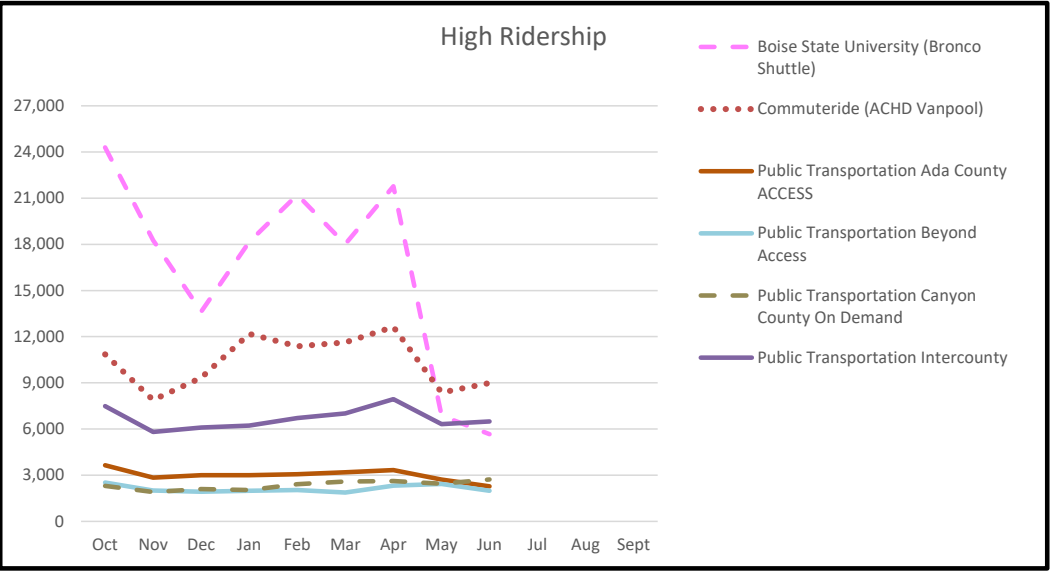
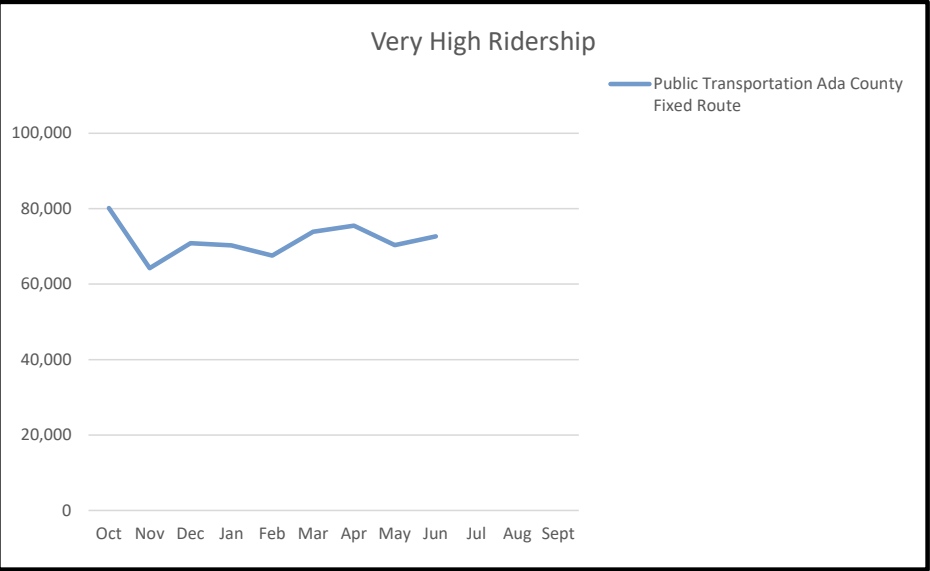
Provides tabular and graphical representation of transit ridership in FY2025 and FY2026.

Yearly Cumulative Alternative Transportation Trip Report

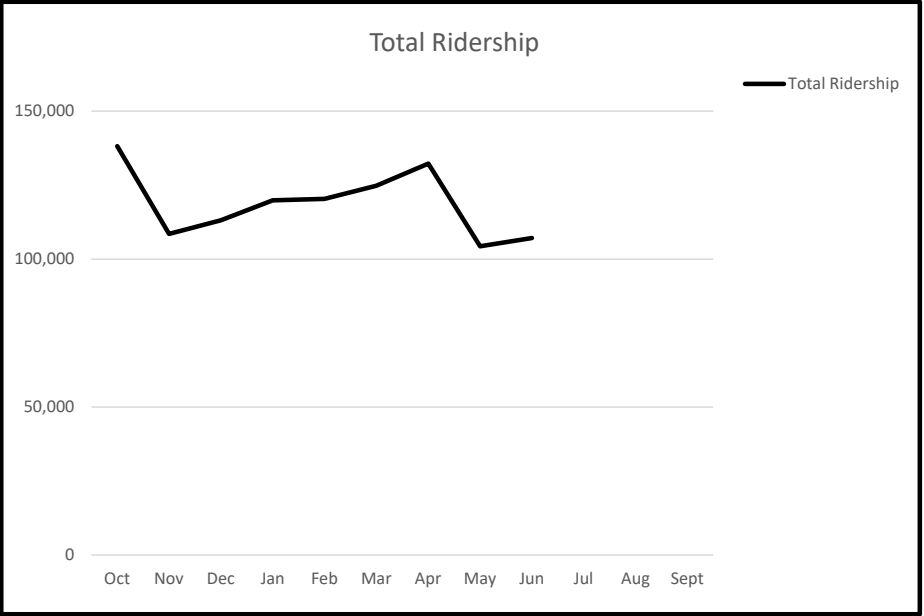
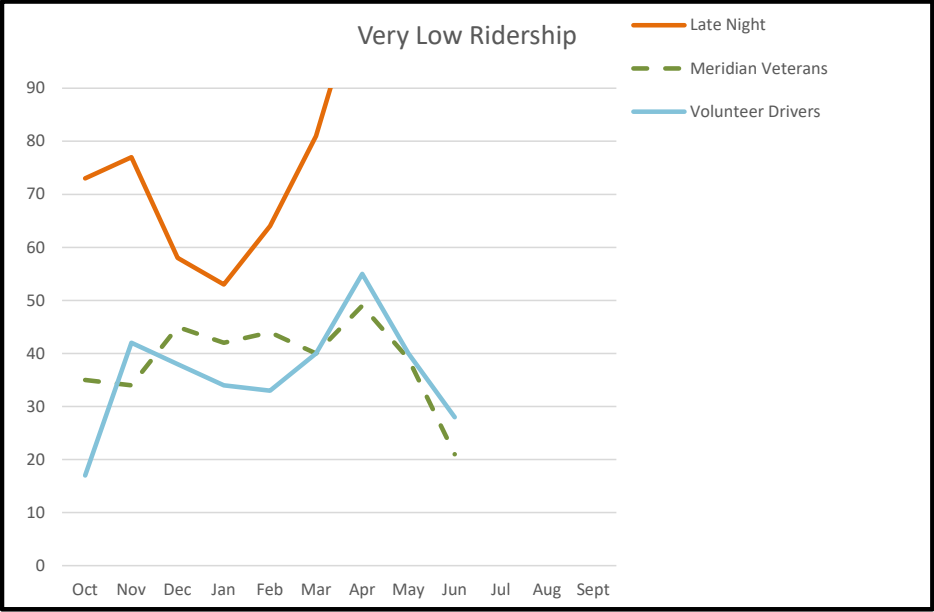
Black highlight = no information or not available Gray highlight = Totals Brown highlight = information not comparable

FY2026	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Total - Jun	Annual Total	% Change (as of June) 20254-2026
Boise State University (Bronco Shuttle)	24,297	18,270	13,643	18,148	21,212	18,011	21,777	6,876	5,667				147,901		-5.94%
Commuteride (ACHD Vanpool)	10,856	7,888	9,334	12,178	11,377	11,632	12,633	8,372	8,993				93,263		-6.28%
First Mile Last Mile	978	1,070	1,152	1,146	1,060	1,146	1,206	1,109	1,094				9,961		21.34%
Kuna Senior Center	451	318	358	393	406	473	328	349	490				3,566		5.01%
Late Night	73	77	58	53	64	81	110	93	103				712		17.30%
Melba Senior Center	424	288	608	384	380	456	224	424	436				3,624		-40.20%
Meridian Rides 2 Wellness	2,002	1,714	1,841	1,768	1,840	2,053	1,980	793	1,843				15,834		28.21%
Meridian Senior Center	930	733	781	636	594	720	680	597	657				6,328		-2.42%
Meridian Veterans	35	34	45	42	44	40	49	39	21				349		0.58%
Metro (Canyon County)	766	489	438	420	520	514	514	489	535				4,685		-28.25%
Parma Senior Center	141	150	104	221	150	192	79	177	184				1,398		-14.34%
Public Transportation Ada County ACCESS	3,647	2,846	3,006	3,006	3,066	3,195	3,340	2,719	2,277				27,102		0.80%
Public Transportation Ada County Fixed Route	80,174	64,241	70,843	70,301	67,563	73,925	75,526	70,325	72,672				645,570		-3.61%
Public Transportation Beyond Access	2,523	2,008	1,923	1,991	2,034	1,875	2,326	2,434	1,996				19,110		-11.63%
Public Transportation Canyon County On Demand	2,307	1,908	2,094	2,035	2,421	2,595	2,625	2,446	2,724				21,155		6.56%
Public Transportation Canyon County ACCESS	111	97	117	106	100	87	112	79	80				889		32.29%
Public Transportation Intercounty	7,483	5,812	6,091	6,230	6,715	7,015	7,942	6,317	6,492				60,097		24.74%
Treasure Valley Transit	945	541	636	795	792	703	747	657	789				6,605		-56.75%
Volunteer Drivers	17	42	38	34	33	40	55	40	28				327		-26.68%
Total Ridership	138,160	108,526	113,110	119,887	120,371	124,753	132,253	104,335	107,081				1,068,476		-3.80%

FY2025	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Total - Jun	Annual Total	Annual % 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	7,538	10,582	24,248	157,242	199,610	13.85%
Commuteride (ACHD Vanpool)	11,110	10,530	11,189	14,180	13,818	11,775	10,390	8,557	7,963	6,195	9,450	12,034	99,512	127,191	-5.63%
First Mile Last Mile	969	819	830	877	854	972	1,040	941	907	987	981	923	8,209	11,100	88.87%
Kuna Senior Center	439	359	363	393	417	358	348	311	408	342	393	367	3,396	4,498	7.66%
Late Night	75	60	73	58	60	68	91	59	63	75	54	72	607	808	38.83%
Melba Senior Center	709	608	676	754	725	704	700	758	426	572	528	412	6,060	7,572	-11.90%
Meridian Harvest	445	404	682	421	464	521	318	459	442	410	404	368	4,156	5,338	-35.09%
Meridian Rides 2 Wellness	1,113	1,067	1,203	1,383	1,276	1,476	1,690	1,584	1,558	1,650	1,578	1,613	12,350	17,191	12.81%
Meridian Senior Center	855	707	649	728	587	643	840	801	675	698	751	801	6,485	8,735	7.32%
Meridian Veterans	36	23	31	60	61	24	40	36	36	58	52	43	347	500	9.41%
Metro (Canyon County)	1,066	594	678	996	637	845	752	479	483	589	533	407	6,530	8,059	N/A
Parma Senior Center	127	174	110	208	197	219	250	144	203	190	187	88	1,632	2,097	-24.02%
Public Transportation Ada County ACCESS	3,684	2,928	2,766	3,163	3,035	2,964	3,351	2,859	2,136	2,471	2,900	3,221	26,886	35,478	5.44%
Public Transportation Ada County Fixed Route	83,901	69,326	68,845	76,990	71,248	74,698	80,615	76,357	67,753	69,123	74,092	78,776	669,733	891,724	-4.08%
Public Transportation Beyond Access	2,899	2,501	2,295	2,306	2,257	2,049	2,338	2,505	2,475	2,525	2,456	2,620	21,625	29,226	N/A
Public Transportation Canyon County On Demand	2,458	2,008	2,081	2,407	2,171	2,260	2,257	2,179	2,031	1,997	2,015	2,262	19,852	26,126	-4.58%
Public Transportation Canyon County ACCESS	47	52	58	92	82	83	70	103	85	57	97	93	672	919	-72.92%
Public Transportation Intercounty	6,563	4,895	4,444	5,760	5,066	5,393	4,444	5,695	5,917	5,886	6,315	7,130	48,177	67,508	18.37%
Shared Vehicle	6	15	15	18	15	6	24	9	6	3			114	117	
Treasure Valley Transit	1,756	1,353	1,477	1,869	1,692	1,747	1,938	1,784	1,656	1,798	1,887	1,924	15,272	20,881	4.49%
Village Van	717	477	133										1,327	1,327	
Volunteer Drivers	51	46	48	42	60	55	35	52	57	42	74	69	446	631	-10.62%
Total Ridership	146,069	125,188	106,790	132,824	129,822	124,046	131,331	113,011	101,549	103,206	115,329	137,471	1,110,630	1,466,636	-1.10%



FY2026



APPENDIX C: HISTORICAL AND PROJECTED BUDGET DATA

Provides additional information about transportation agency budgets.

Tables 15 through 19 provide summarized information from FY2020 through FY2024 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 15: 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 16: 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 17: 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	-	\$78,660,913	\$78,660,913	-
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	-	\$4,231,482	\$4,007,482	\$224,000
Nampa HD	\$11,581,953	\$17,810,530	\$16,502,314	\$1,308,215	-	\$12,890,168	\$7,033,579	\$5,856,589
Notus-Parma HD	\$5,150,014	\$3,193,170	\$2,441,473	\$751,697	-	\$5,901,711	\$5,701,711	\$200,000
Cities								
Caldwell	\$9,976,777	\$10,832,081	\$9,398,567	\$1,433,514	-	\$11,410,291	-	\$11,410,291
Greenleaf	\$156,099	\$98,333	\$48,091	\$50,242	-	\$206,341	\$206,341	-
Melba	-	\$84,678	\$25,546	\$59,132	-	\$59,132	\$50,000	\$9,132
Middleton	-	\$4,053,363	\$1,776,587	\$2,276,777	-	\$2,276,777	\$1,779,371	\$497,406
Nampa	\$31,666,010	\$24,887,670	\$10,320,277	\$14,567,393	-	\$46,233,403	-	-
Notus	-	\$55,653	\$25,062	\$30,591	-	\$30,591	\$30,591	-
Parma	\$245,841	\$282,335	\$148,692	\$133,643	-	\$379,484	\$20,000	\$359,484
Wilder	\$175,777	\$247,876	\$128,515	\$119,361	-	\$295,138	\$295,138	-
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 – 6.57%
- Other (property acquisition, design, etc.) – 21.77%

Table 18: 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	-
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	-
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 – 14.60%
- Reconstruction/General Maintenance – 47.27%
- Equipment – 8.69%
- Administration – 6.59%
- Other (property acquisition, design, etc.) – 22.85%

Table 19: Total Local Agency Income Minus Disbursements, FY2024

	Beginning Balance	Total Income	Total Disbursements	Receipts Over Disbursements	Adjustments	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 HD	\$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 HD	\$17,204,556	\$27,737,487	\$15,802,549	\$7,969,475	-	\$25,174,031	\$18,742,121	\$6,431,910
Notus-Parma HD	\$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.

Breakout of disbursements:

- Construction – 6.95%
- Reconstruction/General Maintenance – 45.50%
- Equipment – 9.43%
- Administration – 7.06%
- Other (property acquisition, design, etc.) – 31.06%

Tables 20 through 24 provide summarized information projecting budgeting information for FY2026 through FY2030 extrapolated from the Road and Street Reports, using a five-year average of year-to-year changes between FY2021 and FY2025 in total income and total disbursement ratios.

The projections predict that some agencies will need additional funds to cover historical levels of expenses, use reserve accounts, or remove projects to balance their budgets in the future.

Table 20: Projected – Local Agency Income Minus Disbursements, FY2026

	Beginning Balance	Total Income	Total Disbursements	Remaining Balance
Highway Districts				
ACHD	\$76,472,583	\$211,169,027	\$254,770,318	\$32,871,292
Golden Gate	\$4,973,841	\$7,062,216	\$8,064,209	\$3,971,848
Highway District No. 4	\$25,219,325	\$21,569,573	\$21,476,968	\$25,311,930
Nampa	\$28,305,049	\$23,734,427	\$19,832,487	\$32,206,989
Notus-Parma	\$7,289,419	\$4,804,376.77	\$7,393,494.98	\$4,700,301
Cities				
Caldwell	\$12,020,111.00	\$19,002,913.43	\$28,334,558.73	\$2,688,466
Greenleaf	\$275,678.00	\$186,764.99	\$165,797.57	\$296,645
Melba	\$63,110.00	\$154,645.04	\$157,420.47	\$60,335
Middleton	\$4,514,749.61	\$8,966,575.34	\$4,116,551.15	\$9,364,774
Nampa	\$66,841,662.00	\$49,346,733.61	\$39,023,993.51	\$77,164,402
Notus	\$47,327.00	\$242,110.60	\$209,731.38	\$79,706
Parma	\$253,453.00	\$647,299.08	\$272,616.26	\$628,136
Wilder	\$684,704.00	\$293,242.02	\$168,641.63	\$809,304
Total	\$226,961,012	347,179,904	383,986,788	190,154,128

Table 21: Projected – Local Agency Income Minus Disbursements, FY2027

	Beginning Balance	Total Income	Total Disbursements	Remaining Balance
Highway Districts				
ACHD	\$32,871,292	\$230,324,815	\$298,146,416	(\$34,950,309)
Golden Gate	\$3,971,848	\$8,273,521	\$10,525,862	\$1,719,508
Highway District No. 4	\$25,311,930	\$24,519,613	\$27,107,439	\$22,724,104
Nampa	\$32,206,989	\$25,723,134	\$20,956,843	\$36,973,280
Notus-Parma	\$4,700,301	\$5,402,040	\$10,041,602	\$60,739
Cities	\$0			
Caldwell	\$2,688,465.70	\$19,089,004.00	\$15,377,477.00	\$6,399,993
Greenleaf	\$296,645.42	\$262,526.00	\$152,746.00	\$406,425
Melba	\$60,334.57	\$380,891.00	\$319,538.00	\$121,688
Middleton	\$9,364,773.79	\$6,368,194.00	\$1,942,681.00	\$13,790,287
Nampa	\$77,164,402.09	\$27,737,487.00	\$23,405,261.00	\$81,496,628
Notus	\$79,706.22	\$118,440.00	\$75,929.00	\$122,217
Parma	\$628,135.82	\$517,727.00	\$146,042.00	\$999,821
Wilder	\$809,304.39	\$262,216.00	\$290,634.00	\$780,886
Total	\$190,154,128	348,979,609	408,488,470	130,645,267

Table 22: Projected – Local Agency Income Minus Disbursements, FY2028

	Beginning Balance	Total Income	Total Disbursements	Remaining Balance
Highway Districts				
ACHD	(\$34,950,309)	\$251,218,283	\$348,907,543	(\$132,639,569)
Golden Gate	\$1,719,508	\$9,692,589	\$13,738,950	(\$2,326,854)
Highway District No. 4	\$22,724,104	\$27,873,127	\$34,214,013	\$16,383,218
Nampa	\$36,973,280	\$27,878,476	\$22,144,943	\$42,706,813
Notus-Parma	\$60,739	\$6,074,052	\$13,638,173	(\$7,503,382)
Cities	0			
Caldwell	\$6,399,992.70	\$23,711,297	\$21,834,334	\$8,276,956
Greenleaf	\$406,425.42	\$340,862	\$245,026	\$502,262
Melba	\$121,687.57	\$654,171	\$569,766	\$206,093
Middleton	\$13,790,286.79	\$7,984,263	\$3,032,748	\$18,741,801
Nampa	\$81,496,628.09	\$33,390,198	\$33,397,584	\$81,489,242
Notus	\$122,217.22	\$172,729	\$134,173	\$160,773
Parma	\$999,820.82	\$701,506	\$177,526	\$1,523,801
Wilder	\$780,886.39	\$292,648	\$355,053	\$718,481
Total	\$130,645,267	389,984,202	492,389,832	28,239,637

Table 23: Projected – Local Agency Income Minus Disbursements, FY2029

	Beginning Balance	Total Income	Total Disbursements	Remaining Balance
Highway Districts				
ACHD	(132,639,569)	274,007,061	408,311,040	(266,943,547)
Golden Gate	(2,326,854)	11,355,053	17,932,855	(8,904,655)
Highway District No. 4	16,383,218	31,685,296	43,183,668	4,884,845
Nampa	42,706,813	30,214,413	23,400,398	49,520,828
Notus-Parma	(7,503,382)	6,829,663	18,522,918	(19,196,637)
Cities				
Caldwell	8,276,956	29,452,853	31,002,364	6,727,445
Greenleaf	502,262	442,574	393,056	551,779
Melba	206,093	1,123,524	1,015,947	313,670
Middleton	18,741,801	10,010,445	4,734,469	24,017,777
Nampa	81,489,242	40,194,894	47,655,894	74,028,242
Notus	160,773	251,902	237,094	175,581
Parma	1,523,801	950,522	215,798	2,258,525
Wilder	718,481	326,612	355,053	690,040
Total	\$28,239,637	436,844,811	596,960,554	(\$131,876,107)

Table 24: Projected – Local Agency Income Minus Disbursements, FY2030

	Beginning Balance	Total Income	Total Disbursements	Remaining Balance
Highway Districts				
ACHD	(266,943,547)	298,863,079	477,828,321	(445,908,790)
Golden Gate	(8,904,655)	13,302,662	23,406,976	(19,008,969)
Highway District No. 4	4,884,845	36,018,850	54,504,838	(13,601,143)
Nampa	49,520,828	32,746,078	24,727,029	57,539,876
Notus-Parma	(19,196,637)	7,679,271	18,522,918	(30,040,284)
Cities				
Caldwell	6,727,445	36,584,693	44,019,963	(707,825)
Greenleaf	551,779	574,636	630,518	495,897
Melba	313,670	1,929,627	1,811,529	431,767
Middleton	24,017,777	12,550,815	7,391,050	29,177,541
Nampa	74,028,242	48,386,340	68,001,452	54,413,130
Notus	175,581	367,365	418,965	123,981
Parma	2,258,525	1,287,932	262,320	3,284,137
Wilder	690,040	364,518	433,751	620,807
Total	(\$131,876,107)	\$490,655,864	\$721,959,630	(\$363,179,873)

Table 25 includes inflationary factors for the overall budget projections from FY2026-2030 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 25: Adopted, VRT Revenues and Expenses, FY2026

Type	FY2026	FY2027	FY2028	FY2029	FY2030	Total
Revenues						
Federal	\$19,632,956	\$15,623,766	\$15,506,631	\$17,052,345	\$17,209,999	\$85,025,696
Local	\$15,454,340	\$13,933,997	\$14,268,184	\$14,944,678	\$15,359,400	\$73,950,600
Earnings	\$1,595,284	\$1,762,169	\$1,828,688	\$1,899,248	\$1,972,710	\$9,058,099
Expenses	\$36,682,580	\$31,319,932	\$31,603,503	\$33,896,272	\$34,532,110	\$168,034,396
Service	\$22,472,658	\$22,121,570	\$22,473,276	\$23,019,883	\$23,780,155	\$113,867,542
Capital	\$6,654,885	\$2,098,750	\$1,858,750	\$3,428,750	\$3,123,750	\$17,164,885
Management	\$7,130,986	\$6,664,959	\$6,825,958	\$6,990,982	\$7,160,132	\$34,773,017
Programs	\$424,051	\$434,652	\$445,518	\$456,656	\$468,073	\$2,228,951
Total	\$36,682,580	\$31,319,932	\$31,603,503	\$33,896,272	\$34,532,110	\$168,034,396

Assumptions:

- Expenses and revenues are based on the adopted Transportation Development Plan (TDP), January 2026. The TDP is intentionally balanced. Expenses and revenues are extrapolated beyond FY2026.
- Expenses and local revenues are not simply grown by an inflationary number (2.5%); they also consider planned investments and each partner's local share.
- Capital expenses are volatile year by year and are not forecast using a historical average, rather they are based on specific projects.

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
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
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.)							
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.							
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
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
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.							
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

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
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.							
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.							
13905	NHS-7773, N 10TH AVE ITS & OVERLAY, CALDWELL	3	2026	Federal-Aid, Local Road System	CALDWELL	PS&E (or equiv.)	295,000.00
Overlay a one-half mile section of 10th Avenue in Downtown Caldwell from the Railroad Overpass to I-84 to replace surface in poor condition. Install intelligent transportation system (ITS) components and bring pedestrian facilities to current standards.							
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
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.							

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
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	Project Closed	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 RXX, 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.							
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							
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 RXX, 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.							

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
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	Project Closed	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.							
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
20212	I 84, GARRITY IC TO TEN MILE IC, ADA/CANYON COUNTIES	3	2026	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	89,500.00
The I-84, GARRITY IC TO TEN MILE IC, ADA/CANYON COUNTIES project is located along I-84 between the City of Meridian in Ada County and the City of Nampa in Canyon County and will resurface the pavement as routine maintenance to maintain the existing perpetual pavement.							
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)	Awarded (or equiv.)	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	Awarded (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.							

Projects in Prior STIPs

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Prior Year Projects Outside of MPO Areas

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Key No.	Location	Dist.	Year	Major Program	Sponsor	Project Status	Lifetime Cost
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.							
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.							
20536	US 20, US 20/26 & SH 44 MILL & INLAY	3	2023	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Project Closed	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	Awarded (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	2026	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	Awarded (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)	Awarded (or equiv.)	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.							

Projects in Prior STIPs

With No Final Voucher or Equivalent

Prior Year Projects Outside of MPO Areas

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Key No.	Location	Dist.	Year	Major Program	Sponsor	Project Status	Lifetime Cost
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)	Project Closed	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.							
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	Project Closed	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.							

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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).							
22108	LOCAL, FY23 COMPASS METRO PLANNING	3	2023	Federal-Aid, Local Road System	COMPASS	Project Closed	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							
22385	LOCAL, BOISE STATE GREENBELT PATHWAY COMPLETION,	3	2026	Federal-Aid, Local Road System	BOISE STATE UNIVERSITY	PS&E (or equiv.)	158,000.00
Design and construct improvements to the Boise 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-foot to 12-foot and adding a well-defined landscaped buffer between the pathway and the street.							
22386	LOCAL, FY25-FY26 ACHD COMMUTERIDE, ADA & CANYON CO	3	2026	Federal-Aid, Local Road System	ADA COUNTY HD	PS&E (or equiv.)	317,379.00
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 Urbanized Areas.							
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.							
22390	NHS-7433, VISTA AVE, OVERLAND RD TO ROSE HILL ST, BOIS	3	2026	Federal-Aid, Local Road System	ADA COUNTY HD	PS&E (or equiv.)	1,492,000.00
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.							
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	Project Closed	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.							

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
22593	OFFSYS, S 4TH AVE, INDIAN CREEK BR, CALDWELL	3	2021	Federal-Aid, Local Road System	LOCAL HIGHWAY TECHNICA	Project Closed	3,002,311.29
Replace S 4TH AVE, INDIAN CREEK BR, CALDWELL							
22600	STC-3787, WESTERN HERITAGE BYWAY (SWAN FALLS RD), A	3	2026	Federal-Aid, Local Road System	ADA COUNTY HD	Awarded (or equiv.)	410,272.00
This project will add five foot shoulders to Swan Falls Road from point just north of Initial Point Road to the southern terminus of the road, and improve accessibility to Bureau of Land Management facilities.							
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.							
22715	SH 55, FARMWAY RD TO MIDDLETON RD, CANYON CO	3	2026	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	200,913,434.42
This project will make capacity and safety improvements including widening SH-55 to two travel lanes in each direction and installing a continuous median traffic separator from 10th Ave to Middleton Rd. Intersections at the mile will be signalized, and there will be right-in-right-out-left-in turn movements at the mid-mile. Improvements include bridge replacements, culvert extensions, separated multi-use pathways, sound walls and significant utility relocations.							
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.							
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.							
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	2026	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.							
23162	US 95, WILDER TO PARMA NCL, CANYON CO	3	2026	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	50,000.00
The US-95, WILDER TO PARMA NCL project is located in Canyon County and will provide a sealcoat treatment to maintain mobility by extending the life of the pavement.							

Projects in Prior STIPs

With No Final Voucher or Equivalent

Prior Year Projects Outside of MPO Areas

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Key No.	Location	Dist.	Year	Major Program	Sponsor	Project Status	Lifetime Cost
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)							
23175	SH 16, JCT SH 44 TO JCT SH 52, ADA/GEM CO	3	2025	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Development	3,000,000.00
The SH-16, JCT SH 16 to JCT SH 52, ADA/GEM CO project is located near Eagle in Gem/Ada counties and will provide environmental clearance for the entire corridor and widen the first segment of SH 16, from SH 44 to Beacon Light Rd.							
23179	TRANSIT, STATE ST PREMIUM CORRIDOR, PART 2, BOISE, VR	3	2026	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Awarded (or equiv.)	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							
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.							
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	2026	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.							
23535	SH 21, PAVEMENT PRESERVATION, BOISE	3	2023	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Project Closed	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.							

Projects in Prior STIPs

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Prior Year Projects Outside of MPO Areas

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Key No.	Location	Dist.	Year	Major Program	Sponsor	Project Status	Lifetime Cost
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	2026	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	302,400.00
The I-184, FY26 D3 IC RAMPS, ADA/CANYON COUNTIES project will be located on Exit 46, Franklin Rd Exit in Boise, Ten Mile Exit 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.							
23731	STC-8223, NORTHSIDE BLVD & KARCHER RD, NAMPA	3	2026	Federal-Aid, Local Road System	NAMPA	PS&E (or equiv.)	75,000.00
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.							
23833	LOCAL, ACCESS TO OPPORTUNITY, ACHD	3	2026	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, signalizing 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.							
23883	SMA-8323, 2ND ST S, SAFETY IMPROVEMENTS, NAMPA	3	2026	Federal-Aid, Local Road System	NAMPA	PS&E (or equiv.)	649,000.00
Provide safety improvements on 2nd St. South from 16th Ave. South to Chicago Street in the City of Nampa. Work includes adding Rectangular Rapid Flashing Beacon (RRFB) crossings at 18th Ave. South and 22nd Ave. South and a paved shoulder along the south side of 2nd St. South from 24th Ave. South to Chicago St. Streetlights will be upgraded and augmented as necessary to obtain adequate illumination.							
23943	LOCAL, FY25-FY26 SR2S, ADA CO	3	2026	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Development	206,000.00
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.							
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	2026	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 traffice 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).							
24230	LOCAL, WEST PARK PED IMPROVEMENTS, NAMPA	3	2026	Federal-Aid, Local Road System	NAMPA	PS&E (or equiv.)	63,000.00
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.							

Projects in Prior STIPs

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Key No.	Location	Dist.	Year	Major Program	Sponsor	Project Status	Lifetime Cost
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.							
24236	LOCAL, MATTHEW PELTZER TRAILHEAD AT WILSON PATH, N	3	2026	Federal-Aid, Local Road System	NAMPA	PS&E (or equiv.)	118,000.00
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.							
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.							
25126	LOCAL, BUILD THE BOISE BENCH, ACHD	3	2026	Federal-Aid, Local Road System	ADA COUNTY HD	Development	23,045,000.00
Provide connectivity and safety improvements in the "Boise Bench" area of the City of Boise. This project is funded by the federal competitive grant Better Utilizing Investments to Leverage Development (BUILD).							

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).

FY2027-2033 Regional Transportation Improvement Program

Detailed Project List (All Values in Thousands of Dollars)

All costs in year-of-expenditure dollars



43rd Street, Ustick Road to Boise River, Garden City

Regionally Significant: ☐ Inflated ☐

Key #: ORN25459

Requesting Agency: ACHD

Project Year: 2027-2030

Total Previous Allocations: \$0

Total Programmed Budget: \$2,639

Total Cost (Prev. + Prog.): \$2,639

TIP Achievement:

Open Space

Active Transportation

Asset Management

Safety



Project Description

Rehabilitate 43rd Street from Ustick Road to the Boise River in the City of Garden City. Work will include constructing curb, gutter, sidewalk, and pedestrian ramps that are compliant with the American's with Disabilities Act, providing bicycle facilities, and installing an enhanced pedestrian crossing at Ustick Road and 43rd Street. (Design is under KN 23833.)

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
2027	0	0	0	0	0	346	346	321	25
Fund Totals:	0	0	0	0	0	346	346	321	25

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	50	344	548	942	873	69
2029	0	0	0	0	0	221	221	205	16
2030	0	0	0	0	0	273	273	253	20
Fund Totals:	0	0	0	50	344	1,042	1,436	1,331	105

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	0	668	668	0	668
2028	0	0	0	0	0	-140	-140	0	-140
2029	0	0	0	0	0	-221	-221	0	-221
2030	0	0	0	0	0	-307	-307	0	-307
Fund Totals:	0	0	0	0	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
2027	0	0	0	0	0	683	683	633	50
2028	0	0	0	0	0	140	140	130	10
2030	0	0	0	0	0	34	34	32	2
Fund Totals:	0	0	0	0	0	857	857	794	63

5th Street, Bannock Street to Jefferson Street, Construction, Boise

Regionally Significant: ☐ ☒ Inflated

TIP Achievement:

Key #: ORN25447

Pavement

Requesting Agency: ACHD

Project Year: 2033

Total Previous Allocations: \$0

Total Programmed Budget: \$2,816

Total Cost (Prev. + Prog.): \$2,816

Project Description

Construct pavement maintenance improvements on 5th Street between Bannock Street and Jefferson Street in the City of Boise. This project is for construction only. (Design was under KN 26539.)



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
2033	0	0	0	0	293	2,523	2,816	2,609	207
Fund Totals:	0	0	0	0	293	2,523	2,816	2,609	207

5th Street, Front Street to Jefferson Street, Design, Boise

Regionally Significant: ☐ ☒ Inflated

TIP Achievement:

Key #: 26539

Pavement

Requesting Agency: ACHD

Project Year: 2032

Total Previous Allocations: \$1,750

Total Programmed Budget: \$21

Total Cost (Prev. + Prog.): \$1,771

Project Description

Design pavement maintenance improvements on 5th Street between Front Street and Jefferson Street in the City of Boise. (Construction is under KN ORN25447, KN ORN25448, and KN ORN25449.)



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	260	0	0	0	0	260	241	19
2029	0	104	0	0	0	0	104	96	8
2031	0	153	0	0	0	0	153	142	11
Fund Totals:	0	517	0	0	0	0	517	479	38

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
2028	0	-255	0	0	0	0	-255	0	-255
2029	0	-100	0	0	0	0	-100	0	-100
2031	0	-141	0	0	0	0	-141	0	-141
Fund Totals:	0	-496	0	0	0	0	-496	0	-496

5th Street, Front Street to Main Street, Construction, Boise

Regionally Significant: ☐ ☒ Inflated

TIP Achievement:

Key #: ORN25448

Pavement

Requesting Agency: ACHD

Project Year: 2033

Total Previous Allocations: \$0

Total Programmed Budget: \$2,253

Total Cost (Prev. + Prog.): \$2,253

Project Description

Construct pavement maintenance improvements to 5th Street between Front Street and Main Street in the City of Boise. This project is for construction only. (Design was under KN 26539.)



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
2033	0	0	0	0	226	2,027	2,253	2,088	165
Fund Totals:	0	0	0	0	226	2,027	2,253	2,088	165

5th Street, Main Street to Bannock Street, Construction, Boise

Regionally Significant: ☐ ☒ Inflated

TIP Achievement:

Key #: ORN25449

Pavement

Requesting Agency: ACHD

Project Year: 2033

Total Previous Allocations: \$0

Total Programmed Budget: \$2,253

Total Cost (Prev. + Prog.): \$2,253

Project Description

Construct pavement maintenance improvements on 5th Street between Main Street and Bannock Street in the City of Boise. This project is for construction only. (Design was under KN 26539.)



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
2033	0	0	0	0	226	2,027	2,253	2,088	165
Fund Totals:	0	0	0	0	226	2,027	2,253	2,088	165

Bicycle and Pedestrian Counter, Nampa Area, COMPASS

Regionally Significant: ☐ ☒ Inflated TIP Achievement:

Key #: ORN25343

Support

Requesting Agency: COMPASS

Project Year: PD

Total Previous Allocations: \$0

Total Programmed Budget: \$9

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

Project Description

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



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	0	9	9	8	1
Fund Totals:	0	0	0	0	0	9	9	8	1

BUILD, 50th Street, Garden City

Regionally Significant: ☐ ☒ Inflated TIP Achievement:

Key #: ORN26522

Active Transportation

Requesting Agency: ACHD

Safety

Project Year: 2030

Total Previous Allocations: \$0

Total Programmed Budget: \$569

Total Cost (Prev. + Prog.): \$569

Project Description

Improve Garden City's transportation network by constructing pedestrian ramps at the crossing on the southern terminus of 50th Street, installing Accessible Pedestrian Signal (APS) modifications to the signal infrastructure, and reconstructing a commercial driveway on the east side of 50th to ensure compliance with current Americans with Disability Act standards.



Funding Source TAP-State			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	52	0	0	0	0	52	48	4
2030	0	0	0	0	0	517	517	479	38
Fund Totals:	0	52	0	0	0	517	569	527	42

BUILD, Boise Bench, ACHD

Regionally Significant: ☐ ☐ Inflated

Key #: 25126

Requesting Agency: ACHD

Project Year: 2029

Total Previous Allocations: \$0

Total Programmed Budget: \$23,045

Total Cost (Prev. + Prog.): \$23,045

TIP Achievement:

Health

Active Transportation

Bridge

Pavement

Safety



Project Description

Provide connectivity and safety improvements in the "Boise Bench" area of the City of Boise. Franklin Road, Milwaukee Street to Liberty Street includes curb, gutter and sidewalk on the north side, including improving facilities to Americans with Disability Act (ADA) standards, upgrading signals, adding street lights, and signalized intersection improvements at Interstate 84, Cole Road, Allumbaugh Street, and Curtis Road. Irving Street, Curtis Road to Roosevelt Street includes pedestrian facilities on both sides of the roadway and upgrades to ADA facilities. Phillippi Street, Overland Road to Irving Street includes pedestrian and bicycle facilities on both sides of the roadway, upgraded ADA ramps, street and pathway lighting, and rebuilding sections of the roadway due to slope issues, pedestrian crossings at Orchard Street and Emerald Street, an upgraded signal at Franklin Road, and replacing a bridge over the Farmers Lateral (Bridge #1366). Allumbaugh Street, Fairview Avenue to Northview Street includes filling sidewalk gaps and replacing non-ADA-compliant curb, gutter, and sidewalk on the west side of the roadway, pavement rehabilitation and reconstruction, stormwater improvements, bulb-outs, and traffic calming and a pedestrian crossing at Northview Street. This project is funded by the federal competitive grant Better Utilizing Investments to Leverage Development (BUILD). (Design was under KN 23833.)

Funding Source		Program						Local Match	
BUILD		Hwy - Competative						20.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2027	0	355	1,703	0	0	0	2,058	1,646	412
2029	0	0	0	0	1,542	19,445	20,987	16,790	4,197
Fund Totals:	0	355	1,703	0	1,542	19,445	23,045	18,436	4,609

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 from 11th Avenue North to 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		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
2029	0	0	0	0	210	1,628	1,838	1,703	135
Fund Totals:	0	0	0	0	210	1,628	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: \$2,665

Total Cost (Prev. + Prog.): \$2,995

TIP Achievement:

Open Space

Health

System Performance

Active Transportation

Safety



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	505	2,160	2,665	2,469	196	
Fund Totals:	0	0	0	0	505	2,160	2,665	2,469	196	

Cole Road, Ustick Road to Kettering Avenue, Boise

Regionally Significant: ☐ ☒ Inflated

Key #: 22816

Requesting Agency: ACHD

Project Year: 2030

Total Previous Allocations: \$0

Total Programmed Budget: \$9,023

Total Cost (Prev. + Prog.): \$9,023

TIP Achievement:

Active Transportation

Asset Management

Safety



Project Description

Supplement the local pavement preservation program to complete pavement improvements on Cole Road from 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 under 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	
2028	0	0	357	0	0	0	357	331	26	
2030	0	0	0	0	836	7,642	8,478	7,856	622	
Fund Totals:	0	0	357	0	836	7,642	8,835	8,187	648	

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	
2030	0	0	0	0	0	188	188	0	188	
Fund Totals:	0	0	0	0	0	188	188	0	188	

Columbia Village Roadway and ADA Improvements, Boise

Regionally Significant: ☐ ☒ Inflated

Key #: 23323

Requesting Agency: ACHD

Project Year: 2031

Total Previous Allocations: \$870

Total Programmed Budget: \$8,604

Total Cost (Prev. + Prog.): \$9,474

TIP Achievement:

Active Transportation

Asset Management

Safety



Project Description

Supplement the local pavement preservation program to complete pavement improvements on Lake Forest Drive from Federal Way to Summersweet Drive, and Grand Forest Drive from Gowen Road to Rock Rose Place in the City of Boise. Work includes improvements to adjoining sidewalks to meet Americans with Disabilities Act (ADA) requirements. (Design was under 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
2029	0	0	364	0	0	0	364	337	27
2031	0	0	0	0	798	7,442	8,240	7,635	605
Fund Totals:	0	0	364	0	798	7,442	8,604	7,972	632

Commuteride, Ada and Canyon Counties, ACHD - FY2027

Regionally Significant: ☐ ☒ Inflated

Key #: ORN25396

Requesting Agency: ACHD

Project Year: 2027

Total Previous Allocations: \$0

Total Programmed Budget: \$420

Total Cost (Prev. + Prog.): \$420

TIP Achievement:

Public Transportation

ACHD COMMUTERIDE

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 year FY2028.

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
2027	0	0	0	0	0	337	337	337	0
Fund Totals:	0	0	0	0	0	337	337	337	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
2027	0	0	0	0	0	83	83	83	0
Fund Totals:	0	0	0	0	0	83	83	83	0

Commuteride, Ada and Canyon Counties, ACHD - FY2028

Regionally Significant: ☐ ☒ Inflated TIP Achievement:
Key # : ORN25397 Public Transportation
 Requesting Agency: ACHD
 Project Year: 2028
 Total Previous Allocations: \$0
 Total Programmed Budget: \$436
 Total Cost (Prev. + Prog.): \$436

ACHD COMMUTERIDE

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 year FY2029.

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
2028	0	0	0	0	0	350	350	350	0
Fund Totals:	0	0	0	0	0	350	350	350	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
2028	0	0	0	0	0	86	86	86	0
Fund Totals:	0	0	0	0	0	86	86	86	0

Commuteride, Ada and Canyon Counties, ACHD - FY2029

Regionally Significant: ☐ ☒ Inflated TIP Achievement:
Key # : ORN25398 Public Transportation
 Requesting Agency: ACHD
 Project Year: 2029
 Total Previous Allocations: \$0
 Total Programmed Budget: \$453
 Total Cost (Prev. + Prog.): \$453

ACHD COMMUTERIDE

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 year FY2030.

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
2029	0	0	0	0	0	364	364	364	0
Fund Totals:	0	0	0	0	0	364	364	364	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
2029	0	0	0	0	0	89	89	89	0
Fund Totals:	0	0	0	0	0	89	89	89	0

Commuteride, Ada and Canyon Counties, ACHD - FY2030

Regionally Significant: ☐ ☒ Inflated TIP Achievement:
Key #: **ORN25399** Public Transportation

Requesting Agency: ACHD

Project Year: 2030

Total Previous Allocations: \$0

Total Programmed Budget: \$472

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

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 year FY2031.

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
2030	0	0	0	0	0	379	379	379	0
Fund Totals:	0	0	0	0	0	379	379	379	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
2030	0	0	0	0	0	93	93	93	0
Fund Totals:	0	0	0	0	0	93	93	93	0

Commuteride, Ada and Canyon Counties, ACHD - FY2031

Regionally Significant: ☐ ☒ Inflated TIP Achievement:
Key #: **ORN25400** Public Transportation

Requesting Agency: ACHD

Project Year: 2031

Total Previous Allocations: \$0

Total Programmed Budget: \$491

Total Cost (Prev. + Prog.): \$491

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 year 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
2031	0	0	0	0	0	394	394	394	0
Fund Totals:	0	0	0	0	0	394	394	394	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
2031	0	0	0	0	0	97	97	97	0
Fund Totals:	0	0	0	0	0	97	97	97	0

Commuteride, Ada County, ACHD - FY2032

Regionally Significant: ☐ ☒ Inflated

TIP Achievement:

Key #: **ORN25416**

Public Transportation

Requesting Agency: ACHD

Project Year: 2032

Total Previous Allocations: \$0

Total Programmed Budget: \$411

Total Cost (Prev. + Prog.): \$411

Project Description

Continue and improve rideshare program and marketing. Operate a third-party vanpool program and coordinate vanpools in the Boise Urban Area. Funds are for project year FY2033.

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
2032	0	0	0	0	0	411	411	411	0
Fund Totals:	0	0	0	0	0	411	411	411	0

Commuteride, Ada County, ACHD - FY2033

Regionally Significant: ☐ ☒ Inflated

TIP Achievement:

Key #: **ORN25451**

Public Transportation

Requesting Agency: ACHD

Project Year: 2033

Total Previous Allocations: \$0

Total Programmed Budget: \$427

Total Cost (Prev. + Prog.): \$427

Project Description

Continue and improve rideshare program and marketing. Operate a third-party vanpool program and coordinate vanpools in the Boise Urban Area. Funds are for project year FY2034.

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
2033	0	0	0	0	0	427	427	427	0
Fund Totals:	0	0	0	0	0	427	427	427	0

Deer Flat Parking and Trails, Canyon County

Regionally Significant: ☐ ☐ Inflated

Key #: 23421

Requesting Agency: Fish and Wildlife Service

Project Year: 2027

Total Previous Allocations: \$0

Total Programmed Budget: \$1,085

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

Project Description

Construct 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 (FLTP).



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

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

Regionally Significant: ☒ ☐ Inflated

Key #: 300396

Requesting Agency: ACHD

Project Year: 2028-2029

Total Previous Allocations: \$0

Total Programmed Budget: \$7,378

Total Cost (Prev. + Prog.): \$7,378

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	80	0	140	6,469	6,689	0	6,689
2029	0	0	0	0	0	689	689	0	689
Fund Totals:	0	0	80	0	140	7,158	7,378	0	7,378

Fairview Avenue, North Garden to Whitewater Park and Bridge Replacement

Regionally Significant: ☒ ☐ Inflated

Key #: 24382

Requesting Agency: ACHD

Project Year: PD

Total Previous Allocations: \$2,160

Total Programmed Budget: \$18,880

Total Cost (Prev. + Prog.): \$21,040

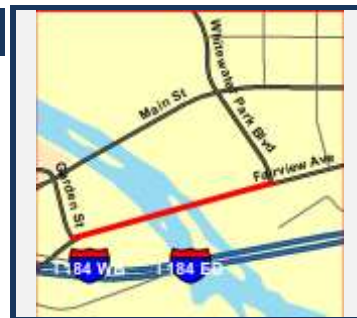
TIP Achievement:

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. (ACHD project number 300002.)

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	
PD	0	0	0	150	368	18,362	18,880	0	18,880	
Fund Totals:	0	0	0	150	368	18,362	18,880	0	18,880	

Fairview Avenue, Safe Mobility Demonstration, Boise

Regionally Significant: ☐ ☒ Inflated

Key #: BOI02

Requesting Agency: City of Boise

Project Year: 2027

Total Previous Allocations: \$285

Total Programmed Budget: \$968

Total Cost (Prev. + Prog.): \$1,253

TIP Achievement:

Safety



Project Description

Explore revised access management and pedestrian safety improvements on Fairview Avenue, generally between Curtis Road and Cole Road in the City of Boise. This corridor experienced over 320 crashes in five years. Proposed temporary installations will generate actionable data to inform long-term access management strategies, support Boise's transportation and land use goals, and complement other regional safety investments. Emphasizing community engagement, multi-modal connectivity, and replicability, the project aligns with and will add valuable tested data to the Regional Safety Action Plan. The project is funded through a Federal Highway Administration Safe Streets and Roads for All grant program.

Funding Source		Competitive		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	
2027	0	0	0	0	0	968	968	774	194	
Fund Totals:	0	0	0	0	0	968	968	774	194	

Five Mile Road, Overpass and Widening, Boise

Regionally Significant: ☒

☒ Inflated

TIP Achievement:

Key #: 23095

Requesting Agency: ACHD

Project Year: 2030 ITD

Total Previous Allocations: \$5,266

Total Programmed Budget: \$39,712

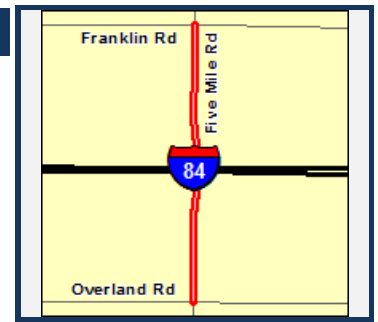
Total Cost (Prev. + Prog.): \$44,978

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	953	10,612	11,565		0	11,565	
Fund Totals:	0	0	0	0	953	10,612	11,565		0	11,565	

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	
2030	0	0	0	0	900	27,247	28,147		0	28,147	
Fund Totals:	0	0	0	0	900	27,247	28,147		0	28,147	

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

Regionally Significant: ☐ ☐ Inflated

Key # : 22103

Requesting Agency: City of Nampa

Project Year: 2029-2030

Total Previous Allocations: \$2,432

Total Programmed Budget: \$10,470

Total Cost (Prev. + Prog.): \$12,902

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	
2029	0	0	0	0	870	3,284	4,154	3,849	305	
2030	0	0	0	0	0	6,316	6,316	5,852	464	
Fund Totals:	0	0	0	0	870	9,600	10,470	9,702	768	

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	
2029	0	0	0	0	0	6,316	6,316	0	6,316	
2030	0	0	0	0	0	-6,316	-6,316	0	-6,316	
Fund Totals:	0	0	0	0	0	0	0	0	0	

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

Regionally Significant: ☒ ☐ Inflated

Key # : MP400109

Requesting Agency: ACHD

Project Year: 2027-2028

Total Previous Allocations: \$1,845

Total Programmed Budget: \$7,831

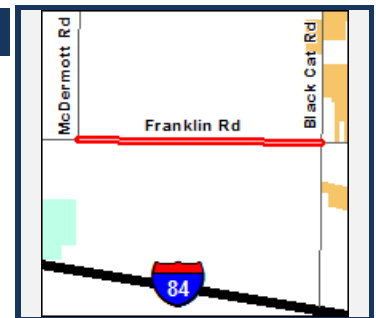
Total Cost (Prev. + Prog.): \$9,676

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	
2027	0	0	0	181	148	6,763	7,092	0	7,092	
2028	0	0	0	0	0	739	739	0	739	
Fund Totals:	0	0	0	181	148	7,502	7,831	0	7,831	

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: \$1,817

Total Cost (Prev. + Prog.): \$2,467

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	660	660	612	48
Fund Totals:	0	0	0	0	0	660	660	612	48

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	268	889	1,157	1,072	85
Fund Totals:	0	0	0	0	268	889	1,157	1,072	85

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

Regionally Significant: ☒ ☒ Inflated

Key #: 19951

Requesting Agency: Highway District 4

Project Year: 2029

Total Previous Allocations: \$732

Total Programmed Budget: \$2,627

Total Cost (Prev. + Prog.): \$3,359

TIP Achievement:

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 in Canyon County near the City of Caldwell. 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
2029	0	0	0	0	538	2,089	2,627	2,434	193
Fund Totals:	0	0	0	0	538	2,089	2,627	2,434	193

I-184, Connector, Durable Pavement Markings, Boise

Regionally Significant: ☐ ☒ Inflated TIP Achievement:

Key #: 24968

Safety

Requesting Agency: ITD

Project Year: 2027

Total Previous Allocations: \$0

Total Programmed Budget: \$252

Total Cost (Prev. + Prog.): \$252

Project Description

Place durable pavement markings on the skip stripes to increase safety on Interstate 184 (the Connector) from the Wye Interchange to Downtown Boise and Interstate 84 from Cloverdale Road to just east of Five Mile Road.



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
2027	1	0	0	0	1	250	252	0	252
Fund Totals:	1	0	0	0	1	250	252	0	252

I-184, Connector, Durable Pavement Markings, Boise

Regionally Significant: ☐ ☒ Inflated TIP Achievement:

Key #: 24969

Safety

Requesting Agency: ITD

Project Year: 2028

Total Previous Allocations: \$0

Total Programmed Budget: \$257

Total Cost (Prev. + Prog.): \$257

Project Description

Place durable pavement markings on the skip stripes (dashed lines) to increase safety on Interstate 184 (the Connector) from 13th Street to the Wye Interchange in the City of Boise.



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
2028	1	0	0	0	1	255	257	0	257
Fund Totals:	1	0	0	0	1	255	257	0	257

I-84, Interchange Ramps, Chip Seal, Ada and Canyon Counties

Regionally Significant: ☐ ☒ Inflated

Key #: 24511

Requesting Agency: ITD

Project Year: 2029

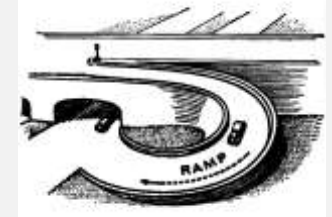
Total Previous Allocations: \$28

Total Programmed Budget: \$1,540

Total Cost (Prev. + Prog.): \$1,568

Project Description

Chip seal 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 the integrity of the roadway surface.



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		
2029	0	0	0	0	104	1,436	1,540	1,421	119		
Fund Totals:	0	0	0	0	104	1,436	1,540	1,421	119		

I-84, Junction US 20/26 (Exit 26, Parma Exit) Bridge Replacement, Caldwell

Regionally Significant: ☐ ☒ Inflated

Key #: NEW

Requesting Agency: ITD

Project Year: 2027-2028

Total Previous Allocations: \$1,500

Total Programmed Budget: \$14,120

Total Cost (Prev. + Prog.): \$15,620

Project Description

Demolish and replace the bridge structure over Interstate 84 at US 20/26 (Exit 26) (City of Parma Exit) in the City of Caldwell. The bridge was recently damaged.



Funding Source	Bridge State			Program	State Hwy - Bridge Restoration			Local Match		7.73%
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	8,000	8,000	7,382	618	
2028	0	0	0	0	0	6,120	6,120	5,647	473	
Fund Totals:	0	0	0	0	0	14,120	14,120	13,029	1,091	

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			
2027	0	0	0	0	0	6,000	6,000	0	6,000			
2028	0	0	0	0	0	-6,000	-6,000	0	-6,000			
Fund Totals:	0	0	0	0	0	0	0	0	0			

I-84, Meridian Road Interchange Ramps, Restoration, Meridian

Regionally Significant: ☐ ☒ Inflated TIP Achievement:

Key #: ORN25364

Pavement

Requesting Agency: ITD

Project Year: 2029

Total Previous Allocations: \$0

Total Programmed Budget: \$1,706

Total Cost (Prev. + Prog.): \$1,706

Project Description

Improve the ramps with a mill and inlay treatment at Interstate 84 at the State Highway 69 (Meridian Road) exit (Exit 44) in the City of Meridian to maintain the structure of the roadway.



Funding Source IM		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
2027	52	300	0	0	0	0	352	326	26
2029	0	0	0	0	119	1,235	1,354	1,255	99
Fund Totals:	52	300	0	0	119	1,235	1,706	1,581	125

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

Regionally Significant: ☒ ☒ Inflated TIP Achievement:

Key #: 23456

System Performance

Requesting Agency: ITD

Project Year: PD

Total Previous Allocations: \$1,630

Total Programmed Budget: \$17,675

Total Cost (Prev. + Prog.): \$19,305

Project Description

Add an eastbound 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
PD	0	0	0	0	1,828	15,847	17,675	16,309	1,366
Fund Totals:	0	0	0	0	1,828	15,847	17,675	16,309	1,366

I-84, Meridian Road Interchange, Chip Seal, Meridian

Regionally Significant: ☐ ☒ Inflated TIP Achievement:

Key #: ORN25348

Pavement

Requesting Agency: ITD

Project Year: 2030

Total Previous Allocations: \$0

Total Programmed Budget: \$831

Total Cost (Prev. + Prog.): \$831

Project Description

Improve the ramps using a chip seal treatment at Interstate 84 at the State Highway 69 exit (Meridian Road) (Exit 44) in the City of Meridian to maintain the integrity of the roadway surface.



Funding Source IM		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	16	0	0	0	0	0	16	15	1
2030	0	0	0	0	23	792	815	755	60
Fund Totals:	16	0	0	0	23	792	831	770	61

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: \$500

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

Project Description

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



Funding Source State		Program State Hwy - System Support						Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2027	5	0	0	0	0	495	500	0	500
Fund Totals:	5	0	0	0	0	495	500	0	500

I-84, Sand Hollow Interchange to Farmers Sebree Canal, Chip Seal, Canyon

Regionally Significant: ☐ ☒ Inflated TIP Achievement:

Key #: ORN25360

Pavement

Requesting Agency: ITD

Project Year: 2033

Total Previous Allocations: \$0

Total Programmed Budget: \$3,864

Total Cost (Prev. + Prog.): \$3,864

Project Description

Improve the pavement using a hot chip seal treatment on Interstate 84 from Sand Hollow Interchange to Farmers Sebree Canal in Canyon County. This treatment will preserve and maintain the integrity of the roadway surface.



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
2029	107	0	0	0	0	0	107	99	8
2033	0	0	0	0	154	3,603	3,757	3,481	276
Fund Totals:	107	0	0	0	154	3,603	3,864	3,580	284

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

Regionally Significant: ☐ ☒ Inflated TIP Achievement:

Key #: 24711

Active Transportation

Requesting Agency: City of Nampa

Safety

Project Year: PD

Total Previous Allocations: \$968

Total Programmed Budget: \$10,309

Total Cost (Prev. + Prog.): \$11,277

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. This project will companion with KN 22712.



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	268	700	0	0	0	0	968	0	968
2029	0	0	624	0	0	0	624	0	624
PD	0	0	0	42	1,388	2,714	4,144	0	4,144
Fund Totals:	268	700	624	42	1,388	2,714	5,736	0	5,736

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	0	4,573	4,573	4,237	336
Fund Totals:	0	0	0	0	0	4,573	4,573	4,237	336

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

Regionally Significant: ☒ ☐ Inflated

Key #: 300429

Requesting Agency: ACHD

Project Year: 2030-PD

Total Previous Allocations: \$0

Total Programmed Budget: \$9,079

Total Cost (Prev. + Prog.): \$9,079

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
2030	0	0	0	194	175	7,845	8,214	0	8,214
PD	0	0	0	0	0	865	865	0	865
Fund Totals:	0	0	0	194	175	8,710	9,079	0	9,079

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

Regionally Significant: ☒ ☐ Inflated

Key #: 300438

Requesting Agency: ACHD

Project Year: 2029-2030

Total Previous Allocations: \$0

Total Programmed Budget: \$6,850

Total Cost (Prev. + Prog.): \$6,850

TIP Achievement:

System Performance

Bridge

Safety



Project Description

Widen Lake Hazel Road from Eagle Road to Cloverdale Road from two lanes to five lanes (two through lanes in each direction with center medians and turn pockets were appropriate) in Ada County. Work includes replacing the bridge over Ten Mile Creek and adding multi-use pathways 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
2029	0	0	0	10	140	6,030	6,180	0	6,180
2030	0	0	0	0	0	670	670	0	670
Fund Totals:	0	0	0	10	140	6,700	6,850	0	6,850

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: \$8,695

Total Cost (Prev. + Prog.): \$8,695

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
2030	0	450	10	0	0	0	460	0	460
PD	0	50	603	50	62	7,470	8,235	0	8,235
Fund Totals:	0	500	613	50	62	7,470	8,695	0	8,695

Linder Road Overpass, Overland Road to Franklin Road, Meridian

Regionally Significant: ☒ ☒ Inflated

Key #: 24099

Requesting Agency: ACHD

Project Year: 2027-2028 of Meridian
ITD

TIP Achievement:

System Performance

Active Transportation

Bridge

Safety



Total Previous Allocations: \$11,816

Total Programmed Budget: \$18,891

Total Cost (Prev. + Prog.): \$30,707

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 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
2027	0	0	100	150	94	12,921	13,265	0	13,265
2028	0	0	0	0	41	5,585	5,626	0	5,626
Fund Totals:	0	0	100	150	135	18,506	18,891	0	18,891

Linder Road, Pine Avenue to Ustick Road, Meridian

Regionally Significant: ☒ ☐ Inflated

Key #: 300437

Requesting Agency: ACHD

Project Year: PD

Total Previous Allocations: \$2,000

Total Programmed Budget: \$37,300

Total Cost (Prev. + Prog.): \$39,300

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
2027	0	0	2,000	0	0	0	2,000	0	2,000
2028	0	0	2,000	0	0	0	2,000	0	2,000
2029	0	0	2,000	0	0	0	2,000	0	2,000
2030	0	0	2,000	0	0	0	2,000	0	2,000
PD	0	2,700	8,800	0	0	17,800	29,300	0	29,300
Fund Totals:	0	2,700	16,800	0	0	17,800	37,300	0	37,300

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

Regionally Significant: ☒ ☐ Inflated

Key #: 300441

Requesting Agency: ACHD

Project Year: 2027

Total Previous Allocations: \$10,124

Total Programmed Budget: \$2,288

Total Cost (Prev. + Prog.): \$12,412

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	
2027	0	0	0	0	0	2,288	2,288	0	2,288	
Fund Totals:	0	0	0	0	0	2,288	2,288	0	2,288	

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

Regionally Significant: ☒ ☐ Inflated

Key #: MP400041

Requesting Agency: ACHD

Project Year: 2030-PD

Total Previous Allocations: \$235

Total Programmed Budget: \$18,651

Total Cost (Prev. + Prog.): \$18,886

TIP Achievement:

Open Space

Health

System Performance

Active Transportation

Safety



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			Total	Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction		Federal Share	Local Share
2027	0	605	0	0	0	0	605	0	605
2028	0	0	1,860	0	0	0	1,860	0	1,860
2029	0	0	1,810	0	0	0	1,810	0	1,810
2030	0	0	0	80	220	12,668	12,968	0	12,968
PD	0	0	0	0	0	1,408	1,408	0	1,408
Fund Totals:	0	605	3,670	80	220	14,076	18,651	0	18,651

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: \$510

Total Programmed Budget: \$41,659

Total Cost (Prev. + Prog.): \$42,169

TIP Achievement:

Health

System Performance

Active Transportation

Asset Management

Bridge



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			Total	Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction		Federal Share	Local Share
2027	0	1,360	0	0	0	0	1,360	0	1,360
2029	0	0	60	0	0	0	60	0	60
2030	0	0	2,000	0	0	0	2,000	0	2,000
PD	0	0	2,270	190	550	35,229	38,239	0	38,239
Fund Totals:	0	1,360	4,330	190	550	35,229	41,659	0	41,659

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: \$455

Total Programmed Budget: \$35,818

Total Cost (Prev. + Prog.): \$36,273

TIP Achievement:

Health

System Performance

Active Transportation

Bridge

Safety



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
2027	0	1,215	0	0	0	0	1,215	0	1,215
2029	0	0	3,310	0	0	0	3,310	0	3,310
2030	0	0	3,100	0	0	0	3,100	0	3,100
PD	0	0	0	150	430	27,613	28,193	0	28,193
Fund Totals:	0	1,215	6,410	150	430	27,613	35,818	0	35,818

Middleton Road and Nampa/Caldwell Boulevard Widening, Nampa

Regionally Significant: ☒ ☒ Inflated

Key #: ORN25344

Requesting Agency: City of Nampa

Project Year: PD

Total Previous Allocations: \$0

Total Programmed Budget: \$654

Total Cost (Prev. + Prog.): \$654

TIP Achievement:

Active Transportation

Safety



Project Description

Widen the north leg of the intersection of Middleton Road and Nampa/Caldwell Boulevard in the City of Nampa. The improvements will allow an extended right turn pocket/lane for the southbound to westbound turning movement.

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	13	42	0	0	0	0	55	51	4
2029	0	0	208	0	0	0	208	193	15
PD	0	0	0	0	64	327	391	362	29
Fund Totals:	13	42	208	0	64	327	654	606	48

Middleton Road, Lincoln Road to Bass Lane, Canyon County

Regionally Significant: ☒ ☐ Inflated

Key #: NEW02

Requesting Agency: City of Middleton

Project Year: 2027

Total Previous Allocations: \$0

Total Programmed Budget: \$5,700

Total Cost (Prev. + Prog.): \$5,700

Project Description

Widen Middleton Road from the northern leg of Lincoln Road to Bass Lane in the Cities of Caldwell and Middleton. Work includes a 12-foot multi-use pathway along the western side of Middleton Road. A developer has already widened the western side of Middleton Road on the northern end of this segment from Bass Road to the western service road to the south. Future projects include intersection improvements at Quarry East Road (across from the Idaho Power service road) and a roundabout at the southern leg of Lincoln Road. The intersection improvements will not be reflected in this document. This project is developer funded through a Cooperative Agreement. Construction costs for all projects are expected to total approximately \$5.7 million, plus design and right-of-way acquisition, which is currently unknown.



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	
2027	0	0	0	0	0	5,700	5,700	0	5,700	
Fund Totals:	0	0	0	0	0	5,700	5,700	0	5,700	

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

Regionally Significant: ☐ ☒ Inflated

Key #: 24229

Requesting Agency: City of Nampa

Project Year: 2025-2029

Total Previous Allocations: \$4,186

Total Programmed Budget: \$99

Total Cost (Prev. + Prog.): \$4,285

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		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	696	1,828	2,524	2,339	185	
Fund Totals:	0	0	0	0	696	1,828	2,524	2,339	185	

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	
2029	0	0	0	0	-668	-1,757	-2,425	0	-2,425	
Fund Totals:	0	0	0	0	-668	-1,757	-2,425	0	-2,425	

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: \$4,356

Total Cost (Prev. + Prog.): \$4,792

Project Description

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

Funding Source		STBG-LU	Program				Local Hwy - Urban	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	455	3,901	4,356	4,036	320
Fund Totals:	0	0	0	0	455	3,901	4,356	4,036	320

Notus Collector Street Rebuild, Design Only, Notus

Regionally Significant: ☐ ☐ Inflated

Key #: 24762

Requesting Agency: City of Notus

Project Year:

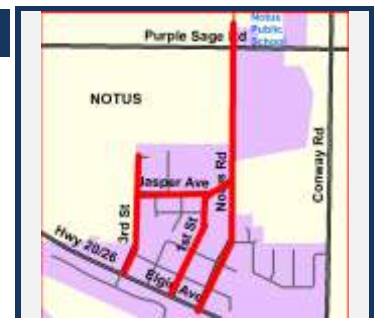
Total Previous Allocations: \$1,000

Total Programmed Budget: \$402

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

TIP Achievement:

Asset Management



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				Local Hwy - Competitive	Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2027	0	402	0	0	0	0	402	402	0
Fund Totals:	0	402	0	0	0	0	402	402	0

Old Highway 30, Plymouth Street Bridge, Caldwell

Regionally Significant: ☐ ☒ Inflated

Key #: 13494

Requesting Agency: City of Caldwell

Project Year: 2030 Highway District 4

Total Previous Allocations: \$3,771

Total Programmed Budget: \$8,000

Total Cost (Prev. + Prog.): \$11,771

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	
2027	0	0	0	0	0	0	0	0	0	
2030	0	0	0	0	953	4,733	5,686	5,269	417	
Fund Totals:	0	0	0	0	953	4,733	5,686	5,269	417	

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	171	0	0	0	171	158	13	
2030	0	0	0	0	360	1,783	2,143	1,986	157	
Fund Totals:	0	0	171	0	360	1,783	2,314	2,144	170	

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

TIP Achievement:

Key # : 24219

Active Transportation

Requesting Agency: ACHD

Asset Management

Project Year: 2032

Safety

Total Previous Allocations: \$0

Total Programmed Budget: \$8,564

Total Cost (Prev. + Prog.): \$8,564

Project Description

Supplement the local pavement preservation program to complete pavement improvements on Orchard Street from Emerald Street to Fairview Avenue in the City of Boise. 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
2030	0	0	363	0	0	0	363	336	27
2032	0	0	0	0	796	7,405	8,201	7,599	602
Fund Totals:	0	0	363	0	796	7,405	8,564	7,935	629

Overland Road, Orchard Street to Roosevelt Street, Boise

Regionally Significant: ☐

☒ Inflated

TIP Achievement:

Key # : 24984

Active Transportation

Requesting Agency: ACHD

Asset Management

Project Year: 2029

Safety

Total Previous Allocations: \$0

Total Programmed Budget: \$8,750

Total Cost (Prev. + Prog.): \$8,750

Project Description

Supplement the local pavement preservation program to complete pavement improvements on Overland Road from Orchard Street to Roosevelt Street in the City of Boise. Work includes improvements to adjoining sidewalks to meet Americans with Disabilities Act (ADA) requirements. (Design was under KN 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	0	0	153	0	0	0	153	142	11
2029	0	0	0	0	830	7,767	8,597	7,966	631
Fund Totals:	0	0	153	0	830	7,767	8,750	8,108	642

Overland Road, Owyhee Street to Vista Avenue, Boise

Regionally Significant: ☒ ☒ Inflated

Key #: 21896

Requesting Agency: ACHD

Project Year: 2027

Total Previous Allocations: \$1,555

Total Programmed Budget: \$8,058

Total Cost (Prev. + Prog.): \$9,613

TIP Achievement:

Active Transportation

Asset Management

Pavement

Safety



Project Description

Supplement the local pavement preservation program to complete pavement improvements 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 (Chinden Boulevard) 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
2027	0	0	0	0	764	7,294	8,058	7,467	591
Fund Totals:	0	0	0	0	764	7,294	8,058	7,467	591

Overland Road, Roosevelt Street to Owyhee Street, Boise

Regionally Significant: ☐ ☒ Inflated

Key #: 24640

Requesting Agency: ACHD

Project Year: 2028

Total Previous Allocations: \$0

Total Programmed Budget: \$8,473

Total Cost (Prev. + Prog.): \$8,473

TIP Achievement:

Active Transportation

Asset Management

Safety



Project Description

Supplement the local pavement preservation program to complete pavement improvements 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
2027	0	0	150	0	0	0	150	139	11
2028	0	0	0	0	803	7,520	8,323	7,712	611
Fund Totals:	0	0	150	0	803	7,520	8,473	7,851	622

Overland Road, Roosevelt to Owyhee, Safety Improvement, Boise

Regionally Significant: ☐

☒ Inflated

TIP Achievement:

Key # : ORN25465

Safety

Requesting Agency: ACHD

Project Year: 2028

Total Previous Allocations: \$0

Total Programmed Budget: \$561

Total Cost (Prev. + Prog.): \$561

Project Description

Apply proven safety countermeasures at signalized intersections on Overland Road between Roosevelt Street and Owyhee Street in the City of Boise. These countermeasures may include: leading pedestrian interval, audible pedestrian signals, newly marked crosswalks, rest on red at night, left turn restrictions/delay when there is a pedestrian call, emergency vehicle preemption, and retroreflective signal head backplates.



Funding Source		HSIP (Local)		Program		Hwy Safety - Local		Local Match		7.34%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2027	6	0	0	0	0	0	6	6	0	
2028	0	0	0	0	4	551	555	514	41	
Fund Totals:	6	0	0	0	4	551	561	520	41	

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

Regionally Significant: ☐ ☐ Inflated

Key #: 23307

Requesting Agency: City of Boise

Project Year: 2029

Total Previous Allocations: \$891

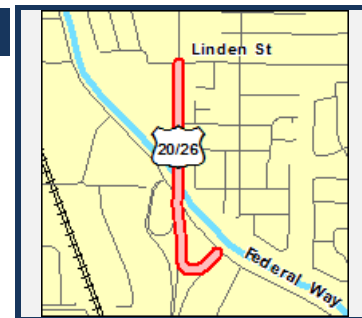
Total Programmed Budget: \$3,627

Total Cost (Prev. + Prog.): \$4,518

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
2029	0	0	0	0	0	983	983	911	72
Fund Totals:	0	0	0	0	0	983	983	911	72

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	105	0	0	0	105	97	8
2029	0	0	0	49	549	386	984	912	72
Fund Totals:	0	0	105	49	549	386	1,089	1,009	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
2029	0	0	0	0	0	1,555	1,555	1,441	114
Fund Totals:	0	0	0	0	0	1,555	1,555	1,441	114

Pathway, Greenbelt Connection near 52nd Street, Garden City

Regionally Significant: ☐ ☒ Inflated

Key #: 24222

Requesting Agency: Ada County

Project Year: 2031

Total Previous Allocations: \$650

Total Programmed Budget: \$2,385

Total Cost (Prev. + Prog.): \$3,035

TIP Achievement:

Open Space

Active Transportation



Project Description

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	0	0	291	0	0	0	291	270	21
2031	0	0	0	0	0	681	681	631	50
Fund Totals:	0	0	291	0	0	681	972	901	71

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	387	653	1,040	964	76
Fund Totals:	0	0	0	0	387	653	1,040	964	76

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
2031	0	0	0	0	0	373	373	346	27
Fund Totals:	0	0	0	0	0	373	373	346	27

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

Regionally Significant: ☐ ☐ Inflated

Key #: 24682

Requesting Agency: City of Nampa

Project Year: 2027

Total Previous Allocations: \$127

Total Programmed Budget: \$437

Total Cost (Prev. + Prog.): \$564

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	0	0	0	0	62	375	437	405	32
Fund Totals:	0	0	0	0	62	375	437	405	32

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

Regionally Significant: ☐ ☐ Inflated

Key #: 24337

Requesting Agency: City of Nampa

Project Year: 2027

Total Previous Allocations: \$546

Total Programmed Budget: \$1,111

Total Cost (Prev. + Prog.): \$1,657

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
2027	0	0	0	0	0	635	635	0	635
Fund Totals:	0	0	0	0	0	635	635	0	635

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
2027	0	0	0	0	143	333	476	441	35
Fund Totals:	0	0	0	0	143	333	476	441	35

Pathway, Ridenbaugh Canal, Boise

Regionally Significant: ☐ ☒ Inflated

Key #: 24983

Requesting Agency: City of Boise

Project Year: 2031

Total Previous Allocations: \$0

Total Programmed Budget: \$1,936

Total Cost (Prev. + Prog.): \$1,936

Project Description

Install a 12-foot multi-use pathway between Maple Grove Road and Milwaukee Street on the south side of the Ridenbaugh canal (north of Emerald Street) in the City of Boise. Work includes American's with Disabilities Act ramps, and pedestrian crossing treatments at roadway intersections.



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
2027	25	219	0	0	0	0	244	226	18
2030	0	0	44	0	0	0	44	41	3
2031	0	0	0	0	264	304	568	526	42
Fund Totals:	25	219	44	0	264	304	856	793	63

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
2031	0	0	0	0	0	1,080	1,080	1,001	79
Fund Totals:	0	0	0	0	0	1,080	1,080	1,001	79

Pathway, SH-44, Cosmo Avenue to West State Street, Ada County

Regionally Significant: ☐ ☒ Inflated

Key #: 25008

Requesting Agency: ITD

Project Year: 2033

Total Previous Allocations: \$726

Total Programmed Budget: \$13,498

Total Cost (Prev. + Prog.): \$14,224

Project Description

Construct a separated pathway on the south side of State Highway 44 (State Street) from Cosmo Avenue 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
2031	0	0	4,609	0	0	0	4,609	4,271	338
2033	0	0	0	390	688	7,811	8,889	8,237	652
Fund Totals:	0	0	4,609	390	688	7,811	13,498	12,507	991

Pathway, Spoils Bank and Farmers Canals, Boise

Regionally Significant: ☐ ☐ Inflated

Key #: 24653

Requesting Agency: City of Boise

Project Year: 2028-2030

Total Previous Allocations: \$522

Total Programmed Budget: \$3,778

Total Cost (Prev. + Prog.): \$4,300

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 Bogart Lane and the Farmers Canal from Pierce Park Lane to Castle Drive 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	940	940	871	69
Fund Totals:	0	0	0	0	0	940	940	871	69

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	532	675	1,207	1,118	89
Fund Totals:	0	0	0	0	532	675	1,207	1,118	89

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	250	0	0	0	250	0	250
2028	0	0	-65	0	0	0	-65	0	-65
2030	0	0	-185	0	0	0	-185	0	-185
Fund Totals:	0	0	0	0	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
2028	0	0	65	0	0	1,381	1,446	1,340	106
2030	0	0	185	0	0	0	185	171	14
Fund Totals:	0	0	250	0	0	1,381	1,631	1,511	120

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

Regionally Significant: ☐ ☒ Inflated

Key #: 24702

Requesting Agency: City of Garden City

Project Year: 2030

Total Previous Allocations: \$156

Total Programmed Budget: \$1,177

Total Cost (Prev. + Prog.): \$1,333

TIP Achievement:

Open Space

Health

Active Transportation

Safety



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
2030	0	0	0	0	168	256	424	393	31
Fund Totals:	0	0	0	0	168	256	424	393	31

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	488	488	452	36
Fund Totals:	0	0	0	0	0	488	488	452	36

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
2030	0	0	0	0	0	265	265	246	19
Fund Totals:	0	0	0	0	0	265	265	246	19

Pedestrian and Bicycle Counters, COMPASS

Regionally Significant: ☐ ☐ Inflated

Key #: ORN25461

Requesting Agency: COMPASS

Project Year: 2031

Total Previous Allocations: \$0

Total Programmed Budget: \$30

Total Cost (Prev. + Prog.): \$30

TIP Achievement:

Support



Project Description

Replace existing permanent pedestrian and bicycle counters that are reaching the end of their useful life. These counters provide pedestrian and bicycle data along key active transportation facilities in Ada and Canyon Counties.

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	30	30	28	2
Fund Totals:	0	0	0	0	0	30	30	28	2

Pedestrian Crossing, Alworth Street and 50th Street, Garden City, ACHD

Regionally Significant: ☐ ☒ Inflated

TIP Achievement:

Key #: ORN25389

Active Transportation

Requesting Agency: ACHD

Safety

Project Year: 2027

Total Previous Allocations: \$0

Total Programmed Budget: \$461

Total Cost (Prev. + Prog.): \$461

Project Description

Construct a Rectangular Rapid Flashing Beacon (RRFB) pedestrian crossing at Alworth Street and 50th Street in the City of Garden City. (Design is under KN 24228.)



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	35	358	393	364	29
Fund Totals:	0	0	0	0	35	358	393	364	29

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	62	0	6	0	68	63	5
Fund Totals:	0	0	62	0	6	0	68	63	5

Pedestrian Crossing, Beacon Street and Grant Avenue, Boise

Regionally Significant: ☐ ☒ Inflated

TIP Achievement:

Key #: 24228

Active Transportation

Requesting Agency: ACHD

Safety

Project Year: 2027

Total Previous Allocations: \$395

Total Programmed Budget: \$817

Total Cost (Prev. + Prog.): \$1,212

Project Description

Design multiple safety crossing segments and install a Pedestrian Hybrid Beacon (PHB) crossing at Beacon Street and Grant Avenue in the City of Boise. (Other segments associated with the design of this project are split into KN 25389 [Alworth Street and 50th Street in the City of Garden City], KN 25390 [Hill Road and Edgewood Lane in the City of Eagle], and KN 25391 [Linder Road and Ardell Street in the City of Kuna].)



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	5	0	84	728	817	757	60
Fund Totals:	0	0	5	0	84	728	817	757	60

Pedestrian Crossing, Grimes Pathway at Franklin Boulevard, Nampa

Regionally Significant: ☐ ☒ Inflated

Key #: ORN26526

Requesting Agency: City of Nampa

Project Year: 2031

Total Previous Allocations: \$0

Total Programmed Budget: \$1,051

Total Cost (Prev. + Prog.): \$1,051

Project Description

Construct a pedestrian crossing at Grimes Pathway and Franklin Boulevard in the City of Nampa. This crossing will provide connection to parks and Birch Elementary School as well as provide upgraded sidewalk facilities improvements and lighting to Americans with Disabilities Act standards.



Funding Source TAP-State			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
2030	0	262	0	0	0	0	262	243	19
2031	0	0	0	0	0	789	789	731	58
Fund Totals:	0	262	0	0	0	789	1,051	974	77

Pedestrian Crossing, Hill Road and Edgewood Lane, Eagle, ACHD

Regionally Significant: ☐ ☐ Inflated

Key #: ORN25390

Requesting Agency: ACHD

Project Year: 2030

Total Previous Allocations: \$0

Total Programmed Budget: \$363

Total Cost (Prev. + Prog.): \$363

Project Description

Build a Rectangular Rapid Flashing Beacon (RRFB) pedestrian crossing at Hill Road and Edgewood Lane in the City of Eagle. Design of this project is included in KN 24228.



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
2030	0	0	0	0	36	323	359	333	26
Fund Totals:	0	0	0	0	36	323	359	333	26

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	4	0	0	0	4	4	0
Fund Totals:	0	0	4	0	0	0	4	4	0

Pedestrian Crossing, Linder Road and Ardell Street, Kuna, ACHD

Regionally Significant: ☐ ☒ Inflated

TIP Achievement:

Key #: ORN25391

Active Transportation

Requesting Agency: ACHD

Project Year: 2030

Total Previous Allocations: \$0

Total Programmed Budget: \$409

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

Project Description

Install a Pedestrian Hybrid Beacon (PHB) crossing at Linder Road and Ardell Street in the City of Kuna. (Design is under KN 24228.)



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
2030	0	0	0	0	40	337	377	349	28
Fund Totals:	0	0	0	0	40	337	377	349	28

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	18	18	17	1
Fund Totals:	0	0	0	0	0	18	18	17	1

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	14	0	0	0	14	13	1
Fund Totals:	0	0	14	0	0	0	14	13	1

Pedestrian Improvements and Widening, Montana Avenue, Caldwell

Regionally Significant: ☐ ☒ Inflated

TIP Achievement:

Key #: 22018

Health

Requesting Agency: City of Caldwell

Active Transportation

Project Year: 2027

Total Previous Allocations: \$314

Safety

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 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	96	535	631	585	46
Fund Totals:	0	0	0	0	96	535	631	585	46

Pedestrian Improvements, Kent Street, US 20/26 to Alworth Street, Garden City

Regionally Significant: ☐ ☒ Inflated

Key #: ORN25500

Requesting Agency: ACHD

Project Year: 2030

Total Previous Allocations: \$0

Total Programmed Budget: \$1,624

Total Cost (Prev. + Prog.): \$1,624

Project Description

Construct a multi-use pathway on Kent Street from US 20/26 (Chinden Boulevard) to Alworth Street in the City of Garden City. The signal at the intersection of Chinden Boulevard and Kent Street will be upgraded to current American's with Disabilities Act standards. (Design is under KN 23833.)



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	324	347	671	622	49
Fund Totals:	0	0	0	0	324	347	671	622	49

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
2030	0	0	0	0	0	953	953	883	70
Fund Totals:	0	0	0	0	0	953	953	883	70

Pedestrian Improvements, US 20/26 (Chinden) at 32nd Street, Garden City

Regionally Significant: ☐ ☒ Inflated

Key #: 24985

Requesting Agency: ACHD

Project Year: 2029

Total Previous Allocations: \$255

Total Programmed Budget: \$829

Total Cost (Prev. + Prog.): \$1,084

TIP Achievement:

Active Transportation

Safety



Project Description

Install a pedestrian crossing on US 20/26 (Chinden Boulevard) and 32nd Street in the City of Garden City. Work includes a pedestrian hybrid beacon (PHB), American's with Disabilities Act ramps, and possibly a pedestrian refuge island.

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	0	227	227	210	17
Fund Totals:	0	0	0	0	0	227	227	210	17

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	20	146	166	154	12
Fund Totals:	0	0	0	0	20	146	166	154	12

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
2029	0	0	0	0	73	363	436	0	436
Fund Totals:	0	0	0	0	73	363	436	0	436

Planning and Mobility Implementation, Boise Area, VRT

Regionally Significant: ☐ ☐ Inflated

TIP Achievement:

Key #: 18854

Support

Requesting Agency: Valley Regional Transit

Project Year: 2027-2031

Total Previous Allocations: \$0

Total Programmed Budget: \$7,925

Total Cost (Prev. + Prog.): \$7,925

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			
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			
2030	0	0	0	0	0	1,585	1,585	1,268	317			
2031	0	0	0	0	0	1,585	1,585	1,268	317			
Fund Totals:	0	0	0	0	0	7,925	7,925	6,340	1,585			

Planning and Mobility Implementation, Nampa Area, VRT

Regionally Significant: ☐ ☐ Inflated

TIP Achievement:

Key #: 18842

Support

Requesting Agency: Valley Regional Transit

Project Year: 2027-2031

Total Previous Allocations: \$0

Total Programmed Budget: \$3,045

Total Cost (Prev. + Prog.): \$3,045

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
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
2030	0	0	0	0	0	609	609	487	122
2031	0	0	0	0	0	609	609	487	122
Fund Totals:	0	0	0	0	0	3,045	3,045	2,436	609

Planning, Communities in Motion Update, COMPASS

Regionally Significant: ☐ ☐ Inflated

TIP Achievement:

Key #: 24223

Support

Requesting Agency: COMPASS

Project Year: 2028

Total Previous Allocations: \$0

Total Programmed Budget: \$650

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

Project Description

Support the update of the regional long-range transportation plan for expected horizon year 2060. The project funds 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	650	0	0	0	0	650	602	48
Fund Totals:	0	650	0	0	0	0	650	602	48

Planning, COMPASS - FY2027

Regionally Significant: ☐ ☒ Inflated

TIP Achievement:

Key #: ORN25401

Support

Requesting Agency: COMPASS

Project Year: 2027

Total Previous Allocations: \$0

Total Programmed Budget: \$737

Total Cost (Prev. + Prog.): \$737

Project Description

Assist COMPASS in meeting federal transportation planning responsibilities in the COMPASS planning area. Funds are for project year FY2028.



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	593	0	0	0	0	593	549	44
Fund Totals:	0	593	0	0	0	0	593	549	44

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	144	0	0	0	0	144	133	11
Fund Totals:	0	144	0	0	0	0	144	133	11

Planning, COMPASS - FY2028

Regionally Significant: ☐ ☒ Inflated

TIP Achievement:

Key #: ORN25402

Support

Requesting Agency: COMPASS

Project Year: 2028

Total Previous Allocations: \$0

Total Programmed Budget: \$506

Total Cost (Prev. + Prog.): \$506

Project Description

Assist COMPASS in meeting federal transportation planning responsibilities in the COMPASS planning area. Funds are for project year FY2029.



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	357	0	0	0	0	357	331	26
Fund Totals:	0	357	0	0	0	0	357	331	26

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
2028	0	149	0	0	0	0	149	138	11
Fund Totals:	0	149	0	0	0	0	149	138	11

Planning, COMPASS - FY2029

Regionally Significant: ☐ ☒ Inflated

TIP Achievement:

Key #: ORN25403

Support

Requesting Agency: COMPASS

Project Year: 2029

Total Previous Allocations: \$0

Total Programmed Budget: \$526

Total Cost (Prev. + Prog.): \$526

Project Description

Assist COMPASS in meeting federal transportation planning responsibilities in the COMPASS planning area. Funds are for project year FY2030.



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	371	0	0	0	0	371	344	27
Fund Totals:	0	371	0	0	0	0	371	344	27

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	155	0	0	0	0	155	144	11
Fund Totals:	0	155	0	0	0	0	155	144	11

Planning, COMPASS - FY2030

Regionally Significant: ☐ ☒ Inflated

TIP Achievement:

Key #: ORN25404

Support

Requesting Agency: COMPASS

Project Year: 2030

Total Previous Allocations: \$0

Total Programmed Budget: \$547

Total Cost (Prev. + Prog.): \$547

Project Description

Assist COMPASS in meeting federal transportation planning responsibilities in the COMPASS planning area. Funds are for project year FY2031.



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	386	0	0	0	0	386	358	28
Fund Totals:	0	386	0	0	0	0	386	358	28

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
2030	0	161	0	0	0	0	161	149	12
Fund Totals:	0	161	0	0	0	0	161	149	12

Planning, COMPASS - FY2031

Regionally Significant: ☐ ☒ Inflated

TIP Achievement:

Key #: ORN25405

Support

Requesting Agency: COMPASS

Project Year: 2031

Total Previous Allocations: \$0

Total Programmed Budget: \$570

Total Cost (Prev. + Prog.): \$570

Project Description

Assist COMPASS in meeting federal transportation planning responsibilities in the COMPASS planning area. Funds are for project year 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
2031	0	402	0	0	0	0	402	372	30
Fund Totals:	0	402	0	0	0	0	402	372	30

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
2031	0	168	0	0	0	0	168	156	12
Fund Totals:	0	168	0	0	0	0	168	156	12

Planning, COMPASS - FY2032

Regionally Significant: ☐ ☒ Inflated

TIP Achievement:

Key #: ORN25417

Support

Requesting Agency: COMPASS

Project Year: 2032

Total Previous Allocations: \$0

Total Programmed Budget: \$418

Total Cost (Prev. + Prog.): \$418

Project Description

Assist COMPASS in meeting federal transportation planning responsibilities in the COMPASS planning area. Funds are for project year 2033.



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
2032	0	418	0	0	0	0	418	387	31
Fund Totals:	0	418	0	0	0	0	418	387	31

Planning, COMPASS - FY2033

Regionally Significant: ☐ ☒ Inflated

TIP Achievement:

Key #: ORN25457

Support

Requesting Agency: COMPASS

Project Year: 2033

Total Previous Allocations: \$0

Total Programmed Budget: \$435

Total Cost (Prev. + Prog.): \$435

Project Description

Assist COMPASS in meeting federal transportation planning responsibilities in the COMPASS planning area. Funds are for project year FY2034.



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
2033	0	435	0	0	0	0	435	403	32
Fund Totals:	0	435	0	0	0	0	435	403	32

Planning, Consolidated Planning Funds, COMPASS - FY2027

Regionally Significant: ☐ ☐ Inflated

TIP Achievement:

Key #: 23772

Support

Requesting Agency: COMPASS

Project Year: 2027

Total Previous Allocations: \$1

Total Programmed Budget: \$1,935

Total Cost (Prev. + Prog.): \$1,936

Project Description

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



Funding Source FTA 5303			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	418	0	0	0	0	418	387	31
Fund Totals:	0	418	0	0	0	0	418	387	31

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

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

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: \$1,935

Total Cost (Prev. + Prog.): \$1,935

Project Description

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



Funding Source FTA 5303			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	418	0	0	0	0	418	387	31
Fund Totals:	0	418	0	0	0	0	418	387	31

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: \$1,935

Total Cost (Prev. + Prog.): \$1,935

Project Description

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



Metropolitan Planning

Funding Source FTA 5303			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	418	0	0	0	0	418	387	31
Fund Totals:	0	418	0	0	0	0	418	387	31

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, Consolidated Planning Funds, COMPASS - FY2030

Regionally Significant: ☐ ☒ Inflated

TIP Achievement:

Key #: 24898

Support

Requesting Agency: COMPASS

Project Year: 2030

Total Previous Allocations: \$0

Total Programmed Budget: \$1,935

Total Cost (Prev. + Prog.): \$1,935

Project Description

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



Funding Source FTA 5303			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
2030	0	418	0	0	0	0	418	387	31
Fund Totals:	0	418	0	0	0	0	418	387	31

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
2030	0	35	0	0	0	0	35	35	0
Fund Totals:	0	35	0	0	0	0	35	35	0

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
2030	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

Planning, Consolidated Planning Funds, COMPASS - FY2031

Regionally Significant: ☐ ☒ Inflated

TIP Achievement:

Key #: 24899

Support

Requesting Agency: COMPASS

Project Year: 2031

Total Previous Allocations: \$0

Total Programmed Budget: \$1,935

Total Cost (Prev. + Prog.): \$1,935

Project Description

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



Funding Source FTA 5303			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
2031	0	418	0	0	0	0	418	387	31
Fund Totals:	0	418	0	0	0	0	418	387	31

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
2031	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
2031	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 - FY2032

Regionally Significant: ☐ ☐ Inflated

Key #: 24900

TIP Achievement:

Support

Requesting Agency: COMPASS

Project Year: 2032

Total Previous Allocations: \$0

Total Programmed Budget: \$1,935

Total Cost (Prev. + Prog.): \$1,935

Project Description

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



Funding Source FTA 5303			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
2032	0	418	0	0	0	0	418	387	31
Fund Totals:	0	418	0	0	0	0	418	387	31

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
2032	0	35	0	0	0	0	35	35	0
Fund Totals:	0	35	0	0	0	0	35	35	0

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
2032	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

Planning, Consolidated Planning Funds, COMPASS - FY2033

Regionally Significant: ☐ ☐ Inflated

TIP Achievement:

Key #: ORN25388

Support

Requesting Agency: COMPASS

Project Year: 2033

Total Previous Allocations: \$0

Total Programmed Budget: \$1,935

Total Cost (Prev. + Prog.): \$1,935

Project Description

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



Funding Source FTA 5303			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
2033	0	418	0	0	0	0	418	387	31
Fund Totals:	0	418	0	0	0	0	418	387	31

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
2033	0	35	0	0	0	0	35	35	0
Fund Totals:	0	35	0	0	0	0	35	35	0

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
2033	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

Railroad Crossing, Benjamin Lane, Boise

Regionally Significant: ☐ ☐ Inflated

TIP Achievement:

Key #: 20537

Safety

Requesting Agency: ACHD

Project Year: 2030

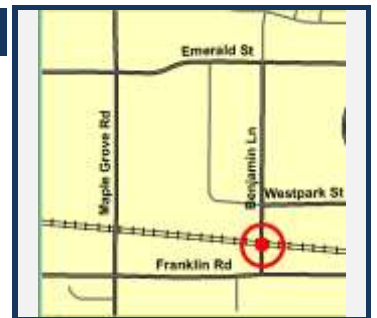
Total Previous Allocations: \$20

Total Programmed Budget: \$465

Total Cost (Prev. + Prog.): \$485

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 Fed RRX			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
2028	25	50	0	0	0	0	75	75	0
2030	0	0	0	0	0	390	390	390	0
Fund Totals:	25	50	0	0	0	390	465	465	0

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: \$880

Total Cost (Prev. + Prog.): \$910

Project Description

Install signals and gates and improve the crossing surface of the Union Pacific Railroad crossing at Cherry Lane in the City of Nampa. (Railroad crossing #818670F)



Funding Source		Fed RRX		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		
2028	15	25	0	0	0	0	40	40	0		
2030	0	0	0	0	0	840	840	840	0		
Fund Totals:	15	25	0	0	0	840	880	880	0		

Railroad Crossing, Happy Valley Road, Nampa

Regionally Significant: ☐ ☒ Inflated

Key #: ORN25446

TIP Achievement:

Safety

Requesting Agency: City of Nampa

Project Year: 2033

Total Previous Allocations: \$0

Total Programmed Budget: \$619

Total Cost (Prev. + Prog.): \$619

Project Description

Install rail signals with gates and arms at the railroad crossing at South Happy Valley Road in the City of Nampa. (Railroad crossing #819346U)



Funding Source		Fed RRX		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		
2033	0	0	0	0	0	619	619	619	0		
Fund Totals:	0	0	0	0	0	619	619	619	0		

Railroad Crossing, Lemp Lane, Canyon County

Regionally Significant: ☐ ☐ Inflated

TIP Achievement:

Key #: 20358

Safety

Requesting Agency: Notus-Parma Highway District

Project Year: 2030

Total Previous Allocations: \$0

Total Programmed Budget: \$355

Total Cost (Prev. + Prog.): \$355

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				Local Match	
				Hwy Safety - Railroad Crossings				0.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2029	30	25	0	0	0	0	55	55	0
2030	0	0	0	0	0	300	300	300	0
Fund Totals:	30	25	0	0	0	300	355	355	0

Railroad Crossing, Look Lane, near Caldwell

Regionally Significant: ☐ ☐ Inflated

TIP Achievement:

Key #: 20355

Safety

Requesting Agency: Notus-Parma Highway District

Project Year: 2028

Total Previous Allocations: \$379

Total Programmed Budget: \$585

Total Cost (Prev. + Prog.): \$964

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				Local Match	
				Hwy Safety - Railroad Crossings				0.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2028	0	0	0	0	0	585	585	585	0
Fund Totals:	0	0	0	0	0	585	585	585	0

Railroad Crossing, McDermott Road, Nampa

Regionally Significant: ☐ ☒ Inflated TIP Achievement:

Key #: ORN25444

Safety

Requesting Agency: City of Nampa

Project Year: 2032

Total Previous Allocations: \$0

Total Programmed Budget: \$607

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

Project Description

Install rail signs with gates and arms at the railroad crossing on North McDermott Road in the City of Nampa. (Railroad crossing #819581S)



Funding Source		Fed RRX	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
2032	0	0	0	0	0	607	607		607	0
Fund Totals:	0	0	0	0	0	607	607		607	0

Railroad Crossing, North Black Cat Road, Meridian

Regionally Significant: ☐ ☐ Inflated TIP Achievement:

Key #: 24294

Safety

Requesting Agency: ACHD

Project Year: 2027

Total Previous Allocations: \$75

Total Programmed Budget: \$600

Total Cost (Prev. + Prog.): \$675

Project Description

Widen 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 - Railroad Crossings	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	0	600	600		600	0
Fund Totals:	0	0	0	0	0	600	600		600	0

Railroad Crossing, South Cole Road, Ada County

Regionally Significant: ☐ ☐ Inflated

TIP Achievement:

Key #: 23971

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. (Railroad crossing #819327P)



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	25	0	670	695	695	0
Fund Totals:	0	0	0	25	0	670	695	695	0

Safety, Road Safety Data Collection Pilot, COMPASS

Regionally Significant: ☐ ☒ Inflated

TIP Achievement:

Key #: ORN25462

Support

Requesting Agency: COMPASS

Project Year: 2031

Total Previous Allocations: \$0

Total Programmed Budget: \$38

Total Cost (Prev. + Prog.): \$38

Project Description

Purchase and install computer-vision enabled traffic sensors at two intersections, one in Ada County and one in Canyon County as a pilot project.



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	38	0	0	0	0	38	35	3
Fund Totals:	0	38	0	0	0	0	38	35	3

Safety, Ten Lane and Karcher Road Safety Audit, Nampa

Regionally Significant: ☐ ☒ Inflated TIP Achievement:

Key #: ORN25466

Safety

Requesting Agency: City of Nampa

Project Year: 2028

Total Previous Allocations: \$0

Total Programmed Budget: \$102

Total Cost (Prev. + Prog.): \$102

Project Description

Conduct an road safety audit (RSA) of Ten Lane and West Karcher Road in the City of Nampa. The focus of the RSA is to identify deficiencies as well as low-cost, systemic changes to decrease the quantity and severity of injury crashes along the corridor which is experiencing increased freight, vehicle, pedestrian, and bicycle activity.



Funding Source HSIP (Local)			Program Hwy Safety - Local					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2028	15	87	0	0	0	0	102	95	7
Fund Totals:	15	87	0	0	0	0	102	95	7

SH-19 (Centennial Way), Simplot Boulevard to I-84, Restoration, Caldwell

Regionally Significant: ☐ ☒ Inflated TIP Achievement:

Key #: 23546

Asset Management

Requesting Agency: ITD

Safety

Project Year: 2028

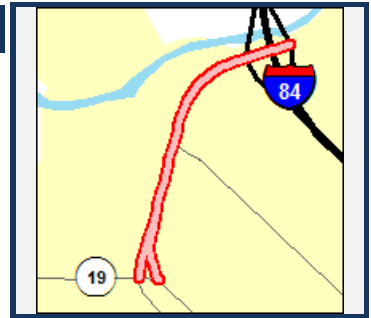
Total Previous Allocations: \$272

Total Programmed Budget: \$2,981

Total Cost (Prev. + Prog.): \$3,253

Project Description

Restore the pavement using a mill and inlay treatment on State Highway 19 (Centennial Way) from Simplot Boulevard just north of the railroad track to Interstate 84 in the City of Caldwell to maintain the structure of the roadway.



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
2028	0	0	0	0	241	2,740	2,981	2,762	219
Fund Totals:	0	0	0	0	241	2,740	2,981	2,762	219

SH-19 (Centennial Way), Simplot Boulevard to I-84, Sealcoat, Caldwell

Regionally Significant: ☐ ☒ Inflated

Key #: 25089

Requesting Agency: ITD

Project Year: 2032

Total Previous Allocations: \$0

Total Programmed Budget: \$475

Total Cost (Prev. + Prog.): \$475

Project Description

Improve the pavement condition by using a sealcoat treatment on State Highway 19 (Centennial Way) from just north of the railroad track to Interstate 84 in the City of Caldwell to maintain the integrity of the pavement surface.



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	
2029	10	0	0	0	0	0	10		9	1	
2032	0	0	0	0	15	450	465		431	34	
Fund Totals:	10	0	0	0	15	450	475		440	35	

SH-19 and Centennial Way, Intersection Improvements, Caldwell

Regionally Significant: ☐ ☒ Inflated

Key #: 13484

Requesting Agency: City of Caldwell

Project Year: 2028-2030

Total Previous Allocations: \$1,162

Total Programmed Budget: \$8,799

Total Cost (Prev. + Prog.): \$9,961

Project Description

Install a new traffic signal and realign the intersection at State Highway 19 (Simplot Boulevard) and Interstate 84-B (Centennial Way, Cleveland Boulevard, and Blaine Street) in the City of Caldwell. (This project is companioned with KN 23564.)



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	
2031	0	0	0	1,689	472	3,265	5,426		5,028	398	
Fund Totals:	0	0	0	1,689	472	3,265	5,426		5,028	398	

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	
2028	0	0	0	0	523	2,850	3,373		3,125	248	
Fund Totals:	0	0	0	0	523	2,850	3,373		3,125	248	

SH-19, US 95 to I-84, Restoration, Canyon County

Regionally Significant: ☐ ☒ Inflated TIP Achievement:
Key # : ORN25365 Asset Management

Requesting Agency: ITD

Project Year: 2030

Total Previous Allocations: \$0

Total Programmed Budget: \$8,198

Total Cost (Prev. + Prog.): \$8,198

Project Description

Restore the pavement condition with a mill and inlay treatment on State Highway 19 from the Junction of US 94 near the City of Wilder to Interstate 84 in the City of Caldwell to maintain the structure of the roadway.



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
2027	302	0	0	0	0	0	302	280	22
2030	0	0	0	0	401	7,495	7,896	7,316	580
Fund Totals:	302	0	0	0	401	7,495	8,198	7,596	602

SH-19, US-95 to I-84, Restoration, Canyon County

Regionally Significant: ☐ ☒ Inflated TIP Achievement:
Key # : ORN25369 Asset Management

Requesting Agency: ITD

Project Year: 2033

Total Previous Allocations: \$0

Total Programmed Budget: \$14,720

Total Cost (Prev. + Prog.): \$14,720

Project Description

Restore the pavement with a mill and inlay treatment on State Highway 19 from US 95 near the City of Greenleaf to Interstate 84 in the City of Caldwell to maintain the structure of the roadway.



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
2027	400	0	0	0	0	0	400	371	29
2033	0	0	0	0	564	13,756	14,320	13,269	1,051
Fund Totals:	400	0	0	0	564	13,756	14,720	13,640	1,080

SH-21, Boise River to Banks Lowman Highway, Sealcoat, Ada and Boise

Regionally Significant: ☐ ☒ Inflated

TIP Achievement:

Key #: 20612

Asset Management

Requesting Agency: ITD

Safety

Project Year: 2030

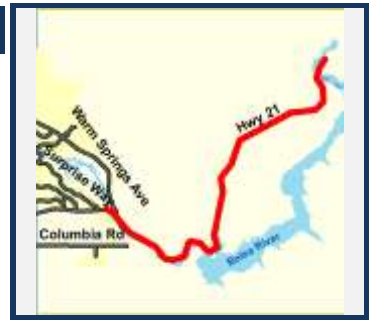
Total Previous Allocations: \$50

Total Programmed Budget: \$6,311

Total Cost (Prev. + Prog.): \$6,361

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) to maintain the integrity of the roadway surface.



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	
2030	0	0	0	0	433	5,878	6,311	5,848	463	
Fund Totals:	0	0	0	0	433	5,878	6,311	5,848	463	

SH-21, Mores Creek Bridge Repair, Ada County

Regionally Significant: ☐ ☒ Inflated

TIP Achievement:

Key #: 23879

Asset Management

Requesting Agency: ITD

Project Year: 2027

Total Previous Allocations: \$5,100

Total Programmed Budget: \$0

Total Cost (Prev. + Prog.): \$5,100

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		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	388	5,292	5,680	5,263	417	
Fund Totals:	0	0	0	0	388	5,292	5,680	5,263	417	

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	
2027	0	0	0	0	-388	-5,292	-5,680	0	-5,680	
Fund Totals:	0	0	0	0	-388	-5,292	-5,680	0	-5,680	

SH-44 (Glenwood), US 20/26 (Chinden) to State Street, Chip Seal, Garden City

Regionally Significant: ☐ ☒ Inflated

Key #: 24568

Requesting Agency: ITD

Project Year: 2032

Total Previous Allocations: \$15

Total Programmed Budget: \$646

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

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 and maintain the integrity of the roadway surface.



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
2032	0	0	0	0	79	567	646	599	47
Fund Totals:	0	0	0	0	79	567	646	599	47

SH-44 (State Street) and Palmer Lane, Eagle

Regionally Significant: ☐ ☒ Inflated

Key #: 24772

Requesting Agency: ACHD

Project Year: 2027 City of Eagle

ITD

City of Star

Total Previous Allocations: \$640

Total Programmed Budget: \$2,103

Total Cost (Prev. + Prog.): \$2,743

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).



Funding Source Non-Participating (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
2027	0	0	102	0	0	823	925	0	925
Fund Totals:	0	0	102	0	0	823	925	0	925

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
2027	0	0	0	0	200	978	1,178	1,092	86
Fund Totals:	0	0	0	0	200	978	1,178	1,092	86

SH-44 (State Street), Linder to Glenwood, Restoration, Ada County

Regionally Significant: ☐ ☒ Inflated

TIP Achievement:

Key #: 24981

Asset Management

Requesting Agency: ITD

Safety

Project Year: 2030

Total Previous Allocations: \$489

Total Programmed Budget: \$16,901

Total Cost (Prev. + Prog.): \$17,390

Project Description

Restore the pavement surface using a mill and inlay treatment on State Highway 44 (State Street) from Linder Road in the City of Eagle to Glenwood Street in the Cities of Boise and Garden City to maintain the structure of the roadway.



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
2027	0	200	0	0	0	0	200	185	15
2030	0	0	0	0	1,056	15,645	16,701	15,475	1,226
Fund Totals:	0	200	0	0	1,056	15,645	16,901	15,660	1,241

SH-44 (State Street), Roe Street to Saxton Drive, Pipe, Boise

Regionally Significant: ☐ ☒ Inflated

TIP Achievement:

Key #: 24954

Safety

Requesting Agency: ITD

Project Year: 2027

Total Previous Allocations: \$0

Total Programmed Budget: \$500

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

Project Description

Construct an open drainage ditch to increase drainage capacity next to State Highway 44 (State Street) from Roe Street to Saxton Drive in the City of Boise.



Funding Source		Program						Local Match	
State		State Highway - Safety						100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2027	0	500	0	0	0	0	500	0	500
Fund Totals:	0	500	0	0	0	0	500	0	500

SH-44 (State Street), Star Road to SH-16, Ada County

Regionally Significant: ☒

☒ Inflated

TIP Achievement:

Key #: 20574

System Performance

Requesting Agency: ITD

NHS-LOTTR

Project Year: 2026-2027

Total Previous Allocations: \$16,054

Safety

Total Programmed Budget: \$0

Total Cost (Prev. + Prog.): \$16,054

Project Description

Widen State Highway 44 (State Street) from Star Road to State Highway 16 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 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	6,000	6,000	0	6,000
Fund Totals:	0	0	0	0	0	6,000	6,000	0	6,000

Funding Source AC (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
2027	0	0	0	0	0	-6,000	-6,000	0	-6,000
Fund Totals:	0	0	0	0	0	-6,000	-6,000	0	-6,000

SH-44 (State Street), Star to Linder, Chip Seal, Ada County

Regionally Significant: ☐

☒ Inflated

TIP Achievement:

Key #: 24118

Asset Management

Requesting Agency: ITD

Project Year: 2032

Total Previous Allocations: \$50

Total Programmed Budget: \$3,368

Total Cost (Prev. + Prog.): \$3,418

Project Description

Improve pavement condition using a hot chip seal treatment on State Highway 44 (State Street) from Star Road in the City of Star to Linder Road in the City of Eagle to maintain the integrity of the pavement surface.



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
2032	0	0	0	0	129	3,239	3,368	3,121	247
Fund Totals:	0	0	0	0	129	3,239	3,368	3,121	247

SH-44 and Blessinger Road Intersection, Canyon

Regionally Significant: ☐ ☒ Inflated TIP Achievement:

Key #: ORN25378

Safety

Requesting Agency: ITD

Project Year: PD

Total Previous Allocations: \$0

Total Programmed Budget: \$5,628

Total Cost (Prev. + Prog.): \$5,628

Project Description

Install a traffic signal at State Highway 44 and Blessinger Road in Canyon County near the City of Star.



Funding Source		Private Developer	Program		External to ITD Financials			Total	Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction			Federal Share	Local Share
PD	0	402	804	0	402	4,020		5,628	0	5,628
Fund Totals:	0	402	804	0	402	4,020		5,628	0	5,628

SH-44 and Can-Ada Road Intersection, Star

Regionally Significant: ☐ ☒ Inflated TIP Achievement:

Key #: ORN25379

Safety

Requesting Agency: ITD

Project Year: PD

Total Previous Allocations: \$0

Total Programmed Budget: \$4,883

Total Cost (Prev. + Prog.): \$4,883

Project Description

Install a traffic signal at State Highway 44 and Can-Ada Road in the City of Star.



Funding Source		Private Developer	Program		External to ITD Financials			Total	Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction			Federal Share	Local Share
PD	0	349	697	0	349	3,488		4,883	0	4,883
Fund Totals:	0	349	697	0	349	3,488		4,883	0	4,883

SH-44 and Duff Lane Intersection, Middleton

Regionally Significant: ☐ ☒ Inflated TIP Achievement:

Key # : ORN25380

Safety

Requesting Agency: ITD

Project Year: PD

Total Previous Allocations: \$0

Total Programmed Budget: \$5,226

Total Cost (Prev. + Prog.): \$5,226

Project Description

Install a traffic signal at the intersection of State Highway 44 and Duff Lane in the City of Middleton.

In the FY2026-2032 TIP, this project was not listed. Construction is funded by a private developer and state oversight is currently unfunded.



Funding Source		Private Developer	Program		Hwy - Local Partnerships		Total	Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction		Federal Share	Local Share
PD	0	0	804	0	402	4,020	5,226	0	5,226
Fund Totals:	0	0	804	0	402	4,020	5,226	0	5,226

SH-44 and Kingsbury Road Intersection, Canyon

Regionally Significant: ☐ ☒ Inflated TIP Achievement:

Key # : ORN25381

Safety

Requesting Agency: ITD

Project Year: PD

Total Previous Allocations: \$0

Total Programmed Budget: \$5,628

Total Cost (Prev. + Prog.): \$5,628

Project Description

Install a traffic signal at State Highway 44 and Kingsbury Road in Canyon County near the City of Middleton.



Funding Source		Private Developer	Program		External to ITD Financials		Total	Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction		Federal Share	Local Share
PD	0	402	804	0	402	4,020	5,628	0	5,628
Fund Totals:	0	402	804	0	402	4,020	5,628	0	5,628

SH-44 and Lansing Lane Intersection, Canyon County

Regionally Significant: ☐ ☒ Inflated TIP Achievement:

Key #: ORN25382

Safety

Requesting Agency: ITD

Project Year: PD

Total Previous Allocations: \$0

Total Programmed Budget: \$5,226

Total Cost (Prev. + Prog.): \$5,226

Project Description

Install a traffic signal at State Highway 44 and Lansing Lane near the City of Middleton.



Funding Source		Private Developer	Program External to ITD Financials					Total	Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction			Federal Share	Local Share
PD	0	402	402	0	402	4,020		5,226	0	5,226
Fund Totals:	0	402	402	0	402	4,020		5,226	0	5,226

SH-44, I-84 to Star Road, Chip Seal, Ada and Canyon Counties

Regionally Significant: ☐ ☒ Inflated TIP Achievement:

Key #: 24117

Asset Management

Requesting Agency: ITD

Project Year: 2027

Total Previous Allocations: \$10

Total Programmed Budget: \$2,708

Total Cost (Prev. + Prog.): \$2,718

Project Description

Chip seal 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					Total	Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction			Federal Share	Local Share
2027	0	0	0	0	199	2,509		2,708	2,509	199
Fund Totals:	0	0	0	0	199	2,509		2,708	2,509	199

SH-44, Linder Road to Glenwood Street, Sealcoat, Ada County

Regionally Significant: ☐ ☒ Inflated TIP Achievement:

Key #: ORN25349

Pavement

Requesting Agency: ITD

Project Year: 2031

Total Previous Allocations: \$0

Total Programmed Budget: \$6,408

Total Cost (Prev. + Prog.): \$6,408

Project Description

Improve pavement condition using a sealcoat treatment on State Highway 44 from Linder Road in the City of Eagle to Glenwood Street in the City of Boise. This treatment will preserve and maintain the integrity of the roadway surface.



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	122	0	0	0	0	0	122	113	9
2031	0	0	0	0	176	6,110	6,286	5,825	461
Fund Totals:	122	0	0	0	176	6,110	6,408	5,938	470

SH-45, Deer Flat Road and Lake Shore Drive, Intersection Improvements, Canyo

Regionally Significant: ☐ ☒ Inflated TIP Achievement:

Key #: 25104

Safety

Requesting Agency: Nampa HD

Project Year: 2027

Total Previous Allocations: \$0

Total Programmed Budget: \$275

Total Cost (Prev. + Prog.): \$275

Project Description

Install turn-lanes at the State Highway 45 and Deer Flat Road intersection and install a traffic signal with turn-lanes at the State Highway 45 and Lake Shore Drive intersection in Canyon County. Work on State Highway 45 would include left-and right-turn lanes and work on Deer Flat Road and Lake Shore Drive would include only right-turn lanes. Construction is currently unfunded, but estimated to cost \$5,000,000. Nampa Highway District is working with the Idaho Transportation Department to determine a funding source for construction.



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	275	0	0	0	275	0	275
Fund Totals:	0	0	275	0	0	0	275	0	275

SH-45, Deer Flat Road to I-84B, Canyon County

Regionally Significant: ☐ ☒ Inflated

Key #: 23561

Requesting Agency: ITD

Project Year: 2027

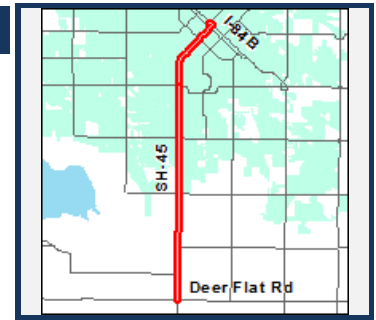
Total Previous Allocations: \$627

Total Programmed Budget: \$14,083

Total Cost (Prev. + Prog.): \$14,710

Project Description

Restore and rehabilitate the roadway pavement using a mill and inlay treatment on State Highway 45 (12th Avenue Road) from Deer Flat Road south of the City of Nampa to Interstate 84B (Nampa-Caldwell Boulevard) in the City of Nampa to maintain the integrity of the pavement surface.



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	
2027	0	0	0	0	509	13,574	14,083	13,049	1,034	
Fund Totals:	0	0	0	0	509	13,574	14,083	13,049	1,034	

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: \$46

Total Programmed Budget: \$2,257

Total Cost (Prev. + Prog.): \$2,303

Project Description

Sealcoat State Highway 45 (12th Avenue Road) from Deer Flat Road just south of the City of Nampa to I-84B (Nampa-Caldwell Boulevard) in the City of Nampa to maintain the integrity of the pavement surface.



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	
2030	0	0	0	0	122	2,135	2,257	2,091	166	
Fund Totals:	0	0	0	0	122	2,135	2,257	2,091	166	

SH-45, SH-78 to Deer Flat Road, Sealcoat, Canyon County

Regionally Significant: ☐ ☒ Inflated **TIP Achievement:**
Key # : ORN25362 Asset Management

Requesting Agency: ITD

Project Year: 2033

Total Previous Allocations: \$0

Total Programmed Budget: \$1,600

Total Cost (Prev. + Prog.): \$1,600

Project Description

Improve the pavement using a sealcoat treatment on State Highway 45 from State Highway 78 to Deer Flat Road south of the City of Nampa to preserve and maintain the integrity of the roadway surface.



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
2029	44	0	0	0	0	0	44	41	3
2033	0	0	0	0	86	1,470	1,556	1,442	114
Fund Totals:	44	0	0	0	86	1,470	1,600	1,483	117

SH-55 (Eagle Road), I-84 to SH-44, Microsurface, Ada County

Regionally Significant: ☐ ☐ Inflated **TIP Achievement:**
Key # : ORN25358 Asset Management

Requesting Agency: ITD

Project Year: 2033

Total Previous Allocations: \$0

Total Programmed Budget: \$3,577

Total Cost (Prev. + Prog.): \$3,577

Project Description

Improve the roadway surface using a microsurface treatment on State Highway 55 (Eagle Road) from Interstate 84 in the City of Meridian to State Highway 44 (State Street) in the City of Eagle. This treatment will preserve and maintain the integrity of the roadway surface.



Funding Source NHPP			Program State Hwy - Pavement Preservation					Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2029	107	0	0	0	0	0	107	0	107
2033	0	0	0	0	142	3,328	3,470	0	3,470
Fund Totals:	107	0	0	0	142	3,328	3,577	0	3,577

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: \$176,462

Total Programmed Budget: \$0

Total Cost (Prev. + Prog.): \$176,462

TIP Achievement:

System Performance

NHS-LOTTR

Bridge

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 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
2027	0	0	0	0	0	2,748	2,748	2,546	202
Fund Totals:	0	0	0	0	0	2,748	2,748	2,546	202

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
2027	0	0	0	0	0	-2,748	-2,748	0	-2,748
Fund Totals:	0	0	0	0	0	-2,748	-2,748	0	-2,748

SH-55 (Karcher Road), Farmway Road to Middleton Road, Sealcoat, Canyon

Regionally Significant: ☐ ☒ Inflated

Key #: 24571

Requesting Agency: ITD

Project Year: 2030

Total Previous Allocations: \$13

Total Programmed Budget: \$492

Total Cost (Prev. + Prog.): \$505

TIP Achievement:

Asset Management

Safety



Project Description

Improve pavement condition using a sealcoat treatment on State Highway 55 (Karcher Road) from Farmway Road in the City of Caldwell to Middleton Road in the City of Nampa to maintain the integrity of the roadway surface.

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
2030	0	0	0	0	19	473	492	456	36
Fund Totals:	0	0	0	0	19	473	492	456	36

SH-55 (Karcher Road), Pear Lane to Farmway Road, Sealcoat, Canyon County

Regionally Significant: ☐ ☒ Inflated

TIP Achievement:

Key #: ORN25357

Pavement

Requesting Agency: ITD

Project Year: 2033

Total Previous Allocations: \$0

Total Programmed Budget: \$1,335

Total Cost (Prev. + Prog.): \$1,335

Project Description

Improve pavement condition using a sealcoat treatment on State Highway 55 from Pear Lane in Canyon County to Farmway Road in the City of Nampa. This treatment will preserve and maintain the integrity of the roadway surface.



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
2029	36	0	0	0	0	0	36	33	3
2033	0	0	0	0	53	1,246	1,299	1,204	95
Fund Totals:	36	0	0	0	53	1,246	1,335	1,237	98

SH-55 Widening and Avimor Way Re-alignment, Design, Ada and Boise

Regionally Significant: ☐ ☒ Inflated

TIP Achievement:

Key #: ORN25395

System Performance

Requesting Agency: ITD

Safety

Project Year: 2027

Total Previous Allocations: \$0

Total Programmed Budget: \$500

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

Project Description

Shift the alignment of State Highway 55 at Avimore to the west, widen State Highway 55 to two lanes in each direction, and construct a grade-separated intersection at Avimor Way in Ada and County Counties in the City of Eagle. (All work to be paid for by Avimor Development, LLC.)



Funding Source Private Developer			Program External to ITD Financials					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	500	0	0	0	0	500	0	500
Fund Totals:	0	500	0	0	0	0	500	0	500

SH-55, Beacon Light Road to Brookside Lane, Ada County

Regionally Significant: ☒

☒ Inflated

TIP Achievement:

Key #: 23638

Safety

Requesting Agency: ITD

Project Year: PD

Total Previous Allocations: \$2,247

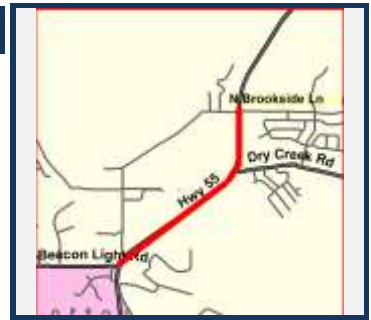
Total Programmed Budget: \$984

Total Cost (Prev. + Prog.): \$3,231

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.

In the FY2026-2032 TIP, assuming stable funding levels, funding was anticipated in FY2032 for construction. Right-of-way is funded by a private developer and construction is currently unfunded.



Funding Source		Private Developer	Program				External to ITD Financials		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	984	0	0	0	984		0	984	
Fund Totals:	0	0	984	0	0	0	984		0	984	

SH-55, SH-44 (State Street) to Porter Creek Road, Chip Seal, Ada and Boise

Regionally Significant: ☐

☒ Inflated

TIP Achievement:

Key #: 24054

Asset Management

Requesting Agency: ITD

Project Year: 2027

Total Previous Allocations: \$83

Total Programmed Budget: \$3,338

Total Cost (Prev. + Prog.): \$3,421

Project Description

Improve pavement condition using a chip seal treatment on State Highway 55 from State Highway 44 (East State Street) in the City of Eagle in Ada County to Porter Creek Road near Horseshoe Bend in Boise County to maintain the integrity of the pavement surface. (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	
2027	0	0	0	0	165	3,173	3,338		3,093	245	
Fund Totals:	0	0	0	0	165	3,173	3,338		3,093	245	

SH-55, US-95 to Hoskins Road, Sealcoat, Canyon and Owyhee

Regionally Significant: ☐ ☒ Inflated

TIP Achievement:

Key #: ORN25355

Pavement

Requesting Agency: ITD

Project Year: 2033

Total Previous Allocations: \$0

Total Programmed Budget: \$1,051

Total Cost (Prev. + Prog.): \$1,051

Project Description

Improve the pavement using a sealcoat treatment on State Highway 55 from US-95 near the City of Marsing in Owyhee County to Hoskins Road in Canyon County. Work will preserve and maintain the integrity of the roadway surface.



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
2029	31	0	0	0	0	0	31	29	2
2033	0	0	0	0	42	978	1,020	945	75
Fund Totals:	31	0	0	0	42	978	1,051	974	77

SH-69 (Meridian Road), Kuna to Meridian, Chip Seal, Ada County

Regionally Significant: ☐ ☒ Inflated

TIP Achievement:

Key #: ORN25359

Pavement

Requesting Agency: ITD

Project Year: 2033

Total Previous Allocations: \$0

Total Programmed Budget: \$3,890

Total Cost (Prev. + Prog.): \$3,890

Project Description

Improve the roadway surface using a hot chip seal treatment on State Highway 69 (Meridian Road) from the City of Kuna to the City of Meridian to preserve and maintain the integrity of the roadway surface.



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
2029	107	0	0	0	0	0	107	99	8
2033	0	0	0	0	155	3,628	3,783	3,505	278
Fund Totals:	107	0	0	0	155	3,628	3,890	3,604	286

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: \$108

Total Programmed Budget: \$915

Total Cost (Prev. + Prog.): \$1,023

Project Description

Construct 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	
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	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2027	0	0	0	0	173	464	637	0	637
2028	0	0	0	0	-173	-464	-637	0	-637
Fund Totals:	0	0	0	0	0	0	0	0	0

Funding Source		CRP-LU		Program		Local Hwy - Urban		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	0	161	161	149	12
2028	0	0	0	0	173	464	637	590	47
Fund Totals:	0	0	0	0	173	625	798	739	59

SR2S, VRT, Ada County - FY2027

Regionally Significant: ☐ ☒ Inflated

Key #: ORN25411

Requesting Agency: Valley Regional Transit

Project Year: 2027

Total Previous Allocations: \$0

Total Programmed Budget: \$292

Total Cost (Prev. + Prog.): \$292

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 project year FY2028.



Funding Source		STBG-TMA		Program		Local Hwy - Transportation Alternatives		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2027	0	292	0	0	0	0	292	271	21
Fund Totals:	0	292	0	0	0	0	292	271	21

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

Sorted by Project Name
All Values in Thousands of Dollars

SR2S, VRT, Ada County - FY2028

Regionally Significant: ☐ ☒ Inflated

Key #: ORN25412

Requesting Agency: Valley Regional Transit

Project Year: 2028

Total Previous Allocations: \$0

Total Programmed Budget: \$304

Total Cost (Prev. + Prog.): \$304

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 project year FY2029.

TIP Achievement:

Active Transportation

Safety



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	304	0	0	0	0	304	282	22
Fund Totals:	0	304	0	0	0	0	304	282	22

SR2S, VRT, Ada County - FY2029

Regionally Significant: ☐ ☒ Inflated

Key #: ORN25413

Requesting Agency: Valley Regional Transit

Project Year: 2029

Total Previous Allocations: \$0

Total Programmed Budget: \$316

Total Cost (Prev. + Prog.): \$316

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 program year FY2030.

TIP Achievement:

Active Transportation

Safety



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	316	0	0	0	0	316	293	23
Fund Totals:	0	316	0	0	0	0	316	293	23

SR2S, VRT, Ada County - FY2030

Regionally Significant: ☐ ☒ Inflated

Key #: ORN25414

Requesting Agency: Valley Regional Transit

Project Year: 2030

Total Previous Allocations: \$0

Total Programmed Budget: \$329

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

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 project year FY2031.

TIP Achievement:

Active Transportation

Safety



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	329	0	0	0	0	329	305	24
Fund Totals:	0	329	0	0	0	0	329	305	24

SR2S, VRT, Ada County - FY2031

Regionally Significant: ☐ ☒ Inflated

Key #: ORN25415

Requesting Agency: Valley Regional Transit

Project Year: 2031

Total Previous Allocations: \$0

Total Programmed Budget: \$342

Total Cost (Prev. + Prog.): \$342

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 project year FY2032.

TIP Achievement:

Active Transportation

Safety



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	342	0	0	0	0	342	317	25
Fund Totals:	0	342	0	0	0	0	342	317	25

SR2S, VRT, Ada County - FY2032

Regionally Significant: ☐ ☒ Inflated

Key #: ORN25420

Requesting Agency: Valley Regional Transit

Project Year: 2032

Total Previous Allocations: \$0

Total Programmed Budget: \$356

Total Cost (Prev. + Prog.): \$356

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 year FY2033.

TIP Achievement:

Active Transportation

Safety



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
2032	0	356	0	0	0	0	356	330	26
Fund Totals:	0	356	0	0	0	0	356	330	26

SR2S, VRT, Ada County - FY2033

Regionally Significant: ☐ ☒ Inflated

Key #: ORN25463

Requesting Agency: Valley Regional Transit

Project Year: 2033

Total Previous Allocations: \$0

Total Programmed Budget: \$371

Total Cost (Prev. + Prog.): \$371

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 project year FY2034.

TIP Achievement:

Active Transportation

Safety



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
2033	0	371	0	0	0	0	371	344	27
Fund Totals:	0	371	0	0	0	0	371	344	27

SR2S, VRT, Canyon County - FY2027

Regionally Significant: ☐ ☐ Inflated

Key #: 22922

Requesting Agency: Valley Regional Transit

Project Year: 2027-2030

Total Previous Allocations: \$0

Total Programmed Budget: \$483

Total Cost (Prev. + Prog.): \$483

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
2027	0	108	0	0	0	0	108	100	8
2028	0	108	0	0	0	0	108	100	8
2029	0	108	0	0	0	0	108	100	8
2030	0	108	0	0	0	0	108	100	8
Fund Totals:	0	432	0	0	0	0	432	400	32

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
2027	0	51	0	0	0	0	51	47	4
Fund Totals:	0	51	0	0	0	0	51	47	4

SR2S, VRT, Canyon County - FY2028

Regionally Significant: ☐ ☒ Inflated

Key #: ORN25406

Requesting Agency: Valley Regional Transit

Project Year: 2028

Total Previous Allocations: \$0

Total Programmed Budget: \$53

Total Cost (Prev. + Prog.): \$53

Project Description

Provides for Safe Routes to School program personnel, education materials, encouragement incentives, special events, and indirect costs in Canyon County, for project year FY2029.

TIP Achievement:

Active Transportation

Safety



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
2028	0	53	0	0	0	0	53	49	4
Fund Totals:	0	53	0	0	0	0	53	49	4

SR2S, VRT, Canyon County - FY2029

Regionally Significant: ☐ ☒ Inflated

Key # : ORN26541

TIP Achievement:

Public Transportation

Requesting Agency: Valley Regional Transit

Project Year: 2029

Total Previous Allocations: \$0

Total Programmed Budget: \$54

Total Cost (Prev. + Prog.): \$54

Project Description

Provides for Safe Routes to School program personnel, education materials, encouragement incentives, special events, and indirect costs in Canyon County, for project year FY2030.



Funding Source STBG-LU			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	54	0	0	0	0	54	50	4
Fund Totals:	0	54	0	0	0	0	54	50	4

SR2S, VRT, Canyon County - FY2030

Regionally Significant: ☐ ☒ Inflated

Key # : ORN25409

TIP Achievement:

Active Transportation

Safety

Requesting Agency: Valley Regional Transit

Project Year: 2030

Total Previous Allocations: \$0

Total Programmed Budget: \$57

Total Cost (Prev. + Prog.): \$57

Project Description

Provides for Safe Routes to School program personnel, education materials, encouragement incentives, special events, and indirect costs in Canyon County, for project year FY2031.



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
2030	0	57	0	0	0	0	57	53	4
Fund Totals:	0	57	0	0	0	0	57	53	4

SR2S, VRT, Canyon County - FY2031

Regionally Significant: ☐ ☒ Inflated

Key #: ORN26542

Requesting Agency: Valley Regional Transit

Project Year: 2031

Total Previous Allocations: \$0

Total Programmed Budget: \$58

Total Cost (Prev. + Prog.): \$58

Project Description

Provides for Safe Routes to School program personnel, education materials, encouragement incentives, special events, and indirect costs in Canyon County, for project year FY2032.

TIP Achievement:

Active Transportation

Safety



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	
2031	0	58	0	0	0	0	58	54	4	
Fund Totals:	0	58	0	0	0	0	58	54	4	

State Street, 36th Street to 27th Street, Boise

Regionally Significant: ☒ ☐ Inflated

Key #: 300435

Requesting Agency: ACHD

Project Year: PD

Total Previous Allocations: \$150

Total Programmed Budget: \$24,510

Total Cost (Prev. + Prog.): \$24,660

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		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	854	10	0	0	0	864	0	864	
2029	0	366	150	0	0	0	516	0	516	
2030	0	0	5,400	0	0	0	5,400	0	5,400	
PD	0	0	5,000	500	440	11,790	17,730	0	17,730	
Fund Totals:	0	1,220	10,560	500	440	11,790	24,510	0	24,510	

State Street, Collister Drive to 36th Street, Boise

Regionally Significant: ☒ ☐ Inflated

Key #: 300434

Requesting Agency: ACHD

Project Year: 2030-PD

Total Previous Allocations: \$150

Total Programmed Budget: \$28,610

Total Cost (Prev. + Prog.): \$28,760

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 access management components.



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
2027	0	1,148	10	0	0	0	1,158	0	1,158
2028	0	492	2,110	0	0	0	2,602	0	2,602
2029	0	0	2,220	0	0	0	2,220	0	2,220
2030	0	0	0	500	820	19,200	20,520	0	20,520
PD	0	0	0	0	0	2,110	2,110	0	2,110
Fund Totals:	0	1,640	4,340	500	820	21,310	28,610	0	28,610

State Street, Glenwood Street to Hertford Way, Boise and Garden City

Regionally Significant: ☒ ☐ Inflated

Key #: MP400603

Requesting Agency: ACHD

Project Year: PD

Total Previous Allocations: \$150

Total Programmed Budget: \$8,600

Total Cost (Prev. + Prog.): \$8,750

Project Description

Widen State Street from Glenwood Street in the City of Garden City to Hertford Way in the City of Boise from five lanes to seven lanes (three through lanes in each direction with center medians and turn pockets were appropriate). Work includes adding multi-use pathways on both sides of the roadway. This project may include access management components.



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
2029	0	445	0	0	0	0	445	0	445
2030	0	190	0	0	0	0	190	0	190
PD	0	0	718	0	0	7,247	7,965	0	7,965
Fund Totals:	0	635	718	0	0	7,247	8,600	0	8,600

State Street, Pierce Park Lane to Collister Drive, Boise and Garden City

Regionally Significant: ☒ ☐ Inflated

Key #: 300433

Requesting Agency: ACHD

Project Year: PD

Total Previous Allocations: \$150

Total Programmed Budget: \$26,440

Total Cost (Prev. + Prog.): \$26,590

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	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	100.00%	
2029	0	1,015	20	0	0	0	1,035	0	1,035	
2030	0	435	90	0	0	0	525	0	525	
PD	0	0	6,700	500	650	17,030	24,880	0	24,880	
Fund Totals:	0	1,450	6,810	500	650	17,030	26,440	0	26,440	

Study, Alternative Fuels, COMPASS

Regionally Significant: ☐ ☐ Inflated

Key #: 24652

Requesting Agency: COMPASS

Project Year: PD

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	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	7.34%	
PD	0	115	0	0	0	0	115	107	8	
Fund Totals:	0	115	0	0	0	0	115	107	8	

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, High Injury Network, COMPASS

Regionally Significant: ☐ ☒ Inflated

Key #: 24986

TIP Achievement:

Support

Requesting Agency: COMPASS

Project Year: 2030

Total Previous Allocations: \$0

Total Programmed Budget: \$165

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

Project Description

Update the High Injury Network dashboard. The update will incorporate additional crash data and calculate the new high injury network.



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	165	0	0	0	0	165	153	12
Fund Totals:	0	165	0	0	0	0	165	153	12

Study, Pavement Condition Analysis, COMPASS

Regionally Significant: ☐ ☐ Inflated

TIP Achievement:

Key # : 24987

Support

Requesting Agency: COMPASS

Project Year: 2030

Total Previous Allocations: \$0

Total Programmed Budget: \$180

Total Cost (Prev. + Prog.): \$180

Project Description

Analyze and report on existing pavement conditions on arterial roadways throughout COMPASS' planning area.



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	180	0	0	0	0	180	167	13
Fund Totals:	0	180	0	0	0	0	180	167	13

Study, SH-44, I-84 to Star Road Corridor Study, Ada and Canyon

Regionally Significant: ☒ ☒ Inflated

TIP Achievement:

Key # : 23630

Support

Requesting Agency: ITD

Project Year: 2027

Total Previous Allocations: \$6,041

Total Programmed Budget: \$5,000

Total Cost (Prev. + Prog.): \$11,041

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 NHPP			Program Planning, Scoping, and Studies				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	5,000	0	0	0	0	5,000	4,633	367
Fund Totals:	0	5,000	0	0	0	0	5,000	4,633	367

Study, SH-55 Shadow Valley, Ada County

Regionally Significant: ☐ ☒ Inflated TIP Achievement:

Key #: ORN25383

Support

Requesting Agency: ITD

Project Year: 2027

Total Previous Allocations: \$0

Total Programmed Budget: \$1,000

Total Cost (Prev. + Prog.): \$1,000

Project Description

Evaluate widening alternatives for State Highway 55 in northern Ada County through the canyon, including traffic analysis and geotechnical investigations.



Funding Source		Private Developer	Program				External to ITD Financials		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total		Federal Share	Local Share
2027	0	1,000	0	0	0	0	1,000		0	1,000
Fund Totals:	0	1,000	0	0	0	0	1,000		0	1,000

Study, SH-69, South Connectivity, Ada and Canyon

Regionally Significant: ☒ ☒ Inflated TIP Achievement:

Key #: 24822

Support

Requesting Agency: ITD

Project Year: 2027

Total Previous Allocations: \$217

Total Programmed Budget: \$2,000

Total Cost (Prev. + Prog.): \$2,217

Project Description

Evaluate the roadway network connectivity needs and roadway types to determine future roadway network needs in southwest Ada and southeast Canyon Counties.



Funding Source		STBG-State	Program				Planning, Scoping, and Studies		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total		Federal Share	Local Share
2027	0	2,000	0	0	0	0	2,000		1,853	147
Fund Totals:	0	2,000	0	0	0	0	2,000		1,853	147

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 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	140	0	0	0	0	140	130	10
Fund Totals:	0	140	0	0	0	0	140	130	10

Study, Travel Characteristics Study, COMPASS

Regionally Significant: ☐ ☐ Inflated

TIP Achievement:

Key #: 24224

Support

Requesting Agency: COMPASS

Project Year: 2031-2033

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
2031	0	500	0	0	0	0	500	463	37
2032	0	750	0	0	0	0	750	695	55
2033	0	250	0	0	0	0	250	232	18
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: 2028

Total Previous Allocations: \$0

Total Programmed Budget: \$500

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

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 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2027	0	250	0	0	0	0	250	0	250
2028	0	250	0	0	0	0	250	0	250
Fund Totals:	0	500	0	0	0	0	500	0	500

Transit - Acquisition of Service, Boise Area, VRT

Regionally Significant: ☐ ☐ Inflated

Key #: 19691

Requesting Agency: Valley Regional Transit

Project Year: 2027-2031

Total Previous Allocations: \$0

Total Programmed Budget: \$3,125

Total Cost (Prev. + Prog.): \$3,125

TIP Achievement:

Public Transportation



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
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
2030	0	0	0	0	0	625	625	500	125
2031	0	0	0	0	0	625	625	500	125
Fund Totals:	0	0	0	0	0	3,125	3,125	2,500	625

Transit - Acquisition of Service, Nampa Area, VRT

Regionally Significant: ☐ ☐ Inflated

Key #: 19464a

TIP Achievement:

Public Transportation

Requesting Agency: Valley Regional Transit

Project Year: 2028-2031

Total Previous Allocations: \$0

Total Programmed Budget: \$1,951

Total Cost (Prev. + Prog.): \$1,951

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	
2028	0	0	0	0	0	439	439	351	88	
2029	0	0	0	0	0	504	504	403	101	
2030	0	0	0	0	0	504	504	403	101	
2031	0	0	0	0	0	504	504	403	101	
Fund Totals:	0	0	0	0	0	1,951	1,951	1,561	390	

Transit - Capital Replacements, TVT

Regionally Significant: ☐ ☐ Inflated

Key #: 20136b

TIP Achievement:

Public Transportation

Requesting Agency: Treasure Valley Transit

Project Year: 2027-2028

Total Previous Allocations: \$0

Total Programmed Budget: \$1,018

Total Cost (Prev. + Prog.): \$1,018

Project Description

Replace vehicles and equipment used by Treasure Valley Transit (TVT) in the southwest Idaho region, including Ada and Canyon Counties.



Funding Source		State		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	
2027	0	0	0	0	0	262	262	210	52	
2028	0	0	0	0	0	263	263	210	53	
Fund Totals:	0	0	0	0	0	525	525	420	105	

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	
2027	0	0	0	0	0	246	246	197	49	
2028	0	0	0	0	0	247	247	198	49	
Fund Totals:	0	0	0	0	0	493	493	394	99	

Transit - CNG Fueling Infrastructure Replacement, Boise and Nampa

Regionally Significant: ☐ ☐ Inflated

Key #: 25217

TIP Achievement:

Public Transportation

Requesting Agency: Valley Regional Transit

Project Year: 2028

Total Previous Allocations: \$1,075

Total Programmed Budget: \$5,241

Total Cost (Prev. + Prog.): \$6,316

Project Description

Replace and enhance the compressed natural gas (CNG) fueling infrastructure at Valley Regional Transit's (VRT) Orchard Transit Facility in the City of Boise and construct CNG fueling infrastructure at Happy Day Transit Center in the City of Nampa, along with a renewable natural gas pipeline in the City of Nampa, to support VRT's CNG bus fleet and an increase in the availability of renewable natural gas. The project is funded through a competitive Federal Transit Administration Low or No Emissions grant.



Funding Source		Competitive		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	
2028	0	0	0	0	0	5,241	5,241	4,193	1,048	
Fund Totals:	0	0	0	0	0	5,241	5,241	4,193	1,048	

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: \$14,880

Total Programmed Budget: \$14,465

Total Cost (Prev. + Prog.): \$29,345

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	
2027	0	0	0	0	55	11,244	11,299	9,765	1,534	
2028	0	0	0	0	0	3,166	3,166	2,736	430	
Fund Totals:	0	0	0	0	55	14,410	14,465	12,501	1,964	

Transit - Facility Improvements, TVT

Regionally Significant: ☐ ☐ Inflated

Key #: 20136g

TIP Achievement:

Public Transportation

Requesting Agency: Treasure Valley Transit

Project Year: 2027-2028

Total Previous Allocations: \$0

Total Programmed Budget: \$572

Total Cost (Prev. + Prog.): \$572

Project Description

Improve the Treasure Valley Transit (TVT) facilities in the City of Caldwell. TVT provides rural transit services within ITD District 3, including Ada and Canyon Counties.



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			
2027	0	0	0	0	0	286	286	229	57			
2028	0	0	0	0	0	286	286	229	57			
Fund Totals:	0	0	0	0	0	572	572	458	114			

Transit - Fixed Line Service, Rural Areas, TVT

Regionally Significant: ☐ ☐ Inflated

Key #: 19983

TIP Achievement:

Public Transportation

Requesting Agency: Treasure Valley Transit

Project Year: 2027-2028

Total Previous Allocations: \$0

Total Programmed Budget: \$10,250

Total Cost (Prev. + Prog.): \$10,250

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 the 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
2027	0	0	0	0	0	5,125	5,125	2,563	2,563
2028	0	0	0	0	0	5,125	5,125	2,563	2,563
Fund Totals:	0	0	0	0	0	10,250	10,250	5,125	5,125

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: 2027-2031

Total Previous Allocations: \$0

Total Programmed Budget: \$7,540

Total Cost (Prev. + Prog.): \$7,540

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	
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	
2030	0	0	0	0	0	1,508		1,508		754		754	
2031	0	0	0	0	0	1,508		1,508		754		754	
Fund Totals:	0	0	0	0	0	7,540		7,540		3,770		3,770	

Transit - Operations – Mobility Management, Boise Area, VRT

Regionally Significant: ☐ ☐ Inflated

TIP Achievement:

Key #: 19041

Public Transportation

Requesting Agency: Valley Regional Transit

Project Year: 2027-2031

Total Previous Allocations: \$0

Total Programmed Budget: \$20,940

Total Cost (Prev. + Prog.): \$20,940

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	
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	
2030	0	0	0	0	0	4,188		4,188		2,094		2,094	
2031	0	0	0	0	0	4,188		4,188		2,094		2,094	
Fund Totals:	0	0	0	0	0	20,940		20,940		10,470		10,470	

Transit - Operations, Kuna Senior Center

Regionally Significant: ☐ ☐ Inflated

Key #: 19464f

TIP Achievement:

Public Transportation

Requesting Agency: Kuna Senior Center

Project Year: 2027-2028

Total Previous Allocations: \$0

Total Programmed Budget: \$224

Total Cost (Prev. + Prog.): \$224

Project Description

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					
2027	0	0	0	0	0	112	112	56		56					
2028	0	0	0	0	0	112	112	56		56					
Fund Totals:	0	0	0	0	0	224	224	112		112					

Transit - Operations, Parma Senior Center

Regionally Significant: ☐ ☐ Inflated

Key #: 19464h

TIP Achievement:

Public Transportation

Requesting Agency: Parma Senior Center

Project Year: 2027-2028

Total Previous Allocations: \$0

Total Programmed Budget: \$100

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

Project Description

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					
2027	0	0	0	0	0	50	50	25		25					
2028	0	0	0	0	0	50	50	25		25					
Fund Totals:	0	0	0	0	0	100	100	50		50					

Transit - Preventive Maintenance and Demand Response, Nampa Area, VRT

Regionally Significant: ☐ ☐ Inflated

Key #: 18914

Requesting Agency: Valley Regional Transit

Project Year: 2027-2031

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		Local Match		20.00%
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	819	819	655	164	
2028	0	0	0	0	0	819	819	655	164	
2029	0	0	0	0	0	819	819	655	164	
2030	0	0	0	0	0	819	819	655	164	
2031	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: 2027-2031

Total Previous Allocations: \$0

Total Programmed Budget: \$10,145

Total Cost (Prev. + Prog.): \$10,145

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				Local Match 20.00%		
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	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
2030	0	0	0	0	0	2,029	2,029	1,623	406
2031	0	0	0	0	0	2,029	2,029	1,623	406
Fund Totals:	0	0	0	0	0	10,145	10,145	8,116	2,029

Transit - Purchase of Service, Rural Areas, TVT

Regionally Significant: ☐ ☐ Inflated

TIP Achievement:

Key #: 19464b

Public Transportation

Requesting Agency: Treasure Valley Transit

Project Year: 2027-2028

Total Previous Allocations: \$0

Total Programmed Budget: \$480

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

Project Description

Provide transportation services through Treasure Valley Transit in rural areas of Southwest Idaho, including Canyon County. 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	
2027	0	0	0	0	0	240	240	192	48	
2028	0	0	0	0	0	240	240	192	48	
Fund Totals:	0	0	0	0	0	480	480	384	96	

Transit - Purchase of Service, Rural Areas, VRT

Regionally Significant: ☐ ☐ Inflated

TIP Achievement:

Key #: 19464g

Public Transportation

Requesting Agency: Valley Regional Transit

Project Year: 2027-2028

Total Previous Allocations: \$0

Total Programmed Budget: \$148

Total Cost (Prev. + Prog.): \$148

Project Description

Coordinate purchase of service to support trips with at least one leg in rural areas of Ada and Canyon Counties. The service includes the unincorporated areas of the counties, as well as the Cities of Parma, Wilder, Greenleaf, Notus, Melba, Kuna, and Star.



Funding Source		FTA 5310 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	
2027	0	0	0	0	0	74	74	59	15	
2028	0	0	0	0	0	74	74	59	15	
Fund Totals:	0	0	0	0	0	148	148	118	30	

Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT

Regionally Significant: ☐ ☐ Inflated

Key #: 18788

Requesting Agency: Valley Regional Transit

Project Year: 2027-2031

Total Previous Allocations: \$0

Total Programmed Budget: \$1,340

Total Cost (Prev. + Prog.): \$1,340

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
2027	0	0	0	0	0	268	268	214	54
2028	0	0	0	0	0	268	268	214	54
2029	0	0	0	0	0	268	268	214	54
2030	0	0	0	0	0	268	268	214	54
2031	0	0	0	0	0	268	268	214	54
Fund Totals:	0	0	0	0	0	1,340	1,340	1,072	268

Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT

Regionally Significant: ☐ ☐ Inflated

Key #: 19122

Requesting Agency: Valley Regional Transit

Project Year: 2027-2031

Total Previous Allocations: \$0

Total Programmed Budget: \$2,810

Total Cost (Prev. + Prog.): \$2,810

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
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
2030	0	0	0	0	0	562	562	450	112
2031	0	0	0	0	0	562	562	450	112
Fund Totals:	0	0	0	0	0	2,810	2,810	2,248	562

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: \$1,614

Total Cost (Prev. + Prog.): \$1,614

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 (VRT's) Program of Projects for more details on current year projects and the Transportation Development Plan for the 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	1,614	1,614	1,496	118
Fund Totals:	0	0	0	0	0	1,614	1,614	1,496	118

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: \$1,642

Total Cost (Prev. + Prog.): \$1,642

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	1,642	1,642	1,521	121
Fund Totals:	0	0	0	0	0	1,642	1,642	1,521	121

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: \$1,637

Total Cost (Prev. + Prog.): \$1,637

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	1,637	1,637	1,517	120
Fund Totals:	0	0	0	0	0	1,637	1,637	1,517	120

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: \$1,602

Total Cost (Prev. + Prog.): \$1,602

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	1,602	1,602	1,484	118
Fund Totals:	0	0	0	0	0	1,602	1,602	1,484	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: \$1,590

Total Cost (Prev. + Prog.): \$1,590

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	1,590	1,590	1,473	117
Fund Totals:	0	0	0	0	0	1,590	1,590	1,473	117

Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY203

Regionally Significant: ☐ ☒ Inflated

Key # : 24982

Requesting Agency: Valley Regional Transit

Project Year: 2032

Total Previous Allocations: \$0

Total Programmed Budget: \$1,624

Total Cost (Prev. + Prog.): \$1,624

Project Description

Fund capital replacement projects, such as rolling stock, infrastructure, and technology, identified in the Transit Asset Management Plan in FY2032 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
2032	0	0	0	0	0	1,624	1,624	1,505	119
Fund Totals:	0	0	0	0	0	1,624	1,624	1,505	119

Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY203

Regionally Significant: ☐ ☒ Inflated

TIP Achievement:

Key #: ORN25464

Public Transportation

Requesting Agency: Valley Regional Transit

Project Year: 2033

Total Previous Allocations: \$0

Total Programmed Budget: \$1,657

Total Cost (Prev. + Prog.): \$1,657

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.



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
2033	0	0	0	0	0	1,657	1,657	1,535	122
Fund Totals:	0	0	0	0	0	1,657	1,657	1,535	122

Transit - Rolling Stock, Infrastructure, and Technology, Nampa Area, VRT

Regionally Significant: ☐ ☐ Inflated

TIP Achievement:

Key #: 18781

Public Transportation

Requesting Agency: Valley Regional Transit

Transit Asset Management

Project Year: 2027-2031

Total Previous Allocations: \$0

Total Programmed Budget: \$6,600

Total Cost (Prev. + Prog.): \$6,600

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.



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
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
2030	0	0	0	0	0	1,320	1,320	1,056	264
2031	0	0	0	0	0	1,320	1,320	1,056	264
Fund Totals:	0	0	0	0	0	6,600	6,600	5,280	1,320

Transit - Rolling Stock, Infrastructure, and Technology, Nampa Area, VRT

Regionally Significant: ☐ ☐ Inflated

Key #: 20136e

Requesting Agency: Valley Regional Transit

Project Year: 2027-2031

Total Previous Allocations: \$0

Total Programmed Budget: \$1,615

Total Cost (Prev. + Prog.): \$1,615

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	
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	
2030	0	0	0	0	0	323	323	258	65	
2031	0	0	0	0	0	323	323	258	65	
Fund Totals:	0	0	0	0	0	1,615	1,615	1,292	323	

Transit - Vehicle Replacement, ACHD

Regionally Significant: ☐ ☐ Inflated

Key #: 20136f

Requesting Agency: ACHD

Project Year: 2027-2028

Total Previous Allocations: \$0

Total Programmed Budget: \$1,200

Total Cost (Prev. + Prog.): \$1,200

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.

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	
2027	0	0	0	0	0	600	600	480	120	
2028	0	0	0	0	0	600	600	480	120	
Fund Totals:	0	0	0	0	0	1,200	1,200	960	240	

US 20 (Broadway Avenue), Chip Seal, Boise

Regionally Significant: ☐ ☒ Inflated

Key #: 24569

Requesting Agency: ITD

Project Year: 2031

Total Previous Allocations: \$25

Total Programmed Budget: \$968

Total Cost (Prev. + Prog.): \$993

Project Description

Improve the pavement condition using a hot chip seal treatment on US 20/26 (US 20/26/Broadway Avenue) from West University Drive to just south of Federal Way in the City of Boise to maintain the integrity of the roadway surface.



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	108	835	943	874	69
Fund Totals:	25	0	0	0	108	835	968	897	71

US 20 (Chinden Boulevard) and Black Cat Road, Right Turn Lane, Meridian

Regionally Significant: ☐ ☒ Inflated

Key #: 25020

Requesting Agency: ITD

Project Year: 2028

Total Previous Allocations: \$25

Total Programmed Budget: \$762

Total Cost (Prev. + Prog.): \$787

Project Description

Widen the intersection at US 20 (US 20/26/Chinden Boulevard) and Black Cat Road in the City of Meridian to include a right-turn lane on the northbound lane from the east approach to improve mobility.



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
2027	102	0	71	0	0	0	173	0	173
2028	0	0	0	0	79	510	589	0	589
Fund Totals:	102	0	71	0	79	510	762	0	762

US 20 (Chinden Boulevard), Joplin Road to I-184, Sealcoat, Ada County

Regionally Significant: ☐ ☒ Inflated

Key #: 25093

Requesting Agency: ITD

Project Year: 2032

Total Previous Allocations: \$0

Total Programmed Budget: \$3,185

Total Cost (Prev. + Prog.): \$3,185

Project Description

Improve the pavement condition using a sealcoat treatment on US 20 (US 20/26/Chinden Boulevard) from Joplin Road in the City of Eagle to Interstate 184 in the City of Boise to maintain the integrity of the roadway surface.



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	68	0	0	0	0	0	68	63	5
2032	0	0	0	0	103	3,014	3,117	2,888	229
Fund Totals:	68	0	0	0	103	3,014	3,185	2,951	234

US 20 (Chinden Boulevard), North Glenwood Street to I-184, Ada County

Regionally Significant: ☐ ☒ Inflated

Key #: 24575

Requesting Agency: ITD

Project Year: 2029

Total Previous Allocations: \$261

Total Programmed Budget: \$9,488

Total Cost (Prev. + Prog.): \$9,749

Project Description

Improve the pavement using a mill and inlay treatment on US 20 (US 20/26/Chinden Boulevard) from North Glenwood Street to Interstate 184 in Ada County to maintain the structure of the roadway.



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
2027	0	200	0	0	0	0	200	185	15
2029	0	0	0	0	477	8,811	9,288	8,606	682
Fund Totals:	0	200	0	0	477	8,811	9,488	8,792	696

US 20 (Chinden Boulevard), SH-16 to North Mountain View Drive, Chip Seal, Ada

Regionally Significant: ☐ ☒ Inflated

Key #: 24570

Requesting Agency: ITD

Project Year: 2031

Total Previous Allocations: \$58

Total Programmed Budget: \$2,436

Total Cost (Prev. + Prog.): \$2,494

Project Description

Improve the pavement using a hot chip seal treatment on US 20 (US 20/26/Chinden Boulevard) from State Highway 16 in the City of Nampa to North Mountain View Drive in the City of Boise to maintain the integrity of the pavement surface.



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
2031	0	0	0	0	186	2,250	2,436	2,257	179
Fund Totals:	0	0	0	0	186	2,250	2,436	2,257	179

US 20 and SH-44, Pedestrian Ramp Improvements, Ada County

Regionally Significant: ☐ ☒ Inflated

Key #: 24769

Requesting Agency: ITD

Project Year: 2028

Total Previous Allocations: \$827

Total Programmed Budget: \$2,335

Total Cost (Prev. + Prog.): \$3,162

Project Description

Construct pedestrian ramp improvements along US 20 (US 20/26/Broadway Avenue/Chinden Boulevard) and State Highway 44. Segments include: US 20 (Broadway Avenue), East Park Boulevard to the Broadway Avenue Interchange; US 20 (Chinden Boulevard), Discovery Way to just west of Joplin Road; and State Highway 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
2028	0	0	0	0	0	2,335	2,335	2,164	171
Fund Totals:	0	0	0	0	0	2,335	2,335	2,164	171

US 20, Aviation Way to SH-16, Chip Seal, Ada and Canyon

Regionally Significant: ☐ ☒ Inflated

TIP Achievement:

Key #: 24062

Asset Management

Requesting Agency: ITD

Project Year: 2029

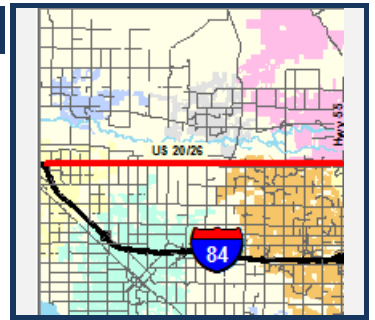
Total Previous Allocations: \$40

Total Programmed Budget: \$3,500

Total Cost (Prev. + Prog.): \$3,540

Project Description

Improvement the pavement condition using a hot chip seal treatment on US 20 (US 20/26/Chinden Boulevard) from Aviation Way in the City of Caldwell to State Highway 16 in the City of Nampa to maintain the integrity of the roadway.



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
2029	0	0	0	0	158	3,342	3,500	3,243	257
Fund Totals:	0	0	0	0	158	3,342	3,500	3,243	257

US 95, Parma North City Limit to Junction I-84, Resurface, Canyon and Payette

Regionally Significant: ☐ ☒ Inflated

TIP Achievement:

Key #: 23167

Asset Management

Requesting Agency: ITD

Project Year: 2028

Total Previous Allocations: \$460

Total Programmed Budget: \$9,716

Total Cost (Prev. + Prog.): \$10,176

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
2028	0	0	0	0	884	8,832	9,716	9,003	713
Fund Totals:	0	0	0	0	884	8,832	9,716	9,003	713

US 95, Parma North City Limit to Junction I-84, Sealcoat, Canyon and Payette

Regionally Significant: ☐ ☒ Inflated

TIP Achievement:

Key #: 24058

Asset Management

Requesting Agency: ITD

Project Year: 2030

Total Previous Allocations: \$61

Total Programmed Budget: \$3,249

Total Cost (Prev. + Prog.): \$3,310

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
2030	0	0	0	0	66	3,183	3,249	3,011	238
Fund Totals:	0	0	0	0	66	3,183	3,249	3,011	238

US 95, SH-55 to SH-19, Sealcoat, Canyon and Owyhee Counties

Regionally Significant: ☐ ☒ Inflated

TIP Achievement:

Key #: 24580

Asset Management

Requesting Agency: ITD

Project Year: 2028

Total Previous Allocations: \$0

Total Programmed Budget: \$901

Total Cost (Prev. + Prog.): \$901

Project Description

Improve the pavement surface using a 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	24	0	0	0	0	0	24	22	2
2028	0	0	0	0	34	843	877	813	64
Fund Totals:	24	0	0	0	34	843	901	835	66

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

Regionally Significant: ☒ ☐ Inflated

Key #: MP400181

Requesting Agency: ACHD

Project Year: 2027-2028

Total Previous Allocations: \$2,278

Total Programmed Budget: \$6,498

Total Cost (Prev. + Prog.): \$8,776

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	
2027	0	0	0	204	124	5,553	5,881	0	5,881	
2028	0	0	0	0	0	617	617	0	617	
Fund Totals:	0	0	0	204	124	6,170	6,498	0	6,498	

Ustick Road, Phyllis Canal to Owyhee Storm Avenue, Ada County

Regionally Significant: ☒ ☐ Inflated

Key #: MP400490

Requesting Agency: ACHD

Project Year: 2026-2027 of Nampa

Total Previous Allocations: \$7,750

Total Programmed Budget: \$2,000

Total Cost (Prev. + Prog.): \$9,750

Project Description

Widen Ustick Road from Phyllis Canal to Owyhee Storm Avenue in Ada County from two lanes to five lanes (two through lanes in each direction with center medians and turn pockets where appropriate). Work includes adding multi-use pathways on both sides of the roadway. Project is joint with the City of Nampa and the City of Nampa is the lead agency.



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	
2027	0	0	0	0	0	2,000	2,000	0	2,000	
Fund Totals:	0	0	0	0	0	2,000	2,000	0	2,000	

Ustick Road, Ten Mile Road to Linder Road, Meridian

Regionally Significant: ☒ ☐ Inflated

Key # : 300550

Requesting Agency: ACHD

Project Year: 2026-2027

Total Previous Allocations: \$10,951

Total Programmed Budget: \$3,840

Total Cost (Prev. + Prog.): \$14,791

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	
2027	0	0	0	0	0	3,840	3,840	0	3,840	
Fund Totals:	0	0	0	0	0	3,840	3,840	0	3,840	

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

FY2027-2033 Regional Unfunded Projects

Unfunded Project List (Estimated Values in Thousands of Dollars)

All costs in current dollars



I-84, Black Canyon Road to Sand Hollow, Payette and Canyon

Regionally Significant: ☒

Key #: 23557

Requesting Agency: ITD

Total Previous Allocations: \$0

Total Estimated Budget: \$0

Estimated Cost (Prev. + Est.) \$0

TIP Achievement:

Asset Management



Project Description

Rehabilitate Interstate 84 from Black Canyon Road in Payette County to Sand Hollow Road in Canyon County for in order to maintain mobility. (8% Canyon County and 92% Payette County) This project is included for information only. See funding details in the Idaho Transportation Department's Statewide Transportation Improvement Program.

In the FY2026-2032 TIP, assuming stable funding levels, funding was anticipated in Preliminary Development (no specific date, but beyond FY2030).

Funding Source	Unfunded		Program				Construction	Total	
	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering				
UNFD	0	0	0	0	0		0	0	
Estimated Totals:	0	0	0	0	0		0	0	

I-84, Mobility Improvements, District 3

Regionally Significant: ☒

Key #: 25068

Requesting Agency: ITD

Total Previous Allocations: \$10,000

Total Estimated Budget: \$265,000

Estimated Cost (Prev. + Est.) \$275,000

TIP Achievement:

System Performance

Freight Movement

Safety



Project Description

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

In the FY2026-2032 TIP, assuming stable funding levels, funding was anticipated in FY2026-2027 and was increased from a total of \$115 million.

Funding Source	Unfunded		Program				Construction	Total	
	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering				
UNFD	0	15,000	0	0	0		250,000	265,000	
Estimated Totals:	0	15,000	0	0	0		250,000	265,000	

*UNFD = Unfunded (no programmed year of construction or funding)

Sorted by Project Name
All Values in Thousands of Dollars

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

Regionally Significant: ☐

Key #: 22712

Requesting Agency: ITD

Total Previous Allocations: \$138

Total Estimated Budget: \$1,537

Estimated Cost (Prev. + Est.) \$1,675

TIP Achievement:

System Performance

NHS-LOTTR

Safety



Project Description

Widen the Interstate 84B (Garrity Boulevard) eastbound offramp in the City of Nampa to improve safety and mobility. This project will companion with KN 24711.

In the FY2026-2032 TIP, assuming stable funding levels, funding was anticipated in Preliminary Development (no specific date, but beyond FY2030).

Funding Source	Unfunded		Program				Total	
	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction		
UNFD	0	0	0	0	175	1,362	1,537	
Estimated Totals:	0	0	0	0	175	1,362	1,537	

SH-16, SH-44 (State Street) to Beacon Light Road, Ada County

Regionally Significant: ☒

Key #: 25077

Requesting Agency: ITD

Total Previous Allocations: \$10,140

Total Estimated Budget: \$63,967

Estimated Cost (Prev. + Est.) \$74,107

TIP Achievement:

System Performance

NHS-LOTTR

Safety



Project Description

Widen State Highway 16 from State Highway 44 to Beacon Light Road in Ada County. (Design under KN 23175.)

In the FY2026-2032 TIP, assuming stable funding levels, funding was anticipated in FY2027.

Funding Source	Unfunded		Program				Total	
	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction		
UNFD	0	0	10,000	0	5,400	48,567	63,967	
Estimated Totals:	0	0	10,000	0	5,400	48,567	63,967	

*UNFD = Unfunded (no programmed year of construction or funding)

SH-44 and Duff Lane Intersection, Middleton

Regionally Significant: ☐

TIP Achievement:

Key #: ORN25380

Requesting Agency: ITD

Total Previous Allocations: \$0

Total Estimated Budget: \$343

Estimated Cost (Prev. + Est.) \$343



Project Description

Install a traffic signal at the intersection of State Highway 44 and Duff Lane in the City of Middleton.

In the FY2026-2032 TIP, this project was not listed. Construction is funded by a private developer and state oversight is currently unfunded.

Funding Source	Unfunded		Program				Total	
	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction		
UNFD	0	343	0	0	0	0	343	
Estimated Totals:	0	343	0	0	0	0	343	

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

Regionally Significant: ☒

TIP Achievement:

Key #: 23188

Requesting Agency: ITD

Total Previous Allocations: \$7,650

Total Estimated Budget: \$98,874

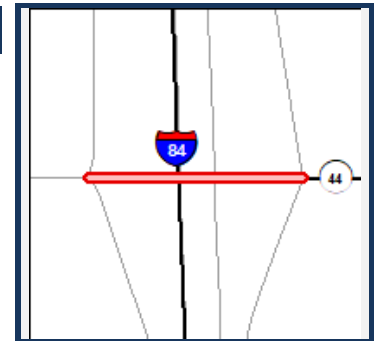
Estimated Cost (Prev. + Est.) \$106,524

Asset Management

NHS-LOTTR

Bridge

Safety



Project Description

Reconstruct the aging interchange at State Highway 44 (Exit 25 to the City of Middleton) and Interstate 84. 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.

In the FY2026-2032 TIP, assuming stable funding levels, funding was anticipated in FY2031-2032.

Funding Source	Unfunded		Program				Total	
	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction		
UNFD	0	0	1,000	0	4,798	93,076	98,874	
Estimated Totals:	0	0	1,000	0	4,798	93,076	98,874	

SH-55 (Karcher Road), Pear Lane to Farmway Road, Design, Canyon County

Regionally Significant: ☒

Key #: 23335

Requesting Agency: ITD

Total Previous Allocations: \$22,436

Total Estimated Budget: \$36,000

Estimated Cost (Prev. + Est.) \$58,436

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.

In the FY2026-2032 TIP, assuming stable funding levels, funding was anticipated in FY2027.

Funding Source	Unfunded		Program				Total	
	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction		
UNFD	0	2,000	34,000	0	0	0	36,000	
Estimated Totals:	0	2,000	34,000	0	0	0	36,000	

SH-55 (Karcher Road), Pear Lane to Farmway Road, Phase 1, Canyon County

Regionally Significant: ☒

Key #: 25084

Requesting Agency: ITD

Total Previous Allocations: \$0

Total Estimated Budget: \$28,560

Estimated Cost (Prev. + Est.) \$28,560

TIP Achievement:

System Performance

Safety



Project Description

Widen State Highway 55 (Karcher Road) for Phase 1 of the Pear Lane to Farmway Road project in Canyon County. The project is currently under design and the termini are not yet determined. Work will include two travel lanes in each direction, a continuous turn lane, wide shoulders for pedestrian and bicycle use, bridge replacements, culvert extensions, and significant utility relocations. (Design and right-of-way is under KN 23335.)

In the FY2026-2032 TIP, assuming stable funding levels, funding was anticipated in FY2032.

Funding Source	Unfunded		Program				Total	
	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction		
UNFD	0	0	0	0	3,060	25,500	28,560	
Estimated Totals:	0	0	0	0	3,060	25,500	28,560	

*UNFD = Unfunded (no programmed year of construction or funding)

Sorted by Project Name
All Values in Thousands of Dollars

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SH-55 (Karcher Road), Pear Lane to Farmway Road, Phase 2, Canyon County

Regionally Significant: ☒

Key #: 25085

Requesting Agency: ITD

Total Previous Allocations: \$0

Total Estimated Budget: \$52,000

Estimated Cost (Prev. + Est.) \$52,000

TIP Achievement:

System Performance

Safety



Project Description

Widen State Highway 55 (Karcher Road) for Phase 2 of the Pear Lane to Farmway Road project in Canyon County. The project is currently under design and the termini are not yet determined. Work will include two travel lanes in each direction, a continuous turn lane, wide shoulders for pedestrian and bicycle use, bridge replacements, culvert extensions, and utility relocations. (Design and right-of-way is under KN 23335.)

In the FY2026-2032 TIP, assuming stable funding levels, funding was anticipated in Preliminary Development (no specific date, but beyond FY2030).

Funding Source	Unfunded		Program				Total	
	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction		
UNFD	0	0	0	0	7,000	45,000	52,000	
Estimated Totals:	0	0	0	0	7,000	45,000	52,000	

SH-55, Beacon Light Road to Brookside Lane, Ada County

Regionally Significant: ☒

Key #: 23638

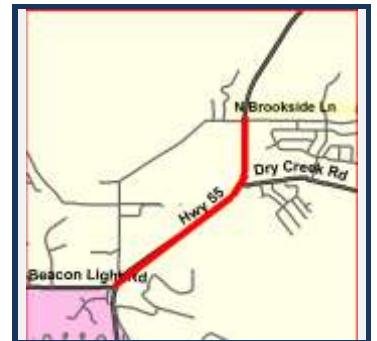
Requesting Agency: ITD

Total Previous Allocations: \$2,247

Total Estimated Budget: \$7,553

Estimated Cost (Prev. + Est.) \$9,800

TIP Achievement:



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.

In the FY2026-2032 TIP, assuming stable funding levels, funding was anticipated in FY2032 for construction. Right-of-way is funded by a private developer and construction is currently unfunded.

Funding Source	Unfunded		Program				Total	
	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction		
UNFD	0	0	0	402	734	6,417	7,553	
Estimated Totals:	0	0	0	402	734	6,417	7,553	

US 20/26, Middleton Road to Star Road, Canyon County

Regionally Significant: ☒

Key # : 24309

Requesting Agency: ITD

Total Previous Allocations: \$0

Total Estimated Budget: \$125,500

Estimated Cost (Prev. + Est.) \$125,500

TIP Achievement:

System Performance

NHS-LOTTR

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 includes right-of-way acquisition for a future three travel lane configuration.

In the FY2026-2032 TIP, assuming stable funding levels, funding was anticipated in FY2026.

Funding Source	Unfunded		Program				Unfunded	
	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	
UNFD	0	0	0	0	0	125,500	125,500	
Estimated Totals:	0	0	0	0	0	125,500	125,500	

*UNFD = Unfunded (no programmed year of construction or funding)

Sorted by Project Name
All Values in Thousands of Dollars

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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 FY2027-2033 Regional Transportation Improvement Program (TIP) **July 1 through July 31, 2026**. A total of 29 individuals commented. Twenty-four comments were related specifically to the draft FY2027-2033 TIP. No changes were made based on public comments received.

Amendment #1

ITD held a public comment period from **August 14 through August 21, 2026**, to address the proposed amendments to the FY2026-2032 TIP and the FY2027-2033 TIP.

The amendment adds a project to replace the US 20/26 overpass over Interstate 84 in the city of Caldwell at Exit 26.

No public comments were received.

Public Comments Received (Verbatim)

Proposed amendment #10 to the long-range transportation plan, *Communities in Motion 2050*, and the DRAFT FY2027-2033 Transportation Improvement Program

Public Comment Period: July 1 – July 31, 2026

Total number of individuals submitting comments: **29**

Email: **3** Online Comment Form: **23** Hard Copy Comment Form: **2** Letter: **1**

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>			
Glad to hear about the new sidewalks in Garden City -- they need it! Unfortunate about Ustick. It is still needed too.	Thank you for your comments; they will be shared with the Ada County Highway District, the City of Garden City, the City of Nampa, and the COMPASS Board of Directors.	Online Comment Form	83716
The 43rd Street, Ustick to the Boise River project is a much needed project for residents on the Bench and in Garden City. 43rd Street is a connection to neighborhoods in the area, schools, parks, the Boys and Girls Club, the Greenbelt and essential services. It will provide connectivity to the newly built enhanced pedestrian crossing on Chinden and to Adams Street which is currently being designed to provide safe, connected facilities for people walking and bicycling. The Kent Street (Lane) from Chinden to Alworth project will provide pedestrians and bicyclists a safe place to walk and roll to Fred Meyer (the only grocery store currently in Garden City), the Park at Expo Idaho and provide safe connectivity to Adams Street and the Greenbelt. I look forward to seeing both of these projects being built.	Thank you for your comments; they will be shared with the City of Garden City, the Ada County Highway District, and the COMPASS Board of Directors.	Online Comment Form	Mary Beth Nutting, 83703
I support amendment 10 to add access to the greenbelt in Garden City. I use the greenbelt for exercise.	Thank you for your comments; they will be shared with the City of Garden City, the 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>			
I agree with these amendments, although I hate seeing projects removed.	Thank you for your comments; they will be shared with the City of Garden City, the Ada County Highway District, the City of Nampa and the COMPASS Board of Directors.	Online Comment Form	83642
I support this amendment. Pedestrian safety and additional opportunities for healthy, safe exercise and social connections would greatly benefit and improve our community. We live here for this type of environment and opportunity.	Thank you for your comments; they will be shared with the City of Garden City, the Ada County Highway District and the COMPASS Board of Directors.	Online Comment Form	83676
Happy to see improved pedestrian and bicycle access near Garden City!	Thank you for your comments; they will be shared with the City of Garden City, the Ada County Highway District, and the COMPASS Board of Directors.	Online Comment Form	83709
I support the sidewalks for Garden city. I don't live in Nampa so I won't comment on Ustick, but I hope the widening includes safe structures for bikes.	Thank you for your comments; they will be shared with the City of Garden City, the Ada County Highway District, the City of Nampa, and the COMPASS Board of Directors.	Online Comment Form	83702
Be sure the new pathways Sidewalks in pedestrian ways ensure protection of adjacent private property. I have a pathway adjacent to my property, and it has been a nightmare. It is become an awful leash, dog run, dog, toilet, E bike raceway and access for who knows who. I've seen an increase in peace disturbing noises from dog, barking, environmental pollution from dog poop, erosion of Canal, embankments and chasing of waterfowl. Pedestrians in the public just do not respect, adjacent property rights, nor obey existing laws when there is no enforcement. Provide enforcement or don't do the project. It's not worth it. Also be sure that you're not removing automobile lanes for slowing down their use for unused bicycle, routeways and unused pedestrian ways. I see it all over. I think you should be clear of what this cost each and every taxpayer in Ada county as part of your public outreach. If there's no funding for a project then obviously it shouldn't be done.	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	Online Comment Form	83709
Please consider widening Cloverdale south of I84 sooner than later.	Thank you for your comments; they will be shared with the Idaho Transportation Department and the COMPASS Board of Directors.	Online Comment Form	83646
I would like to see more walking pathways using the canals and irrigation ditches in Nampa. I live in part of Nampa where there is a lot of seniors who has to try crossing Flamingo, where the cars don't always slow down. We need pathway.	Thank you for your comments; they will be shared with the City of Nampa and the COMPASS Board of Directors.	Online Comment Form	83651

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 know in the future, but please keep HWY 16 South on the dream list.	Thank you for your comments; they will be shared with the Idaho Transportation Department and the COMPASS Board of Directors.	Online Comment Form	83686
These pedestrian improvements would be much appreciated in Garden City, due to increased use of these areas.	Thank you for your comments; they will be shared with the City of Garden City, the Ada County Highway District, and the COMPASS Board of Directors.	Online Comment Form	83704
I agree with the amendments. I think new sidewalks and pathways are a great addition to that portion of roadway. Thanks for the opportunity to comment!	Thank you for your comments; they will be shared with the City of Garden City, the Ada County Highway District, and the COMPASS Board of Directors.	Online Comment Form	83642
New sidewalks are always nice.	Thank you for your comments; they will be shared with the City of Garden City, the Ada County Highway District, and the COMPASS Board of Directors.	Online Comment Form	83642
It seems like the Garden City improvements would have more positive impact to people than widening of that Ustick section. I'm all for the change.	Thank you for your comments; they will be shared with the City of Garden City, the Ada County Highway District, and the 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)			
The projects all look fine, but I'm concerned about the projects that are "unfunded." Is that because of the legislature cutting taxes so much? They need to understand that their job is to provide for public needs, like transportation and education. We can't solve our problems with less and less money!!	Thank you for your comments; they will be shared with the COMPASS Board of Directors. The "de-funding" of previously funded projects along Interstate 84, US 20/26 (Chinden Boulevard), and State Highways 16, 44, and 55 was due to reductions in transportation funding at the state level. COMPASS is working with the Idaho Transportation Department, the Governor's office, and the Legislature in an effort to restore funding to these critical corridors as soon as possible.	Online Comment Form	83716

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)			
It seems like the pavement preservation program on SH-69 should be widening. ITD had a long study on it. What happened to Costo widening from Victory to somewhere in Kuna? Is it just going to not happen now? Preservation for the year 2033 kind of implies not.	Thank you for your comments; they will be shared with the Idaho Transportation Department, the City of Kuna, the City of Meridian, and the COMPASS Board of Directors. The Idaho Transportation Department (ITD) project on State Highway 69 (Meridian Road), Columbia Road to Victory Road, is currently under construction. The 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.	Online Comment Form	83642
I'm happy to see projects on this list to include all types of mobility in the valley. I'd like to see increased investment in pathways and pedestrian crossings which would allow for an increase in walking or biking for local trips as well as commuting to work or school. In addition to these improvements, we should always prioritize safety of roadway users above all else. In particular, I'm concerned with the speeds of motor vehicles and the prioritization of vehicles traveling through corridors instead of prioritizing neighbors that actually live in close proximity to these streets. Chinden and State St. are the easy ones to identify where we know conditions are not safe to cross or navigate. I'd like to see a real vision of what these corridors could look like in 20-30 years with better transit, predictable patterns, more shade trees, and increased economic development (housing, local shops, etc).	Thank you for your comments; they will be shared with the Idaho Transportation Department, Valley Regional Transit, the City of Garden City, the Ada County Highway District, and the COMPASS Board of Directors. Significant planning for roadways, transit, and transit-oriented development has been conducted for State Street. You can find details at https://www.buildabetterstatestreet.org/.	Online Comment Form	Taylor Clark, 83714
Construction companies start tearing up roads then the equipment sits for months before the construction is finished. Ten Mile Road and Linder Road from Meridian to Kuna is almost always under construction, makes it hard to get from one to the other.	Thank you for your comments; they will be shared with the Ada County Highway District and the COMPASS Board of Directors.	Hard Copy Comment Form	NA

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)			
My comments aren't so much about the projects in the TIP, but rather some glaring project needs that aren't listed. The first project that should be included is a rebuilt interchange at I-84 and Eagle Rd. This interchange lacks basic pedestrian facilities and has auxiliary lanes that negatively impact the functionality particularly the NB to WB on-ramp being a single lane. Please scope, design, and reconstruct this IC. Another major need is a rebuilt intersection at SH-69 and Overland Rd. This intersection negatively impacts safety and functionality of the Meridian Road IC and stacks traffic for several hundred feet in multiple directions. Meridian/Overland Should be in the TIP	Thank you for your comments; they will be shared with the Ada County Highway District, the City of Meridian, the Idaho Transportation Department, and the COMPASS Board of Directors.	Hard Copy Comment Form	NA
Hi there, I heard compass was taking public comments. Are there any plans to improve the ability to bike up/down the hill on Amity towards Federal Way? Right now that shoulder is quite skinny, and makes it dangerous to get onto the paved path on Federal Way. Once on Federal Way, it makes it much easier to get downtown - but getting up that hill is the most dangerous path. I usually bike with my family to the greenbelt instead, but it would make a big difference if there was just a bit more room to get up/down the hill. Thank you for your time!	Thank you for your comments; they will be shared with the Ada County Highway District, the City of Boise, and the COMPASS Board of Directors. Amity has also come up repeatedly in past community input as a corridor that needs attention and it is identified in Ada County Highway District's (ACHD) plans as a future upgraded bikeway. To expedite this project, the City of Boise has applied for grant funding through COMPASS to analyze the Amity Road corridor for a multi-use pathway from Federal Way to Surprise Way. The study would identify the best route and design for a continuous pathway along Amity to connect neighborhoods to schools, shopping areas, the Greenbelt, Barber Park, and more. If the grant funding is awarded the City of Boise, ACHD, and COMPASS will work together to figure out what's needed to make Amity Road safer for people walking and biking. If the project is funded, public input will be a big factor in shaping the final recommendations, so please continue to stay involved.	Email	NA

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)			
Key # ORN 25461 - Replace permanent bicycle and pedestrian counters for COMPASS. It is necessary that these counters be replaced as is necessary so that COMPASS can provide precise data on the usage of pathways. It is my hope that the technology evolves over time that these counters can one day be placed in bicycle lanes so as to show the number of people using bicycle lanes and the importance of designing and building bicycle lanes throughout the Treasure Valley. In the meantime, as a bicycle advocate, I fully support replacing the COMPASS bicycle and pedestrian counters as necessary and was very happy to see them added to the list of projects.	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	Online Comment Form	Mary Beth Nutting, 83703
Main concern is the gap in cyclist infrastructure between Emerald and Fairview on both Curtis and Orchard. Bike lanes dissolve on Curtis between Fairview and railroad tracks South of Emerald and on Orchard between Emerald and Irving.	Thank you for your comments; they will be shared with the Ada County Highway District, the City of Boise, and the COMPASS Board of Directors.	Online Comment Form	83705
I support the improvements to the transit station at Boise Towne Square.	Thank you for your comments; they will be shared with Valley Regional Transit and the COMPASS Board of Directors.	Online Comment Form	83705
I am very concerned about the unfunded projects. I am hopeful that the state Legislature will consider reinstating funding for state and local projects in the future. Transportation expansion is so important for this growing region. I would like to know what is planned for I-84. Seems like a massive project without any detail about what will actually happen! I'm also concerned about the congestion on Meridian Road south of the interstate - especially near Overland Rd. There doesn't seem to be anything in the plans to relieve the congestion there. I don't like the sticks in the roadways to direct traffic. I feel it is a distraction. Thank you for what you do to help keep us safe in our valley!	Thank you for your comments; they will be shared with the City of Meridian, the Idaho Transportation Department, and the 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)			
Nampa: Midway between Marsing Hwy and Caldwell Blvd 2027 Please install a sidewalk on EITHER SIDE of the road with painted crosswalks. Bus barn area: sidewalk should be on east side near housing to access Chevron. North of Moss: already sidewalk on west side. North of canal: already sidewalk on east side with Wagers Dairy development. North of Homedale: ?? west side makes more sense to connect the trailer parks. We don't need the expense of sidewalks on both sides as long as there is access connecting the entire route. Somewhere to walk, stroller, pets without being on 6" shoulder in puncture vines.	Thank you for your comments; they will be shared with the City of Nampa and the COMPASS Board of Directors.	Online Comment Form	83651
None of these proposed changes concern me. I understand the need for updating transit stations and expanding infrastructure to meet the current and anticipated needs of our growing region. I feel strongly that providing safe routes to school and improved lighting, signage, and traffic flows near schools for drivers should be the #1 priority.	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	Online Comment Form	83676
Please include bicycle infrastructure along Franklin Road in Boise between Milwaukee and Liberty. Seeing a new sidewalk on the North side of Franklin is an improvement, but Franklin badly needs bicycle infrastructure. Franklin could be improved on the Bench with bike lanes, a single vehicle travel lane each direction, and a shared turn lane. Today, the lack of a turn lane often causes traffic issues.	Thank you for your comments; they will be shared with the Ada County Highway District, the City of Boise and the COMPASS Board of Directors.	Online Comment Form	83709
I support all of these, but am more interested in some investment into public transport instead of continued highway widening and lane additions. But I know maintenance is necessary until that happens.	Thank you for your comments; they will be shared with Valley Regional Transit and the COMPASS Board of Directors.	Online Comment Form	83702

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 am in support of widening Lake Hazel Road from Cloverdale Road to Maple Grove Road as this project is long overdue. I am also in support of widening Five Mile Road from Overland Road to Franklin Road. It is time for projects to be built in Southwest Boise as this area has been ignored and neglected by ACHD for many years. It appears to me that ACHD's emphasis since the pandemic has been on bike lanes rather addressing traffic congestion. Not everything is going to be solved by bike lanes or busses. The people that have moved here prefer to drive and they have shown that are not interested in taking the bus. In addition, there needs to be more thought and planning on alternative high speed east-west routes to serve as alternative routes to Interstate 84. Unfortunately, a lot of the opportunity for a higher speed east-west route has been squandered as State Street, Chinden Blvd, Franklin Road, and Overland Road have been developed into commercial fronting stroads, which do a poor job in moving people across the region and do not function particularly well for pedestrians or cyclists. An expressway along Kuna Mora Road needs to be fully planned with the right-of-way reserved NOW. This expressway needs to be constructed within the next 10 years and needs to be limited access. The limited access nature of an expressway would be safer than a 35 mph stroad with traffic signals every 1/2 mile. Also, the Lake Hazel Road connection needs to be completed within the next few years as well. This road needs to be a higher speed road as well (45 mph to 55 mph) and needs to be designed in such a way as to have minimal access points. This road is important due to Micron's expansion and it would help to alleviate some of the traffic going or coming from Micron on I-84 and also on Cole, Maple Grove, and Five Mile as Micron workers living in Southwest Boise would not have to drive to I-84 or Victory/Gowen to get to work. Since the Idaho State Legislature has such a disdain for local government. The local governments need to reach out to our business leaders in the Treasure Valley for them to lobby the legislature for more funding for transportation improvements on our behalf. Maybe our business leaders will have more success with the legislature in getting much needed transportation funding to the area.	Thank you for your comments; they will be shared with the Ada County Highway District (ACHD), the City of Boise, the Idaho Transportation Department, 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)			
I am not seeing the need for buses. When I observe them, I see one or none riders going in an empty bus. So obviously the fair structure is not paying for operation of the buses. So you wanna spend more tax pay or pay dollars for something that nobody uses. Doesn't make a lick of sense to me. Then I think the folks in Nampa came to that realization as well by removing their funding of the bus transit. Public transportation is great provided they can pay for itself. I don't see that happen at any time here in the future. Make it easier for people to drive their cars and park them where they want to go. I rarely go down to downtown Boise anymore, cause it's so difficult to park. So I don't think you're serving the interest of the taxpayer.	Thank you for your comments; they will be shared with Valley Regional Transit, the City of Boise, the City of Nampa, the Capital City Development Corporation, and the COMPASS Board of Directors.	Online Comment Form	83709
Q#1 How much is this project costing taxpayers in Seattle, Denver, Salt Lake City and Portland? Q#2 Are any of the aforementioned Cities in the BLACK re costs vs expenses, including salaries, benefits, etc.? Q#3 Is VRT in the BLACK or Red re services rendered vs costs?	Thank you for your comments; they will be shared with the COMPASS Board of Directors. <u>Questions #1 and #2:</u> As Denver, Seattle, Portland, and Salt Lake City are outside of COMPASS' planning area, we do not have detailed insight into their budgets beyond what is available online. You can find each of their budgets at the links below to review in detail. You will find that each is structured differently, with different populations, geographies, services, and funding sources. In addition, in some you will find one-time expenses (e.g., large capital projects) and revenues (e.g., one-time grants), which can make it difficult to compare across years and cities. Regarding costs to taxpayers – each are funded differently, with different combinations of local, state, and federal funds, as well as other revenues such as fares, special taxes or levies specifically for public transportation, and advertising. Each budget outlines its revenue sources.	Email	Chuck Stadick, Caldwell City Council

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Comments on projects in the regional transportation improvement program (TIP)			
	In general, local or state funds are needed to provide a required "match" to receive federal funds, so limited local funds can decrease the amount of federal funds an agency is able to use. Seattle Area: Sound Transit: https://www.soundtransit.org/sites/default/files/documents/2026-adopted-budget-financial-plan.pdf King County Metro: https://kingcounty.gov/en/dept/metro/about#toc-budget Denver Area: https://www.rtd-denver.com/budget Salt Lake City Area: https://www.rideuta.com/About-UTA/Utah-Transit-Authority-Budget Portland Area: https://trimet.org/budget/ <u>Question #3:</u> You can find Valley Regional Transit's 2027 budget at the link below – see page 25. There you will see that their 2027 budget balances, with expenses and revenues each at \$34,005,151. https://www.valleyregionaltransit.org/wp-content/uploads/2026/07/PACKET-Board-of-Directors-Meeting-8.3.26.pdf		
This project [Spoils Bank and Farmers Canal Pathway] has been a long time in the making, and it's encouraging to finally see it included as a draft in the TIP. Improving safety for cyclists and pedestrians while reducing vehicle interactions along this corridor will benefit everyone involved. These changes will ease stress for cyclists, pedestrians, and motorists alike, creating a smoother and safer experience for all.	Thank you for your comments; they will be shared with the City of Boise and the COMPASS Board of Directors.	Email	Debbie Lombard-Bloom

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)			
What is missing is a study or actually planning of a commuter rail line from Micron to Caldwell.	Thank you for your comments; they will be shared with Valley Regional Transit and the COMPASS Board of Directors. Earlier this year COMPASS completed a study of potential high-capacity transit between Boise and Caldwell. Learn more about the study at https://compassidaho.org/public-transportation-high-capacity-transit/ .	Online Comment Form	83705
Widening highways is not preferred as it encourages use and increases latent demand. Pedestrian safety projects should be prioritized over vehicular convenience.	Thank you for your comments; they will be shared with Ada County Highway District, the Idaho Transportation Department, and the COMPASS Board of Directors.	Online Comment Form	83704
I'm excited to see improvements that will assist in congestion management and making it safer and easier to travel around. Anything that can alleviate congestion on I-84 specifically would be especially helpful.	Thank you for your comments; they will be shared with the Idaho Transportation Department and the COMPASS Board of Directors.	Online Comment Form	83642
These all sound great!	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	Online Comment Form	83642
We NEED the transit station improvements at Boise Towne Square Mall like YESTERDAY! Please approve these plans, I'm all for these!	Thank you for your comments; they will be shared with Valley Regional Transit and the COMPASS Board of Directors.	Online Comment Form	83642
[See attachement 1]	Thank you for your comments; they will be shared with Valley Regional Transit, the Idaho Transportation Department, and the COMPASS Board of Directors.	Letter	Elmore County Board of Commissioners

Elmore County Board Of Commissioners

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Crystal Rodgers
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Franklin L. Corbus
(208) 599-1294

Date: July 30, 2026
ITD-ITIP Comment
Attn: Brianna Fernandez
P.O. Box 7129
Boise, ID 83707-1129

Subject: Comments from Elmore County Board of County Commissioners on ITIP 2027-2033

Dear Ms. Fernandez,

The Board of County Commissioners for Elmore County, Idaho ("Board") appreciates the opportunity to comment on the Idaho Transportation Department's ("ITD") Idaho Transportation Investment Program ("ITIP") for FY2027 to FY2033. The ability for local agencies and the public to review and provide comments is an important exercise in gathering information from the constituents this Program effects.

We understand that ITIP is a multi-modal program that includes highways, bridges, public transportation, railroads, aviation, and non-motorized transportation throughout Idaho. Our state and local transportation systems are a network of cross-jurisdictional routes that require cooperation, coordination, and continuous planning to operate, maintain, and improve. The draft ITIP includes a financial plan and should be developed in cooperation with the metropolitan planning organizations ("MPOs") and local officials. It outlines how projects contribute to meeting federal performance targets. We also recognize that the Idaho Transportation Board approves the Statewide Transportation Improvement Program (STIP) submittal in September, and in October, ITD submits the STIP to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) for approval.

Proposed Projects in District 3:

Elmore County, Idaho is a part of ITD District 3. The Board noted a few surface restoration or pavement preservation projects proposed in the draft ITIP 2027-2033 in the District 3 Highway Project List within Elmore County, which are important for ITD's highway network maintenance. We also noticed a couple of fencing replacement projects along Interstate-84 ("I-84"). We recognize the importance of those improvements for ongoing operation and maintenance of I-84, which is at the core of our state's economy. We appreciate the proposed funds for the replacement of the Middle Fork of Boise River Bridge in northern Elmore County.

While the Board appreciates these maintenance projects in Elmore County, we are concerned that the draft ITIP 2027–2033 appears to place a disproportionate emphasis on interchange and interstate improvement projects, as well as associated federal and state funding investments, in Ada and Canyon Counties. We therefore wish to draw ITD’s attention to an emerging trend in District 3.

Since 2020, Elmore County has experienced steady population growth and increased interest in development, driven by regional economic expansion along the I-84 corridor. The County has considered, and continues to receive unanticipated large-scale development proposals, including utility-scale renewable energy projects, tribal economic development initiatives, logistics centers and warehouses, solid waste disposal sites, as well as mixed-use planned communities in its western areas. The Board appreciates ITD District 3 recognizing this trend and initiating "the I-84 Corridor Study between Gowen Road to Mountain Home" ("Corridor Study"), which will provide important transportation and traffic information for this growing region of Elmore County. To respond to this development trend and to benefit from the Corridor Study, the Board wishes to make two requests for ITIP 2027-2033:

- 1) **Exit 90 Interchange Planning and Improvements:** The County sent a letter to Mr. Jason Brinkman, ITD Engineering Division Administrator for District 3 in April 3rd, 2026, regarding our desire to collaborate with ITD in addressing this unsafe interchange (Attachment A). The Board wants to request adding: 1) Exit 90 Interchange Preliminary Engineering Planning and Scoping, and 2) Exit 90 Interchange Improvement Program to ITIP 2027-2033 immediately following the Corridor Study, to ensure necessary safety improvements at Exit 90 interchange. Should ITD elect to place this request on District 3 Highway Project List, the Board will be able to contribute a small local match to this project.
- 2) **Exit 70 Interchange Planning and Improvements:** To support the Corridor Study, Elmore County Land Use and Building Department ("Department") staff are working closely with ITD staff to provide Traffic Impact Studies from large development proposals at and around this interchange. This is an important interchange of local and statewide importance. Three Planned Communities with 20,000 future homes to the north, and all the industrial, commercial, and agricultural operations along Simco Road, as well as Mountain Home Airforce Base and Simco Training Area of the Idaho National Guard to the south use this interchange as the primary access to and from I-84. The Board wants to request adding: 1) Exit 70 Interchange Preliminary Engineering Planning and Scoping, and 2) Exit 70 Interchange Improvement Program to ITIP 2027-2033 immediately following the Corridor Study to support success of these economic drivers of our state. Should ITD elect to place this request on District 3 Highway Project List, the Board will be able to work with ITD District 3 staff to receive proportional share contributions from these development proposals.

In addition to the ITIP Project List for District 3, the Board wishes to work with ITD in developing a multi-disciplinary team of the County emergency responders (Sheriff, EAS, and extrication), Idaho Office of Emergency Management (IOEM), and District 3 in development of: 1) On-scene Operations and Traffic Control Measures, 2) Traffic Incident Management, and 3) Emergency

Operations Plan for I-84. In absence of these measures, the County's emergency response needs, general fund budget, and taxpayers are getting adversely impacted by crashes along I-84. These measures should at a minimum consider:

- Agreements for deploying incident report vehicles to clear minor crashes and to divert traffic away from major crashes;
- Relieving local emergency responders by handling minor roadside hazards and non-emergency traffic problems;
- Roadway clearance minimizing secondary collision risks by working alongside hazmat crews, tow operators, and EMS to clear highways quickly;
- Training for firefighters, emergency medical services, law enforcement, and transportation workers focused on joint communication and scene safety;
- Management of severe weather, wildfires, and structural emergencies.

COMPASS and VRT Collaboration:

The Board is pleased to inform you that Elmore County is now a member agency of COMPASS. As proposed in ITIP 2027-2033, we hope that ITD will continue to support Planning and Transportation Study, Travel Characteristics Study, Freight Plan Study, and Metro Planning, which we hope will help Elmore County alleviate some of the auto and freight movement related issues of regional nature.

Similarly, the Department is working with Valley Regional Transit ("VRT") staff to identify transit opportunities in Elmore County. The Board wishes that ITD will continue supporting VRT's Statewide Rural Area Formula Program and Elderly and Disabled Transit Program, which is critical to success of our workforce, veterans, elderly, and disabled population.

Thank you for your consideration of these requests and continued commitment to transportation safety in Elmore County and throughout Idaho.

Sincerely,

By Albert Hofer

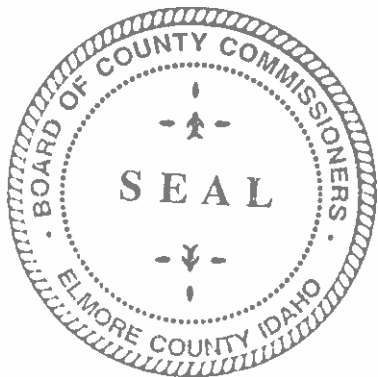
Albert Hofer, Chairperson

By Franklin L. Corbus

Franklin L. Corbus, Commissioner

By Crystal Rodgers

Crystal Rodgers, Commissioner





CC: Jason Brinkman, ITD District 3
Wendy Howell, ITD District 3
Kendra Condor, ITD District 3
Col Kyle Carpenter, Idaho National Guard
Tracy Jiles, Mountain Home Airforce Base
Toni Tisdale, COMPASS
Stephen Hunt, VRT

Attachment A

Elmore County Board of Commissioners

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Idaho Transportation Department
11331 W. Chinden Blvd.
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Boise, ID 83707

C/o Jason Brinkman, ITD Engineering Division Administrator District 3.

Subject: Safety Concerns and Request for Traffic Study at the intersection of Exit 90 Ramp, Sunset Strip, Frontage Road, and Ditto Creek Road

To Whom It May Concern:

Elmore County wishes to formally express its concerns regarding the safety of the intersection at Exit 90 Ramp, Sunset Strip, Frontage Road, and Ditto Creek Road. Many County constituents such as residents, Emergency Services, Elmore County Sheriff, and Idaho State Police have expressed safety concerns related to this intersection. Many of these individuals have personally observed multiple unsafe conditions that appear to create significant risks for drivers.

Specifically, the County has heard issues related to:

- Drivers not being able to see coming out of Frontage Road and Ditto Creek Road. e.g., limited visibility when turning left, speeding traffic approaching the intersection, confusing lane markings, lack of protected turn signal, etc.
- There have been over 37 crashes at that intersection since November of 2019. That does not account for the near misses that have happened and have not been reported.
- December 6, 2018, ITD Report: *Interchange Modification Report for the Interchange and Access Study, Elmore County Project No. A019(143) (See attached #1):
 - Chapter 5 Alternatives Analysis: 5.2.1 Exits 90 and 99 "However, as described in Section 4.2.2, providing a diamond interchange improvement for Exit 90 will provide significant benefits to the region and address the safety concerns.
 - Chapter 7 Recommendations: Exit 90, "The off and on ramps at Exit 90 should be reconfigured to meet the current geometric standards for acceleration and deceleration from an 80-mph interstate facility." "These improvements are recommended to be implemented as soon as practical." "Due to the safety concerns of the current interchange configuration, it is recommended that a diamond interchange be constructed at Exit 90." "This improvement can be made as soon as appropriate with ITD's planning and programming process as it is not tied to capacity needs."
- Crash Data: * (See attached #2)

These ongoing hazards are causing many residents, EMS, Sheriff, and ISP to feel increasingly concerned about the likelihood of serious collisions at this intersection. Because of this, we respectfully request that the Idaho Transportation Department evaluate the need for modifications, maintenance, or improvements to this interchange and intersection included but not limited to,

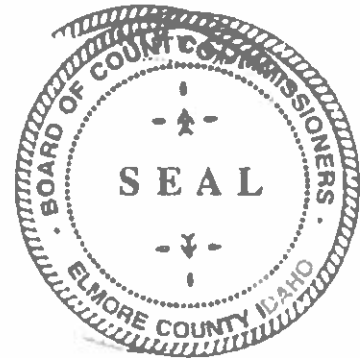
conducting an official traffic and safety study at this location, making interim maintenance improvements, and evaluating more comprehensive, long-term improvements to this area. We believe an evaluation of traffic volume, crash history, signal timing, signage, and geometric design of the exit and intersection would help determine whether improvements such as additional signage, revised signal phases, lighting enhancements, different design of the on and off ramps of both east and west bound exits, or other safety measures are warranted.

Our intent is to draw attention to this intersection and interchange for ITD's review and hopefully help ensure that this roadway's safety is improved for all who use it. We would appreciate any updates ITD can provide regarding planned reviews or the expected timeline for and such studies or evaluations. In addition, to ensure this issue is at the forefront of ITD's planning efforts, the County Commissioners would request the opportunity to speak with ITD on next steps and ways the County can assist with these efforts. Please let us know your availability to meet with the County in April or May 2026.

Thank you for your time and for your continued commitment to transportation safety throughout Idaho.

Sincerely,

By 
Albert Hofer, Chairperson
By 
Franklin L. Corbus, Commissioner
By 
Crystal Rodgers, Commissioner
By 
Alan Roberts, EMS Director
By 
Mike Hollinshed, Elmore County Sheriff



*Attachment #1 Interchange Modification Report for the Interchange and Access Study, Elmore County Project No. A019(143)

*Attachment #2 Crash Data from Elmore County Sheriff's office.