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## FY2022-2028 Regional Transportation Improvement Program

Report No. 01-2022

Adopted by the COMPASS Board of Directors on October 18, 2021

Resolution No. 04-2022

Modified: October 11, 2021, November 18, 2021, December 14, 2021, January 20, 2022, January 31, 2022, February 1, 2022, February 15, 2022, February 28, 2022, March 14, 2022, March 30, 2022, April 1, 2022, April 12, 2022, April 19, 2022, May 18, 2022, June 7, 2022, June 9, 2022, June 23, 2022, and June 27, 2022.

Amended: December 20, 2021, February 28, 2022, and May 10, 2022

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

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Attachment 3

**RESOLUTION NO. 04-2022**

**FOR THE PURPOSE OF APPROVING THE  
FY2022-2028 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM AND  
ASSOCIATED AIR QUALITY CONFORMITY DEMONSTRATION**

**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 Fixing America's Surface Transportation (FAST) Act, Title 23 United States Code Section 134, and Title 49 United States Code Section 5303 requires metropolitan planning organizations to develop and approve a transportation improvement program;

**WHEREAS**, the 1990 Clean Air Act Amendment requires all transportation plans and programs in nonattainment or maintenance areas demonstrate conformity to applicable state implementation plans for air quality improvement;

**WHEREAS**, FAST Act, 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**, FAST Act, 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 between August 2 and 31, 2021, and a second public comment period was held between September 3 and 17, 2021. All 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 FY2022-2028 Regional Transportation Improvement Program for Ada and Canyon Counties, and corresponding air quality conformity demonstration for Northern Ada County, 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 FY2022-2028 Regional Transportation Improvement Program and the associated air quality conformity demonstration.

**Adopted** this 18<sup>th</sup> day of October 2021.

By:  \_\_\_\_\_  
**Joe Stear for Garret Nancolas, Chair  
Community Planning Association  
of Southwest Idaho Board of Directors**

**ATTEST:**

By:  \_\_\_\_\_  
**Matthew J. Stoll, Executive Director  
Community Planning Association  
of Southwest Idaho**

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# IN A NUTSHELL

TOTAL BUDGETED FOR TRANSPORTATION IMPROVEMENT PROJECTS IN THE TREASURE VALLEY

TOTAL BUDGETED OVER SEVEN YEARS

## \$809,653,000

\*INFLATED COSTS



## 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 projects in Ada County and Canyon County via the Community Planning Association of Southwest Idaho's (COMPASS') TIP.

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

- Ada County
- Ada County Highway District (ACHD)
- Boise State University
- Canyon County
- Canyon Highway District No. 4
- Capital City Development Corporation
- Idaho Department of Environmental Quality
- Golden Gate Highway District No. 3
- Idaho Transportation Department (ITD)
- Valley Regional Transit (VRT)
- Cities of
  - Boise
  - Caldwell
  - Eagle
  - Garden City
  - Greenleaf
  - Kuna
  - Melba
  - Meridian
  - Middleton
  - Nampa
  - Notus
  - Parma
  - Star
  - Wilder

The TIP must be consistent with the regional long-range transportation plan, [\*Communities in Motion 2040 2.0\*](#)<sup>1</sup> (CIM 2040 2.0). The COMPASS Board of Directors adopted CIM 2040 2.0 on December 17, 2018.

The first four years of the TIP are of particular interest since these years are considered "budgeted," while the remaining years are more informational in nature. 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, information on the status of projects in the first year of the previous TIP is posted [online](#)<sup>2</sup> by the end of each calendar year.

<sup>1</sup> *Communities in Motion 2040 2.0*: <http://compassidaho.org/CIM2040-2.0/>

<sup>2</sup> Annual Listing of Projects:

<http://www>

**More information available starting on page 21.**

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 Urbanized Area includes the Cities of Nampa, Caldwell, and Middleton. Both urbanized areas also include adjacent densely settled areas outside of city limits. The smoothed urbanized area boundaries for the Boise and Nampa Urbanized Areas were adopted by the COMPASS Board of Directors, via Resolution 15-2013, on August 19, 2013. COMPASS’ planning area includes all of Ada and Canyon Counties (Figure 1), an area broadly referred to as the “Treasure Valley.”

Northern Ada County is a “maintenance area” for two air pollutants – coarse particulate matter (airborne dust and other particulates; referred to as “PM<sub>10</sub>”) and carbon monoxide. Northern Ada County violated the federal standards for these pollutants in the 1980s and early 1990s, and has been in compliance ever since. Plans are in place to ensure the area maintains its compliance with these standards. COMPASS must show that the projects contained in this TIP “conform” to these plans – a process referred to as an “air quality conformity demonstration.” This is discussed in more detail in Section VI. The Ada County air quality “maintenance area” encompasses the entire area of Ada County north of the Boise Base Line (Figure 2), which is an imaginary line located seven miles south of the City of Kuna.

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 – PERFORMANCE MEASURE ANALYSIS**, provides in-depth analysis, using modeling tools, to explain how projects in the TIP will affect the transportation system.
- **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.

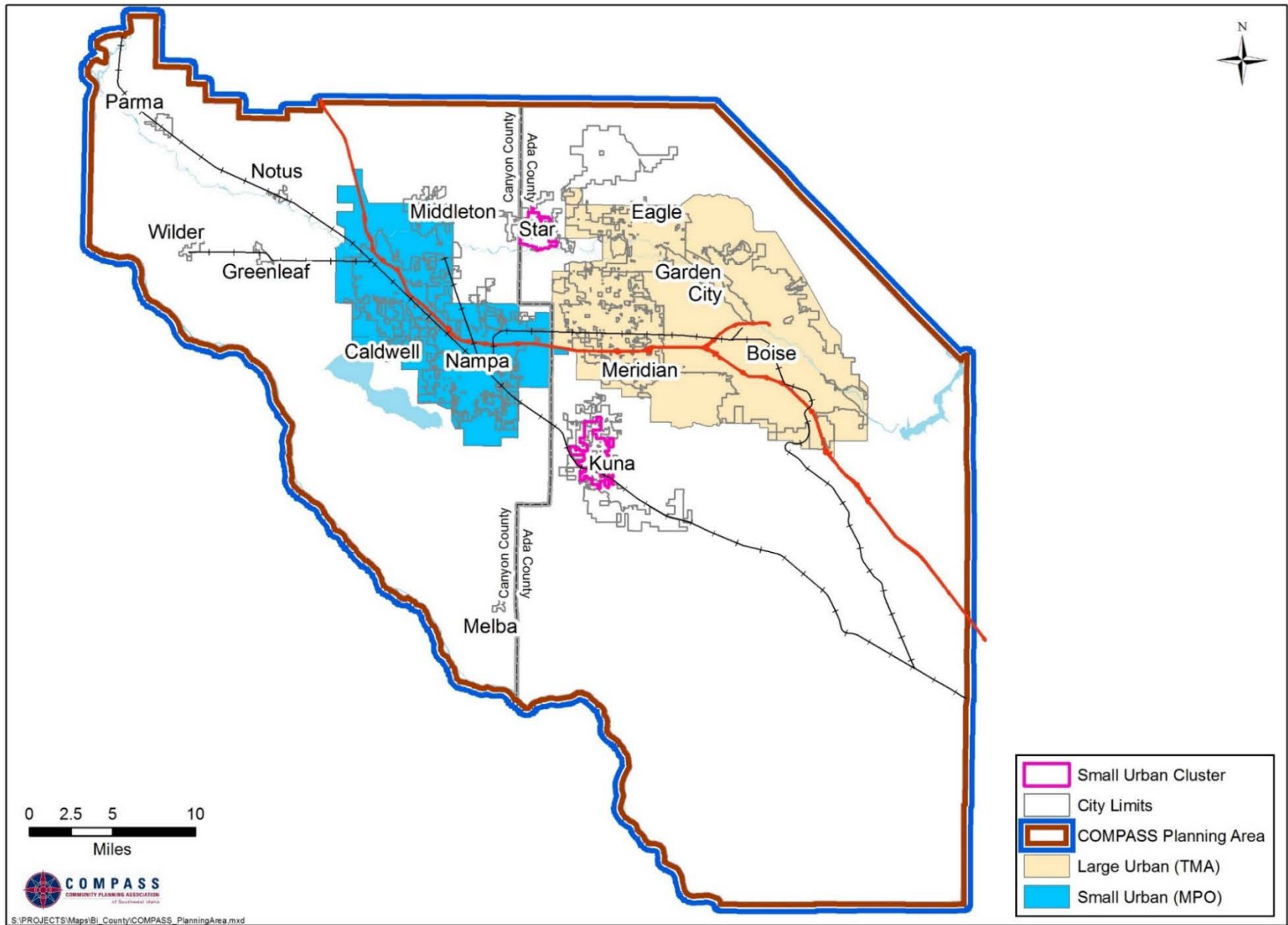


Figure 1: COMPASS Planning Area

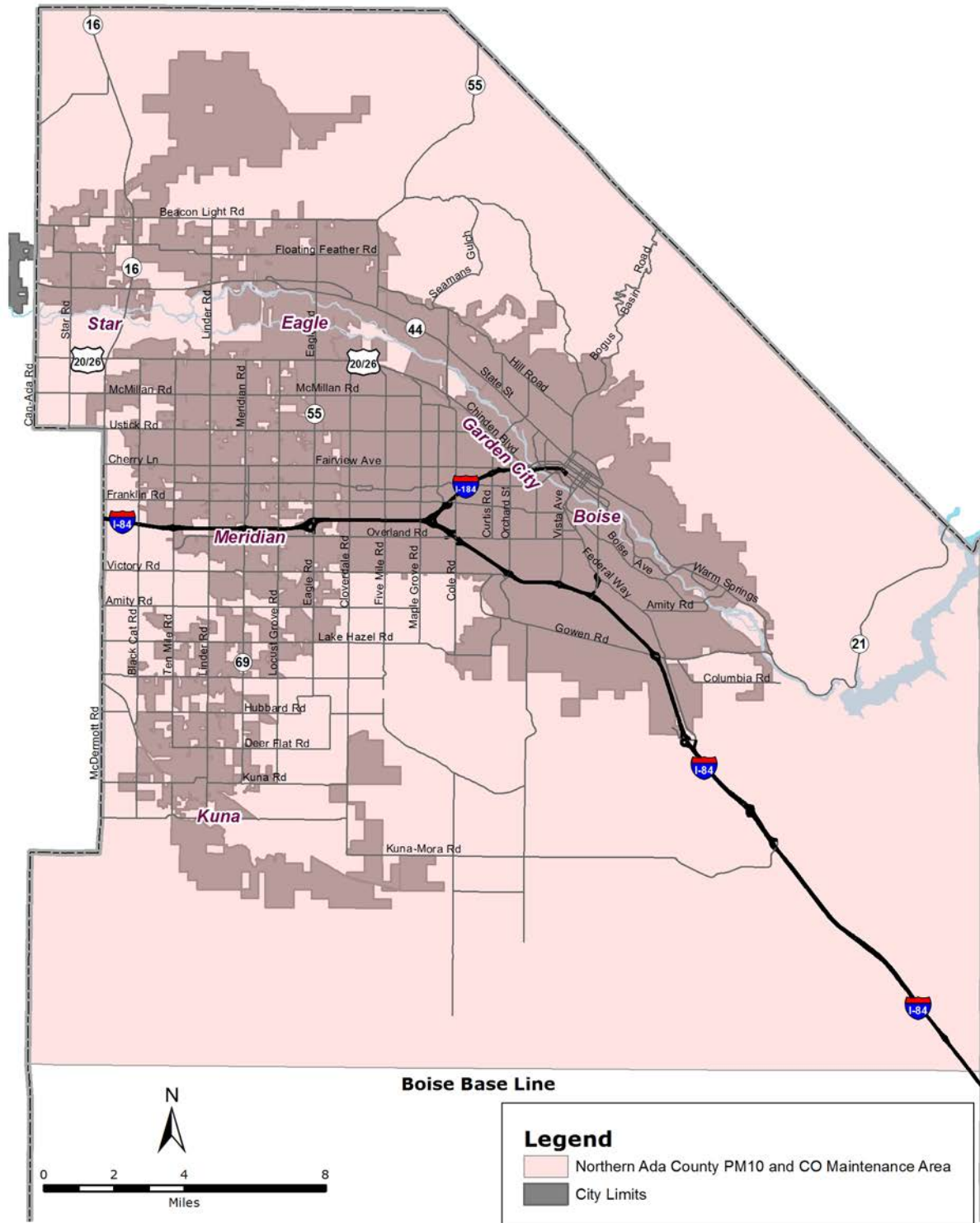


Figure 2: Northern Ada County Air Quality Maintenance Area

## I. INFLATION FACTORS

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

COMPASS also maintains a project list for balancing purposes in “current dollar format,” meaning the costs are not inflated. This format is posted on the [TIP web page](#)<sup>3</sup> and is the project list most typically used by COMPASS and sponsoring agencies.

## II. PUBLIC OUTREACH EFFORTS

The public outreach process for the annual TIP update begins approximately 16 months prior to its final approval. This effort includes requesting input from local governments in the Boise and Nampa Urbanized Areas, local governments outside of the urbanized areas within Ada and Canyon Counties, and the general public. Public outreach efforts were guided by, and complied with, requirements and recommendations outlined in the 2018 COMPASS Public Participation Plan (Chapter 2 of the [COMPASS Integrated Communication Plan](#)<sup>4</sup>).

**Local Government Input.** COMPASS staff met with local government staff in Ada and Canyon Counties to solicit their desired transportation projects for inclusion in this document from August through December 2020.

**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 FY2022-2028 TIP project list was solicited from August 2 through 31, 2021. The public comment period was promoted through the COMPASS [website](#)<sup>5</sup>, COMPASS social media accounts, online community calendars, a news release, newspaper advertisements, legal notices, email blasts, and postcards.

<sup>3</sup> TIP web page: <https://www.compassidaho.org/prodserv/transimprovement.htm>

<sup>4</sup> COMPASS Integrated Communication Plan:

[http://www.compassidaho.org/documents/comm/FINAL\\_2018\\_COMPASS\\_Integrated\\_Communication\\_Plan.pdf](http://www.compassidaho.org/documents/comm/FINAL_2018_COMPASS_Integrated_Communication_Plan.pdf)

<sup>5</sup> COMPASS website: [www.compassidaho.org](http://www.compassidaho.org)



In addition to the TIP and associated air quality conformity demonstration, public comments on a proposed amendment to CIM 2040 2.0, were also solicited during the comment period.

COMPASS website. All draft TIP materials were available on the [“Comments and Questions” webpage](#)<sup>6</sup> from August 2 through 31, 2021.

Public comment materials posted online included detailed and basic project lists, a “major changes” list, the draft air quality conformity demonstration (see Section VI), and interactive map of projects contained in the TIP, a TIP brochure, and fact sheets related to air quality conformity and understanding the TIP. Comment forms and information on how and where to comment, including information on open houses, were also posted online.

Open House. COMPASS hosted two open house sessions, one virtual and one in-person, on Thursday, August 12, 2021. The virtual session was held at 10:00 a.m. using Facebook Live (Figure 3). The in-person session was held at the COMPASS office from 3:00 p.m. to 6:00 pm. COMPASS staff provided an overview of the TIP and the CIM 2040 2.0 amendment.



Figure 3: COMPASS Virtual Open House

Libraries. COMPASS distributed TIP materials to 19 different library locations throughout the Treasure Valley.

Legal Notice. COMPASS published a legal notice for the TIP public comment period in the *Idaho Statesman* and the *Idaho Press* on four dates: August 2 (*Idaho Statesman* only), August 3 (both newspapers), August 4 (both newspapers), and August 5 (*Idaho Press* only), 2021.

Display Advertisements. Display advertisements (Figure 4) promoting the public comment period and open house (as appropriate) appeared in:

- *Idaho Statesman*: August 2, August 9, and August 24, 2021
- *Idaho Press*: August 3, August 10, and August 26, 2021
- *Kuna Melba News*: August 4, August 11, and August 25, 2021
- *Meridian Press*: August 6, August 20, and August 27, 2021

<sup>6</sup> COMPASS “Comments and Questions”:  
<http://www.compassidaho.org/comm/comments.htm>



Figure 4: Newspaper Advertisement

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

News Release. COMPASS distributed a news release notifying the public of the comment period and open house; the news release was sent to local and regional media on August 2, 2021.

Email and Mail. COMPASS sent four emails to 6,720 people publicizing the TIP public comment period. COMPASS mailed 15 postcards on August 2, 2021, to interested individuals who prefer to be contacted via US Mail.

Flyer. COMPASS created a flyer ([English](#)<sup>7</sup> and [Spanish](#)<sup>8</sup>) 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](#)<sup>9</sup>: COMPASS posted information about the public comment period nine times from August 2 – August 31, 2021. These Facebook posts resulted in a total audience reach of 1,402 and 46 engagements.
- [Twitter](#)<sup>10</sup>: COMPASS tweeted information about the public comment period four times from August 2 – August 31, 2021. These tweets resulted in a total of 1,118 viewer impressions and 23 engagements.
- [Instagram](#)<sup>11</sup>: COMPASS posted information about the public comment period four times from August 2 – August 31, 2021. These posts resulted in 226 engagements.
- Nextdoor: COMPASS sent information about the public comment period to six member agencies to post on their Nextdoor accounts on August 2, 2021.

<sup>7</sup> Flyer (English):

[https://www.compassidaho.org/documents/prodserv/trans/FY22/2021\\_Brochure\\_FY22-28\\_English.pdf](https://www.compassidaho.org/documents/prodserv/trans/FY22/2021_Brochure_FY22-28_English.pdf)

<sup>8</sup> Flyer (Spanish):

[https://www.compassidaho.org/documents/prodserv/trans/FY22/2021\\_Brochure\\_FY22-28\\_Spanish.pdf](https://www.compassidaho.org/documents/prodserv/trans/FY22/2021_Brochure_FY22-28_Spanish.pdf)

<sup>9</sup> Facebook: [www.facebook.com/compassidaho](http://www.facebook.com/compassidaho)

<sup>10</sup> Twitter: [www.mobile.twitter.com/COMPASSIdaho](http://www.mobile.twitter.com/COMPASSIdaho)

<sup>11</sup> Instagram: [www.instagram.com/compassidaho/](http://www.instagram.com/compassidaho/)



Community Calendars. COMPASS posted the TIP open house information on the COMPASS Facebook events page, the COMPASS website calendar, and on the following community calendars:

- *Boise Weekly* online calendar
  - *Idaho Business Review* online calendar
  - *Idaho Press* online calendar
  - *Idaho Statesman* online calendar
  - Meridian Chamber of Commerce online calendar
  - Nampa Chamber of Commerce online calendar
- [www.boiseevents.net](http://www.boiseevents.net)
  - [www.idahocalendar.com](http://www.idahocalendar.com)
  - [www.ktvb.com](http://www.ktvb.com)

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

Spanish Translation. COMPASS translated the public comment flyer, TIP brochure, and the TIP comment form (hard copy and online) into Spanish. In addition, the COMPASS website has a Spanish translation option, allowing for translation of all web content.

Comments Received. The public was encouraged to submit written comments throughout the public comment period. Comments were accepted via email, letter, fax, or 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 shows the demographic data collected from public comment forms submitted to COMPASS.

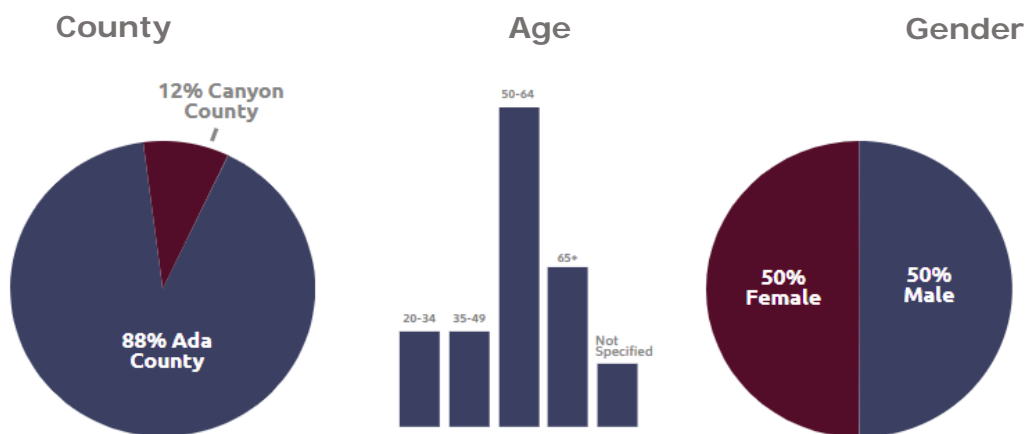


Figure 5: Public Comment Demographic Data

<sup>12</sup> Brochure (English): [https://www.compassidaho.org/documents/prodserv/trans/FY22/2021\\_Brochure\\_FY22-28\\_English.pdf](https://www.compassidaho.org/documents/prodserv/trans/FY22/2021_Brochure_FY22-28_English.pdf)

<sup>13</sup> Brochure (Spanish): [https://www.compassidaho.org/documents/prodserv/trans/FY20/SummerPubComm/Brochure\\_FY21-27\\_Spanish.pdf](https://www.compassidaho.org/documents/prodserv/trans/FY20/SummerPubComm/Brochure_FY21-27_Spanish.pdf)

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

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

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

### III. PROJECT SELECTION

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

- Surface Transportation Block Grant – Transportation Management Area (STBG-TMA for Boise Urbanized Area)
- Transportation Alternatives Program – Transportation Management Area (TAP-TMA for Boise Urbanized Area)
- Surface Transportation Block Grant – Urban (STBG-U for Nampa Urbanized Area)

The STBG funding policy was originally adopted by the COMPASS Board of Directors in July 2014 as part of *Communities in Motion 2040*. This policy directs STBG funding in the Boise and Nampa Urbanized Areas to be programmed (budgeted) as follows:

Specific “off-the-top” funds for each urbanized area:

- ACHD Commuteride
  - \$220,000 in the Boise Urbanized Area
  - \$55,000 in the Nampa Urbanized Area
- COMPASS Planning
  - \$232,000 in the Boise Urbanized Area
  - \$99,000 in the Nampa Urbanized Area

Percentage splits of remaining funding:

- 82% for roadway maintenance projects
- 15% for public or alternative transportation maintenance projects
- Up to 3% for planning or special projects

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

Application process:

- Applications are ranked by members of RTAC using a paired comparison method, explained in the [COMPASS Application Guide](#)<sup>14</sup>, with a reference matrix provided by COMPASS staff containing data regarding environmental justice and economically distressed populations, environmental issues, crashes, and other data to support COMPASS goals.
- COMPASS staff presents the initial ranking results to RTAC for discussion and approval.
- COMPASS staff presents a funding plan to RTAC, based on the final rankings, for discussion and recommendation to the COMPASS Board of Directors.
- Final recommended projects are included in the draft TIP project list provided for public comment

Programs managed by other agencies (ITD, VRT, and the Local Highway Technical Assistance Council [LHTAC]) follow the managing agency's application and prioritization 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, in light of public comments received, and recommends it to the COMPASS Board of Directors for approval.

Additional information about the application process and project selection can be found on the Resource Development and Funding [web page](#)<sup>15</sup> under the COMPASS Application Guide.

## **IV. CONGESTION MANAGEMENT PROCESS**

The Congestion Management Process (CMP) is the application of strategies to improve transportation system performance and reliability by reducing the adverse impacts of congestion on the movement of people and goods. It is a systematic, cyclical, and regionally accepted approach for managing congestion that provides accurate, up-to-date information on transportation system performance and identifies strategies for mitigating congestion and achieving regional transportation goals and objectives. These mitigation strategies include:

- Transportation Demand Management (TDM) and active transportation
- Transportation Management and Operations (TSMO)
- Intelligent Transportation Systems (ITS)

<sup>14</sup> COMPASS Application Guide:

<https://www.compassidaho.org/prodserv/resourcedev.html#appguide>

<sup>15</sup> COMPASS Application Guide:

<http://www.compassidaho.org/prodserv/resourcedev.html#appguide>

- Transit operational improvements
- Roadway capacity improvements (when necessary)
- Freight and goods mobility

As a part of the CMP, COMPASS uses the National Performance Management Research Data Set (NPMRDS) to develop the Congestion Management Annual Report, which shows where and when congestion is occurring in the Treasure Valley. These reports are available on the [Congestion Management Process](#)<sup>16</sup> web page. This information helps COMPASS and its member agencies prioritize projects for congested areas and select which types of congestion mitigation strategies to apply. However, the data are limited and not available for every corridor. Figure 6 shows a map of the corridors where NPMRDS data are provided, highlighting the ten most congested roadway segments in Ada and Canyon Counties for 2020.

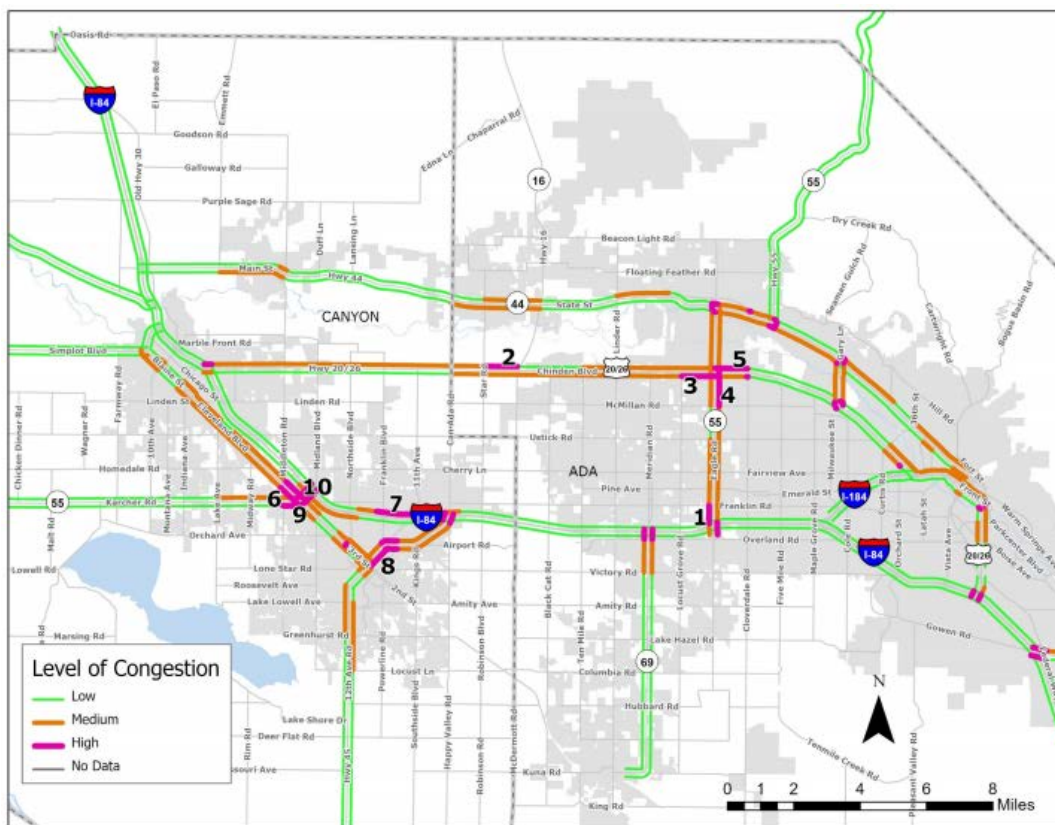


Figure 6: Top Ten Congested Tier 1 Network Segments Greater than Half a Mile (Peak period maximum, 2020)

For more details about how congestion is defined, please see the [Congestion Management Process](#)<sup>17</sup> web page.

<sup>16</sup> Congestion Management Process: <http://www.compassidaho.org/prodserv/cms-intro.htm>

<sup>17</sup> Congestion Management Process: <http://www.compassidaho.org/prodserv/cms-intro.htm>

Another way to look at congestion is in terms of reliability. This measure is discussed in detail in Section V, TIP Achievement. Figure 7 shows the segments considered “unreliable” on the National Highway System (NHS).

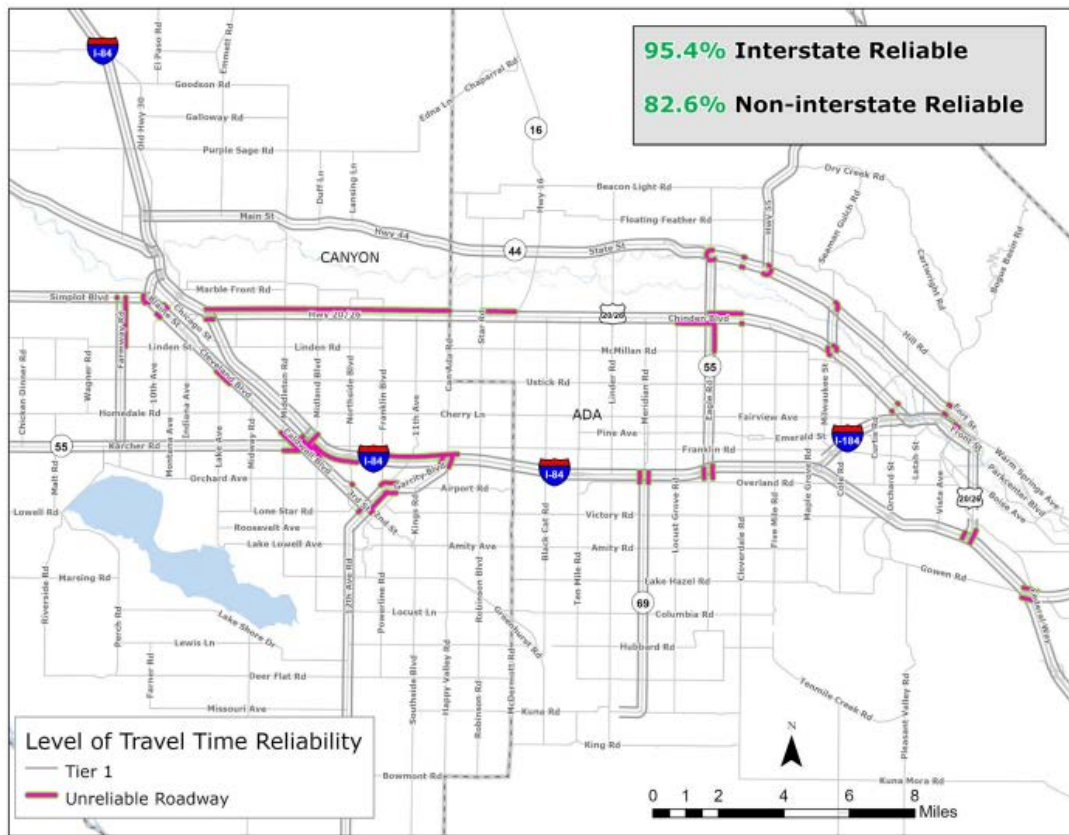


Figure 7: Level of Travel Time Reliability (2020)

The CMP also serves as a mechanism for monitoring the effects transportation projects have on system efficiency after they are completed. This information is helpful for monitoring the effectiveness of specific congestion management strategies as projects are funded and constructed/implemented. These findings are published in the Congestion Management Annual Report as well.

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

## ITD

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

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

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

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

#### Grant Anticipation Revenue Vehicle (GARVEE)

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

#### Transportation Expansion and Congestion Mitigation (TECM)

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

#### 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 with a developer.

#### Congestion Mitigation/Air Quality (CMAQ)

ITD receives approximately \$13 million of CMAQ funds per year, of which \$3 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<sub>2.5</sub>"): the Cache Valley area in southeast Idaho and the Pinehurst area in north



Idaho; neither of which is in the COMPASS planning area. ITD holds these funds, which will eventually lapse or be returned to FHWA if a rescission occurs.

The remaining \$10 million is allowed by federal regulation to be either transferred to another program or used on STBG-eligible activities. ITD chooses to use the CMAQ funds on STBG-eligible activities across the state.

## Local Agencies

### ACHD

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 the Cities of Boise, Meridian, Eagle, Kuna, Garden City, and Star. ACHD 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](#)<sup>18</sup> 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 the ACHD [Integrated Five Year Work Plan](#)<sup>19</sup> (IFYWP), system enhancements in the form of widening a roadway are only intended to reach a corridor's "buildout" – the maximum number of lanes planned for a particular roadway. [ACHD's Master Street Map](#)<sup>20</sup> defines the buildout for each road. Once a road reaches its maximum number of lanes, no more lanes will be added. Congestion may still increase as land uses develop, which may require other measures to maximize efficiency of the network.

As shown in Figure 8, ACHD's IFYWP seeks to implement its Complete Streets Policy and meet the needs of all users with the project limits in order to take the most advantage of work going on in the area.



Figure 8: ACHD's Complete Street Policy

### City of Nampa

According to the City of Nampa's [Transportation Master Plan](#)<sup>21</sup>, the city needs more than 141 network improvement projects through 2040, totaling \$532 million. The city's Transportation Master Plan provides a "path forward" by recommending

<sup>18</sup> ACHD Strategic Plan (2016): <https://www.achdidaho.org/AboutACHD/StrategicPlan.pdf>

<sup>19</sup> ACHD IFYWP 2021-2025:

[http://achdidaho.org/Departments/PlansProjects/IFYWP\\_2125draft.aspx](http://achdidaho.org/Departments/PlansProjects/IFYWP_2125draft.aspx)

<sup>20</sup> ACHD Master Street Map (2020):

[https://www.achdidaho.org/Documents/Projects/MasterStreetMap\\_11x17.pdf](https://www.achdidaho.org/Documents/Projects/MasterStreetMap_11x17.pdf)

<sup>21</sup> City of Nampa Transportation Master Plan (2019):

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

continuous increases in city funds coupled with greater use of outside funds and many new and creative resources. The City of Nampa continues to explore methods of funding its transportation needs.

### Development Impact Fees

ACHD and the City of Nampa use impact fee programs under [Idaho Code 67 Chapter 82](#)<sup>22</sup>. The Idaho Development Impact Fee Act allows collection of fees from developers to cover the costs associated with the new developments. Existing transportation deficiencies are covered with other resources.

Based on needs identified in the City of Nampa's Transportation Master Plan, the Nampa City Council approved an increase to the city's impact fees; the increase took effect in July 2019. As the city identifies new projects for funds generated through the impact fee program, updates to regionally significant corridors will be included in the COMPASS project list.

### *Current Projects in the FY2022-2028 TIP*

Approximately 17 miles of roadway and 5 intersections with high or moderate congestion, as identified in the [Congestion Management Annual Report](#)<sup>23</sup>, are budgeted for improvements in the FY2022–2028 TIP; additional improvements are budgeted that are classified as low congestion or not classified in the Congestion Management Annual Report. The total cost of projects that are expected to improve congestion is almost \$759 million. Table 1, below, highlights all of the projects in the TIP categorized under the congestion management strategies on pages 11 and 12.

Additionally, approximately four miles of roadway and five intersections considered unreliable, as identified in the Congestion Management Annual Report, are budgeted for improvements in the FY2022-2028 TIP.

<sup>22</sup> Idaho Code 67 Chapter 82:

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

<sup>23</sup> Treasure Valley Annual Congestion Management System Report, 2020 (June 2021):

[https://www.compassidaho.org/documents/prodserv/reports/2020\\_Congestion\\_Management\\_Annual\\_Report.pdf](https://www.compassidaho.org/documents/prodserv/reports/2020_Congestion_Management_Annual_Report.pdf)



Table 1: Projects in the FY2022-2028 TIP by CMP Strategy

KN	Projects*	Level of Congestion	Reliability	Freight Reliability	Type of Funds	Total Cost**
<b>Transportation Demand Management and Active Transportation</b>						
20841	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	Mod	Reliable	-	Federal and Local	\$3,763,000
CPA3	Commuteride, ACHD	-	-	-	Federal	\$1,595,000
20136a	Commuteride, ACHD, Van Replacements, Canyon County	-	-	-	Federal	\$874,000
ORN23324	Garden Street Multi-Use Pathway, Cassia Park to Albion	-	-	-	Federal and Local	\$1,733,000
ORN23307	Pathway, Federal Way and Broadway Avenue Multi-Use Pathway, Boise	-	-	-	Federal	\$1,424,000
22385	Pathway, Greenbelt Completion, Boise State	-	-	-	Federal and Local	\$833,000
23025	Pathway, Grimes City Pathway Extension, Nampa	-	-	-	Federal	\$471,000
13918	Pathway, Rail with Trail, Meridian	-	-	-	Federal and Local	\$735,000
22018	Pedestrian Improvements and Widening, Montana Avenue, Caldwell	-	-	-	Federal	\$737,000
20542	Pedestrian Improvements, SH-55 (Eagle Road), Meridian	Mod/High	Reliable	-	Federal and Local	\$621,000
22931	Pedestrian Improvements, SH-55, Bristol Heights to US 20/26, Boise	Mod/High	Unreliable	-	Federal	\$351,000
22944	Pedestrian Improvements, Stoddard Pathway, Nampa	Low	Reliable	-	Federal	\$492,000
Subtotal						\$13,629,000
<b>TSMO/ ITS (contained within overall project)</b>						
13905	10 <sup>th</sup> Avenue ITS and Overlay, Caldwell	Low	Reliable		Federal	\$2,301,000
13484	Centennial Way Roundabout, Caldwell	Mod	Unreliable	-	Federal	\$4,129,000
22102	Franklin Boulevard and Karcher Road, Intersection Improvements, Nampa	Low	Unreliable	-	Federal	\$3,705,000
22132	Holly Street/Northwest Nazarene University Roadway Reconfiguration, Nampa	Low	Reliable	-	Federal	\$466,000
22878	Homedale Road, Curve Improvements, Canyon Highway District	Low	Reliable	-	Federal	\$999,000

KN	Projects*	Level of Congestion	Reliability	Freight Reliability	Type of Funds	Total Cost**
22746	I-84, Cole Road and Overland Road Interchange, Lighting Improvements, Boise	Mod	Unreliable	-	State	\$255,000
13487	Middleton Road and Ustick Road, Roundabout, Caldwell	Low/Mod	Unreliable	-	Federal	\$3,063,000
22101	Peckham Road Intersections, Canyon County	-	-	-	Federal	\$557,000
20428	SH-21, Technology Way to Surprise Way, Boise	Mod/Low	Reliable	-	State	\$4,150,000
ORN23182	SH-44, RWIS near SH-16, Ada County	-	-	-	State	\$510,000
13476	SH-44 (State Street) and SH-55 (Eagle Road) Intersection, Improvements, Eagle	High/Mod	Unreliable	-	Federal	\$9,709,000
ORN23184	SH-55 (Karcher Road), Indiana Avenue to Middleton Road, Construction, Canyon County (paired with KN 22715)	Mod	Reliable	-	State	\$23,575,000
22715	SH-55 (Karcher Road), Farmway Road to Middleton Road, Design, Canyon (paired with KN ORN23184)	Mod	Reliable	-	State	\$42,620,000
Subtotal						\$96,019,000
<b>Transit Operations (some projects have mixed tasks)</b>						
18854	Planning and Mobility Implementation, Boise Area, VRT	-	-	-	Federal	\$6,165,000
18842	Planning and Mobility Implementation, Nampa Area, VRT	-	-	-	Federal	\$5,618,000
20043	Transit – Above and Beyond ADA Paratransit, Nampa Area	-	-	-	Federal	\$1,480,000
19691	Transit - Acquisition of Service, Boise Area, VRT	-	-	-	Federal	\$2,015,000
19464c	Transit - Acquisition of Service, Canyon County, VRT	-	-	-	Federal	\$63,000
19464a	Transit - Acquisition of Service, Nampa Area, VRT	-	-	-	Federal	\$1,680,000
19983	Transit - Fixed Line Service, Rural Areas, TVT	-	-	-	Federal	\$800,000
18786	Transit - Operations - Fixed Route and Mobility Management, Nampa Area, VRT	-	-	-	Federal	\$9,174,000
19041	Transit - Operations - Mobility Management, Boise Area, VRT	-	-	-	Federal	\$7,070,000
18914	Transit – Preventive Maintenance and Demand Response, Nampa Area, VRT	-	-	-	Federal	\$2,587,000
19137	Transit – Preventive Maintenance and Paratransit, Boise Area, VRT	-	-	-	Federal	\$16,913,000
19464b	Transit - Purchase of Service, Rural Areas, TVT	-	-	-	Federal	\$177,000

KN	Projects*	Level of Congestion	Reliability	Freight Reliability	Type of Funds	Total Cost**
Subtotal						\$53,742,000
<b>Roadway Capacity Improvements</b>						
RD207-33	Eagle Road, Amity Road to Victory Road, Meridian	Low	Reliable	-	Local	\$5,415,000
RD216-04	Eagle Road, Lake Hazel Road to Amity Road, Meridian	Low	Reliable	-	Local	\$6,682,000
RC0133	Fairview Avenue, Locust Grove Road to SH-55 (Eagle Road), Meridian	Low	Reliable	-	Local	\$2,549,000
22103	Franklin Boulevard, Freight Improvements near 3rd Avenue North, Nampa	Low	Reliable	-	Federal	\$9,188,000
22712	I-84B (Garrity Boulevard), Stamm Lane Intersection Improvements, Nampa	Mod	Reliable	-	State	\$2,008,000
RD207-29	Lake Hazel Road, Cloverdale Road to Five Mile Road, Ada County	Low	Reliable	-	Local	\$6,216,000
RD209-18	Lake Hazel Road, Eagle Road to Cloverdale Road, Ada County	Low/Mod	Reliable	-	Local	\$8,186,000
RD207-30	Lake Hazel Road, Five Mile Road to Maple Grove Road, Ada County	Low	Reliable	-	Local	\$4,889,000
RD216-05	Lake Hazel Road, Maple Grove Road to Cole Road, Ada County	Low	Reliable	-	Local	\$4,061,000
RD209-28	Linder Road, SH-44 (State Street) to Floating Feather Road, Eagle	Low	Reliable	-	Local	\$7,074,000
RD207-19	Linder Road, US 20/26 (Chinden) to SH-44 (State), Ada County	Low	Reliable	-	Local	\$20,907,000
13494	Old Highway 30, Plymouth Street Bridge, Caldwell	Low	Reliable	-	Federal	\$11,958,000
RD207-01	Orchard Street Realignment, Gowen Road to Victory Road, Boise	Low	Reliable	-	Local	\$19,193,000
22101	Peckham Road Intersections, Canyon County	-	-	-	Federal	\$557,000
23409	SH-16, Franklin Road to Ustick Road, Canyon County	Low	Reliable	-	State	\$55,500,000
23410	SH-16, I-84 to Franklin Road, Nampa	Low	Reliable	-	State	\$60,500,000
20788	SH-16, I-84 to US 20/26 and SH-44, Ada and Canyon Counties	-	-	-	Federal and State	\$148,431,000
23408	SH-16, Ustick Road to US 20/26 and SH-44, Ada County	-	-	-	State	\$55,500,000
20266	SH-44 (State Street), SH-16 to Linder Road, Ada County	Low	Reliable	-	State	\$9,233,000

<b>KN</b>	<b>Projects*</b>	<b>Level of Congestion</b>	<b>Reliability</b>	<b>Freight Reliability</b>	<b>Type of Funds</b>	<b>Total Cost**</b>
20574	SH-44 (State Street), Star Road to SH-16, Ada County	Mod	Reliable	-	State	\$12,424,000
ORN23184	SH-55 (Karcher Road), 10 <sup>th</sup> Avenue to Middleton Road, Construction, Canyon	Low/Mod	Reliable	-	State	\$39,270,000
22715	SH-55 (Karcher Road), Farmway Road to Middleton Road, Design, Canyon	Low/Mod	Reliable	-	State	\$42,620,000
RC0299	Ten Mile Road, Victory Road to Overland Road, Meridian	Low	Reliable	-	Local	\$3,027,000
22165	US 20/26 (Chinden), I-84 to Middleton Road, Canyon County	Mod	Unreliable-	-	State	\$50,425,000
20367	US 20/26 (Chinden), Phyllis Canal Bridge to SH-16, Ada County	High/Mod	Unreliable	-	State	\$11,300,000
RD207-24	Ustick Road, Ten Mile Road to Linder Road, Meridian	Low/Mod	Reliable	-	Local	\$3,617,000
Subtotal						\$595,247,000
TOTAL						\$758,637,000

As of October 2021.

\*Descriptions of acronyms are available in Appendix A.

\*\*Total cost is shown in "year of expenditure" and includes all costs, not only programmed costs. Some projects are listed in multiple categories, as project includes various types of improvements.

## *Additional Projects*

### Local Expansion for Public Transportation

In FY2020, the Cities of Boise, Eagle, and Meridian and Ada County committed to increasing their contributions to VRT to improve service and fund capital projects (such as buses, equipment, and facilities). The additional funding will increase service in these areas, including a new fixed-line service in Meridian. The expanded bus service was delayed, due to low ridership during the pandemic. See additional information in the public transportation section for performance measures on page 34.

### Other Congestion-Related Projects Not Included in the TIP

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

## **V. TIP ACHIEVEMENT**

Each project funded in the TIP supports one or more COMPASS performance measures as identified in CIM 2040 2.0; many projects also support federally required performance measures. COMPASS identifies in the TIP which performance measure(s) each project supports.

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

### **COMPASS Performance Measures**

CIM 2040 2.0 includes performance measures and targets addressing transportation, economic development, farmland, health, housing, land use, and open space.

Thirty-four [performance measures](#)<sup>24</sup> were approved for CIM 2040 2.0, adopted in 2018. To streamline reporting, the 34 measures were grouped into 8 "TIP Achievement Categories." Table 2 provides a matrix demonstrating how the TIP achievement categories reflect performance measures as approved for CIM 2040 2.0.

<sup>24</sup> COMPASS Performance Measures:

[https://www.compassidaho.org/documents/prodserv/CIM2040\\_20/TechDocs/Performance.pdf](https://www.compassidaho.org/documents/prodserv/CIM2040_20/TechDocs/Performance.pdf)

Table 2: TIP Achievement Categories

TIP Achievement Category	Example of Type of Projects	CIM 2040 2.0 and Federal Performance Measure Categories
Active Transportation	Projects to improve all aspects of non-motorized transportation, such as sidewalks or pathways	Transportation Active Transportation
Health	Projects with specific connections to grocery stores and public schools.	Health Walkability
Open Space	Projects specific to connections to open spaces and/or separated from a roadway, such as a greenbelt.	Open Space
Asset Management	Projects to maintain the current transportation system (roadway chip seals, roadway rehabilitation, bridge repair/rehabilitation/replacement, public transportation vehicle replacement, or sidewalk repair)	Public Transportation Transit Asset Management Pavement Condition Bridge Condition
Public Transportation	Projects for the operation and/or expansion of public transportation.	Public Transportation Operations
Safety	Projects that reduce number of auto, public transportation, and non-motorized crashes and make the overall system safer.	Transportation Safety Roadway Safety Public Transportation Safety
Support	Projects in support of the overall system (examples: planning, staff time, studies)	*
System Performance	Projects that add capacity to roadway segments, intersections, or bridges to help make the system more reliable for all who travel on it, including freight trips, and improvements to the intelligent transportation system/technology.	Transportation System Performance Level of Travel Time Reliability Truck Travel Tim Reliability Congestion Mitigation Air Quality - Emissions

\*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 2040 2.0.

To further report on the support of CIM 2040 2.0 performance measures, Table 3 provides an analysis of the distribution of funding and 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

TIP Achievement Category	Number of Projects*	Dollar Amount**	Percentage of Dollar Amount
Active Transportation	45	\$86,333,000	10.71%
Health	10	\$3,598,000	0.45%
Open Space	7	\$8,688,000	1.08%
Asset Management	46	\$115,962,000	14.38%
Public Transportation	15	\$43,876,000	5.44%
Safety	65	\$145,754,000	18.08%
Support	16	\$27,991,000	3.47%
System Performance	37	\$373,953,000	46.39%
		\$806,155,000	100%

As of August 2021.






\*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 year of expenditure costs.

**Federal Performance Measures**

The last two federal transportation authorization bills, the *Moving Ahead for Progress in the 21<sup>st</sup> Century* (MAP-21) and *Fixing America’s Surface Transportation* (FAST) Acts, placed an emphasis on performance-based planning and programming. MPOs have the option to either create regional targets or support statewide targets. For the roadway targets, the COMPASS Board of Directors chose to assist ITD in obtaining federal targets on a statewide basis, rather than to set specific regional targets. For transit-related targets, the COMPASS Board of Directors Chose to assist VRT and ITD meet targets set by their respective Boards of Directors. Table 4 shows the federal target areas and deadlines for reporting, areas with currently-approved targets are highlighted in gray.

Table 4: Federal Performance Measures

Icon	Target Area	Beginning MPO Target Deadline (updates)	Starting Reporting Deadline
	Safety	February 2018 (annually)	May 2018
	Transit Asset Management	October 2018 (annually)	October 2018
	Pavement Condition	November 2018 (every four years)	May 2019
	Bridge Condition		
	Level of Travel Time Reliability		

Icon	Target Area	Beginning MPO Target Deadline (updates)	Starting Reporting Deadline
	Freight Movement	November 2018 (every four years)	
	Congestion Mitigation Air Quality – Emissions		
	Public Transportation Safety	December 2020 (annually)	June 2021
	Congestion Mitigation Air Quality – Traffic Congestion	November 2022 (biennially)	May 2023

Approved targets are provided below, with analysis regarding projected outcomes. It is important to note that support of statewide targets does NOT mean that COMPASS is required to address a regional “share” of the statewide goals; that is, COMPASS does not have specific goals for Ada and Canyon Counties. It simply means that COMPASS is supporting ITD’s statewide efforts. However, when available, regional data are shown for informational purposes.

Additional analysis is available in Appendix B.

Federal performance measures are incorporated into the overall COMPASS performance measures throughout this document and the project list.

### *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 how to walk and bike safely.

There are 38 projects totaling almost \$179 million currently programmed in the TIP that include some aspect of active transportation. Many of the projects include multiple facets of transportation in one project, such as ACHD projects for pavement improvement, which include roadway rehabilitation, ramp improvements to meet the American’s 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 a health benefit. These types of trips are necessary and provide benefits to the user’s health and education. Five projects are specific to the health subset, with a total of about \$4 million budgeted through FY2026.



*Open Space*

Connections to open spaces such as parks, rivers, and lakes, also provide health benefits, but are considered more recreational in nature. The open space subset includes projects to expand or improve a greenbelt or other connections to open spaces throughout the Treasure Valley. Six projects are specific to the open space subset, with a total of about \$22 million budgeted through FY2026.

*Progress on Active Transportation*

Table 5 reports current trends on various measures for active transportation.

*Table 5: Trends on the Active Transportation System*

Category	Description	Trend
Walkability: public schools	Percentage of households within ½ mile distance of a school that can access the school using the walkable network (1/2 mile walk)	67.9% (2020)
Walkability: transit stops	Percentage of households within ½ mile distance of a transit stop that can access the stop using the walkable network (1/2 mile walk)	81.5% (2020)
Walkability: public parks	Percentage of households within ½ mile distance of a public park that can access the park using the walkable network (1/2 mile walk)	69.2% (2020)
Percentage of roadway (arterial/collectors) with bicycle lanes/multiuse pathways	Percentage of arterial and collector roadway that have existing bikeways as defined as a division of a road marked off with painted lines, for use by cyclists, not including sharrows or other markings within automobile lanes, or multiuse pathways that allow for bicycle travel.	↑ 22.5% (2019) 21.3% (2018)
Miles of trails and pathways	Percentage of increase of the miles of trails and pathways from previous reporting period	↑ 577 (2019) 565 (2017)

Projects listed in Table 6 emphasize active transportation, including the subset categories of Health and Open Space, included in the FY2022-2028 TIP. The costs are shown only for FY2022-2026, as projects beyond the first five years are considered to be “illustrative.” Costs are shown in “year of expenditure,” (increased to reflect inflation).

*Table 6: Analysis of Active Transportation Projects, FY2022-2026*

Key Number	Project	Subset	Total Cost FY2022-2026 *
20841	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	Health	\$2,033,000
ORN23313	Bicycle and Pedestrian, Permanent Automated Counters, Boise, COMPASS		\$8,000
23026	Bicycle and Pedestrian, Permanent Automated Counters, Nampa, COMPASS		\$40,000
RD207-33	Eagle Road, Amity Road to Victory Road, Meridian		\$483,000
RD216-04	Eagle Road, Lake Hazel Road to Amity Road, Meridian		\$6,682,000

Key Number	Project	Subset	Total Cost FY2022-2026 *
RC0133	Fairview Avenue, Locust Grove Road to SH-55 (Eagle Road), Meridian		\$2,510,000
22102	Franklin Boulevard and Karcher Road, Intersection Improvements, Nampa		\$3,274,000
ORN23324	Garden Street Multi-Use Pathway, Cassia Park to Albion Street, Boise	Open Space	\$1,733,000
22132	Holly Street/Northwest Nazarene University Roadway Reconfiguration, Nampa	Health	\$345,000
22602	Indiana and Orchard Shared Roadway, Canyon County	Open Space	\$5,290,000
RD207-29	Lake Hazel Road, Cloverdale Road to Five Mile Road, Ada County		\$6,216,000
RD209-18	Lake Hazel Road, Eagle Road to Cloverdale Road, Ada County		\$8,186,000
RD209-18	Linder Road, SH-44 (State Street) to Floating Feather Road, Eagle		\$7,068,000
13494	Old Highway 30, Plymouth Street Bridge, Caldwell	Open Space	\$8,897,000
RD207-01	Orchard Street Realignment, Gowen Road to Victory Road, Boise		\$19,016,000
22385	Pathway, Greenbelt Completion, Boise State	Open Space Health	\$833,000
13918	Pathway, Rail with Trail, Meridian	Open Space	\$660,000
19465	Pavement Preservation and ADA, Phase 1, Boise Area – FY2022		\$5,427,000
20122	Pavement Preservation and ADA, Phase 2, Boise Area – FY2022		\$2,326,000
13964	Peckham Road, US-95 to Notus Road, Canyon County		\$3,595,000
20542	Pedestrian Improvements, SH-55 (Eagle Road), Meridian	Health	\$621,000
22944	Pedestrian Improvements, Stoddard Pathway, Nampa	Health	\$414,000
20674	Roadway and ADA Improvements, Boise Area – FY2024		\$8,635,000
21896	Roadway and ADA Improvements, Boise Area – FY2025		\$8,230,000
22390	Roadway and ADA Improvements, Boise Area – FY2026		\$8,353,000
20259	Roadway and ADA Improvements, Part 1, Boise Area – FY2023		\$7,143,000
19993	Roadway and ADA Improvements, Part 2, Boise Area – FY2023		\$3,111,000
20080	Roadway and ADA Improvements, Part 3, Boise Area – FY2023		\$306,000
20493	SR2S, VRT, Ada County – FY2023		\$174,000
21910	SR2S, VRT, Ada County – FY2024 and FY2025		\$419,000
22933	SR2S, VRT, Ada County – FY2026		\$222,000
22922	SR2S, VRT, Canyon County – FY2022		\$65,000
22924	SR2S, VRT, Canyon County – FY2023		\$65,000

Key Number	Project	Subset	Total Cost FY2022-2026 *
RC0299	Ten Mile Road, Victory Road to Overland Road, Meridian		\$2,984,000
22165	US 20/26 (Chinden), I-84 to Middleton Road, Canyon County		\$37,000,000
20367	US 20/26 (Chinden), Phyllis Canal Bridge to SH-16, Ada County		\$7,220,000
RD207-24	Ustick Road, Ten Mile Road to Linder Road, Meridian		\$3,617,000
22600	Western Heritage Byway, Swan Falls Road, ACHD	Open Space	\$5,372,000
<b>Total</b>			<b>\$178,573,000</b>

As of August 2021.

\*Costs are shown in "year of expenditure" (increased to inflect inflation). Costs may also include other aspects of some projects, such as road work.

## Asset Management



### 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](#)<sup>25</sup>.

On June 7, 2021, the VRT Board adopted the TAM Plan for FY2022-2026. The plan outlines the processes and tools used 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 (Table 7).

Table 7: Transit Asset Management Targets

Asset Category	Performance Measure	FY2021 Target	FY2021 Actual	FY2022 Target
Rolling Stock	<b>Age</b> - Percent of revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)	<24.67%	29.20%	<24.67%
Equipment		<12.70%	27.91%	<12.70%
Facilities	<b>Condition</b> - Percent of facilities with a condition rating below 3.0	<42.86%	33.33%	<42.86%

Green highlight = met FY2021 targets

Peach highlight = did not meet FY2021 target

<sup>25</sup> Transit Asset Management Plan: <https://www.valleyregionaltransit.org/wp-content/uploads/2021/08/2021TAMPlan.pdf>.

The TAM plan estimates the total cost of bringing all assets with a condition assessment of 2.5 and below (0-5 scale) into a state of good repair is approximately \$24 million, of which, \$7 million in vehicle replacements is underway. Moreover, VRT is conducting facility master planning that will provide additional data and cost estimates that will aid in programming the remaining \$17 million in state of good repair needs. The FY2022-2028 draft TIP includes approximately \$12 million programmed between FY2022 and FY2025 (the TAM horizon period) for transit capital projects to address replacement and capital expansion needs. A list of prioritized capital improvement projects (TAM and capital enhancements) will be completed in FY2022 as part of the Transportation Development Plan.

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 area leading to challenges addressing capital replacement and deferred maintenance. VRT is working closely with local governments to address the shortfall.

Projects listed in Table 8 emphasize transit asset management (state of good repair) included in the FY2022-2028 TIP. The costs are shown only for FY2022-2025, as the TAM Plan is based on a four-year horizon. The TAM Plan is posted on VRT's [website](#)<sup>26</sup>.

Table 8: Analysis of Transit Asset Management Projects, FY2022-2025

Key Number	Project	Asset Category	Total Cost FY2022-2025
20136a	Commuteride, Van Replacements, Canyon County – FY2019-2021	Rolling Stock	\$584,000
18788	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT	Rolling Stock, Equipment, Facilities	\$586,000
19122	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT	Rolling Stock, Equipment, Facilities	\$2,656,000
19763	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY2022	Rolling Stock, Equipment, Facilities	\$3,077,000
20659	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY2024	Rolling Stock, Equipment, Facilities	\$1,491,000
21903	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2025	Rolling Stock, Equipment, Facilities	\$1,461,000
18781	Transit - Rolling Stock, Infrastructure, and Technology, Nampa Area, VRT	Rolling Stock, Equipment, Facilities	\$1,375,000

<sup>26</sup> Transit Asset Management Plan: <https://www.valleyregionaltransit.org/wp-content/uploads/2021/08/2021TAMPlan.pdf>

Key Number	Project	Asset Category	Total Cost FY2022-2025
20136e	Transit - Rolling Stock, Infrastructure, and Technology, Nampa Area, VRT	Rolling Stock, Equipment, Facilities	\$1,068,000
NEW9	Transit - Support Vehicles Replacement, TVT	Rolling stock	\$45,000
13980b	Transit - Nampa Facility Renovations, TVT	Facilities	\$56,000
Total			\$12,399,000

As of August 2021.



### Pavement Condition

On August 20, 2018, the COMPASS Board of Directors adopted a position to support statewide pavement condition targets established by ITD, which is to maintain a certain percentage of pavement on the NHS in “good” condition, as well as maintain a minimum percentage of pavement in “poor” condition (Table 9).

Table 9: Pavement Conditions on the NHS and FY2022 Targets

Type of Roadway	Pavement Condition	FY2018 Regional Condition Percentage	FY2018 Statewide Condition Percentage	FY2019 Regional Condition Percentage	FY2019 Statewide Condition Percentage	FY2020 Regional Condition Percentage	FY2020 Statewide Condition Percentage	FY2022 Target
Interstate	Good	31.70%	50.70%	42.00%	59.00%	70.0%	59.7%	> 50%
Interstate	Poor	1.20%	1.40%	0.00%	1.00%	0.0%	0.4%	< 4%
Interstate	No Data			26.00%	3.00%	0.0%	0.7%	
Total		100%	100%	100%	100%			
Non-Interstate	Good	37.40%	46.10%	39.00%	41.00%	42.2%	46.3%	> 50%
Non-Interstate	Poor	2.00%	2.10%	0.00%	1.00%	0.2%	0.8%	< 8%
Non-Interstate	No Data			19.00%	15.00%	0.4%	0.8%	
Total		100%	100%	100%	100%			

Green highlight = meets FY2022 targets

Peach highlight = does not meet FY2022 targets

2020 pavement conditions are shown on the COMPASS TIP Viewer (interactive map) found on the COMPASS [website](#)<sup>27</sup>.

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 9).

<sup>27</sup> COMPASS TIP Viewer:

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

## Prevention Saves Costs

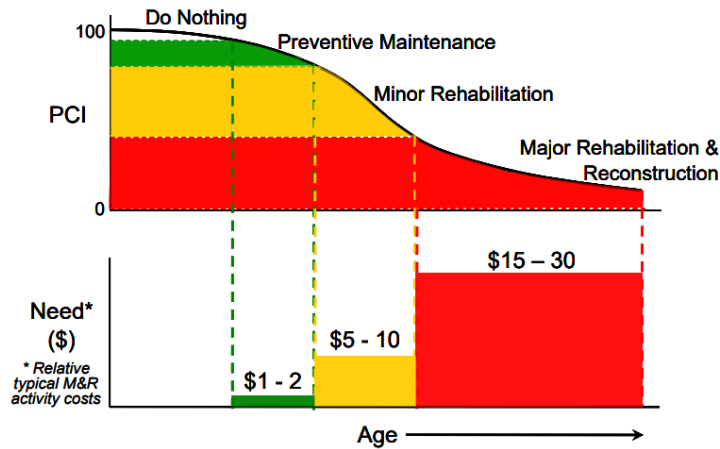


Figure 9: Pavement Asset Management Cycle

Graphic from David Hein, PE, ARA, used with permission.

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 produce the best treatment for dollars available. Many projects shown in the TIP are “placeholders” for pavement management work. Since projects in the TIP start five years or more from the date they are added, the local agency selects the segments of roadway that are most appropriate for the funding when the design phase begins. Through projects in the FY2022-2028 TIP between FY2022 and FY2026, as projects beyond the first five years are considered to be “illustrative,” local agencies plan to spend:

- More than \$48 million on pavement condition improvements on local roadways
- About \$2.3 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:

- About \$3 million on the interstate
- Almost \$36 million on pavement condition improvements on non-interstate NHS roadways.

Details of these projects can be found in Table 10.

Table 10: Projects that Improve Pavement Condition on the NHS, FY2022-2026

Key Number	Project	NHS			Local, Not NHS
		Interstate	Non-Interstate	Local	
13905	10th Avenue ITS and Overlay, Caldwell			\$2,281,000	
20129	Capital Maintenance, Phase 2, Boise Area – FY2021				\$3,391,000
20212	I-84, Garrity Interchange to Ten Mile Interchange, Canyon and Ada Counties	\$3,045,000			
22677	Microseals, Front/Myrtle/Broadway, Boise		\$1,621,000		
20536	Microseals, State/Glenwood/Chinden, Ada County		\$2,581,000		
19465	Pavement Preservation and ADA, Phase 1, Boise Area - FY2022				\$5,970,000
20122	Pavement Preservation and ADA, Phase 2, Boise Area – FY2022				\$2,559,000
20674	Roadway and ADA Improvements, Boise Area – FY2024				\$8,664,000
21896	Roadway and ADA Improvements, Boise Area – FY2025				\$8,230,000
22390	Roadway and ADA Improvements, Boise Area – FY2026				\$8,353,000
20259	Roadway and ADA Improvements, Part 1, Boise Area – FY2023				\$7,681,000
19993	Roadway and ADA Improvements, Part 2, Boise Area – FY2023				\$3,136,000
20080	Roadway and ADA Improvements, Part 3, Boise Area – FY2023				\$386,000
21849	SH-45, SH-78 to Deer Flat Road, Canyon and Owyhee Counties		\$10,029,000		
22665	SH-55 (Eagle Road), I-84 to SH-44, Meridian to Eagle		\$9,103,000		
20506	SH-55, SH-44 (State Street) to Payette River Bridge, Rehabilitation		\$12,178,000		
<b>Total</b>		<b>\$3,045,000</b>	<b>\$35,512,000</b>	<b>\$2,281,000</b>	<b>\$48,370,000</b>

As of August 2021.

Note: The “Capital Maintenance,” “Pavement Preservation and ADA,” and “Roadway and ADA Improvement” projects listed above may not have specific segments identified. Some segments may be on the NHS.

Even with the federal and local budgets for improvements to local pavement projects in the TIP, and additional local funds for pavement improvements, local agencies reported deferred maintenance estimated at almost \$99 million in Ada and Canyon Counties in FY2020.



### Bridge Condition

On August 20, 2018, the COMPASS Board of Directors adopted a position to support statewide bridge condition targets established by ITD, which aim to improve or maintain a certain percentage of bridges in “good” condition and a minimum percentage of bridges in “poor” condition on the NHS (Table 11).

Table 11: Bridge Conditions and FY2022 Targets

Bridge Condition	FY2018 Regional Condition Percentage	FY2018 Statewide Condition Percentage	FY2019 Regional Condition Percentage	FY2019 Statewide Condition Percentage	FY2020 Regional Condition Percentage	FY2020 Statewide Condition Percentage	FY2022 Target
Good	38.7%	18.9%	29.09%	17.75%	28.38%	18.58%	At least 19%
Poor	0.6%	2.3%	0.45%	4.30%	0.00%	2.8	<3%
Total	100%	100%	100%	100%			

Green highlight = meets FY2022 targets

Peach highlight = does not meet FY2022 targets

2020 bridge conditions are shown on the COMPASS TIP View (interactive map) on the COMPASS [website](#)<sup>28</sup>.

In the COMPASS planning area, two bridges on the NHS are reported to be in poor condition: I-84, Blacks Creek Road Interchange and 10<sup>th</sup> Avenue Bridge in the City of Caldwell. However, the I-84, Blacks Creek Road Interchange was recently replaced, and the 10<sup>th</sup> Avenue Bridge will be under construction for a full replacement soon (project will be bid in fall 2021). See Table 12 for a list of bridge projects in the TIP.

Table 12: Projects that Improve Bridge Condition in the FY2022-2028 TIP

Key Number	Project <sup>1</sup>	Current Condition	Year Built	Treatment	Total Project Cost on NHS	Total Project Cost on Non-NHS
22878	Homedale Road, Curve Improvements, Canyon Highway District (Deer Flat North Canal Bridge)	No data	No data	Replace/Widen		\$999,000
21967	I-84 Bridge Repairs, City of Caldwell			Preservation	\$1,278,000	
	Boise River	Good	1983			
	10 <sup>th</sup> Avenue	Good	1983			
20405	I-84, Bridge Repairs, District 3 – FY2022			Repairs	\$1,793,000	
	Sand Hollow Road	Good	1962			
	Purple Sage Road	Good	1962			
	Galloway Road	Good	1962			
	US 20/26 (Chinden)	Fair	1964			
	Ten Mile Road	Good	2011			
	Locust Grove Road	Fair	2008			
	Ridenbaugh Canal	Fair	1994			
	Indian Creek	Good/Fair	1980			
Mayfield Road	Good	1960				

<sup>28</sup> COMPASS TIP Viewer:

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



Key Number	Project <sup>1</sup>	Current Condition	Year Built	Treatment	Total Project Cost on NHS	Total Project Cost on Non-NHS
RD209-28	Linder Road, SH-44 (State Street) to Floating Feather Road, Eagle (includes 2 bridges)*	No data	no data	Replace/Widen		\$7,074,000
20536	Microseals, Ada and Canyon Counties (US 20/26 south of Front Street to south side of Boise River [Broadway Bridge])**	Good	2016	Preservation	\$2,483,000	
13494	Old Highway 30, Plymouth Street Bridge, Caldwell	Obsolete	1922	New		\$11,268,000
20227	US 20/26 (Chinden), Phyllis Canal, Bridge Rehabilitation, near Meridian	Good	1956	Replacement	\$4,480,000	
<b>Total</b>					<b>\$5,554,000</b>	<b>\$23,965,000</b>

As of August 2021.

\*Project cost includes the roadway segment.

\*\*Project includes multiple segments; some of which are outside the COMPASS planning area.

## Public Transportation



### Operations

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

VRT staff have been working towards further improving service as outlined in [ValleyConnect 2.0](#)<sup>29</sup>.

The VRT Board of Directors approved service changes which were implemented on October 4, 2021. These changes impact Boise fixed-route and inter-county service and move VRT closer to the goals outlined in ValleyConnect 2.0, including improving on-time performance, increasing frequency on premium routes, and improving safety for operators and passengers.

These changes include modifications to where buses pick up and drop off passengers at and near Main Street Station. Routes 7A, 7B, 8X, 9, 40, and 43

<sup>29</sup> Link to ValleyConnect 2.0: [www.valleyregionaltransit.org/planning/valley-connect-2-0/](http://www.valleyregionaltransit.org/planning/valley-connect-2-0/)

stage on Main Street between 9th and 8th streets. Routes 1-6, 10, 16, and 17 stage inside Main Street Station.

The October 4, 2021, service changes impacted the following routes:

- 7A Fairview Ustick
- 7B Fairview Towne Square Mall
- 11 Garden City
- 17 Warm Springs
- 29 Overland
- 43 Caldwell Express

The changes are explained below, with more detail on VRT's [website](#)<sup>30</sup>.

#### 7A/7B Fairview Ustick / Fairview Towne Square Mall

Eastbound routes 7A and 7B between Curtis Road and Orchard Street were rerouted to use the City Center on-ramp on Fairview, just east of Curtis Road, to avoid the signal at the Curtis Road and Orchard Street intersection and the unprotected left turn from Orchard Street onto to eastbound I-184. This change also closed two eastbound stops at Fairview and Laurel, as well as stops at Fairview and Orchard.

#### 7B Fairview Towne Square Mall

Seven trips were added to Route 7B, Fairview Towne Square Mall — three morning peak direction trips from the Towne Square Mall to Main Street Station and four afternoon peak direction trips from Main Street Station to the Towne Square Mall.

#### Route 11 Garden City

Route 11 Garden City was eliminated. To help accommodate riders who will be adversely effected by this change, VRT added select stops from the 11 Garden City route to the 8x Five Mile Chinden route. In addition, the majority of the 11 Garden City route is within the Lyft Transit Connections service area, so Lyft Transit Connections provides another option for those losing service on Route 11. Finally, because routes 8X and 9 will continue, this change will not impact the ACCESS paratransit service area.

#### Route 17 Warm Springs

Peak period service on the Route 17 Warm Springs was reduced from every 30 minutes, to every 60 minutes.

#### Route 29 Overland

Route 29 Overland near Boise State University was rerouted. The route changed from University Drive to Boise Avenue via Chrisway Drive, to turning left onto Juanita Street, then traveling down Potter Drive and Joyce Street before returning to University Drive via Beacon Street.

<sup>30</sup> Link to maps regarding VRT's service changes:  
[www.valleyregionaltransit.org/planning/service-changes/](http://www.valleyregionaltransit.org/planning/service-changes/)

### Route 43 Caldwell Express

The number of morning trips and afternoon/evening trips was reduced from two trips to one.

### *COVID-19 Service Impacts*

As ridership has not returned to pre-pandemic levels and the number of confirmed cases of the COVID-19 Delta variant has risen, the VRT Board of Directors temporarily suspended additional service on the 9 State Street route to the City of Eagle in the morning and afternoon, as well as delayed the start of new Route 30 Pine in the City of Meridian. With the uncertainty about the duration of the pandemic, the start of the new Route 30 Pine and service on the 9 to the City of Eagle will resume when the following conditions are met:

- Ridership reaches 90% of pre-COVID levels
- COVID rates are stable/declining
- Business are open

### Meridian Service

The October 4, 2021, startup date for the 30 Pine was delayed. The delay is due in large part to the uncertainty about the delta variant of COVID-19 and its potential impact on ridership. When implemented, this service will connect Ten Mile Road and Franklin Road to the Village at Meridian at Fairview Avenue and Eagle Road. The 30 Pine route will run on a 30-minute frequency from 6:00 a.m. to 9:00 a.m. and 3:00 p.m. to 6:30 p.m. and connect to the routes 40 Nampa/Meridian Express and the 42 Happy Day to Towne Square Mall routes, providing commuters options to connect to the Cities of Boise, Nampa, and Caldwell.

### Route 9 State Street

The Route 9 State Street route temporarily suspended service to the City of Eagle with the start of the service change in October. Currently route 9 travels to the City of Eagle four times during the morning and three times in the evening. The suspension of service to Eagle is due in large part to the uncertainty about the delta variant and its potential impact on ridership.

See Table 13 for a list of public transportation operations projects in the TIP. Note that some of the operating costs are funded with local funds by local agencies and are not reported in the TIP.

Table 13: Projects for Public Transportation Operations in FY2022-2026, in the FY2022-2028 TIP

Key Number	Project	Years of Service	Type of Service	Total Cost
20043	Transit - Above and Beyond ADA Paratransit, Nampa Area	2022-2026	Paratransit	\$1,480,000
19691	Transit - Acquisition of Service, Boise Area, VRT	2022-2026	Purchase of Service	\$2,015,000
19464c	Transit - Acquisition of Service, Canyon County, VRT	2022	Purchase of Service	\$63,000
19464a	Transit - Acquisition of Service, Nampa Area, VRT	2022-2026	Purchase of Service	\$1,680,000
19983	Transit - Fixed Line Service, Rural Areas, TVT	2022	Fixed Line	\$800,000
18786	Transit - Operations - Fixed Route and Mobility Management, Nampa Area, VRT	2022-2026	Fixed Line and Mobility Management	\$9,174,000
19041	Transit - Operations - Mobility Management, Boise Area, VRT	2022-2026	Mobility Management	\$7,070,000
19464b	Transit - Purchase of Service, Rural Areas, TVT	2022	Purchase of Service	\$177,000
<b>Total</b>				<b>\$22,459,000</b>

As of October 2021.

Ridership

The number of annual passengers on the fixed route system decreased from 1.21 million in 2019 to 1.06 million in 2020. The decrease was due to the pandemic.

*Safety*



*Roadway Safety*

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

RTAC recommended updated statewide safety targets on November 20, 2019, which seek to improve upon the benchmark five-year statewide average (2013-2017) (Table 14), taking into account population growth trends. The COMPASS Board of Directors approved the safety targets on December 16, 2019. While the current approved FY2021 target (gray) is for the years 2015-2019, projects in the FY2022 -2028 TIP will help ITD reach future targets.

Table 14: Idaho Statewide Safety Targets

Idaho	Benchmark	Actual Average	Actual Average	Actual Average *	State and Regional Safety Targets
	2013-2017	2014-2018	2015-2019	2016-2020	2021
Fatalities	223	227	234	234	< 247
Serious Injuries	1,293	1,297	1,269	1,217	< 1,285
Fatalities by VMT*	1.33	1.33	1.35	1.34	< 1.38
Serious Injury by VMT*	7.74	7.59	7.29	6.94	< 7.21
Non-Motorist Fatalities and Serious Injuries	117	121.8	121.2	120.6	< 120

\*VMT = vehicle miles traveled per 100 million miles  
 Gray highlight = current target

Projects with an emphasis on safety in the FY2022-2028 TIP are shown in Table 15. Only projects shown between FY2022 and FY2026 are included in the analysis, as projects beyond FY2026 are considered illustrative. An analysis is provided regarding how each project is expected to decrease overall crashes, as this is the finest level of analysis staff is able to conduct at this time. Reduction in overall crashes based on measures reported in the Crash Modification Factors (CMF) Clearinghouse will result in reduction of 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 that emphasize safety in the FY2022-2028 TIP are projected to prevent 261 crashes in Ada and Canyon Counties. Almost \$346 million is budgeted towards projects with safety benefits.

Table 15: Analysis of Safety Projects in the FY2022-2028 TIP

Key Number	Project*	Total Cost	Safety Improvement **	Expected % Change Based on CMF Data ***	Expected Actual Change in Crashes ****
13905	10th Avenue ITS and Overlay, Caldwell	\$2,301,000	Resurface pavement	Decrease crashes 5%	-1
22963	ADA Ramps, Greenleaf	\$58,000	Ada ramps	N/A	N/A
20841	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	\$3,763,000	New bridge	N/A	N/A
13484	Centennial Way Roundabout, Caldwell	\$4,129,000	Conversion of intersection into multi-lane roundabout	Decrease crashes 89%	-26
ORN233 14	Commuteride, Safety and Security Cameras, Ada County	\$49,000	Safety cameras	N/A	N/A

Key Number	Project*	Total Cost	Safety Improvement **	Expected % Change Based on CMF Data ***	Expected Actual Change in Crashes ****
RD207-33	Eagle Road, Amity Road to Victory Road, Meridian	\$5,415,000	Install curb and gutter, bicycle lanes	Decrease crashes 56%	-2
RD216-04	Eagle Road, Lake Hazel Road to Amity Road, Meridian	\$6,682,000	Widen (2 to 5 lanes), roundabout, curb, gutter	Decrease crashes 82%	-1
RC0133	Fairview Avenue, Locust Grove Road to SH-55 (Eagle Road), Meridian	\$2,549,000	curb, butter, buffered bike lanes	Decrease crashes 36%	-16
22102	Franklin Boulevard and Karcher Road, Intersection Improvements, Nampa	\$3,705,000	Convert all-way, stop controlled intersection to roundabout	Decrease crashes 46%	-1
22103	Franklin Boulevard, Freight Improvements near 3rd Avenue North, Nampa	\$9,188,000	New signalized intersction	Decrease crashes 17%	-1
ORN23324	Garden Street Multi-Use Pathway, Cassia Park to Albion Street, Boise	\$1,733,000	Multi-use pathway with bridge	Decrease crashes 25%	0
22132	Holly Street/Northwest Nazarene University Roadway Reconfiguration, Nampa	\$466,000	Restripe lanes, add bike lanes, 4 lane to 3 lanes	Decrease crashes 73%	-13
22878	Homedale Road, Curve Improvements, Canyon Highway District	\$999,000	Rumble strips	Decrease crashes 34%	-1
ORN23181	I-84 and I-184 Signage Replacement, Ada County	\$509,000	Install improved advance freeway guidance signage	Decrease crashes 7%	-22
ORN22746	I-84, Cole Road and Overland Road Interchange, Lighting Improvements, Boise	\$255,000	Lighting improvements	Increases crashes 16%	4
23081	I-84, Franklin Interchange to Karcher Interchange, Widen Eastbound, Nampa	\$46,511,000	Widen road (4 to 6 lanes)	Decrease crashes 15%	-10
20212	I-84, Garrity Interchange to Ten Mile Interchange, Ada County	\$3,045,000	Resurface pavement	Decrease crashes 5%	-4
23099	I-84, SH-44, Westbound Ramp Improvements, Canyon County	\$1,300,000	Install traffic signal, adjust shoulder width	Decrease crashes 75%	-1
22712	I-84B (Garrity Boulevard), Stamm Lane Intersection Improvements, Nampa	\$2,008,000	Intersection improvements	N/A	N/A

Key Number	Project*	Total Cost	Safety Improvement **	Expected % Change Based on CMF Data ***	Expected Actual Change in Crashes ****
22602	Indiana and Orchard Shared Roadway, Canyon County	\$5,303,000	Add paved shoulders	Decrease crashes 67%	-3
RD207-29	Lake Hazel Road, Cloverdale Road to Five Mile Road, Ada County	\$6,216,000	Widen road (3 to 5 lanes)	Decrease crashes 77%	-2
RD209-18	Lake Hazel Road, Eagle Road to Cloverdale Road, Ada County	\$8,186,000	Install multi-use pathway, curb and gutter	Decrease crashes 33%	-2
RD209-28	Linder Road, SH-44 (State Street) to Floating Feather Road, Eagle	\$7,074,000	Install curb and gutter, bicycle lanes and convert stop-controlled intersection into multi-lane roundabout	Decrease crashes 43%	-5
13487	Middleton Road and Ustick Road, Roundabout, Caldwell	\$3,063,000	Conversion of intersection into high-speed roundabout, conversion of two-way stop-controlled intersection into single- or multi-lane roundabout	Decrease crashes 67%	-4
RD207-01	Orchard Street, Gowen Road to I-84 On-Ramp, Boise	\$19,193,000	Add two lanes, install curb, gutter, bicycle lanes, and convert two-way stop-controlled intersection into single-or multi-lane roundabout	Decrease crashes 70%	-3
22385	Pathway, Greenbelt Completion, Boise State	\$833,000	Install sidewalk barrier	Decrease crashes 67%	-1
13918	Pathway, Rail with Trail, Meridian	\$735,000	Install shared pathway	Decrease crashes 25%	0
19465	Pavement Preservation and ADA, Phase 1, Boise Area - FY2022	\$6,151,000	Pavement Improvements	Decrease crashes 10%	-5
20122	Pavement Preservation and ADA, Phase 2, Boise Area - FY2022	\$2,569,000	Pavement Improvements	Decrease crashes 10%	0

Key Number	Project*	Total Cost	Safety Improvement **	Expected % Change Based on CMF Data ***	Expected Actual Change in Crashes ****
22101	Peckham Road Intersections, Canyon County	\$557,000	Intersection improvements	N/A	N/A
13964	Peckham Road, US-95 to Notus Road, Canyon County	\$4,316,000	Resurface pavement, install curb and gutter	Decrease crashes 15%	-1
20542	Pedestrian Improvements, SH-55 (Eagle Road), Meridian	\$621,000	Install pathway	Decrease crashes 25%	-4
22944	Pedestrian Improvements, Stoddard Pathway, Nampa	\$492,000	Extend pathway	Decrease crashes 25%	0
20549	Pedestrian Improvements, US 20/26 (Chinden) at 43rd Street, Garden City	\$225,000	Install a pedestrian hybrid beacon	Decrease crashes 15%	-1
20537	Railroad Crossing, Benjamin Lane, Boise	\$330,000	Upgrade signs to flashing lights	Decrease crashes 79%	0
20358	Railroad Crossing, Lemp Lane, Canyon County	\$260,000	Upgrade signs to flashing lights and install gates at crossings with signs	Decrease crashes 98%	0
20355	Railroad Crossing, Look Lane, Caldwell	\$814,000	Upgrade signs to flashing lights and install gates at crossings with signs	Decrease crashes 98%	0
23389	Railroad Crossing, Milwaukee Street, Boise	\$407,000	Pavement rehabilitation	N/A	N/A
20606	Railroad Crossing, Old Fort Boise Road, Canyon County	\$265,000	Install automatic gates at crossings that previously had passive traffic control	Decrease crashes 67%	0
20674	Roadway and ADA Improvements, Boise Area - FY2024	\$8,317,000	Segments not selected	N/A	N/A
21896	Roadway and ADA Improvements, Boise Area - FY2025	\$8,230,000	Segments not selected	N/A	N/A
22390	Roadway and ADA Improvements, Boise Area - FY2026	\$8,353,000	Segments not selected	N/A	N/A
20259	Roadway and ADA Improvements, Part 1, Boise Area - FY2023	\$7,981,000	Pavement Improvements	Decrease crashes 10%	-9
19993	Roadway and ADA Improvements, Part 2, Boise Area - FY2023	\$3,145,000	Pavement Improvements	Decrease crashes 10%	-1



Key Number	Project*	Total Cost	Safety Improvement **	Expected % Change Based on CMF Data ***	Expected Actual Change in Crashes ****
20080	Roadway and ADA Improvements, Part 3, Boise Area - FY2023	\$386,000	Pavement Improvements	Decrease crashes 10%	-7
23293	Safety Audit, Signalized Intersections, Nampa	\$66,000	Study	N/A	N/A
20428	SH-21, Technology Way to Surprise Way, Boise	\$4,150,000	Install raised median, upgrade narrow unpaved shoulder to wide paved shoulder	Decrease crashes 88%	-2
13476	SH-44 (State Street) and SH-55 (Eagle Road) Intersection Improvements, Eagle	\$9,709,000	Pavement Rehab, Install Raised Mediums	Decrease crashes 42%	-51
20266	SH-44 (State Street), SH-16 to Linder Road, Ada County	\$9,223,000	Widen road (3 to 5 lanes)	Decrease crashes 66%	-6
20574	SH-44 (State Street), Star Road to SH-16, Ada County	\$12,424,000	Widen road (3 to 5 lanes)	Decrease crashes 66%	-5
21849	SH-45, SH-78 to Deer Flat Road, Canyon/Owyhee Counties	\$9,967,000	Improve surface condition	Decrease crashes 26%	-1
22665	SH-55 (Eagle Road), I-84 to SH-44, Meridian to Eagle	\$9,853,000	Improve surface condition	Decrease crashes 26%	-25
20506	SH-55, SH-44 (State Street) to Payette River Bridge, Rehabilitation	\$12,178,000	Bridge rehabilitation	Decrease crashes 26%	-3
20493	SR2S, VRT, Ada County - FY2023	\$174,000	Education	N/A	N/A
21910	SR2S, VRT, Ada County - FY2024-2025	\$419,000	Education	N/A	N/A
22993	SR2S, VRT, Ada County - FY2026	\$222,000	Education	N/A	N/A
22922	SR2S, VRT, Canyon County – FY2022	\$65,000	Education	N/A	N/A
22924	SR2S, VRT, Canyon County – FY2023	\$65,000	Education	N/A	N/A
RC0299	Ten Mile Road, Victory Road to Overland Road, Meridian	\$3,027,000	Widen road (2 to 5 lanes) Install bike lane, curb, gutter	Decrease crashes 68%	-3
22165	US 20/26 (Chinden), I-84 to Middleton Road, Canyon County	\$50,425,000	Widen road (2 to 6 lanes) Install bike lane, curb, gutter	Decrease crashes 64%	-10
20367	US 20/26 (Chinden), Phyllis Canal Bridge to SH-16, Ada County	\$11,300,000	Widen road (2 to 4 lanes), install bicycle and pedestrian facilities	Decrease crashes 64%	-6

Key Number	Project*	Total Cost	Safety Improvement**	Expected % Change Based on CMF Data***	Expected Actual Change in Crashes****
20227	Us 20/26 (Chinden), Phyllis Canal Bridge, Rehabilitation, near Meridian	\$4,589,000	Bridge rehabilitation	N/A	N/A
RD207-24	Ustick Road, Ten Mile Road to Linder Road, Meridian	\$3,617,000	Widen road (2 to 5 lanes)	Decrease crashes 66%	-2
22600	Western Heritage Byway, Swan Falls Road, ACHD	\$5,798,000	Add shoulders	Decrease crashes 67%	-4
Total Cost and Projected Reduction in Crashes		\$345,958,000			-261 crashes

As of October 2021.

\*Only safety projects with construction in the first five years of the TIP are included in this table.

\*\*Only safety improvements that have Crash Modification Factors applied are analyzed here.

\*\*\*CMF=Crash Modification Factors

\*\*\*\*Based on crash history. Information is not available for every safety-related project.



### Public Transportation Safety

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

Targets were set based on historical data gathered through reviewing trending information over the past two years. These data are collected monthly and analyzed to ensure Valley Regional Transit is progressing toward the targets. Table 16 provides the safety targets for public transportation.

Table 16: Valley Regional Transit Public Transportation Safety Targets

	FY2022 Target Fixed Route	FY2022 Target Demand-Response
<b>Fatalities</b>		
Total number of fatalities report to the NTD	0	0
Rate of fatalities per total VRM	0	0
<b>Injuries</b>		
Total number of injuries reported to the NTD	2	3
Rate of injuries per total VRM	0.12	0.029
<b>Safety Events</b>		
Total number of safety events reported to the NTD	5	3
Rate of safety events per total VRM	0.21	0.34
<b>System Reliability</b>		
Mean distance between major mechanical failures by mode	16,643.92 VRM	11,151.84 VRM

Approved November 2020.  
 NTD=National Transit Database  
 VRM=Vehicle Revenue Miles

### Support

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

Approximately \$28 million is programmed for planning and studies to further transportation improvements from FY2022 through FY2026. See Table 17 for a list of support projects in the TIP.

Table 17: Support Projects in FY2022-2026, in the FY2022-2028 TIP

Key Number	Project	Years of Service	Type of Service	Total Cost
18854	Planning and Mobility Implementation, Boise Area, VRT	2022-2026	Transit planning and mobility management	\$6,165,000
18842	Planning and Mobility Implementation, Nampa Area, VRT	2022-2026	Transit planning and mobility management	\$5,618,000
20271	Planning, Communities in Motion Update, COMPASS	2023-2026	Transportation planning	\$636,000

Key Number	Project	Years of Service	Type of Service	Total Cost
CPA1	Planning, COMPASS	2022-2026	Transportation planning	\$1,160,000
CPA2	Planning, Metropolitan Planning Funds, COMPASS	2022-2026	Transportation and transit planning	\$7,343,000
ORN23175	SH-16, SH-44 to Junction SH-52, Environmental Reevaluation	2026	Environmental re-evaluation	\$3,000,000
ORN23182	SH-44, RWIS near SH-16, Ada County	2024	Road weather information system	\$510,000
22394	Study, Big Data Purchase, COMPASS	2025	Data purchase	\$150,000
23395	Study, Fiscal Impact Analysis, COMPASS	2025	Study	\$60,000
23341	Study, I-84, SH-44 to Centennial Way, Canyon	2022	Study	\$2,100,000
7827	Study, SH-44, Junction I-84 in Canyon County to SH-55 in Eagle	2022	Study	\$960,000
NAM02	Study, Southern Connection to I-84 at SH-16 Interchange, Nampa	2022	Study	\$200,000
Total				\$27,902,000

As of October 2021.

## System Performance

Projects that help make the transportation system more reliable are reported in the system performance section.

Almost \$412 million is budgeted to improve system performance in various ways in Ada and Canyon Counties in the FY2022-2028 TIP between FY2022 and FY2026 (Table 18). Note that only projects with construction currently scheduled are included in this list of projects.

Table 18: Projects that Improve System Performance Between FY2022 and FY2026 in the FY2022-2028 TIP

Key Number	Project	Entity/NHS?	Treatment	Total Project Cost
13905	10th Avenue ITS and Overlay, Caldwell	Non-Interstate/Yes	Overlay and ITS	\$2,301,000
13484	Centennial Way Roundabout, Caldwell	Non-Interstate/Yes	Roundabout	\$4,129,000
RD207-33	Eagle Road, Amity Road to Victory Road, Meridian	Non-Interstate/Yes	Widen	\$5,415,000
RD216-04	Eagle Road, Lake Hazel Road to Amity Road, Meridian	Non-Interstate/Yes	Widen	\$6,682,000
RC0133	Fairview Avenue, Locust Grove Road to SH-55 (Eagle Road), Meridian	Non-Interstate/Yes	Widen	\$2,549,000

Key Number	Project	Entity/NHS?	Treatment	Total Project Cost
22102	Franklin Boulevard and Karcher Road, Intersection Improvements, Nampa	Non-interstate/Yes	Roundabout	\$3,705,000
22103	Franklin Boulevard, Freight Improvements near 3rd Avenue North, Nampa	Non-interstate/Yes	Intersection Improvements	\$9,188,000
23081	I-84, Franklin Interchange to Karcher Interchange, Widen Eastbound, Nampa	Interstate/Yes	Widen	\$46,511,000
RD207-29	Lake Hazel Road, Cloverdale Road to Five Mile Road, Ada County	Non-interstate/No	Widen	\$6,216,000
RD209-18	Lake Hazel Road, Eagle Road to Cloverdale Road, Ada County	Non-interstate/No	Widen	\$8,186,000
RD209-28	Linder Road, SH-44 (State Street) to Floating Feather Road, Eagle	Non-interstate/No	Widen	\$7,074,000
13487	Middleton Road and Ustick Road, Roundabout, Caldwell	Non-Interstate/Yes	Roundabout	\$3,063,000
13494	Old Highway 30, Plymouth Street Bridge, Caldwell	Non-interstate/No	Replace obsolete bridge	\$11,958,000
RD207-01	Orchard Street Realignment, Gowen Road to Victory Road, Boise	Non-Interstate/Yes	Realign and widen	\$19,193,000
22101	Peckham Road Intersections, Canyon County	Non-interstate/No	Intersection Improvements	\$557,000
13964	Peckham Road, US-95 to Notus Road, Canyon County	Non-interstate/No	Rehabilitation and improvements	\$4,316,000
23409	SH-16, Franklin Road to Ustick Road, Canyon County	Non-Interstate/No*	New	\$55,500,000
23410	SH-16, I-84 to Franklin Road, Nampa	Non-Interstate/No*	New	\$60,500,000
23408	SH-16, Ustick Road to US 20/26 and SH-44, Ada County	Non-Interstate/No*	New	\$55,500,000
13476	SH-44 (State Street) and SH-55 (Eagle Road) Intersecton, 1/2 CFI, Eagle	Non-Interstate/Yes	Intersection Improvements	\$9,709,000
20266	SH-44 (State Street), SH-16 to Linder Road, Ada County	Non-Interstate/Yes	Widen	\$9,223,000
20574	SH-44 (State Street), Star Road to SH-16, Ada County	Non-Interstate/Yes	Widen	\$12,424,000
RC0299	Ten Mile Road, Victory Road to Overland Road, Meridian	Non-interstate/No	Widen	\$3,027,000
22165	US 20/26 (Chinden), I-84 to Middleton Road, Canyon County	Non-Interstate/Yes	Widen	\$50,425,000
20367	US 20/26 (Chinden), Phyllis Canal Bridge to SH-16, Ada County	Non-Interstate/Yes	Widen	\$11,300,000
RD207-24	Ustick Road, Ten Mile Road to Linder Road, Meridian	Non-Interstate/Yes	Widen	\$3,617,000
<b>Total</b>				<b>\$412,268,000</b>

As of October 2021.

In addition to the projects above, which already have construction scheduled, there are many projects with preliminary studies or development that could lead to funding for the construction phase in the future. The projects in Table 19 are underway, but do not have construction scheduled within the reported time frame.

Table 19: Projects Under Study or Development to Improve System Performance in the Future in the FY2022-2028 TIP

Key Number	Project	Entity/NHS?	Current Phase
23095	Five Mile Road Overpass and Widening, National Environmental Policy Act (NEPA) study, Boise	Non-Interstate/No	Design/ROW
20351	I-84, Karcher Road Interchange in the City of Nampa to the City of Caldwell	Interstate/Yes	Design/ROW
23336	I-84, Karcher Road Interchange, Nampa	Interstate/Yes	Design/ROW
22712	I-84B (Garrity Boulevard) and Stamm Lane Intersection Improvements, Nampa	Interstate/Yes	Construction in 2027
RD207-30	Lake Hazel Road, Five Mile Road to Maple Grove Road, Ada County	Non-Interstate/No	Construction in PD
RD216-05	Lake Hazel Road, Maple Grove Road to Cole Road, Ada County	Non-Interstate/No	Construction in PD
NEW10	Linder Road, Overland Road to Franklin Road, Widen & Add Overpass, Meridian	Non-Interstate/No	Design/ROW
RD207-19	Linder Road, US 20/26 (Chinden) to SH-44 (State), Ada County	Non-Interstate/No	Construction in PD
ORN23184	SH-55 (Karcher Road), 10th Avenue to Middleton Road, Construction, Canyon	Non-Interstate/Yes	Construction in 2027
22715	SH-55 (Karcher Road), Farmway Road to Middleton Road, Design, Canyon	Non-Interstate/Yes	Design/ROW
23335	SH-55 (Karcher Road), Pear Lane to Indiana Avenue, Canyon County	Non-Interstate/Yes	Design/ROW
23337	US 20/26, Middleton Road to Star Road, Ada and Canyon Counties	Non-Interstate/Yes	Design/ROW

As of October 2021.

Additional analysis for federal performance measures are provided below.



*Level of Travel Time Reliability*

On August 20, 2018, the COMPASS Board of Directors adopted a position to support statewide level of travel time reliability targets established by ITD, which are to improve travel time reliability on the NHS (note that this does not mean to *improve* travel times, but to improve the *consistency* of travel times) (Table 20).

Table 20: Level of Travel Time Reliability and FY2022 Targets

Interstate							
Condition	FY2018 Regional Condition Percentage	FY2018 Statewide Condition Percentage	FY2019 Regional Condition Percentage	FY2019 Statewide Condition Percentage	FY2020 Regional Condition Percentage	FY2020 Statewide Condition Percentage	FY2022 Target
Reliable	92.70%	97.90%	90.40%	97.20%	95.40%	98.60%	> 90%
Not Reliable	7.30%	2.10%	9.60%	2.80%	4.60%	1.40%	
Total	100%	100%	100%	100.00%	100.00%	100.00%	
Non-Interstate							
Condition	FY2018 Regional Condition Percentage	FY2018 Statewide Condition Percentage	FY2019 Regional Condition Percentage	FY2019 Statewide Condition Percentage	FY2020 Regional Condition Percentage	FY2020 Statewide Condition Percentage	FY2022 Target
Reliable	78.60%	91.50%	76.20%	84.80%	82.60%	89.50%	> 70%
Not Reliable	21.40%	8.50%	23.80%	15.20%	17.40%	10.50%	
Total	100%	100%	100%	100.00%	100.00%	100.00%	

Green highlight = meets FY2022 target

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 10). Congestion on roadways and other factors, such as weather, events, or construction, often makes 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 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.

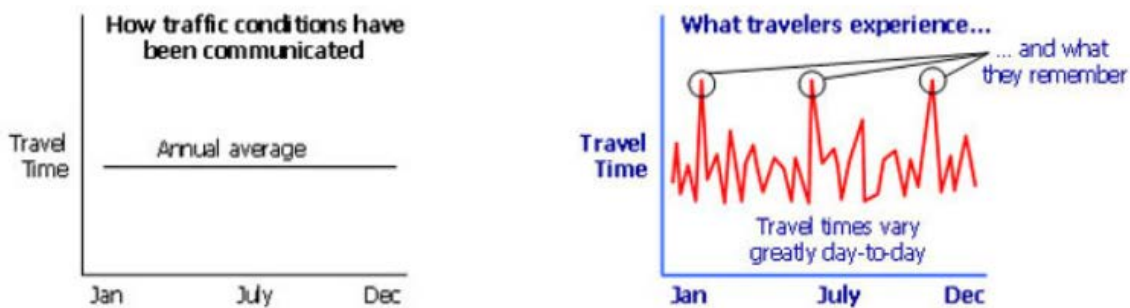


Figure 10: Reliability Measures Capture the Benefits of Traffic Management, from FHWA's Performance Measure website

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 time) 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 11.

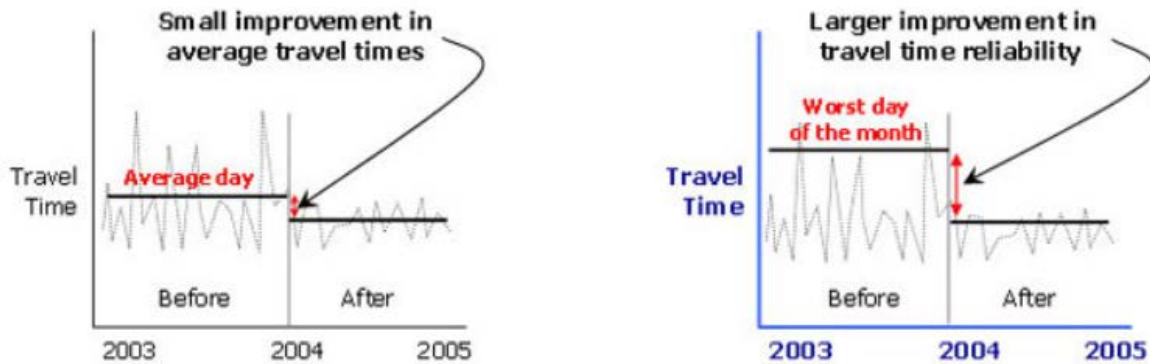


Figure 11: Sample Improvements in Average Travel Times, from FHWA's Performance Measure website

The 2020 level of travel time reliability on the NHS is provided in the 2020 Congestion Management Annual Report, available on the COMPASS [website](#)<sup>31</sup>. Figure 12, below, is an excerpt of this report showing segments (by direction) that are reliable (gray) and not reliable (red).

<sup>31</sup> 2020 Congestion Management Annual Report: [https://www.compassidaho.org/documents/prodserv/reports/2020\\_Congestion\\_Management\\_Annual\\_Report.pdf](https://www.compassidaho.org/documents/prodserv/reports/2020_Congestion_Management_Annual_Report.pdf)



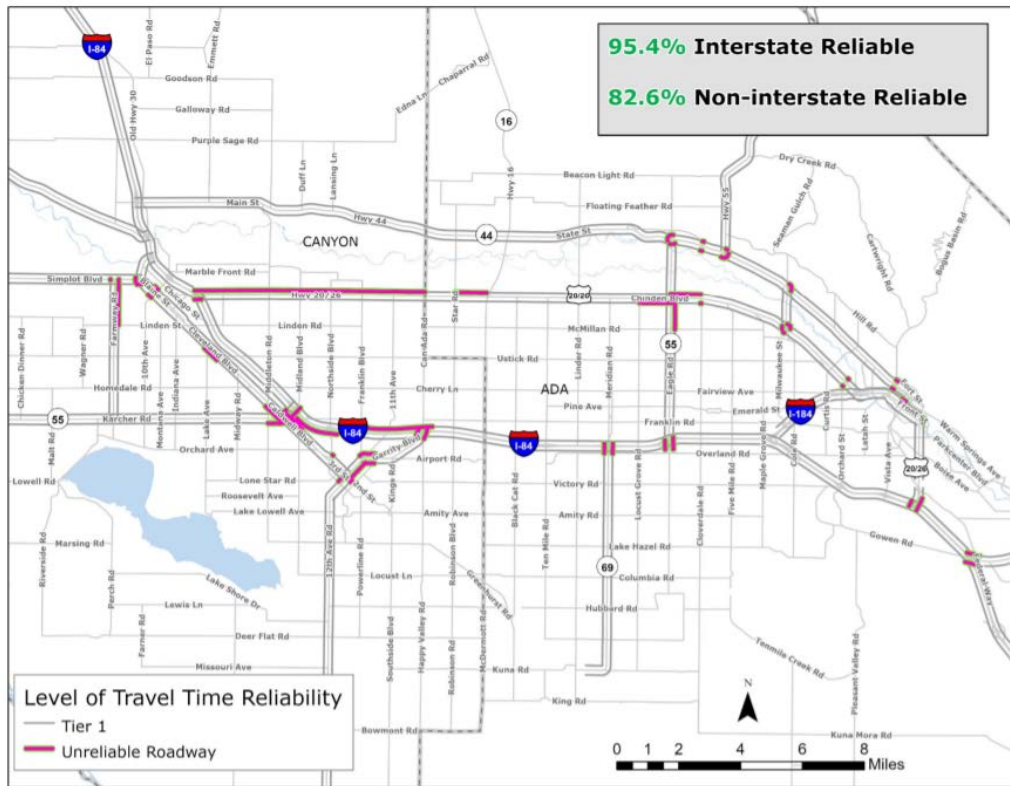


Figure 12: 2020 NHS Level of Travel Time Reliability

In the FY2022-2028 TIP, almost \$200 million is budgeted for travel time reliability measures specifically on the NHS.



*Truck Travel Time Reliability (Freight Movement)*

On August 20, 2018, the COMPASS Board of Directors adopted a position to support freight movements through statewide level of truck travel time reliability targets established by ITD, which is to improve upon truck travel time reliability on the interstate system (note that this does not mean to *improve* travel time, but to improve the *consistency* of travel times — similar to the level of travel time reliability above, but specific to truck travel on the interstate system) (Table 21). The overall goal of truck travel time reliability is to make freight travel more predictable. Delivery of goods and services in a timely manner is important to the success of the freight industry and the industries it serves.

Table 21: Truck Travel Time Reliability and FY2022 Target

Interstate							
Condition	FY2017 Regional Reliability Score	FY2017 Statewide Reliability Score	FY2019 Regional Reliability Score	FY2019 Statewide Reliability Score	FY2020 Regional Reliability Score	FY2020 Statewide Reliability Score	FY2022 Target
Reliable	1.47	1.17	1.50	1.20	1.32	1.17	<1.3

Peach highlight = does not meet 2022 target

The target of less than 1.3 means 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 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 22 for an example of how the index works.

Table 22: Truck Travel Time Reliability (TTTR) Index Example

<b>Segment: Longer Travel Time (95<sup>th</sup>) divided by Normal Travel Time (50<sup>th</sup>) = # seconds ÷ by #seconds = TTTR</b>		
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		<b>1.49</b>
Measure: TTTR Index <ul style="list-style-type: none"> <li>• Length x Max TTTR = Length-weighted TTTR</li> <li>• <math>\Sigma</math> (All segment length weighted TTTR) ÷ <math>\Sigma</math> (All segment lengths)</li> </ul>		

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

The 2020 truck travel time reliability on the interstate is provided in the 2020 Congestion Management Annual Report, available on the COMPASS [website](#)<sup>32</sup>. Figure 13, below, is an excerpt of this report showing segments that are considered fair (orange) and poor (pink) in regards to truck travel time reliability on the interstate system.

<sup>32</sup> 2020 Congestion Management Annual Report:  
[https://www.compassidaho.org/documents/prodserv/reports/2020\\_Congestion\\_Management\\_Annual\\_Report.pdf](https://www.compassidaho.org/documents/prodserv/reports/2020_Congestion_Management_Annual_Report.pdf)

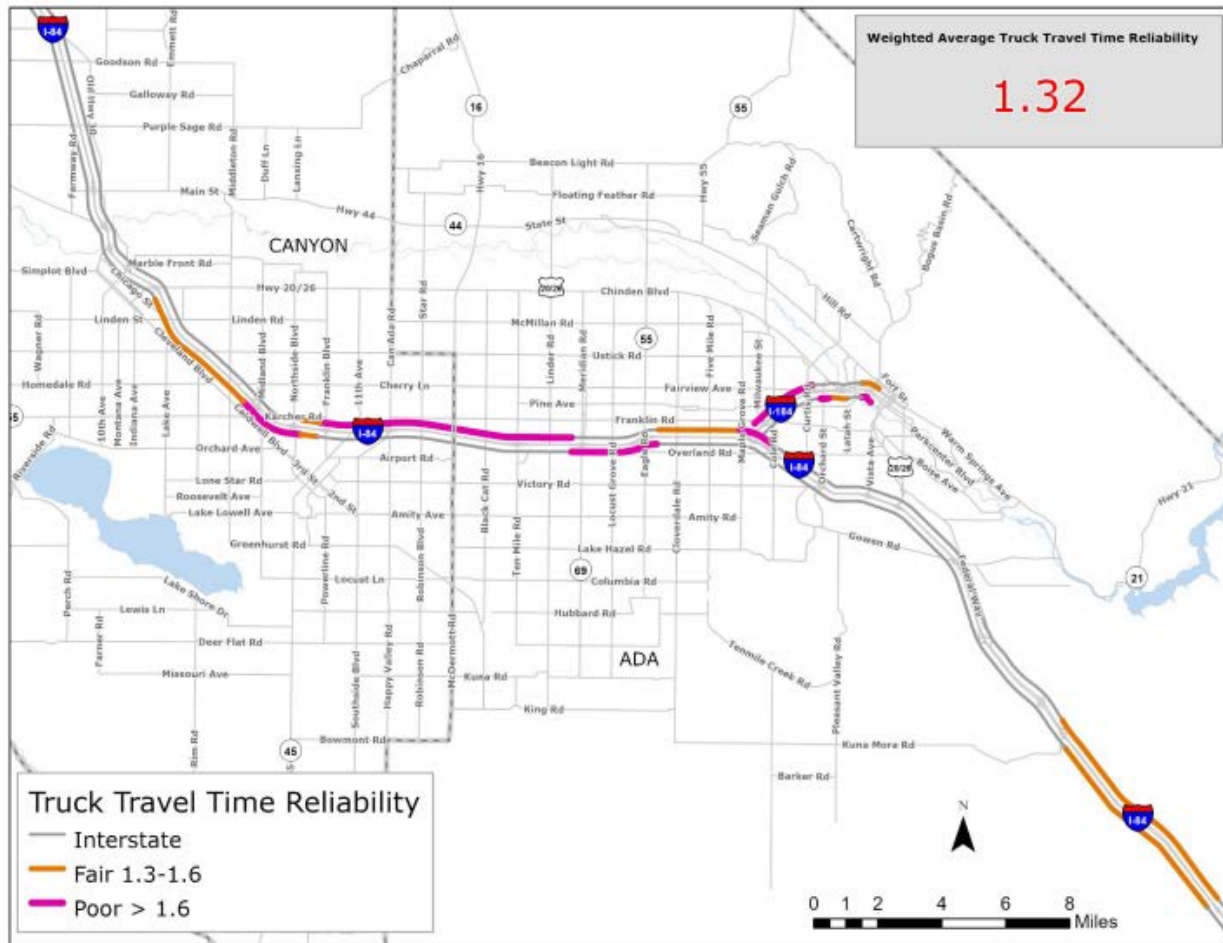


Figure 13: 2020 Truck Travel Time Reliability on the Interstate

More than \$46 million is budgeted to improve truck travel time reliability in Canyon County on Interstate 84 in the FY2021-2027 TIP (Table 23). Within the funded projects, several segments currently not performing well will be widened, which is expected to increase the reliability of these segments, and could possibly improve reliability on adjacent segments of the interstate as well. As these projects are completed, COMPASS will report on how truck travel times and the reliability of travel on Interstate 84 change in the [Congestion Management Annual Report](#)<sup>33</sup>.

Several projects were funded over the last few years that are currently under construction. These projects will increase capacity on the interstate in segments currently considered fair to poor in truck travel time reliability. These projects are not specifically shown in the FY2022-2028 TIP, as no funds are currently budgeted:

- Widening Interstate 84 from the Karcher Road Interchange to Franklin Boulevard in the City of Nampa
- Widening Interstate 84 from the City of Caldwell to the Karcher Road Interchange in the City of Nampa
- Replacing the Ustick Road Overpass over Interstate 84

<sup>33</sup> Congestion Management Process: <http://www.compassidaho.org/prodserv/cms-intro.htm>

Table 23: Projects that Improve Truck Travel Time Reliability on the Interstate in the FY2022-2028 TIP

Key Number	Project*	Treatment	Total Project Cost
23081	I-84, Franklin Interchange to Karcher Interchange, Widen Eastbound, Nampa	Widen	\$46,511,000
<b>Total</b>			<b>\$46,511,000</b>

As of September 2021.



### CMAQ – Emissions

On August 20, 2018, 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 as a result of this funding are reported. See page 14 for more information on how CMAQ funds are used in Idaho.

## VI. AIR QUALITY CONFORMITY

The Clean Air Act mandates that any transportation project using federal funds or deemed to be “regionally significant,” as defined by the Interagency Consultation Committee, in nonattainment or maintenance areas cannot contribute to a degradation of air quality. Thus, transportation plans must “conform” to air quality plans. Transportation conformity is demonstrated in a nonattainment or maintenance area when it can be shown, within the applicable guidelines and regulations, that planned transportation projects listed in a transportation program (e.g., a TIP) or plan will not cause or contribute to exceedances of the U.S. Environmental Protection Agency’s (EPA’s) health-based air quality standards. A finding of nonconformity would prevent the implementation of certain federally funded and/or regionally significant transportation projects.

The air quality conformity demonstration finds that the projects contained in the FY2022-2028 TIP meet air quality conformity requirements for Northern Ada County.

The [Northern Ada County PM<sub>10</sub> State Implementation Plan, Maintenance Plan: Ten-Year Update](#)<sup>34</sup> contains motor vehicle emissions budgets for three pollutants: PM<sub>10</sub>, oxides of nitrogen, and volatile organic compounds. Emissions budget tests, as required by 40 Code of Federal Regulations (CFR) 93.118, demonstrate conformity of the FY2022-2028 TIP. The [Northern Ada County Air Quality Maintenance Area Second 10-Year Carbon Monoxide Limited Maintenance Plan](#)<sup>35</sup> does not contain any motor vehicle emissions budgets. However, COMPASS conducts a build versus no

<sup>34</sup> Northern Ada County Maintenance Plan:

<https://www2.deq.idaho.gov/admin/LEIA/api/document/download/15913>

<sup>35</sup> Northern Ada County Second 10-Year Carbon Monoxide Limited Maintenance Plan:

<https://www2.deq.idaho.gov/admin/LEIA/api/document/download/15914>

build carbon monoxide emissions analysis per the carbon monoxide limited maintenance plan in accordance with EPA's limited maintenance plan option.

The complete air quality conformity demonstration, *Conformity Demonstration for the FY2022-2028 Regional Transportation Improvement Program*, Report Number 02-2022, is provided under separate cover and can be found [online](#).<sup>36</sup>

## VII. REGIONALLY SIGNIFICANT PROJECTS

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

40 CFR 93.101 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.

## VIII. 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:

*2020-2024 Integrated Five-Year Work Plan*, ACHD, September 2020.

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

*ACHD's 2016 Capital Improvement Plan*, ACHD, August 2016.

*Blueprint Boise*, City of Boise, November 2011.

*Campus Master Plan*, Boise State University, January 2016.

<sup>36</sup> Air Quality Conformity Demonstration: <http://www.compassidaho.org/prodserv/aq-demo.htm>.

*Communities in Motion 2040 2.0*, regional long-range transportation plan for Ada and Canyon Counties, COMPASS, December 2018.

*Downtown Boise Mobility Study*, VRT, October 2005.

*Draft 2021-2025 Integrated Five-Year Work Plan*, ACHD, June 2020.

*Draft FY21 to FY27 Idaho Transportation Investment Program (ITIP)*, Draft for Public Comment, ITD, July 2020.

*Idaho Public Transportation Plan*, ITD, April 2018.

*Northern Ada County Air Quality Maintenance Area Second 10-Year Carbon Monoxide Limited Maintenance Plan*, Idaho Department of Environmental Quality (DEQ), September 2012.

*Northern Ada County PM<sub>10</sub> State Implementation Plan, Maintenance Plan: Ten-Year Update*, DEQ, March 2013<sup>37</sup>.

*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.

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

*ValleyConnect 2.0*, VRT, April 2018.

<sup>37</sup> On May 17, 2013, EPA announced receipt of the maintenance plan and issued determination of adequacy of the motor vehicle emission budgets for transportation conformity purposes.

## **IX. FINANCIAL CONSTRAINT**

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

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

### **A. Highway Funding Assumptions**

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

#### **1. Federal-Aid Funding Assumptions**

Program funding levels are reflective of apportionments in the FAST Act. FY2022 through FY2028 funding levels are flat-lined based on FY2020 apportionments, as the FAST Act expired in FY2020, and is currently extended through December 3, 2021.

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

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

#### **2. State Funding Assumptions**

Estimates of state funds available for capital construction take into account projected revenues, the availability 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. Two bills were passed in FY2021 that affect transportation funding.

House Bill 308 provides for a cash transfer of \$126 million from the general fund to the Local Highway Distribution Account and the Idaho Transportation Department. The bill highlights a portion of that funding to be budgeted in SFY2021.

House Bill 362 increases the sales tax transfer to the Transportation Expansion and Congestion Mitigation fund from 1% to 4.5%, or a minimum of \$80 million, beginning in SFY2022. In addition, the bill includes a provision for funds in excess of \$80 million to be distributed to local agencies through the Local Highway Distribution Account.

As a reminder, Senate Bill 1201, passed during the 2019 Legislative Session removes the Idaho State Police funding from the Highway Distribution Account formula over a period of five years beginning with the FY2022 appropriation. This action results in an additional \$1.9 million per year over those five years, for a total of approximately \$11 million when the transition is complete in SFY2026.

The estimated state funding for FY2022 through FY2028 for highway capital construction ranges from \$111,900,000 to \$167,300,000 annually.

### **3. GARVEE Bonding Debt Assumptions**

ITD uses GARVEE bonds to help fund transportation projects. These bonds do not pledge the full faith and credit of the state; ITD uses federal highway revenue to repay them. Idaho Code allows no more than 30% of ITD's federal apportionment to be used for debt service.

Prior to FY2017, the Idaho Legislature authorized ITD to secure financing to fund \$857,000,000 of infrastructure improvements in the GARVEE program. Projects funded by those pre-FY2017 authorizations were completed and closed out during FY2016.

In March 2017, the Idaho Legislature authorized the issuance of up to \$300,000,000 in new GARVEE bonds to fund additional projects to be selected by the Idaho Transportation Board.

Estimated debt service is approximately \$66,900,000 annually, including the original \$857,000,000 and the new \$300,000,000 legislative authorization. Approximately \$62,000,000 of the debt service are federal funds and approximately \$4,900,000 are state matching funds.

## **B. Public Transportation Funding Assumptions**

ITD is the direct recipient of FTA funding for rural and some small urban programs, and VRT is the direct recipient for large urban and other small urban programs. The funds managed by ITD and VRT support fixed route and paratransit services, mobility management, program administration support,



transportation services for the elderly and people with disabilities, buses and bus facilities, and general operations and maintenance of the public transportation system in Ada and Canyon Counties.

The FAST Act expired on September 30, 2020, and is currently extended through early November 2021. Recipients of federal funds typically assume the same levels of funding for planning purposes until a new authorization bill is passed by Congress. Based on this assumption, the total estimated federal funding for rural and small urban programs for FY2022 is \$13.8 million.

Total estimated funding under the extended FAST Act for non-ITD recipients (transit service providers in the urbanized areas, such as VRT) is estimated to be \$13.6 million in FY2022.

Dedicated state funds of \$312,000 annually are available for vehicle replacement needs under the Vehicle Investment Program and are awarded through a statewide competitive application process.

### **C. Reference to MPOs**

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

### **Financial Status of ITD Projects**

The FY2022-2028 STIP provides financial data and financial constraint 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. The State of Idaho receives 46.0% of its transportation funds from federal revenues such as the National Highway Trust Fund and the Airport and Airways Trust Fund, 51.7% 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 2.3% from other revenues such as local match (Table 24).

Table 24: ITD Appropriations – FY2022

<b>Fund Sources</b>	<b>State</b>	<b>Federal</b>	<b>Other</b>	<b>Total</b>
Distribution of Highway User Revenue to ITD	\$301.6	-	-	\$301.6
Cigarette Tax – for Debt Service (state match)	\$4.7	-	-	\$4.7
Cigarette Tax – for Transportation Expansion/Congestion Mitigation (TECM)	\$0.6	-	-	\$0.6
1% Sales Tax – for Transportation Expansion/Congestion Mitigation (TECM)	\$19.3	-	-	\$19.3
Aviation Fuel Tax	\$2.1	-	-	\$2.1
Federal	-	\$340.0	-	\$340.0
Local Match	-	-	\$4.7	\$4.7
Services for State Agencies	-	-	\$0.3	\$0.3
Miscellaneous State	\$47.6	-	-	\$47.6
FHWA Funds Appropriated as State	\$25.0	(\$25.0)	-	\$0
Prior Year Federal Authority Obligated	-	\$40.0	-	\$40.0
Pre-FY2022 Funding Received / Secured	\$23.3	\$35.4	\$14.5	\$73.2
Cash Adjustment	\$16.0	-	-	\$16.0
<b>Total Fund Sources</b>	<b>\$440.2</b>	<b>\$390.4</b>	<b>\$19.5</b>	<b>850.1</b>

<b>Expenditures</b>				
Personnel	\$117.7	\$14.8	\$0.4	\$132.9
Operating	\$90.9	\$8.6	\$0.2	\$99.7
Capital Facilities	\$3.6	-	-	\$3.6
Equipment	\$30.2	-	-	\$30.2
Sub-Grantee (Pass-Through)	\$3.2	\$20.9	-	\$24.1
Construct Construction and Right-of-Way Acquisition	\$188.6	\$284.6	\$18.9	\$492.2
<b>Total Expenditures (spending authority)</b>	<b>\$434.2</b>	<b>\$328.9</b>	<b>\$19.5</b>	<b>\$782.6</b>
	54.1%	46.3%	2.3%	
<b>Debt Service</b>	\$5.0	\$61.5	-	\$66.5
<b>Total Program Funding</b>	\$439.1	\$390.4	\$19.5	\$849.1
	51.7%	46.0%	2.3%	
Funds in Excess of Appropriation	\$1.1	-	(\$0.1)	\$1.0

Amounts in millions and rounded.

HDA revenue is obtained from various sources and distributed to multiple agencies. ITD’s revenue forecast (Table 25) provides the summary of how these funds are forecasted for FY2022.

Table 25: ITD Highway User Revenue - FY2022

Revenue Sources	HDA	New Revenue	Total
<b>Motor Fuel Taxes</b>	\$283.5	\$72.6	\$356.1
Less: Parks, Tax Commission, Refunds, Railroad, Bridge Inspection	(\$21.2)		(\$21.2)
Less: Ethanol transfer to ITD	(\$17.7)		(\$17.7)
Net Motor Fuel to Distribute	\$244.6	\$72.6	\$317.2
<b>Registrations</b>	\$122.5	\$41.1	\$163.6
<b>Other</b>	\$11.2		\$11.2
<b>Net to Distribute</b>	<b>\$378.2</b>	<b>\$113.8</b>	<b>\$492.0</b>

Distributions	HDA	New Revenue	Total
<b>ITD</b> (57% HDA) / (60% New Revenue)	\$215.6	\$68.3	\$283.9
<b>Ethanol Transfer to ITD</b>	\$17.7		\$17.7
<b>Total to ITD</b>	<b>\$233.3</b>	<b>\$68.3</b>	<b>\$301.6</b>
<b>Idaho State Police</b> (5% HDA) / (0% New Revenue)	\$18.9		\$18.9
<b>Locals</b> (38% HDA) / (40% New Revenue)	\$143.7	\$45.5	\$189.2
<b>Total Distributions</b>	<b>\$378.2</b>	<b>\$113.8</b>	<b>\$492.0</b>

Sub-Allocation of Locals Distribution	HDA	New Revenue	Total
<b>Locals</b> (38% HDA) / (40% New Revenue)	<b>\$143.7</b>	<b>\$45.5</b>	<b>\$189.2</b>
Less: LHTAC	(\$0.5)	(\$0.1)	(\$0.6)
Net Local to Distribute	\$143.2	\$45.4	\$188.6
Cities (30%)	\$43.0	\$13.6	\$56.6
Counties and Highway Districts (70%)	\$100.2	\$31.8	\$132.0

Amounts in millions and rounded.  
 Based on August 2021 Forecast  
 New revenue is the result of 2015 legislation (HB312)

ITD’s STIP outlines the department’s transportation revenues and expenditures for capital improvement and preservation projects from FY2022 through FY2028. 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 five MPOs’ TIPs.

ITD’s budget policy section estimates revenues into the state HDA based on past performance and future economic and use factors (Table 26). The amounts shown include the match and federal funds estimated to be available to programmed projects.

Table 26: Available Funding\* with Match vs. Programmed Projects DRAFT FY2022-2028 Idaho Transportation Investment Program

Amounts in \$1,000 and rounded.

Program Name	Idaho Transportation Investment Program (ITIP)															
	Statewide Transportation Improvement Program (STIP)								FY2026*		(PREL for Locals) FY2027*		FY2028*		Sum FY22-28	
	FY2022*		FY2023*		FY2024*		FY2025*		Available	Program	Available	Program	Available	Program	Available	Program
	Available	Program	Available	Program	Available	Program	Available	Program	Available	Program	Available	Program	Available	Program	Available	Program
Pavement Preservation (Commerce)	38,523	28,884	8,803	12,564	20,973	24,284	17,413	24,441	20,628	19,383	39,081	33,752	29,642	2,818	174,343	146,126
Pavement Preservation (Non-Commerce)	12,681	12,432	10,813	10,601	6,459	6,332	7,608	7,549	6,035	5,118	12,878	12,625	15,983	799	72,458	55,366
Pavement Restoration	81,113	61,840	65,459	64,933	68,593	72,617	70,741	78,044	109,200	110,329	72,638	68,203	73,282	1,338	541,027	457,304
<i>State Highway System (SHS) Pavements</i>	<i>132,318</i>	<i>103,156</i>	<i>84,355</i>	<i>88,098</i>	<i>96,025</i>	<i>103,233</i>	<i>95,763</i>	<i>109,944</i>	<i>135,863</i>	<i>134,830</i>	<i>124,597</i>	<i>114,580</i>	<i>118,908</i>	<i>4,955</i>	<i>787,828</i>	<i>658,796</i>
Bridge Preservation	15,074	14,222	29,083	24,967	17,282	16,409	12,899	12,122	15,665	14,844	14,753	13,960	13,320	2,000	118,075	98,524
Bridge Restoration	71,143	64,451	93,465	89,269	87,790	83,751	94,461	90,336	68,740	65,165	55,347	52,078	57,718	2,886	528,663	447,936
<i>SHS Bridges</i>	<i>86,217</i>	<i>78,673</i>	<i>122,548</i>	<i>114,236</i>	<i>105,072</i>	<i>100,160</i>	<i>107,360</i>	<i>102,458</i>	<i>84,405</i>	<i>80,009</i>	<i>70,100</i>	<i>66,038</i>	<i>71,038</i>	<i>4,886</i>	<i>646,739</i>	<i>546,460</i>
Supporting Infrastructure Assets	7,000	7,340	6,863	7,285	6,728	523	6,596	513	6,467	550	6,340	610	6,216	-	46,210	16,821
Safety – Rest Areas	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Safety Capacity	-	46,551	-	56,267	-	45,349	-	41,476	-	18,993	-	33,143	-	-	-	241,779
	-	63,579	-	46,541	-	46,207	-	43,887	-	41,695	-	44,854	-	3,552	-	290,315
<b>Safety &amp; Capacity Total</b>	<b>118,982</b>	<b>110,130</b>	<b>107,831</b>	<b>102,808</b>	<b>96,296</b>	<b>91,556</b>	<b>89,923</b>	<b>85,363</b>	<b>64,697</b>	<b>60,688</b>	<b>82,298</b>	<b>77,997</b>	<b>71,038</b>	<b>3,552</b>	<b>631,065</b>	<b>532,094</b>
<i>(Row 4+7+8+9+12) SHS CORE</i>	<i>344,517</i>	<i>299,299</i>	<i>321,597</i>	<i>312,427</i>	<i>304,121</i>	<i>295,472</i>	<i>299,642</i>	<i>298,278</i>	<i>291,432</i>	<i>276,077</i>	<i>283,335</i>	<i>259,225</i>	<i>267,199</i>	<i>13,393</i>	<i>2,111,842</i>	<i>1,754,171</i>
Early Development	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Formula Debt Service + Fees & Interest2	69,512	69,512	69,537	69,537	69,552	69,552	69,613	69,613	69,640	69,640	71,071	71,071	72,510	72,510	491,435	491,435
<b>SHS Strategic</b>	<b>69,512</b>	<b>69,512</b>	<b>69,537</b>	<b>69,537</b>	<b>69,552</b>	<b>69,552</b>	<b>69,613</b>	<b>69,613</b>	<b>69,640</b>	<b>69,640</b>	<b>71,071</b>	<b>71,071</b>	<b>72,510</b>	<b>72,510</b>	<b>491,435</b>	<b>491,435</b>
System Support	6,500	7,727	6,500	7,596	6,500	7,596	6,500	7,626	6,500	500	6,500	500	6,500	-	45,500	31,545
State Board Unallocated	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	35,000	35,000
<b>SHS Other</b>	<b>11,500</b>	<b>12,727</b>	<b>11,500</b>	<b>12,596</b>	<b>11,500</b>	<b>12,596</b>	<b>11,500</b>	<b>12,626</b>	<b>11,500</b>	<b>5,500</b>	<b>11,500</b>	<b>5,500</b>	<b>11,500</b>	<b>5,000</b>	<b>80,500</b>	<b>66,545</b>
Planning & Scoping	1,835	1,835	1,625	1,625	1,350	1,350	1,350	1,350	-	-	-	-	-	-	6,160	6,160
Metropolitan Planning	1,873	1,895	1,873	1,895	1,873	1,895	1,873	1,895	1,873	-	-	-	-	-	9,364	7,580
State Planning and Research	6,982	7,090	6,994	7,090	6,982	7,090	6,983	7,066	6,983	-	-	-	-	-	34,924	28,336
<b>Highway Planning</b>	<b>10,690</b>	<b>10,820</b>	<b>10,492</b>	<b>10,610</b>	<b>10,205</b>	<b>10,335</b>	<b>10,206</b>	<b>10,311</b>	<b>8,856</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>50,448</b>	<b>42,076</b>
Recreational Trails	1,711	1,711	1,711	1,711	1,711	1,711	1,711	1,711	1,711	-	-	-	-	-	8,553	6,844
Transportation Alternatives (TAP)	3,822	3,518	3,822	4,794	3,822	-	3,822	-	3,822	-	-	-	-	-	19,109	8,312
Freight	10,322	7,275	10,138	8,633	9,922	-	9,728	4,006	9,537	2,706	9,350	12,225	9,167	-	68,163	34,845
Congestion Mitigation/Air Quality (CMAQ)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Highway Statewide Competitive</b>	<b>8,800</b>	<b>8,454</b>	<b>8,628</b>	<b>8,361</b>	<b>8,458</b>	<b>8,344</b>	<b>8,292</b>	<b>8,619</b>	<b>8,130</b>	<b>-</b>	<b>30,000</b>	<b>29,679</b>	<b>-</b>	<b>-</b>	<b>72,308</b>	<b>63,457</b>
STBG – Local Urban	10,814	10,601	10,602	10,464	10,394	10,259	10,190	10,058	9,991	-	19,589	18,932	-	-	71,580	60,314
STBG – Transportation Mgt Area	480	470	470	461	461	452	443	443	443	-	869	664	-	-	3,176	2,490
TAP – Transportation Mgt Area	14,542	14,263	14,151	10,865	13,770	10,959	13,398	10,089	13,135	-	39,337	39,337	-	-	108,332	85,513
Bridge, Local	5,447	3,485	5,340	6,970	5,235	3,904	5,133	4,915	5,032	-	21,135	24,261	-	-	47,323	43,535
Bridge, Off System	4,085	2,561	4,005	4,858	3,926	7,057	3,849	5,570	3,774	-	7,838	7,838	-	-	27,477	27,884
Safety - Local	8,837	8,729	8,672	8,558	8,495	8,391	8,328	8,226	8,165	-	8,005	8,064	7,848	7,907	58,349	49,875
Safety – Railroad Crossings	2,196	2,015	2,196	1,755	2,196	1,515	2,196	2,090	2,196	-	2,196	2,191	2,196	2,191	15,371	11,757
<b>Highway Local</b>	<b>55,201</b>	<b>50,578</b>	<b>54,063</b>	<b>52,292</b>	<b>52,935</b>	<b>50,881</b>	<b>51,839</b>	<b>50,010</b>	<b>50,866</b>	<b>-</b>	<b>128,969</b>	<b>130,966</b>	<b>11,096</b>	<b>11,096</b>	<b>403,917</b>	<b>344,825</b>

Amounts in \$1,000 and rounded.

Idaho Transportation Investment Program (ITIP)																
Program Name	Statewide Transportation Improvement Program (STIP)								FY2026*		(PREL for Locals)		FY2028*		Sum FY22-28	
	FY2022*		FY2023*		FY2024*		FY2025*				FY2027*					
	Available	Program	Available	Program	Available	Program	Available	Program	Available	Program	Available	Program	Available	Program	Available	Program
<b>LHTAC Programs</b>	<b>32,911</b>	<b>29,038</b>	<b>32,167</b>	<b>31,251</b>	<b>31,426</b>	<b>30,311</b>	<b>30,708</b>	<b>28,800</b>	<b>30,106</b>	<b>-</b>	<b>76,315</b>	<b>79,500</b>	<b>7,848</b>	<b>7,907</b>	<b>241,481</b>	<b>206,807</b>
<b>Highway Federal Formula &amp; State Funds</b>																
High Priority (SAFETEA-LU)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
High Priority (TEA-21)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Discretionary & Earmarks & Applications	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Emergency Relief	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Federal Lands Access	13,898	17,110	13,898	18,482	13,898	18,482	13,898	1,686	13,898	-	-	-	-	-	69,490	54,977
Indian Reservation Roads	1,007	1,007	457	457	457	457	-	-	-	-	-	-	-	-	2,351	2,351
Other Federal Non-Formula	2,262	2,262	2,062	2,062	2,062	2,062	462	462	-	-	-	-	-	-	7,048	7,048
<b>Highway Other Federal Programs</b>	<b>17,167</b>	<b>20,379</b>	<b>16,417</b>	<b>21,001</b>	<b>17,047</b>	<b>20,848</b>	<b>14,360</b>	<b>2,148</b>	<b>13,898</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>78,889</b>	<b>64,376</b>
Federal Non-Participating	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Local/Private Partnership	448	448	2,175	2,175	380	380	1,995	1,995	-	-	780	780	-	-	5,778	5,778
<b>Highway Other Programs</b>	<b>448</b>	<b>448</b>	<b>2,175</b>	<b>2,175</b>	<b>380</b>	<b>380</b>	<b>1,995</b>	<b>1,995</b>	<b>-</b>	<b>-</b>	<b>780</b>	<b>780</b>	<b>-</b>	<b>-</b>	<b>5,778</b>	<b>13,577</b>
<b>GARVEE 2017 Legislative Authorization 2</b>	<b>78,697</b>	<b>78,697</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>78,697</b>	<b>78,697</b>
<b>Highways Total</b>	<b>562,407</b>	<b>558,715</b>	<b>485,792</b>	<b>498,359</b>	<b>494,239</b>	<b>517,040</b>	<b>485,724</b>	<b>493,845</b>	<b>483,722</b>	<b>490,477</b>	<b>537,248</b>	<b>538,674</b>	<b>410,041</b>	<b>406,435</b>	<b>3,459,172</b>	<b>3,503,544</b>
Capital	16,925	16,925	16,730	16,730	16,163	16,163	16,420	16,420	15,823	15,823	8,393	8,393	-	-	90,454	90,454
Operations	55,020	55,020	27,792	27,792	27,862	27,862	27,900	27,900	27,918	27,918	2,624	2,624	-	-	169,116	169,116
<b>Public Transit Total</b>	<b>71,945</b>	<b>71,945</b>	<b>44,522</b>	<b>44,522</b>	<b>44,025</b>	<b>44,025</b>	<b>44,320</b>	<b>44,320</b>	<b>43,741</b>	<b>43,741</b>	<b>11,017</b>	<b>11,017</b>	<b>-</b>	<b>-</b>	<b>259,570</b>	<b>259,570</b>
New Airport Facility	5,444	5,444	13,559	13,559	5,308	5,308	9,212	9,212	7,711	7,711	5,399	5,399	150	150	46,783	46,783
Airport Facility Maintenance	32,275	32,275	21,277	21,277	29,751	29,751	26,373	26,373	14,042	14,042	5,399	5,399	150	150	129,267	129,267
Airport Planning	266	266	1,867	1,867	884	884	558	558	493	493	5,279	5,279	5,000	5,000	14,347	14,347
Aviation System Planning	583	583	289	289	-	-	311	311	-	-	407	407	-	-	1,590	1,590
<b>Aeronautics Total</b>	<b>38,568</b>	<b>38,568</b>	<b>36,992</b>	<b>36,992</b>	<b>35,943</b>	<b>35,943</b>	<b>36,454</b>	<b>36,454</b>	<b>22,246</b>	<b>22,246</b>	<b>16,484</b>	<b>16,484</b>	<b>5,300</b>	<b>5,300</b>	<b>191,987</b>	<b>191,987</b>
<b>Grand Total</b>	<b>672,920</b>	<b>669,228</b>	<b>567,306</b>	<b>579,873</b>	<b>574,207</b>	<b>597,008</b>	<b>566,498</b>	<b>574,619</b>	<b>549,709</b>	<b>556,464</b>	<b>564,749</b>	<b>566,175</b>	<b>415,341</b>	<b>411,735</b>	<b>3,910,729</b>	<b>3,955,101</b>

\* Available estimates are to be used for planning purposes only. Federal FY2020 is last year of FAST Act. FY2021 and later are flat-lined at FY2020 levels. Funds expressed in Year-Of-Expenditure Dollars assuming 2% annual inflation.

Funding levels assume 100% Obligation Authority **Includes set-asides for short/under-programmed programs**

<sup>1</sup> Grant Anticipation Revenue Vehicle (GARVEE) bonds provide no net additional transportation funding as they are repaid with future federal funds via debt service.

PREL = preliminary development, or beyond the first five years of the program

TEA-21 (Transportation Equity Act for the 21<sup>st</sup> Century) = the transportation authorization bill enacted in 1998

## 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.

In FY2020, the local roadway jurisdictions in Ada and Canyon Counties budgeted only 3.15% of their budget to capital construction projects. The majority of their funds (54.46%) were budgeted for reconstruction and routine maintenance, demonstrating that maintaining the existing system is a very high priority for the region. Another 26.16% was budgeted for "other expenses," such as property purchase and engineering. Equipment consumed 9.26% of the budgets. Finally, administrative costs were 6.96% of the overall expenses for roadway jurisdictions.

The local roadway jurisdictions collectively reported on their FY2020 Road and Street Reports that almost \$99 million of maintenance work is currently deferred, due to lack of funding. Tables 27 through 29 provide FY2020 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](mailto:info@compassidaho.org).

Table 27: Total Local Income Sources for Agencies with Roadway Jurisdiction, FY2020

	Total Local Income	Total State Income	Total Federal Income	Total Income
<b>Highway Districts</b>				
ACHD	\$88,916,822	\$36,877,737	\$1,773,565	\$127,568,124
Canyon Highway District	\$6,654,018	\$3,202,642	\$151,393	\$10,008,053
Golden Gate Highway District	\$1,413,652	\$1,321,439	\$11,514	\$2,746,605
Nampa Highway District	\$9,017,092	\$4,604,210	\$0	\$13,621,303
Notus-Parma Highway District	\$1,117,671	\$1,181,149	\$0	\$2,298,820
<b>Cities</b>				
Caldwell	\$5,117,200	\$3,157,251	\$132,790	\$8,407,241
Greenleaf	\$48,014	\$140,807	\$0	\$188,821
Melba	\$19,551	\$60,273	\$0	\$79,824
Middleton	\$1,769,241	\$504,884	\$79,784	\$2,353,909
Nampa	\$11,125,734	\$4,554,868	\$522,546	\$16,203,148
Notus	\$23,921	\$129,095	\$0	\$153,016
Parma	\$182,531	\$103,782	\$0	\$286,313
Wilder	\$36,935	\$82,628	\$23,000	\$142,563
<b>Total</b>	<b>\$125,442,382</b>	<b>\$55,920,765</b>	<b>\$2,694,592</b>	<b>\$184,057,740</b>

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

Table 28: Total Disbursements for Agencies with Roadway Jurisdiction, FY2020

	Total Construction Costs	Total Reconstruction Costs	Total Routine Maintenance	Total Equipment	Administration	*Other Expenses	Total Disbursements
<b>Highway Districts</b>							
ACHD	\$2,213,591	\$45,052,855	\$18,787,792	\$7,451,609	\$7,443,151	\$32,287,783	\$113,236,781
Canyon Highway District	\$0	\$3,484,545	\$1,618,629	\$1,356,905	\$681,993	\$719,720	\$7,861,792
Golden Gate Highway District	\$0	\$436,121	\$973,027	\$508,481	\$338,080	\$135,174	\$2,390,883
Nampa Highway District	\$761,704	\$2,398,567	\$3,679,957	\$835,193	\$542,506	\$3,410,165	\$11,628,092
Notus-Parma Highway District	\$0	\$183,312	\$624,896	\$485,524	\$349,855	\$131,172	\$1,774,759
<b>Cities</b>							
Caldwell	\$1,659,230	\$1,121,333	\$1,439,979	\$1,742,336	\$593,473	\$1,929,757	\$8,486,108
Greenleaf	\$0	\$138,883	\$2,357	\$12,708	\$21,241	\$13,632	\$188,821
Melba	\$0	\$0	\$37,186	\$374	\$25,164	\$15,627	\$78,351
Middleton	\$464,126	\$43,601	\$167,405	\$99,730	\$86,278	\$701,523	\$1,562,663
Nampa	\$0	\$4,654,511	\$2,902,205	\$2,268,483	\$1,041,119	\$2,901,086	\$13,767,404
Notus	\$0	\$0	\$108,304	\$1,010	\$455	\$9,425	\$119,194
Parma	\$0	\$86,710	\$77,851	\$195,135	\$68,513	\$35,864	\$464,073
Wilder	\$0	\$26,409	\$21,024	\$19,619	\$59,901	\$9,800	\$136,753
<b>Total</b>	\$5,098,651	\$57,626,847	\$30,440,612	\$14,977,107	\$11,251,729	\$42,300,728	\$161,695,674

\*Other expenses include property purchase, audits, engineering services, payments to local governments, etc.  
 Source: 2020 Road and Street Report, Self-Reported, September 30, 2020.

Table 29: Total Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2020

	Beginning Balance	Total Income	Total Disbursements	Receipts Over Disbursements	Adjust	Closing Fund Balance	Obligated for projects	Retained for operations
<b>Highway Districts</b>								
ACHD	\$30,966,447	\$127,568,124	\$113,236,781	\$14,331,343		\$45,297,790	\$45,297,790	
Canyon Highway District	\$5,103,079	\$10,008,053	\$7,861,792	\$2,146,261	-\$39,425	\$7,209,915	\$6,709,915	\$500,000
Golden Gate Highway District	\$2,021,045	\$2,746,605	\$2,390,883	\$355,722		\$2,376,767	\$2,168,766	\$208,001
Nampa Highway District	\$9,834,821	\$13,621,303	\$11,628,092	\$1,993,210		\$11,828,031	\$9,348,139	\$2,479,892
Notus-Parma Highway District	\$468,574	\$2,298,820	\$1,774,759	\$524,061		\$992,635	\$792,635	\$200,000
<b>Cities</b>								
Caldwell	\$6,532,747	\$8,407,241	\$8,486,108	-\$78,867		\$6,453,880		
Greenleaf	\$120,346	\$188,821	\$188,821	\$0		\$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	
<b>Total</b>	<b>\$57,304,429</b>	<b>\$175,299,675</b>	<b>\$165,146,631</b>	<b>\$10,153,044</b>	<b>\$436,084</b>	<b>\$67,021,389</b>	<b>\$46,869,133</b>	<b>\$4,916,630</b>

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



## Valley Regional Transit (VRT)

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

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

Budget projections, including inflation, predict that without additional funding, service could be negatively affected and/or VRT would need to push out needed maintenance and capital projects in the Boise and Nampa Urbanized Areas. See additional details in Appendix C. VRT reports a capital shortfall of \$17 million.

Table 30 provides VRT's FY2021 summary budget. VRT's future budget is based on historical trends and assumes continuation of funding from local jurisdictions at least at the current rate, plus an approximate 2% increase to cover inflation.

In order to provide more certainty to the public transportation program, VRT develops a five year service and capital plan called the Transportation Development Plan (TDP). This plan will provide more opportunities to align local funding priorities with multi-year public transportation investments. VRT presented the first draft of the TDP to its board in August 2021 and expects a final TDP to be adopted in October 2022.

Table 30: VRT FY2022 Budget Summary by Budget Area

**Fiscal Year 2022 Budget  
Budget Summary by Budget Area**

<b>REVENUES</b>		<b>EXPENSES</b>	
<b>Regional Overhead</b>		<b>Regional Overhead</b>	
Directly Generated Revenues	\$ 43,750	Wages and Salaries	\$ 1,097,364
Auxiliary Revenues	519,939	Fringe Benefits	1,230,392
Federal Assistance	2,667,139	Professional Services	1,097,655
Local Assistance	2,335,187	Materials and Supplies	98,800
<b>TOTAL</b>	<b>\$ 5,566,016</b>	Utilities	131,783
		Casualty and Liability	24,361
		Purchased Transportation	-
		Miscellaneous	528,306
		Subrecipient Pass Through	492,000
		Interest	400
		Leases and Rentals	64,955
		<b>TOTAL</b>	<b>\$ 5,566,016</b>
<b>Ada County Transportation Services</b>		<b>Ada County Transportation Services</b>	
Directly Generated Revenues	\$ 380,997	Wages and Salaries	\$ 4,719,150
Auxiliary Revenues	76,142	Fringe Benefits	3,875,711
Federal Assistance	4,360,703	Professional Services	642,418
Local Assistance	6,442,357	Materials and Supplies	989,500
<b>TOTAL</b>	<b>\$ 11,260,199</b>	Utilities	160,394
		Casualty and Liability	557,343
		Purchased Transportation	-
		Miscellaneous	183,760
		Interest	-
		Leases and Rentals	131,924
		<b>TOTAL</b>	<b>\$ 11,260,199</b>
<b>Canyon County Transportation Services</b>		<b>Canyon County Transportation Services</b>	
Directly Generated Revenues	\$ 82,393	Wages and Salaries	\$ 1,158,719
Auxiliary Revenues	23,260	Fringe Benefits	585,388
Federal Assistance	1,995,499	Professional Services	191,405
Local Assistance	418,797	Materials and Supplies	348,010
<b>TOTAL</b>	<b>\$ 2,519,950</b>	Utilities	48,031
		Casualty and Liability	156,538
		Purchased Transportation	-
		Miscellaneous	23,759
		Interest	-
		Leases and Rentals	8,100
		<b>TOTAL</b>	<b>\$ 2,519,950</b>
<b>Specialized Transportation Services</b>		<b>Specialized Transportation Services</b>	
Directly Generated Revenues	\$ -	Wages and Salaries	\$ 251,882
Auxiliary Revenues	-	Fringe Benefits	173,326
Federal Assistance	1,851,184	Professional Services	249,175
Local Assistance	1,042,442	Materials and Supplies	125,850
<b>TOTAL</b>	<b>\$ 2,893,626</b>	Utilities	7,700
		Casualty and Liability	83,000
		Purchased Transportation	1,981,943
		Miscellaneous	20,750
		Interest	-
		Leases and Rentals	-
		<b>TOTAL</b>	<b>\$ 2,893,626</b>
<b>Capital Projects</b>		<b>Capital Projects</b>	
Federal Capital Assistance	\$ 2,288,000	VRT	\$ 2,860,000
Local Capital Assistance	572,000	Subrecipient - Pass Through	-
Subrecipient Pass Through	-	<b>TOTAL</b>	<b>\$ 2,860,000</b>
<b>TOTAL</b>	<b>\$ 2,860,000</b>		
<b>Grand Total Revenues</b>	<b>\$ 25,099,791</b>	<b>Grand Total Expenses</b>	<b>\$ 25,099,791</b>

## General Statement of Financial Constraint

The projects programmed in this document can reasonably be funded through anticipated funding sources. The percentage of programmed funds per available funds for each year is provided in Table 31.

*Table 31: Percentage of Programmed vs. Available Funds Per Year*

2022	2023	2024	2025	2026	PD
99.83%	99.94%	99.74%	98.93%	98.35%	95.86%

Table 32 demonstrates available funding versus programmed funding for all funding sources in the COMPASS planning area. Funds in programs not managed by COMPASS are assumed to be 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. In light of these facts, it is concluded that the sponsoring agencies listed in this document are capable of providing the required local match and that the document meets the requirement of financial constraint.

Table 32: COMPASS Region Available vs. Programmed Funding

Funding Source*	2022		2023		2024		2025		2026		PD**	
	Available	Programmed	Available	Programmed	Available	Programmed	Available	Programmed	Available	Programmed	Available	Programmed
Bridge (Local)	149	149	6,626	6,626	0	0	0	0	0	0	0	0
Bridge Preservation	0	0	1,278	1,278	0	0	0	0	0	0	0	0
Fed RRX	330	330	755	755	260	260	0	0	0	0	700	700
FLAP	139	139	399	399	8,805	8,805	1,319	1,319	0	0	0	0
Freight	959	959	8,010	8,010	0	0	0	0	0	0	0	0
FTA 5303***	312	312	312	312	312	312	312	312	0	0	0	0
FTA 5307 LU***	4,703	4,703	4,703	4,703	4,703	4,703	4,703	4,704	4,703	4,704	0	0
FTA 5307 SU***	3,114	3,114	2,614	2,614	2,614	2,613	2,614	2,614	2,614	2,614	0	0
FTA 5310 LU***	322	322	322	322	322	322	322	322	322	322	0	0
FTA 5310 R***	192	192	0	0	0	0	0	0	0	0	0	0
FTA 5310 SU***	269	269	269	269	269	269	269	269	269	269	0	0
FTA 5311***	615	615	0	0	0	0	0	0	0	0	0	0
FTA 5339 LU***	531	531	531	531	531	531	531	531	531	531	0	0
FTA 5339 R***	1,734	1,734	0	0	0	0	0	0	0	0	0	0
FTA 5339 SU***	285	285	285	285	285	285	285	285	285	285	0	0
HB132 and HB312	4,000	4,000	0	0	0	0	0	0	0	0	0	0
HSIP (Local)	0	0	87	87	846	846	0	0	0	0	0	0
IM	0	0	7,650	7,650	0	0	2,955	2,955	0	0	0	0
Local (Regionally Significant)	8,078	8,078	21,177	21,177	21,426	21,426	8,609	8,609	0	0	27,388	27,388
Local Participating	1,106	1,106	11,720	11,720	1,118	1,118	626	626	19	19	0	0
Metropolitan Planning	1,199	1,199	1,199	1,199	1,199	1,199	1,199	1,199	1,199	1,199	0	0
NHPP	28,546	28,546	16,722	16,722	580	580	0	0	3,000	3,000	24,028	24,028
Non-Participating (Local)	310	310	714	714	0	0	0	0	0	0	0	0
Private Developer	200	200	0	0	0	0	0	0	0	0	0	0
State	12,997	12,997	26,925	26,925	6,083	6,083	0	0	4,126	4,126	42,536	42,536
STBG-R	4,089	4,089	0	0	0	0	0	0	0	0	2,763	2,763
STBG-State	2,754	2,754	624	624	0	0	0	0	0	0	2,551	2,551
STBG-TMA****	13,482	13,009	10,814	10,714	12,436	12,220	10,814	10,379	10,814	10,172	21,628	15,945
STBG-U	3,753	3,753	5,107	5,107	215	215	2,309	2,309	2,187	2,187	4,986	4,986
TAP-State	479	479	613	613	0	0	0	0	0	0	0	0
TAP-TMA	480	400	480	477	480	470	480	460	480	452	960	898
TECM	230,085	230,085	52,658	52,658	23,689	23,689	5,000	5,000	10,000	10,000	0	0
<b>Total</b>	<b>325,212</b>	<b>324,659</b>	<b>182,594</b>	<b>182,491</b>	<b>86,173</b>	<b>85,946</b>	<b>42,347</b>	<b>41,893</b>	<b>40,549</b>	<b>39,880</b>	<b>127,060</b>	<b>121,795</b>

As of October 2021.

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 can be found 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 FY2027 or FY2028.

\*\*\*Funds are shown as federal only because local match rates vary from 0% to 50%. Available funds for year shown only, but program may include previous year carry-over funds.

\*\*\*\*Includes carry over funds from the Coronavirus Response and Relief Supplemental Appropriations Act, 2021

Blue highlight = programs managed by COMPASS or VRT. .

## X. 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 provided in Table 33.

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

- Roadway projects that do not include some aspect of transit, sidewalks, bicycle lanes, and/or air quality improvements are shown as 100% roadway solutions.
- Projects dedicated to transit, pathway, bicycle lanes, or sidewalk improvements are shown as 100% alternative solutions.
- Roadway projects that also have some aspect 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 33: Share of Project Costs Allocated by Type of Project

Year	Total Programmed Funds*	Amount Allocated to Roadway Solutions	Amount Allocated to Alternative Solutions	Amount Allocated to Air Quality	Amount Allocated to Other	Percent to Roadways Solutions	Percent to Alternative Solutions	Percent to Air Quality	Percent to Other
2022	\$328,884	\$282,164	\$37,476	\$4,008	\$5,236	85.79%	11.39%	1.22%	1.59%
2023	\$183,729	\$134,859	\$35,352	\$11,470	\$2,048	73.40%	19.24%	6.24%	1.11%
2024	\$88,789	\$53,183	\$32,522	\$475	\$2,610	59.90%	36.63%	0.53%	2.94%
2025	\$45,147	\$22,554	\$19,381	\$1,057	\$2,155	49.96%	42.93%	2.34%	4.77%
2026	\$43,106	\$20,908	\$16,396	\$997	\$4,805	48.50%	38.04%	2.31%	11.15%
2027	\$53,391	\$48,377	\$3,905	\$877	\$232	90.61%	7.31%	1.64%	0.43%
2028	\$28,786	\$27,479	\$1,308	\$0	\$0	95.46%	4.54%	0.00%	0.00%
PD	\$37,821	\$26,154	\$11,295	\$0	\$373	69.15%	29.86%	0.00%	0.99%
<b>Total</b>	<b>\$809,653</b>	<b>\$615,676</b>	<b>\$157,635</b>	<b>\$18,883</b>	<b>\$17,459</b>	<b>76.04%</b>	<b>19.47%</b>	<b>2.33%</b>	<b>2.16%</b>

As of October 2021.

\*Shown in year of expenditure – inflated.

\*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. Table 34 provides a brief description of those funding sources.

COMPASS staff created a [funding fact sheet](#)<sup>38</sup> titled *Transportation Funding Terms and Acronyms...Unraveling the Jargon*, for a more succinct version of the information below, including definitions of transportation acronyms.

The information below 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.

Table 34: Funding Sources and Uses

Funding source*	What it's used for	Example	Whose can use this funding in Ada/Canyon Counties**
Bridge (Local)	Replacing or rehabilitating local (non ITD) bridges.	Fixing a current bridge or replacing an old bridge with a new one.	Local highway districts or cities
Coronavirus Aid, Relief, and Economic Security Act (CARES)	Projects to keep the public transportation assets and services viable through the COVID pandemic.	Operational expenses, bus replacement, increased sanitation.	Public transportation providers in the Boise and Nampa Urbanized Areas
Coronavirus Aid, Relief, and Economic Security Act (CARES)	Projects to keep the public transportation assets and services viable through the COVID pandemic.	Operational expenses, bus replacement, increased sanitation.	Public transportation providers in the Boise and Nampa Urbanized Areas
Federal Lands Access Program (FLAP)	Projects that enhance access to federal lands. Program managed by the Western Federal Lands division of the US Department of Transportation.	Improvements to Bogus Basin Road.	Any (must be associated with federal lands)

<sup>38</sup> Funding Terms Fact Sheet:  
<http://www.compassidaho.org/prodserv/transimprovement.htm#understand>.

Funding source*	What it's used for	Example	Whose 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 railroad crossing or add crossing arms.	Any
FTA 5303	FTA funding for metropolitan planning.	Funding for COMPASS to conduct regional transportation planning.	COMPASS
FTA 5307 LU	Planning, developing, improving, and operating public transportation services in large urban areas with populations over 200,000.	Purchasing new buses, or paying operating costs, such as fuel and drivers' salaries.	Public transportation providers in the Boise Urbanized Area (generally, northern Ada County)
FTA 5307 SU	Planning, developing, improving, and operating public transportation services in small urban areas with a population between 50,000 and 200,000.	Purchasing new buses, or paying operating costs, such as fuel and drivers' salaries.	Public transportation providers in the Nampa Urbanized Area (generally, eastern Canyon County)
FTA 5310 LU	Public transportation services and equipment that directly benefit the elderly and people with disabilities in large urban areas with populations over 200,000.	Purchasing buses or vans for senior centers.	Public transportation providers in the Boise Urbanized Area (generally, northern Ada County)
FTA 5310 R	Public transportation services and equipment that directly benefit the elderly and people with disabilities in rural areas with a population less than 50,000.	Purchasing buses or vans for senior centers.	Public transportation providers outside of the Boise and Nampa Urbanized Areas
FTA 5310 SU	Public transportation services and equipment that directly benefit the elderly and people with disabilities in small urban areas with a population between 50,000 and 200,000.	Purchasing buses or vans for senior centers.	Public transportation providers in the Nampa Urbanized Area (generally, eastern Canyon County)
FTA 5311	Planning, developing, improving, and operating public transportation services in large urban areas with populations under 50,000.	Purchasing new buses, or paying operating costs, such as fuel and drivers' salaries.	Rural public transportation providers



Funding source*	What it's used for	Example	Whose can use this funding in Ada/Canyon Counties**
FTA 5339 LU	Capital funding to replace or rehabilitate buses or bus facilities, purchase buses and related equipment, and to construct bus-related facilities in large urban areas with a population over 200,000.	Purchasing buses or building bus shelters.	Public transportation providers in the Boise Urbanized Area (generally, northern Ada County)
FTA 5339 R	Capital funding to replace or rehabilitate buses or bus facilities, purchase buses and related equipment, and to construct bus-related facilities in small urban areas with a population between 50,000 and 200,000.	Purchasing buses or building bus shelters.	Public transportation providers in rural areas (5,000 population or less)
FTA 5339 SU	Capital funding to replace or rehabilitate buses or bus facilities, purchase buses and related equipment, and to construct bus-related facilities in small urban areas with a population between 50,000 and 200,000.	Purchasing buses or building bus shelters.	Public transportation providers in the Nampa Urbanized Area (generally, eastern Canyon County)
Freight	Capital funding to improve freight movement on prioritized freight corridors.	Providing wider turning movements at an intersection.	ITD, local highway districts, or cities (but must be on prioritized freight corridor)
Highway Safety Improvement Program (HSIP) (Local)	A project that improves safety on locally managed roadways.	Adding safety lighting along a corridor.	Local highway districts or cities
House Bill 132 and House Bill 312 (HB132 and HB312)	Increased taxes for projects to keep roads and bridges in good condition.	Rehabilitating a road.	ITD (other agencies receive these funds, but they are not reported in the TIP)
Interstate Maintenance (IM)	A project to resurface, restore, rehabilitate or reconstruct most routes on an Interstate System.	Replacing an interchange on I-84.	ITD
Local Participating	A project that is primarily federally funded, but the sponsoring agency (and/or others) pay more than the minimum required match. Thus, the local agencies are "participating" in the funding.	Any project where the sponsoring agency (and/or others) chooses to pay more than the minimum to help make the project more competitive when projects are selected for funding.	Any
Local (Regionally Significant)	Locally funded projects (no state or federal funds) that are included in the TIP because they meet the definition of "regionally significant."	Adding an additional traffic lane between two intersections on a major roadway, using local (not state or federal) funds.	Local highway districts or cities

Funding source*	What it's used for	Example	Whose can use this funding in Ada/Canyon Counties**
National Highway Performance Program (NHPP)	A project that provides support for the condition and performance of the National Highway System.	Intersection improvements at a congested intersection on a state highway.	ITD
Metropolitan Planning	FHWA funding for metropolitan planning.	Funding COMPASS to conduct regional transportation planning.	COMPASS
Private Developer	A project funded by a private developer or organization that is regionally significant.	Improvements to a major roadway or intersection, such as a principal arterial.	Private Developers
Sales Tax Anticipated Revenue (STAR)	Refunding money to a developer who pays for transportation improvements up front. Refunds come from anticipated sales tax generated by the new development.	Improvements funded by a developer, such as widening a road to accommodate increased traffic at a new shopping mall.	Private Developers
State Funds	Any project on a state-owned facility. Funds are very flexible.	Any type of road improvement, including operations, technology, planning, support projects, and limited alternative transportation.	ITD
State Rail Protection Account	Provides the match funds for the federal railroad crossing project, which requires 10% local match.	Improve the surface of a railroad crossing and/or add lighting and safety gates.	Local highway districts or cities
Surface Transportation Block Grant – Rural (STBG – R)	Mainly roadway projects in small towns and rural areas with populations under 5,000. However, this funding has flexibility to fund a broad range of projects, including studies, maintenance, sidewalks, bike lanes, and more.	Nearly any type of road construction project, including projects such as road widening or chip sealing.	Jurisdictions in areas with populations under 5,000
Surface Transportation Block Grant – State (STBG – State)	Mainly roadway projects for use anywhere in the state. However, this funding has flexibility to fund a broad range of projects, including studies, maintenance, sidewalks, bike lanes, and more.	Nearly any type of road construction project, including projects such as road widening or chip sealing.	ITD
Surface Transportation Block Grant – Transportation Management Area (STBG – TMA)	Mainly roadway projects in urbanized areas of 200,000 or greater population. However, this funding has flexibility to fund a broad range of projects, including studies, maintenance, sidewalks, bike lanes, transit capital projects, and more.	Nearly any type of road construction project, including projects such as road widening or chip sealing.	Generally jurisdictions in the Boise Urbanized Area

Funding source*	What it's used for	Example	Whose can use this funding in Ada/Canyon Counties**
Surface Transportation Block Grant – Urban (STBG – U)	Mainly roadway projects in urbanized areas with populations between 5,000 and 200,000. However, this funding has flexibility to fund a broad range of projects, including studies, maintenance, sidewalks, bike lanes, transit capital projects, and more.	Nearly any type of road construction project, including projects such as road widening or chip sealing.	Jurisdictions in the Nampa Urbanized Area
Transportation Expansion and Congestion Mitigation (TECM)	Projects to expand the existing system to relieve congestion on state highway.	Widening a highway.	ITD
Transportation Alternatives Program State (TAP – State)	Projects that support “alternative” (non-motorized) transportation options anywhere in the state.	Building a walking or biking path.	Any local transportation agency, city, or county (including jurisdictions in the Boise Urbanized Area)
Transportation Alternatives Program – Transportation Management Area (TAP – TMA)	Projects that support “alternative” (non-motorized) transportation options in urbanized areas of 200,000 or greater population.	Building a walking or biking path.	Generally, jurisdictions in the Boise Urbanized Area
Transportation Alternatives Program Urban (TAP – Urban)	Projects that support “alternative” (non-motorized) transportation options in urbanized areas of 50,000 to 200,000 population.	Building a walking or biking path.	Any local transportation agency, city, or county

\*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 who may apply for particular types of funding for particular types of projects. With the exception of TMA funds, all other funding sources can be used by other appropriate agencies throughout Idaho as well, based on funding definitions.

## Acronyms

Table 35 provides general acronyms and terms found throughout the TIP or in discussions about projects and funding.

*Table 35: General Acronyms and Terms Used in the TIP*

<b>Acronym or Term</b>	<b>Definition</b>
ACHD	Ada County Highway District; the agency responsible for all non-state roadways in Ada County.
ACCHD	Association of Canyon County Highway Districts
ADA	Americans with Disabilities Act; civil rights legislation prohibiting discrimination against persons with disabilities.
Boise Area / Boise Urbanized Area / Large Urban (LU)	Generally, northern Ada County, including the cities of Boise, Eagle, Garden City, and Meridian. For FHWA funding: Generally, eligible for Transportation Management Area (TMA) funds. For FTA funding: Eligible for “large urban” (LU) funds.
COMPASS/CPA	Community Planning Association of Southwest Idaho
HD	Highway district
Federal-aid Roadway	Road that is functionally classified as a collector or higher, making it eligible for federal funding.
Federal funding	Transportation funding collected by the federal government, then distributed to the states for use on both state and local transportation projects. The main purpose of the TIP is to budget federal funding.
Federal Highway Administration (FHWA)	An agency within the US Department of Transportation (DOT) 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 (DOT) 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).
GARVEE	Grant Anticipation Revenue Vehicle (bonds).
Hwy (Highway)	Used with a funding program (e.g., State Hwy – System Support)
I-84	Interstate 84.
IN	Part of an ACHD key number. Local key numbers are used when a project is regionally significant, but 100% locally funded.
Idaho Transportation Department (ITD)	The state agency responsible for state and national highways in Idaho, such as Interstate 84, US 20/26, and State Highway 55. ITD receives state and federal funding for transportation projects, primarily from state and federal fuel taxes and state registration fees.
ITS	Intelligent transportation systems; advanced technologies to improve the efficiency and safety of transportation systems.
Key number (KN)	A unique identification number assigned to each project in the TIP.
Local funding	Funding collected by local agencies, such as Ada County Highway District, for use on local projects.
Local match	The portion of a primarily federally funded project paid for with state or local funds. While match is required for most federally funded projects, the minimum required amount varies based on the type of funding.
MPO	Metropolitan planning organization (COMPASS is the MPO for Ada and Canyon Counties).

Acronym or Term	Definition
NAM	Part of a City of Nampa key number. Local key numbers are used when a project is regionally significant, but 100% locally funded.
Nampa Area / Nampa Urbanized Area / Small Urban (SU)	Generally, eastern Canyon County, including the cities of Nampa, Caldwell, and Middleton. For FHWA funding: Eligible for “urban” funds. For FTA funding: Eligible for “small urban” (SU) funds.
National Environmental Policy Act (NEPA)	A law that requires the assessment of the environmental effects of proposed actions prior to making decisions on federally funded projects. A “NEPA study” refers to the documentation required for compliance with NEPA.
PD	Preliminary Development; design may begin, but construction is not yet programmed (budgeted) in a specific year.
PM	Performance Measure. Refers to either of two sets of performance measures reported in the TIP: one to meet the vision of goals of the regional long-range transportation plan ( <i>Communities in Motion</i> ) and one that meets federal requirements.
ORN	OTIS reference number (temporary key number).
OTIS	Office of Transportation Investment Systems (Department at ITD).
RC	Part of an ACHD key number. Local key numbers are used when a project is regionally significant, but 100% locally funded.
RD	Part of an ACHD key number. Local key numbers are used when a project is regionally significant, but 100% locally funded.
Rural (R)	For FHWA funding: An area with less than 5,000 in population. For FTA funding: An area with less than 50,000 in population.
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.
State funding	Transportation funding collected by the State of Idaho for use by ITD and local roadway agencies.
TIP	Regional Transportation Improvement Program. A seven-year budget of projects in Ada and Canyon Counties paid for with federal or state transportation dollars and/or that are “regionally significant.”
Transportation Management Area (TMA)	Any urbanized area over 200,000 in population. The Boise Urbanized Area (generally, northern Ada County) is the only TMA in Idaho. TMAs receive dedicated transportation funding not shared with the rest of the state. See specific policy regarding TMA funds at <a href="http://www.compassidaho.org/documents/prodserv/trans/TMApolicy.pdf">www.compassidaho.org/documents/prodserv/trans/TMApolicy.pdf</a> .
TVT	Treasure Valley Transit, a private, non-profit public transportation company operating in rural southwest Idaho
Urban (U)	For FHWA funding: An area with more than 5,000 in population. For FTA funding: An area with more than 50,000 in population.
US	When used with a number, refers to a US highway (e.g., US-20).
VRT	Valley Regional Transit; the regional public transportation authority for Ada and Canyon Counties.

## **APPENDIX B: PERFORMANCE MEASURE ANALYSIS**

Provides in-depth analysis, using modeling tools, to explain how projects in the TIP will affect the transportation system.

## Analysis for Level of Travel Time Reliability on the NHS

The analysis below was developed for the FY2021-2027 TIP. There were some changes, however, due to timing constraints associated with building an updated travel demand model, a similar analysis was not developed for the FY2022-2028 TIP. Several major additional projects would be added in updated information, such as construction of phase 2 of the State Highway 16 corridor and additional segments on the State Highway 55 corridor in Canyon County.

### Travel Demand Forecast Model

COMPASS is responsible for the development, maintenance, and application of the regional travel demand forecast model covering Ada and Canyon Counties. An in-depth analysis of the impact of major capital expansion projects programmed in the TIP on the state system was conducted using this model. A map showing the projects included in the analysis is shown in Figure 14 (segments included in the analysis are shown in blue; referred to as “NHS-State”); results are shown in Figures 14 through 24.

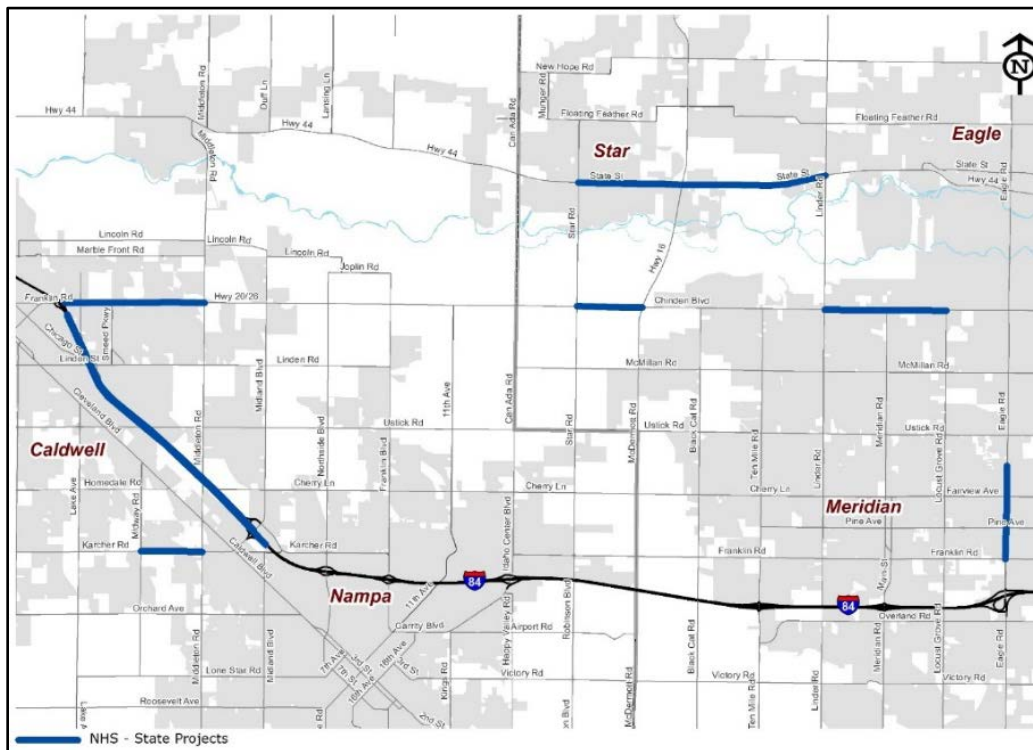


Figure 14: NHS-State System Capital Projects

COMPASS applied the regional travel demand forecast model to analyze how these projects could benefit regional transportation system by the year 2040. Figures 16 through 21 summarize vehicle hours of travel (VHT), congested vehicle miles of travel (CVMT), and vehicle miles of travel (VMT) for the overall system with and without the projects shown above. An assumption used in this analysis was that all other projects anticipated to be built by 2025 are constructed as scheduled. Projects programmed beyond 2025 are not included in this analysis. This analysis

uses the official demographic data sets for the years of analysis. The population in Ada and Canyon Counties is forecasted to increase from 737,790 to 1,044,491 between 2020 and 2040.

Figure 15 demonstrates that regional VHT decreases by 4,360 hours per average weekday by 2025 if these projects are built as compared to if they *are not* built. By 2040, hours decrease by 11,070 per day when these projects *are* included.

Figure 16 demonstrates that the most significant benefit to building these segments is congestion relief. By 2025, the CVMT decrease by 226,300 per average weekday. However, by 2040, CVMT are reduced by more than 1.27 million on the entire transportation system because of these projects.

Figure 17 demonstrates VMT increase if these projects are built. VMT increases by 9,600 per average weekday by 2025, but only increases by 11,800 miles by 2040. The reason for the increase in miles of travel is because people are willing to travel a little farther for a more reliable and less congested route.

Another way to review the benefits of these projects is to look at the benefits within these corridors only; in other words, looking only at the travel on the specific segments that are being widened.

Figure 18 demonstrates that VHT on the scheduled NHS segments would be reduced by constructing the NHS projects. By 2025, VHT would decrease by 1,300 hours per average weekday, but these segments would realize a reduction of 3,630 hours of travel by 2040.

Figure 19 demonstrates that congestion is reduced significantly by constructing the NHS segments. By 2025, CVMT within the limits of the NHS projects decrease by 11,400 per average weekday. By 2040, CVMT within these same corridors decrease by 413,700.

Figure 20 shows the opposite when demonstrating total VMT. By 2025, VMT increase by 106,600 per average weekday. By 2040, VMT on these segments increase by 173,300. The reason for the increase in VMT is that people are willing to drive farther miles to take the less-congested route.



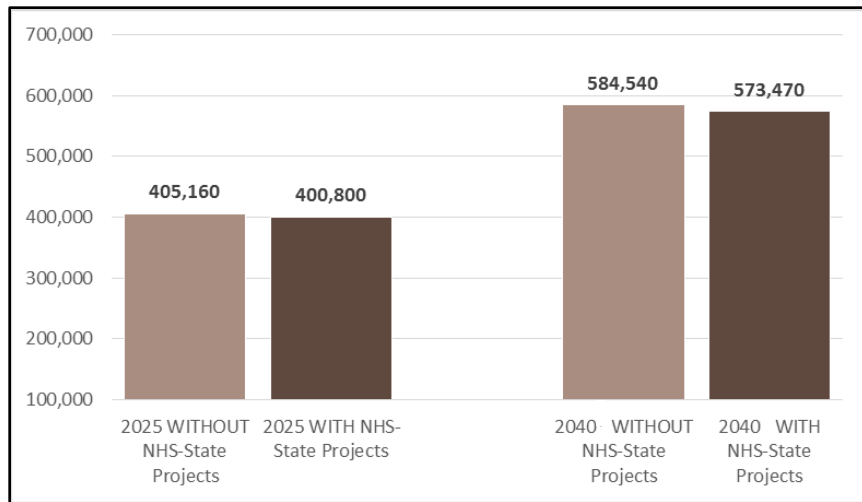


Figure 15: Vehicle Hours of Travel, Average Weekday, Overall System

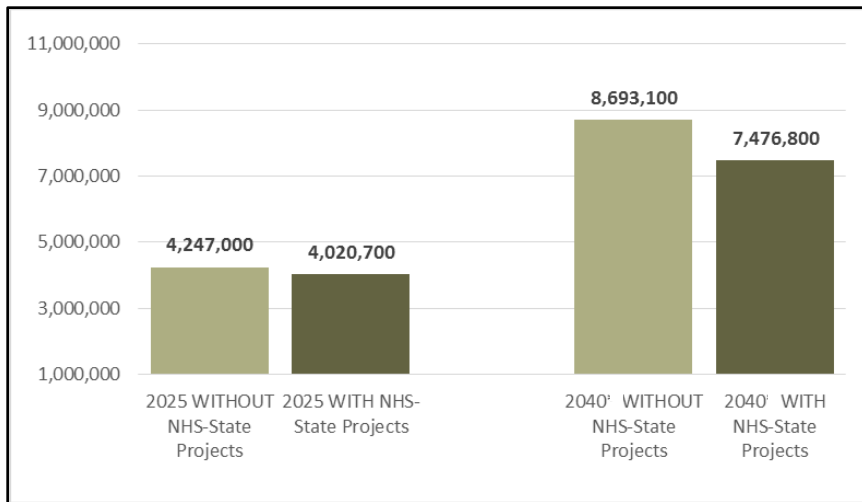


Figure 16: Congested Vehicle Miles of Travel, Average Weekday, Overall System

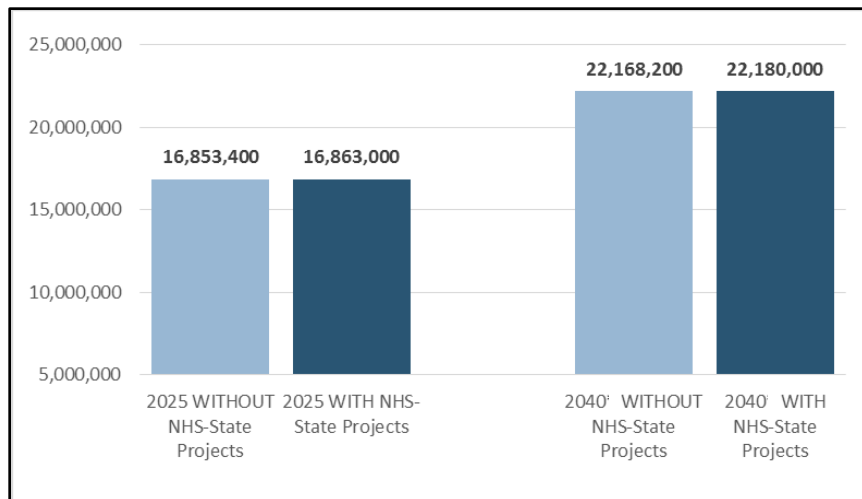


Figure 17: Vehicle Miles of Travel, Average Weekday, Overall System

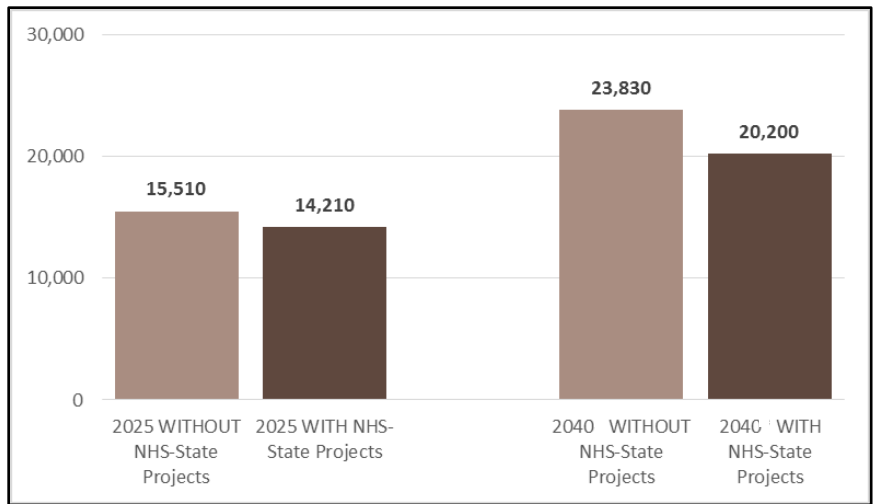


Figure 18: Vehicle Hours of Travel, Average Weekday, NHS-State Project Limits

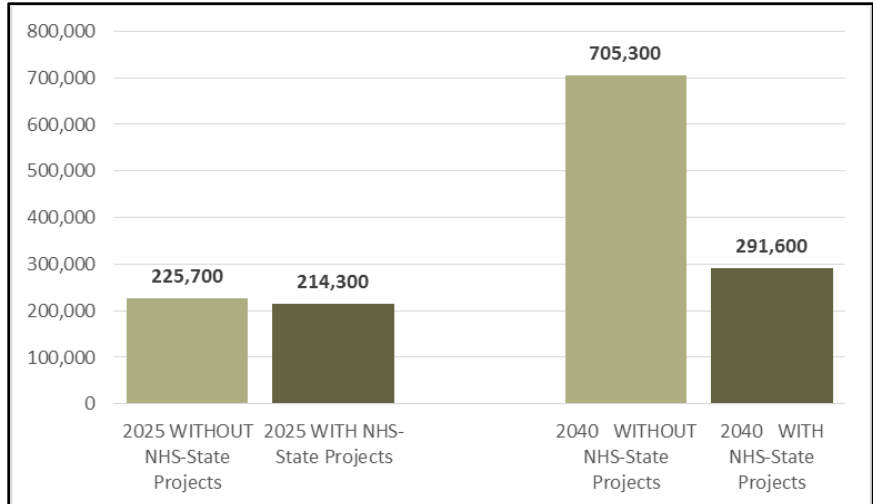


Figure 19: Congested Vehicle Miles of Travel, Average Weekday, NHS-State Project Limits

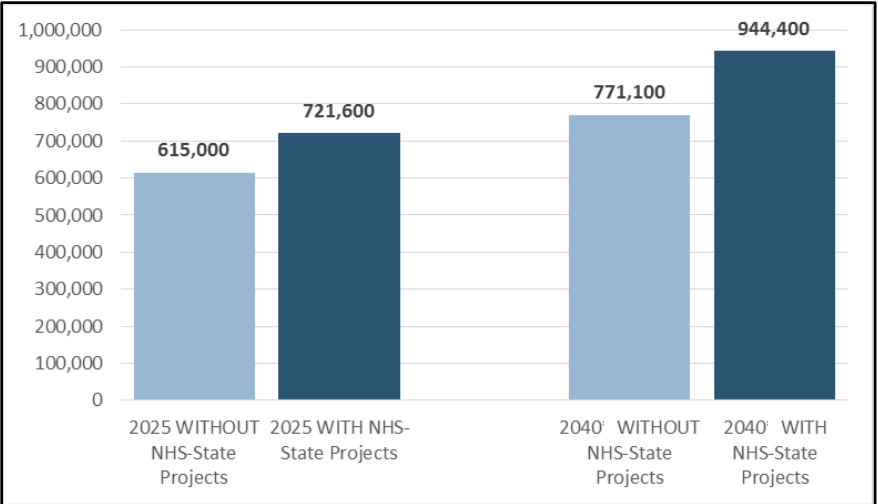


Figure 20: Vehicle Miles of Travel, Average Weekday, NHS-State Project Limits

Figures 21 through 24 compare travel time savings in the morning and afternoon commutes using the same information above, for example, the morning commute on Interstate 84 from the City of Nampa to the City of Caldwell will take about 9% less time with the NHS-State projects than without them.

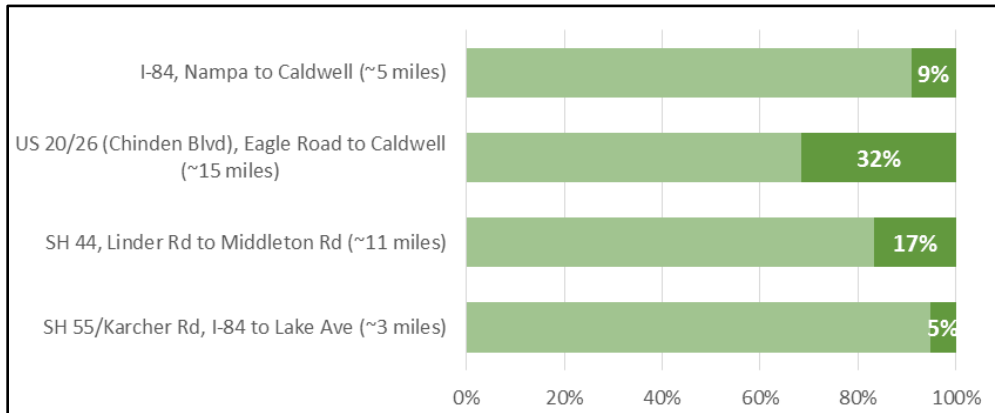


Figure 21: 2025 Travel Time Savings with NHS-State Projects, Morning Commute

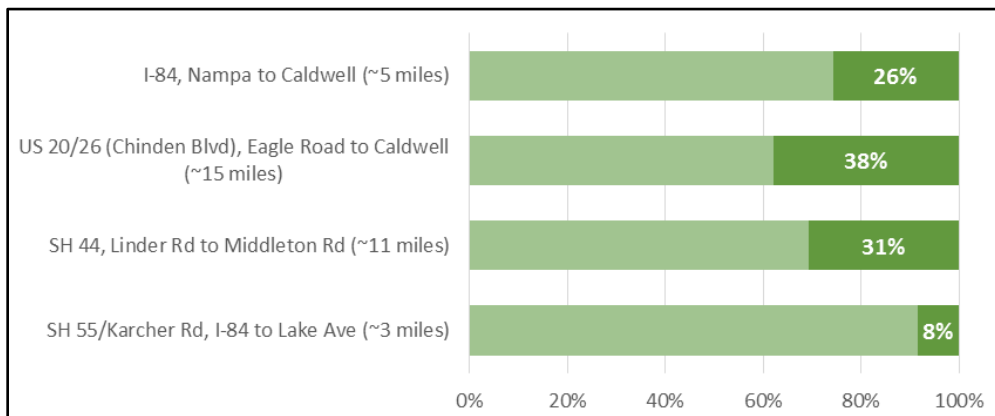


Figure 22: 2040 Travel Time Savings with NHS-State Projects, Morning Commute

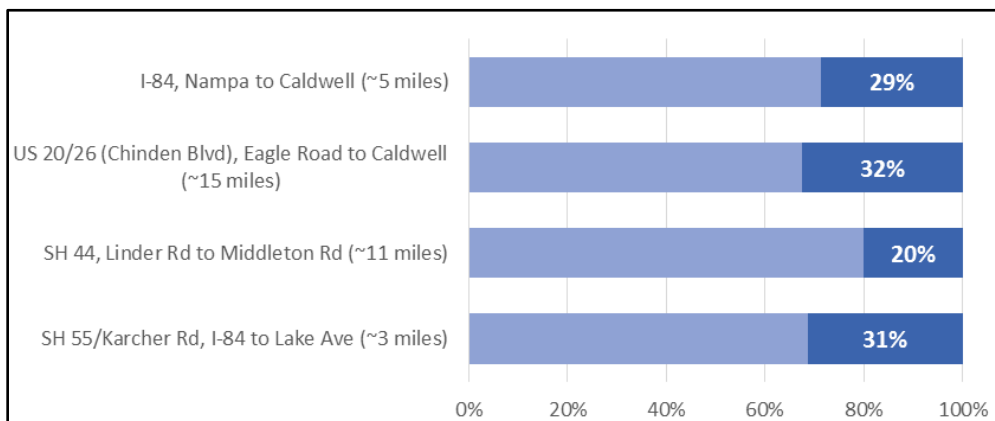


Figure 23: 2025 Travel Time Savings with NHS-State Projects, Afternoon Commute

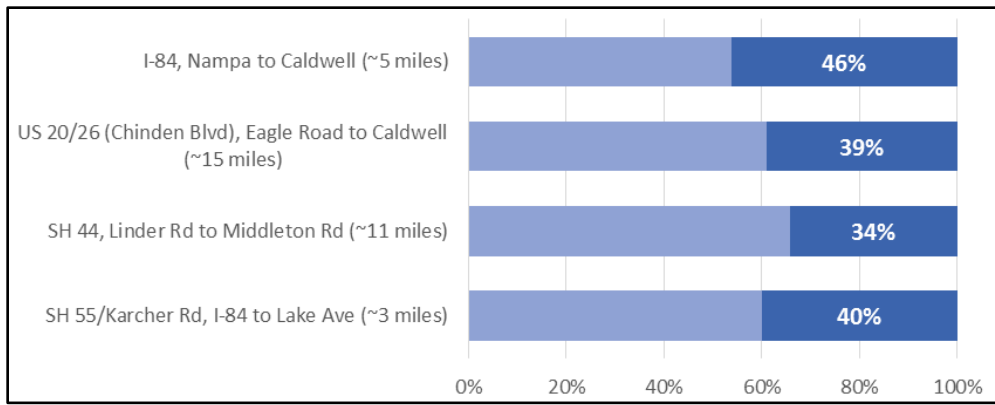


Figure 24: 2040 Travel Time Savings with NHS-State Projects, Afternoon Commute

### Crashes on the NHS

Another aspect of determining reliability of the NHS system is the rate of vehicle crashes, as crashes slow traffic and decrease reliability. These segments of the NHS system experience approximately one crash per day, on average. Figure 25 shows the locations of crashes between 2015 and 2019 on the NHS. Tables 36 and 37 provide the details of crashes over the last available five-years of data on the NHS-State system and also specifically on Interstate 84.

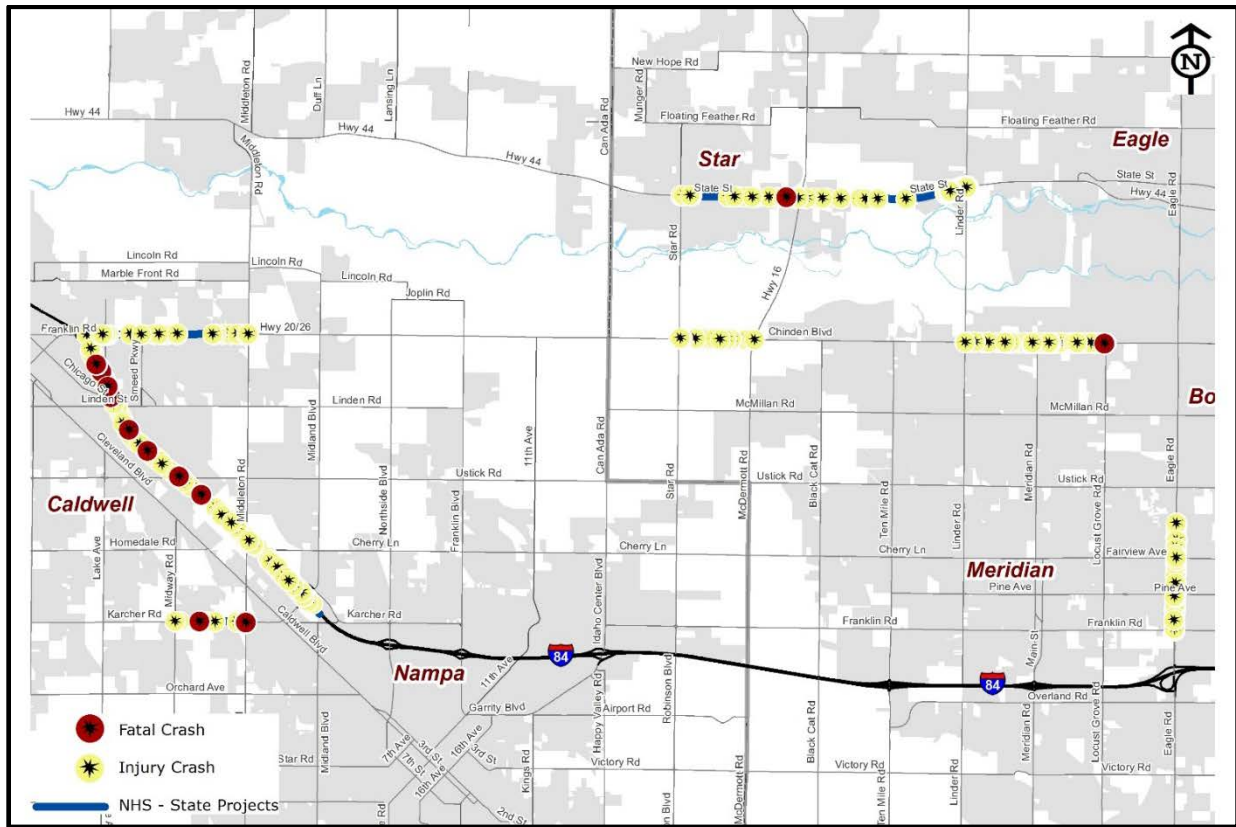


Figure 25: Location of Fatal and Injury Crashes, 2015-2019 on the NHS-State Project Limits

Table 36: Crash Events by Severity and Vehicle Types Involved, NHS-State Project Limits, 2015-2019

Crashes – NHS State Project Limits	2015	2016	2017	2018	2019
<b>Crash Events</b>					
Fatal	4	2	2	3	1
Injury Type (A, B, and C)*	155	184	185	195	208
Property Damage	189	224	205	187	251
Total Crash Events	348	410	392	385	460
<b>Vehicle Types</b>					
Automobile	693	857	787	810	915
Freight	19	17	20	20	23
Pedestrian	0	1	3	0	1
Bicycle	3	0	1	2	2
Other**	15	14	19	10	15
Total Vehicle Types	730	889	830	842	956

\*A= Serious injury, B= Minor injury, C= Possible injury

\*\* Other includes units reported as other, motorcycle, moped, farm equipment, hit and run, construction equipment, motorhome, etc.

Table 37: Crash Events by Severity and Vehicle Types Involved, Interstate Project Limits, 2015-2019

Crashes –Interstate Project Limits	2015	2016	2017	2018	2019
<b>Crash Events</b>					
Fatal	7	2	10	2	6
Injury Type (A, B, and C)*	29	34	35	31	33
Property Damage	8	15	13	19	57
Total Crash Events	44	51	58	52	96
<b>Vehicle Types</b>					
Automobile	70	85	96	92	152
Freight	9	6	12	4	7
Pedestrian	0	1	2	0	1
Bicycle	0	0	0	0	0
Other**	0	2	5	2	5
Total Vehicle Types	79	94	115	98	165

\*A= Serious injury, B= Minor injury, C= Possible injury

\*\* Other includes units reported as other, motorcycle, moped, farm equipment, hit and run, construction equipment, motorhome, etc.

As projects are completed, COMPASS will report on how travel times and the reliability of travel on the NHS change in the [Congestion Management Annual Report](#)<sup>39</sup>.

## Benefit-Cost Analysis

COMPASS prepared a benefit-cost analysis (BCA) with [TREDIS](#)<sup>40</sup> software using outputs from four travel demand model runs: two for the base scenario (current and future year) and two for the project scenario (also current and future year). The current year is 2025, which is the year the projects will be completed, and the future year is 2040, which is the horizon year of the current long-range transportation plan, [CIM 2040 2.0](#)<sup>41</sup>.

<sup>39</sup> Congestion Management Process: <http://www.compassidaho.org/prodserv/cms-intro.htm>.

<sup>40</sup> About TREDIS: <https://tredis.com/about-us>

<sup>41</sup> Communities in Motion 2040 2.0: <http://compassidaho.org/CIM2040-2.0/>

TREDIS requires input data including annual vehicle trips, VMT, VHT, and CVMT, and the fraction of internal, incoming, outgoing, and through trips, all of which are from the travel demand model.

Table 38 provides a summary of the BCA and Table 39 describes the benefits by category included in the BCA for the completion of NHS-State projects shown above and is for information only. This is not intended to be used for project selection, prioritization, or any other purposes. The NHS-State projects are already programmed in the TIP and some of them are underway.

Table 38: Summary of Benefit-Cost Analysis

Benefits	7% discount rate (in \$millions)
Vehicle Operating Costs	\$6.9
Business Time & Reliability Savings	\$442.5
Personal Time & Reliability Savings	\$979.8
<i>Safety Benefits</i>	reported separately
Environmental Emissions	-\$0.8
Logistics/Freight Costs	\$63.5
<b>Total Benefits</b>	<b>\$1,491.9</b>

Costs	\$millions
Capital Investment Costs	\$209.6
Operation and Maintenance Costs	-\$9.4
<b>Total Costs</b>	<b>\$200.2</b>

Summary	
Net Present Value	\$1,291.7
<b>Benefit-Cost Ratio</b>	<b>7.45</b>

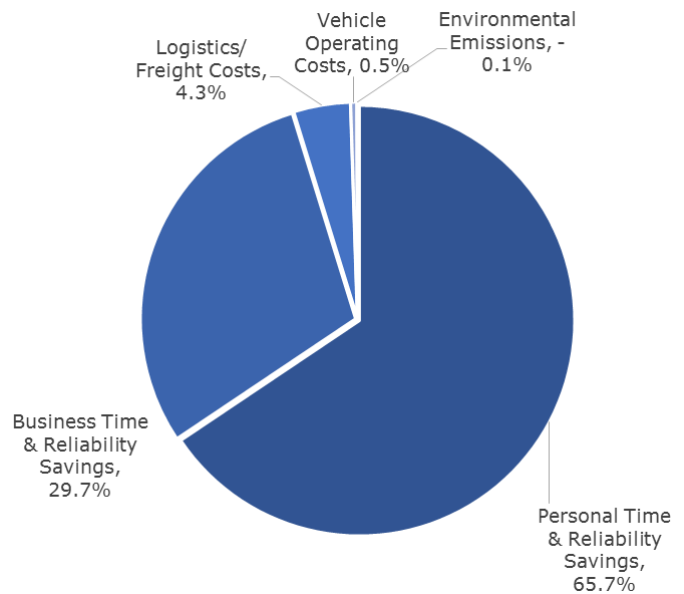


Table 39: Description of BCA Analysis of NHS-State Projects

Benefits	7% discount (\$ in millions)	Narrative
Total Benefits	\$4,491.9	
Vehicle Operating Costs	\$6.9	Vehicle operating costs (e.g., maintenance, tires, depreciation, and fuel) are affected by changes in vehicle miles traveled (VMT) and how much VMT occurs in congested conditions (causing higher fuel consumption). The completion of these projects contributes to an increase in VMT due to drivers traveling longer distance to access more efficient facilities, but reduces congested driving conditions, leading to a decrease in overall vehicle operating costs.
Business Time and Reliability Costs	\$442.5	Business time and reliability costs are two benefit categories associated with business (i.e., "on-the-clock") travel purposes and make up about 30% of the total benefit. Improved speeds on these corridors enable business-oriented travelers to reach their destinations faster and therefore provide a time savings benefit. Improvements in reliability also enable travelers to reduce the amount of "buffer" time (i.e., schedule padding) added into their planned trip to ensure an on-time arrival.
Personal Time and Reliability Costs	\$979.8	Personal time and reliability costs are two benefit categories associated with personal travel purposes and make up about 66% of the total benefits. Improved speeds on US 20/26 enable travelers to reach their destinations faster and therefore provide a time savings benefit. Improvements in reliability also enable travelers to reduce the amount of "buffer" time (i.e., schedule padding) added into their planned trip to ensure an on-time arrival.
Safety	Reported separately	Safety benefits (crash reductions) were not included in the BCA since they are part of the federal performance reporting. These projects are expected to reduce the overall number of crashes by 121 – see the safety federal performance measures in Section V.
Logistics/Freight Costs	\$63.5	The value of freight logistics cost savings is in addition to the values of savings in vehicle operating cost and driver time. The value of freight logistics cost represents the opportunity cost savings accruing to shippers and receivers related to freight handling, inventory/storage, and duration of delivery. Logistics/freight costs are affected by changes in vehicle hours traveled. Each commodity type has a unique cost reflecting the value industries place on travel time improvements expected to occur along these freight corridors.

Benefits	7% discount (\$ in millions)	Narrative
Environmental Factors	-\$0.8	Environmental benefits are directly affected by changes in VMT and congested conditions. Increases in VMT lead to higher emissions because vehicles consume more fuel as they travel longer distances. However, reductions in congestion reduce higher levels of emissions associated with stop-and-go traffic. These projects are expected to increase VMT but decrease traffic congestion.
Costs	7% discount (\$ in millions)	
<b>Total Costs</b>	<b>\$200.2</b>	
Capital Investment Costs	\$209.6	
Operation and Maintenance Costs	-\$9.4	Maintenance cost savings through the year 2040 are attributable to a mill/inlay on Interstate 84 and a pavement resurfacing, restoration, and rehabilitation (3R) treatment needed on both US 20/26 and State Highway 55 required in the "without" scenario. Combined, these maintenance projects cost \$19.1M.
<b>Benefit-Cost Ratio</b>	<b>7.45</b>	Benefit-Cost Ratio 7% discount rate for year 2040

A benefit-cost ratio over "1" is good. Therefore, it can be deduced from this analysis that the state projects on the NHS are a good value for the Treasure Valley.

Since projects on the interstate are significant for truck travel, additional analyses were conducted regarding how projects on these segments will affect travel throughout the region. These analyses included only the segments for which adequate data exist (Figure 26, marked in blue).



## Analysis for Level of Truck Travel Time Reliability on the Interstate System

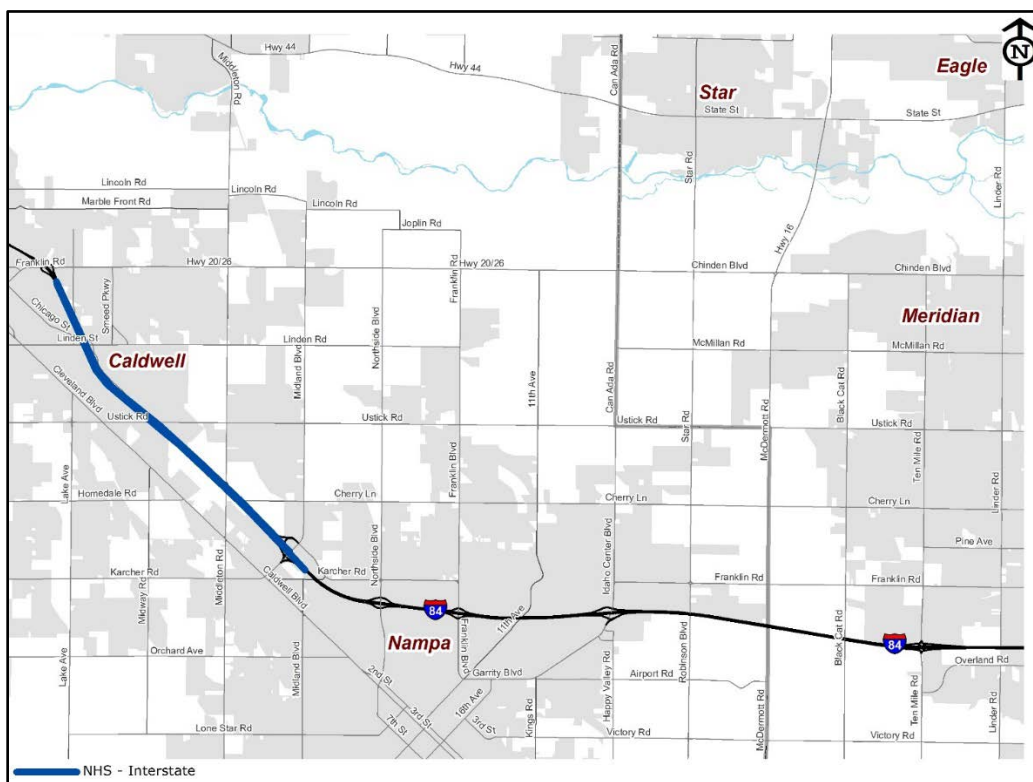


Figure 26: Interstate Project Segments

### Travel Demand Forecast Model

COMPASS staff determined, through the travel demand forecast model, how scheduled projects on Interstate 84 (only) could benefit regional traffic flow. The model results below provide benefits to the overall system by adding only the specific corridors shown above. The population in Ada and Canyon Counties is forecasted to increase from 737,790 to 1,044,491 between 2020 and 2040.

Figure 27 demonstrates that VHT on the scheduled interstate segments would be reduced by constructing the projects. By 2025, VHT would be reduced by 630 hours. These segments would realize a reduction of VHT of 1,480 by 2040.

Figure 28 demonstrates that congestion is reduced completely by constructing the interstate segments. Even with a large population increase, the model shows no congested miles based on the configuration of the roadway.

Figure 29 again shows the opposite when demonstrating total VMT. By 2025, VMT increases by 26,300 miles. By 2040, VMT on these segments increases by 51,300 miles. The reason for the increase in VMT is because people are willing to drive further to take the less-congested route.

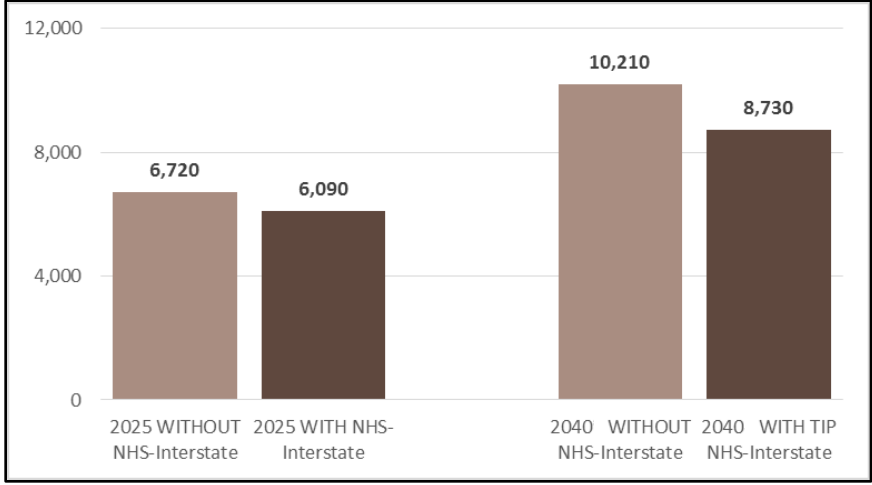


Figure 27: Vehicle Hours of Travel, Average Weekday, NHS Interstate Project Limits

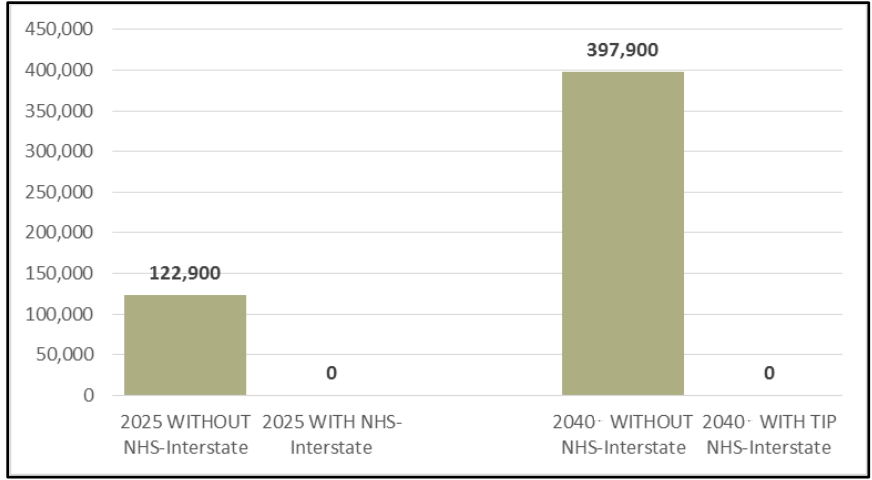


Figure 28: Congested Vehicle Miles of Travel, Average Weekday, NHS Interstate Project Limits

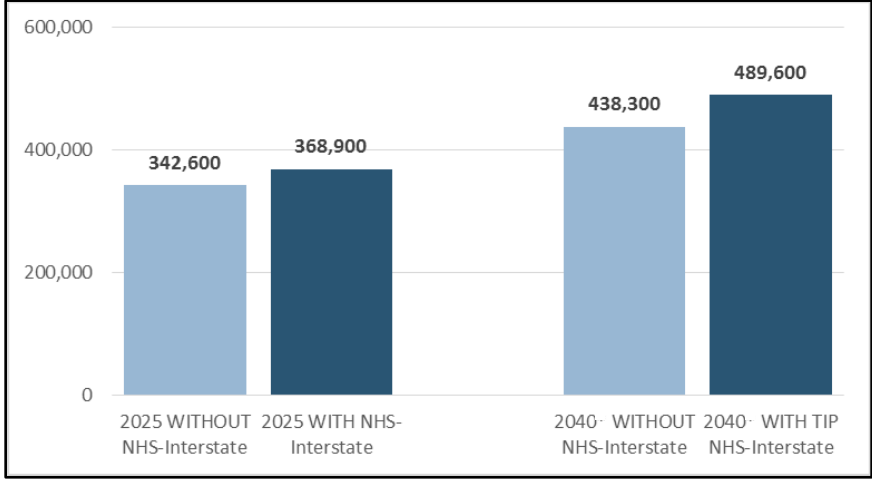


Figure 29: Vehicle Miles of Travel, Average Weekday, NHS Interstate Project Limits

## Crashes on the Interstate

As discussed for NHS projects (page 84), another aspect of determining reliability is the rate of vehicle crashes, since crashes cause delay and thus reduce reliability. The interstate system within the programmed segments experience a crash approximately every three days, on average.

Over 15% of crashes on NHS-State corridors between 2015 and 2019 occurred on Interstate 84 between Franklin Road in the City of Caldwell and State Highway 55/Karcher Road in the City of Nampa.

As projects are completed, COMPASS will report on how truck travel times and the reliability of travel on the interstate change in the [Congestion Management Annual Report](#)<sup>42</sup>.

<sup>42</sup> Congestion Management Process: <http://www.compassidaho.org/prodserv/cms-intro.htm>.

# **APPENDIX C: HISTORICAL AND PROJECTED BUDGET DATA**

Provides additional information about transportation agency budgets.

Tables 40 through 43 provide summarized information from FY2016 through FY2019 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](mailto:info@compassidaho.org).

Table 40: Total Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2016

	Beginning Balance	Total Income	Total Disbursements	Receipts Over Disbursements	Adjustments	Closing Fund Balance	Obligated for Projects	Retained for Operations
<b>Highway Districts</b>								
ACHD	\$1,252,313	\$105,197,558	\$90,099,462	\$15,098,096	\$0	\$16,350,409	\$16,350,409	\$0
Canyon	\$2,760,173	\$7,422,801	\$6,586,330	\$836,471	\$11,714	\$3,608,368	\$3,258,358	\$350,000
Golden Gate	\$450,860	\$2,234,584	\$2,135,265	\$99,319	\$0	\$550,179	\$500,000	\$50,179
Nampa	\$4,051,608	\$10,641,607	\$9,735,230	\$906,377	\$0	\$4,957,985	\$4,957,985	\$0
Notus-Parma	\$1,378,440	\$1,866,607	\$1,828,312	\$38,295	\$0	\$1,416,735	\$1,085,549	\$331,186
<b>Cities</b>								
Caldwell	\$1,551,101	\$9,406,153	\$8,127,477	\$1,278,676	\$0	\$2,829,777	\$0	\$0
Greenleaf	\$87,873	\$59,363	\$58,969	\$394	\$0	\$88,267	\$82,105	\$6,162
Melba	\$0	\$57,771	\$31,711	\$26,060	\$0	\$26,060	\$23,000	\$3,000
Middleton	\$87,713	\$1,694,063	\$1,666,340	\$27,723	\$0	\$115,436	\$0	\$27,723
Nampa	\$9,496,925	\$10,345,673	\$9,282,700	\$1,062,973	\$0	\$10,559,898	\$0	\$0
Notus	\$46,444	\$45,028	\$18,270	\$26,758	\$0	\$73,202	\$63,202	\$10,000
Parma	\$267,764	\$251,354	\$191,841	\$59,513	\$491	\$327,768	\$125,000	\$202,768
Wilder	\$51,217	\$215,019	\$149,252	\$65,767	\$0	\$116,984	\$116,984	\$0
<b>Total</b>	<b>\$21,482,431</b>	<b>\$149,437,581</b>	<b>\$129,911,159</b>	<b>\$19,526,422</b>	<b>\$12,205</b>	<b>\$41,021,068</b>	<b>\$26,562,592</b>	<b>\$981,018</b>

Source: 2016 Road and Street Report, Self-Reported, September 30, 2016.

Breakout of disbursements:

- Construction – 3.47%
- Reconstruction/General Maintenance – 55.11%
- Equipment – 10.13%
- Administration – 7.54%
- Other (property acquisition, design, etc.) – 23.76%

Table 41: Total Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2017

	Beginning Balance	Total Income	Total Disbursements	Receipts Over Disbursements	Adjustments	Closing Fund Balance	Obligated for Projects	Retained for Operations
<b>Highway District</b>								
ACHD	\$16,350,410	\$110,148,015	\$98,169,591	\$11,978,424	\$0	\$28,328,834	\$28,328,834	\$0
Canyon	\$3,608,358	\$8,019,103	\$5,940,872	\$2,078,231	(\$539,214)	\$5,147,375	\$4,797,376	\$350,000
Golden Gate	\$550,179	\$2,449,293	\$2,392,335	\$56,958	\$0	\$607,137	\$557,000	\$50,137
Nampa	\$4,957,987	\$11,291,689	\$7,846,332	\$3,445,357	\$0	\$8,403,344	\$6,231,039	\$2,172,305
Notus-Parma	\$1,416,735	\$2,025,653	\$1,746,268	\$279,385	\$0	\$1,696,120	\$1,264,220	\$431,900
<b>Cities</b>								
Caldwell	\$2,829,777	\$6,589,570	\$6,021,119	\$568,451	\$0	\$3,398,228	\$0	\$0
Greenleaf	\$88,267	\$65,373	\$64,386	\$987	\$0	\$89,254	\$89,254	\$0
Melba	\$60	\$60,636	\$43,203	\$17,433	\$0	\$17,493	\$17,450	\$43
Middleton	\$87,713	\$1,330,947	\$1,308,735	\$22,212	\$0	\$109,925	\$109,925	\$0
Nampa	\$10,559,898	\$11,535,999	\$13,535,260	(\$1,999,261)	\$0	\$8,560,637	\$0	\$0
Notus	\$73,202	\$49,243	\$32,170	\$17,073	\$	\$90,275	\$78,275	\$12,000
Parma	\$327,768	\$262,870	\$211,276	\$51,594	\$142	\$379,504	\$125,000	\$254,504
Wilder	\$116,984	\$163,496	\$211,943	(\$48,447)	\$0	\$68,537	\$68,537	\$0
<b>Total</b>	<b>\$40,967,338</b>	<b>\$153,991,887</b>	<b>\$137,523,490</b>	<b>\$16,468,397</b>	<b>(\$539,072)</b>	<b>\$56,896,663</b>	<b>\$41,666,910</b>	<b>\$3,270,889</b>

Source: 2017 Road and Street Report, Self-Reported, September 30, 2017.

Breakout of disbursements:

- Construction – 1.85%
- Reconstruction/General Maintenance – 57.04%
- Equipment – 11.11%
- Administration – 8.06%
- Other (property acquisition, design, etc.) – 21.94%

Table 42: Total Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2018

	Beginning Balance	Total Income	Total Disbursements	Receipts Over Disbursements	Adjustments	Closing Fund Balance	Obligated for Projects	Retained for Operations
<b>Highway Districts</b>								
ACHD	\$28,321,792	\$118,574,056	\$119,621,096	(\$1,047,040)	\$0	\$27,274,752	\$27,274,752	\$0
Canyon	\$5,147,376	\$8,401,567	\$7,746,586	\$654,981	\$124,027	\$5,926,384	\$5,576,384	\$0
Golden Gate	\$659,217	\$2,690,299	\$2,328,405	\$361,894	\$0	\$1,021,111	\$821,111	\$200,000
Nampa	\$7,641,833	\$12,039,325	\$12,114,769	(\$75,444)	\$0	\$7,566,389	\$5,052,219	\$2,514,170
Notus-Parma	\$1,696,120	\$2,101,721	\$1,762,958	\$338,763	\$0	\$2,034,883	\$1,659,983	\$374,900
<b>Cities</b>								
Caldwell	\$3,398,228	\$7,117,743	\$6,934,830	\$183,363	\$6,911	\$3,588,502	\$0	\$0
Greenleaf	\$89,254	\$99,075	\$57,820	\$41,255	\$0	\$130,509	\$130,509	\$0
Melba	\$0	\$59,638	\$45,661	\$13,977	\$0	\$13,977	\$10,000	\$3,977
Middleton	\$109,925	\$1,639,846	\$1,269,360	\$370,486	\$0	\$480,411	\$480,411	\$0
Nampa	\$8,560,637	\$11,637,254	\$12,282,188	(\$644,934)	\$0	\$7,915,703	\$0	\$0
Notus	\$90,275	\$224,083	\$229,780	(\$5,697)	\$0	\$84,578	\$72,578	\$12,000
Parma	\$379,504	\$266,604	\$233,479	\$33,125	\$1,829	\$414,458	\$125,000	\$289,458
Wilder	\$68,537	\$219,593	\$126,765	\$92,828	\$0	\$161,365	\$161,365	\$0
<b>Total</b>	<b>\$56,162,698</b>	<b>\$165,070,804</b>	<b>\$164,753,697</b>	<b>\$317,557</b>	<b>\$132,767</b>	<b>\$56,613,022</b>	<b>\$41,364,312</b>	<b>\$3,394,505</b>

Source: 2018 Road and Street Report, Self-Reported, September 30, 2018.

Breakout of disbursements:

- Construction – 1.32%
- Reconstruction/General Maintenance – 61.45%
- Equipment – 8.93%
- Administration – 6.51%
- Other (property acquisition, design, etc.) – 21.80%

Table 43: Total Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2019

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

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

Breakout of disbursements:

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



Tables 44 through 49 provide summarized information projecting budgeting information for FY2021 - FY2026 extrapolated from the Road and Street Reports, using a five-year average of year-to-year changes in total income and total disbursement ratios.

The projections predict that most agencies will need additional funds to cover expected expenses, use reserve accounts, or remove projects in order to balance their budgets in the future. Using budget reports from FY2020, during the pandemic, may provide uncertain projection results for the future.

Table 44: Projected – Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2021

		<b>Total Income</b>	<b>Total Disbursements</b>	<b>Receipts Over Disbursements</b>
<b>Highway Districts</b>	ACHD	\$135,613,363.37	\$117,806,933	\$17,806,431
	Canyon	\$10,975,585.17	\$8,506,627	\$2,468,958
	Golden Gate	\$2,974,986.52	\$2,495,585	\$479,401
	Nampa	\$14,567,748.55	\$12,997,378	\$1,570,370
	Notus-Parma	\$2,453,051.38	\$1,803,348	\$649,704
<b>Cities</b>	Caldwell	\$9,551,098	\$9,454,971	\$96,127
	Greenleaf	\$257,277	\$255,393	\$1,884
	Melba	\$74,660	\$89,008	(\$14,348)
	Middleton	\$2,440,054	\$1,493,887	\$946,167
	Nampa	\$18,515,718	\$15,598,069	\$2,917,649
	Notus	\$261,059	\$270,542	(\$9,483)
	Parma	\$301,888	\$549,064	(\$247,176)
	Wilder	\$134,421	\$130,634	\$3,787
	<b>Total</b>	<b>\$198,120,910</b>	<b>\$171,451,438</b>	<b>\$26,669,472</b>

Table 45: Projected - Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2022

		Total Income	Total Disbursements	Receipts Over Disbursements
Highway Districts	ACHD	\$144,165,985.58	\$122,561,532	\$21,604,453
	Canyon	\$12,036,653.85	\$9,204,352	\$2,832,301
	Golden Gate	\$3,222,358.07	\$2,604,873	\$617,485
	Nampa	\$15,579,955.94	\$14,527,907	\$1,052,049
	Notus-Parma	\$2,617,630.37	\$1,832,397	\$785,234
Cities	Caldwell	\$10,850,582.90	\$10,534,449	\$316,134
	Greenleaf	\$350,551.35	\$345,435	\$5,116
	Melba	\$69,829.84	\$101,114	(\$31,284)
	Middleton	\$2,529,351.13	\$1,428,138	\$1,101,213
	Nampa	\$21,158,345.59	\$17,672,159	\$3,486,187
	Notus	\$445,391.69	\$614,067	(\$168,675)
	Parma	\$318,310.21	\$649,620	(\$331,310)
	Wilder	\$126,744.82	\$124,789	\$1,956
	<b>Total</b>	<b>\$213,471,691</b>	<b>\$182,200,832</b>	<b>\$31,270,860</b>

Table 46: Projected - Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2023

		Total Income	Total Disbursements	Receipts Over Disbursements
Highway Districts	ACHD	\$153,257,989.35	\$127,508,024	\$25,749,966
	Canyon	\$13,200,301.74	\$9,959,306	\$3,240,996
	Golden Gate	\$3,490,298.68	\$2,718,946	\$771,353
	Nampa	\$16,662,494.28	\$16,238,666	\$423,828
	Notus-Parma	\$2,793,251.23	\$1,861,914	\$931,337
Cities	Caldwell	\$12,326,871.13	\$11,737,171	\$589,700
	Greenleaf	\$477,641.79	\$467,223	\$10,419
	Melba	\$65,312.28	\$114,867	(\$49,555)
	Middleton	\$2,621,916.45	\$1,365,283	\$1,256,633
	Nampa	\$24,178,138.46	\$20,022,042	\$4,156,096
	Notus	\$759,879.53	\$1,393,786	(\$633,907)
	Parma	\$335,625.78	\$768,592	(\$432,966)
	Wilder	\$119,506.61	\$119,205	\$301
	<b>Total</b>	<b>\$230,289,227</b>	<b>\$194,275,026</b>	<b>\$36,014,201</b>

Table 47: Projected - Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2024

		Total Income	Total Disbursements	Receipts Over Disbursements
Highway Districts	ACHD	\$162,923,391.42	\$132,654,152	\$30,269,239
	Canyon	\$14,476,445.72	\$10,776,182	\$3,700,263
	Golden Gate	\$3,780,518.68	\$2,838,015	\$942,504
	Nampa	\$17,820,250.38	\$18,150,878	(\$330,628)
	Notus-Parma	\$2,980,654.76	\$1,891,907	\$1,088,748
Cities	Caldwell	\$14,651,457	\$12,974,744	\$1,676,713
	Greenleaf	\$548,291	\$487,103	\$61,188
	Melba	\$93,644	\$176,750	(\$83,107)
	Middleton	\$2,628,463	\$1,423,420	\$1,205,044
	Nampa	\$25,555,496	\$20,744,404	\$4,811,093
	Notus	\$972,646	\$1,784,047	(\$811,401)
	Parma	\$351,761	\$889,153	(\$537,392)
	Wilder	\$122,691	\$123,307	(\$616)
	<b>Total</b>	<b>\$246,905,709</b>	<b>\$204,914,061</b>	<b>\$41,991,648</b>

Table 48: Projected - Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2025

		Total Income	Total Disbursements	Receipts Over Disbursements
Highway Districts	ACHD	\$173,198,353.86	\$138,007,974	\$35,190,380
	Canyon	\$15,875,961.38	\$11,660,060	\$4,215,902
	Golden Gate	\$4,094,870.61	\$2,962,298	\$1,132,572
	Nampa	\$19,058,450.57	\$20,288,266	(\$1,229,816)
	Notus-Parma	\$3,180,631.48	\$1,922,382	\$1,258,249
Cities	Caldwell	\$14,651,457	\$12,974,744	\$1,676,713
	Greenleaf	\$612,946	\$540,897	\$72,049
	Melba	\$115,765	\$162,405	(\$46,640)
	Middleton	\$3,986,346	\$2,476,099	\$1,510,246
	Nampa	\$25,732,832	\$21,508,133	\$4,224,699
	Notus	\$1,042,466	\$1,917,147	(\$874,681)
	Parma	\$646,445	\$960,285	(\$313,840)
	Wilder	\$128,125	\$144,704	(\$16,579)
	<b>Total</b>	<b>\$262,324,649</b>	<b>\$215,525,394</b>	<b>\$46,799,255</b>

Table 49: Projected - Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2026

		<b>Total Income</b>	<b>Total Disbursements</b>	<b>Receipts Over Disbursements</b>
<b>Highway Districts</b>	ACHD	\$184,121,319.35	\$143,577,873	\$40,543,447
	Canyon	\$17,410,775.72	\$12,616,434	\$4,794,342
	Golden Gate	\$4,435,361.06	\$3,092,024	\$1,343,337
	Nampa	\$20,382,684.33	\$22,677,346	(\$2,294,662)
	Notus-Parma	\$3,394,024.94	\$1,953,349	\$1,440,676
<b>Cities</b>	Caldwell	\$17,414,410	\$14,342,808	\$3,071,603
	Greenleaf	\$703,608	\$563,911	\$139,697
	Melba	\$165,983	\$249,898	(\$83,916)
	Middleton	\$3,996,300	\$2,581,536	\$1,414,763
	Nampa	\$27,198,756	\$22,284,110	\$4,914,646
	Notus	\$1,334,356	\$2,453,948	(\$1,119,592)
	Parma	\$677,522	\$1,110,915	(\$433,393)
	Wilder	\$131,538	\$149,683	(\$18,144)
	<b>Total</b>	<b>\$281,366,639</b>	<b>\$227,653,835</b>	<b>\$53,712,804</b>

Table 50 provides historical budgets for VRT.

Table 50: VRT Actual Revenues, Expenses, and Changes in Net Position, FY2015-2019

<b>Fiscal Year</b>	<b>Beginning Net Position</b>	<b>Total Revenues</b>	<b>Total Expenses</b>	<b>Ending Net Position</b>
2015	\$23,466,249*	\$21,464,792	\$14,860,961	\$30,070,080
2016	\$30,070,080	\$20,474,206	\$17,368,105	\$33,176,181
2017	\$33,176,181	\$19,155,929	\$18,609,591	\$33,722,519
2018	\$33,722,519	\$19,099,125	\$21,259,469	\$31,562,481
2019	\$31,562,481	\$18,806,417	\$19,729,298	\$30,639,600

\*Required restatement of beginning Net Position due to implementation of GASB 68.

Source: Valley Regional Transit Financial Statements FY2015-2019.

Table 51 includes inflationary factors for the overall budget projections from FY2021-2025 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 in order to maintain current service levels.

Table 51: Projected - VRT Revenues and Expenses, FY2021 through FY2025

FY2021	Operations		Capital <sup>1</sup>		Unfunded
	Revenue	Expense	Revenue	Expense	
Regional Overhead and Operations	\$7,751,024	\$7,751,024	-	-	-
Large Urban	\$10,429,635	\$10,429,635	\$4,989,000	\$5,568,410	\$579,410
Small Urban <sup>2</sup>	\$2,262,486	\$2,262,486	\$984,031	\$1,295,692	\$311,661
<b>Total</b>	<b>\$20,443,145</b>	<b>\$20,443,145</b>	<b>\$5,973,031</b>	<b>\$6,864,101</b>	<b>\$891,070</b>
<b>FY2022</b>					
Regional Overhead and Operations	\$7,891,949	\$7,983,555	-	-	-
Large Urban	\$10,672,192	\$10,711,235	\$2,730,000	\$5,735,462	\$3,005,462
Small Urban <sup>2</sup>	\$2,303,591	\$2,323,573	\$548,000	\$1,334,563	\$786,563
<b>Total</b>	<b>\$20,867,732</b>	<b>\$21,018,363</b>	<b>\$3,278,000</b>	<b>\$7,070,024</b>	<b>\$3,792,024</b>
<b>FY2023</b>					
Regional Overhead and Operations	\$8,036,025	\$8,223,061	-	-	-
Large Urban	\$10,920,969	\$11,000,438	\$2,609,000	\$5,907,526	\$3,298,526
Small Urban <sup>2</sup>	\$2,345,622	\$2,386,310	\$871,000	\$1,374,599	\$503,599
<b>Total</b>	<b>\$21,302,616</b>	<b>\$21,609,809</b>	<b>\$3,480,000</b>	<b>\$7,282,125</b>	<b>\$3,802,125</b>
<b>FY2024</b>					
Regional Overhead and Operations	\$8,183,331	\$8,469,753	-	-	-
Large Urban	\$11,176,134	\$11,297,450	\$2,485,000	\$6,084,752	\$3,599,752
Small Urban <sup>2</sup>	\$2,388,603	\$2,450,740	\$806,000	\$1,415,837	\$609,837
<b>Total</b>	<b>\$21,748,068</b>	<b>\$22,217,943</b>	<b>\$3,291,000</b>	<b>\$7,500,589</b>	<b>\$4,209,589</b>
<b>FY2025</b>					
Regional Overhead and Operations	\$8,333,948	\$8,723,846	-	-	-
Large Urban	\$11,437,858	\$11,602,481	\$2,361,000	\$6,267,294	\$3,906,294
Small Urban <sup>2</sup>	\$2,432,557	\$2,516,910	\$741,000	\$1,458,313	\$717,313
<b>Total</b>	<b>\$22,204,364</b>	<b>\$22,843,237</b>	<b>\$3,102,000</b>	<b>\$7,725,607</b>	<b>\$4,623,607</b>
<b>Grand Total</b>	<b>\$106,565,92</b>	<b>\$108,132,498</b>	<b>\$19,124,031</b>	<b>\$36,442,447</b>	<b>\$17,318,416</b>

Revenue and expense projections are subject to change.

<sup>1</sup> Capital projects based on annual averages.

<sup>2</sup> Small Urban unfunded capital is due to local shortfall.

Inflation is assumed as follows:

- Revenue
  - Local contributions increase 2.7% each year
  - Fare box and other revenue increases 3% each year
  - Federal contributions increase 1% each year
- Expenditures
  - Vehicle operations increase 2.7% each year
  - General operations increase 3% each year
  - Capital costs increase 3% each year

## **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.

Prior Year Projects

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

KeyNo	Location	District	Year	Major Program	Sponsor	Status	Lifetime Cost
9967	SH 55, MARSING TO NEW MEADOWS, CORRIDOR PLAN	3	2007	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	685,660.00
9968	US 95, OR LN TO NEW MEADOWS, CORRIDOR PLAN	3	2007	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	686,500.00
9969	SH 69, KUNA TO MERIDIAN, CORRIDOR PLAN	3	2009	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	293,500.00
9971	SH 45, JCT SH 78 TO NAMPA, CORRIDOR PLAN	3	2009	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	47,500.00
9972	US 20, PARMA TO CALDWELL, CORRIDOR PLAN	3	2008	Federal-Aid, Local Road System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	105,000.00
9973	SH 19, OR ST LN TO CALDWELL, CORRIDOR PLAN	3	2008	Federal-Aid, Local Road System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	129,340.00
10541	STP-8423, AMITY RD; ROBINSON RD TO KINGS CORNER, NAMPA	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
11386	TRANSIT, BOISE URBANIZED AREA	3	2012	Federal-Aid, State Highway System	VALLEY REGIONAL TRANSIT	Development	828,000.00
11583	LOCAL, VRT BUS REPLACEMENT	3	2012	Federal-Aid, Local Road System	ADA COUNTY HD	Project Closed	469,000.00
11588	US 20, BROADWAY BR, BOISE	3	2015	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	21,927,348.00
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.)	5,785,051.64
12048	STC-3016, S CEMETERY RD; SH 44 TO WILLOW CR, MIDDLETON	3	2021	Federal-Aid, Local Road System	MIDDLETON	Awarded (or equiv.)	4,683,000.00
12179	TRANSIT, CAPITAL LEASE OR PURCHASE/MAINT, NAMPA FY12	3	2015	Federal-Aid, State Highway System	VALLEY REGIONAL TRANSIT	Development	180,000.00
12204	TRANSIT, TREASURE VALLEY IDAHO TRANSIT FACILITIES - FY2009	3	2012	Federal-Aid, State Highway System	VALLEY REGIONAL TRANSIT	Project Closed	975,000.00
12361	SH 19, RRKing EAST OF GREENLEAF	3	2012	State Funded Program	STATE OF IDAHO (ITD)	Project Closed	179,689.10
12362	OFFSYS, PINTO RD RRX #819706P, W OF CALDWELL	3	2012	State Funded Program	CANYON HD Number 4	Project Closed	41,040.26
12364	LOCAL, FY15 TRANSIT VEHICLE PURCHASE, NAMPA	3	2016	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Awarded (or equiv.)	970,000.00
12368	STP-7403, FRANKLIN RD; BLACK CAT TO TEN MILE, ADA CO	3	2016	Federal-Aid, Local Road System	ADA COUNTY HD	Awarded (or equiv.)	12,219,732.00
12383	SH 55, INT KARCHER RD & LAKE AVE, CANYON CO	3	2017	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	3,493,387.00
12886	US 95, JCT US 20/26 UPRR OPASS, CANYON CO	3	2016	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Project Closed	6,541,994.00
12916	SH 16, INT SH 44, US 20, & LOCAL RDS	3	2013	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Project Closed	453,745.00
13025	SH 55, INT MIDWAY RD, NR NAMPA	3	2017	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	2,930,088.00
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
13052	STP-7933, 21ST AVE, CLEVELAND TO CHICAGO, CALDWELL	3	2016	Federal-Aid, Local Road System	CALDWELL	Project Closed	2,690,621.00
13053	LOCAL, TRANSIT - NAMPA MAINTENANCE FACILITY	3	2012	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Awarded (or equiv.)	1,305,795.00
13054	STC-7165, FARMWAY RD / HIGHWAY 44, PARMA HD #2	3	2017	Federal-Aid, Local Road System	NOTUS-PARMA HD Number 2	Project Closed	2,224,162.00
13055	NHS-7773, 10TH AVE BR, CALDWELL	3	2019	Federal-Aid, Local Road System	CALDWELL	Awarded (or equiv.)	3,445,949.00
13057	I 84, MERIDIAN IC TO FIVE MILE RD	3	2014	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	26,824,548.00
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
13387	SH 55, SNAKE RV BR, MARSING	3	2020	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	18,109,403.42
13389	SH 45, SNAKE RV BR, WALTERS FERRY	3	2017	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	6,857,423.00
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
13464	I 84, FY17 D3 PAVEMENT STRIPING	3	2017	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Project Closed	1,366.77
13479	LOCAL, FY17 CAPITAL MAINTENANCE, ACHD	3	2017	Federal-Aid, Local Road System	ADA COUNTY HD	Awarded (or equiv.)	7,310,006.62
13480	LOCAL, FY14 CAPITAL MAINTENANCE, BOISE, VRT	3	2016	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Awarded (or equiv.)	986,000.00
13481	STP-7220, INT STATE ST & COLLISTER DR, BOISE	3	2018	Federal-Aid, Local Road System	ADA COUNTY HD	Awarded (or equiv.)	13,704,274.00
13482	LOCAL, FY18 CAPITAL MAINTENANCE, VRT, BOISE	3	2019	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Awarded (or equiv.)	619,951.43
13486	STP-8423, COLORADO & HOLLY SIGNAL/PED IMPR, NAMPA	3	2020	Federal-Aid, Local Road System	NAMPA	Awarded (or equiv.)	1,506,500.00
13489	LOCAL, INT IMPROVEMENTS, CANYON HD #4	3	2014	Federal-Aid, Local Road System	CANYON HD Number 4	Project Closed	676,423.37
13492	SMA-7169, INT LINDER & DEER FLAT RDS, KUNA	3	2020	Federal-Aid, Local Road System	ADA COUNTY HD	Awarded (or equiv.)	4,912,225.00
13509	LOCAL, FY13 MAINTENANCE SET ASIDE, VRT	3	2013	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Awarded (or equiv.)	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
13511	LOCAL, FY16 CAPITAL MAINTENANCE, VRT, BOISE	3	2016	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Awarded (or equiv.)	1,368,906.00
13902	LOCAL, FY17 CAPITAL MAINTENANCE, VRT, BOISE	3	2017	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Development	287,000.00
13903	LOCAL, FY19 CAPITAL MAINTENANCE, PH 1, ACHD	3	2019	Federal-Aid, Local Road System	ADA COUNTY HD	Awarded (or equiv.)	6,182,186.00



Prior Year Projects

13906	LOCAL, FY20 CAPITAL MAINTENANCE, VRT, NAMPA	3	2020	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Awarded (or equiv.)	159,000.00
13912	LOCAL, FY19 & FY20 ADA COUNTY SR2S, VRT	3	2019	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Awarded (or equiv.)	328,000.00
13916	LOCAL, DRY CR TRAIL, EAGLE	3	2018	Federal-Aid, Local Road System	EAGLE	Project Closed	504,954.82
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
14344	LOCAL, S MIDLAND BLVD PEDESTRIAN SIGNAL, NAMPA	3	2017	Federal-Aid, Local Road System	NAMPA	Project Closed	189,462.00
14363	LOCAL, DEER FLAT BICYCLE /PEDESTRIAN PLAN, CANYON CO	3	2014	Federal-Aid, Local Road System	CANYON HD Number 4	Development	230,000.00
18701	LOCAL, FY21 CAPITAL MAINTENANCE, PH 1, ACHD	3	2021	Federal-Aid, Local Road System	ADA COUNTY HD	Awarded (or equiv.)	5,243,087.00
18728	LOCAL, FY20 CAPITAL MAINTENANCE, ACHD	3	2020	Federal-Aid, Local Road System	ADA COUNTY HD	Awarded (or equiv.)	4,833,547.00
18833	SH 55, EAGLE RD; SIGNAL EQUIPMENT UPGRADES	3	2019	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	583,000.00
18838	OFFSYS, MILL CR ELEM SCHOOL SR2S, GREATER MIDDLETON P&R	3	2017	Federal-Aid, Local Road System	MISCELLANEOUS	Project Closed	299,662.00
18841	SH 55, INT FARMWAY RD & KARCHER RD, CANYON CO	3	2017	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	969,309.00
18847	LOCAL, FY19 CAPITAL MAINTENANCE, VRT	3	2019	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Awarded (or equiv.)	1,316,999.78
18905	LOCAL, FY21 ROLLING STOCK, INFRASTRUCTURE, TECH, VRT	3	2021	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Awarded (or equiv.)	2,496,000.00
18950	SH 44, CANYON CANAL BR, MIDDLETON	3	2019	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Project Closed	1,553,632.00
18954	OFFSYS, HEIGHTS ELEM SCHOOL SR2S, MIDDLETON	3	2016	Federal-Aid, Local Road System	MIDDLETON	Awarded (or equiv.)	221,565.00
19047	I 84, SAND HOLLOW IC # 17, CANYON CO	3	2017	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Project Closed	3,927,426.00
19057	LOCAL, ROLLING STOCK, INFRASTRUCTURE AND TECHNOLOGY, VRT	3	2020	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Awarded (or equiv.)	2,243,747.00
19180	US 20, BROADWAY BR GIRDERS, BOISE	3	2015	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Project Closed	3,118,590.00
19181	US 20, BROADWAY BR, CHRIST CHAPEL MITIGATION	3	2015	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Project Closed	306,785.00
19258	LOCAL, FY20 COMPASS METRO PLANNING	3	2020	Federal-Aid, Local Road System	COMPASS	Awarded (or equiv.)	1,529,435.57
19289	I 84, FIVE MILE RD TO ORCHARD RD & RAMPS, BOISE	3	2017	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	1,895,220.00
19303	LOCAL, PLANNING, TRAVEL SURVEY DATA COLLECTION, COMPASS	3	2021	Federal-Aid, Local Road System	COMPASS	Development	850,000.00
19345	STATE, I 84 AND SH 21 BRIDGE REPAIRS	3	2017	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	3,360,055.00
19389	LOCAL, FY21 COMPASS PLANNING (3)	3	2020	Federal-Aid, Local Road System	COMPASS	Development	331,000.00
19414	SH 55, PRIDE LN TO MIDDLETON RD, CANYON CO	3	2017	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	2,779,648.85
19417	OFFSYS, FRIENDS RD RRR, GREENLEAF	3	2017	State Funded Program	GREENLEAF	Awarded (or equiv.)	65,000.00
19442	I 84, OREGON ST LN TO CALDWELL BRIDGE REHABS	3	2019	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	3,967,123.00
19461	OFFSYS, ACADEMY RD BVRR RRR, GREENLEAF	3	2018	Federal-Aid, Local Road System	GREENLEAF	Awarded (or equiv.)	60,600.00
19521	LOCAL, FY20 ACHD COMMUTERIDE	3	2020	Federal-Aid, Local Road System	ADA COUNTY HD	Awarded (or equiv.)	275,000.00
19571	LOCAL, PLANNING, COMMUNITIES IN MOTION MAJOR UPDATE	3	2020	Federal-Aid, Local Road System	COMPASS	Development	724,509.00
19589	I 84, FRANKLIN RD (CALDWELL) TO FRANKLIN BLVD (NAMPA)	3	2017	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Project Closed	9,457,446.00
19602	I 84, US 20/26 TO SAND HOLLOW IC, CANYON CO	3	2017	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Project Closed	7,915,715.00
19627	SH 19, ROEDEL AVE BVRR RRR, CALDWELL	3	2018	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	633,000.00
19645	US 95, OREGON ST LN TO WILDER SCL	3	2019	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Project Closed	1,932,225.00
19685	STP-7073, COLE RD; SPECTRUM TO CENTURY WAY MEDIANS, ACHD	3	2017	Federal-Aid, Local Road System	ADA COUNTY HD	Awarded (or equiv.)	383,682.06
19709	SH 44, I 84 TO JCT SH 55 NORTH, CANYON & ADA CO	3	2019	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	1,883,658.00
19727	US 20, MYRTLE, FRONT, BROADWAY RESURFACING, BOISE	3	2017	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Project Closed	3,593,591.59
19772	STATE, MERIDIAN MAINTENANCE YARD REPLACEMENT FACILITIES	3	2017	State Funded Program	STATE OF IDAHO (ITD)	Project Closed	2,006,452.00
19783	STC-3789, BOGUS BASIN RD SAFETY, MAINTENANCE, AND TRAILHEAD	3	2019	Federal-Aid, Local Road System	ADA COUNTY HD	Development	5,378,000.00
19803	LOCAL, BICYCLE PARKING MAIN ST STATION, VRT	3	2016	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Project Closed	49,110.00
19814	I 84, KARCHER IC, NAMPA	3	2017	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	3,353,389.10
19847	LOCAL, FY20 CAPITAL MAINTENANCE, PH 3, ACHD	3	2020	Federal-Aid, Local Road System	ADA COUNTY HD	Awarded (or equiv.)	483,839.00
19856	SH 19, OREGON ST LN TO CALDWELL	3	2019	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Project Closed	1,061,620.49
19874	I 84, BLACKS CR RD IC, ADA CO	3	2019	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	15,714,051.00
19875	SMA-9773, N LINDER RD BVRR RRR, MERIDIAN	3	2020	Federal-Aid, Local Road System	ADA COUNTY HD	Awarded (or equiv.)	612,000.00
19887	LOCAL, FY20 CAPITAL MAINTENANCE, PH 2, ACHD	3	2020	Federal-Aid, Local Road System	ADA COUNTY HD	Awarded (or equiv.)	1,742,333.00

Prior Year Projects

19944	US 20/26, CHINDEN; LOCUST GROVE TO EAGLE	3	2020	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	18,253,224.00
19965	SH 69, KUNA TO MERIDIAN	3	2018	State Funded Program	STATE OF IDAHO (ITD)	Project Closed	4,137,252.00
19997	SH 69, SIGNAL INSTALLATION AT HUBBARD & LAKE HAZEL	3	2018	State Funded Program	STATE OF IDAHO (ITD)	Project Closed	961,900.00
20003	LOCAL, FY19 CAPITAL MAINTENANCE, PH 2, ACHD	3	2019	Federal-Aid, Local Road System	ADA COUNTY HD	Awarded (or equiv.)	2,503,234.00
20014	SMA-3683, S BLACK CAT RD UPRR RRX, ACHD	3	2018	Federal-Aid, Local Road System	ADA COUNTY HD	Project Closed	161,900.00
20046	LOCAL, FY19 ACHD COMMUTERIDE VAN REPLACEMENTS	3	2019	Federal-Aid, Local Road System	ADA COUNTY HD	Awarded (or equiv.)	331,000.43
20050	LOCAL, FY21 COMPASS METRO PLANNING	3	2021	Federal-Aid, Local Road System	COMPASS	Awarded (or equiv.)	1,504,958.99
20060	I 84, SAND HOLLOW IC TO FARMERS SEBREE CANAL	3	2021	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	1,364,540.00
20076	OFFSYS, INDIAN CR PATH EXT TO GREENBELT, CALDWELL	3	2019	Federal-Aid, Local Road System	CALDWELL	Awarded (or equiv.)	555,555.56
20091	LOCAL, FY19 CAPITAL MAINTENANCE, PH 3, ACHD	3	2019	Federal-Aid, Local Road System	ADA COUNTY HD	Awarded (or equiv.)	611,014.00
20095	LOCAL, BOISE STATE UNIVERSITY SECURE BIKE FACILITIES	3	2018	Federal-Aid, Local Road System	BOISE STATE UNIVERSITY	Awarded (or equiv.)	125,500.00
20141	OFFSYS, INDIAN CR PATH EXT; TAFFY TO PEPPERMINT, NAMPA	3	2019	Federal-Aid, Local Road System	NAMPA	Awarded (or equiv.)	566,524.00
20143	SMA-7179, MAIN ST; AVENUE C TO AVENUE A, KUNA	3	2020	Federal-Aid, Local Road System	KUNA	Awarded (or equiv.)	2,130,494.00
20159	LOCAL, FY21 CAPITAL MAINTENANCE, PHASE 3, BOISE AREA	3	2021	Federal-Aid, Local Road System	ADA COUNTY HD	PS&E (or equiv.)	757,570.00
20167	STC-8533, INT SMITH AVE & MIDDLETON RD SIGNAL, NAMPA	3	2019	Federal-Aid, Local Road System	NAMPA	Awarded (or equiv.)	647,374.00
20173	LOCAL, FY17/18, COMMUTER VAN REPLACEMENT, ACHD	3	2017	Federal-Aid, Local Road System	ADA COUNTY HD	Project Closed	315,130.00
20203	I 84, EISENMAN IC TO MP 70 AND MP 82 TO MOUNTAIN HOME	3	2020	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	2,022,376.00
20220	LOCAL, FY18 COMMUTERIDE VAN REPLACEMENTS	3	2018	Federal-Aid, Local Road System	ADA COUNTY HD	Awarded (or equiv.)	306,496.87
20225	SH 45, DEER FLAT TO I-84B MICROSEAL, NAMPA	3	2017	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Project Closed	939,926.00
20245	LOCAL, FY21 & FY22 ADA COUNTY SR25, VRT	3	2021	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Awarded (or equiv.)	344,305.00
20249	LOCAL, SAFETY IMPRV AT 62 INTERSECTIONS, GOLDEN GATE HD	3	2018	Federal-Aid, Local Road System	GOLDEN GATE HD	Project Closed	38,646.00
20251	I 84, FY21 D3 E BRIDGE REPAIR, NAMPA	3	2021	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	1,251,915.00
20260	LOCAL, FY21 ACHD COMMUTERIDE	3	2020	Federal-Aid, Local Road System	ADA COUNTY HD	Awarded (or equiv.)	275,000.00
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
20288	I 84, E BOISE POE LICENSE PLATE READERS, ADA COUNTY	3	2017	State Funded Program	STATE OF IDAHO (ITD)	Project Closed	815,904.00
20294	LOCAL, INT COLE RD AND OVERLAND RD, BOISE	3	2017	Federal-Aid, Local Road System	ADA COUNTY HD	Awarded (or equiv.)	1,492,720.00
20315	I 84, KARCHER IC TO FRANKLIN BLVD, NAMPA	3	2019	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Development	13,504,864.15
20351	I 84, CALDWELL TO KARCHER, CANYON CO	3	2021	State Funded Program	STATE OF IDAHO (ITD)	Development	3,981,000.00
20430	STC-7821, INT N MIDDLETON RD & CORNELL ST, MIDDLETON	3	2021	Federal-Aid, Local Road System	MIDDLETON	Awarded (or equiv.)	560,000.00
20594	US 20, LINDER TO LOCUST GROVE, EAGLE	3	2020	State Funded Program	PRIVATE	Development	3,957,832.00
20613	SMA-8383, INT LONE STAR & MIDDLETON RD	3	2020	Federal-Aid, Local Road System	NAMPA	Awarded (or equiv.)	2,659,220.00
20639	LOCAL, FAIRVIEW AVE GREENBELT RAMP, BOISE	3	2020	Federal-Aid, Local Road System	BOISE, CITY OF	Awarded (or equiv.)	215,000.00
20738	I 84, BROADWAY TO MOUNTAINHOME, ADA & ELMORE CO	3	2021	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	2,775,146.00
20796	I 84, KARCHER IC TO FRANKLIN BLVD IC TEMP SHOULDER	3	2019	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	5,675,486.28
20797	I 84, KARCHER OVERPASS, NAMPA	3	2019	State Funded Program	STATE OF IDAHO (ITD)	Project Closed	4,635,563.36
20798	I 84, NORTHSIDE BLVD TO FRANKLIN BLVD, NAMPA	3	2019	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	74,527,876.80
20799	I 84, KARCHER IC TO NORTHSIDE BLVD	3	2020	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	28,553,090.77
20842	SMA-7013, CLOVERDALE RD; CAMAS DR TO TUTRINA & OPASS, BOISE	3	2019	State Funded Program	STATE OF IDAHO (ITD)	Project Closed	12,243,350.00
21858	US 20, SH 16 TO LINDER RD, ADA COUNTY	3	2021	State Funded Program	PRIVATE	Development	24,810,675.00
21864	US 20, SH-16 TO TREE FARM WAY (PH2)	3	2019	State Funded Program	PRIVATE	Project Closed	197.82
21867	SH 55, KARCHER RD, MIDDLETON TO INDIANA, DESIGN	3	2021	State Funded Program	STATE OF IDAHO (ITD)	Development	1,024,000.00
21906	SH 55, PEAR LANE TO MIDDLETON RD, CANYON CO	3	2019	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	2,772,100.00
21913	LOCAL, BSU COVERED BIKE FACILITY	3	2019	Federal-Aid, Local Road System	BOISE STATE UNIVERSITY	Awarded (or equiv.)	41,500.00
21968	SH 21, MORES CR BR ASSET PLAN	3	2020	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Development	275,000.00
21999	STP-8463, GREENHURST RD; SUNNYBROOK TO CANYON ST, NAMPA	3	2021	Federal-Aid, Local Road System	NAMPA	Awarded (or equiv.)	1,210,903.00
22029	LOCAL, FY19 CANYON CO SR25 COORDINATOR & ACTIVITIES	3	2019	Federal-Aid, Local Road System	MERIDIAN	Awarded (or equiv.)	64,753.00
22030	LOCAL, FY20 CANYON CO SR25 COORDINATOR & ACTIVITIES	3	2020	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Awarded (or equiv.)	64,753.00
22031	LOCAL, FY21 CANYON CO SR25 COORDINATOR & ACTIVITIES	3	2021	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Awarded (or equiv.)	64,753.00

Prior Year Projects

22034	STC-8233, MIDLAND BLVD UPRR RRX, NAMPA	3	2020	Federal-Aid, Local Road System	NAMPA	Awarded (or equiv.)	78,500.00
22050	LOCAL, STODDARD PATH EXT PH 1, NAMPA	3	2020	Federal-Aid, Local Road System	NAMPA	Awarded (or equiv.)	532,783.00
22070	LOCAL, STODDARD PATH EXT PH 2, NAMPA	3	2020	Federal-Aid, Local Road System	NAMPA	Awarded (or equiv.)	539,066.00
22076	OFFSYS, GRIMES CITY PATHWAY, NAMPA	3	2020	Federal-Aid, Local Road System	NAMPA	Awarded (or equiv.)	296,229.00
22154	I 84, USTICK RD & MIDDLETON RD OVERPASSES, CANYON CO	3	2020	State Funded Program	STATE OF IDAHO (ITD)	Development	4,482,574.07
22180	LOCAL, BICYCLE AND PEDESTRIAN DATA, COMPASS	3	2019	Federal-Aid, Local Road System	COMPASS	Project Closed	7,000.00
22258	US 20, D3 CULVERT REPAIR	3	2021	State Funded Program	STATE OF IDAHO (ITD)	PS&E (or equiv.)	156,933.00
22460	SH 19, BVRR RRX, GREENLEAF	3	2020	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	98,200.00
22593	OFFSYS, S 4TH AVE, INDIAN CREEK BR, CALDWELL	3	2021	Federal-Aid, Local Road System	LOCAL HIGHWAY TECHNICAL ASSISTANCE COUNCIL (LHTAC)	PS&E (or equiv.)	2,817,772.29
22618	I 84, MIDDLETON RD OVERPASS, CANYON CO	3	2020	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	6,932,943.35
22619	I 84, USTICK RD OVERPASS, CANYON CO	3	2021	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	15,580,836.00
22995	LOCAL, BIKE IMPROVEMENTS, SIGNS & PVMT MARKINGS, ADA	3	2021	Federal-Aid, Local Road System	ADA COUNTY HD	Development	46,000.00
23071	SH 45, REALIGNMENT ALTERNATIVES ANALYSIS, PEL, NAMPA	3	2021	Federal-Aid, State Highway System	NAMPA	Development	405,000.00
23079	I 84, TEMP WIDENING, FRANKLIN IC TO KARCHER IC, NAMPA	3	2021	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	3,000,000.00
23270	I 84, GALLOWAY ROAD UNDERPASS REPAIR	3	2021	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	500,000.00

Idaho Transportaton Department - Financial Planning & Analysis

10/28/2021

## **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).

# FY2022-2028 Regional Transportation Improvement Program

## Detailed Project List (All Values in Thousands of Dollars)

All costs in year-of-expenditure dollars



### 10th Avenue ITS and Overlay, Caldwell

Regionally Significant:   Inflated

Key #: 13905

Requesting Agency: City of Caldwell

Project Year: 2026

Total Previous Allocations: \$268

Total Programmed Budget: \$2,184

Total Cost (Prev. + Prog.): \$2,452

TIP Achievement:

Safety

System Performance

Asset Management



#### Project Description

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

Funding Source		STBG-U		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	
2022	27	0	0	0	0	0	27	25	2	
2026	0	0	0	0	170	1,987	2,157	1,999	158	
<b>Fund Totals:</b>	<b>\$27</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$170</b>	<b>\$1,987</b>	<b>\$2,184</b>	<b>\$2,024</b>	<b>\$160</b>	

### ADA Ramps, Greenleaf

Regionally Significant:   Inflated

Key #: 22963

Requesting Agency: City of Greenleaf

Project Year: 2022

Total Previous Allocations: \$0

Total Programmed Budget: \$58

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

TIP Achievement:

Safety



#### Project Description

Construct eight wheelchair accessible sidewalk ramps in the City of Greenleaf. Ramps will conform to Americans with Disabilities Act (ADA) regulations.

Funding Source		State		Program			State Hwy - System Support		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2022	0	0	0	0	0	58	58	0	58	
<b>Fund Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$58</b>	<b>\$58</b>	<b>\$0</b>	<b>\$58</b>	

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

# Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle

Regionally Significant:   Inflated

Key #: 20841

Requesting Agency: City of Eagle

Project Year: 2023

Total Previous Allocations: \$739

Total Programmed Budget: \$3,953

Total Cost (Prev. + Prog.): \$4,692

TIP Achievement:

Safety

Health

Active Transportation



## Project Description

Design and construct a bicycle and pedestrian bridge over the north channel of the Boise River adjacent to the State Highway 55 (Eagle Road) Bridge. The bicycle and pedestrian bridge will provide critical link between the Boise River Greenbelt, planned pathways, and a rapidly growing residential and commercial core area in the City of Eagle.

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
2022	0	0	0	0	475	441	916	849	67
2023	0	0	0	0	0	39	39	36	3
<b>Fund Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$475</b>	<b>\$480</b>	<b>\$955</b>	<b>\$885</b>	<b>\$70</b>

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
2022	10	0	0	0	70	0	80	0	80
<b>Fund Totals:</b>	<b>\$10</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$70</b>	<b>\$0</b>	<b>\$80</b>	<b>\$0</b>	<b>\$80</b>

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
2022	0	0	0	0	0	537	537	498	39
<b>Fund Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$537</b>	<b>\$537</b>	<b>\$498</b>	<b>\$39</b>

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
2022	0	0	0	0	0	654	654	606	48
2023	0	0	0	0	0	1,727	1,727	1,600	127
<b>Fund Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,381</b>	<b>\$2,381</b>	<b>\$2,206</b>	<b>\$175</b>

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
2022	0	0	0	0	0	1,731	1,731	0	1,731
2023	0	0	0	0	0	-1,731	-1,731	0	-1,731
<b>Fund Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

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

## Bicycle and Pedestrian, Permanent Automated Counters, Boise, COMPASS

Regionally Significant:   Inflated

TIP Achievement:

Key #: 23313

Active Transportation

Requesting Agency: COMPASS

Project Year: 2026

Total Previous Allocations: \$0

Total Programmed Budget: \$8

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

### Project Description

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



Funding Source			STBG-TMA				Program		Local Hwy - Transportation Management		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	7.34%		
2026	0	0	0	0	0	8	8	7	1			
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$8	\$8	\$7	\$1			

## Bicycle and Pedestrian, Permanent Automated Counters, Nampa, COMPASS

Regionally Significant:   Inflated

TIP Achievement:

Key #: 23026

Active Transportation

Requesting Agency: COMPASS

Project Year: 2023

Total Previous Allocations: \$0

Total Programmed Budget: \$40

Total Cost (Prev. + Prog.): \$40

### Project Description

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.



Funding Source			STBG-U				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	7.34%		
2023	0	0	0	0	0	40	40	37	3			
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$40	\$40	\$37	\$3			

## Capital Maintenance, Phase 1, Boise Area - FY2019

Regionally Significant:   Inflated TIP Achievement:

Key #: 13903

Requesting Agency: ACHD

Project Year: 2019

Total Previous Allocations: \$6,182

Total Programmed Budget: \$8

Total Cost (Prev. + Prog.): \$6,190

### Project Description

Supplement the local maintenance program to complete work such as overlays on arterials and collectors in the Boise Urbanized Area. Pavement rehabilitation, select pipe replacement, and upgrade of adjacent pedestrian ramps on: Amity Road, Enterprise Street to Production Street; Annett Street, Victory Road to Targee Street; Boise Avenue, Leadville Avenue to Gekeler Lane; Division Avenue; Enterprise Street, Amity Road to Commerce Avenue; Latah Street, Overland Road to Alpine Street; and Fairview Avenue, Locust Grove Road to Cloverdale Road.



Funding Source		Non-Participating (Local)			Program			Hwy - Local Partnerships		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2022	0	0	0	0	0	8	8	7	1		
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$8	\$8	\$7	\$1		

## Capital Maintenance, Phase 1, Boise Area - FY2020

Regionally Significant:   Inflated TIP Achievement:

Key #: 18728

Requesting Agency: ACHD

Project Year: 2020

Total Previous Allocations: \$7,834

Total Programmed Budget: (\$139)

Total Cost (Prev. + Prog.): \$7,695

### Project Description

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. Segments include: 13th Street, Alturas Street to Brumback Street; Beacon Light Road, SH-16 to Ballantyne Lane; Cole Road, Lake Hazel Rd to Latigo Drive; Edna Street, Five Mile Road to Patton Avenue; Floating Feather Road, Lanewood Road to Linder Road; Hill Road Parkway, Horseshoe Bend Road to Seamans Gulch Road; Horseshoe Bend Road, State Street to Cemetery Entrance; Locust Grove Road, Ustick Road to McMillan Road; Pine Street, Linder Road to Meridian Road; and Technology Way, Columbia Road to SH-21.



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		
2022	0	0	0	0	-56	-83	-139	-129	-10		
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	(\$56)	(\$83)	(\$139)	(\$129)	(\$10)		



## Capital Maintenance, Phase 2, Boise Area - FY2019

Regionally Significant:   Inflated TIP Achievement:

Key #: 20003

Requesting Agency: ACHD

Project Year: 2019

Total Previous Allocations: \$2,504

Total Programmed Budget: (\$199)

Total Cost (Prev. + Prog.): \$2,305

### Project Description

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 Street, Cole Road to Orchard Street; Orchard Street, Overland Road to Franklin Road (subject to change). More details can be found in ACHD's Design and Construction Review online: <http://www.achdidaho.org/Projects/DCR/DCR.pdf>.



Funding Source		Non-Participating (Local)			Program			Hwy - Local Partnerships		Local Match		7.34%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share			
2022	0	0	0	0	0	1	1	1	0			
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$1	\$1	\$1	\$0			

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			
2022	-3	-2	0	0	31	-226	-200	-185	-15			
<b>Fund Totals:</b>	(\$3)	(\$2)	\$0	\$0	\$31	(\$226)	(\$200)	(\$185)	(\$15)			

## Capital Maintenance, Phase 2, Boise Area - FY2020

Regionally Significant:   Inflated TIP Achievement:

Key #: 19887

Requesting Agency: ACHD

Project Year: 2022

Total Previous Allocations: \$1,742

Total Programmed Budget: (\$267)

Total Cost (Prev. + Prog.): \$1,475

### Project Description

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. Segments include: Gowen Road, Orchard Street to Broadway Avenue.



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			
2022	0	0	0	0	50	-317	-267	-247	-20			
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$50	(\$317)	(\$267)	(\$247)	(\$20)			

## Capital Maintenance, Phase 2, Boise Area – FY2021

Regionally Significant:   Inflated

Key #: 20129

Requesting Agency: ACHD

Project Year: 2021-2022

Total Previous Allocations: \$3,368

Total Programmed Budget: \$386

Total Cost (Prev. + Prog.): \$3,754

**TIP Achievement:**

Safety

Active Transportation

Asset Management



**Project Description**

Supplement the local pavement preservation program to complete pavement improvements on federal-aid roadways in the Boise Urbanized Area. Work includes improvements to adjoining sidewalks to meet Americans with Disabilities Act (ADA) requirements. Segments include: Warm Springs Avenue, Starcrest Drive to Starview Drive and Glacier Drive to State Highway 21; and Edna Street, Five Mile Road to Patton Avenue.

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	
2022	0	0	0	0	0	8	8	0	8	
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$8	\$8	\$0	\$8	

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	
2022	0	0	0	0	25	353	378	350	28	
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$25	\$353	\$378	\$350	\$28	

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

## Capital Maintenance, Phase 3, Boise Area - FY2019

Regionally Significant:   Inflated TIP Achievement:

Key #: 20091

Requesting Agency: ACHD

Project Year: 2022

Total Previous Allocations: \$611

Total Programmed Budget: \$160

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

### Project Description

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 Street to Broxon Street; Elder Street, Owyhee Street to Vista Avenue; and Owyhee Street, Elder Street to Cherry Lane (subject to change). More details can be found in ACHD's Design and Construction Review online:  
<http://www.achdidaho.org/Projects/DCR/DCR.pdf>.



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	
2022	0	0	0	0	0	10	10	0	10	
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$10	\$10	\$0	\$10	

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	
2022	0	0	0	0	25	125	150	139	11	
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$25	\$125	\$150	\$139	\$11	

## Capital Maintenance, Phase 3, Boise Area - FY2020

Regionally Significant:   Inflated TIP Achievement:

Key #: 19847

Requesting Agency: ACHD

Project Year: 2020

Total Previous Allocations: \$484

Total Programmed Budget: \$65

Total Cost (Prev. + Prog.): \$549

### Project Description

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. Segments include: Owyhee Street from Cherry Lane to Overland Road.



Funding Source		STBG-TMA		Program			Local Hwy - Transportation Management		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2022	0	0	0	0	0	65	65	60	5	
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$65	\$65	\$60	\$5	

## Capital Maintenance, Phase 3, Boise Area – FY2021

Regionally Significant:   Inflated TIP Achievement:

Key #: 20159

Requesting Agency: ACHD

Project Year: 2021

Total Previous Allocations: \$758

Total Programmed Budget: \$115

Total Cost (Prev. + Prog.): \$873

### Project Description

Supplement the local pavement preservation program to complete pavement improvements on federal-aid roadways in the Boise Urbanized Area. Work includes improvements to adjoining sidewalks to meet Americans with Disabilities Act (ADA) requirements. Segment: NW 8th Street between Pine Avenue and Cherry Lane in the City of Meridian.



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		
2022	0	0	0	0	10	105	115	107	8		
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$10	\$105	\$115	\$107	\$8		

## Centennial Way Roundabout, Caldwell

Regionally Significant:   Inflated TIP Achievement:

Key #: 13484

Requesting Agency: City of Caldwell

Project Year: 2023

Total Previous Allocations: \$428

Total Programmed Budget: \$3,701

Total Cost (Prev. + Prog.): \$4,129

### Project Description

Replace a six-legged intersection at State Highway 19 (Simplot Boulevard) and Interstate 84-B (Centennial Way, Cleveland Boulevard, and Blaine Street) with a roundabout intersection in the City of Caldwell.



Funding Source		STBG-U		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		
2023	0	0	0	0	495	2,582	3,077	2,851	226		
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$495	\$2,582	\$3,077	\$2,851	\$226		

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		
2023	0	0	0	0	0	624	624	578	46		
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$624	\$624	\$578	\$46		

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

Regionally Significant:   Inflated

Key #: 22438

Requesting Agency: City of Nampa

Project Year: PD

Total Previous Allocations: \$0

Total Programmed Budget: \$1,545

Total Cost (Prev. + Prog.): \$1,545

**Project Description**

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



Funding Source			Program				Local Match		
STBG-U			Local Hwy - Urban				7.34%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2022	43	128	0	0	0	0	171	158	13
PD	0	0	0	0	222	1,152	1,374	1,273	101
<b>Fund Totals:</b>	<b>\$43</b>	<b>\$128</b>	<b>\$0</b>	<b>\$0</b>	<b>\$222</b>	<b>\$1,152</b>	<b>\$1,545</b>	<b>\$1,432</b>	<b>\$113</b>

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

Regionally Significant:   Inflated

Key #: 22017

Requesting Agency: City of Nampa

Project Year: PD

Total Previous Allocations: \$330

Total Programmed Budget: \$1,397

Total Cost (Prev. + Prog.): \$1,727

**Project Description**

Rebuild Cherry Lane from Franklin Boulevard to 11th Avenue North in the City of Nampa. Work includes adding a center turn lane, pedestrian and bicycle lanes, and intersection improvements.



Funding Source			Program				Local Match		
STBG-U			Local Hwy - Urban				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	380	1,017	1,397	1,294	103
<b>Fund Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$380</b>	<b>\$1,017</b>	<b>\$1,397</b>	<b>\$1,294</b>	<b>\$103</b>

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

## Commuteride, ACHD

Regionally Significant:   Inflated

TIP Achievement:

Key #: CPA3

Public Transportation

Requesting Agency: ACHD

Project Year: 2022-2027

Total Previous Allocations: \$0

Total Programmed Budget: \$1,595

Total Cost (Prev. + Prog.): \$1,595

### 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 Urbanized Areas. These projects tie to Idaho Transportation Department key numbers 22015, 22436, 22386, 22738, 23328, ORN23679, and ORN23680.

ACHD COMMUTERIDE

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
2022	0	0	0	0	0	220	220	220	0
2023	0	0	0	0	0	220	220	220	0
2024	0	0	0	0	0	220	220	220	0
2025	0	0	0	0	0	220	220	220	0
2026	0	0	0	0	0	220	220	220	0
2027	0	0	0	0	0	220	220	220	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$1,320	\$1,320	\$1,320	\$0

Funding Source STBG-U			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
2022	0	0	0	0	0	110	110	110	0
2024	0	0	0	0	0	55	55	55	0
2025	0	0	0	0	0	55	55	55	0
2026	0	0	0	0	0	55	55	55	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$275	\$275	\$275	\$0

## Commuteride, ACHD, Van Replacements, Canyon County

Regionally Significant:   Inflated

TIP Achievement:

Key #: 20136a

Asset Management

Requesting Agency: ACHD

Project Year: 2020-2022

Total Previous Allocations: \$290

Total Programmed Budget: \$772

Total Cost (Prev. + Prog.): \$1,062

### Project Description

Replace Commuteride vans in the Nampa Urbanized Area and rural areas using funds for bus and bus facilities.



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
2022	0	0	0	0	0	772	772	618	154
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$772	\$772	\$618	\$154



## Commuteride, Safety and Security Cameras, Ada County

Regionally Significant:   Inflated TIP Achievement:  
 Key #: 23314 Safety

Requesting Agency: ACHD  
 Project Year: 2024  
 Total Previous Allocations: \$0  
 Total Programmed Budget: \$50  
 Total Cost (Prev. + Prog.): \$50



### Project Description

Install security cameras at four ACHD-owned Park and Ride lots located at Ballantyne Park and Ride (State Highway 44 and West State Street) and Riverside Park and Ride (State Highway 44 and Edgewood Lane) in the City of Eagle, and County Terrace Park and Ride (near Meridian Road and Overland Road) and Rackham Road Park and Ride (Eagle Road and Overland Road) in the City of Meridian. A total of 240 parking spaces are provided at these four locations.

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	
2024	1	0	0	0	0	2	3	0	3	
<b>Fund Totals:</b>	<b>\$1</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2</b>	<b>\$3</b>	<b>\$0</b>	<b>\$3</b>	

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	
2024	0	0	0	0	0	47	47	44	3	
<b>Fund Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$47</b>	<b>\$47</b>	<b>\$44</b>	<b>\$3</b>	

## Eagle Road, Amity Road to Victory Road, Meridian

Regionally Significant:   Inflated TIP Achievement:  
 Key #: RD207-33 Safety  
 Requesting Agency: ACHD Active Transportation  
 Project Year: 2021-2022 System Performance  
 Total Previous Allocations: \$4,932  
 Total Programmed Budget: \$483  
 Total Cost (Prev. + Prog.): \$5,415



### Project Description

Widen Eagle Road from Amity Road to Victory Road in the City of Meridian to five lanes with curb, gutter, sidewalk, and level three bike lanes. Project includes enhanced pedestrian crossing facility at Rome Drive and a roundabout at Eagle Road and Zaldia 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	
2022	0	0	0	0	0	483	483	0	483	
<b>Fund Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$483</b>	<b>\$483</b>	<b>\$0</b>	<b>\$483</b>	

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

## Eagle Road, Lake Hazel Road to Amity Road, Meridian

Regionally Significant:   Inflated

Key #: RD216-04

Requesting Agency: ACHD

Project Year: 2023

Total Previous Allocations: \$0

Total Programmed Budget: \$6,682

Total Cost (Prev. + Prog.): \$6,682

### Project Description

Widen Eagle Road from Lake Hazel Road to Amity Road in the City of Meridian to five lanes, including enhanced pedestrian and bicycle facilities on both sides of the roadway. Project includes a roundabout at Taconic 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
2022	0	15	1,320	0	0	0	1,335	0	1,335
2023	0	0	0	132	46	5,169	5,347	0	5,347
<b>Fund Totals:</b>	<b>\$0</b>	<b>\$15</b>	<b>\$1,320</b>	<b>\$132</b>	<b>\$46</b>	<b>\$5,169</b>	<b>\$6,682</b>	<b>\$0</b>	<b>\$6,682</b>

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

Regionally Significant:   Inflated

Key #: RC0133

Requesting Agency: ACHD

Project Year: 2023

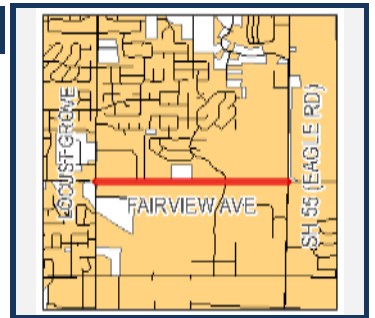
Total Previous Allocations: \$39

Total Programmed Budget: \$2,510

Total Cost (Prev. + Prog.): \$2,549

### Project Description

Widen Fairview Avenue from Locust Grove Road to State Highway 55 (Eagle Road) to seven lanes in the City of Meridian. 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
2022	0	30	300	0	0	0	330	0	330
2023	0	0	0	0	0	2,180	2,180	0	2,180
<b>Fund Totals:</b>	<b>\$0</b>	<b>\$30</b>	<b>\$300</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,180</b>	<b>\$2,510</b>	<b>\$0</b>	<b>\$2,510</b>



# Five Mile Road Overpass and Widening, NEPA, Boise

Regionally Significant:   Inflated

TIP Achievement:

Key #: 23095

Health

Requesting Agency: ACHD

Active Transportation

Project Year: 2025 ITD

System Performance



Total Previous Allocations: \$5  
 Total Programmed Budget: \$4,247  
 Total Cost (Prev. + Prog.): \$4,252

## Project Description

To begin preliminary design and National Environmental Policy Act (NEPA) environmental review to replace the Five Mile Road overpass over Interstate 84, widen the bridge from two lanes to four lanes, and widen Five Mile Road from two lanes to five lanes from just north of Overland Road to Franklin Road in the City of Boise. Work includes curb, gutter, sidewalks, and enhanced bike lanes on both sides of the roadway. (Construction is shown in key numbers ORN23591 and RD203-04.)

Funding Source		State	Program					State Hwy - Safety & Capacity (Safety)		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	100.00%		
2022	0	101	0	0	0	0	101	0	101		
<b>Fund Totals:</b>	<b>\$0</b>	<b>\$101</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$101</b>	<b>\$0</b>	<b>\$101</b>		

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%		
2022	0	200	0	0	0	0	200	0	200		
2023	0	0	10	0	0	0	10	0	10		
2024	0	0	1,073	0	0	0	1,073	0	1,073		
2025	0	0	1,141	0	0	0	1,141	0	1,141		
<b>Fund Totals:</b>	<b>\$0</b>	<b>\$200</b>	<b>\$2,224</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,424</b>	<b>\$0</b>	<b>\$2,424</b>		

Funding Source		NHPP	Program					State Hwy - Pavement Preservation		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	7.30%		
2022	0	400	0	0	0	0	400	371	29		
<b>Fund Totals:</b>	<b>\$0</b>	<b>\$400</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$400</b>	<b>\$371</b>	<b>\$29</b>		

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%		
2022	0	552	0	0	0	0	552	511	41		
<b>Fund Totals:</b>	<b>\$0</b>	<b>\$552</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$552</b>	<b>\$511</b>	<b>\$41</b>		

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	100.00%		
2022	0	770	0	0	0	0	770	0	770		
<b>Fund Totals:</b>	<b>\$0</b>	<b>\$770</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$770</b>	<b>\$0</b>	<b>\$770</b>		

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

## Franklin Boulevard and Karcher Road, Intersection Improvements, Nampa

Regionally Significant:   Inflated

Key #: 22102

Requesting Agency: City of Nampa

Project Year: 2022

Total Previous Allocations: \$431

Total Programmed Budget: \$3,274

Total Cost (Prev. + Prog.): \$3,705

### Project Description

Construct a dual-lane, offset roundabout at Franklin Boulevard and Karcher Road in the City of Nampa. The project includes right-of-way, curb, 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 feet west and 10 feet north of the existing intersection. A power pole will be relocated on the northeast corner at project expense (power pole is in a private easement outside of the right-of-way).



Funding Source STBG-U			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
2022	49	100	270	0	560	2,295	3,274	3,034	240
<b>Fund Totals:</b>	<b>\$49</b>	<b>\$100</b>	<b>\$270</b>	<b>\$0</b>	<b>\$560</b>	<b>\$2,295</b>	<b>\$3,274</b>	<b>\$3,034</b>	<b>\$240</b>

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

Regionally Significant:   Inflated

Key #: 22103

Requesting Agency: City of Nampa

Project Year: 2023

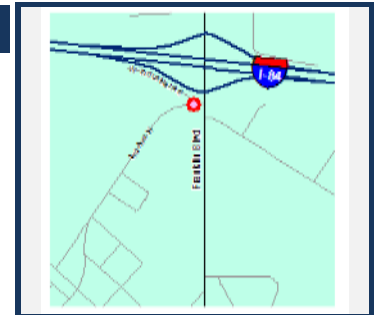
Total Previous Allocations: \$500

Total Programmed Budget: \$8,969

Total Cost (Prev. + Prog.): \$9,469

### Project Description

Install a new signalized intersection approximately 1/4 mile south of the existing Franklin Boulevard and Industrial Road intersection in the City of Nampa. Work will include improvements to existing intersections at Franklin Boulevard and Industrial Road, building a new local street east of Franklin Boulevard with a new structure at the Phyllis Canal crossing, and a relocated at-grade rail crossing. A new local street west of Franklin Boulevard will also be built, requiring a new structure at the Mason Creek crossing, and improvements to 5th Avenue North. Franklin Boulevard and 3rd Avenue North will be closed off with cul-de-sacs. Access improvements along Franklin Boulevard (near Jacksons store) will be addressed to reduce conflict points.



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
2022	59	900	0	0	0	0	959	889	70
2023	0	0	0	0	810	7,200	8,010	7,422	588
<b>Fund Totals:</b>	<b>\$59</b>	<b>\$900</b>	<b>\$0</b>	<b>\$0</b>	<b>\$810</b>	<b>\$7,200</b>	<b>\$8,969</b>	<b>\$8,311</b>	<b>\$658</b>

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

Regionally Significant:   Inflated

Key #: 23324

Requesting Agency: City of Boise

Project Year: 2024

Total Previous Allocations: \$0

Total Programmed Budget: \$1,859

Total Cost (Prev. + Prog.): \$1,859

### 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		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	
2024	0	0	0	0	0	520	520	0	520	
<b>Fund Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$520</b>	<b>\$520</b>	<b>\$0</b>	<b>\$520</b>	

Funding Source		STBG-TMA		Program			Local Hwy - CRRSAA 2021		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2022	39	207	0	0	0	0	246	228	18	
2024	0	0	0	0	263	830	1,093	1,013	80	
<b>Fund Totals:</b>	<b>\$39</b>	<b>\$207</b>	<b>\$0</b>	<b>\$0</b>	<b>\$263</b>	<b>\$830</b>	<b>\$1,339</b>	<b>\$1,241</b>	<b>\$98</b>	

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

Regionally Significant:   Inflated

Key #: 19951

Requesting Agency: Canyon Highway District

Project Year: PD

Total Previous Allocations: \$419

Total Programmed Budget: \$3,176

Total Cost (Prev. + Prog.): \$3,595

### Project Description

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



Funding Source		STBG-R		Program			Local Hwy - Rural		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
PD	0	0	0	0	571	2,605	3,176	2,943	233	
<b>Fund Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$571</b>	<b>\$2,605</b>	<b>\$3,176</b>	<b>\$2,943</b>	<b>\$233</b>	

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

## Homedale Road, Curve Improvements, Canyon Highway District

Regionally Significant:   Inflated

TIP Achievement:

Key #: 22878

Safety

Requesting Agency: Canyon Highway District

Project Year: 2024

Total Previous Allocations: \$132

Total Programmed Budget: \$1,018

Total Cost (Prev. + Prog.): \$1,150

### Project Description

Widen the Deer Flat North Canal bridge and shoulders on Homedale Road near the intersection of Malt Road in Canyon County. Project includes installation of white thermoplastic rumble strips and flattening of the curve slopes to provide drivers visual guidance with an alert of lane departure and an improved recovery area for reduction in overturning potential.



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	
2022	0	151	0	0	0	0	151	140	11	
2023	0	0	21	0	0	0	21	19	2	
2024	0	0	0	0	197	649	846	784	62	
<b>Fund Totals:</b>	\$0	\$151	\$21	\$0	\$197	\$649	\$1,018	\$943	\$75	

## I-184, Orchard Street Underpass Repair, Boise

Regionally Significant:   Inflated

TIP Achievement:

Key #: 23457

Requesting Agency: ITD

Project Year: 2022

Total Previous Allocations: \$0

Total Programmed Budget: \$100

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

### Project Description

Heavy equipment on a trailer was not properly lowered and hit the girders causing damage that now requires repair.



Funding Source		NHPP		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	
2022	20	0	0	0	5	75	100	0	100	
<b>Fund Totals:</b>	\$20	\$0	\$0	\$0	\$5	\$75	\$100	\$0	\$100	

## I-84 and I-184, Signage Replacement, Ada County - FY2024

Regionally Significant:   Inflated **TIP Achievement:**  
**Key # : 23181** Safety

Requesting Agency: ITD  
 Project Year: 2024  
 Total Previous Allocations: \$0  
 Total Programmed Budget: \$520  
 Total Cost (Prev. + Prog.): \$520



### Project Description

Update and replace signs on Interstate 84 between Ten Mile Road and west of Broadway Avenue and Interstate 184 between Maple Grove Road and Orchard Street.

Funding Source		State						Program		State Highway - Safety		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share				
2023	10	0	0	0	0	0	10	0	10				
2024	0	0	0	0	24	486	510	0	510				
<b>Fund Totals:</b>	<b>\$10</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$24</b>	<b>\$486</b>	<b>\$520</b>	<b>\$0</b>	<b>\$520</b>				

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

Regionally Significant:   Inflated **TIP Achievement:**  
**Key # : 23188** Asset Management

Requesting Agency: ITD  
 Project Year: 2028  
 Total Previous Allocations: \$0  
 Total Programmed Budget: \$17,817  
 Total Cost (Prev. + Prog.): \$17,817



### Project Description

Replace the bridge at Interstate 84 and State Highway 44 (Exit 25 to the City of Middleton) in Canyon County. The current bridge was originally built in 1964 and has reached the end of its design life. The bridge will be replaced at current design standards.

Funding Source		NHPP						Program		State Hwy - Bridge Restoration		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share				
2022	225	700	0	0	0	0	925	857	68				
2028	0	0	0	0	1,126	15,766	16,892	15,652	1,240				
<b>Fund Totals:</b>	<b>\$225</b>	<b>\$700</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,126</b>	<b>\$15,766</b>	<b>\$17,817</b>	<b>\$16,509</b>	<b>\$1,308</b>				

## I-84, Bridge Repairs, City of Caldwell

Regionally Significant:   Inflated

TIP Achievement:

Key #: 21967

Asset Management

Requesting Agency: ITD

Project Year: 2023

Total Previous Allocations: \$50

Total Programmed Budget: \$1,278

Total Cost (Prev. + Prog.): \$1,328

### Project Description

Provide bridge deck preservation and preventative maintenance to the bridges, bridge approaches, and guardrail at various locations on I-84 west of the City of Caldwell to Karcher Interchange GARVEE widening project.



Funding Source		Bridge Preservation		Program			State Hwy - Bridge Preservation		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2023	0	0	0	0	0	1,278	1,278	0	1,278	
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$1,278	\$1,278	\$0	\$1,278	

## I-84, Bridge Repairs, District 3 – FY2022

Regionally Significant:   Inflated

TIP Achievement:

Key #: 20405

Asset Management

Requesting Agency: ITD

Project Year: 2022

Total Previous Allocations: \$89

Total Programmed Budget: \$2,351

Total Cost (Prev. + Prog.): \$2,440

### Project Description

Provide bridge repairs at the following locations on Interstate 84: Sand Hollow Road, Galloway Road, Purple Sage Road, US 20/26, Ten Mile Road, Hunter Lateral, Ridenbaugh Canal, Five Mile Creek, Indian Creek, Mayfield Road, Squaw Creek, and Canyon Creek. (Ada County 53%, Elmore County 16%, Canyon County 23%, and Payette County 4%)



Funding Source		STBG-State		Program			State Hwy - Bridge Preservation		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2022	41	0	0	0	201	2,109	2,351	2,178	173	
<b>Fund Totals:</b>	\$41	\$0	\$0	\$0	\$201	\$2,109	\$2,351	\$2,178	\$173	



## I-84, Centennial Interchange to Franklin Interchange, FY2024

Regionally Significant:   Inflated TIP Achievement:

Key #: 23437

Requesting Agency: ITD

Project Year: 2023

Total Previous Allocations: \$0

Total Programmed Budget: \$10,300

Total Cost (Prev. + Prog.): \$10,300

### Project Description

Environmental study, design, right-of-way, and construction on Interstate 84 between the Centennial Way Interchange (Exit 27) and the Franklin Road Interchange (Exit 29) in the City of Caldwell. Design includes an additional lane in each direction and select auxiliary lanes, widening the 10th Avenue Interchange and ramp improvements, and drainage improvements. Construction will be broken out as funding is determined.



Funding Source	TECM		Program					State Hwy - Safety & Capacity (Capacity)		Local Match	
	Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2022	250	7,700	0	0	0	0	7,950	7,950	0		
2023	0	200	2,100	50	0	0	2,350	2,350	0		
<b>Fund Totals:</b>	<b>\$250</b>	<b>\$7,900</b>	<b>\$2,100</b>	<b>\$50</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,300</b>	<b>\$10,300</b>	<b>\$0</b>		

## I-84, Cole Road and Overland Road Interchange, Lighting Improvements, Boise

Regionally Significant:   Inflated TIP Achievement:

Key #: 22746

Safety

Requesting Agency: ITD

Project Year: 2023

Total Previous Allocations: \$0

Total Programmed Budget: \$255

Total Cost (Prev. + Prog.): \$255

### Project Description

Upgrade the existing lighting infrastructure at the Cole Road & Overland Road Interchange (Interstate 84, Exit 50B) 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	
2022	10	0	0	0	0	0	10	0	10		
2023	0	0	0	0	11	234	245	0	245		
<b>Fund Totals:</b>	<b>\$10</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$11</b>	<b>\$234</b>	<b>\$255</b>	<b>\$0</b>	<b>\$255</b>		

## I-84, Eisenman Interchange to Mt. Home Interchange, Ada and Elmore

Regionally Significant:   Inflated TIP Achievement:

Key #: 20203

Requesting Agency: ITD

Project Year: 2020

Total Previous Allocations: \$2,023

Total Programmed Budget: (\$42)

Total Cost (Prev. + Prog.): \$1,981

### Project Description

Seal coat the pavement surface on Interstate 84 between the Eisenman Interchange (milepost 60) in Ada County to the Mountain Home Interchange (milepost 90) in Elmore County to improve ride quality and extend the life of the pavement. (55% Ada County and 45% Elmore County)



Funding Source		HB132 and HB312		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				
2022	0	0	0	0	0	-42	-42	0	-42				
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	(\$42)	(\$42)	\$0	(\$42)				

## I-84, Franklin Interchange to Karcher Interchange, Canyon County

Regionally Significant:   Inflated TIP Achievement:

Key #: 22196

Requesting Agency: ITD

Project Year: 2020-2021

Total Previous Allocations: \$10,872

Total Programmed Budget: (\$1,795)

Total Cost (Prev. + Prog.): \$9,077

### Project Description

Design work on Interstate 84 from the Franklin Interchange in the City of Caldwell to the Karcher Interchange in the City of Nampa in Canyon County. Construction was split into KN 23079, 23080, and 23081.



Funding Source		State		Program				Hwy GARVEE - 2017 Legislative Authoriz		Local Match		100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share				
2022	-19	-1,916	190	-50	0	0	-1,795	0	-1,795				
<b>Fund Totals:</b>	(\$19)	(\$1,916)	\$190	(\$50)	\$0	\$0	(\$1,795)	\$0	(\$1,795)				



## I-84, Franklin Interchange to Karcher Interchange, Widen Eastbound, Nampa

Regionally Significant:   Inflated

TIP Achievement:

Key #: 23081

System Performance

Requesting Agency: ITD

Safety

Project Year: 2021-2022

Total Previous Allocations: \$46,050

Total Programmed Budget: \$1,777

Total Cost (Prev. + Prog.): \$47,827

### Project Description

Reconstruct and widen the eastbound lanes of Interstate 84 from the Franklin Interchange to the Karcher/Midland Road Interchange between the City of Caldwell and the City of Nampa in Canyon County. The project includes widening the existing four-lane section (two-lanes each direction) to a six-lane section (three-lanes each direction). This project includes replacement of the Notus Canal bridge structure just west of Ustick Road. Design was programmed under Key Number 22196.



Funding Source		GARVEE 2017		Program				Hwy GARVEE - Future Authorization		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2022	0	0	0	0	0	1,316	1,316	0	1,316		
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$1,316	\$1,316	\$0	\$1,316		

Funding Source		TECM		Program				State Hwy - Safety & Capacity (Capacity)		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2022	0	0	0	0	0	461	461	0	461		
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$461	\$461	\$0	\$461		

## I-84, Franklin Interchange to Karcher Interchange, Widen Westbound, Nampa

Regionally Significant:   Inflated

TIP Achievement:

Key #: 23080

Requesting Agency: ITD

Project Year: 2021

Total Previous Allocations: \$69,810

Total Programmed Budget: \$479

Total Cost (Prev. + Prog.): \$70,289

### Project Description

Reconstruct and widen the westbound lanes on Interstate 84 from the Franklin Road Interchange to Karcher/Franklin Road Interchange between the City of Caldwell and the City of Nampa in Canyon County. The project includes widening the existing four-lane section (two-lanes each direction) to a six-lane section (three-lanes each direction). This project includes replacement of the Notus Canal bridge structure just west of Linden Road Overpass, as well as the Linden Road overpass. Design was programmed under Key Number 22196.



Funding Source		State		Program				Hwy GARVEE - Future Authorization		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2022	0	0	0	0	0	479	479	0	479		
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$479	\$479	\$0	\$479		

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

Regionally Significant:   Inflated

Key #: 20212

Requesting Agency: ITD

Project Year: 2025

Total Previous Allocations: \$90

Total Programmed Budget: \$3,074

Total Cost (Prev. + Prog.): \$3,164

### Project Description

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



Funding Source		IM Program State Hwy - Pavement Preservation						Local Match 7.73%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	0	0	0	215	2,859	3,074	2,836	238
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$215	\$2,859	\$3,074	\$2,836	\$238

## I-84, Karcher Road Interchange in the City of Nampa to the City of Caldwell

Regionally Significant:   Inflated

Key #: 20351

Requesting Agency: ITD

Project Year: 2023

Total Previous Allocations: \$3,981

Total Programmed Budget: (\$2)

Total Cost (Prev. + Prog.): \$3,979

### Project Description

Environmental study, design, and right-of-way on Interstate 84 between the Karcher Road Interchange from Karcher Road in the City of Nampa to the City of Caldwell. Actual termini and improvements will be determined through the environmental process. Construction projects will be split out once the phasing is determined.



Funding Source		State Program State Hwy - Restoration						Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2022	0	-2	0	0	0	0	-2	0	-2
<b>Fund Totals:</b>	\$0	(\$2)	\$0	\$0	\$0	\$0	(\$2)	\$0	(\$2)

## I-84, Karcher Road Interchange, Nampa

Regionally Significant:

Inflated

TIP Achievement:

Key #: 23336

System Performance

Requesting Agency: ITD

Project Year: 2024

Total Previous Allocations: \$0

Total Programmed Budget: \$6,250

Total Cost (Prev. + Prog.): \$6,250

### Project Description

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



Funding Source	TECM		Program					State Hwy - Safety & Capacity (Capacity)		Local Match 100.00%	
	Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2022	250	2,650	0	0	0	0	2,900	0	2,900		
2023	0	1,100	100	50	0	0	1,250	0	1,250		
2024	0	0	2,100	0	0	0	2,100	0	2,100		
<b>Fund Totals:</b>	<b>\$250</b>	<b>\$3,750</b>	<b>\$2,200</b>	<b>\$50</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,250</b>	<b>\$0</b>	<b>\$6,250</b>		

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

Regionally Significant:

Inflated

TIP Achievement:

Key #: 23456

System Performance

Requesting Agency: ITD

Project Year: 2022

Total Previous Allocations: \$0

Total Programmed Budget: \$1,330

Total Cost (Prev. + Prog.): \$1,330

### Project Description

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



Funding Source	State		Program					State Unallocated		Local Match 100.00%	
	Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2022	5	1,325	0	0	0	0	1,330	0	1,330		
<b>Fund Totals:</b>	<b>\$5</b>	<b>\$1,325</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,330</b>	<b>\$0</b>	<b>\$1,330</b>		

Funding Source	State		Program					State Hwy - Board Unallocated		Local Match 100.00%	
	Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2022	1,325	0	0	0	0	0	1,325	0	1,325		
<b>Fund Totals:</b>	<b>\$1,325</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,325</b>	<b>\$0</b>	<b>\$1,325</b>		

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

## I-84, Middleton Road Overpass, Canyon County

Regionally Significant:   Inflated TIP Achievement:

Key #: 22618

Requesting Agency: ITD

Project Year: 2020

Total Previous Allocations: \$6,933

Total Programmed Budget: \$210

Total Cost (Prev. + Prog.): \$7,143

### Project Description

Rebuild Middleton Road overpass at Interstate 84 in Canyon County. This project is part of the GARVEE project to expand Interstate 84 from the City of Nampa to the City of Caldwell (Key Number 20351). Design for this project is shown under Key Number 22154.



Funding Source		TECM		Program				State Hwy - Safety & Capacity (Capacity)		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2022	0	0	0	0	0	84	84	0	84		
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$84	\$84	\$0	\$84		

Funding Source		INFRA		Program				Hwy - Misc. Federal		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2022	0	0	0	0	0	126	126	50	76		
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$126	\$126	\$50	\$76		

## I-84, Robinson Road Underpass Repair, Nampa

Regionally Significant:   Inflated TIP Achievement:

Key #: 23455

Requesting Agency: ITD

Project Year: 2022

Total Previous Allocations: \$0

Total Programmed Budget: \$200

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

### Project Description

An excavator being towed on I-84 struck the Bridge on Oct 5, 2021. The accident damaged two girders. Shoulder restrictions will be implemented on Robinson Road and repairs will require a closure of the interstate.



Funding Source		NHPP		Program				State Hwy - Bridge Restoration		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2022	20	0	0	0	30	150	200	0	200		
<b>Fund Totals:</b>	\$20	\$0	\$0	\$0	\$30	\$150	\$200	\$0	\$200		

## I-84, SH-44, Westbound Ramp Improvements, Canyon County

Regionally Significant:   Inflated **TIP Achievement:**  
**Key # : 23099** Safety

Requesting Agency: ITD  
 Project Year: 2022  
 Total Previous Allocations: \$0  
 Total Programmed Budget: \$1,706  
 Total Cost (Prev. + Prog.): \$1,706



### Project Description

Widen the westbound Interstate 84 off-ramp at State Highway 44 (Exit 25), just west of the City of Caldwell, also known as the Middleton Exit, to reestablish uniform shoulder width, install a traffic signal and queue detection on the westbound off-ramp, and excavate the slope to improve sight distance.

Funding Source		State	Program					State Hwy - Safety & Capacity (Capacity)		Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2022	0	0	0	0	0	1,706	1,706	0	1,706		
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$1,706	\$1,706	\$0	\$1,706		

## I-84, Striping – FY2023

Regionally Significant:   Inflated **TIP Achievement:**  
**Key # : 23708** Safety

Requesting Agency: ITD  
 Project Year: 2022  
 Total Previous Allocations: \$0  
 Total Programmed Budget: \$559  
 Total Cost (Prev. + Prog.): \$559



### Project Description

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

Funding Source		Leading Idaho		Program					State Hwy - Safety & Capacity (Safety)		Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share			
2022	0	0	0	0	50	509	559	0	559			
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$50	\$509	\$559	\$0	\$559			

# I-84, Ustick Road Overpass, Canyon County

Regionally Significant:   Inflated TIP Achievement:

Key #: 22619

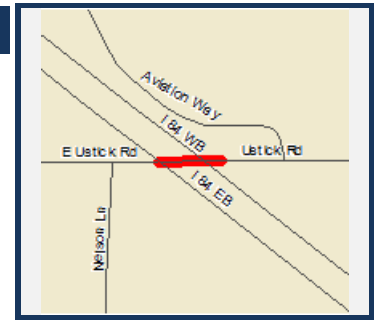
Requesting Agency: City of Caldwell

Project Year: 2020-2022

Total Previous Allocations: \$15,582

Total Programmed Budget: \$282

Total Cost (Prev. + Prog.): \$15,864



## Project Description

Rebuild Ustick Road overpass at Interstate 84 in Canyon County. The overpass will be widened to five lanes and include pedestrian facilities. This project is part of the GARVEE project to expand Interstate 84 from the City of Nampa to the City of Caldwell. (Key Number 20351). Design of this project is included in Key Number 22154.

Funding Source		State		Program				State Hwy - Restoration		Local Match		100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share			
2022	0	0	0	0	0	2	2	0	2			
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$2	\$2	\$0	\$2			

Funding Source		TECM		Program				State Hwy - Safety & Capacity (Capacity)		Local Match		100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share			
2022	0	0	0	0	112	0	112	0	112			
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$112	\$0	\$112	\$0	\$112			

Funding Source		INFRA		Program				Hwy - Misc. Federal		Local Match		60.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share			
2022	0	0	0	0	168	0	168	67	101			
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$168	\$0	\$168	\$67	\$101			

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



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

Regionally Significant:   Inflated

Key #: 22712

Requesting Agency: ITD

Project Year: 2027

Total Previous Allocations: \$0

Total Programmed Budget: \$2,130

Total Cost (Prev. + Prog.): \$2,130

### Project Description

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



Funding Source		State		Program				State Hwy - Safety & Capacity (Capacity)		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2022	138	0	0	0	0	0	138	0	138		
2027	0	0	0	0	182	1,417	1,599	0	1,599		
<b>Fund Totals:</b>	<b>\$138</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$182</b>	<b>\$1,417</b>	<b>\$1,737</b>	<b>\$0</b>	<b>\$1,737</b>		

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		
2023	0	0	393	0	0	0	393	0	393		
<b>Fund Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$393</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$393</b>	<b>\$0</b>	<b>\$393</b>		

## Indiana and Orchard Shared Roadway, Canyon County

Regionally Significant:   Inflated

Key #: 22602

Requesting Agency: Canyon Highway District

Project Year: 2024

Total Previous Allocations: \$13

Total Programmed Budget: \$5,290

Total Cost (Prev. + Prog.): \$5,303

### Project Description

Add four-foot paved shoulders on Indiana Avenue from Roosevelt Avenue to Orchard Avenue and on Orchard Avenue from Indiana Avenue to Riverside Road in Canyon County (approximately 1.5 miles) using Federal Lands Access Program funds. Project managed by Western Federal Lands.



Funding Source		FLAP		Program				Hwy - Federal Lands Access		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2022	0	119	0	0	0	0	119	110	9		
2023	0	249	0	0	0	0	249	231	18		
2024	0	0	0	0	0	4,547	4,547	4,213	334		
2025	0	0	0	0	375	0	375	347	28		
<b>Fund Totals:</b>	<b>\$0</b>	<b>\$368</b>	<b>\$0</b>	<b>\$0</b>	<b>\$375</b>	<b>\$4,547</b>	<b>\$5,290</b>	<b>\$4,902</b>	<b>\$388</b>		

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

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

Regionally Significant:   Inflated

Key #: RD207-29

Requesting Agency: ACHD

Project Year: 2025

Total Previous Allocations: \$0

Total Programmed Budget: \$6,216

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

### Project Description

Widen Lake Hazel Road from Cloverdale Road to Five Mile Road in Ada County to five lanes with enhanced pedestrian and bicycle facilities on both sides of the roadway.



### TIP Achievement:

Safety

Active Transportation

System Performance

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
2022	0	22	400	0	0	0	422	0	422
2023	0	0	801	0	0	0	801	0	801
2025	0	0	0	194	299	4,500	4,993	0	4,993
<b>Fund Totals:</b>	\$0	\$22	\$1,201	\$194	\$299	\$4,500	\$6,216	\$0	\$6,216

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

Regionally Significant:   Inflated

Key #: RD209-18

Requesting Agency: ACHD

Project Year: 2024

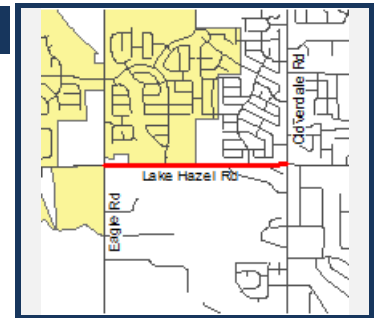
Total Previous Allocations: \$0

Total Programmed Budget: \$8,186

Total Cost (Prev. + Prog.): \$8,186

### Project Description

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



### TIP Achievement:

Safety

Active Transportation

System Performance

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
2022	0	360	4	0	0	0	364	0	364
2023	0	15	201	0	0	0	216	0	216
2024	0	0	0	10	309	7,287	7,606	0	7,606
<b>Fund Totals:</b>	\$0	\$375	\$205	\$10	\$309	\$7,287	\$8,186	\$0	\$8,186



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

Regionally Significant:   Inflated

Key #: RD207-30

Requesting Agency: ACHD

Project Year: PD

Total Previous Allocations: \$0

Total Programmed Budget: \$4,889

Total Cost (Prev. + Prog.): \$4,889

### Project Description

Widen Lake Hazel Road from Five Mile Road to Maple Grove Road in Ada County to five lanes with 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
2022	0	416	5	0	0	0	421	0	421
2023	0	0	246	0	0	0	246	0	246
PD	0	0	0	60	62	4,100	4,222	0	4,222
<b>Fund Totals:</b>	\$0	\$416	\$251	\$60	\$62	\$4,100	\$4,889	\$0	\$4,889

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

Regionally Significant:   Inflated

Key #: RD216-05

Requesting Agency: ACHD

Project Year: PD

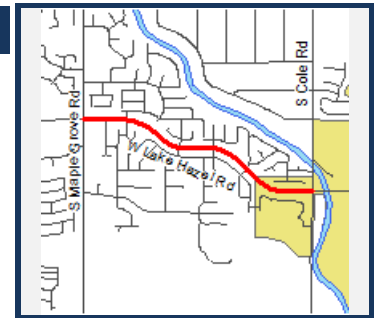
Total Previous Allocations: \$0

Total Programmed Budget: \$4,061

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

### Project Description

Widen Lake Hazel Road from Maple Grove Road to Cole Road in Ada County to five lanes with 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
2023	0	332	4	0	0	0	336	0	336
2024	0	0	60	0	0	0	60	0	60
PD	0	0	0	0	0	3,665	3,665	0	3,665
<b>Fund Totals:</b>	\$0	\$332	\$64	\$0	\$0	\$3,665	\$4,061	\$0	\$4,061

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

## Linder Road and Deer Flat Road Intersection, Kuna

Regionally Significant:   Inflated TIP Achievement:

Key #: 13492

Requesting Agency: ACHD

Project Year: 2020

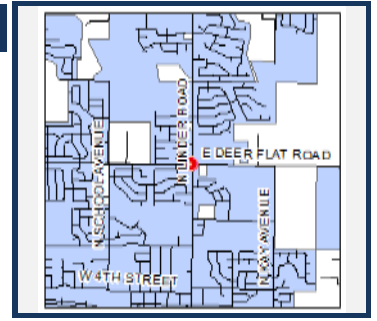
Total Previous Allocations: \$4,912

Total Programmed Budget: \$28

Total Cost (Prev. + Prog.): \$4,940

### Project Description

Improve the intersection at Linder Road and Deer Flat Road in the City of Kuna, including the addition of curb, gutter, sidewalk, and bike lanes.



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	
2022	0	0	0	0	0	28	28	0	28	
<b>Fund Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$28</b>	<b>\$28</b>	<b>\$0</b>	<b>\$28</b>	

## Linder Road, Overland Road to Franklin Road, Widen and Overpass, Meridian

Regionally Significant:   Inflated TIP Achievement:

Key #: NEW2

Requesting Agency: ACHD

Project Year: City of Meridian  
ITD

Total Previous Allocations: \$0

Total Programmed Budget: \$1,010

Total Cost (Prev. + Prog.): \$1,010

### Project Description

Design work to widen Linder Road, from Overland Road to Franklin Road in the City of Meridian. The project includes adding an overpass over Interstate 84. The project is a partnership between the Ada County Highway District, Idaho Transportation Department, and City of Meridian. Right-of-way acquisition and construction, estimated at \$20.3 million, are currently unfunded. (Federal = \$0).



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	
2022	10	300	0	0	0	0	310	0	310	
2023	0	700	0	0	0	0	700	0	700	
<b>Fund Totals:</b>	<b>\$10</b>	<b>\$1,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,010</b>	<b>\$0</b>	<b>\$1,010</b>	

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

Regionally Significant:   Inflated

Key #: RD209-28

Requesting Agency: ACHD

Project Year: 2024

Total Previous Allocations: \$6

Total Programmed Budget: \$7,068

Total Cost (Prev. + Prog.): \$7,074

### Project Description

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



### TIP Achievement:

Safety

Asset Management

System Performance

Active Transportation

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
2022	0	0	700	0	0	0	700	0	700
2023	0	16	0	0	0	0	16	0	16
2024	0	0	0	0	72	6,280	6,352	0	6,352
<b>Fund Totals:</b>	<b>\$0</b>	<b>\$16</b>	<b>\$700</b>	<b>\$0</b>	<b>\$72</b>	<b>\$6,280</b>	<b>\$7,068</b>	<b>\$0</b>	<b>\$7,068</b>

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

Regionally Significant:   Inflated

Key #: RD207-19

Requesting Agency: ACHD

Project Year: PD

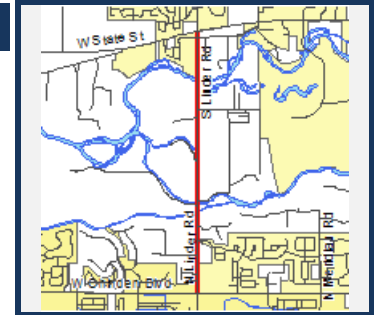
Total Previous Allocations: \$141

Total Programmed Budget: \$20,766

Total Cost (Prev. + Prog.): \$20,907

### Project Description

Widen Linder Road from US 20/26 (Chinden Boulevard) to State Highway 44 (State Street) in Ada County to five lanes with detached multi-use pathways on Linder Road from Chinden Boulevard to 1,000 feet north of Artesian Road. Right-of-way will be acquired for an ultimate seven-lane buildout. Project includes widening three bridges.



### TIP Achievement:

Asset Management

Active Transportation

System Performance

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
2024	0	824	5	5	0	0	834	0	834
2025	0	431	0	0	0	0	431	0	431
PD	0	0	1,651	0	0	17,850	19,501	0	19,501
<b>Fund Totals:</b>	<b>\$0</b>	<b>\$1,255</b>	<b>\$1,656</b>	<b>\$5</b>	<b>\$0</b>	<b>\$17,850</b>	<b>\$20,766</b>	<b>\$0</b>	<b>\$20,766</b>

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

## Middleton Road and Ustick Road, Roundabout, Caldwell

Regionally Significant:   Inflated

Key #: 13487

Requesting Agency: City of Caldwell

Project Year: 2025

Total Previous Allocations: \$908

Total Programmed Budget: \$2,288

Total Cost (Prev. + Prog.): \$3,196

### Project Description

Construct a roundabout to help traffic flow and congestion at the Middleton Road and Ustick Road intersection in the City of Caldwell.



Funding Source		STBG-U		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	
2022	20	25	0	0	0	0	45	42	3	
2025	0	0	0	0	365	1,878	2,243	2,078	165	
<b>Fund Totals:</b>	<b>\$20</b>	<b>\$25</b>	<b>\$0</b>	<b>\$0</b>	<b>\$365</b>	<b>\$1,878</b>	<b>\$2,288</b>	<b>\$2,120</b>	<b>\$168</b>	

## Midway Road, SH-55 (Karcher Road) to I-84B, Rehabilitation, Canyon County

Regionally Significant:   Inflated

Key #: 22016

Requesting Agency: Canyon Highway District

Project Year: PD City of Caldwell

Total Previous Allocations: \$436

Total Programmed Budget: \$1,394

Total Cost (Prev. + Prog.): \$1,830

### Project Description

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



Funding Source		STBG-U		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	331	1,063	1,394	1,292	102	
<b>Fund Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$331</b>	<b>\$1,063</b>	<b>\$1,394</b>	<b>\$1,292</b>	<b>\$102</b>	

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

# Old Highway 30, Plymouth Street Bridge, Caldwell

Regionally Significant:   Inflated

Key #: 13494

Requesting Agency: Canyon Highway District

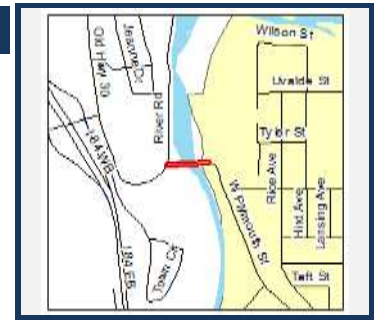
Project Year: 2023 City of Caldwell

**TIP Achievement:**

Open Space

Active Transportation

System Performance



Total Previous Allocations: \$3,061

Total Programmed Budget: \$9,011

Total Cost (Prev. + Prog.): \$12,072

**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.

Funding Source		Non-Participating (Local)			Program			Hwy - Local Partnerships		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2022	0	104	0	0	0	0	104	96	8		
<b>Fund Totals:</b>	\$0	\$104	\$0	\$0	\$0	\$0	\$104	\$96	\$8		

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	
2023	0	0	152	0	863	5,763	6,778	6,280	498	
<b>Fund Totals:</b>	\$0	\$0	\$152	\$0	\$863	\$5,763	\$6,778	\$6,280	\$498	

Funding Source		STBG-U		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	
2023	0	0	0	0	319	1,632	1,951	1,808	143	
2024	0	0	178	0	0	0	178	165	13	
<b>Fund Totals:</b>	\$0	\$0	\$178	\$0	\$319	\$1,632	\$2,129	\$1,973	\$156	

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

## Orchard Street Realignment, Gowen Road to Victory Road, Boise

Regionally Significant:   Inflated

Key #: RD207-01

Requesting Agency: ACHD

Project Year: 2024

Total Previous Allocations: \$177

Total Programmed Budget: \$19,147

Total Cost (Prev. + Prog.): \$19,324

### TIP Achievement:

Safety

Active Transportation

System Performance



### Project Description

Realign and widen Orchard Street from Gowen Road to Victory Road in the City of Boise to five lanes with enhanced pedestrian and bicycle facilities on both sides of the roadway. Project includes three roundabouts and reconstruction of the Orchard Street and Gowen Road intersection.

Funding Source Local (Regionally Significant) Program Hwy - Local Partnerships								Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2022	0	34	663	0	0	0	697	0	697
2023	0	0	742	0	0	11,003	11,745	0	11,745
2024	0	0	0	0	0	6,705	6,705	0	6,705
<b>Fund Totals:</b>	\$0	\$34	\$1,405	\$0	\$0	\$17,708	\$19,147	\$0	\$19,147

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

# Pathway, Federal Way and Broadway Avenue Multiuse Pathway, Boise

Regionally Significant:   Inflated

Key #: 23307

Requesting Agency: City of Boise

Project Year: PD

Total Previous Allocations: \$0

Total Programmed Budget: \$1,609

Total Cost (Prev. + Prog.): \$1,609

## TIP Achievement:

Safety

Health

Active Transportation



## Project Description

Construct a 10-foot separated, concrete, low-stress multiuse 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
2022	5	22	0	0	0	0	27	25	2
<b>Fund Totals:</b>	<b>\$5</b>	<b>\$22</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$27</b>	<b>\$25</b>	<b>\$2</b>

Funding Source STBG-TMA			Program Local Hwy - Transportation Management					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
PD	0	0	123	56	205	1,050	1,434	1,329	105
<b>Fund Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$123</b>	<b>\$56</b>	<b>\$205</b>	<b>\$1,050</b>	<b>\$1,434</b>	<b>\$1,329</b>	<b>\$105</b>

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
2022	36	112	0	0	0	0	148	0	148
<b>Fund Totals:</b>	<b>\$36</b>	<b>\$112</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$148</b>	<b>\$0</b>	<b>\$148</b>

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



## Pathway, Greenbelt Completion, Boise State

Regionally Significant:   Inflated

Key #: 22385

Requesting Agency: Boise State University

Project Year: 2026-2027

Total Previous Allocations: \$0

Total Programmed Budget: \$893

Total Cost (Prev. + Prog.): \$893

TIP Achievement:

Safety

Open Space

Health

Active Transportation



### Project Description

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

Funding Source TAP-TMA			Program Local Hwy - Transportation Alternatives					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2024	11	41	0	0	0	0	52	48	4
2026	0	0	0	0	42	201	243	225	18
2027	0	0	0	0	0	577	577	535	42
<b>Fund Totals:</b>	<b>\$11</b>	<b>\$41</b>	<b>\$0</b>	<b>\$0</b>	<b>\$42</b>	<b>\$778</b>	<b>\$872</b>	<b>\$808</b>	<b>\$64</b>

Funding Source Local Participating			Program Hwy - Local Partnerships					Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2026	0	0	0	0	0	21	21	0	21
<b>Fund Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$21</b>	<b>\$21</b>	<b>\$0</b>	<b>\$21</b>

## Pathway, Grimes City Pathway Extension, Nampa

Regionally Significant:   Inflated

Key #: 23025

Requesting Agency: City of Nampa

Project Year: PD

Total Previous Allocations: \$77

Total Programmed Budget: \$451

Total Cost (Prev. + Prog.): \$528

TIP Achievement:

Health

Open Space

Active Transportation



### Project Description

Extend Grimes City Pathway from McDonagh Park to Birch Elementary in the City of Nampa. Project includes 1/2 mile of 12-foot asphalt pathway, lighting, and crosswalk improvements.

Funding Source STBG-U			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	60	391	451	418	33
<b>Fund Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$60</b>	<b>\$391</b>	<b>\$451</b>	<b>\$418</b>	<b>\$33</b>



## Pathway, Rail with Trail, Meridian

Regionally Significant:   Inflated

Key #: 13918

Requesting Agency: City of Meridian

Project Year: 2024

Total Previous Allocations: \$75

Total Programmed Budget: \$670

Total Cost (Prev. + Prog.): \$745

### Project Description

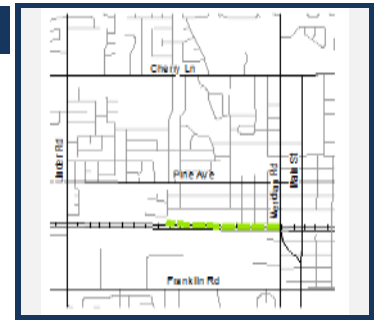
Construct a multi-use pathway in the City of Meridian parallel to the railroad tracks for approximately ½ mile west towards Linder Road from Meridian Road.

### TIP Achievement:

Safety

Open Space

Active Transportation



Funding Source			Program				Local Match		
STBG-TMA			Local Hwy – CRRSAA 2021				7.34%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2024	0	0	0	0	47	503	550	510	40
<b>Fund Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$47</b>	<b>\$503</b>	<b>\$550</b>	<b>\$510</b>	<b>\$40</b>

Funding Source			Program				Local Match		
AC (Local)			Advanced Construction				100.00%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2022	115	5	0	0	0	0	120	0	120
<b>Fund Totals:</b>	<b>\$115</b>	<b>\$5</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$120</b>	<b>\$0</b>	<b>\$120</b>

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

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

Regionally Significant:   Inflated

Key #: 20542

Requesting Agency: City of Meridian

Project Year: 2025

Total Previous Allocations: \$0

Total Programmed Budget: \$651

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

### TIP Achievement:

Safety

Health

Active Transportation



### Project Description

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

Funding Source TAP-TMA			Program Local Hwy - Transportation Alternatives					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2023	11	80	98	0	0	0	189	175	14
2025	0	0	0	0	35	409	444	411	33
<b>Fund Totals:</b>	<b>\$11</b>	<b>\$80</b>	<b>\$98</b>	<b>\$0</b>	<b>\$35</b>	<b>\$409</b>	<b>\$633</b>	<b>\$587</b>	<b>\$46</b>

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
2022	10	0	0	0	0	0	10	0	10
2025	0	0	0	0	0	4	4	0	4
<b>Fund Totals:</b>	<b>\$10</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4</b>	<b>\$14</b>	<b>\$0</b>	<b>\$14</b>

Funding Source STBG-TMA			Program Local Hwy - Transportation Management					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	0	0	0	0	4	4	4	0
<b>Fund Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4</b>	<b>\$4</b>	<b>\$4</b>	<b>\$0</b>

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

## Pathway, SH-55, Bristol Heights to US 20/26, Boise

Regionally Significant:   Inflated

TIP Achievement:

Key #: 22931

Health

Requesting Agency: City of Boise

Active Transportation

Project Year: PD

Total Previous Allocations: \$0

Total Programmed Budget: \$351

Total Cost (Prev. + Prog.): \$351

### Project Description

Design and construct a ten-foot shared pedestrian and bicycle pathway on the west side of State Highway 55 (Eagle Road), from Bristol Heights to US 20/26 (Chinden Boulevard) in the City of Boise.



Funding Source TAP-TMA			Program Local Hwy - Transportation Alternatives				Local Match 7.34%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	11	23	0	0	0	0	34	32	2
PD	0	0	0	0	39	252	291	270	21
<b>Fund Totals:</b>	<b>\$11</b>	<b>\$23</b>	<b>\$0</b>	<b>\$0</b>	<b>\$39</b>	<b>\$252</b>	<b>\$325</b>	<b>\$301</b>	<b>\$24</b>

Funding Source Local Participating			Program Hwy - Local Partnerships				Local Match 100.00%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	26	0	0	0	0	26	0	26
<b>Fund Totals:</b>	<b>\$0</b>	<b>\$26</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$26</b>	<b>\$0</b>	<b>\$26</b>

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

# Pavement Preservation and ADA, Phase 1, Boise Area – FY2022

Regionally Significant:   Inflated

Key # : 19465

Requesting Agency: ACHD

Project Year: 2022-2023

Total Previous Allocations: \$724

Total Programmed Budget: \$13,784

Total Cost (Prev. + Prog.): \$14,508

**TIP Achievement:**

Safety

Active Transportation

Asset Management



**Project Description**

Supplement the local pavement preservation program to complete pavement improvements on federal-aid roadways in the Boise Urbanized Area. Work includes improvements to adjoining sidewalks to meet Americans with Disabilities Act (ADA) requirements. Segments include: 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; Roosevelt Street, Emerald Street to Irving Street; 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.

Funding Source			Program					Local Match	
STBG-TMA			Local Hwy - Transportation Management					7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2022	0	0	0	0	773	3,972	4,745	4,397	348
2023	0	0	0	0	0	6,507	6,507	6,029	478
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$773	\$10,479	\$11,252	\$10,426	\$826

Funding Source			Program					Local Match	
AC (Local)			Advanced Construction					100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2022	0	0	0	0	0	8,911	8,911	0	8,911
2023	0	0	0	0	0	-6,379	-6,379	0	-6,379
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$2,532	\$2,532	\$0	\$2,532

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

## Pavement Preservation and ADA, Phase 2, Boise Area – FY2022

Regionally Significant:   Inflated

Key #: 20122

Requesting Agency: ACHD

Project Year: 2022

Total Previous Allocations: \$243

Total Programmed Budget: \$2,372

Total Cost (Prev. + Prog.): \$2,615

TIP Achievement:

Safety

Active Transportation

Asset Management



### Project Description

Supplement the local pavement preservation program to complete pavement improvements on a federal-aid roadway in the Boise Urbanized Area. Work includes improvements to adjoining sidewalks to meet Americans with Disabilities Act (ADA) requirements. Segment: Collister Drive, Quail Ridge Drive to North Deadend.

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	
2023	0	0	0	0	0	21	21	0	21	
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$21	\$21	\$0	\$21	

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	Local Share	
2023	0	0	0	0	309	2,042	2,351	2,178	173	
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$309	\$2,042	\$2,351	\$2,178	\$173	

## Pavement Preservation and ADA, Phase 3, Boise Area – FY2023

Regionally Significant:   Inflated

Key #: 20006

Requesting Agency: ACHD

Project Year: 2022

Total Previous Allocations: \$80

Total Programmed Budget: \$1,035

Total Cost (Prev. + Prog.): \$1,115

TIP Achievement:



### Project Description

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

Funding Source		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	
2023	0	0	0	0	0	1,035	1,035	0	1,035	
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$1,035	\$1,035	\$0	\$1,035	

## Peckham Road Intersections, Canyon County

Regionally Significant:   Inflated

Key #: 22101

Requesting Agency: Golden Gate HD

Project Year: 2022

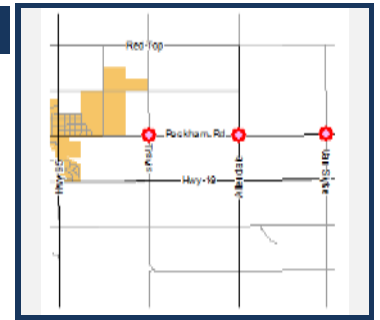
Total Previous Allocations: \$63

Total Programmed Budget: \$494

Total Cost (Prev. + Prog.): \$557

### Project Description

Reconstruct three intersections on Peckham Road at Travis Road, Allendale Road, and Van Slyke Road, between the Cities of Wilder and Greenleaf in Canyon County. 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.



Funding Source		STBG-R		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			
2022	35	0	0	80	0	379	494	458	36			
<b>Fund Totals:</b>	<b>\$35</b>	<b>\$0</b>	<b>\$0</b>	<b>\$80</b>	<b>\$0</b>	<b>\$379</b>	<b>\$494</b>	<b>\$458</b>	<b>\$36</b>			

## Peckham Road, US-95 to Notus Road, Canyon County

Regionally Significant:   Inflated

Key #: 13964

Requesting Agency: Golden Gate HD

Project Year: 2023

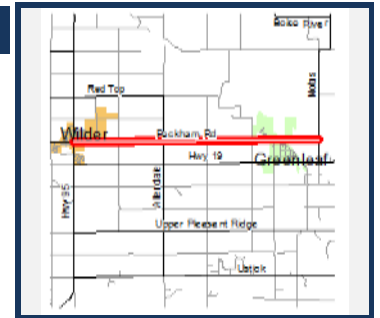
Total Previous Allocations: \$721

Total Programmed Budget: \$3,692

Total Cost (Prev. + Prog.): \$4,413

### Project Description

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.



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			
2022	0	0	0	25	0	0	25	23	2			
2023	0	0	0	0	793	2,874	3,667	3,398	269			
<b>Fund Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$25</b>	<b>\$793</b>	<b>\$2,874</b>	<b>\$3,692</b>	<b>\$3,421</b>	<b>\$271</b>			

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

## Pedestrian Improvements and Widening, Montana Avenue, Caldwell

Regionally Significant:   Inflated

Key #: 22018

Requesting Agency: City of Caldwell

Project Year: PD

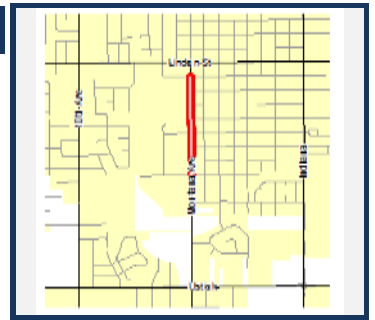
Total Previous Allocations: \$89

Total Programmed Budget: \$799

Total Cost (Prev. + Prog.): \$888

### Project Description

Construct 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 at the Alder Street and the Spruce Street intersections across Montana Avenue.



Funding Source		Program					Local Match		
STBG-U		Local Hwy - Urban					7.34%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2022	15	50	60	0	0	0	125	116	9
PD	0	0	0	0	105	569	674	625	49
<b>Fund Totals:</b>	<b>\$15</b>	<b>\$50</b>	<b>\$60</b>	<b>\$0</b>	<b>\$105</b>	<b>\$569</b>	<b>\$799</b>	<b>\$740</b>	<b>\$59</b>

## Pedestrian Improvements, Stoddard Pathway, Nampa

Regionally Significant:   Inflated

Key #: 22944

Requesting Agency: City of Nampa

Project Year: 2022

Total Previous Allocations: \$78

Total Programmed Budget: \$414

Total Cost (Prev. + Prog.): \$492

### Project Description

Extend the Stoddard Pathway from Sherman Avenue to 2nd Street South in the City of Nampa.



Funding Source		Program					Local Match		
TAP-State		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
2022	0	0	0	0	66	348	414	384	30
<b>Fund Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$66</b>	<b>\$348</b>	<b>\$414</b>	<b>\$384</b>	<b>\$30</b>



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

Regionally Significant:   Inflated TIP Achievement:  
 Key #: 20549 Safety

Requesting Agency: ACHD  
 Project Year: 2023  
 Total Previous Allocations: \$56  
 Total Programmed Budget: \$259  
 Total Cost (Prev. + Prog.): \$315



### Project Description

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

Funding Source 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
2023	0	0	0	0	36	133	169	157	12
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$36	\$133	\$169	\$157	\$12

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
2022	0	80	0	0	0	0	80	0	80
2023	0	0	0	0	0	10	10	0	10
<b>Fund Totals:</b>	\$0	\$80	\$0	\$0	\$0	\$10	\$90	\$0	\$90

## Planning and Mobility Implementation, Boise Area, VRT

Regionally Significant:   Inflated TIP Achievement:  
 Key #: 18854 Support

Requesting Agency: Valley Regional Transit  
 Project Year: 2022-2026  
 Total Previous Allocations: \$0  
 Total Programmed Budget: \$6,165  
 Total Cost (Prev. + Prog.): \$6,165



### Project Description

Provide program support administration, short-range transit planning, and the implementation of mobility management programs for Valley Regional Transit in the Boise Urbanized Area. See Valley Regional Transit's Program of Projects for more details on current project year project 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
2022	0	0	0	0	0	1,173	1,173	938	235
2023	0	0	0	0	0	1,202	1,202	962	240
2024	0	0	0	0	0	1,232	1,232	986	246
2025	0	0	0	0	0	1,263	1,263	1,010	253
2026	0	0	0	0	0	1,295	1,295	1,036	259
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$6,165	\$6,165	\$4,932	\$1,233

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



## Planning and Mobility Implementation, Nampa Area, VRT

Regionally Significant:   Inflated **TIP Achievement:**

Key #: 18842

Support

Requesting Agency: Valley Regional Transit

Project Year: 2022-2026

Total Previous Allocations: \$0

Total Programmed Budget: \$5,618

Total Cost (Prev. + Prog.): \$5,618

### Project Description

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



Funding Source		FTA 5307 SU		Program			Transit Capital		Local Match 20.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2022	0	0	0	0	0	1,069	1,069	855	214	
2023	0	0	0	0	0	1,095	1,095	876	219	
2024	0	0	0	0	0	1,123	1,123	898	225	
2025	0	0	0	0	0	1,151	1,151	921	230	
2026	0	0	0	0	0	1,180	1,180	944	236	
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$5,618	\$5,618	\$4,494	\$1,124	

## Planning, Communities in Motion Update, COMPASS

Regionally Significant:   Inflated **TIP Achievement:**

Key #: 20271

Support

Requesting Agency: COMPASS

Project Year: 2023-2026

Total Previous Allocations: \$0

Total Programmed Budget: \$636

Total Cost (Prev. + Prog.): \$636

### Project Description

Update the regional long-range transportation plan. Includes: Treasure Valley Transportation Operations, Management, and ITS Plan Update; public involvement; graphics and editing; and printing.



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	
2023	0	30	0	0	0	0	30	28	2	
2024	0	253	0	0	0	0	253	234	19	
2025	0	78	0	0	0	0	78	72	6	
2026	0	275	0	0	0	0	275	255	20	
<b>Fund Totals:</b>	\$0	\$636	\$0	\$0	\$0	\$0	\$636	\$589	\$47	

## Planning, COMPASS

Regionally Significant:   Inflated

TIP Achievement:

Key #: CPA1

Support

Requesting Agency: COMPASS

Project Year: 2022-2027

Total Previous Allocations: \$0

Total Programmed Budget: \$1,887

Total Cost (Prev. + Prog.): \$1,887

### Project Description

Assist COMPASS in meeting federal transportation planning responsibilities. These projects tie to Idaho Transportation Department key numbers 20560, 21889, 22387, 22800, 23306, 23327, ORN23681, and ORN23682.



Metropolitan Planning

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	
2022	0	232	0	0	0	0	232	215	17	
2023	0	232	0	0	0	0	232	215	17	
2024	0	232	0	0	0	0	232	215	17	
2025	0	232	0	0	0	0	232	215	17	
2026	0	232	0	0	0	0	232	215	17	
2027	0	232	0	0	0	0	232	215	17	
<b>Fund Totals:</b>	\$0	\$1,392	\$0	\$0	\$0	\$0	\$1,392	\$1,290	\$102	

Funding Source		STBG-U		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	
2022	0	198	0	0	0	0	198	183	15	
2024	0	99	0	0	0	0	99	92	7	
2025	0	99	0	0	0	0	99	92	7	
2026	0	99	0	0	0	0	99	92	7	
<b>Fund Totals:</b>	\$0	\$495	\$0	\$0	\$0	\$0	\$495	\$459	\$36	

## Planning, High Capacity Corridor Alternatives Analysis, COMPASS

Regionally Significant:   Inflated

TIP Achievement:

Key #: 13046

Support

Requesting Agency: COMPASS

Project Year: PD

Total Previous Allocations: \$0

Total Programmed Budget: \$1,000

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

### Project Description

Study to identify and analyze options to improve mobility in a priority corridor to be determined in the regional long-range transportation plan. The study will evaluate all reasonable public transportation alternatives for high capacity service.



Funding Source		STBG-TMA		Program			Local Hwy - Transportation Management		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
PD	0	1,000	0	0	0	0	1,000	927	73	
<b>Fund Totals:</b>	\$0	\$1,000	\$0	\$0	\$0	\$0	\$1,000	\$927	\$73	

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

## Planning, Metropolitan Planning Funds, COMPASS

Regionally Significant:   Inflated TIP Achievement:

Key #: CPA2

Support

Requesting Agency: COMPASS

Project Year: 2022-2026

Total Previous Allocations: \$0

Total Programmed Budget: \$7,682

Total Cost (Prev. + Prog.): \$7,682

### Project Description

Metropolitan planning organization (MPO) planning funds from the Federal Highway Administration and Federal Transit Administration. These projects tie to Idaho Transportation Department key numbers 19144, 20640, 22108, 22494, 22998 and 23401.



Metropolitan Planning

Funding Source		Program					Transit Capital		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2022	0	0	0	0	0	0	0	0	0	
2023	0	337	0	0	0	0	337	312	25	
2024	0	337	0	0	0	0	337	312	25	
2025	0	337	0	0	0	0	337	312	25	
<b>Fund Totals:</b>	\$0	\$1,011	\$0	\$0	\$0	\$0	\$1,011	\$937	\$74	

Funding Source		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	
2022	0	1,875	0	0	0	0	1,875	1,737	138	
2023	0	1,199	0	0	0	0	1,199	1,111	88	
2024	0	1,199	0	0	0	0	1,199	1,111	88	
2025	0	1,199	0	0	0	0	1,199	1,111	88	
2026	0	1,199	0	0	0	0	1,199	1,111	88	
<b>Fund Totals:</b>	\$0	\$6,671	\$0	\$0	\$0	\$0	\$6,671	\$6,181	\$490	

## Railroad Crossing, Benjamin Lane, Boise

Regionally Significant:   Inflated TIP Achievement:

Key #: 20537

Safety

Requesting Agency: ACHD

Project Year: 2022

Total Previous Allocations: \$20

Total Programmed Budget: \$310

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

### Project Description

Install crossing signal, including constant warning detection, at the Boise Valley Railroad crossing at Benjamin Lane in the City of Boise. Local match from State Rail Protection Account.



Funding Source		Program					Hwy Safety - Federal Rail		Local Match 10.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2022	0	0	0	0	0	310	310	279	31	
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$310	\$310	\$279	\$31	

## Railroad Crossing, Cherry Lane, Nampa

Regionally Significant:   Inflated TIP Achievement:

Key #: 23378

Safety

Requesting Agency: City of Nampa

Project Year: 2027

Total Previous Allocations: \$0

Total Programmed Budget: \$350

Total Cost (Prev. + Prog.): \$350

### Project Description

Install signals and gates and resurface the Union Pacific railroad crossing at Cherry Lane in the City of Nampa. Local match from State Rail Protection Account.



Funding Source		Fed RRX		Program				Hwy Safety - Federal Rail		Local Match 10.00%	
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	350	350	315	35		
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$350	\$350	\$315	\$35		

## Railroad Crossing, Karcher Road, Nampa

Regionally Significant:   Inflated TIP Achievement:

Key #: 23379

Safety

Requesting Agency: City of Nampa

Project Year: 2027

Total Previous Allocations: \$0

Total Programmed Budget: \$350

Total Cost (Prev. + Prog.): \$350

### Project Description

Install signals and gates and resurface the Union Pacific railroad crossing at Karcher Road in the City of Nampa. Local match from State Rail Protection Account.



Funding Source		Fed RRX		Program				Hwy Safety - Federal Rail		Local Match 10.00%	
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	350	350	315	35		
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$350	\$350	\$315	\$35		

## Railroad Crossing, Lemp Lane, Canyon County

Regionally Significant:   Inflated TIP Achievement:

Key #: 20358

Safety

Requesting Agency: Notus-Parma Highway District

Project Year: 2024

Total Previous Allocations: \$0

Total Programmed Budget: \$265

Total Cost (Prev. + Prog.): \$265

### Project Description

Install signals and gates at the Union Pacific railroad crossing at Lemp Lane in Canyon County between the Cities of Parma and Notus. Local match from State Rail Protection Account.



Funding Source		Fed RRX		Program			Hwy Safety - Federal Rail		Local Match 10.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2024	5	0	0	0	0	260	265	239	27	
<b>Fund Totals:</b>	<b>\$5</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$260</b>	<b>\$265</b>	<b>\$239</b>	<b>\$27</b>	

## Railroad Crossing, Look Lane, near Caldwell

Regionally Significant:   Inflated TIP Achievement:

Key #: 20355

Safety

Requesting Agency: Notus-Parma Highway District

Project Year: 2023

Total Previous Allocations: \$304

Total Programmed Budget: \$510

Total Cost (Prev. + Prog.): \$814

### 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. Local match from State Rail Protection Account.



Funding Source		Fed RRX		Program			Hwy Safety - Federal Rail		Local Match 10.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2023	0	0	0	0	0	510	510	459	51	
<b>Fund Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$510</b>	<b>\$510</b>	<b>\$459</b>	<b>\$51</b>	

## Railroad Crossing, Milwaukee Street, Boise

Regionally Significant:   Inflated TIP Achievement:

Key #: 23389

Safety

Requesting Agency: ACHD

Project Year: 2022

Total Previous Allocations: \$0

Total Programmed Budget: \$407

Total Cost (Prev. + Prog.): \$407

### Project Description

Resurface the railroad crossing on Milwaukee Street in the City of Boise. Work will also include improvements to the concrete planking, ballasts, ties, and rails at the intersection. Costs will be shared with the railroad.



Funding Source		State		Program				State Hwy - Strategic Initiatives		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2022	7	0	0	0	0	200	207	0	207		
<b>Fund Totals:</b>	<b>\$7</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$200</b>	<b>\$207</b>	<b>\$0</b>	<b>\$207</b>		

Funding Source		Private Developer		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		
2022	0	0	0	0	0	200	200	0	200		
<b>Fund Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$200</b>	<b>\$200</b>	<b>\$0</b>	<b>\$200</b>		

## Railroad Crossing, Old Fort Boise Road, Canyon County

Regionally Significant:   Inflated TIP Achievement:

Key #: 20606

Safety

Requesting Agency: Notus-Parma Highway District

Project Year: 2023

Total Previous Allocations: \$0

Total Programmed Budget: \$265

Total Cost (Prev. + Prog.): \$265

### Project Description

Install signals and gates at the Union Pacific railroad crossing at Old Fort Boise Road in Canyon County, west of the City of Parma. Local match from State Rail Protection Account.



Funding Source		Fed RRX		Program				Hwy Safety - Federal Rail		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2022	10	0	0	10	0	0	20	18	2		
2023	0	0	0	0	0	245	245	221	25		
<b>Fund Totals:</b>	<b>\$10</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10</b>	<b>\$0</b>	<b>\$245</b>	<b>\$265</b>	<b>\$239</b>	<b>\$27</b>		

## Roadway and ADA Improvements, Boise Area – FY2024

Regionally Significant:   Inflated

Key #: 20674

Requesting Agency: ACHD

Project Year: 2025

Total Previous Allocations: \$0

Total Programmed Budget: \$8,222

Total Cost (Prev. + Prog.): \$8,222

**TIP Achievement:**

Safety

Active Transportation

Asset Management



**Project Description**

Supplement the local pavement preservation program to complete pavement improvements on federal-aid roadways in the Boise Urbanized Area. Work includes improvements to adjoining sidewalks to meet Americans with Disabilities Act (ADA) requirements. Segments will be determined prior to the obligation in the design year. Right-of-way will be obligated as advance construction in FY2023.

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	
2022	29	178	0	0	0	0	207	0	207	
2024	0	0	416	0	0	0	416	0	416	
<b>Fund Totals:</b>	<b>\$29</b>	<b>\$178</b>	<b>\$416</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$623</b>	<b>\$0</b>	<b>\$623</b>	

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	
2022	0	1,055	0	0	0	0	1,055	978	77	
2025	0	0	0	0	853	5,691	6,544	6,064	480	
<b>Fund Totals:</b>	<b>\$0</b>	<b>\$1,055</b>	<b>\$0</b>	<b>\$0</b>	<b>\$853</b>	<b>\$5,691</b>	<b>\$7,599</b>	<b>\$7,041</b>	<b>\$558</b>	

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



## Roadway and ADA Improvements, Boise Area – FY2026

Regionally Significant:   Inflated

Key #: 21896

Requesting Agency: ACHD

Project Year: 2026

Total Previous Allocations: \$0

Total Programmed Budget: \$8,215

Total Cost (Prev. + Prog.): \$8,215

### TIP Achievement:

Safety

Active Transportation

Asset Management



### Project Description

Supplement the local pavement preservation program to complete pavement improvements on federal-aid roadways in the Boise Urbanized Area. Work includes improvements to adjoining sidewalks to meet Americans with Disabilities Act (ADA) requirements. Segments will be determined prior to the obligation in the design year. Design will be obligated as advanced construction in 2023.

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	
2022	29	0	0	0	0	0	29	0	29	
2023	0	509	0	0	0	0	509	0	509	
<b>Fund Totals:</b>	<b>\$29</b>	<b>\$509</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$538</b>	<b>\$0</b>	<b>\$538</b>	

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	
2023	0	730	0	0	0	0	730	676	54	
2025	0	0	371	0	0	0	371	344	27	
2026	0	0	0	0	858	5,718	6,576	6,093	483	
<b>Fund Totals:</b>	<b>\$0</b>	<b>\$730</b>	<b>\$371</b>	<b>\$0</b>	<b>\$858</b>	<b>\$5,718</b>	<b>\$7,677</b>	<b>\$7,114</b>	<b>\$563</b>	

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



## Roadway and ADA Improvements, Boise Area – FY2027

Regionally Significant:   Inflated

Key #: 22390

Requesting Agency: ACHD

Project Year: 2027

Total Previous Allocations: \$0

Total Programmed Budget: \$8,620

Total Cost (Prev. + Prog.): \$8,620

**TIP Achievement:**

Safety

Active Transportation

Asset Management



**Project Description**

Supplement the local pavement preservation program to complete pavement improvements on federal-aid roadways in the Boise Urbanized Area. Work includes improvements to adjoining sidewalks to meet Americans with Disabilities Act (ADA) requirements. Segments will be determined prior to the obligation in the design year.

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	
2023	30	0	0	0	0	0	30	0	30	
<b>Fund Totals:</b>	<b>\$30</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$30</b>	<b>\$0</b>	<b>\$30</b>	

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	
2024	0	1,285	0	0	0	0	1,285	1,191	94	
2026	0	0	487	0	0	0	487	451	36	
2027	0	0	0	0	889	5,929	6,818	6,318	500	
<b>Fund Totals:</b>	<b>\$0</b>	<b>\$1,285</b>	<b>\$487</b>	<b>\$0</b>	<b>\$889</b>	<b>\$5,929</b>	<b>\$8,590</b>	<b>\$7,959</b>	<b>\$631</b>	

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

## Roadway and ADA Improvements, Boise Area – FY2028

Regionally Significant:   Inflated

Key #: 22816

Requesting Agency: ACHD

Project Year: 2028

Total Previous Allocations: \$0

Total Programmed Budget: \$8,180

Total Cost (Prev. + Prog.): \$8,180

**TIP Achievement:**

Safety

Active Transportation

Asset Management



**Project Description**

Supplement the local pavement preservation program to complete pavement improvements on federal-aid roadways in the Boise Urbanized Area. Work includes improvements to adjoining sidewalks to meet Americans with Disabilities Act (ADA) requirements. Segments will be determined prior to the obligation in the design year.

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	
2024	30	0	0	0	0	0	30	0	30	
<b>Fund Totals:</b>	<b>\$30</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$30</b>	<b>\$0</b>	<b>\$30</b>	

Funding Source		STBG-TMA		Program			Local Hwy - Transportation Management		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2025	0	1,231	0	0	0	0	1,231	1,141	90	
2027	0	0	386	0	0	0	386	358	28	
2028	0	0	0	0	852	5,681	6,533	6,053	480	
<b>Fund Totals:</b>	<b>\$0</b>	<b>\$1,231</b>	<b>\$386</b>	<b>\$0</b>	<b>\$852</b>	<b>\$5,681</b>	<b>\$8,150</b>	<b>\$7,552</b>	<b>\$598</b>	

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

## Roadway and ADA Improvements, Boise Area – FY2029

Regionally Significant:   Inflated

Key #: 23323

Requesting Agency: ACHD

Project Year: 2028

Total Previous Allocations: \$0

Total Programmed Budget: \$6,891

Total Cost (Prev. + Prog.): \$6,891

**TIP Achievement:**

Safety

Active Transportation

Asset Management



**Project Description**

Supplement the local pavement preservation program to complete pavement improvements on federal-aid roadways in the Boise Urbanized Area. Work includes improvements to adjoining sidewalks to meet Americans with Disabilities Act (ADA) requirements. Segments will be determined prior to the obligation in the design year.

Funding Source		Local Participating		Program			Hwy - Local Partnerships		Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2025	31	0	0	0	0	0	31	0	31	
<b>Fund Totals:</b>	<b>\$31</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$31</b>	<b>\$0</b>	<b>\$31</b>	

Funding Source		STBG-TMA		Program			Local Hwy - Transportation Management		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2026	0	970	0	0	0	0	970	899	71	
2028	0	0	845	0	656	4,389	5,890	5,458	432	
<b>Fund Totals:</b>	<b>\$0</b>	<b>\$970</b>	<b>\$845</b>	<b>\$0</b>	<b>\$656</b>	<b>\$4,389</b>	<b>\$6,860</b>	<b>\$6,356</b>	<b>\$504</b>	

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

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

Regionally Significant:   Inflated

Key #: 20259

Requesting Agency: ACHD

Project Year: 2024

Total Previous Allocations: \$838

Total Programmed Budget: \$6,922

Total Cost (Prev. + Prog.): \$7,760

**TIP Achievement:**

Safety

Active Transportation

Asset Management



**Project Description**

Supplement the local pavement preservation program to complete pavement improvements on federal-aid roadways in the Boise Urbanized Area. Work includes improvements to adjoining sidewalks to meet Americans with Disabilities Act (ADA) requirements. Segments include: Allumbaugh Street, Franklin Road to Fairmont Street; Cole Road, Ustick Road to Mountain View Drive; Edgewood Road, Harvey Street to Floating Feather Road; Goldenrod Avenue, western terminus to Cloverdale Road; Orchard Street, Emerald Street to Fairview Avenue and Fairview Avenue to Chinden Boulevard.

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
2022	0	136	0	0	0	0	136	126	10
<b>Fund Totals:</b>	\$0	\$136	\$0	\$0	\$0	\$0	\$136	\$126	\$10

Funding Source Local Participating			Program Hwy - Local Partnerships				Local Match 100.00%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2024	0	0	0	0	0	1,040	1,040	0	1,040
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$1,040	\$1,040	\$0	\$1,040

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
2022	0	0	150	0	0	0	150	139	11
2024	0	0	0	0	730	4,866	5,596	5,185	411
<b>Fund Totals:</b>	\$0	\$0	\$150	\$0	\$730	\$4,866	\$5,746	\$5,324	\$422

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

## Roadway and ADA Improvements, Part 2, Boise Area – FY2023

Regionally Significant:   Inflated

Key #: 19993

Requesting Agency: ACHD

Project Year: 2023

Total Previous Allocations: \$34

Total Programmed Budget: \$2,305

Total Cost (Prev. + Prog.): \$2,339

TIP Achievement:

Safety

Active Transportation

Asset Management



### Project Description

Supplement the local pavement preservation program to complete pavement improvements on federal-aid roadways in the Boise Urbanized Area. Work includes improvements to adjoining sidewalks to meet Americans with Disabilities Act (ADA) requirements. Segment includes: Beacon Light Road, State Highway 16 to Ballentyne Lane.

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
2022	0	0	0	0	300	2,005	2,305	2,136	169
<b>Fund Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$300</b>	<b>\$2,005</b>	<b>\$2,305</b>	<b>\$2,136</b>	<b>\$169</b>

## Safety Audit, Signalized Intersections, Nampa

Regionally Significant:   Inflated

Key #: 23293

Requesting Agency: City of Nampa

Project Year: 2022

Total Previous Allocations: \$0

Total Programmed Budget: \$66

Total Cost (Prev. + Prog.): \$66

TIP Achievement:

Safety



### Project Description

To conduct a road safety audit on multiple intersections to identify deficiencies, as well as low-cost, systemic changes to signal operations to decrease the quantity and severity of pedestrian versus vehicle crashes. The following locations are included in this study: 6th Street North at Northside Boulevard; 16th Avenue at 3rd Street North, 2nd Street South, 3rd Street South, and 7th Street South; Midland Boulevard at Orchard Avenue and Lone Star Road.

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
2022	11	55	0	0	0	0	66	61	5
<b>Fund Totals:</b>	<b>\$11</b>	<b>\$55</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$66</b>	<b>\$61</b>	<b>\$5</b>

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

Regionally Significant:   Inflated

**TIP Achievement:**

**Key # : 23409**

System Performance

Requesting Agency: ITD

Project Year: 2022

Total Previous Allocations: \$0

Total Programmed Budget: \$74,129

Total Cost (Prev. + Prog.): \$74,129

### Project Description

Construct new segment of State Highway 16 from Franklin Road to Ustick Road the City of Nampa and Canyon County. The roadway will include two lanes in each direction with at-grade intersections at Franklin Road and Ustick Road utilizing the on and off ramps for the future interchanges. Work also includes a new structure over the Union Pacific Railroad, Cherry Lane, Ten Mile Creek, and irrigation structures. Design and right-of-way budgeted in separate, previous project (KN 20788).



Funding Source		GARVEE 2017		Program				Hwy GARVEE - 2017 Legislative Authoriz	Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2022	0	0	0	0	0	25,000	25,000	0	25,000	
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$25,000	\$25,000	\$0	\$25,000	

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	
2023	0	0	0	500	2,500	32,600	35,600	32,987	2,613	
2024	0	0	0	0	3,200	10,329	13,529	12,536	993	
<b>Fund Totals:</b>	\$0	\$0	\$0	\$500	\$5,700	\$42,929	\$49,129	\$45,523	\$3,606	

# SH-16, I-84 to Franklin Road, Nampa

Regionally Significant:   Inflated

**TIP Achievement:**

Key #: 23410

System Performance

Requesting Agency: ITD

Project Year: 2022

Total Previous Allocations: \$0

Total Programmed Budget: \$56,022

Total Cost (Prev. + Prog.): \$56,022

**Project Description**

Construct new segment of State Highway 16 from Interstate 84 to Franklin Road in the City of Nampa. Improvements include a new interchange across Interstate 84 with on and off ramps from Interstate 84 to Franklin Road and on to State Highway 16. Design and right-of-way budgeted in separate, previous project (KN 20788).



Funding Source		State	Program					State Hwy - Safety & Capacity (Capacity)		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2022	0	0	0	0	300	0	300	0	300		
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$300	\$0	\$300	\$0	\$300		

Funding Source		TECM	Program					State Hwy - Safety & Capacity (Capacity)		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2022	0	0	0	0	5,200	50,522	55,722	0	55,722		
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$5,200	\$50,522	\$55,722	\$0	\$55,722		

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



## SH-16, I-84 to US 20/26 and SH-44, Ada and Canyon Counties

Regionally Significant:   Inflated

TIP Achievement:

Key #: 20788

System Performance

Requesting Agency: ITD

Project Year: 2019-2023

Total Previous Allocations: \$140,781

Total Programmed Budget: (\$21,847)

Total Cost (Prev. + Prog.): \$118,934

### Project Description

Environmental re-evaluation, final design, and right-of-way acquisition to extend State Highway 16 between Interstate 84 and US Highway 20/26 (Chinden Boulevard) and State Highway 44 (State Street) in Ada and Canyon Counties. Work is for Phases 2 and 3 of this project. Phase 2 construction projects were split out into KN 23408, 23409, and 23410. Phase 3 completes the system interchange at Interstate 84 and service interchanges at Franklin Road, Ustick Road, US 20/26, and State Highway 44; construction will be broken out as funding is determined.



Funding Source		IM		Program				State Hwy - Safety & Capacity (Capacity)		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2022	0	0	-1,000	0	0	0	-1,000	0	-1,000		
2023	0	0	7,650	0	0	0	7,650	0	7,650		
<b>Fund Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,650</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,650</b>	<b>\$0</b>	<b>\$6,650</b>		

Funding Source		State		Program				Hwy GARVEE - Future Authorization		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2022	150	5,000	-37,797	4,150	0	0	-28,497	0	-28,497		
<b>Fund Totals:</b>	<b>\$150</b>	<b>\$5,000</b>	<b>(\$37,797)</b>	<b>\$4,150</b>	<b>\$0</b>	<b>\$0</b>	<b>(\$28,497)</b>	<b>\$0</b>	<b>(\$28,497)</b>		

## SH-16, SH-44 to Junction SH-52, Environmental Reevaluation

Regionally Significant:   Inflated

TIP Achievement:

Key #: 23175

Support

Requesting Agency: ITD

Project Year: 2026

Total Previous Allocations: \$0

Total Programmed Budget: \$3,000

Total Cost (Prev. + Prog.): \$3,000

### Project Description

Reevaluate the environmental assessment regarding proposed improvements to State Highway 16 from State Highway 44 in Ada County to the junction of State Highway 52 in the City of Emmett to reaffirm the Idaho Transportation Department's proposed improvements on the corridor.



Funding Source		NHPP		Program				State Hwy - Restoration		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2026	50	2,950	0	0	0	0	3,000	2,780	220		
<b>Fund Totals:</b>	<b>\$50</b>	<b>\$2,950</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,000</b>	<b>\$2,780</b>	<b>\$220</b>		



## SH-16, Ustick Road to US 20/26 and SH-44, Ada County

Regionally Significant:   Inflated

TIP Achievement:

Key #: 23408

System Performance

Requesting Agency: ITD

Project Year: 2022

Total Previous Allocations: \$0

Total Programmed Budget: \$78,957

Total Cost (Prev. + Prog.): \$78,957

### Project Description

At request of ITD, update description: Construct new segment of State Highway 16 from Ustick Road US 20/26 in the City of Meridian and Ada County. The roadway will include two lanes in each direction with at-grade intersections at Ustick Road and US 20/26, utilizing the on and off ramps for the future interchanges. Work also includes an overpass at McMillan Road and Five Mile Creek, several local frontage roads to connect to the roadway system, and irrigation structures. Design and right-of-way budgeted in separate, previous project (KN 20788).



Funding Source		TECM		Program		State Hwy - Safety & Capacity (Capacity)		Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2022	0	0	0	0	5,500	73,457	78,957	0	78,957
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$5,500	\$73,457	\$78,957	\$0	\$78,957

## SH-21, Technology Way to Surprise Way, Boise

Regionally Significant:   Inflated

TIP Achievement:

Key #: 20428

Safety

Requesting Agency: ITD

Project Year: 2022

Total Previous Allocations: \$150

Total Programmed Budget: \$2,549

Total Cost (Prev. + Prog.): \$2,699

### Project Description

Widen State Highway 21 from Technology Way (near Micron) to Surprise Way (just west of the Boise River Bridge) in the City of Boise. The project includes two 12-foot travel lanes, a continuous 14-foot center turn lane, and two 6-foot shoulders.



Funding Source		HB132 and HB312		Program		State Hwy - Safety & Capacity (Safety)		Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2022	-28	-4	0	0	404	2,177	2,549	0	2,549
<b>Fund Totals:</b>	(\$28)	(\$4)	\$0	\$0	\$404	\$2,177	\$2,549	\$0	\$2,549

## SH-44 (State Street) and SH-55 (Eagle Road) Intersection Improvements, Eagle

Regionally Significant:   Inflated

Key #: 13476

Requesting Agency: ITD

Project Year: 2022

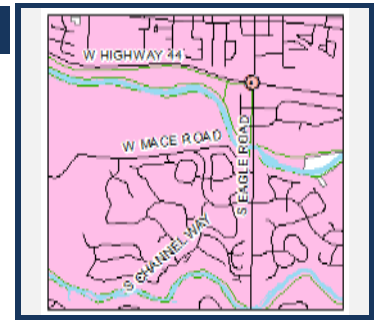
Total Previous Allocations: \$0

Total Programmed Budget: \$9,709

Total Cost (Prev. + Prog.): \$9,709

### Project Description

Expand the current intersection configuration to increase capacity, as well as remove all four existing free-flowing right-turn lanes at State Highway 44 (State Street) and State Highway 55 (Eagle Road) in the City of Eagle. Work includes pavement widening and resurfacing, installation of raised medians, signage and striping improvements, pedestrian access, signalization, Intelligent Transportation System improvements, and localized drainage improvements.



Funding Source		State		Program				State Hwy - Safety & Capacity (Capacity)		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	100.00%	
2022	80	1,062	193	0	1,762	6,612	9,709	0	9,709		
<b>Fund Totals:</b>	<b>\$80</b>	<b>\$1,062</b>	<b>\$193</b>	<b>\$0</b>	<b>\$1,762</b>	<b>\$6,612</b>	<b>\$9,709</b>	<b>\$0</b>	<b>\$9,709</b>		

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

Regionally Significant:   Inflated

Key #: 20266

Requesting Agency: ITD

Project Year: 2023

Total Previous Allocations: \$553

Total Programmed Budget: \$8,670

Total Cost (Prev. + Prog.): \$9,223

### Project Description

Add an additional westbound and eastbound lane to improve congestion and reduce crashes along State Highway 44 (State Street), from State Highway 16 to Linder Road near the City of Eagle.



Funding Source		TECM		Program				State Hwy - Safety & Capacity (Capacity)		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	100.00%	
2023	0	0	0	0	765	7,905	8,670	0	8,670		
<b>Fund Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$765</b>	<b>\$7,905</b>	<b>\$8,670</b>	<b>\$0</b>	<b>\$8,670</b>		

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

Regionally Significant:   Inflated

Key #: 20574

Requesting Agency: ITD

Project Year: 2024

Total Previous Allocations: \$1,461

Total Programmed Budget: \$11,183

Total Cost (Prev. + Prog.): \$12,644

### 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		TECM		Program				State Hwy - Safety & Capacity (Capacity)		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2024	0	0	0	182	799	10,202	11,183	0	11,183		
<b>Fund Totals:</b>	\$0	\$0	\$0	\$182	\$799	\$10,202	\$11,183	\$0	\$11,183		

## SH-44, RWIS near SH-16, Ada County

Regionally Significant:   Inflated

Key #: 23182

Requesting Agency: ITD

Project Year: 2024

Total Previous Allocations: \$0

Total Programmed Budget: \$520

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

### Project Description

Install a road weather information system (RWIS) on State Highway 44 just east of State Highway 16 to collect, process, and provide weather information to promote safety for the traveling public.



Funding Source		State		Program				State Highway - Safety		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2023	26	0	0	0	0	0	26	0	26		
2024	0	0	0	0	24	470	494	0	494		
<b>Fund Totals:</b>	\$26	\$0	\$0	\$0	\$24	\$470	\$520	\$0	\$520		

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

## SH-45 and Locust Lane Intersection, Nampa

Regionally Significant:   Inflated **TIP Achievement:**  
 Key #: 22717 Safety

Requesting Agency: ITD  
 Project Year: 2027  
 Total Previous Allocations: \$20  
 Total Programmed Budget: \$2,866  
 Total Cost (Prev. + Prog.): \$2,886



### Project Description

Install a traffic signal at State Highway 45 and Locust Lane in the City of Nampa to improve safety.

Funding Source		State	Program State Hwy - Safety & Capacity (Capacity)					Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2022	147	0	0	0	0	0	147	0	147
2023	0	0	150	0	0	0	150	0	150
2027	0	0	0	0	221	1,716	1,937	0	1,937
<b>Fund Totals:</b>	<b>\$147</b>	<b>\$0</b>	<b>\$150</b>	<b>\$0</b>	<b>\$221</b>	<b>\$1,716</b>	<b>\$2,234</b>	<b>\$0</b>	<b>\$2,234</b>

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
2023	0	0	632	0	0	0	632	0	632
<b>Fund Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$632</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$632</b>	<b>\$0</b>	<b>\$632</b>

## SH-45, SH-78 to Deer Flat Road, Canyon and Owyhee Counties

Regionally Significant:   Inflated **TIP Achievement:**  
 Key #: 21849 Asset Management  
 Requesting Agency: ITD Safety

Project Year: 2022  
 Total Previous Allocations: \$458  
 Total Programmed Budget: \$9,509  
 Total Cost (Prev. + Prog.): \$9,967



### Project Description

Reconstruct State Highway 45 from the junction of State Highway 78, just across the Snake River in Owyhee County, to Melba Road in Canyon County. Work also includes a mill and inlay treatment on State Highway 45 from Melba Road to Deer Flat Road. These treatments will rebuild the structural capacity of the pavement. (82% Canyon County and 17% Owyhee 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
2022	-300	0	0	0	304	9,505	9,509	8,811	698
<b>Fund Totals:</b>	<b>(\$300)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$304</b>	<b>\$9,505</b>	<b>\$9,509</b>	<b>\$8,811</b>	<b>\$698</b>

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

## SH-55 (Eagle Road), I-84 to SH-44, Meridian to Eagle

Regionally Significant:   Inflated

TIP Achievement:

Key #: 22665

Asset Management

Requesting Agency: ITD

Safety

Project Year: 2022-2023

Total Previous Allocations: \$750

Total Programmed Budget: \$21,900

Total Cost (Prev. + Prog.): \$22,650

### Project Description

Rehabilitate the pavement 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, to improve ride quality and extend pavement life.



Funding Source		NHPP						Program		State Hwy - Restoration		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share				
2022	0	100	0	0	1,800	20,000	21,900	0	21,900				
<b>Fund Totals:</b>	\$0	\$100	\$0	\$0	\$1,800	\$20,000	\$21,900	\$0	\$21,900				

## SH-55 (Karcher Road), 10th Avenue to Middleton Road, Construction, Canyon

Regionally Significant:   Inflated

TIP Achievement:

Key #: 23184

System Performance

Requesting Agency: ITD

Safety

Project Year: 2027

Total Previous Allocations: \$0

Total Programmed Budget: \$42,507

Total Cost (Prev. + Prog.): \$42,507

### Project Description

Widen State Highway 55 (Karcher Road) from 10th Avenue to Middleton Road in Canyon County to improve safety and mobility. Project includes intelligent transportation system improvements (ITS). Design and right-of-way for Farmway Road to Middleton Road is shown under Key Number 22715.



Funding Source		State						Program		State Hwy - Safety & Capacity (Capacity)		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share				
2027	0	0	0	0	3,864	38,643	42,507	0	42,507				
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$3,864	\$38,643	\$42,507	\$0	\$42,507				



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

Regionally Significant:   Inflated

Key #: 22715

Requesting Agency: ITD

Project Year: 2027

Total Previous Allocations: \$0

Total Programmed Budget: \$40,057

Total Cost (Prev. + Prog.): \$40,057

### Project Description

To design and acquire right-of-way in preparation to widen State Highway 55 (Karcher Road) from Farmway Road to Middleton Road in Canyon County. The project will add one travel lane in each direction to improve mobility and reduce crashes along the corridor. Work includes a continuous median traffic separation, with signalizations intersections at the each miles, and u-turn opportunities at the half-mile. Construction will be broken out as funding is determined.



Cost Year*	State		Program				Total	Local Match 100.00%	
	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction		Federal Share	Local Share
2022	250	6,300	0	0	0	0	6,550	0	6,550
2023	0	2,346	20,655	102	0	0	23,103	0	23,103
2024	0	0	5,202	0	0	0	5,202	0	5,202
<b>Fund Totals:</b>	<b>\$250</b>	<b>\$8,646</b>	<b>\$25,857</b>	<b>\$102</b>	<b>\$0</b>	<b>\$0</b>	<b>\$34,855</b>	<b>\$0</b>	<b>\$34,855</b>

Cost Year*	Leading Idaho		Program				Total	Local Match 100.00%	
	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction		Federal Share	Local Share
2024	0	0	5,202	0	0	0	5,202	0	5,202
<b>Fund Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,202</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,202</b>	<b>\$0</b>	<b>\$5,202</b>

## SH-55 (Karcher Road), Pear Lane to Farmway Road, Design, Canyon

Regionally Significant:   Inflated

Key #: 23335

Requesting Agency: ITD

Project Year: 2024

Total Previous Allocations: \$0

Total Programmed Budget: \$15,000

Total Cost (Prev. + Prog.): \$15,000

### Project Description

Preliminary engineering and right-of-way acquisition to improve safety and mobility on State Highway 55 (Karcher Road) by widening the corridor from two lanes to five lanes (two through lanes each direction and a center turn lane) from Pear Lane to Farmway Road in Canyon County. Design and right-of-way are partially funded; construction is currently unfunded.



Cost Year*	State		Program				Total	Local Match 100.00%	
	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction		Federal Share	Local Share
2025	0	5,000	0	0	0	0	5,000	0	5,000
2026	0	0	10,000	0	0	0	10,000	0	10,000
<b>Fund Totals:</b>	<b>\$0</b>	<b>\$5,000</b>	<b>\$10,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$15,000</b>	<b>\$0</b>	<b>\$15,000</b>

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

## SH-55, Pavement Preservation, Owyhee and Canyon Counties

Regionally Significant:   Inflated **TIP Achievement:**  
**Key # : 23163** Asset Management

Requesting Agency: ITD  
 Project Year: 2028  
 Total Previous Allocations: \$0  
 Total Programmed Budget: \$1,008  
 Total Cost (Prev. + Prog.): \$1,008



### Project Description

Sealcoat State Highway 55 from the junction with US Highway 95 at Ion Junction in the City of Marsing to Hoskins Road in Canyon County. The treatment will improve ride quality and extend the pavement lifespan. (59% Canyon County and 41% Owyhee County)

Funding Source		Program						Local Match	
NHPP		State Hwy - Pavement Preservation						7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2022	10	15	0	0	0	0	25	23	2
2024	28	0	0	0	0	0	28	26	2
2028	0	0	0	0	30	925	955	885	70
<b>Fund Totals:</b>	<b>\$38</b>	<b>\$15</b>	<b>\$0</b>	<b>\$0</b>	<b>\$30</b>	<b>\$925</b>	<b>\$1,008</b>	<b>\$934</b>	<b>\$74</b>

## SH-55, SH-44 (State Street) to Payette River Bridge, Rehabilitation

Regionally Significant:   Inflated **TIP Achievement:**  
**Key # : 20506** Asset Management

Requesting Agency: ITD  
 Project Year: 2023  
 Total Previous Allocations: \$200  
 Total Programmed Budget: \$11,978  
 Total Cost (Prev. + Prog.): \$12,178



### Project Description

Rehabilitate approximately 18 miles of pavement on State Highway 55 from State Highway 44 (State Street) to the Payette River Bridge in Ada and Boise Counties. (45% Ada County and 55% Boise County)

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
2023	0	0	0	0	938	11,040	11,978	11,099	879
<b>Fund Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$938</b>	<b>\$11,040</b>	<b>\$11,978</b>	<b>\$11,099</b>	<b>\$879</b>

## SH-55, Snake River Bridge, Marsing

Regionally Significant:   Inflated **TIP Achievement:**

**Key # : 13387**

Requesting Agency: ITD

Project Year: 2019-2020

Total Previous Allocations: \$18,109

Total Programmed Budget: (\$140)

Total Cost (Prev. + Prog.): \$17,969

### Project Description

Replace bridge on State Highway 55 over the Snake River near the City of Marsing. (69% Canyon County and 31% Owyhee County).



Funding Source		Program						Local Match	
HB132 and HB312		State Hwy - Bridge Restoration						100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2022	0	0	0	0	0	-140	-140	0	-140
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	(\$140)	(\$140)	\$0	(\$140)

## SH-69, Pavement Preservation, Kuna to Meridian

Regionally Significant:   Inflated **TIP Achievement:**

**Key # : 22699**

Requesting Agency: ITD

Project Year: 2027

Total Previous Allocations: \$0

Total Programmed Budget: \$2,786

Total Cost (Prev. + Prog.): \$2,786

### Project Description

Sealcoat the pavement surface on State Highway 69 (Meridian Road), from Orchard Avenue in the City of Kuna to Interstate 84 in the City of Meridian, to improve ride quality and extend the pavement lifespan.



Funding Source		Program						Local Match	
STBG-State		State Hwy - Pavement Preservation						7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2022	10	15	0	0	0	0	25	23	2
2027	0	0	0	0	202	2,559	2,761	2,558	203
<b>Fund Totals:</b>	\$10	\$15	\$0	\$0	\$202	\$2,559	\$2,786	\$2,582	\$204



## South Cemetery Road, Highland Drive to Willow Creek, Middleton

Regionally Significant:   Inflated **TIP Achievement:**

**Key # : 12048**

Requesting Agency: City of Middleton

Project Year: 2021

Total Previous Allocations: \$4,683

Total Programmed Budget: \$43

Total Cost (Prev. + Prog.): \$4,726

### Project Description

Construct a new 0.284 mile roadway segment linking State Highway 44 and Middleton Road by way of Highland Drive and Sawtooth Lake Drive in the City of Middleton.



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	
2022	0	0	-175	0	0	218	43	0	43	
<b>Fund Totals:</b>	\$0	\$0	(\$175)	\$0	\$0	\$218	\$43	\$0	\$43	

## SR2S, VRT, Ada County – FY2023

Regionally Significant:   Inflated **TIP Achievement:**

**Key # : 20493**

Requesting Agency: Valley Regional Transit

Project Year: 2023

Total Previous Allocations: \$0

Total Programmed Budget: \$174

Total Cost (Prev. + Prog.): \$174

### Project Description

Support up to three full-time staff for Safe Routes to School (SR2S) coordination serving schools in Ada County, with a focus on Boise and West Ada School Districts for service year FY2023.



Funding Source		TAP-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	
2023	0	0	0	0	0	174	174	161	13	
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$174	\$174	\$161	\$13	

## SR2S, VRT, Ada County – FY2024 and FY2025

Regionally Significant:   Inflated

Key #: 21910

Requesting Agency: Valley Regional Transit

Project Year: 2024-2025

Total Previous Allocations: \$0

Total Programmed Budget: \$428

Total Cost (Prev. + Prog.): \$428

### 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, with a focus on the Boise and West Ada School Districts for service years FY2024 and FY2025.



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
2024	0	0	0	0	0	428	428	397	31
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$428	\$428	\$397	\$31

## SR2S, VRT, Ada County – FY2026

Regionally Significant:   Inflated

Key #: ORN23834

Requesting Agency: Valley Regional Transit

Project Year: 2026

Total Previous Allocations: \$0

Total Programmed Budget: \$236

Total Cost (Prev. + Prog.): \$236

### 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, with a focus on the Boise and West Ada School Districts for service year FY2026.



Funding Source TAP-TMA			Program Local Hwy - Transportation Alternatives					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2026	0	0	0	0	0	236	236	219	17
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$236	\$236	\$219	\$17

## SR2S, VRT, Ada County – FY2027

Regionally Significant:   Inflated

Key #: 23306

Requesting Agency: Valley Regional Transit

Project Year: 2027

Total Previous Allocations: \$0

Total Programmed Budget: \$311

Total Cost (Prev. + Prog.): \$311

### 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, with a focus on the Boise and West Ada School Districts for service year FY2027.



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	81	81	75	6
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$81	\$81	\$75	\$6

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	230	230	213	17
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$230	\$230	\$213	\$17

## SR2S, VRT, Canyon County – FY2022

Regionally Significant:   Inflated

Key #: 22922

Requesting Agency: Valley Regional Transit

Project Year: 2022

Total Previous Allocations: \$0

Total Programmed Budget: \$65

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

### Project Description

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



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
2022	0	0	0	0	0	65	65	60	5
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$65	\$65	\$60	\$5

## SR2S, VRT, Canyon County – FY2023

Regionally Significant:   Inflated

Key #: 22924

Requesting Agency: Valley Regional Transit

Project Year: 2023

Total Previous Allocations: \$0

Total Programmed Budget: \$65

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

### Project Description

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

### TIP Achievement:

Active Transportation

Safety



Funding Source		TAP-State		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		
2023	0	0	0	0	0	65	65	60	5		
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$65	\$65	\$60	\$5		

## State Street and Collister Drive Intersection, Boise

Regionally Significant:   Inflated

Key #: 13481

Requesting Agency: ACHD

Project Year: 2018

Total Previous Allocations: \$13,704

Total Programmed Budget: (\$680)

Total Cost (Prev. + Prog.): \$13,024

### Project Description

Improve the intersection of State Street and Collister Drive in the City of Boise.

### TIP Achievement:



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	Local Share		
2022	0	-34	0	0	-371	-275	-680	-630	-50		
<b>Fund Totals:</b>	\$0	(\$34)	\$0	\$0	(\$371)	(\$275)	(\$680)	(\$630)	(\$50)		

## Study, Big Data Purchase, COMPASS

Regionally Significant:   Inflated

TIP Achievement:

Key #: 22394

Support

Requesting Agency: COMPASS

Project Year: 2025

Total Previous Allocations: \$0

Total Programmed Budget: \$150

Total Cost (Prev. + Prog.): \$150

### Project Description

Purchase data from vendor(s) to supplement the COMPASS Household Travel Survey data (2021) and census data. The data will be used to update the "external" trip (trip to/from the surrounding counties) rates and characteristics in the regional travel demand model; analyze non-motorized travel; and allow for review of trips, travel time, time of day, and mode to and from sub-areas (smaller than cities) in the region to help refine specific parameters in the regional model.



Funding Source		STBG-TMA		Program			Local Hwy - Transportation Management		Local Match		7.34%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2025	0	150	0	0	0	0	150	139	11		
<b>Fund Totals:</b>	\$0	\$150	\$0	\$0	\$0	\$0	\$150	\$139	\$11		

## Study, Chinden Drainage and Design Plan, Garden City

Regionally Significant:   Inflated

TIP Achievement:

Key #: 23311

Support

Requesting Agency: City of Garden City

Project Year: PD

Total Previous Allocations: \$0

Total Programmed Budget: \$200

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

### Project Description

Develop a draining plan, cross sections, project list, and public involvement for the US 20/26 (Chinden Boulevard) Redevelopment Plan from Branstetter Street to Fairview Avenue in the City of Garden City.



Funding Source		STBG-TMA		Program			Local Hwy - Transportation Management		Local Match		7.34%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
PD	0	200	0	0	0	0	200	185	15		
<b>Fund Totals:</b>	\$0	\$200	\$0	\$0	\$0	\$0	\$200	\$185	\$15		

## Study, Coordinate Local Waterway-Pathway Plans, COMPASS

Regionally Significant:   Inflated

TIP Achievement:

Key #: 23312

Support

Requesting Agency: COMPASS

Project Year: PD

Total Previous Allocations: \$0

Total Programmed Budget: \$120

Total Cost (Prev. + Prog.): \$120

### Project Description

Collaborate with local agencies in Ada and Canyon Counties to coordinate the waterway-pathway plans they have developed/are developing. Scope includes an analysis of potential connections to other pathways, implementation strategies, cost estimates, and funding options.



Funding Source		STBG-TMA		Program			Local Hwy - Transportation Management		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
PD	0	120	0	0	0	0	120	111	9	
<b>Fund Totals:</b>	\$0	\$120	\$0	\$0	\$0	\$0	\$120	\$111	\$9	

## Study, Fiscal Impact Analysis, COMPASS

Regionally Significant:   Inflated

TIP Achievement:

Key #: 22395

Support

Requesting Agency: COMPASS

Project Year: 2025

Total Previous Allocations: \$0

Total Programmed Budget: \$60

Total Cost (Prev. + Prog.): \$60

### Project Description

To better implement the goals of Communities in Motion, this project will provide information on the fiscal impact of various growth patterns. Work will update the fiscal impact analysis calculator, develop a web-based interface to help 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 conduct outreach and training for local decision-makers so that fiscal analysis can be used in local land use decision-making.



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	Local Share	
2025	0	60	0	0	0	0	60	56	4	
<b>Fund Totals:</b>	\$0	\$60	\$0	\$0	\$0	\$0	\$60	\$56	\$4	



## Study, I-84, SH-44 to Centennial Way, Canyon

Regionally Significant:   Inflated TIP Achievement:  
 Key #: 23341 Support

Requesting Agency: ITD  
 Project Year: 2022  
 Total Previous Allocations: \$0  
 Total Programmed Budget: \$1,700  
 Total Cost (Prev. + Prog.): \$1,700



### Project Description

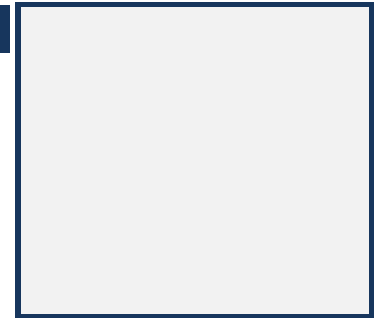
Corridor study on I-84 from SH-44 (Exit 25) to Centennial Way (Exit 27) in the City of Caldwell to evaluate capacity and safety improvements needed. Design, right-of-way acquisition, and construction projects may be split into separate key numbers when funding is available.

Funding Source		TECM		Program				State Hwy - Safety & Capacity (Capacity)		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2022	100	1,600	0	0	0	0	1,700	0	1,700		
<b>Fund Totals:</b>	<b>\$100</b>	<b>\$1,600</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,700</b>	<b>\$0</b>	<b>\$1,700</b>		

## Study, Meridian Road Extension and Railroad Overpass, Kuna

Regionally Significant:   Inflated TIP Achievement:  
 Key #: KUN01

Requesting Agency: City of Kuna  
 Project Year:  
 Total Previous Allocations: \$0  
 Total Programmed Budget: \$300  
 Total Cost (Prev. + Prog.): \$300



### Project Description

To conduct a planning and environmental linkages (PEL) study for the realignment of the State Highway 69 (Meridian Road) and Kuna Road intersection and the extension and the extension of Meridian Road, including overpasses over the Union Pacific Rail and Indian Creek, in the City of Kuna. The study will explore potential of easements and right-of-way needed, consideration for pedestrian facilities in the project area, and environmental issues, and include community and stakeholder outreach.

Funding Source		Local (Regionally Significant)		Program				Hwy - Local Partnerships		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2022	0	300	0	0	0	0	300	0	300		
<b>Fund Totals:</b>	<b>\$0</b>	<b>\$300</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$300</b>	<b>\$0</b>	<b>\$300</b>		

## Study, SH-44, Junction I-84 in Canyon County to SH-55 in Eagle

Regionally Significant:   Inflated

TIP Achievement:

Key #: 07827

Support

Requesting Agency: ITD

Project Year: 2022

Total Previous Allocations: \$5,506

Total Programmed Budget: \$960

Total Cost (Prev. + Prog.): \$6,466

### Project Description

Study the SH-44 corridor to recommend possible future improvements from the junction of Interstate 84, north of the City of Caldwell, to State Highway 55 (Eagle Road) in the City of Eagle.



Funding Source		STBG-State		Program			Hwy - State Planning & Research		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2022	0	960	0	0	0	0	960	0	960	
<b>Fund Totals:</b>	\$0	\$960	\$0	\$0	\$0	\$0	\$960	\$0	\$960	

## Study, Smart Corridors, Nampa Area, COMPASS

Regionally Significant:   Inflated

TIP Achievement:

Key #: 23320

Support

Requesting Agency: COMPASS

Project Year: PD

Total Previous Allocations: \$0

Total Programmed Budget: \$62

Total Cost (Prev. + Prog.): \$62

### Project Description

Evaluate and devise corridor-specific strategies to enhance safety and operations of the transportation system in the Nampa Urbanized 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-U		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	
PD	0	62	0	0	0	0	62	57	5	
<b>Fund Totals:</b>	\$0	\$62	\$0	\$0	\$0	\$0	\$62	\$57	\$5	



## Study, Southern Connection to I-84 at SH-16 Interchange, Nampa

Regionally Significant:   Inflated **TIP Achievement:**  
**Key # : NAM02** Support

Requesting Agency: City of Nampa  
 Project Year: 2022  
 Total Previous Allocations: \$0  
 Total Programmed Budget: \$200  
 Total Cost (Prev. + Prog.): \$200



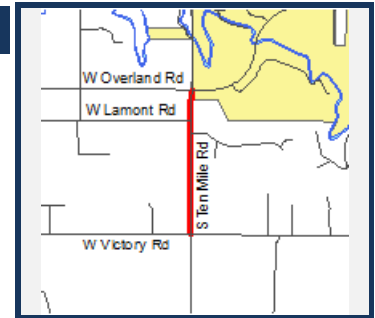
### Project Description

Corridor study to determine needs and weigh options for a potential southern connection to the future Interstate 84 Interchange at State Highway 16. A connection to local roads would be between McDermott Road and Robinson Road in the City of Nampa. Community outreach and engagement will be limited to information updates, as no decisions regarding specific design, location, impacts, or mitigation are intended as part of the study.

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
2022	0	200	0	0	0	0	200	0	200
<b>Fund Totals:</b>	\$0	\$200	\$0	\$0	\$0	\$0	\$200	\$0	\$200

## Ten Mile Road, Victory Road to Overland Road, Meridian

Regionally Significant:   Inflated **TIP Achievement:**  
**Key # : RC0299** Safety  
 Requesting Agency: ACHD Active Transportation  
 Project Year: 2022-2023 System Performance  
 Total Previous Allocations: \$43  
 Total Programmed Budget: \$2,984  
 Total Cost (Prev. + Prog.): \$3,027



### Project Description

Widen Ten Mile Road, from Victory Road to Overland Road in the City of Meridian, to five lanes with 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
2022	0	0	0	4	0	2,830	2,834	0	2,834
2023	0	0	0	0	0	150	150	0	150
<b>Fund Totals:</b>	\$0	\$0	\$0	\$4	\$0	\$2,980	\$2,984	\$0	\$2,984

## Transit - Above and Beyond ADA Paratransit, Nampa Area

Regionally Significant:   Inflated

TIP Achievement:

Key #: 20043

Public Transportation

Requesting Agency: Treasure Valley Transit

Project Year: 2022-2026

Total Previous Allocations: \$0

Total Programmed Budget: \$1,660

Total Cost (Prev. + Prog.): \$1,660

### Project Description

Provide service above and beyond Americans with Disabilities Act (ADA) requirements for paratransit in the Nampa Urbanized Area. Provides service from FY2022 through FY2026. See Valley Regional Transit's Program of Projects for more details on current year project and the Transportation Development Plan for long-term vision.



Funding Source		FTA 5307 SU					Program		Transit Operations		Local Match 50.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share			
2022	0	280	0	0	0	0	280	140	140			
2023	0	480	0	0	0	0	480	240	240			
2024	0	300	0	0	0	0	300	150	150			
2025	0	300	0	0	0	0	300	150	150			
2026	0	300	0	0	0	0	300	150	150			
<b>Fund Totals:</b>	\$0	\$1,660	\$0	\$0	\$0	\$0	\$1,660	\$830	\$830			

## Transit - Acquisition of Service, Boise Area, VRT

Regionally Significant:   Inflated

TIP Achievement:

Key #: 19691

Public Transportation

Requesting Agency: Valley Regional Transit

Project Year: 2022-2026

Total Previous Allocations: \$0

Total Programmed Budget: \$2,015

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

### Project Description

Provide transportation services through local human service organizations who work with the elderly and persons with disabilities 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.



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			
2022	0	0	0	0	0	403	403	322	81			
2023	0	0	0	0	0	403	403	322	81			
2024	0	0	0	0	0	403	403	322	81			
2025	0	0	0	0	0	403	403	322	81			
2026	0	0	0	0	0	403	403	322	81			
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$2,015	\$2,015	\$1,612	\$403			

## Transit - Acquisition of Service, Canyon County, VRT

Regionally Significant:   Inflated

TIP Achievement:

Key #: 19464c

Public Transportation

Requesting Agency: Valley Regional Transit

Project Year: 2021-2022

Total Previous Allocations: \$63

Total Programmed Budget: \$63

Total Cost (Prev. + Prog.): \$126

### Project Description

Provide transportation services through Valley Regional Transit in rural and urban areas of Ada and Canyon Counties, for services in FY2021 and FY2022. Additional details about this program are included in ITD's programming documents.



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
2022	0	0	0	0	0	63	63	50	13
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$63	\$63	\$50	\$13

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

## Transit - Acquisition of Service, Nampa Area, VRT

Regionally Significant:   Inflated

TIP Achievement:

Key #: 19464a

Public Transportation

Requesting Agency: Valley Regional Transit

Project Year: 2022-2026

Total Previous Allocations: \$606

Total Programmed Budget: \$1,705

Total Cost (Prev. + Prog.): \$2,311

### Project Description

Provide transportation services through local human service organizations who work with the elderly and persons with disabilities in the Nampa Urbanized 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 project and the Transportation Development Plan for long-term vision.



Funding Source FTA 5310 SU			Program Transit Capital CRRSAA 2021				Local Match 20.00%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2022	0	0	0	0	0	45	45	36	9
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$45	\$45	\$36	\$9

Funding Source FTA 5310 SU			Program Transit Capital ARP 2021				Local Match 20.00%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2022	0	0	0	0	0	45	45	36	9
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$45	\$45	\$36	\$9

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
2022	0	0	0	0	0	323	323	258	65
2023	0	0	0	0	0	323	323	258	65
2024	0	0	0	0	0	323	323	258	65
2025	0	0	0	0	0	323	323	258	65
2026	0	0	0	0	0	323	323	258	65
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$1,615	\$1,615	\$1,292	\$323

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

## Transit - Fixed Line Service, Rural Areas, TVT

Regionally Significant:   Inflated

TIP Achievement:

Key #: 19983

Public Transportation

Requesting Agency: Treasure Valley Transit

Project Year: 2021-2024

Total Previous Allocations: \$800

Total Programmed Budget: \$5,480

Total Cost (Prev. + Prog.): \$6,280

### Project Description

Fixed line service 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. The project includes required demand response service, as well as administration, operations, preventive maintenance, and capital purchases. Various aspects of the project have different local match rates. The match rate shown is an average of the rates combined. Additional details about this program are included in ITD's programming documents.



Funding Source		FTA 5311					Program		Transit Operations		Local Match		28.75%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share					
2022	0	0	0	0	0	800	800	570	230					
2023	0	0	0	0	0	2,340	2,340	1,667	673					
2024	0	0	0	0	0	2,340	2,340	1,667	673					
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$5,480	\$5,480	\$3,905	\$1,576					

## Transit - Fueling Station and Parking Lot, Boise

Regionally Significant:   Inflated

TIP Achievement:

Key #: 23091

Requesting Agency: Valley Regional Transit

Project Year: 2021

Total Previous Allocations: \$0

Total Programmed Budget: \$2,675

Total Cost (Prev. + Prog.): \$2,675

### Project Description

To renovate the compressed natural gas fueling island (installed in 1995) and rehabilitate and expand the parking lot at the Orchard maintenance facility in the City of Boise. This project is funded with a nationally-competitive grant for bus and bus facilities.



Funding Source		FTA 5339 (b)					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					
2022	0	0	0	0	0	2,675	2,675	2,140	535					
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$2,675	\$2,675	\$2,140	\$535					

## Transit - Nampa Facility Renovations, TVT

Regionally Significant:   Inflated

Key #: 13980b

TIP Achievement:

Asset Management

Requesting Agency: Treasure Valley Transit

Project Year: 2022

Total Previous Allocations: \$0

Total Programmed Budget: \$56

Total Cost (Prev. + Prog.): \$56

### Project Description

Provides critical maintenance and increase the useful life and state of good repair of the property for the Treasure Valley Transit Nampa Administrative Offices and bus storage located in the City of Nampa. These improvements are the painting of the exterior and interior of the building; the removal of carpet and installation of new commercial carpet, including furniture removal; purchase of furniture for seven office stations, lobby area, and driver lounge; storage of boxes, file cabinets, and miscellaneous furniture during the restoration; and return of furniture to the offices.



Funding Source		FTA 5311					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				
2022	0	0	0	0	0	56	56	45	11				
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$56	\$56	\$45	\$11				

## Transit - Nampa Property Acquisition, TVT

Regionally Significant:   Inflated

Key #: 20136c

TIP Achievement:

Public Transportation

Requesting Agency: Treasure Valley Transit

Project Year: 2022

Total Previous Allocations: \$0

Total Programmed Budget: \$1,940

Total Cost (Prev. + Prog.): \$1,940

### Project Description

Property acquisition of a new facility for Treasure Valley Transit.



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				
2022	0	0	0	0	0	1,940	1,940	1,552	388				
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$1,940	\$1,940	\$1,552	\$388				

## 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: 2022-2026

Total Previous Allocations: \$0

Total Programmed Budget: \$9,174

Total Cost (Prev. + Prog.): \$9,174

### Project Description

Provide for fixed route and mobility management operations and services in the Nampa Urbanized Area. See Valley Regional Transit's Program of Projects for more details. See Valley Regional Transit's Program of Projects for more details on current year project and the Transportation Development Plan for long-term vision.



Funding Source		FTA 5307 SU		Program				Transit Operations		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2022	0	0	0	0	0	1,761	1,761	881	881		
2023	0	0	0	0	0	1,797	1,797	899	899		
2024	0	0	0	0	0	1,834	1,834	917	917		
2025	0	0	0	0	0	1,872	1,872	936	936		
2026	0	0	0	0	0	1,910	1,910	955	955		
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$9,174	\$9,174	\$4,587	\$4,587		

## Transit - Operations - Mobility Management, Boise Area, VRT

Regionally Significant:   Inflated

TIP Achievement:

Key #: 19041

Public Transportation

Requesting Agency: Valley Regional Transit

Project Year: 2022-2026

Total Previous Allocations: \$0

Total Programmed Budget: \$7,070

Total Cost (Prev. + Prog.): \$7,070

### Project Description

Provide operations for mobility management programs 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.



Funding Source		FTA 5307 LU		Program				Transit Operations		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2022	0	0	0	0	0	1,414	1,414	707	707		
2023	0	0	0	0	0	1,414	1,414	707	707		
2024	0	0	0	0	0	1,414	1,414	707	707		
2025	0	0	0	0	0	1,414	1,414	707	707		
2026	0	0	0	0	0	1,414	1,414	707	707		
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$7,070	\$7,070	\$3,535	\$3,535		



## Transit - Operations, Kuna Senior Center

Regionally Significant:   Inflated

Key #: 19464f

TIP Achievement:

Public Transportation

Requesting Agency: Kuna Senior Center

Project Year: 2023-2024

Total Previous Allocations: \$0

Total Programmed Budget: \$96

Total Cost (Prev. + Prog.): \$96

### Project Description

To supplement the operations costs for the Kuna Senior Center transportation program in the City of Kuna.



Funding Source		FTA 5310 R						Program		Transit Operations		Local Match		50.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share						
2023	0	0	0	0	0	48	48	24	24						
2024	0	0	0	0	0	48	48	24	24						
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$96	\$96	\$48	\$48						

## Transit - Preventative Maintenance, Kuna Senior Center

Regionally Significant:   Inflated

Key #: NEW03

TIP Achievement:

System Performance

Requesting Agency: Kuna Senior Center

Project Year: 2023-2024

Total Previous Allocations: \$0

Total Programmed Budget: \$6

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

### Project Description

For routine annual maintenance for the Kuna Senior Center transportation vehicles in the City of Kuna.



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						
2023	0	0	0	0	0	6	6	5	1						
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$6	\$6	\$5	\$1						



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

Regionally Significant:   Inflated

Key #: 18914

Requesting Agency: Valley Regional Transit

Project Year: 2022-2026

Total Previous Allocations: \$0

Total Programmed Budget: \$2,587

Total Cost (Prev. + Prog.): \$2,587

### Project Description

Provide preventive maintenance and complementary paratransit to sustain vehicle and facility safety and security in the Nampa Urbanized Area. See Valley Regional Transit's Program of Projects for more details on current year project and the Transportation Development Plan for long-term vision.

### TIP Achievement:

Public Transportation

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	
2022	0	0	0	0	0	551	551	441	110	
2023	0	0	0	0	0	565	565	452	113	
2024	0	0	0	0	0	426	426	341	85	
2025	0	0	0	0	0	437	437	350	87	
2026	0	0	0	0	0	608	608	486	122	
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$2,587	\$2,587	\$2,070	\$517	

## Transit - Preventive Maintenance and Paratransit, Boise Area, VRT

Regionally Significant:   Inflated

Key #: 19137

Requesting Agency: Valley Regional Transit

Project Year: 2022-2026

Total Previous Allocations: \$0

Total Programmed Budget: \$16,913

Total Cost (Prev. + Prog.): \$16,913

### Project Description

Provide preventive maintenance and complementary paratransit operation services to sustain vehicle and facility safety and security in the Boise Urbanized Area. See Valley Regional Transit's Program of Projects for more details. See Valley Regional Transit's Program of Projects for more details on current year project and the Transportation Development Plan for long-term vision.

### TIP Achievement:

Public Transportation

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	
2022	0	0	0	0	0	2,307	2,307	1,846	461	
2023	0	0	0	0	0	3,618	3,618	2,894	724	
2024	0	0	0	0	0	3,680	3,680	2,944	736	
2025	0	0	0	0	0	3,670	3,670	2,936	734	
2026	0	0	0	0	0	3,638	3,638	2,910	728	
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$16,913	\$16,913	\$13,530	\$3,383	

## Transit - Purchase of Service, Rural Areas, TVT

Regionally Significant:   Inflated

TIP Achievement:

Key #: 19464b

Public Transportation

Requesting Agency: Treasure Valley Transit

Project Year: 2021-2022

Total Previous Allocations: \$176

Total Programmed Budget: \$177

Total Cost (Prev. + Prog.): \$353

### Project Description

Provide transportation services through Treasure Valley Transit in rural areas of Southwest Idaho, including Canyon County, for services in FY2021 and FY2022. Additional details about this program are included in ITD's programming documents.



Funding Source		FTA 5310 R					Program		Transit Capital		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	20.00%		
2022	0	0	0	0	0	177	177	142	35			
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$177	\$177	\$142	\$35			

## Transit - Purchase of Service, Rural Areas, VRT

Regionally Significant:   Inflated

TIP Achievement:

Key #: 19464g

Public Transportation

Requesting Agency: Valley Regional Transit

Project Year: 2023-2024

Total Previous Allocations: \$0

Total Programmed Budget: \$290

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

### 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	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	20.00%		
2023	0	0	0	0	0	145	145	116	29			
2024	0	0	0	0	0	145	145	116	29			
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$290	\$290	\$232	\$58			

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

Regionally Significant:   Inflated

TIP Achievement:

Key #: 18788

Asset Management

Requesting Agency: Valley Regional Transit

Project Year: 2022-2026

Total Previous Allocations: \$0

Total Programmed Budget: \$649

Total Cost (Prev. + Prog.): \$649

### 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 Urbanized Area. See Valley Regional Transit's Program of Projects for more details on current year project and the Transportation Development Plan for long-term vision.



Funding Source		FTA 5307 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
2022	0	0	0	0	0	265	265	212	53
2023	0	0	0	0	0	175	175	140	35
2024	0	0	0	0	0	83	83	66	17
2025	0	0	0	0	0	63	63	50	13
2026	0	0	0	0	0	63	63	50	13
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$649	\$649	\$519	\$130

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

Regionally Significant:   Inflated

TIP Achievement:

Key #: 19122

Asset Management

Requesting Agency: Valley Regional Transit

Project Year: 2022-2026

Total Previous Allocations: \$1,103

Total Programmed Budget: \$4,658

Total Cost (Prev. + Prog.): \$5,761

### 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 Urbanized Area. See Valley Regional Transit's Program of Projects for more details on current year project and the Transportation Development Plan for long-term vision.



Funding Source		FTA 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
2022	0	0	0	0	0	2,002	2,002	1,602	400
2023	0	0	0	0	0	664	664	531	133
2024	0	0	0	0	0	664	664	531	133
2025	0	0	0	0	0	664	664	531	133
2026	0	0	0	0	0	664	664	531	133
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$4,658	\$4,658	\$3,726	\$932

## Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY202

Regionally Significant:   Inflated TIP Achievement:

Key # : 18905

Requesting Agency: Valley Regional Transit

Project Year: 2021

Total Previous Allocations: \$0

Total Programmed Budget: \$2,496

Total Cost (Prev. + Prog.): \$2,496

### Project Description

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.



Funding Source			Program					Local Match	
FTA 5310 LU			Local Hwy - Transportation Management					7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2022	0	0	0	0	0	2,496	2,496	2,313	183
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$2,496	\$2,496	\$2,313	\$183

## Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY202

Regionally Significant:   Inflated TIP Achievement:

Key # : 19763

Asset Management

Requesting Agency: Valley Regional Transit

Project Year: 2022

Total Previous Allocations: \$0

Total Programmed Budget: \$3,500

Total Cost (Prev. + Prog.): \$3,500

### Project Description

Fund capital replacement projects, such as rolling stock, infrastructure, and technology, identified in the Transit Asset Management Plan in FY2022 in the Boise Urbanized Area.



Funding Source			Program					Local Match	
STBG-TMA			Local Hwy – CRRSAA 2021					7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2022	0	0	0	0	0	2,548	2,548	2,361	187
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$2,548	\$2,548	\$2,361	\$187

Funding Source			Program					Local Match	
STBG-TMA			Local Hwy - Transportation Management					7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2022	0	0	0	0	0	952	952	882	70
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$952	\$952	\$882	\$70

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

## Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY202

Regionally Significant:   Inflated

TIP Achievement:

Key # : 20659

Asset Management

Requesting Agency: Valley Regional Transit

Project Year: 2024

Total Previous Allocations: \$0

Total Programmed Budget: \$1,551

Total Cost (Prev. + Prog.): \$1,551

### Project Description

Fund capital replacement projects, such as rolling stock, infrastructure, and technology, identified in the Transit Asset Management Plan in FY2024 in the Boise Urbanized Area. See Valley Regional Transit's Program of Projects for more details on current year project and the Transportation Development Plan for long-term vision.



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			
2024	0	0	0	0	0	1,551	1,551	1,437	114			
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$1,551	\$1,551	\$1,437	\$114			

## Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY202

Regionally Significant:   Inflated

TIP Achievement:

Key # : 21903

Asset Management

Requesting Agency: Valley Regional Transit

Project Year: 2025

Total Previous Allocations: \$0

Total Programmed Budget: \$1,550

Total Cost (Prev. + Prog.): \$1,550

### Project Description

Fund capital replacement projects, such as rolling stock, infrastructure, and technology, identified in the Transit Asset Management Plan in FY2025 in the Boise Urbanized Area. See Valley Regional Transit's Program of Projects for more details on current year project and the Transportation Development Plan for long-term vision.



Funding Source		STBG-TMA		Program				Local Hwy - Transportation Management		Local Match		7.34%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share			
2025	0	0	0	0	0	1,550	1,550	1,436	114			
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$1,550	\$1,550	\$1,436	\$114			

## Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY202

Regionally Significant:   Inflated

TIP Achievement:

Key #: 22393

Asset Management

Requesting Agency: Valley Regional Transit

Project Year: 2026

Total Previous Allocations: \$0

Total Programmed Budget: \$1,549

Total Cost (Prev. + Prog.): \$1,549

### Project Description

Fund capital replacement projects, such as rolling stock, infrastructure, and technology, identified in the Transit Asset Management Plan in FY2026 in the Boise Urbanized Area. See Valley Regional Transit's Program of Projects for more details on current year project and the Transportation Development Plan for long-term vision.



Funding Source		STBG-TMA		Program				Local Hwy - Transportation Management		Local Match		7.34%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share			
2026	0	0	0	0	0	1,549	1,549	1,435	114			
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$1,549	\$1,549	\$1,435	\$114			

## Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY202

Regionally Significant:   Inflated

TIP Achievement:

Key #: 22815

Asset Management

Requesting Agency: Valley Regional Transit

Project Year: 2027

Total Previous Allocations: \$0

Total Programmed Budget: \$1,580

Total Cost (Prev. + Prog.): \$1,580

### Project Description

Fund capital replacement projects, such as rolling stock, infrastructure, and technology, identified in the Transit Asset Management Plan in 2027 in the Boise Urbanized Area. See Valley Regional Transit's Program of Projects for more details on current year project and the Transportation Development Plan for long-term vision.



Funding Source		STBG-TMA		Program				Local Hwy - Transportation Management		Local Match		7.34%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share			
2027	0	0	0	0	0	1,580	1,580	1,464	116			
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$1,580	\$1,580	\$1,464	\$116			

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

Regionally Significant:   Inflated

TIP Achievement:

Key #: 18781

Asset Management

Requesting Agency: Valley Regional Transit

Project Year: 2022-2026

Total Previous Allocations: \$0

Total Programmed Budget: \$2,184

Total Cost (Prev. + Prog.): \$2,184

### 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 Urbanized Area.



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	
2022	0	0	0	0	0	1,083	1,083	866	217	
2023	0	0	0	0	0	297	297	238	59	
2024	0	0	0	0	0	384	384	307	77	
2025	0	0	0	0	0	322	322	258	64	
2026	0	0	0	0	0	98	98	78	20	
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$2,184	\$2,184	\$1,747	\$437	

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

Regionally Significant:   Inflated

TIP Achievement:

Key #: 20136e

Asset Management

Requesting Agency: Valley Regional Transit

Project Year: 2023-2026

Total Previous Allocations: \$0

Total Programmed Budget: \$1,424

Total Cost (Prev. + Prog.): \$1,424

### Project Description

Fund capital replacement (identified in the Transit Asset Management Plan) or expansion projects, such as rolling stock, infrastructure, and technology, in the Nampa Urbanized Area. See Valley Regional Transit's Program of Projects for more details on current year project and the Transportation Development Plan for long-term vision.



Funding Source		FTA 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	
2023	0	0	0	0	0	356	356	285	71	
2024	0	0	0	0	0	356	356	285	71	
2025	0	0	0	0	0	356	356	285	71	
2026	0	0	0	0	0	356	356	285	71	
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$1,424	\$1,424	\$1,139	\$285	



## Transit - State Street Premium Corridor, Part 1, Boise Area, VRT

Regionally Significant:   Inflated

TIP Achievement:

Key #: 23178

Public Transportation

Requesting Agency: Valley Regional Transit

Project Year: 2022

Total Previous Allocations: \$0

Total Programmed Budget: \$1,500

Total Cost (Prev. + Prog.): \$1,500

### Project Description

Implement Part 1 of the State Street Premium Corridor improvements project in the Boise Urbanized Area. Project will improve infrastructure and pedestrian connections to public transportation on State Highway 44 (State Street) between State Highway 55 (Eagle Road) in the City of Eagle and downtown Boise. The enhanced bus stops will be compliant with the Americans with Disabilities Act, improve safety, and provide passenger amenities such as benches, distinct shelters, real-time information, off-board fare payment, lighting, and bicycle racks.



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		
2022	0	250	0	0	0	1,250	1,500	1,200	300		
<b>Fund Totals:</b>	\$0	\$250	\$0	\$0	\$0	\$1,250	\$1,500	\$1,200	\$300		

## Transit - State Street Premium Corridor, Part 2, Boise Area, VRT

Regionally Significant:   Inflated

TIP Achievement:

Key #: 23179

Public Transportation

Requesting Agency: Valley Regional Transit

Project Year: 2023

Total Previous Allocations: \$0

Total Programmed Budget: \$5,882

Total Cost (Prev. + Prog.): \$5,882

### Project Description

Implement Part 2 of the State Street Premium Corridor improvements project in the Boise Urbanized Area. Project will include deployment of real-time information, off-board fare payment, raised platforms, and necessary pullouts to accommodate all bus stops along State Highway 44 (State Street) between State Highway 55 (Eagle Road) in the City of Eagle and downtown Boise. Improvements will also include bus stop and vehicle branding.



Funding Source		Local Participating		Program				Transit Capital		Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2023	0	0	0	0	0	5,882	5,882	0	5,882		
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$5,882	\$5,882	\$0	\$5,882		



## Transit - Support Vehicle Replacement, TVT

Regionally Significant:   Inflated

TIP Achievement:

Key #: **NEW9**

Asset Management

Requesting Agency: Treasure Valley Transit

Project Year: 2022

Total Previous Allocations: \$0

Total Programmed Budget: \$45

Total Cost (Prev. + Prog.): \$45

### Project Description

Replace one non-revenue support vehicle for Treasure Valley Transit, headquartered in the City of Nampa. Funded through the State Vehicle Instement Program.



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	
2022	0	0	0	0	0	45	45	36	9	
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$45	\$45	\$36	\$9	

## Transit - Vehicle Replacement, ACHD

Regionally Significant:   Inflated

TIP Achievement:

Key #: **NEW05**

Public Transportation

Requesting Agency: ACHD

Project Year: 2023-2024

Total Previous Allocations: \$0

Total Programmed Budget: \$664

Total Cost (Prev. + Prog.): \$664

### Project Description

Replace 12 Ada County Highway District Commuteride vans. The vans serve a six-county area of southwest Idaho serving an average of 500 commuters annually. Routes must start, end, or pass-through Ada County.



Funding Source		FTA 5339 R		Program			Transit Capital		Local Match 20.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2023	0	0	0	0	0	332	332	266	66	
2024	0	0	0	0	0	332	332	266	66	
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$664	\$664	\$531	\$133	

## Transit - Vehicle Replacements, VRT

Regionally Significant:   Inflated

Key #: 23790

TIP Achievement:

Public Transportation

Requesting Agency: Valley Regional Transit

Project Year: 2022

Total Previous Allocations: \$0

Total Programmed Budget: \$2,400

Total Cost (Prev. + Prog.): \$2,400

### Project Description

Replace three compressed natural gas (CNG) 25-foot cutaway buses with three 35-foot electric buses in the Boise Urbanized Area. The project is funded with a nationally competitive grant (5339 - Bus and Bus Facilities).



Funding Source		FTA 5339 (c)					Program		Transit Capital		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share			
2022	0	0	0	0	0	2,400	2,400	1,920	480			
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	<b>\$2,400</b>	<b>\$2,400</b>	<b>\$1,920</b>	<b>\$480</b>			

## Transit -Vehicle Replacements, TVT

Regionally Significant:   Inflated

Key #: NEW06

TIP Achievement:

Public Transportation

Requesting Agency: Treasure Valley Transit

Project Year: 2023-2024

Total Previous Allocations: \$0

Total Programmed Budget: \$264

Total Cost (Prev. + Prog.): \$264

### Project Description

Replace three Americans with Disabilities Act-compliant conversion vans used in the southwest Idaho region, including Ada and Canyon Counties.



Funding Source		FTA 5339 R					Program		Transit Capital		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share			
2023	0	0	0	0	0	132	132	106	26			
2024	0	0	0	0	0	132	132	106	26			
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	<b>\$264</b>	<b>\$264</b>	<b>\$211</b>	<b>\$53</b>			

# US 20/26 (Chinden), I-84 to Middleton Road, Canyon County

Regionally Significant:   Inflated

Key #: 22165

Requesting Agency: ITD

Project Year: 2022

Total Previous Allocations: \$13,425

Total Programmed Budget: \$40,483

Total Cost (Prev. + Prog.): \$53,908

**TIP Achievement:**

Safety

Active Transportation

System Performance



**Project Description**

Widen US 20/26 (Chinden Boulevard) from Interstate 84 to Middleton Road to six lanes in the City of Caldwell. Work includes a continuous median traffic separator with u-turn opportunities, and installation of two additional traffic signals.

Funding Source		State		Program				State Hwy - System Support		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2022	0	0	0	0	500	0	500	0	500		
2024	0	0	0	312	728	7,387	8,427	0	8,427		
<b>Fund Totals:</b>	\$0	\$0	\$0	\$312	\$1,228	\$7,387	\$8,927	\$0	\$8,927		

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		
2022	0	0	0	0	0	207	207	0	207		
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$207	\$207	\$0	\$207		

Funding Source		TECM		Program				State Hwy - Safety & Capacity (Capacity)		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2022	150	0	0	0	2,800	28,399	31,349	0	31,349		
<b>Fund Totals:</b>	\$150	\$0	\$0	\$0	\$2,800	\$28,399	\$31,349	\$0	\$31,349		

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

## US 20/26 (Chinden), Phyllis Canal Bridge to SH-16, Ada County

Regionally Significant:   Inflated

Key #: 20367

Requesting Agency: ITD

Project Year: 2023

Total Previous Allocations: \$4,080

Total Programmed Budget: \$9,223

Total Cost (Prev. + Prog.): \$13,303

TIP Achievement:

Safety

Active Transportation

System Performance



### Project Description

Widen US 20/26 (Chinden Boulevard) from the Phyllis Canal Bridge (just west of Star Road) to State Highway 16 in Ada County. The project will add one additional lane in both directions and add bicycle and pedestrian facilities.

Funding Source			Program					Local Match	
TECM			State Hwy - Safety & Capacity (Capacity)					100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2022	150	14	100	0	0	0	264	0	264
2023	0	0	204	0	794	7,956	8,954	0	8,954
<b>Fund Totals:</b>	<b>\$150</b>	<b>\$14</b>	<b>\$304</b>	<b>\$0</b>	<b>\$794</b>	<b>\$7,956</b>	<b>\$9,218</b>	<b>\$0</b>	<b>\$9,218</b>

Funding Source			Program					Local Match	
Private Developer			Hwy - Local Partnerships					100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2022	5	0	0	0	0	0	5	0	5
<b>Fund Totals:</b>	<b>\$5</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5</b>	<b>\$0</b>	<b>\$5</b>

## US 20/26 (Chinden), Phyllis Canal Bridge, Rehabilitation, near Meridian

Regionally Significant:   Inflated

Key #: 20227

Requesting Agency: ITD

Project Year: 2023

Total Previous Allocations: \$865

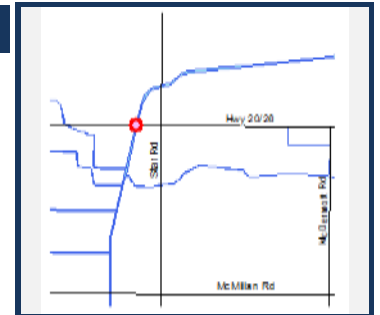
Total Programmed Budget: \$5,241

Total Cost (Prev. + Prog.): \$6,106

TIP Achievement:

Asset Management

Safety



### Project Description

Replace a culvert on US 20/26 (Chinden Boulevard) at the Phyllis Canal near the City of Meridian due to restrictions for freight.

Funding Source			Program					Local Match	
HB132 and HB312			State Hwy - Bridge Restoration					100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2022	-14	0	0	0	0	0	-14	0	-14
2023	0	0	0	0	292	4,963	5,255	0	5,255
<b>Fund Totals:</b>	<b>(\$14)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$292</b>	<b>\$4,963</b>	<b>\$5,241</b>	<b>\$0</b>	<b>\$5,241</b>

## US 20/26 and SH-44, Pavement Rehabilitation, Ada County

Regionally Significant:   Inflated **TIP Achievement:**  
**Key # : 20536** Asset Management

Requesting Agency: ITD  
 Project Year: 2026  
 Total Previous Allocations: \$75  
 Total Programmed Budget: \$2,660  
 Total Cost (Prev. + Prog.): \$2,735



### Project Description

Mill and inlay segments of roadway in Ada County. Segments include: US 20 (Broadway Avenue), East Park Boulevard to the Broadway Avenue Interchange; US 20/20 (Chinden Boulevard), Discovery Way to just west of Joplin Road; and State Highway 44, Gary Lane to XXXXX.

Funding Source		State		Program				State Hwy - Pavement Preservation		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2026	0	0	0	0	216	2,444	2,660	0	2,660		
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$216	\$2,444	\$2,660	\$0	\$2,660		

## US 20/26 and SH-44, Surface Treatments, Ada and Canyon Counties

Regionally Significant:   Inflated **TIP Achievement:**  
**Key # : 22677** Asset Management

Requesting Agency: ITD  
 Project Year: 2026  
 Total Previous Allocations: \$1  
 Total Programmed Budget: \$1,719  
 Total Cost (Prev. + Prog.): \$1,720



### Project Description

Provide surface treatments on US 20/26 and State Highway 44 in Ada County to improve ride quality and extend the pavement lifespan. Segments include 194 lane-miles at the following locations: US 20 (Front Street and Myrtle Street), 15th Street to Avenue A; US 20, near the Interstate 84 ramp in the City of Caldwell to the I-184 interchange in the City of Boise; State Highway 44, State Highway 16 to west of Glenwood Street; State Highway 44, west of Glenwood Street to XXXXXXX.

Funding Source		State		Program				State Hwy - Pavement Preservation		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2026	0	0	0	0	138	1,581	1,719	0	1,719		
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$138	\$1,581	\$1,719	\$0	\$1,719		

## US 20/26, Middleton Road to Star Road, Ada and Canyon Counties

Regionally Significant:

Inflated

TIP Achievement:

Key #: 23337

System Performance

Requesting Agency: ITD

Project Year: 2024

Total Previous Allocations: \$0

Total Programmed Budget: \$52,514

Total Cost (Prev. + Prog.): \$52,514

### Project Description

Preliminary engineering and right-of-way acquisition to widen US 20/26 from Middleton Road in the City of Caldwell to Star Road in Ada County. Work will include widening the corridor from two lanes to five lanes (two through lanes each direction and a center turn lane). Intersection improvements will include signalization at the mile. Construction will be broken out as funding is determined.



Cost Year*	TECM		Program				Total	Local Match 100.00%	
	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction		Federal Share	Local Share
2022	250	6,774	0	0	0	0	7,024	0	7,024
2023	0	3,826	23,364	200	0	0	27,390	0	27,390
2024	0	0	18,100	0	0	0	18,100	0	18,100
<b>Fund Totals:</b>	<b>\$250</b>	<b>\$10,600</b>	<b>\$41,464</b>	<b>\$200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$52,514</b>	<b>\$0</b>	<b>\$52,514</b>

## US-95, Parma North City Limit to I-84, Canyon and Payette

Regionally Significant:

Inflated

TIP Achievement:

Key #: 23167

Asset Management

Requesting Agency: ITD

Project Year: 2028

Total Previous Allocations: \$0

Total Programmed Budget: \$8,003

Total Cost (Prev. + Prog.): \$8,003

### Project Description

Resurface the pavement 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)



Cost Year*	NHPP		Program				Total	Local Match 7.34%	
	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction		Federal Share	Local Share
2024	529	0	0	0	0	0	529	490	39
2028	0	0	0	0	572	6,902	7,474	6,925	549
<b>Fund Totals:</b>	<b>\$529</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$572</b>	<b>\$6,902</b>	<b>\$8,003</b>	<b>\$7,416</b>	<b>\$587</b>

## US-95, Pavement Preservation, Canyon County

Regionally Significant:   Inflated **TIP Achievement:**  
**Key # : 23162** Asset Management

Requesting Agency: ITD  
 Project Year: 2028  
 Total Previous Allocations: \$0  
 Total Programmed Budget: \$1,290  
 Total Cost (Prev. + Prog.): \$1,290



### Project Description

Sealcoat the pavement surface on US Highway 95 from Lower Pleasant Ridge Road south of the City of Wilder to just north of the cemetery in the City of Parma. The treatment will improve ride quality and extend the pavement lifespan.

Funding Source		NHPP Program						State Hwy - Pavement Preservation		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2022	0	50	0	0	0	0	50	46	4		
2024	34	0	0	0	0	0	34	32	2		
2028	0	0	0	0	37	1,169	1,206	1,117	89		
<b>Fund Totals:</b>	<b>\$34</b>	<b>\$50</b>	<b>\$0</b>	<b>\$0</b>	<b>\$37</b>	<b>\$1,169</b>	<b>\$1,290</b>	<b>\$1,195</b>	<b>\$95</b>		

## Ustick Road, Ten Mile Road to Linder Road, Meridian

Regionally Significant:   Inflated **TIP Achievement:**  
**Key # : RD207-24** Safety  
 Requesting Agency: ACHD Active Transportation  
 Project Year: 2025 System Performance  
 Total Previous Allocations: \$0  
 Total Programmed Budget: \$3,617  
 Total Cost (Prev. + Prog.): \$3,617



### Project Description

Widen Ustick Road from Ten Mile Road to Linder Road in the City of Meridian to five lanes. The projects includes curb, gutter, sidewalk, and a level three bicycle facility. The concept-level design will further clarify the scope of the project.

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		
2022	0	292	0	0	0	0	292	0	292		
2023	0	0	140	0	0	0	140	0	140		
2025	0	0	0	0	0	3,185	3,185	0	3,185		
<b>Fund Totals:</b>	<b>\$0</b>	<b>\$292</b>	<b>\$140</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,185</b>	<b>\$3,617</b>	<b>\$0</b>	<b>\$3,617</b>		



## Western Heritage Byway, Swan Falls Road, ACHD

Regionally Significant:   Inflated

Key #: 22600

Requesting Agency: ACHD

Project Year: 2024-2025

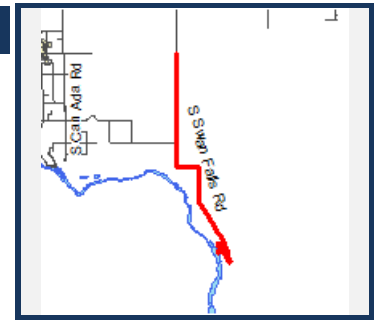
Total Previous Allocations: \$200

Total Programmed Budget: \$5,142

Total Cost (Prev. + Prog.): \$5,342

### Project Description

Add five-foot shoulders to Swan Falls Road from just north of Initial Point Road to the southern terminus of the roadway using Federal Lands Access Program funds. Project will also improve accessibility to Bureau of Land Management facilities. Project managed by Western Federal Lands.



### TIP Achievement:

Open Space

Active Transportation

Funding Source		FLAP		Program			Hwy - Federal Lands Access		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2022	0	226	0	0	0	0	226	209	17	
2023	0	146	0	0	0	0	146	135	11	
2024	0	206	0	0	0	3,620	3,826	3,545	281	
2025	0	0	0	0	539	405	944	875	69	
<b>Fund Totals:</b>	\$0	\$578	\$0	\$0	\$539	\$4,025	\$5,142	\$4,765	\$377	

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



## **APPENDIX F: PUBLIC COMMENTS**

Provides verbatim comments received on the project list, as well as any amendments that require a public comment period.

## Summary of Public Comments

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 the appropriate agencies. The disposition of individual comments is included with the verbatim comments in this section.

A public comment period was held concurrently for an amendment to *Communities in Motion 2040 2.0* (CIM 2040 2.0), an amendment to the FY2021-2027 Regional Transportation Improvement Program (TIP) and the Draft FY2022-2028 Regional Transportation Improvement Program (TIP) **August 2 – 31, 2021**. COMPASS received 26 comments related to the draft FY2022-2028 TIP and 6 to the air quality conformity demonstration.

The following changes were made to the FY2022-2028 TIP project list based on comments received:

- Key Number 20259, Roadway and ADA Improvements, Part 1, Boise Area – FY2023
  - The segment on McDermott Road from McMillan Road to Chinden Boulevard was removed at the request of ACHD, as work will be completed under Key Number 23408 (State Highway 16, Ustick Road to US 20/26 and State Highway 44), which is a new project in the TIP.
- Key Number 22101, Peckham Road Intersections, Canyon County
  - The funding source was changed from Freight to Surface Transportation Block Grant (STBG)–Rural, and the program was changed from Freight to Safety and Capacity to mirror changes made by ITD.
- Key Number 22102, Franklin Boulevard and Karcher Road, Intersection Improvements, Nampa
  - The funding source was changed from Freight to STBG-Urban, and the program was changed from Freight to Safety and Capacity to mirror changes made by ITD.
- Key Number 22165, US 20/26 (Chinden), I-84 to Middleton Road, Canyon County
  - The construction year was changed from FY2022 to FY2023/2024, to mirror changes made by ITD.
- Key Number 22944, Pedestrian Improvements, Stoddard Pathway, Nampa
  - The map in the TIP document was updated to correct an error.

During the August public comment period, the Ada County Highway District (ACHD), ITD, and the City of Meridian jointly requested to add a project to design the widening of Linder Road, from Overland Road to Franklin Road, including adding an overpass over Interstate 84 in the City of Meridian (Attachment 1). Right-of-way acquisition and construction remain unfunded.

Subsequently, a second public comment period, specific to adding the Linder Road project as a short-term funded project, was held **September 3 – 17, 2021**. COMPASS received 20 comments related to the Linder Road project. No changes were made based on public comments received.

A public comment period was held concurrently for an amendment to *Communities in Motion 2040 2.0* (CIM 2040 2.0) and an amendment FY2022-2028 TIP **January 3 -17, 2022**, to add a planning and environmental linkages (PEL) study in the City of Kuna for the realignment of the State Highway 69 (Meridian Road) and Kuna Road intersection and the extension of Meridian Road south to Kuna Mora Road, including overpasses over the Union Pacific Railroad and Indian Creek. The proposed amendments would also add a pavement preservation and Americans with Disabilities Act (ADA) improvements project in Ada County in the TIP. COMPASS received 18 comments. No changes were made based on public comments received.

A public comment period was held for an amendment to the FY2022-2028 TIP **March 31 through April 14, 2022**, to add seven new public transportation projects in the TIP. COMPASS received 13 comments. No changes were made based on public comments received.

## Public Comments Received (Verbatim)

- **Draft FY2022–2028 Regional Transportation Improvement Program**
  - **Proposed changes to the regional long-range transportation plan, *Communities in Motion 2040 2.0***
  - **Air Quality Conformity Demonstration for Northern Ada County**

Public Comment Period: August 2 – August 31, 2021

Total number of individuals submitting comments: 29

Email: 3    Online Comment Form: 23    Hard Copy Comment Form: 0    Letter: 2    Phone: 1

(Individuals could submit comments on any of the three topics on one comment form; therefore, the total number of comments in the table below is greater than the number of individuals submitting comments)

<b>Comment</b> <small>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</small>	<b>Staff Response</b>	<b>Name, Zip Code, Affiliation</b>	<b>Format</b>
<b>Comments on projects in the DRAFT FY2022-2028 Regional Transportation Improvement Program (TIP)</b>			
Linder Road buildout to seven lanes seems incomprehensible given capacity of surrounding roads	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	Candice Hopkins 83616	Online Comment Form
Again, I am shocked at the lack of vision and output that comes from a 'regional transportation' longevity planning group. You will pursue something like the divided 'continuous' flow intersection (that is not emergency vehicle friendly), at a cost of \$8.9 million, but dont consider improvements at TenMile/84 with the use of a Cloverleaf intersection (there is space for it). I guess it is easier to justify the need for something once it gets about as bad as it will.	Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.	Richard 83646	Online Comment Form
Agree and support completion of SR16 to I-84 in 2022; this north/south route is critical to reduce congestion on roads Like Eagle Road.	Thank you for your comments; they will be shared with the COMPASS Board of Directors, and the Idaho Transportation Department.	83616	Online Comment Form

<b>Comment</b> (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	<b>Staff Response</b>	<b>Name, Zip Code, Affiliation</b>	<b>Format</b>
<p>Project 23095 Five Mile overpass is unfunded and years away from starting construction. Due to current and projected traffic volumes near this overpass I recommend this project be given much higher priority and construction funding come from other projects such as road maintenance (chip sealing). I did not see any widening or ramp improvements for Eagle Rd overpass and connections to SR84. This bottleneck at Overland and north to St. Luke's must be resolved with widening, ped/bike access and eliminating turn lanes to access SR84 westbound when heading north on Eagle.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.</p>	<p>83642</p>	<p>Online Comment Form</p>
<p>Hello, Looking at the Draft TIP, I did not see:</p> <ul style="list-style-type: none"> <li>• Capacity improvements on Eagle Road between SH44 and Franklin Ave. Are there any?</li> <li>• Project to extend SH55 to Chinden. Is there a project?</li> </ul>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p> <p>In response to your questions about the Draft FY2022-2028 TIP:</p> <ul style="list-style-type: none"> <li>• There is a capacity project to add one lane southbound on Eagle Road (State Highway 55) between River Valley Street and Franklin Road in the City of Meridian. The project is currently budgeted in FY2021; therefore, it is not included in the draft updated TIP, which begins in FY2022. The Idaho Transportation Department (ITD) expects the project to go to bid on the construction this summer. You can learn more in the current (FY2021-2027) TIP at <a href="https://www.compassidaho.org/documents/prodserv/trans/FY21/Detailed_Report_FY2127_210728.pdf">https://www.compassidaho.org/documents/prodserv/trans/FY21/Detailed_Report_FY2127_210728.pdf</a> under Key Number 13349.</li> <li>• Regarding a project to extend State Highway 55 to Chinden, could you please clarify what you are asking? Are you referencing a future Three Cities River Crossing? If so, additional information may be found on the Ada County Highway District's webpage: <a href="http://achdidaho.org/projects/proj_study_three-cities-river-crossing.aspx">http://achdidaho.org/projects/proj_study_three-cities-river-crossing.aspx</a>. Currently no project is budgeted.</li> </ul>	<p>Not provided</p>	<p>Email</p>
<p>Hi there, I am a resident of Meridian, Idaho and a frequent user of hwy 55 north and south between Boise and McCall. I appreciate the hard work and dedication of transportation employees working on the project near Smith's Ferry straightening and widening the highway along with guard rail installation. This has</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.</p>	<p>Not provided</p>	<p>Email</p>

<p style="text-align: center;"><b>Comment</b></p> <p style="text-align: center;">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p style="text-align: center;"><b>Staff Response</b></p>	<p style="text-align: center;"><b>Name, Zip Code, Affiliation</b></p>	<p style="text-align: center;"><b>Format</b></p>
<p>been greatly needed in the past and is a welcome addition to the highway 55 corridor. Hwy 55 continues to have busy and congested driving and the use of turnouts for slow vehicles is not utilized enough. I suggest more policing of the corridor with hefty fines for those who wish to impede traffic while driving their slow vehicles along this roadway. I believe the road needs to be improved in several locations. I would suggest a "third lane" be installed throughout the route from Boise to McCall. The best way I can think of to utilize this lane is to set it up like the traffic lanes for car pools that the roads in the Seattle area have. Allow enough room to place concrete barriers along the corridor with in/out exits in select spots along the way allowing only passenger cars/trucks to utilize or maybe set it up along the same lines as Seattle does for commuters and car pools. This would give drivers a chance to pass the slow movers and speed up the flow of traffic along the route, increasing safety and preventing accidents along the road. Another area needing remedial action is the intersection at Banks for the Banks-Lowman highway junction with highway 55. I have pondered on this problem and I doubt it is going to be an inexpensive proposition to remedy. A quick, easy fix would be to install a light(s), but I believe the long term solution should be to set up a smaller example of the flying wye used in Boise. I would suggest having it planned aesthetically to reflect both the modern construction and rural nature of the area. Something that might be investigated as well would be re-routing a section of highway 55 away from the route along the Payette river and up over the hill to the northeast of the intersection. Land there was recently available for purchase which could make the idea more cost effective. On these same lines might be to consider keeping the current roadway along the river but smoothing out the corners and use the section of roadway as a 2-3 mile passing lane for south-bound drivers, while incorporating the same idea for 2 lanes when going over the</p>			

<p align="center"><b>Comment</b></p> <p align="center">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center"><b>Staff Response</b></p>	<p align="center"><b>Name, Zip Code, Affiliation</b></p>	<p align="center"><b>Format</b></p>
<p>hill on the northbound route allowing a passing lane for these drivers as well. Granted, this idea would only separate the roadway for a few miles but would allow a lot more room for southbound drivers to maneuver through the sharp corners along this section of the highway. I drove the route last weekend and almost got side-swiped by an 18 wheeler whose trailer drifted into my lane forcing me to hug the wall to avoid a collision. Utilizing two lanes here would give those larger vehicles more room to make it through the tighter spots on the road. The last area I see needing help would be at the Rainbow Bridge. I would suggest a full replacement of the bridge using the same design but with upgraded construction methods learned over the years and look into widening the bridge to either 4 lanes, or consider splitting the roads again and building a second bridge a mile or so downstream, then moving the northbound traffic across the river and onto the railroad grade or near the grade and move the road north on the east side of the Payette river, meeting back up around High Valley. This might include a short tunnel through the mountain to the southern entrance to High Valley. All of these suggestions are not cheap but are much needed for this busy vital north-south bound route. Traffic is only going to increase in the years to come and further stress the existing roadway. With a national infrastructure deal on the cusp of approval, I believe some of those funds should be used responsibly to upgrade this roadway for future generations. Thank you for allowing me to enter my submissions for Transportation Improvements in our great state.</p>			
<p>All of the proposals serve vehicle traffic when what we really need is mass transit and other transportation methods that reduce the number of vehicles (pollution, fossil fuel consumption, climate change) on the road. We need an effective and coordinated system of light rail, bus, bicycle, and pedestrian transportation.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p align="center">83709</p>	<p align="center">Online Comment Form</p>

<b>Comment</b> (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	<b>Staff Response</b>	<b>Name, Zip Code, Affiliation</b>	<b>Format</b>
<p>Acquiring right-of-way, and planning for a light-rail system to connect Caldwell, Nampa, Meridian, and Boise Downtown-to-Airport, East-West adjacent to I-84, and State Streets, and North-South adjacent to Capitol/Vista, and Meridian Roads Should be top priority now, while the land acquisition is still possible. The Treasure valley needs mass transit that is not affected by street/highway traffic, as is the case with buses or other on-road vehicles. A light rail system will reduce emissions from vehicles on the roads, and increase highway safety by reducing the number of drunk, inattentive, and unskilled drivers on the roads.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p>83706</p>	<p>Online Comment Form</p>
<p>Though I support the proposed projects, I think there should be more of a focus on public-transportation throughout the valley.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p>83705</p>	<p>Online Comment Form</p>
<p>I agree that the majority of these improvements must be done. However, I would really like to see someone study the effects of using a railway solution for commuters. There are existing stations that could be utilized in Caldwell, Nampa and Boise. Furthermore, ample parking is available to create a "park and ride" situation at both Caldwell and Nampa. Buses could then run from the Boise Depot to designated areas around Boise. This would eliminate so many cars on the roads. I am sure funds could be secured from the new infrastructure improvement plan.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p>Kori Lester 83646</p>	<p>Online Comment Form</p>
<p>As the valley's population continues to grow with alarming speed, and corresponding traffic grows, it is important to continue to provide for bike lanes for alternate modes of travel. Thank you for what you have done to date to address this issue. This comment pertains to buffered bike lanes mentioned in the TIP. Please note that I could not find a definition for your use of this term, or a design standard, in the documents provided to the public for this comment period. However, having observed other drivers, as a driver since 8/2019, and seeing that cell phone text laws are not being enforced, I am requesting projects that are installing buffered bike lanes include the use of edge line, bike tolerant rumble striping, especially in areas of</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Ada County Highway District (ACHD).</p> <p>The project that includes buffered bike lanes is a locally-funded project funded by ACHD. Please see ACHD's definition on page 13 of their <a href="#">Roadways to Bikeways Plan</a>.</p>	<p>Margo Mandella 83646</p>	<p>Online Comment Form</p>



<p align="center"><b>Comment</b></p> <p>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center"><b>Staff Response</b></p>	<p align="center"><b>Name, Zip Code, Affiliation</b></p>	<p align="center"><b>Format</b></p>
<p>congestion or where vehicles would likely encroach the bike lane. Distracted drivers need an auditory cue that they are out of lane, especially when users of the other lane are at a distinct mortality disadvantage in a collision. Bike tolerable rumbles would protect both drivers and bike lane users. Rumbles also do not prohibit lane cleaning. Rumbles are a big bang for your buck road safety feature, especially for cyclists. Because I could not find any Idaho bike lane standards, I am submitting the following design information for bike tolerable edge rumbles to be considered. The information comes from the Pennsylvania DOT, Design Manual Part 2: Highway Design Publication 13 M, page 12-68 at <a href="http://www.dot.state.pa.us/public/pubsforms/Publications/PUB%2013M/September%202018%20Change%20No.%203.pdf">www.dot.state.pa.us/public/pubsforms/Publications/PUB%2013M/September%202018%20Change%20No.%203.pdf</a></p> <p>Excerpted below: F. Guidance on Shoulder and Edge Line Rumble Strips (SRS/ERS). SRS are installed 16 in × 7 in × 1/2 in on interstates, freeways and expressways (where bicycles are prohibited), and 16 in × 5 in × 3/8 in on other undivided two- or four-lane roads where bicycles are permitted (see Publication 72M, Roadway Construction Standards, RC22M, Sheets 2 and 3). ERS are placed 8 in × 5 in × 3/8 in. It is preferable to locate ERS so that the edge line runs through the rumble strips. This increases the visibility and durability of the edge line pavement marking. • Shoulder Rumble Strips and Edge line Rumble Strips are considered "bicycle tolerable" when they have a milled depth of 3/8 in instead of 1/2 in and a width of 5 in versus 7 in. They may be considered for installation on rural highways with a paved shoulder width of 4 ft or greater where bicycle traffic is expected. Provide full depth and width SRS/ERS on both the left and right shoulders of interstates, freeways and expressways (See Publication 72M, Roadway Construction Standards, RC-22M, Sheets 4 and 5). If you deem this comment "out of scope" during the comment analysis, I would appreciate you forwarding the comment to the engineering design team anyway for consideration for future projects. Thank you</p>			

<b>Comment</b> (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	<b>Staff Response</b>	<b>Name, Zip Code, Affiliation</b>	<b>Format</b>
<p>One of the questions I have is had all avenues for federal funding been used? I saw that the ADA project in Greenleaf has no federal funding. Shouldn't Feds have \$ for ADA projects?</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p> <p>Federal funding is fully budgeted through FY2028. The project in Greenleaf uses a program administered by the Idaho Transportation Department using state funding. Other federal programs are also eligible to be used for ADA improvements.</p>	<p>John Gilmore 83644</p>	<p>Online Comment Form</p>
<p>Key #13476- Please make a pedestrian/bike walkway over the highway so people from South Eagle can get into downtown Eagle in a safe manner. And hurry up with the pedestrian bridge over the South channel. This has been promised for years and still hasn't happened and now says it isn't happening until 2023. Lastly, more north/south roads to the interstate to get people off of Eagle Road.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Eagle.</p>	<p>83616</p>	<p>Online Comment Form</p>
<p>A top priority needs to be opening all canal paths to bicycle and pedestrian traffic to increase community connectivity.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p>83702</p>	<p>Online Comment Form</p>
<p>The map for the Stoddard Pathway in Nampa is incorrect. It should go straight north along the abandoned rail line, not east along Sherman Ave.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p> <p>The correction to the map is made. Thank you for notifying COMPASS staff.</p>	<p>83607</p>	<p>Online Comment Form</p>
<p>(Thank you for the opportunity to view and comment on these projects. And especially for the clarity and accessibility of the documents.) The only projects which touches us most personally at this time is the Fairview from Locust Grove to Eagle one, a stretch we travel frequently, and my main concern is that egress from Fred Meyer (currently difficult) not be made more dangerous but in fact be improved upon.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Ada County Highway District.</p>	<p>83642</p>	<p>Letter</p>
<p>Control growth</p>	<p>Thank you for your comment; it will be shared with the COMPASS Board of Directors.</p>	<p>83642</p>	<p>Online comment form</p>
<p>Every project that helps pedestrians and bicycles gets my support. I appreciate the bike and pedestrian lanes on the Cloverdale overpass so much. I feel safe on my bike now, for simple little trips like going to the fruitstand a mile from my house but on the other side of the interstate. I hope you do the same thing for Five Mile overpass..</p>	<p>Thank you for your comment; it will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the Ada County Highway District.</p>	<p>83709</p>	<p>Online comment form</p>

<b>Comment</b> (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	<b>Staff Response</b>	<b>Name, Zip Code, Affiliation</b>	<b>Format</b>
<p>I only have one comment, regardless of current transportation or proposed changes to transportation, and that is that a subway, light-rail, or other type of mass transit should be considered sooner than later. The Treasure Valley is not going to stop growing and vehicular traffic will only increase. Start thinking now about mass transit, and always, always gain input on the routes from the community. Thanks much.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p>83646</p>	<p>Online comment form</p>
<p>There's a good list if needed projects. Would have liked to see more widening to 5 lanes in SH55, 10th St to Middleton. Current intersection fixes don't quite work for the volume of cars, trucks and other slow moving vehicles.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.</p>	<p>83646</p>	<p>Online comment form</p>
<p>Ustick Widening from Linder to Ten Mile in 2025. It's outrageous that this will not be done until 2025. This keeps getting pushed back and it's a nightmare, especially due to the opening of Owyhee High School and it's impact on the Bridgetower Development even more now that our high school students are getting bused instead of going to nearby Rocky Mtn. HS. Not to mention Ustick is now being used to commute back and forth to the Amazon Distribution Center in Nampa. PLEASE expedite the widening of Ustick!</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Ada County Highway District.</p>	<p>David Foster 83646</p>	<p>Online comment form</p>
<p>I expected to see a project for widening Cloverdale Road between Overland and Victory Roads, but did not see one. With the massive amount of home construction in south Meridian, Cloverdale Road needs to be widened.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Ada County Highway District.</p>	<p>Robert M Neilson 83642</p>	<p>Online comment form</p>
<p>Build light rail projects sooner than later, now! The longer one waits the harder it will be to secure land and parking areas. Down Chinden from Caldwell. Down the middle of the 84 to connector, airport and Micron. People will use it once there. They will never demand it as long as they have personal transportation. Take a look at the history of Boston MBTA and Amtrack. I will be dead with 10 years...but for the sake of the future generations, get on with it. Thanks.</p>	<p>Thank you for your comment; it will be shared with the COMPASS Board of Directors.</p>	<p>Not provided</p>	<p>Email</p>

<b>Comment</b> (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	<b>Staff Response</b>	<b>Name, Zip Code, Affiliation</b>	<b>Format</b>
Wanted to add that when SH69 improvements are made to add right turn lanes at Hubbard and Lake Hazel Roads. Now some use the shoulder as a right turn lane while others turn right out of the correct causing possible accidents.	Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.	Not provided	Online comment form
1. For the improvements on Lake Hazel Rd, please include bike lanes each way. 2.Changes to the N. Curtis Rd and the on-ramp to US-184 needs to be improved to a two lane turn lane to enter US-184 and adjust the on-ramp and US-184 accordingly. That area causes heavy congestion that backs up to Northview Street and many accidents have caused because of it.	Thank you for your comments; they will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the Ada County Highway District.	83709	Online comment form
Highway 21 needs to be widened beyond just near Columbia Village, at least to past Warm Springs. The bridge over the Boise River near Warm Springs and the High Bridge need to be widened to allow more lanes for traffic, but also provide for safe places to ride a bike – don't add more lanes without widening the actual bridges and take away room for bikes. Cyclists need to be able to safely cross the bridge near Warm Springs (coming from the west) to access the greenbelt.	Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.	Nancy Holbert	Phone
See letter below at the end of comments.	Thank you for your comment; it will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.	Ada County Highway District	Letter

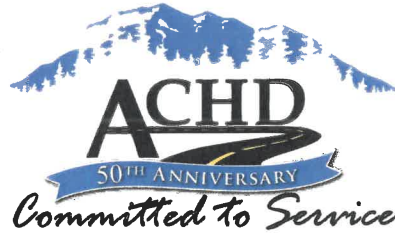
<b>Comment</b> (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	<b>Staff Response</b>	<b>Name, Zip Code, Affiliation</b>	<b>Format</b>
<b>Comments on changes to <i>Communities in Motion 2040 2.0</i></b>			
<p>Long range plan? Where is the desire to pull a southern connector between something like TenMile or Hwy45 all the way over to I84 (possibly the Kuna Mora bypass)?</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, Ada County Highway District, and Canyon Highway District No. 4.</p> <p>A connection between Bowmont Road and Kuna-Mora Road in southern Canyon and Ada Counties has been studied. Topographical, environmental, and other impediments were identified and the study was subsequently put on hold. However, we continually evaluate transportation needs and projects to address them as part of the planning process. Needs will be re-evaluated in early 2022 as part of an update to the long-range transportation plan; that draft plan will be provided for public comment in fall 2022.</p>	<p>Richard 83646</p>	<p>Online Comment Form</p>
<p>Agree and support completion of SR16 to I-84 in 2022; this north/south route is critical to reduce congestion on roads Like Eagle Road.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.</p>	<p>83616</p>	<p>Online Comment Form</p>
<p>I support adding the construction of S.H.16 to the short-term projects list.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.</p>	<p>83705</p>	<p>Online Comment Form</p>
<p>I would really like to see someone study the effects of using a railway solution for commuters. There are existing stations that could be utilized in Caldwell, Nampa and Boise. Furthermore, ample parking is available to create a "park and ride" situation at both Caldwell and Nampa. Buses could then run from the Boise Depot to designated areas around Boise. This would eliminate so many cars on the roads. I am sure funds could be secured from the new infrastructure improvement plan.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p>Kori Lester 83646</p>	<p>Online Comment Form</p>
<p>All future projects should be for updating the current infrastructure where new developments are being built. At this stage, the traffic is bad where new subdivisions are being built. This is where the effort should be made with projects.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p>John Gilmore 83644</p>	<p>Online Comment Form</p>

<b>Comment</b> (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	<b>Staff Response</b>	<b>Name, Zip Code, Affiliation</b>	<b>Format</b>
<p>I only have one comment, regardless of current transportation or proposed changes to transportation, and that is that a subway, light-rail, or other type of mass transit should be considered sooner than later. The Treasure Valley is not going to stop growing and vehicular traffic will only increase. Start thinking now about mass transit, and always, always gain input on the routes from the community. Thanks much.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p>83646</p>	<p>Online comment form</p>
<p>South Meridian road from I-84 to Deer Flat road and North Eagle road from I-84 to State street in Eagle. Both need to become interstates like the connector. With the rate of growth in the treasure valley and the lack of infrastructure to support said growth, traffic congestion needs to be alleviated with freeways.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.</p>	<p>83634</p>	<p>Online comment form</p>
<p>I would have like to seen a plan to incorporate a rail system, such a light rail. The Treasure Valley is at a great spot in time to build that could be utilized for decades and help the valley get to carbon neutral by 2050. This area is IN need of better public transportation. If not a rail, a better bus system that is inclusive to the majority of neighborhoods. We need BETTER public transportation!</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p>83709</p>	<p>Online comment form</p>

<b>Comment</b> (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	<b>Staff Response</b>	<b>Name, Zip Code, Affiliation</b>	<b>Format</b>
<b>Comments on the Air Quality Conformity Demonstration for Northern Ada County</b>			
Agree and support completion of SR16 to I-84 in 2022; this north/south route is critical to reduce congestion on roads Like Eagle Road.	Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.	83616	Online Comment Form
<p>we need a system that reduces pollution and improves air quality- mass transit. see comments above.</p> <p>[This comment references a comment made on the regional transportation improvement program: "All of the proposals serve vehicle traffic when what we really need is mass transit and other transportation methods that reduce the number of vehicles (pollution, fossil fuel consumption, climate change) on the road. We need an effective and coordinated system of light rail, bus, bicycle, and pedestrian transportation."]</p>	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	83709	Online Comment Form
Ada and Canyon Counties must start enforcing the illegal use of modified exhaust systems for all vehicles, for noise, particulate, and gas emissions. The enforcement and fining of non-compliant vehicles can provide revenue to sustain such enforcement. Too many "coal rolling", and race-type exhaust systems are being permitted on valley roads.	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	83706	Online Comment Form
I am glad that air quality is a consideration. The last thing anyone wants are worse inversions / smog.	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	83705	Online Comment Form

<b>Comment</b> (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	<b>Staff Response</b>	<b>Name, Zip Code, Affiliation</b>	<b>Format</b>
<p>Unfortunately, most of your air quality conformity relies on people driving new cars that have improved emissions rates. This could be a major flaw. Many individuals who commute or simply drive within the city drive older models, or use the cheapest fuels, or even fail to maintain their vehicles. Would a rail commuter system make more sense? Simply removing cars from the roads will certainly improve the air quality. Additionally, it could be wise to plant bamboo in roadside areas, as bamboo is one of the best absorbers of the emission given off from cars. Several varieties of bamboo thrive in our area.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p>Kori Lester 83646</p>	<p>Online Comment Form</p>
<p>See my comments in part 2. Better public transportation is equal to less personal cars on the road which is equal to less pollutants in the air.</p> <p>[This comment references a comment made on <i>Communities in Motion</i>: "I would have like to seen a plan to incorporate a rail system, such a light rail..."]</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p>83709</p>	<p>Online comment form</p>





Kent Goldthorpe, President  
Dave McKinney, Vice-President  
Jim D. Hansen, Commissioner  
Mary May, Commissioner  
Alexis Pickering, Commissioner

August 25, 2021

Matt Stoll, Executive Director  
COMPASS  
700 NE 2<sup>nd</sup> St., Ste. 200  
Meridian, ID 83642

Dear Mr. Stoll:

Thank you for the opportunity to comment on the DRAFT FY2022-2028 Regional Transportation Improvement Program (TIP). COMPASS' support of Ada County transportation projects through grants, federal funding, and planning is greatly appreciated by ACHD. The draft TIP continues to support the Communities in Motion 2040 funding policy by dedicating a steady funding source for maintenance and Americans with Disabilities Act (ADA) projects within the Boise Urbanized Area. The TIP aligns with the ACHD Strategic Plan and supports ACHD's Capital Improvements Plan (CIP) by freeing up local dollars for capacity improvement and Community Programs projects.

In the last year, the ACHD Commission has expanded the District's roadway maintenance projects to include evaluating and providing accessibility for all users. Prior to this, the District's goals were to maintain the public's infrastructure in a "very good" condition and to repair Americans With Disability Act (ADA) violations. Going forward, ACHD will now address accessibility issues on existing sidewalks, eliminate sidewalk gaps, and improve pedestrian crossings. This change is reflected in the DRAFT TIP with various alterations to ACHD's annual Roadway and ADA Improvement projects.

ACHD offers the following specific comments on projects added to, or advanced in the draft FY2022-2028 TIP:

- The addition of the Garden Street Multi-Use Pathway, Cassia Park to Albion Street, Boise (ORN 23324), and the addition of federal funding in FY2024, supports the regional bike and pedestrian network.
- The addition of a study to evaluate a Southern Connection to I-84 at SH-16 Interchange will provide valuable data for decision makers to consider as ITD completes the extension of SH-16 from Chinden Blvd to I-84.
- The advancement of ITD's pavement preservation/restoration project on Eagle Road (SH-55), from I-84 to SH-44 (KN22665) is greatly appreciated as the pavement condition on this heavily traveled road has degraded significantly since last winter.
- Including the SH-16, Ustick Road to US 20/26 and SH-44 project (KN23408) in FY2022 will complement the projects ACHD is planning in this portion of Meridian. Specifically, ACHD will drop the McDermott Road, McMillan Road to Chinden Boulevard segment from the FY2023

Roadway and ADA Improvements, Part I project (KN 20259). McDermott Road runs parallel to the soon-to-be-built extension of State Highway 16 and any pavement improvements and ADA work will be completed with the highway extension project.

- ITD's addition in FY2022 of the US 20/26, Middleton Road to Star Road project (KN23337) is greatly appreciated. These improvements will benefit the residents of north Meridian and help share the traffic load on parallel ACHD roadways.
- ACHD is pleased to see the addition of ITD and Boise Valley Railroad's jointly sponsored railroad crossing safety improvement project at Milwaukee Street, just north of Franklin (KN23389).
- ACHD fully understands the necessity to sometimes delay projects because of unanticipated changes in funding or better than forecasted pavement conditions. ACHD encourages the continued project coordination for ITD's two microseal projects delayed until FY2026 on the following ITD roads: Front, Myrtle, Broadway, State, Glenwood and Chinden.
- The support of ACHD's Commuteride public outreach efforts is valuable for current and future commuters of the Treasure Valley. ACHD appreciates COMPASS' support through the advancement of KN22738 and KN22386, and the addition of ORN23328.
- The new FTA 5339 Small Urban funding project titled "Commuteride, ACHD, Van Replacements, Canyon County", will help Commuteride replace vans that have exceeded their useful life.
- The funding of Commuteride's, Safety and Security Cameras, Ada project (ORN23314) will benefit commuters with more secure park and ride lots for riders and their vehicles.

ACHD appreciates COMPASS' annual effort to update the Treasure Valley's Regional Transportation Improvement Program, and COMPASS' oversight of the region's federal funds. ACHD will continue to work with its city and county partners, COMPASS and ITD to maintain the transportation network, improve access for people who walk and ride bikes, and plan for necessary capacity improvements in growth areas across the county.

Thank you for the opportunity to provide these comments.

If you have any questions, please feel free to contact Tom Ferch, Transportation Funding Coordinator, at [tferch@achdidaho.org](mailto:tferch@achdidaho.org) or 208-387-6157.

Sincerely,



Kent Goldthorpe  
ACHD Commission President

Cc: COMPASS Executive Committee

## Public Comments Received (Verbatim)

Public Comment Period: August 2 – August 31, 2021

Additional comments that were not shared with the COMPASS Board of Directors, as they were received after the action took place.

<b>Comment</b> (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	<b>Staff Response</b>	<b>Name, Zip Code, Affiliation</b>	<b>Format</b>
<b>Comments on Draft FY2022-2028 TIP</b>			
Commenting on Key # 22715 (SH-55 [Karcher Road], 10 <sup>th</sup> Avenue to Middleton Road, Construction, Canyon) – I completed a study on this corridor and this congestion has been steady for over 5 years, doing this roadway by 2027 will be outdated and will not solve the congestion issue. Why are the developers not being charged more of an infrastructure fee and homebuyers getting such a high tax incentive? This money could aid in a quicker resolution.	No response. Shared with ITD and City of Nampa.	Lindsay Simmons 83651	Hard copy comment form
A crosswalk on the corner of Florida and Holly by the bus stop.	No response. Shared with City of Nampa.	Anonymous	Hard copy comment form
Not sure where to comment, but we need stoplights on 12 <sup>th</sup> Ave South of town by Dooley Road.	No response. Shared with City of Nampa.	Anonymous 83686	Hard copy comment form

## Public Comments Received (Verbatim)

### For amendments to: *Communities in Motion 2040 2.0* and FY2021-2027 Regional Transportation Improvement Program

Public Comment Period: September 3 through 17, 2021

Total number of comments received by COMPASS: 20

**Topic: Add project to design the widening of Linder Road, from Overland Road to Franklin Road, including adding an overpass over Interstate 84, in the City of Meridian.**

Outreach methods: 3 email blasts; legal notices placed in *Idaho Statesman* and *Idaho Press Tribune*; public comment information posted to COMPASS website and social media channels

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code (City) Name Affiliation	Format
I wanted to provide feedback on the proposed Linder Road, Overland to Franklin, overpass and widening. With the recent change to school district boundaries, this overpass is absolutely necessary. Many families that live between Overland and Victory now have to get their kids to Peregrine Elementary and there is no easy way to get there. Going over Meridian Rd. or Ten Mile overpasses at 8:30 in the morning and 4:00 in the afternoon are a cluster so to have a through way on Linder would ease congestion for those that are trying to just get North/South in Meridian and do not need to get on the interstate.	Thank you for your comments; they will be shared with the COMPASS Board of Directors, the Ada County Highway District, the Idaho Transportation Department, and the City of Meridian.	Rochelle	Email
I would love to see this project funded and added as we live on the West side of Eagle and it is time consuming and traffic congested to get to the 84 freeway to say the least. I believe this route would save a lot of time and lessen the traffic on Eagle Rd from those on the West side of town. I didn't see a note about whether they would add freeway on and off ramps, or whether this would just be an overpass. Hopefully it would include the ramps as that would be even more beneficial. Even if that is not included though, it would give us a way to get to the other overpasses that do allow freeway ingress and egress. Thanks for reading my comments.	Thank you for your comments; they will be shared with the COMPASS Board of Directors, the Ada County Highway District, the Idaho Transportation Department, and the City of Meridian.  The project is currently planned as an overpass, with no direct access to Interstate 84.	Kristie Neil	Email

<p align="center"><b>Comment</b></p> <p>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center"><b>Staff Response</b></p>	<p align="center"><b>Zip Code (City) Name Affiliation</b></p>	<p align="center"><b>Format</b></p>
<p>I strongly recommend making the proposed overpass and widening improvements to Linder Road between Overland Road and Franklin Road. I live off Linder and Victory. I work in Meridian by the Speedway. Having the ability to navigate north on Linder and take Franklin would provide relief from the congestion at Overland and Meridian. It would be even more beneficial to add on and off ramps at Linder to allow further congestion relief at Overland and Meridian.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the Ada County Highway District, the Idaho Transportation Department, and the City of Meridian.</p>	<p>Nick Corisis</p>	<p>Email</p>
<p>I find most of the people who drive in Meridian and the surroundings are not very aware of traffic patterns. They take lefts when traffic is heavy instead of taking a route allowing for a right turn. This is very true on Linder Road where it is two lanes from Cherry to Ustick. This would increase traffic on this already crowded corridor. If you widen Linder to 4 lanes all the way through this may work. I know the creek along Linder at Claire makes this problematic. We live right off Linder at Claire street and traffic is already heavy, primarily in the mornings and afternoons, not only rush hour. Large trucks and loud cars are going by all the time. We are literally next to Linder. I support the idea of another way across the freeway in meridian, but Linder needs to be adjusted to make it work right. We are moving out of Meridian in the next 6 months, hopefully, so this will not directly impact us but we plan on renting the house out after moving. Good luck.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the Ada County Highway District, the Idaho Transportation Department, and the City of Meridian.</p>	<p>Lance Mertz</p>	<p>Email</p>
<p>Family homes: - I do not want to see any more track housing for renters.  - Every NEW HOME, should have at least 1/2 acrea, and there should be no less than 10 feet on each side of the home, 20 -30 feet in front and 30 -50 feet in the back yard. Every new home should be over 1600 square feet, have x2 20 x 30-foot garages and x1 storage garage 12 x 30 foot deep. One side of home should have a concrete pad an RV, work trailer, or boat. Each home must have at least 6 trees, 4 of which must be fruit trees.  Roads Victory, Cloverdale, Amity, Eagle and Lake Hazel -- should be widened to 5 lanes. The traffic on these is terrible already.  There is no excuse for the downtime on Eagle, at this time, because of ALBERTSONS CONSTRUCTION FIASCO at Amity and Eagle!  Engineer design malfunctions by Albertsons Designers is NOT acceptable! The TAXPAYERS ARE BEING SCREWED BY THE RICH CEO,S OF ALBERTSONS !</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p>(Boise)  Lester A. Meade</p>	<p>Email</p>

<p align="center"><b>Comment</b></p> <p align="center">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center"><b>Staff Response</b></p>	<p align="center"><b>Zip Code (City) Name Affiliation</b></p>	<p align="center"><b>Format</b></p>
<p>I DO NOT HAVE ANY FATH IN THE MERIDIAN sENIOR eNGINEER THAT AUTHORIZED the design mistakes of the Albertsons NEW Store Design.</p> <p>No NEW ROADS in the south end should be designed with fewer than 5 lanes!</p> <p>If Boise and Meridian see another 20,000 new homes built in the next 2 years, We will need wider roads, better home designs that will not burn like dominoes - like the new TRACK</p> <p>TWO STORY HOMES being built some 10 feet apart. This is a fire hazard and a health hazard to both communities. I can not believe that the CITY COUNCIL, OF BOTH communities 3was dumb enough, or paid off \$\$\$\$\$, to allow greedy Contractors to build these TRACK HOMES FROM HELL! iN 10 YEARS - THEY WILL LOOK AND FEEL LIKE GETTO CAVES FOR THE POOR!</p> <p>MEDICAL The TAXPAYERS, like most of us RETIRED INDIVIDUALS, WILL NEED new hospitals within 15-minute distance on the far south end of the current community. Because of health issues, the hospitals downtown, the VA, and the Meridian Hospital, north of the freeway, are just too far!</p> <p>Home Depot</p> <p>Lows New stores will be needed on the far south end to supply goods for the new homes, and for wood for the TRACK HOMES THAT WILL BURN. Driving from 5 miles south of Boise and Meridian will be normal in 5 years!</p> <p>NEWSCHOOLS - BOISE A=and MERIDIAN need new grade, junior high and high schools south of Lake Hazel. The TRACK HOME RENTALS will bring in thousands of grade school and junior high level students! The current High Schools are already over-full. Students on Victory Road are now traveling over 6 to 8 miles just to get to school! Maybe they should walk! The Republicans don,t think the climate is changing. There will not be 12 inches of snow in the valley during the winter or 120°F summers ! We will see - if the nonexistent Covid 19 mutants don,t kill most of us off.</p>			

<p align="center"><b>Comment</b></p> <p>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center"><b>Staff Response</b></p>	<p align="center"><b>Zip Code (City) Name Affiliation</b></p>	<p align="center"><b>Format</b></p>
<p>Yes, please!! I support the TIP amendment to add Linder Road, Overland Road to Franklin Road as a new project. It is sorely needed to reduce congestion on Meridian and Ten Mile Roads, and to connect north and south Meridian. Thank you,</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the Ada County Highway District, the Idaho Transportation Department, and the City of Meridian.</p>	<p align="center">83646 (Meridian) Stephen Lewis</p>	<p align="center">Email</p>
<p>Today my remarks will concern adding new overpasses to I 84. I do not believe that constantly adding lanes and overpasses costings millions of dollars in any way improves our transportation problem in the valley. I believe that a regional transportation system must be created using buses and light rail. This could cut down on numbers of cars, fuel used (pollution) and commute time. Another concern I have is because of heavy car traffic people are becoming frustrated- (road rage) and take risks that I never used to see much of like pulling out in front of a vehicle when there isn't room to do that safely. Thank you</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the Ada County Highway District, the Idaho Transportation Department, the City of Meridian, and Valley Regional Transit.</p>	<p align="center">Gary Martin</p>	<p align="center">Email</p>
<p>I was very excited about the proposed overpass and widening on Linder Road between Overland and Franklin. If projected growth is somewhat accurate, that direction is one of the only areas that Meridian can really expand. It will be in high demand as Owyhee high school pushes more development west of Ten Mile road. So far, the infrastructure and maintenance of roadways and utilities have ramped up efficiently with the rapid growth. My comment is that 2040 is too far away to acquire that land. In 2006 I thought that the land along Ten Mile should be purchased to create a wide roadway to take some strain off Eagle Road while there was still land. It wasn't the best idea, but widening Linder Road all the way to and over the interstate takes a big load off Eagle Road and helps connect many people to employment north and South of the interstate. The traffic is already backing up on Meridian despite the wide road and by 2040 it will be egregiously crowded and expensive. Please prioritize the acquisition of land as soon as possible to prevent further development and increase the cost of land even more. And if projected growth continues, please move this closer to 2030 as a priority because the demand will certainly be very strong there by then.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the Ada County Highway District, the Idaho Transportation Department, and the City of Meridian.</p>	<p align="center">(Meridian) Marit Welker</p>	<p align="center">Email</p>
<p>thank you. with over a million people now living in the treasure valley, we sorely need more access to I-84. i moved from star to meridian several years ago. i know people living in west ada county will greatly benefit from the project. i now live in meridian and grateful for the Eagle road</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the Ada County Highway District, the Idaho Transportation Department, and the City of Meridian.</p>	<p align="center">Not provided</p>	<p align="center">Email</p>

<p align="center"><b>Comment</b></p> <p>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center"><b>Staff Response</b></p>	<p align="center"><b>Zip Code (City) Name Affiliation</b></p>	<p align="center"><b>Format</b></p>
<p>widening project south of I-84. on a side note, i hope the next road project will be widening Eagle road. it takes me 45 minutes even during light traffic to get from meridian to Eagle. finally, i used to live in Eugene Oregon.40 years ago they built a " beltline" road circumnavigating the entire city connecting to I-5. what a time savor!</p>			
<p>See attached letter.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the Ada County Highway District, and the Idaho Transportation Department.</p>	<p>83642 (Meridian) David W. Turnbull Brighton Corporation</p>	<p>Letter</p>
<p>I propose a railroad overpass at Ten Mile in Kuna; builders (and the city) added many housing developments south of Kuna Road, causing way too much traffic off of Kuna Road onto South School Street and South Ash Street.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the Ada County Highway District, and the City of Kuna.</p>	<p>Bill Reid</p>	<p>Email</p>
<p>I'm in favor</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the Ada County Highway District and the Idaho Transportation Department.</p>	<p>Mac</p>	<p>Email</p>
<p>Why is the stretch between Hwy 16 and linder not already under construction for widening to 4 lanes? The project is basically shovel ready and could be complete in 6-9 months. No bridges, utilities are set back and all ROW have been cleared. I question the priority of Franklin verses Hwy 44.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the Ada County Highway District, the Idaho Transportation Department, and the City of Meridian.</p> <p>Regarding your question: A widening project on State Highway 44 between State Highway 16 and Linder Road is currently in the design and environmental review phase. Construction is scheduled in FY2023.</p> <p>Franklin Road, McDermott Road to Black Cat Road, widening from two lanes to five lanes with curb, gutter, sidewalks, and bike lanes is funded in the long-term for 2026-2030. Black Cat Road to Linder Road is already five lanes.</p>	<p>(Middleton) Steve Flora</p>	<p>Email</p>
<p>What I see in this image (provided below table) is a Pre-K through Grade-5 walk-zone without any through traffic. There is no through traffic because there is no overpass for Linder road. There are over 500 children enrolled at that school. Building a Linder Road overpass will make their daily walk to and from school more dangerous. I live off of Linder Road a few miles north of this. When I want to drive south and cross I-84, it is a simple matter to either go one mile east or one mile west and use one of the existing overpasses we already have. If the intent is to add north-south capacity,</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the Ada County Highway District, Idaho Transportation Department, the City of Meridian, and Valley Regional Transit.</p>	<p>Not provided</p>	<p>Email</p>



<p align="center"><b>Comment</b></p> <p>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center"><b>Staff Response</b></p>	<p align="center"><b>Zip Code (City) Name Affiliation</b></p>	<p align="center"><b>Format</b></p>
<p>perhaps we should instead focus on getting vehicles off of the road. It is far more cost effective.</p>			
<p>These are my comments on COMPASS Amendment #8 for Communities in Motion 2040 2.0, Amendment #8 for the FY2021-2027 Regional Transportation Improvement Program (TIP), and Amendment #1 for the FY2022-2028 TIP: Linder Road, Overland Road to Franklin Road, Widen and Add Overpass, Meridian.</p> <p>I live in the Mallard Landing subdivision which has Linder Road south of Franklin Road as its only means of access. This, in itself, has posed access problems for the Mallard Landing subdivision. While I support this proposed project, I recognize the greatly increased traffic volume this will introduce on Linder Road and, in turn, the even greater difficulty of ingress and egress to and from the Mallard Landing subdivision.</p> <p>I want to see the problems of accessing the Mallard Landing subdivision mitigated as part of this project - particularly since this project will radically exacerbate the problem. This would include the following two actions:</p> <p>1) Provide outside access to the east end of the Mallard Landing subdivision, most likely by extending the stub road, W Ruddy Dr, to W Waltman Ln.</p> <p>2) Provide a traffic light for the W Pintail Dr/Linder Road intersection including a left turn signal from SB Linder Rd to W Pintail Dr. I believe W Pintail Dr is the busiest street in the subdivision. It can be accessed by the entire subdivision. If another access street for the Mallard Landing subdivision is busier, then place the light there.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the Ada County Highway District, Idaho Transportation Department, and the City of Meridian.</p>	<p align="center">83642 (Meridian) Robert S. Klammer</p>	<p align="center">Email</p>
<p>Most of the projects that I read about mitigate the congestion caused by autos on the County's roads and streets. the projects always accommodate the vehicles without ever reducing the number of vehicles, which are the cause of the congestion. All the tricks that traffic planners use: round-a-bouts; impediments to turning traffic from turning lanes; U-turns at intersections; no turn intersections; unusual paint schemes; etc. do not address the actual problem of so many vehicles.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the Ada County Highway District, Idaho Transportation Department, the City of Meridian, and Valley Regional Transit.</p>	<p align="center">83704 (Boise) Joe Gallagher</p>	<p align="center">Email</p>
<p>I am in favor of improving Linder Road from Overland Road to Franklin Road as an amendment to the Transportation Improvement Plan. This project is important to Meridian's current and future development.</p> <p>Thank you for listening to my comments on this matter.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the Ada County Highway District, Idaho Transportation Department, and the City of Meridian.</p>	<p align="center">83642 (Meridian) Tom LeClaire Meridian Transportation Commission</p>	<p align="center">Email</p>

<p align="center"><b>Comment</b></p> <p>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center"><b>Staff Response</b></p>	<p align="center"><b>Zip Code (City) Name Affiliation</b></p>	<p align="center"><b>Format</b></p>
<p>I would like to submit comment on behalf of the West Ada School District in support of the Linder Road overpass. Among other benefits to our community, it would allow better connection to our schools in the north and south. It could provide more options for balancing enrollment among schools. With our recent elementary boundary changes, parents and busses crossing over the freeway to Peregrine Elementary will have a much quicker option than traveling the Meridian Road Overpass. The Linder Road Overpass could also allow for consolidated bus routes and provide more efficient transportation. Another benefit will be improved emergency response times and access to Peregrine Elementary. Currently there is limited access to the school.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the Ada County Highway District, Idaho Transportation Department, and the City of Meridian.</p>	<p align="center">83642 (Meridian) Marci Horner West Ada School District</p>	<p align="center">Email</p>
<p>I support this as described with the inclusion of pedestrian and bicycle paths. The I 84 overpass is long overdue</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the Ada County Highway District, Idaho Transportation Department, and the City of Meridian.</p>	<p align="center">Not provided</p>	<p align="center">Email</p>
<p>Please accept my comments on the proposed amendments to CIM 2040 2.0 and the TIP to add the Linder Road, Overland to Franklin project into both of these documents. There are many benefits I believe will be realized with an I-84 overpass, roadway widening and intersection improvements in this area. First, and probably most significant is the positive impact to community safety. With the recent opening of Fire Station #6 on Overland Road, an overpass of I-84 will allow emergency responders better access to properties north of the freeway. Likewise, for those living north of I-84 near Linder, who currently have to go north to Franklin and then east or west to Ten Mile or Meridian to go south over the Interstate they will see a great benefit in travel time reduction. Having an overpass of I-84 at Linder Road will also allow additional opportunities for business and economic development on both sides of the freeway. There are several undeveloped parcels south of I-84 that become more viable with a nearby overpass and the lands near the new Amazon and FedEx distribution centers along Franklin also benefit from this additional route. Today, trips that do not need to get onto the Interstate are mixed with those that are and contribute to the delay of getting on and off the Interstate. With an overpass, "local" trips would no longer be forced to interchanges, freeing up capacity at the Meridian and Ten Mile interchanges. Therefore, I strongly support amendments to the TIP and CIM 2040 2.0 for design of the subject Linder Road project. NOTE: I'm hopeful that right-of-way and construction dollars can be found soon so</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the Ada County Highway District, Idaho Transportation Department, and the City of Meridian.</p>	<p align="center">Caleb Hood Planning Division Manager and City of Meridian Resident</p>	<p align="center">Email</p>





September 7, 2021

Matt Stoll, Executive Director  
COMPASS  
700 NE 2<sup>nd</sup> St., Suite 200  
Meridian, ID 83642

Dear Mr. Stoll,

Through Brighton, I have personally witnessed, and participated in the dramatic growth of the Treasure valley over the past thirty years. The relocation of our office two years ago to Ten Mile Crossing—and the Ten Mile Interchange—has given us a close-up view of recent transportation system upgrades, including the 2010 interchange, additional I-84 travel lanes, Ten Mile Road and Franklin Road widening and, peripherally, the 2015-16 reconstruction of the Meridian Road and I-84 interchange.

While those improvements have improved system capacity and traffic flow, increasing traffic volumes at both interchanges—coupled with the anticipated growth in Meridian’s southwestern quadrant—make construction of the Linder Road/I-84 overpass an imperative.

Without that facility, all “*local*” north/south trips west of Meridian Road will continue to mix with, and fight their way through I-84’s on/off movements. Linder Road’s location mid-way between the interchanges will provide relief for intra-community trips, and I-84 access, just as the Locust Grove Road overpass did for the City’s east side more than a decade ago.

Please add my personal support, along with that of Brighton Corporation, for inclusion of the Linder Road overpass to the TIP to assure this project becomes a reality “soon.”

Respectfully,

David W. Turnbull

cc: Mayor Robert E. Simison and Meridian City Council

# Public Comments Received (Verbatim)

**For amendments to: *Communities in Motion 2040 2.0* and  
FY2021-2027 and FY2022-2028 Regional Transportation Improvement Programs**

Public Comment Period: October 26 through November 9, 2021  
Total number of comments received by COMPASS: 28

**Topic: Add project to design auxiliary lanes on Interstate 84 in the City of Meridian and remove an Ada County Highway District roadway improvement project, two Boise State University bicycle parking facilities, and a City of Nampa roadway reconfiguration project.**

Outreach methods: 3 email blasts; legal notices placed in *Idaho Statesman* and *Idaho Press Tribune*; public comment information posted to COMPASS website and social media channels

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code (City) Name Affiliation	Format
It would be very helpful and beneficial to the community to have full transportation options throughout the valley. We live in Middleton and there are zero options other than hiring drivers for our son who is high functioning autistic and does not drive. He attends CWI in Nampa and it would be very helpful to have public transportation to/from every community to the different colleges in the valley. Thank you very much for your consideration.	Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.	Christi Martin	Email
My opinion: -Keep the I-84 projects in place. -Keep the Northwest Nazarene College reconfiguration. -REMOVE the bicycle project. -REMOVE rehab projects. Thank You,	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	(Caldwell) Chuck Stadick	Email
I'm sending this to show my support for the proposed auxiliary lanes on I84 between Meridian and Eagle Road. I hope eventually that I 84 will have HOV lanes throughout Boise but auxiliary lanes are also very useful and are needed.	Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.	Anonymous	Email

<p align="center"><b>Comment</b></p> <p>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center"><b>Staff Response</b></p>	<p align="center"><b>Zip Code (City) Name Affiliation</b></p>	<p align="center"><b>Format</b></p>
<p>I am writing to encourage compass not to adapt the they proposed amendments to the communities in motion 2040 2.0.</p> <ul style="list-style-type: none"> <li>• <b>Widening the interstate between Meridian Rd. and Eagle road</b> would only create induced demand along the roadway, leading to increased traffic and further create a gouge through Meridian, separating the community north and south of the freeway. Widening this road would continue to exacerbate the current inhospitable environment for all non-vehicular usage between the north and south eroding the community. I don't believe southwestern Idaho can continue to subsidize personal vehicle travel in this way when we don't seem to have the funds to invest in public transportation between the various communities in the treasure valley. Unless this added lane would be solely used for car-pooling and bus rapid transit this would be a tremendously negative change to the Treasure Valley.</li> <li>• <b>Bicycle parking-</b> I'm not sure as to what value removing this project would provide to the community. It seems as though bike parking takes less space and costs less money than a comparable parking for motor vehicles and would lessen reliance on personal vehicle travel in the Valley. When I have visited the Boise State campus it seems as though the bike facilities they have are typically well utilized and creating additional secured parking would encourage alternative transportation methods to and from campus. Removing planned bike parking would be a net negative to stakeholders and further propagate our addiction to vehicular travel.</li> <li>• <b>Holly Street-</b> Not undertaking the renovation to Holly Street to reduce lanes of traffic and eliminate bike lanes seems like a terrible idea. Even if Nampa had a thorough network of multi-modal pathways (which it doesn't) bike lanes would still be necessary to access businesses and the University along Holly Street. Unless the planned bike lanes would be replaced by separated, protected, lanes removing this project would appear to be a terrible idea and would materially the health and safety of the community. If a road is not safe enough for you to feel comfortable sending your kids or grand kids down on a bike unattended why would you impose this danger on other members of the community?</li> <li>• <b>ADA compliant sidewalks-</b> Reading your website I'm not sure what valley would be gained through this amendment. On its face this seems to be a discriminatory move which would further limit individuals with disabilities from free movement within our community. If there is a replacement plan for increasing accessibility in these areas for members of our community with disabilities not making these upgrades would be understandable.</li> </ul> <p>Thank you for your time,</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, Boise State University, City of Nampa, and the Ada County Highway District.</p>	<p>Phil Chaffee</p>	<p>Email</p>



<p align="center"><b>Comment</b></p> <p>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center"><b>Staff Response</b></p>	<p align="center"><b>Zip Code (City) Name Affiliation</b></p>	<p align="center"><b>Format</b></p>
<p>Oh my gosh this sounds like the perfect solution to the most horrible exits! Meridian Exit. I always feel like I am taking my life in my hands when I enter the freeway from Meridian road. Everyone drives sooo slow going down the exit and makes it hard to move onto the freeway.</p> <p>Something will need to be done to the Eagle Exits and roads by the freeway with all of the new construction. New traffic will be way more that it will be able to handle!</p> <p>COMPASS Amendment #8 for Communities in Motion 2040 2.0 (CIM 2040 2.0), Amendment #9 for the FY2021-2027 Regional Transportation Improvement Program (TIP) and Amendment #1 for the FY2022-2028 TIP</p> <p>I still think adding overpasses on Eagle from the busy thoroughfare streets would relieve alot of congestion.</p> <p>We also need to use train service. I am sure since Motive Power left Union Pacific would welcome the new usage and money. Would also alleviate the congestion.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and Valley Regional Transit.</p>	<p>Tamalla Roby</p>	<p>Email</p>
<p>I agree with &amp; support this study (Adding lanes on I-84 in Meridian)</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p>Mac McOmber</p>	<p>Email</p>
<p>As usual it is dissapointing to see that public transport and alternative modes of transportation are not being developed. We are growing rapidly, but have no functional public transport. I would like to have more bicycle infrastructure. I would like public transportation options that are frequent and wide spread.</p> <p>Dissapointed, but not surprised,</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p>Alex</p>	<p>Email</p>
<p>I strongly support the proposed amendments would add the following projects to both CIM 2040 2.0 and the TIPs:</p> <ul style="list-style-type: none"> <li>• I-84, Meridian Road to Eagle Road in the City of Meridian</li> </ul> <p>Along with the removal of the the following projects from the TIPs:</p> <ul style="list-style-type: none"> <li>• Two bicycle parking facilities at Boise State University</li> <li>• A reconfiguration project on Holly Street near Northwest Nazarene University in the City of Nampa</li> <li>• A rehabilitation project sponsored by the Ada County Highway District</li> </ul>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p>(Meridian) Ken Nordhoff</p>	<p>Email</p>


<p align="center"><b>Comment</b></p> <p>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center"><b>Staff Response</b></p>	<p align="center"><b>Zip Code (City) Name Affiliation</b></p>	<p align="center"><b>Format</b></p>
<p>I just wanted to comment on the proposed amendment of adding an additional lane and shoulder on the eastbound on- and off-ramps of Meridian Road. I live South of the interstate, just down Meridian and that on-ramp to get on eastbound I-84 during rush hour in the mornings is crazy. It was so great when the lanes of Meridian at Overland going Northbound were adjusted to have a separate turn lane onto Overland as it eased the congestion of those going straight through the light to get onto the interstate...only to find that the on-ramp causes so much of its own congestion. For some reason, people getting on from the South panic and have to immediately try to merge over into the left-hand lane of the on-ramp causing a huge back-up of traffic in the mornings. If there were two on-ramp lanes, this would ease that issue considerably as people would not feel the need to merge over immediately causing the congestion. In order to avoid that mess, I often take Victory down to Eagle to get on the Eagle on-ramp instead which seems like it would be a bad move, but is often faster than trying to get on at Meridian.</p> <p>Thank you for allowing us to provide input!</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.</p>	<p>Rochelle Lim</p>	<p>Email</p>
<p>I am in favor of "I-84, Meridian Road Interchange to Eagle Road Interchange, Design, Meridian" if it can be funded from something other than the taxpayers. Anything to make traffic flow more smoothly! The onslaught of population growth (many of who live in Idaho but pay taxes in another state) should hold some responsibility for additional improvements and services needed.</p> <p>The increased population, therefore the increased traffic, is becoming a real issue in the Treasure Valley. One can only hope the Powers That Be have learned a lesson about not planning ahead when doing improvements on our highways and the freeway. Please give extra careful consideration to what traffic patterns and needs will look like in another 5 years. It is very financially irresponsible to build/improve with only the concerns of today in mind.</p> <p>In addition, as has been stated in other responses to projects, the responsibility for funding should be directly related to the Developers who are making the money off all the building projects and causing stress on our community. Why should tax payers foot the bill when many of us did not want all this development in the first place.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.</p>	<p>Anonymous</p>	<p>Email</p>



<p align="center"><b>Comment</b></p> <p>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center"><b>Staff Response</b></p>	<p align="center"><b>Zip Code (City) Name Affiliation</b></p>	<p align="center"><b>Format</b></p>
<p>PLEASE!!!! That on-ramp is in desperate need of a project to increase its ability to get traffic onto I-84. The on-ramps are so short, coupled with the major intersection at Meridian and Overland that supports nearly 100% of the flow out of Kuna that it makes for a daily disaster.</p> <p>My only suggestion to the plan is that design and construction take place in 2022... I say that sarcastically but there is a desperate need for this last year not four years from now.</p> <p>Thanks!</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.</p>	<p align="center">Chase</p>	<p align="center">Email</p>
<p>Great Job keep up the good work.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p align="center">Anonymous</p>	<p align="center">Email</p>
<p>I agree that an auxilliary lane may be needed eastbound from Meridian Road to Eagle and from Eagle Road eastbound, but as I have previously written, money needs to be spent on transportation projects that take people off of our increasingly busy highway systems-possibly light rail or better busing systems. People are here to stay and these problems will only grow worse in the next decade.</p> <p>I am in agreement with studying changes for Holly Street in Nampa.</p> <p>I agree that bicycle parking at BSU needs to be considered.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, City of Nampa, and Boise State University.</p>	<p align="center">Gary Martin</p>	<p align="center">Email</p>
<p>Auxiliary lane between meridian and eagle is a great idea. The congestion there is unbelievable at times.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.</p>	<p align="center">Anonymous</p>	<p align="center">Email</p>
<p>I would like to comment on the study to add an auxiliary lane between the Meridian Road and Eagle Road interchanges. I think it would help alleviate some of the traffic congestion during the peak hours. Here is my firsthand experience since I have to take that route to work daily.</p> <p>With three lanes merging into one on the eastbound Meridian Road on ramp, then shortly after having to merge onto the freeway, it gets backed up pretty quickly during the morning commute. I've adjusted my commute to leave at least 30 minutes later because of the congestion. I actually save 10 to 15 minutes on my commute by waiting to leave until later. Thankfully, my occupation allows me to have flexible office hours.</p> <p>I've also noticed a significant increase in vehicles exiting eastbound at Eagle Road. It started getting worse right around the time the new office buildings on the southeast side of the Eagle Road interchange opened, so within the last year. Sometimes the far right lane backs up on the freeway because the off ramp is full. This is creating a traffic hazard during the morning rush hour for a couple of reasons.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.</p>	<p align="center">Anonymous</p>	<p align="center">Email</p>

<p align="center"><b>Comment</b></p> <p>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center"><b>Staff Response</b></p>	<p align="center"><b>Zip Code (City) Name Affiliation</b></p>	<p align="center"><b>Format</b></p>
<p>First, I've noticed that vehicles intending to exit at Eagle Road are now changing into the far right lane sooner than before. It's becoming more common for them to change into the right lane in the same place where vehicles are trying to merge onto the freeway at the Meridian Road eastbound on ramp, which just backs everything up further.</p> <p>Second, the far right lane is often moving very slowly or stopped altogether while the other lanes are moving at freeway speeds. I feel that it is a bit risky to try to change into a lane where traffic is going 55-65 mph from one moving at about 10-20 mph. Some drivers get impatient and do it regardless because otherwise they would have to wait several minutes for the line to clear at the Eagle Road exit.</p> <p>It might be worthwhile to also consider expanding the Eagle Road off ramp to multiple lanes, just to keep exiting vehicles from stopping on the freeway.</p>			
<p>I think these are exceptionally good additions, considering how our community has grown and likely will continue to grow, albeit at a slower rate with current housing costs. The land and area most appealing for development will likely be around Owyhee high School and south Meridian because there isn't a lot of land left in North Meridian except to the far west. So, I think it's important to develop the infrastructure to sustain the growth impacts we'll see by 2030 that will make this project crucial to safety on Meridian and Overland Road, as well as diffusing the impact of rush hour traffic in that interchange.</p> <p>That being said, there is a strong need for better safety on Holly street to mitigate the impact of traffic for NNU's Brandt Auditorium. I believe both are very important but I believe that there is a much stronger need for the Meridian Road I-84 improvements looking ahead to 2030 and 2040.</p> <p>Thanks for all you do in planning for our safety and growth.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Nampa.</p>	<p>Merit Welker</p>	<p>Email</p>

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<p>My main issue with biking is the inability to find covered bike parking. I think that removing the BSU bike parking facility project is the wrong direction for helping stem car traffic downtown. If you want to encourage biking (which is the fastest and easiest way to reduce traffic) you need to build the same infrastructure that you do for cars. It's not fair that when I decide to bike that I have an extremely limited infrastructure compared to cars. Even when it's way cheaper to put in bike infrastructure. I have a car, I pay road taxes. I want those taxes to also support me as a complete transportation being and help me when I decide to leave the car at home.</p> <p>You should keep the bsu bike parking facility project. And you should add a covered bike parking spot in Hyde Park, at North Junior high, and at the Capitol building/and or 8th street. We need more bike specific covered parking. Fastest way to reduce car traffic without limiting transportation options is to provide easier biking options and infrastructure. Kill two birds with one stone!</p> <p>Thanks for your work. Cheers</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, Boise State University, City of Boise, and Ada County Highway District.</p>	<p>Larissa DeHaas</p>	<p>Email</p>
<p>Last week I attended the Star's Mayor's state of Star address to express my concern that your plans are too long in coming to help Star.</p> <p>We have a state of emergency/safety with so much traffic now coming through the town on State St. I know your statistics show that our problems are due to the extremely heavy traffic increasingly coming from Middleton. So perhaps you need to re-route that traffic through safer corridors that need to be put into place.</p> <p>State Street running through Star is ALL DAYLONG unsafe. It is very very difficult to get off and into State Street to our developments. It is only a matter of time before we have traffic deaths. There is no rush hour anymore — it is CONSTANT.</p> <p>You need to excelebrate your plans to make Star safe ASAP. We cannot wait 2-3 years down the road; we will be having many traffic incidents. We need help NOW.</p> <p>Please re-configure your timeline and get Star some relief now from the unsafe traffic. You need to ask the Governor to release some of his surplus to make our town safe. Safety should be trumping everything else, especially since the problems are caused by our neighbor to the west.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Star.</p>	<p>83669 (Star) Lynn Davis</p>	<p>Email</p>

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<p>Texas tried to build their way out of congestion. They now have the Katy Freeway and traffic is worse than ever. Humans have an unsurpassed potential to learn from the mistakes made by others and an unsurpassed ability to not do so.</p> 	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.</p>	<p align="center">83706 (Boise) Gary Ackaret Idaho Department of Environmental Quality</p>	<p align="center">Email</p>
<p>I agree with the above re it's a priority over the others. Take care</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p align="center">Chuck Stadick</p>	<p align="center">Email</p>
<p>I am in agreement with the proposed changes. The Holly street changes as proposed in particular are a waste of money which could be better used elsewhere Thank You</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p align="center">(Nampa) Hubert Osborne</p>	<p align="center">Email</p>
<p>Someone really screwed up on street planning for this area. (Staff note: referenced "streets in Southern Boise and Meridian" in subject line) The nearsightedness of both city's councils is not acceptable. THE VALLEY WILL RECEIVE OVER 500,000 NEW RESIDENCE during the next 10 years, is my opinion. I calculate this on the loss of land near both oceans and the GOM. The increase in storms and their severity has increased along all 3 bodies of water and more cities are flooding each year. More families will move here because of our better weather and the increase of business by Micron and Amizon. This P A N D E M I C is not over as our stupid politicians design CDC and Scientific evidence on world warming! But where will the VALLEY find more water for 1 million new residence and businesses? Because of the stupidity of these counsels pertaining to TRACK HOUSING, they clustered large amounts of cars in small areas along the following streets. 1- Victory Street is a nightmare from 7 - 9;30 and 3;30 to 6;30 . This street needs to be widened to 5 lane! 2- Amity Street - same as above. But an overpass bridge needs to be installed to connect to Cole to offset traffic from TRACK HOMES.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the Idaho Transportation Department the Ada County Highway District, the City of Boise, and the City of Meridian.</p>	<p align="center">83709 (Boise) Lester A. Meade</p>	<p align="center">Email</p>

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<p>3- CLOVERDALE NEEDS TO BE WIDDENED ALL THE WAY SOUTH to 5 lanes with side offshoots to residential areas and to handle Track Home traffic from Amity and Lake Hazel.</p> <p>4- Police Call Boxes, for emergencies, needs to be installed throughout the valley, with cameras, to facilitate bike and pedestrian emergencies.</p> <p>5- The best decision that each counsel has made is Meridian Road to Kuna.</p> <p>6- 10 mile road will be flooded with traffic in 10 years as new homes are built and hundreds of TRACK HOMES ARE CLUSTERED. Again -  this road needs to be 5 lane with side lanes for entry to residents and TRACK HOMES. THIS ROAD SHOUD EXTEND AT LEAST 2 MILES  SOUTH OF KUNA.</p> <p>7- The City Councils also need to look at a full VALLEY BUS SYSTEM. That not only connects within the Cities, but also has a hub that transfers people to other cities, including MT Home.</p> <p>8- An UNDERGROUND t u b e TRANSPORT SYSTEM needs to be considered by the Whole Valley that will be built under all new or repaired streets. This underground transport tube system must interconnect with all cities with in the valley and Mt. Home.</p> <p>Imagination and planning will distinguish the valley and will project a political system that focuses on the needs of the people and not on businesses. But this future planning will benefit both. Our world has changed, people are worried about safety, food and protection.</p> <p>Thousands of poor are migrating to the US daily because of the weather and CARTEL KILLINGS IN THEIR NATIONS. Worry, pain and dysfunction with jobs and the stupid political decisions have increased the need for American DRUGS to self-medicate.</p> <p>In A HUNDRED years, WE MAY SEE THE LOSS OF millions of acres of coastal land. Florida may disappear and the golf of Mexico could reach inland to Saint Lewis. All of the inland Cities will be overwhelmed with new residences. Politicians must stop being SELF-CENTERED THIEvS, put on big boy pants and start working to save the next generation.</p> <p>My generation will be dead in 20 years. I,m 73. TRACK HOMES - OK FOR TEMPORARY FAMILIES AND SINGLES. BUSINESSES NEED TO START BUILDING Mini homes and apartments for LOW PAYING JOBS on their job sites.</p> <p>Albertsons needs to set the standard and do this now at the</p>			

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<p>new Amity store. Even at \$15/hr - people can not afford housing in Boise or Meridian anymore! As the MILITARY loses land near the sea - MtHome Airbase will triple and so will the personnel here at the Boise Airport and at Malstome Airbase in Montana. Will the Valley Leaders be ready or will they keep repairing and making excuses for not planning? Just look at the backup at each local license authorizing locations and the backlogs.</p>			
<p>There is a mountain of money coming to idaho for road projects. Would it be prudent to delay start of some these projects and see what we are getting, then replan based on the new infusion of money? The thinking is we have higher priority transportation issues we are putting off because of lack of funding. It appears we are getting the funding as soon as the bill is signed by Biden and federal government processing of the funding. We are about \$1b behind on idaho road projects. We should move the highest priority projects to the top of the list and aggressively drive on completion. None of what you are talking about right now will help solve the critical traffic issues we have right now IMHO.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.</p> <p>Projects are selected for funding through a formal prioritization process. COMPASS is currently reviewing the provisions of the Infrastructure and Investment and Jobs Act to determine its impact on the region.</p>	<p>(Middleton) Steve Flora</p>	<p>Email</p>
<p>After reading the amendment summary &amp; funding details document, it seems that the direction is to invest heavily in motor-vehicle support while canceling projects to support other ways of transportation. My expectation would be that this will be a significant expense for limited sustainable value. Other cities have done similar highway widening projects of limited utility - see the DC metro I-95/495 corridor for an easy example. I think this type of infrastructure project is a poor use of taxpayer dollars.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, the Ada County Highway District, the City of Nampa, and Boise State University.</p>	<p>Anonymous</p>	<p>Email</p>
<p>I'd like to comment on the proposed changes to CIM2040 2.0, specifically the proposal to remove the Holly Street reconfiguration. Four lane undivided road configurations not only promote driving at unsafe speeds and traffic weaving, but the lack of turn lanes lead to a dangerous situation for vehicles attempting to make left-hand turns, and obstruct through traffic behind the turning vehicle. A three lane configuration would make the street safer for residents and drivers alike.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the City of Nampa.</p>	<p>Andrew Cascio</p>	<p>Email</p>
<p>This is not about the email you sent, but it is related. I have lived in Boise for 32 years and I am out in the Boise traffic around town every day of the week. I am very upset that bike lanes are going in on Maple Grove between Overland</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Ada County Highway District.</p>	<p>Nancy Powers</p>	<p>Email</p>

<p align="center"><b>Comment</b></p> <p align="center">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center"><b>Staff Response</b></p>	<p align="center"><b>Zip Code (City) Name Affiliation</b></p>	<p align="center"><b>Format</b></p>
<p>and Franklin. What is desperately needed in my opinion and that of my neighbors here on Shoup, is turn lanes on Maple Grove. Yes, I voiced my opinion when I saw the sign announcing this, but was basically told there just isn't enough accidents there and because it was poor future planning when the overpass was constructed.....I was here then and remember it well when Maple Grove was punched through from Franklin to Overland. So, it would now be incredibly expensive to put turn lanes in on this intersection. Hmmm.....so instead we are going to use money and any footage along the road for bike lanes; then we can never look forward to turn lanes. I feel that is a mistake in planning, not looking far enough into the future needs with all the incredible growth going on here now. There are so very few people using the bike lanes in this City. Maybe they are downtown, but not out in this area. And, for that small amount of riders who do ride to work, I'd bet they have a car they use in winter. Oh, so bike lanes ARE part the future of transportation, well so is rail, yet we just continue to make more traffic lanes, do more road work, create more emissions and say that people here want to drive their cars, not ride a train. Yes, I've been told that by planners several times over the years.</p>			
<p>The City would like to comment on the TIP amendment in support for evaluating the addition of an auxiliary lane on I-84, Meridian Road to Eagle Road. The Eagle/Overland intersection and surrounding area has been on our radar as a bottle neck of traffic congestion. The City is supportive of efforts that improve traffic in that area.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.</p>	<p>Miranda Carson Comprehensive Associate Coordination Planner (City of Meridian)</p>	<p>Email</p>
<p>The adding of an auxiliary lane and an additional lane for the Meridian Interchange's eastbound on and off ramp has been well supported by others and is good.</p> <p>The second part of that amendment of including the study of the traffic patterns from Meridian Rd to the WYE is of primary importance. Certainly that is understood to include the study of the traffic patterns on the opposite roadway of from the WYE to Meridian Rd. The study of such east and west traffic is of most importance and certainly is overdue now and must go forward.</p> <p>Now we see the congesting of traffic at certain points such as on the westbound intersection of I-184 with I-84 where we have three westbound lanes having to merge into one lane. This is a big problem for afternoon traffic.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.</p>	<p>Anonymous</p>	<p>Email</p>

<p align="center"><b>Comment</b></p> <p>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center"><b>Staff Response</b></p>	<p align="center"><b>Zip Code (City) Name Affiliation</b></p>	<p align="center"><b>Format</b></p>
<p>Another problem , slightly related to the above, is the long distance between interchanges near Cole Rd and Eagle Rd. That distance is four miles whereas across the other urban/suburban area of Ada County and Canyon County that distance is or is scheduled to be two miles or occasionally less. This places great pressure on the existing interchanges with added driving and much delay to such users during many parts of the day.</p> <p>For the users in this West Boise area, the best solution would be to include in the above study the adding of the many times past looking at an interchange at Five Mile Rd with the now scheduled rebuild of that over pass.</p> <p>The past rub has been the three lane change for the eastbound users wanting to go down I-184. That can not be allowed because it is to dangerous. So such future users would need to use their current route. And a lane block would need to be installed so that cross over could not be made.</p> <p>Or even do not build an eastbound on ramp. Or also even do not build an east bound off ramp. But that potential interchange surely must be in the above study.</p>			
<p>Instead of adding traffic lanes to already clogged highways and byways, seriously pursue mass transit options throughout the Treasure Valley. For the sake of the environment and resident mental health, consider exploring viable renewable energy-propelled/mass transit systems that contribute to our collection mental and environmental health.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and Valley Regional Transit.</p>	<p>Tom V. Trotter, PhD Professor Emeritus, Counseling &amp; School Psychology, University of Idaho Affiliate Faculty, Center for the Study of Aging, Boise State University</p>	<p>Email</p>

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# Public Comments Received (Verbatim)

## For amendments to: *Communities in Motion 2040 2.0* and FY2022-2028 Regional Transportation Improvement Program

Public Comment Period: January 3 through 17, 2022  
Total number of comments received by COMPASS: 18

**Topic: Add a planning and environmental linkages (PEL) study in the City of Kuna for the realignment of the State Highway 69 (Meridian Road) and Kuna Road intersection and the extension of Meridian Road south to Kuna Mora Road, including overpasses over the Union Pacific Railroad and Indian Creek.**

**The proposed amendments would also add a pavement preservation and Americans with Disability Act (ADA) improvements project in Ada County in the TIP.**

Outreach methods: 3 email blasts; legal notices placed in *Idaho Statesman* and *Idaho Press Tribune*; public comment information posted to COMPASS website and social media channels

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code (City) Name Affiliation	Format
Not only widening 55 in Canyon County but adding more freeway access in Canyon County will help make Middleton rd a 84 access point and even unstick to many wrecks from people racing to get ahead on 55 at each stop light where it goes from one to two lanes and then back to one 55 should two lanes from tenth ave all the way to Nampa Caldwell Blvrd	Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.	Anonymous	Email
First of all, thanks - again - for the opportunity to provide input regarding proposed road projects. I would strongly encourage avoiding those which seem to contradict re: benefits to be derived, specifically, additional roads/expanded roadways and the mitigation of problematic air quality. The additional flow (and uptick in speed) of traffic and generation of carbon monoxide is worrisome. What are the planners proposals for improving air quality, a persistent problem in the Treasure Valley, within the context of roadway extensions and expansions?	Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Kuna, and the Ada County Highway District.  Regarding air quality planning, the Meridian Road extension is included in the Ada County Highway District's Capital Improvement Plan; therefore, the project is part of COMPASS' air quality conformity demonstration, which is a process to verify that planned transportation projects will not cause the region to exceed established air quality budgets. You can learn more about air quality conformity demonstrations at <a href="http://www.compassidaho.org/prodserv/aq-demo.htm">www.compassidaho.org/prodserv/aq-demo.htm</a> .	Tom Trotter, PhD University of Idaho	Email

<p align="center"><b>Comment</b></p> <p>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center"><b>Staff Response</b></p>	<p align="center"><b>Zip Code (City) Name Affiliation</b></p>	<p align="center"><b>Format</b></p>
<p>I support the propose amendments to add the following project to both CIM 2040 2.0 and the TIPs: A planning and environmental linkages (PEL) study in the City of Kuna for the realignment of the State Highway 69 (Meridian Road) and Kuna Road intersection and the extension of Meridian Road south to Kuna Mora Road, including overpasses over the Union Pacific Railroad and Indian Creek. And to add a pavement preservation and Americans with Disability Act (ADA) improvements project in Ada County in the TIPs.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Kuna, and the Ada County Highway District.</p>	<p align="center">83646 (Meridian) Walter M. Steed</p>	<p align="center">Email</p>
<p>I'm in favor of this Amendment Although the ADA project is not high on my priority list</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Kuna, and the Ada County Highway District.</p>	<p align="center">Mac</p>	<p align="center">Email</p>
<p>I think it would be a good thing to extend Meridian Road out passed Kuna. 😊</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the City of Kuna.</p>	<p align="center">83709 (Boise) Susan Bradley Idaho Commission on Aging</p>	<p align="center">Email</p>
<p>My comment goes to the amendment for funding additional curb improvements in compliance with the ADA. If this includes the funding of additional orange plastic ramp curbs, it is a waste of money. A more sustainable installation is needed. My observation is that many of the ramps installed in the past quickly deteriorate and in their fractured condition become a hazard for all uses. I would suggest ACHD undertake an inventory and condition and life span analysis of the existing ramps before installing any more. Thanks for the opportunity to comment.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Ada County Highway District.</p>	<p align="center">83707 (Boise) Diane T. Kushlan, FAICP Kushlan Associates</p>	<p align="center">Email</p>
<p>I support the proposed amendments. Kuna Mora Road needs to be a major belt route in the Treasure Valley just like I-215 in Salt Lake. Please do not squander the opportunity to preserve this belt route for Nampa, Caldwell, Kuna, and Boise. I have lived in the Treasure Valley for over 40 years. This needs to happen.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Kuna, and the Idaho Transportation Department.</p>	<p align="center">Bryan Palfreyman Palfreyman and Associates, PLLC</p>	<p align="center">Email</p>
<p>The only comment I would have is long as they do a thorough due diligence on the project and coincide it with the other projects at the same time to save taxpayer dollars instead of putting a project in and then tearing it up later when both could've been done during that particular timetable, I'd say it is a good project. Traveling that area often, I hope they can get it in sooner than later because of the traffic pressure currently in that area. It seems we are always really late with traffic needs and wait too long.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the City of Kuna.</p>	<p align="center">Chuck Stadick</p>	<p align="center">Email</p>

<p align="center"><b>Comment</b></p> <p>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center"><b>Staff Response</b></p>	<p align="center"><b>Zip Code (City) Name Affiliation</b></p>	<p align="center"><b>Format</b></p>
<p>First of all, I'm all in favor of growth... However, the proposals would be ok IF, and I repeat IF there is some discussion on traffic movement on Meridian Rd (hwy 69) from Kuna to the Hwy 84 on-ramp. Currently, with all the new housing construction off of Meridian Rd from Meridian to Kuna, the influx of additional vehicles both private and commercial on Hwy 69 will and have at least doubled the amount of vehicles on this hwy. With this increase, there is an increase in traffic collisions and pollution for the existing surrounding homes and businesses. There needs to be additional ways to divert traffic from Hwy 69 to Interstate 84 in the form of more on/off ramps or parallel roadways alike Overland Rd. With summer just around the corner the increase in traffic from Hwy 69 and Interstate 84 to the Waterpark will create additional vehicles to this area. When looking at expansion, please keep in mind the traffic and those of us who have lived here for a very long time. As I said, I'm not against growth, but we need smart growth that doesn't decrease the livability of existing residents.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Kuna, and the Idaho Transportation Department.</p>	<p>Ann Farace Meridian Homeowner in Elk Run II</p>	<p>Email</p>
<p>We travel to Kuna regularly, although we almost always come in via Meridian Road. While we ourselves would not likely use this proposed extension often, we can definitely see its benefits. Since it takes years to get something like this accomplished we definitely support a study on it and hope it gets h a high enough priority to get approval and into the mix of approved projects. For now I see both the Lake Hazel and Amity projects as higher priorities.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Kuna, and the Ada County Highway District.</p>	<p>Harold Klein</p>	<p>Email</p>

<p align="center"><b>Comment</b></p> <p>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center"><b>Staff Response</b></p>	<p align="center"><b>Zip Code (City) Name Affiliation</b></p>	<p align="center"><b>Format</b></p>
<p>I am absolutely in favor of a planning and environmental linkages (PEL) study in the City of Kuna for the realignment of the State Highway 69 (Meridian Road) and Kuna Road intersection and the extension of Meridian Road south to Kuna Mora Road, including overpasses over the Union Pacific Railroad and Indian Creek.</p> <p>With significant growth taking place and planned for between Meridian and Kuna, and east on Kuna Mora road to Blacks Creek, this project is a must. A future Utah I-215 like corridor for this area is compelling. I-84 is becoming so congested west of the Boise airport to Caldwell. There is a need for a belt route to alleviate auto and truck traffic congestion now and into the future. Not to mention safety. There is significant capacity on I-84 east of Blacks Creek interchange. This concept has been discussed for years. I am glad to see that there is a least a start by addressing the transportation need south of Meridian to Kuna Mora Road. Thanks,</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Kuna, and the Idaho Transportation Department.</p>	<p align="center">(Boise) David L. Palfreyman</p>	<p align="center">Email</p>
<p>I do feel this is very much needed. The other two crossings are overloaded and sometimes emergencies happen but emergency vehicles can not cross because of the train. I feel an overpass is very important to our community. Thank you</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the City of Kuna.</p>	<p align="center">Anonymous</p>	<p align="center">Email</p>
<p>I disagree with the road going thru to Kuna mora. I don't agree with an overpass at all, I know we are the minority there. If an overpass is needed...why not just through o king road. I don't understand the need to continue it to Kuna Mora Rd.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the City of Kuna.</p> <p>The study will mainly review extending Meridian Road to Kings Road but will also explore the option of extending Meridian Road to include a future connection to Kuna Mora Road to the south.</p>	<p align="center">Anonymous</p>	<p align="center">Email</p>

<b>Comment</b> (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	<b>Staff Response</b>	<b>Zip Code (City) Name Affiliation</b>	<b>Format</b>
<p>As a resident of Kuna with roots in Idaho going back over 100 years, who has lived or worked in many US states, Canada, and Europe, I am both delighted and dumbfounded at this proposal.</p> <p>I am delighted that we are finally starting to think about the explosive growth Kuna is undergoing. I am dumbfounded that this was not planned and executed before the Kuna City Council entertained, let alone approved about 30 new developments.</p> <p>I live near Ten Mile and Deer Flat and know how bad it can be to try to get to I-84 with our current traffic. The idea of owning a home south of Indian Creek seems sheer madness. The trip across Indian Creek and the tracks can be darn near impossible if the railroad has lots of traffic. I imagine that our ignorant transplants that have made that mistake rued the day they signed their purchase contracts.</p> <p>Anything that can be done to improve traffic flow in Kuna, even something like this that will not personally benefit me, is welcome!</p> <p>Now, how about we get light rail, like so many other places that I have lived or worked, on the agenda and run a spur down to Deer Flat and Meridian. It could be in the center lane and elevated. That would be a real improvement and something I would use...as long as there was also a station near the fairgrounds near work!</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Kuna, the Idaho Transportation Department, and Valley Regional Transit.</p>	<p>Shawn Jefferds</p>	<p>Emails</p>
<p>I think that this like so many projects is way over due and would be a significant improvement t the Kuna community.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the City of Kuna.</p>	<p>Anonymous</p>	<p>Email</p>

<b>Comment</b> (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	<b>Staff Response</b>	<b>Zip Code (City) Name Affiliation</b>	<b>Format</b>
<p>1 - Make all of Victory Road 3 lane to 10 mile.</p> <p>2- Build a bridge over water ditch from Amity to Cole to help with traffic. Make Amity a 3 lane or 5 lane street all the way to the airport.</p> <p>3 - Make Lake Hazel a 5 lane from airport to 10 mile before anymore congested ugly track homes are built!</p> <p>4 - Double to amount of Street Buses in ADA County with more stops South of Victory and include Kuna.</p> <p>5 - Start installing 6ft Diameter Cement package pneumatic transfer tubes to be finalized in 2040. Two parallel tubes to be installed under all rebuilt roads in all of Ida County until 2040 when transfer pneumatic pressure will be activated with floor magnetic fields.</p> <p>6 - Start installing 10ft diameter cement pneumatic tubes under all main Freeway reconstructed roads for all STATE MAIN HIGHWAYS to transmit materials, people and goods now transmitted on the freeways producing smog and CO2. Each lane! This should PART be part of a NATIONAL Transportation Program. Probably will never happen in our lifetime because of the hatred of and uncompromising Congress.</p> <p>7 - Start building 4 new grade schools, 4 new Jr. HS and 2 new, very large new High Schools south of Cole and Lake Hazel. Also build the same kind of HS on Meridian Road to Kuna on the east side of the road past the Lineman Training Center. Ada County will have 50,000 more families living here in 5 years! If the County and City Elected officials sit on their hands and do nothing - they will wake up with 40 to 50 students in every classroom and no teachers. The STATE ELECTED OFFICIALS should also build a NEW TRAINING CENTER - " The Kuna Training Center for Teachers, Electricians, Plumbers, Carpenters and Nurses South of Kuna. The land is cheap now and there is land to build low-income homes. Build now before its too late. The State Coffins have the money now - it may not be there in 10 years! America will need 800,000 trained people in these trades tomorrow. Colleges can not keep up and are too expensive for low and middle-income families. Businesses will also need to build low rent homes , on site, for low paid workers from here on. Wake up Abertsons !</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Kuna, Ada County Highway District, the Idaho Transportation Department, and Valley Regional Transit.</p>	<p>Lester A. Meade</p>	<p>Email</p>

<b>Comment</b> (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	<b>Staff Response</b>	<b>Zip Code (City) Name Affiliation</b>	<b>Format</b>
We don't need an overpass in Kuna. It will only bring more traffic and more people and frankly, pardon my french but that is bull****! The natives of Kuna are tired of you people selling off our town and bringing in more cockroaches from out of state. Neighborhood crime is up, traffic is up, schools are more crowded, our farmland is being sold off to the highest bidder only to build crappy California style homes so close together you can hear your neighbor fart. These hoods will look just like that in a few years, a HOOD. As a fifth-generation Idahoan whose own children will not be able to buy a home here, STOP RUINING OUR STATE!!!!	Thank you for your comments; they will be shared with the COMPASS Board of Directors and the City of Kuna.	Anonymous	Email
Thank you for arranging these improvements, especially ADA!	Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Kuna, and the Ada County Highway District.	Sue Maben Community Member	Email

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## Public Comments Received (Verbatim)

### For amendment to FY2022-2028 Regional Transportation Improvement Program

Public Comment Period: March 31 through April 14, 2022

Total number of comments received by COMPASS: 13

**Topic: Add seven new public transportation projects.**

Outreach methods: Two email blasts; legal notices placed in *Idaho Statesman* and *Idaho Press Tribune*; public comment information posted to COMPASS website and social media channels

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code (City) Name Affiliation	Format
<p>I support all of these projects. Expanding affordable and useful transportation areas is very important to our state's infrastructure.</p> <ul style="list-style-type: none"> <li>•Support transit administration, operations, and preventative maintenance (Treasure Valley Transit) in rural areas of southwest Idaho</li> <li>•Support transit operations (Kuna Senior Center)</li> <li>•Support preventive maintenance (Kuna Senior Center)</li> <li>•Fund community transit services in rural Ada and Canyon Counties (Valley Regional Transit)</li> <li>•Replace 12 vans serving rural areas (Ada County Highway District Commuteride)</li> <li>•Replace three transit vans for use in rural areas of southwest Idaho (Treasure Valley Transit)</li> <li>•Replace three compressed natural gas 25-foot buses with three 35-foot electric buses (Valley Regional Transit)</li> </ul>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, Valley Regional Transit, the Kuna Senior Center, Ada County Highway District, and the Idaho Transportation Department.</p>	Danielle Boyd	Email
<p>West of Boise area to airport express route would be nice. Currently, it will take 2+ hours to get to the airport so no one would use it. But if we have an option to park and ride an express bus to the airport, I think more people will take it. Thank you.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p>	Naho Nakashima	Email
<p>I can support all of the items except #4 and #7. You know my feeling that we should not be spending money on VRT buses that have such a low ridership.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, Valley Regional Transit, the Kuna Senior Center, Ada County Highway District, and the Idaho Transportation Department.</p>	Mac	Email
<p>I am aware of the amendment and its proposed projects. I whole-heartedly support them.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, Valley Regional Transit, the Kuna Senior Center, Ada County Highway District, and the Idaho Transportation Department.</p>	Al Schneider District 3 PTAC Representative	Email



<b>Comment</b> (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	<b>Staff Response</b>	<b>Zip Code (City) Name Affiliation</b>	<b>Format</b>
<p>I support all 7 as useful projects that benefit all of us . One concern is, has the past 5 years of building BOOM in all of SW Idaho changed where "rural" areas are?</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, Valley Regional Transit, the Kuna Senior Center, Ada County Highway District, and the Idaho Transportation Department.</p> <p>In response to your question, what is considered "urban" and "rural" is determined by the US Census. We expect to receive updated information from the 2020 Census in the summer 2022.</p>	<p>Anonymous</p>	<p>Email</p>
<p>it all sounds good, please pass this. we need more transportation, more functional transportation and updates to help reduce pollution and traffic. make it better and more convenient for people and people will use it and it will make things better for all of us.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, Valley Regional Transit, the Kuna Senior Center, Ada County Highway District, and the Idaho Transportation Department.</p>	<p>Patricia McDermott</p>	<p>Email</p>
<p>We don't necessarily need electric busses. We just need more busses, more routes, more stops. We need ways to get people to work and activities that do not involve driving all thetime. Seniors who can no longer drive, those without drives license like Youngs need to have reliable SAFE transportation. The Treasure Valley is getting so much growth that traffic is becoming a huge problem. We should make rhe developers pay in part for the needed transportation . Our long time citizens should not have to bear so much of the burden via increasing taxation.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p>	<p>(Nampa) Joy Lewis</p>	<p>Email</p>
<p>I am in full support of the proposed amendment to add seven new public transportation projects to the FY2022-2028 TIP. I hope the board passes this amendment.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, Valley Regional Transit, the Kuna Senior Center, Ada County Highway District, and the Idaho Transportation Department.</p>	<p>Deanna Smith</p>	<p>Email</p>
<p>I am writing to voice my support for the proposed amendment to FY2022-2028 plans for transportation projects. They all address current needs and are forward looking. Thank you</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, Valley Regional Transit, the Kuna Senior Center, Ada County Highway District, and the Idaho Transportation Department.</p>	<p>83703 (Boise) Elaine Garris</p>	<p>Email</p>
<p>I would like to know why Star has been overlooked in any of these road projects. This town is growing by leaps and bounds and the roads are not big enough and will never accommodate the influx of the building going on. We need widening of every road in Star right now. Just drive out here and you can see why it is impossible to drive anywhere without a longer transit time due to the large amount of cars and people.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p> <p>In response to your question, funding is severely limited, and the City of Star competes for funding with other similarly sized jurisdictions across the state.</p>	<p>(Star) Susan McCleery</p>	<p>Email</p>
<p>Please consider the latest data to reduce light pollution in Idaho. Let us see our starry skies.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p>Margo Szlanic, MSN, RN</p>	<p>Email</p>

<b>Comment</b> (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	<b>Staff Response</b>	<b>Zip Code (City) Name Affiliation</b>	<b>Format</b>
I was able to look at the proposed projects and looks great. I am really happy to see that improvements/additions will be considered for rural areas such of Wilder, Homedale and other small towns. I am really pleased to see that you are including the access for people with disabilities. It is very complicated for them to travel to places they like for medical and other necessities. THANK YOU!	Thank you for your comments; they will be shared with the COMPASS Board of Directors, Valley Regional Transit, the Kuna Senior Center, Ada County Highway District, and the Idaho Transportation Department.	Griselda Camancho Aprendiendo Together, LLC	Email
I think the proposal for the FY 2022-2028 TIP had items that need to be addressed and I approve of the proposal.	Thank you for your comments; they will be shared with the COMPASS Board of Directors, Valley Regional Transit, the Kuna Senior Center, Ada County Highway District, and the Idaho Transportation Department.	Elizabeth Vavricka	Email

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