



*Working together to plan for the future*

# FY2017-2021 Regional Transportation Improvement Program

Report Number 1-2017

Adopted by the COMPASS Board of Directors October 17, 2016

Resolution No. 01-2017

Amended:

Modified: October 19, 2016, November 8, 2016

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**RESOLUTION NO. 01-2017**

**FOR THE PURPOSE OF APPROVING THE  
FY2017-2021 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 Transportation Improvement Programs be developed and amended in consultation with all interested parties;

**WHEREAS**, a public comment period was held between August 19 and September 19, 2016, for people to review and comment on proposed projects in the program;

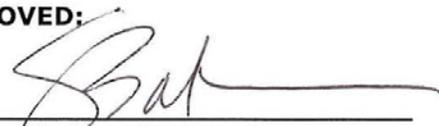
**WHEREAS**, the Community Planning Association of Southwest Idaho desires to take timely action to ensure the availability of federal funds; and

**WHEREAS**, the Community Planning Association of Southwest Idaho has developed the FY2017-2021 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 Final FY2017-2021 Regional Transportation Improvement Program and the associated air quality conformity demonstration.

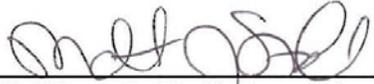
**DATED** this 17<sup>th</sup> day of October 2016.

**APPROVED:**

By: 

**Sara Baker, 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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## I. INTRODUCTION

The Regional Transportation Improvement Program (TIP) is a short-range (3-5 year) capital improvement program (budget) of transportation projects consistent with federal regulations and area policies and strategies. The Idaho Transportation Investment Program (ITIP) is the state's short-range capital improvement program. The ITIP references projects in Ada County and Canyon County via the Community Planning Association of Southwest Idaho (COMPASS) TIP.

The TIP is developed through a cooperative process by COMPASS, the designated metropolitan planning organization (MPO) for the Nampa Urbanized Area and the Boise Urbanized Area Transportation Management Area (TMA). This process involves extensive participation by the Idaho Transportation Department (ITD); Ada County Highway District (ACHD); Canyon Highway District; Ada and Canyon Counties; the cities of Boise, Caldwell, Eagle, Garden City, Kuna, Meridian, Middleton, Nampa, Parma, Star, and Wilder; Capital City Development Corporation; and Valley Regional Transit (VRT), the regional public transportation authority.

The TIP must be consistent with the regional long-range transportation plan, *Communities in Motion 2040* (CIM 2040). The COMPASS Board of Directors adopted CIM 2040 on July 21, 2014. The plan is comprised of long-range transportation corridors, a short-range public transportation component, air quality conformity, pathway development, and transportation system management elements. CIM 2040 is consistent with the goals and objectives of the area's comprehensive plans.

The first four years of the TIP are of particular interest since the years are considered as "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 will be posted online by December 2016 at [www.compassidaho.org/prodserv/transimprovement.htm](http://www.compassidaho.org/prodserv/transimprovement.htm) under "Annual Listing of Projects."

This document includes all federally funded projects and those non-federally funded projects deemed "regionally significant" for air quality conformity purposes in Ada County (see page 18 for the definition of "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; and the Nampa Urbanized Area includes the cities of Nampa, Caldwell, and Middleton, as well as adjacent densely settled areas as shown in Figure 1. The smoothed urbanized area boundaries for the Boise and Nampa areas were adopted by the COMPASS Board of Directors, via Resolution 15-2013, on August 19, 2013. The planning area includes all of Ada and Canyon Counties. The Ada County air quality "maintenance area" encompasses the entire area of Ada County north of the Boise Baseline (Figure 2), located seven miles south of the City of Kuna. Northern Ada County is a maintenance area for two air pollutants – coarse particulate matter (airborne dust and other particles; referred to as "PM<sub>10</sub>") and carbon monoxide. Northern Ada County violated the federal standard 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. The urban clusters of the cities of Kuna and Star are inside the planning area and the maintenance area.

Figure 1: COMPASS Planning Area  
COMPASS Planning Area

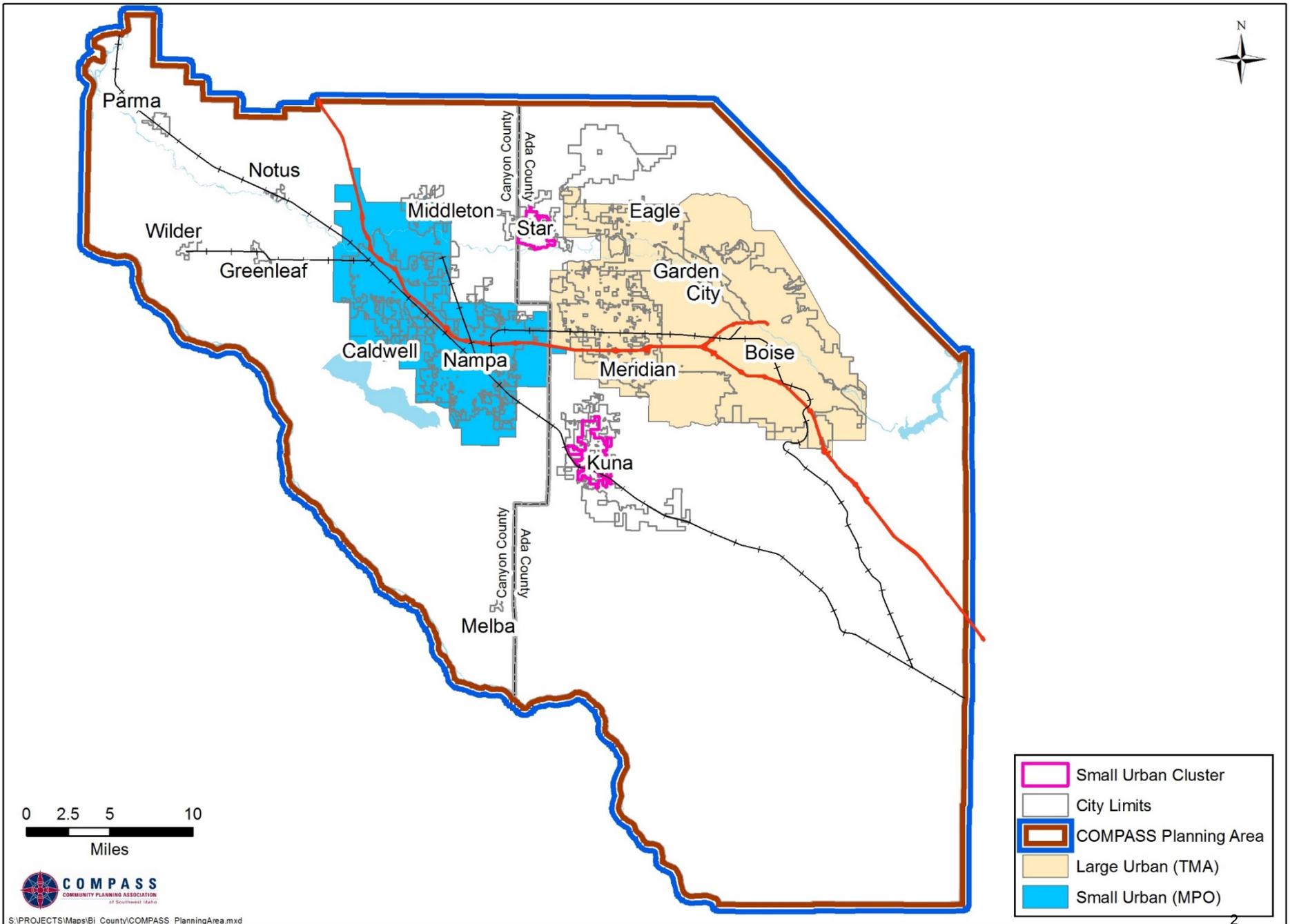
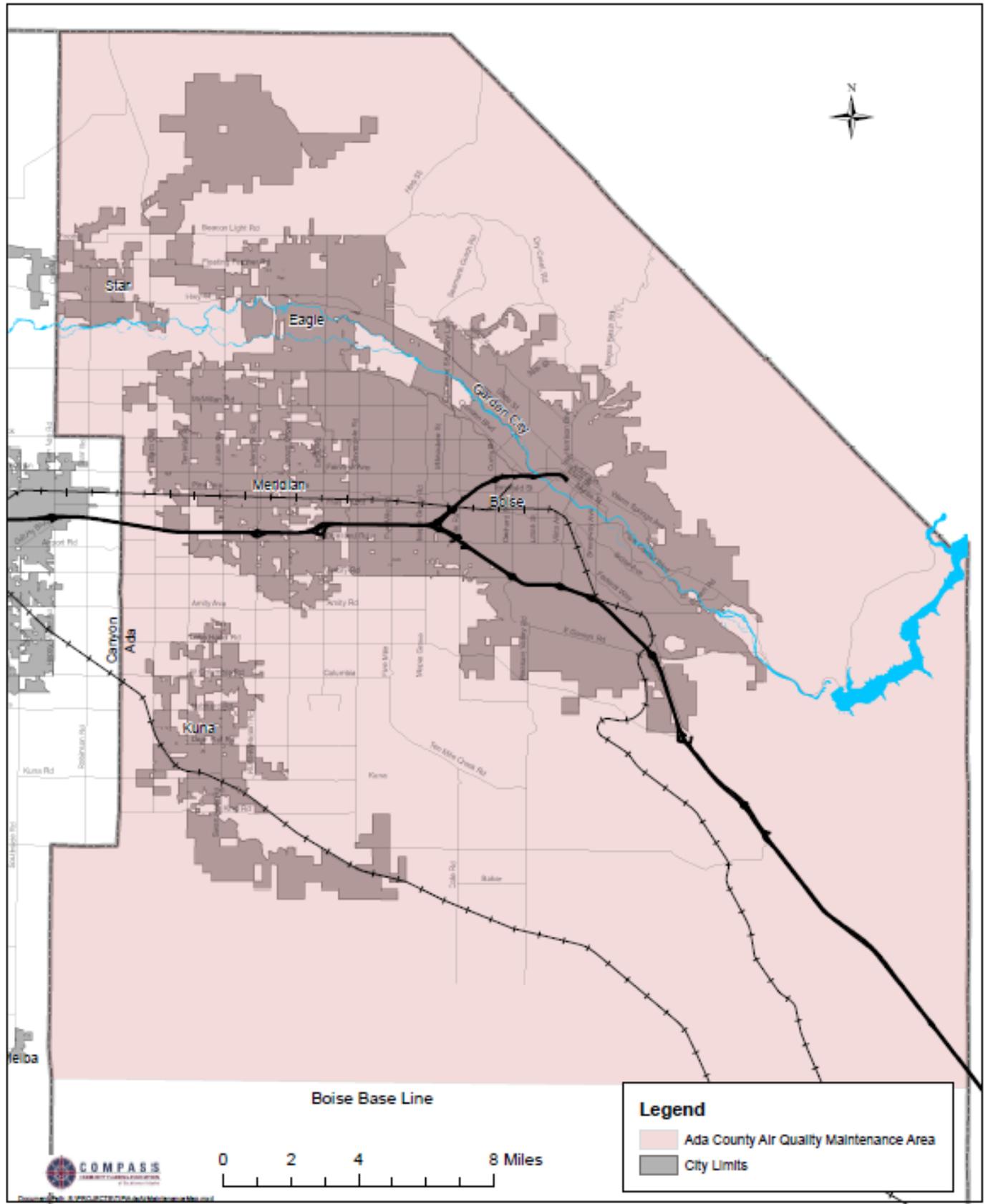


Figure 2: Northern Ada County Air Quality Maintenance Area



## II. FORMATTING

The Federal Highway Administration (FHWA) and ITD met early in 2010 with the intent of finding ways to more efficiently manage the ITIP process.

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

## III. PUBLIC OUTREACH EFFORTS

The public outreach process for the annual TIP begins approximately 16 months prior to its final approval. This effort includes requesting input from the local governments in the Boise and Nampa Urbanized Areas, local governments outside the urbanized areas within Ada and Canyon Counties, and the general public. Public outreach efforts were guided by, and comply with, requirements and recommendations outlined in the COMPASS Public Involvement Plan (Section II of the *COMPASS Integrated Communication Plan*, [www.compassidaho.org/people/publicinvolvement.htm](http://www.compassidaho.org/people/publicinvolvement.htm)). Chapter 5 of the *Integrated Communication Plan* specifically outlines the public involvement process for the TIP.

**Local Governments' Input.** Some local governments in Ada County have a designated transportation task force committee to provide input into the development of the annual TIP and ACHD's Five-Year Work Plan. From August through December 2015, staff from COMPASS, ITD, and VRT met with elected officials, designated transportation task force committees, and local government staff in Ada County to solicit their desired transportation projects for inclusion in this document. Staff from COMPASS, ITD, VRT, and the Local Highway Technical Assistance Council (LHTAC) met with representatives of governments in Canyon County during this same time period to solicit their desired transportation projects.

**Ada County Highway District's Capital Investment Citizens Advisory Committee (CICAC).** ACHD's CICAC met to review the allocation of public dollars to local roadway improvements in Ada County. The CICAC considered communities' transportation needs and recommended funding priorities to the ACHD Commission, who considered the CICAC recommendations when applying for federal funding for those project priorities.

**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 makes recommendations to the COMPASS Board of Directors regarding planning activities and was involved throughout the TIP development process. Representatives on the committee reviewed the draft TIP and made recommendations to the COMPASS Board of Directors on the approval of funding priorities.

**30-Day Public Comment Period.** Public comment on the draft FY2017-2021 TIP project list was solicited from August 19 through September 19, 2016. The public comment period was promoted online on the COMPASS webpage<sup>1</sup>, COMPASS social media accounts, and online community calendars; in a news release, newspaper advertisements, and legal notices; via email and postcards; and with fliers distributed to local libraries and public offices. Social media content focused primarily on the TIP, but also on Valley Regional Transit's Program of Projects and the COMPASS Board of Director's decision (2014) to allocate all federal funding on maintenance projects. Links

<sup>1</sup> [www.compassidaho.org](http://www.compassidaho.org)

to the COMPASS social media accounts used to promote the public comment are provided below. All promotional materials, including online and hard-copy, included a link to the COMPASS website where comment opportunities were featured prominently.

All legal notices, news releases, emails, comment forms, postcards, and content on the COMPASS website included the language "...including the federal Program of Projects proposed for funding by Valley Regional Transit..." and "[t]he COMPASS public participation process is being used to satisfy VRT's Urbanized Area Formula Grant Program of Projects public outreach requirement," to fulfill VRT's outreach requirements. VRT's Program of Projects was also provided on the COMPASS website.

COMPASS Website. All draft TIP materials, including those for the air quality conformity analysis and FY2017 federal Program of Projects proposed for funding by Valley Regional Transit were available on the COMPASS website<sup>2</sup> from August 19 through September 19, 2016. Other pages on the COMPASS website contained related information and directed viewers to this page.

Public comment materials posted online included the detailed and basic project lists, the major changes list, VRT's FY2017 federal Program of Projects, the draft air quality conformity demonstration, an 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 the open house and a list of locations with comment materials, were also posted online.

Open House. COMPASS hosted one open house: Thursday, August 25, 2016, 10:30 a.m. – 7:30 p.m. in the COMPASS Board Room in the City of Meridian. COMPASS staff provided an overview of the TIP and representatives from ITD, ACHD, VRT, and the cities of Kuna and Meridian gave brief presentations on projects in the TIP that are managed by their agencies. Twelve people attended the open house to ask questions and submit comments.

Public Review Locations. In addition to the COMPASS website and open house, draft TIP documents and comment materials were also available for public review at the following locations:

- Ada Community Libraries
  - Hidden Springs Branch
  - Lake Hazel Branch
  - Star Branch
  - Victory Branch
- Boise City Libraries
  - Cole and Ustick Branch
  - Collister Branch
  - Hillcrest Branch
  - Main Library (Capitol Boulevard)
- Caldwell Public Library
- Canyon County Courthouse
- COMPASS Office
- Eagle City Hall
- Eagle Public Library
- Garden City Public Library
- Meridian Library District
  - Cherry Lane Branch
  - Overland Branch
- Nampa Public Library
- Patricia Romanko Public Library (Parma)

<sup>2</sup><http://www.compassidaho.org/prodserv/transimprovement.htm>

Legal Notice. COMPASS published a legal notice for the TIP public comment period in *The Idaho Statesman* (August 19, 22, and 23, 2016) and the *Idaho Press Tribune* (August 19, 23, and 24, 2016).

Display Advertisements. Display advertisements promoting the public comment period and open house appeared in the *Idaho Statesman* and the *Idaho Press Tribune* (August 19 and 25 and September 13, 2016), the *Valley Times* (August 22 and 29, September 5 and 12, 2016), and the *Kuna Melba News* (August 25, September 8 and 15, 2016). In addition, a digital ad was placed on [www.idahostatesman.com](http://www.idahostatesman.com) (August 19 and 25 and September 13, 2016). No Spanish-speaking newspapers were in business in the Treasure Valley during the public comment period.

News Release. COMPASS sent one news release notifying the public of the comment period and open houses; the news release was sent to local and regional media on August 19, 2016. One news article ([Idaho Press Tribune](#)<sup>3</sup>, August 21, 2016,) resulted from the news release.

Email and Mail. COMPASS sent four email messages to approximately 1,200 people, publicizing the TIP public comment period. The first message, sent on August 19, 2016, announced the opening of the public comment period. Second and third email messages were sent on August 24 and September 9, 2016, as reminders that the public comment period was open. A final email was sent on September 15, 2016, to inform readers that the comment period would close in four days. COMPASS requested that member agencies and other partners forward the emails to their email lists, so the emails received a wider distribution than can be accounted for.

In addition, COMPASS mailed 23 postcards on August 19, 2016, to interested individuals who prefer to be contacted via US mail.

Flier. COMPASS created a flier (English<sup>4</sup> and Spanish<sup>5</sup>) advertising the TIP public comment period and open house; the fliers were distributed to 17 public locations in the two-county area to display. The fliers were also displayed at the COMPASS office and sent to COMPASS committee members with a request to post them in their offices and other public places within their jurisdictions.

Social Media. COMPASS posted information about the comment period on its [Facebook](#)<sup>6</sup>, [Twitter](#)<sup>7</sup>, and [Instagram](#)<sup>8</sup> accounts throughout the public comment period.

- Facebook: COMPASS posted information about the TIP public comment nine times between August 19 and September 19, 2016. These Facebook posts resulted in a total “reach” of 1,255 viewers.
- Twitter: COMPASS tweeted information about the TIP public comment 33 times between August 19 and September 19, 2016. These tweets resulted in a total of 3,459 viewer “impressions.”
- Instagram: COMPASS posted information about the TIP public comment two times between August 19 and September 19, 2016.

<sup>3</sup> <http://compassidaho.org/documents/comm/articles/2016/COMPASSseekscomment.pdf>

<sup>4</sup> [www.compassidaho.org/documents/prodser/trans/FY17/PublicCommentFlyerEnglish.pdf](http://www.compassidaho.org/documents/prodser/trans/FY17/PublicCommentFlyerEnglish.pdf)

<sup>5</sup> [www.compassidaho.org/documents/prodser/trans/FY17/PublicCommentFlyerSpanish.pdf](http://www.compassidaho.org/documents/prodser/trans/FY17/PublicCommentFlyerSpanish.pdf)

<sup>6</sup> <https://www.facebook.com/COMPASSIdaho>

<sup>7</sup> <https://mobile.twitter.com/COMPASSIdaho>

<sup>8</sup> <https://instagram.com/compassidaho/>

Executive Director’s Blog. COMPASS used the [Executive Director’s blog](#)<sup>9</sup> to help publicize the comment period and discuss issues related to the public comment materials. Two blogs were posted during the public comment period, “TIP Top Ten” and “How do you eat an elephant?” Blogs were posted on August 24 and September 1, 2016.

Community Calendars. COMPASS posted the TIP open house flier on the COMPASS Facebook page “events” section, the COMPASS website calendar, and on the following online community calendars:

- [Idaho Press Tribune online calendar](#)
- [Idaho Statesman online calendar](#)
- [Boise Weekly online calendar](#)
- [www.KTVB.com](#)
- [www.publicbroadcasting.net](#)
- [www.boiseevents.net](#)
- [www.idahocalendar.com](#)

Brochure. COMPASS staff updated a brochure explaining the TIP; the English<sup>10</sup> and Spanish<sup>11</sup> versions were available on the COMPASS website, at the COMPASS office, at libraries with other comment materials, and at the open house.

Spanish Translation. COMPASS translated the public comment flier, TIP brochure, and TIP comment form (hard copy and online) into Spanish. In addition, the TIP web page content concerning the public comment period was provided in Spanish.

Comments Received. The public was encouraged to submit written comments throughout the public comment period. Comments were accepted via email, letter, fax, or via online or hard copy comment forms. Assistance was provided for anyone unable to submit comments in writing. Twenty-four public comments were received; they are attached in Appendix B.

Public comment demographics	
County of residence	
Ada County	59%
Canyon County	14%
Not specified/other	27%
Sex	
Male	50%
Female	25%
Not specified	25%
Age	
Under 20	-
20-34	4%
35-49	34%
50-64	8%
65 or older	12%
Not specified	42%
Race/Ethnicity	
Black	-
Hispanic	-
American Indian/Alaska Native	4%
White	58%
Asian/Pacific Islander	4%
Other	-
Not specified	34%
Disability	
Yes	58%
No	-
Not specified	42%

The majority of comments showed concerns about congestion – specifically related to State Highway 20/26 (Chinden Road) and Eagle Road projects - and were either in favor of or in opposition to planned efforts to alleviate congestion by widening these roadways.

Several comments also recommended or expressed appreciation for alternative transportation plans in the TIP, including bicycle and pedestrian network improvements and safety projects.

Comments regarding public transportation projects in VRT’s FY2017 Program of Projects expressed a need for expanding the bus service in southwest Boise, Kuna, and rural communities in Ada and Canyon Counties.

<sup>9</sup> <http://www.compassidaho.blogspot.com/>

<sup>10</sup> [www.compassidaho.org/documents/prodserv/trans/FY17/TIPbrochure\\_FY17-20.pdf](http://www.compassidaho.org/documents/prodserv/trans/FY17/TIPbrochure_FY17-20.pdf)

<sup>11</sup> [www.compassidaho.org/documents/prodserv/trans/FY17/TIPbrochure\\_FY17-21\\_Spanish.pdf](http://www.compassidaho.org/documents/prodserv/trans/FY17/TIPbrochure_FY17-21_Spanish.pdf)

Among the public comments pertaining to air quality, there was a general consensus that air quality in the Treasure Valley is a concern that should continue to be addressed.

In addition, ITD received 199 comments during their public comment period, mostly related to support for the widening of US 20/26 between Locust Grove and SH-55 (Eagle Road)<sup>12</sup>. None of the comments resulted in changes to the approval of the FY2017-2021 TIP.

**Disposition of Comments.** All comments were provided to the Regional Transportation Advisory Committee and to the COMPASS Board of Directors. In addition, individual comments were forwarded to the agencies whose programs or projects were addressed in the comments. A listing of the disposition of each comment can be found with the verbatim comments in Appendix B.

Two comments received resulted in additional consideration:

1. Canyon Highway District provided support to advance preliminary engineering consulting funding from FY2019 to FY2017 for Key Number 13494, a project to replace the Plymouth Street Bridge in Caldwell. Canyon Highway District had earlier requested through the End-of-Year program to move the funds from FY2019 to FY2016. Funding became available to fulfill the original request, and design funds were advanced to FY2016 in mid-September 2016.
2. The City of Boise requested that a pavement maintenance project on Front and Myrtle Streets (US 20/26, Key Number 19727) that was scheduled to advance from FY2019 to FY2017 to remain in FY2019. RTAC recommended the COMPASS Board approve the FY2017-2021 TIP with this change. During to the COMPASS Board meeting, the City of Boise withdrew the request, based on additional information. The COMPASS Board approved the FY2017-2021 TIP including advancing of the project, as proposed by ITD.

**Special Assistance.** COMPASS notifications, advertisements, other promotional materials, and the COMPASS website, included the following statements for people in need of special assistance:

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. TIP ACHIEVEMENT

*Communities in Motion 2040* (CIM 2040) includes performance measures and targets for CIM 2040 goals addressing transportation, land use, housing, community infrastructure, economic development, open space, farmland, and health.

Each project funded in the TIP should implement CIM 2040 by supporting one or more CIM 2040 goals. To identify how each project contributes to the implementation of CIM, COMPASS lists in the TIP which performance measure(s) each project supports. This helps ensure all projects receiving federal funds support the goals and vision of CIM 2040. The report is called TIP Achievement.

<sup>12</sup> <http://www.compassidaho.org/documents/prodserv/trans/FY17/ITD-ITIPCommentsCOMPASS.pdf>

There are 56 performance measures in CIM 2040. To streamline reporting, the 56 performance measures have been grouped into 12 “achievement categories.” The entire list of performance measures is posted online<sup>13</sup>. Table 1 provides a matrix demonstrating how the TIP achievement categories reflect the full 56 performance measures. The numbers shown in the right column correspond to the performance measure numbers in the online document.

Table 1: TIP Achievement Categories

TIP Achievement Categories	Example of Type of Projects	CIM 2040 Performance Measures <sup>1</sup>
Maintenance	<ul style="list-style-type: none"> <li>Overlays or chip seals</li> <li>Preventive maintenance on vehicles</li> </ul>	*
Transportation Infrastructure	<ul style="list-style-type: none"> <li>Bridge repair or rebuild</li> <li>Bus or van replacement</li> <li>Increase bus service</li> </ul>	1-3, 10-13
Congestion Reduction/System Reliability	<ul style="list-style-type: none"> <li>Add park and ride spaces</li> <li>Increase vanpool service</li> <li>Increase opportunities to walk and ride bicycles</li> </ul>	4-9, 26-29
Freight Movement and Economic Vitality	<ul style="list-style-type: none"> <li>Safety or capacity improvements to decrease congestion on freight routes</li> </ul>	14
Transportation Safety	<ul style="list-style-type: none"> <li>Safety projects for autos, sidewalks, bicycle paths, or public transportation services or facilities (such as bus stops or transfer stations)</li> </ul>	15-24
Environmental Sustainability	<ul style="list-style-type: none"> <li>Additional public transportation service</li> <li>New sidewalks or pathways</li> <li>Signalization improvements to improve traffic flow</li> </ul>	25
Land Use	<ul style="list-style-type: none"> <li>Improve quality of living in downtown or fill areas</li> </ul>	31
Housing	<ul style="list-style-type: none"> <li>Widen a medium-to-high congested road to increase access to employment opportunities</li> </ul>	38
Community Infrastructure	<ul style="list-style-type: none"> <li>New sidewalks in urban areas</li> </ul>	41-42
Health	<ul style="list-style-type: none"> <li>Specifically add connectivity and accessibility option to parks, schools, or grocery stores</li> </ul>	44-47
Open Space	<ul style="list-style-type: none"> <li>New or improved connections or access to parks and pathway amenities, such as the greenbelt</li> </ul>	50-52
Farmland	<ul style="list-style-type: none"> <li>Maintaining a roadway, but not purchasing prime farm land to widen the road</li> </ul>	55-56
Support	<ul style="list-style-type: none"> <li>Planning projects</li> <li>Staff salary</li> <li>Technology improvements</li> <li>Public transportation operations</li> </ul>	**

\* No performance measures are established, as measurements are not consistent across the region; however, maintaining our current transportation system is a high priority for the region. COMPASS will continue to work toward establishing performance measures for maintenance activities.

\*\* No performance measures are established for this category. These types of projects provide the background to improve performance in the future through planning and operations of the system.

The criteria used to determine how projects in the TIP align with the TIP achievement categories are shown in Table 2.

<sup>13</sup> <http://www.compassidaho.org/documents/prodserv/PerformanceMeasuresBoardofficial.pdf>

Table 2: Criteria for TIP Achievement Categories (PM = performance measure)

TIP Achievement Categories	Criteria
Maintenance*	<p>Does the project:</p> <ul style="list-style-type: none"> <li>• Improve a roadway using preventive maintenance techniques such as an overlay, thin lift overlay, or micro seal?</li> <li>• Maintain vehicles for public transportation (such as oil changes, tires, or engine overhaul)</li> </ul>
Transportation Infrastructure	<p>Does the project:</p> <ul style="list-style-type: none"> <li>• Improve a "functionally obsolete" bridge back to functional condition? (PM 1)</li> <li>• Improve a "structurally deficient" bridge back to quality condition? (PM 2)</li> <li>• Improve public transportation vehicles to extend vehicle life (PM 3) or provide new public transportation vehicles (PM 10-13)?</li> </ul>
Congestion Reduction/ System Reliability	<p>Does the project:</p> <ul style="list-style-type: none"> <li>• Improve capacity on the transportation network? (PM 4-6, 9)</li> <li>• Add park and ride spaces? (PM 7)</li> <li>• Add vanpool vehicles? (PM 8)</li> <li>• Add a bus route or improve quality of service? (PM 10-13)</li> <li>• Add, improve, or plan for bicycle or pedestrian infrastructure? (PM 26-29)</li> </ul>
Freight Movement and Economic Vitality	<p>Does the project improve capacity or travel time on freight corridor? (PM 14)</p>
Transportation Safety	<p>Does the project propose a reduction in the number of auto, bicycle, pedestrian, or public transportation related crashes? (PM 15-24)</p>
Environmental Sustainability	<p>Does the project reduce vehicle emissions by:</p> <ul style="list-style-type: none"> <li>• Increasing public transportation (including vanpool) options? (PM 25)</li> <li>• Increasing bicycle and pedestrian infrastructure? (PM 25)</li> <li>• Adding signalization or traffic timing, which improves traffic flow? (PM 25)</li> </ul>
Land Use	<p>Is the project located in or improve multimodal access to:</p> <ul style="list-style-type: none"> <li>• A designated downtown area? (PM 31)</li> <li>• A current or CIM 2040 designated Major Activity Center? (PM 33)</li> <li>• An infill area (see map14)? (PM 34)</li> </ul>
Housing	<p>Does the project increase access to additional employment:</p> <ul style="list-style-type: none"> <li>• Improves congestion on a roadway considered "medium congestion" or "high congestion" based on the most recent travel time index 15? (PM 38)</li> </ul>
Community Infrastructure	<p>Is the project:</p> <ul style="list-style-type: none"> <li>• Within city limits? (PM 41)</li> <li>• Within a city area of impact? (PM 42)</li> </ul>
Health	<p>Does the project improve bicycle and/or pedestrian infrastructure:</p> <ul style="list-style-type: none"> <li>• Within ¼ mile of a park, school, or grocery store? (PM 44-47)</li> </ul>
Open Space	<p>Does the project improve bicycle/pedestrian access to or build (see map 16):</p> <ul style="list-style-type: none"> <li>• A trail and/or pathway? (PM 50)</li> <li>• The greenbelt? (PM 51)</li> <li>• Parks or open space? (PM 53)</li> </ul>
Farmland	<p>Does the project include widening roadways adjacent to farmland? (PM 56)</p>
Support**	<p>Does the project provide support, such as planning, staff salaries, or operations of public transportation?</p>

\* No performance measures have been established, as measurements are not consistent across the region; however, maintaining our current transportation system is a high priority for the region. COMPASS will continue to work toward establishing performance measures for maintenance activities.

\*\* No performance measures have been established for this category. These types of projects provide the background to improve performance in the future through planning and operations of the system.

<sup>14</sup> [http://www.compassidaho.org/dashboard/Maps/Infill\\_Areas\\_14.jpg](http://www.compassidaho.org/dashboard/Maps/Infill_Areas_14.jpg)

<sup>15</sup> [http://www.compassidaho.org/documents/prodserv/reports/2014\\_ChangeinMotionReportFinal.pdf](http://www.compassidaho.org/documents/prodserv/reports/2014_ChangeinMotionReportFinal.pdf) (page 13)

<sup>16</sup> [http://www.compassidaho.org/documents/prodserv/CIM2040/Maps/CurrentPathways\\_5\\_1%5bConverted%5d.pdf](http://www.compassidaho.org/documents/prodserv/CIM2040/Maps/CurrentPathways_5_1%5bConverted%5d.pdf)

To further report on the support of CIM 2040 performance measures, Table 3 provides an analysis of the distribution of funding and number of projects across all TIP achievement categories.

Table 3: Analysis of TIP Achievement

<b>TIP Achievement Category</b>	<b>*Number of Projects</b>	<b>*Dollar Amount</b>	<b>Percentage of Dollar Amount</b>
Maintenance	53	\$122,631,000	31.64%
Transportation Safety	69	\$42,997,000	11.09%
Congestion Reduction/System Reliability	44	\$27,229,000	7.03%
Support	40	\$57,461,000	14.83%
Freight Movement and Economic Vitality	40	\$67,641,000	17.45%
Transportation Infrastructure	28	\$34,363,000	8.87%
Environmental Sustainability	25	\$10,894,000	2.81%
Health	16	\$4,349,000	1.12%
Open Space	11	\$6,010,000	1.55%
Land Use	10	\$1,423,000	0.37%
Housing	10	\$6,133,000	1.58%
Community Infrastructure	10	\$4,461,000	1.15%
Farmland	1	\$1,988,000	0.51%

\*Most projects are reported in multiple TIP achievement categories.

- The number of projects is counted in each category in which it is reported; therefore, the total number of projects in this report is greater than the total number of projects in the TIP.
- Multiple categories are split equally when reporting dollar amounts (i.e., a project reported as maintenance and open space is reported as 50% maintenance and 50% open space).

#### IV. AIR QUALITY CONFORMITY

The Interagency Consultation Committee (ICC) approved the assumptions and methodologies employed in the development of the regional emissions analyses in this demonstration on July 12, 2016. The roadway project list was also approved by the ICC on July 12, 2016. A complete listing of the ICC requirements can be found in Idaho Administrative Code (IDAPA 58.01.01.563-574).

**Finding.** *Northern Ada County PM<sub>10</sub> State Implementation Plan, Maintenance Plan: Ten-Year Update*<sup>17</sup> contains motor vehicle emissions budgets for three pollutants: coarse particulate matter less than 10 microns in size (PM<sub>10</sub>), nitrogen oxides (NO<sub>x</sub>), and volatile organic compounds (VOC). Emissions budget tests, as required by 40CFR93.118, demonstrate conformity of the FY2017-2021 TIP. The complete air quality conformity demonstration, *Conformity Demonstration of the FY2017-2021 Regional Transportation Improvement Program*, Report Number 02-2017, is provided under separate cover and can be found online<sup>18</sup>.

#### V. LOCAL PLANNING ACTIVITIES

The TIP is in accordance with the area's development goals and priorities as specified in the long-range transportation plans. The following planning documents have been consulted in preparing this TIP.

*2016-2020 Integrated Five-Year Work Plan*, ACHD, October 28, 2015.

*ACHD's 2012 Capital Improvement Plan*, approved May 2012.

*Communities in Motion 2040: Regional Long-Range Transportation Plan* for Ada and Canyon Counties, adopted by the COMPASS Board of Directors on July 21, 2014.

*Downtown Boise Mobility Study*, adopted by the VRT Board of Directors, October 2005.

*Draft FY2017-2021 Integrated Five-Year Work Program*, ACHD.

*I-84 Corridor Study*, Executive Summary, adopted by the COMPASS Board of Directors, October 2001.

*Idaho's Mobility and Access Pathway (IMAP)*, A Mobility Management Focus Area of the Idaho Transportation Vision 2004-2013, adopted by the Idaho Transportation Board on April 1, 2008.

*Idaho on the Move*, A Long-Range Plan to Improve Safety, Mobility, and Economic Vitality, adopted by the Idaho Transportation Board, December 2010.

*Idaho Transportation Investment Program*, FY2017-2021, Public Review Draft, ITD, July 2016

<sup>17</sup> [http://www.deq.idaho.gov/media/971222-ada\\_county\\_pm10\\_sip\\_0213.pdf](http://www.deq.idaho.gov/media/971222-ada_county_pm10_sip_0213.pdf)

<sup>18</sup> <http://www.compassidaho.org/prodserv/aq-demo.htm>

*Northern Ada County Air Quality Maintenance Area Second 10-Year Carbon Monoxide Limited Maintenance Plan*, approved by the U.S. Environmental Protection Agency (EPA), September 2012.

*Northern Ada County PM<sub>10</sub> State Implementation Plan, Maintenance Plan: Ten-Year Update*, submitted to EPA, March 2013<sup>19</sup>.

*State Street Corridor Study*, adopted by ACHD Commission on February 11, 2004.

*Treasure Valley Transportation System: Operations, Management, and ITS*, created by the IBI Group, March 2014.

*Valleyconnect*, approved by the VRT Board of Directors, August 2011.

*Valley Regional Transit Five Year Strategic Plan (FY2013-FY2018) Two-Year Update*, approved by the VRT Board of Directors, January 21, 2015.

## **VI. FUNDING CATEGORIES**

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

Federal and state funding combined allows the state to preserve and improve the current transportation system. ITD displays the program of projects not by its funding source which ITD can often use flexibly, but by the asset management areas of preservation and improvement. What follows is a description of those programs. The program names or abbreviations correlate to the program names found in Table 1 and Table 10.

COMPASS staff created a funding fact sheet<sup>20</sup> titled *Transportation Funding Terms and Acronyms...Unraveling the Jargon*, for a more succinct version of the information below.

### **A. Highway Preservation Program**

The Highway Preservation Program uses a combination of state and federal funds for highway preservation.

#### **1. Bridge Preservation**

This program provides for bridge deck rehabilitation and bridge repair.

#### **2. Pavement Preservation**

The Pavement Preservation Program preserves the existing pavement conditions by completing preventive management such as overlays and chip seals to existing roadway surfaces.

#### **3. System Support**

Statewide preservation support of ITD's transportation system is required on an annual basis. System support funds a variety of preservation activities to ensure that no part of the transportation system becomes defective or in disrepair.

<sup>19</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.

<sup>20</sup> [http://www.compassidaho.org/documents/prodserv/trans/FY15/Funding\\_Source\\_Factsheet.pdf](http://www.compassidaho.org/documents/prodserv/trans/FY15/Funding_Source_Factsheet.pdf)

#### **4. Traffic Operations**

This program provides features or devices to enhance safety or a traffic operation improvement designed to reduce traffic congestion, and facilitate the flow of traffic for both people and vehicles on existing systems.

### **B. Highway Improvements**

In general, the ITD Highway Improvements Program uses federal funding, along with some state funds.

#### **1. Bridge Restoration**

This program is for replacement or structural rehabilitation of state system bridges identified by ITD to be structurally deficient or weight, height, or width restricted.

#### **2. Early Development (ED)**

This program was established by ITD to encourage the development of safety and spot capacity improvement projects if additional state or federal funds are provided in the next several years. ED is limited to development costs of \$300,000 per ITD district per year for \$20 million of unfunded construction per district.

#### **3. Federal Lands Access Program (FLAP)**

This program improves transportation facilities that provide access to, are adjacent to, or are located within Federal lands. FLAP funds supplement state and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators. The program is managed by Western Federal Lands, a division US Department of Transportation.

#### **4. National Highway Freight Program (Freight)**

This program is new under the FAST Act to incorporate improvements specific to freight movement on interstates and National Highway Freight Network.

#### **5. Restoration**

This program provides for reconstruction or rehabilitation of roadways that are no longer serviceable, emergency projects to restore roadway functionality, and facility upgrades to meet current standards when required to meet changes to roadway usage.

#### **6. Safety - Highway Safety Improvement Program (HSIP)**

The HSIP Program uses various federal funding sources to invest in safety initiatives including sign upgrades, durable pavement markings, rumble strips, Intelligent Transportation Systems (ITS), road weather information systems (such as the 511 Program), work zone safety and behavioral safety, shoulder widening, high accident location mitigation, crash event countermeasures, safety corridor enhancements, intersection improvements, guardrail blunt end upgrades, and many other miscellaneous safety improvements on roads managed by ITD.

## **7. Sales Tax Anticipated Revenue (STAR)**

This program provides a mechanism to refund a retail developer for approved work on state and local roadways using anticipated sales tax from the new retail development.

## **8. Strategic Initiatives**

This is a new program administered by ITD to fund larger safety, mobility and projects promoting economic opportunity projects across the state using a statewide competitive process.

### **C. Local Programs**

The Local Programs category includes federal funding resources used by local agencies to improve and preserve federal functionally classified local roadways and bridges. Funding is also available to replace or rehabilitate bridges at least 20 feet long that are located off the federal functionally classified system.

To help administer these funds, ITD has created unique partnerships with MPOs and LHTAC representing local agencies.

#### **1. Bridge Local**

Local Bridge program funds are for the replacement or rehabilitation of bridges that have a qualifying "sufficiency rating," generally of 50 or lower.

#### **2. Local Participating**

This category is used when sponsoring agencies provide additional local funds for a federal-aid project. The project is still considered a federal-aid project, but it includes more than the required match in local funds.

#### **3. Local (Regionally Significant)**

This category refers to locally-funded projects (no state or federal funding) that are included in the TIP because they meet the definition of regionally significant.

#### **4. Non-Participating (Local)**

This category is used when local funds are used on a project not intended to be used as federal match, or participate in a federal project in any way. In some cases, the project could convert from a locally-funded project to a federally-funded project in the future. These projects are designed to federal standards.

#### **5. Safety - Highway Safety Improvement Program (HSIP) (Local)**

LHTAC assists ITD in the administration of the HSIP (Local) program for safety improvements that will make the most impact. Each year, LHTAC staff analyzes traffic crashes and invites agencies in areas of high fatality or injury rates to apply for projects to improve safety concerns in the area.

#### **6. Surface Transportation Block Grant - Rural (STP-R)**

Local STP-R program funds are for projects in small towns and rural areas with populations under 5,000. They are primarily used for reconstruction or rehabilitation of roadways functionally classified as rural major collectors or higher; however, these funds are flexible and can be used for

many transportation improvements. In Idaho, the LHTAC assists ITD with the administration of this federal program.

In the FAST Act, the program name changed to Surface Transportation Block Grant Program (STBG); however, COMPASS and ITD still reference the funds as Surface Transportation Program (STP).

**7. Surface Transportation Block Grant - Transportation Management Area (STP-TMA)**

The STP-TMA program funds are generally for state and local projects in urban areas of 200,000 or greater population. They are primarily used for reconstruction or rehabilitation of roadways functionally classified with FHWA as urban collectors or higher; however, these funds are flexible and can be used for many transportation improvements.

In the FAST Act, the program name changed to Surface Transportation Block Grant Program (STBG); however, COMPASS and ITD still reference the funds as Surface Transportation Program (STP).

**8. Surface Transportation Block Grant – Urban (STP-U)**

Local STP-U program funds are for projects in urban areas with populations between 5,000 and 200,000. They are primarily used for reconstruction or rehabilitation of roadways functionally classified with FHWA as urban collectors or higher; however, these funds are flexible and can be used for many transportation improvements. Urban areas with a population of 50,000 or more are entitled to form an MPO, such as COMPASS, to prioritize the allocation of STP-U dollars. COMPASS serves as the MPO for the Nampa Urbanized Area, which is eligible for these funds. Projects priorities are determined through the Urban Balancing Committee at a statewide level in areas of the designated populations.

In the FAST Act, the program name changed to Surface Transportation Block Grant Program (STBG); however, COMPASS and ITD still reference the funds as Surface Transportation Program (STP).

**9. Transportation Alternatives Program (TAP) - State**

TAP is a statewide competitive program, formerly known as "Community Choices," that invests approximately \$5 million in designated federal funds for "alternative" transportation activities for non-motorized transportation each year. Funding for the recreational trails program is an optional expense for this program.

In the FAST Act, the program name changed to a set-aside of Surface Transportation Block Grant (STBG); however, COMPASS and ITD still reference the funds as Transportation Alternatives Program (TAP).

**10. Transportation Alternatives Program – Transportation Management Area (TAP-TMA)**

TAP-TMA includes funds specifically based on the population in the Boise Urbanized Area. Projects are selected through a competitive process that invests approximately \$450,000 in designated federal funds for "alternative" transportation activities for non-motorized transportation each year.

In the FAST Act, the program name changed to a set-aside of Surface Transportation Block Grant (STBG); however, COMPASS and ITD still reference the funds as Transportation Alternatives Program (TAP).

#### **D. Other Transportation Funding**

Several additional funding sources for planning, safety, and rail, as well as one source from an outside federal agency are defined below:

- 1. Community Development Block Grant (CDBG)**  
Program managed by the US Department of Housing and Urban Development (HUD) to enhance the quality of living in communities.
- 2. Federal Rail**  
Program to enhance transportation safety at railroad crossings using federal funding.
- 3. Metropolitan Planning**  
Funds from this program are for planning activities in the metropolitan planning areas. Funds are allocated to the state and distributed to the MPOs. In Idaho, these funds are combined with FTA 5303 planning funds under the consolidated planning grants to allow multimodal planning activities.
- 4. State Rail**  
Program to enhance transportation safety at railroad crossings using state funding.
- 5. Systems Planning**  
Funds in this program are used to study corridors or specific projects for possible future improvements.

#### **E. Federal Transit Administration Programs**

The FTA provides federal assistance funds under its various programs to transit entities. VRT, the regional public transportation authority for Ada and Canyon Counties, is the designated recipient of FTA's Section 5307 and 5339 funds for urbanized area funds. Boise Urbanized Area funds are known as "Large Urban" (LU) funds. Nampa Urbanized Area funds are known as "Small Urban" (SU) funds. Projects for rural funds are selected and managed by ITD, and are known as "Rural" (R) funds.

- 1. Section 5303 (FTA 5303).**  
Funds from this program are for public transportation planning activities in the metropolitan planning areas. Funds are allocated to the state and distributed to the MPOs. In Idaho, these funds are combined with FHWA metropolitan planning funds under the consolidated planning grants to allow multimodal planning activities.
- 2. Section 5307 (FTA 5307).**  
These funds are allocated to the urbanized areas by statutory formula. This public transportation program provides federal funds for capital and operation improvement programs of public transportation systems. The funds could be used for planning public transportation, as well as the development and operation of public transportation services.

3. **Section 5310 (FTA 5310).**  
These funds provide for services and rolling stock (buses) that directly benefit transportation of the elderly and people with disabilities. The funds are distributed to states based on the population of elderly and people with disabilities in the state.
4. **Section 5311 (FTA 5311).**  
Funds from this program are distributed to the state for public transportation services targeting areas with populations of less than 50,000. Funds can be used for planning, administration, capital and operation improvements, and other costs associated with the provision of public transportation services.
5. **Section 5339 (FTA 5339).**  
These program funds provide capital funding to replace or rehabilitate buses or bus facilities, purchase buses and related equipment, and to construct bus-related facilities. Funds may be transferred by the state to supplement urban and rural formula grant programs (5307 and 5311, respectively).

### **Regionally Significant Projects**

The TIP and regional emissions analyses must include all regionally significant and/or federally funded projects in the nonattainment or maintenance area. Regionally significant projects are listed in *the Conformity Demonstration of the FY2017-2021 Regional Transportation Improvement Program*, Report Number 02-2017<sup>21</sup>.

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."*

## **VII. FINANCIAL CONSTRAINT**

The TIP is a financially driven document. By federal law and guidance, financial constraint is required, meaning that the TIP can only be programmed with projects to the level for which it can reasonably be assumed there is funding. Financial constraint also has the somewhat broader implication that funding will be budgeted to improve the transportation system and to maintain and operate that system. Based on COMPASS' following analysis, funding is reasonably available for the projects contained in this document.

ITD uses the following funding assumptions for estimating available funds for highways and public transportation programs.

<sup>21</sup> <http://www.compassidaho.org/prodserv/aq-demo.htm>

## **A. Highway Funding Assumptions**

The highway funding program establishes individual funding source levels from apportionment levels provided in MAP-21 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 assumptions and guidelines is used to develop the highway funding levels shown in the TIP.

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

- a. Program funding levels for FY2017 through FY2020 are reflective of apportionments in the FAST Act and FY2021 funding levels are flat-lined based on FY2020 apportionments.
- b. Inflation is estimated at two percent annually.
- c. 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 any other states.
- d. Approximately \$25 million in highway-related federal aid in direct cost recovery is redirected annually to state highway system projects.

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

- a. Estimates of state funds available for capital construction take into account projected revenues, the reservation of state matching funds for federal aid, and other operational needs not shown in the ITIP.
- b. The amount of state highway funding can be impacted by legislation passed in any given year. The 2014 Idaho State Legislature passed House Bill 547, which includes GARVEE debt service payments and state transportation programs in the distribution of funds from state cigarette taxes.
- c. Including new revenue generated by bills passed in the 2015 legislative session, an estimated \$117.4 million in state funds are available for highway capital construction in FY2017, \$69.6 million in FY2018, \$69.6 million in FY2019, \$63.6 million in FY2019, \$59.8 million in FY2020, and \$60.2 million in FY2021 throughout the state.
- d. Of the approximately \$94 million in revenue raised annually by the state fuel tax increase and vehicle registration fees, 60% will be distributed to TID and 40% to local governments.
- e. The Idaho State Legislature also created a fund to finance ITD's strategic initiatives projects that address safety, mobility, economic opportunity, bridge repair and maintenance, and right-of-way expenses. For two years (FY2015 and FY2016), the program received revenue based on a formula that allocates 50% of the remaining cash balance in the state's general fund after all legislative actions are fully funded. The amount for FY2017 will be added when known.

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

- a. Idaho Code allows no more than 30% of the state's federal apportionment to be used for debt service. The Idaho State

Legislature authorized the department to provide financing of \$857 million to complete the GARVEE program.

- b. The department uses federal highway revenue to repay the bonds. GARVEE bonds are revenue bonds that do not pledge the full faith and credit of the State of Idaho. Annual debt service is \$58.2 million (\$53.7 million in federal funds and \$4.5 million in state matching funds).

**B. Public Transportation Funding Assumptions**

ITD is the direct recipient of Federal Transit Administration (FTA) funding for rural and small urban programs. These funds support fixed route and paratransit services, transportation services for the elderly and persons with disabilities, and bus and bus facilities programs.

- iv. ITD estimates statewide funding levels at \$11.5 million for rural capital and services, and \$11.1 million for urban capital and services in FY2017 with an anticipated 2% increase each year through FY2020.
- v. Dedicated state funds of \$312,000 are available for vehicle replacement needs across the state.

**C. Reference to Metropolitan Planning Organizations (MPO)**

The ITIP 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. The COMPASS Board of Directors opted to not group projects; all projects are listed individually.

**Financial Status of ITD Projects**

The FY2017-2021 ITIP 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 two primary sources. The State of Idaho receives 49.5% of its transportation funds from federal revenues such as the National Highway Trust Fund and the Airport and Airways Trust Fund, and 49.8% from state revenues generated by transportation-related taxes and fees paid by Idaho citizens into the state's Highway Distribution Account and air-fuel tax accounts, and 0.7% from other revenues such as local match. Annually, ITD accounts to the Idaho State Legislature on plans to use available resources for the operation, maintenance, and capital improvement of the State Highway System, public transportation, and aeronautics programs.

ITD's appropriations chart (see Figure 3) is updated annually and provided to the Idaho State Legislature; it diagrams the various sources of funds and their distribution. The chart outlines ITD's legislatively approved budget for FY2017.

Figure 3: Idaho Transportation Department FY2017 Appropriations (Senate Bill 1423)  
Dollars in Millions and Rounded – sums may not add, due to rounding

<b>Fund Sources</b>	<b>State</b>	<b>Federal</b>	<b>Other</b>	<b>Total</b>
Distribution from Highway Distribution Account	264.3			264.3
Cigarette Tax – State Highway Maintenance, Construction, Right-of-Way	1.5			1.5
Cigarette Tax – for Debt Service	4.7			4.7
Strategic Initiatives Program Fund – interest earnings	0.2			0.2
Aviation Fuel Tax	1.7			1.7
Federal		293.5		293.5
Local Match			4.2	4.2
Services for State Agencies			0.2	0.2
Miscellaneous State	44.7			44.7
Prior Year Federal Obligated – Unspent (Federal Spending Authority)		40.0		40.0
FAST Act (ongoing FY2016 Supplemental and FY2017 line items)		21.0	0.2	21.2
Cash Adjustment	37.9			37.9
<b>TOTAL FUND SOURCES</b>	<b>354.9</b>	<b>354.5</b>	<b>4.6</b>	<b>714.0</b>
<b>Expenditures</b>				
Personnel	116.6	14.0	0.3	131.0
Operating	78.5	7.4	0.2	86.1
Capital Facilities	3.3			3.3
Equipment	26.6			26.6
Sub-Grantee (Pass-Through)	1.0	16.3		17.3
Contract Construction and Right-of-Way Acquisition	123.8	263.7	4.1	391.6
<b>TOTAL EXPENDITURES (spending authority)</b>	<b>349.9</b>	<b>301.4</b>	<b>4.6</b>	<b>655.9</b>
<b>DEBT SERVICE</b>	<b>4.6</b>	<b>53.4</b>		<b>58.1</b>
<b>TOTAL PROGRAM FUNDING</b>	<b>354.5</b>	<b>354.8</b>	<b>4.6</b>	<b>713.9</b>
<b>Funds in Excess of Appropriation (Appropriation in Excess of Funds)</b>	<b>0.4</b>	<b>(0.3)</b>	<b>(0.0)</b>	<b>0.1</b>

Highway Distribution Account (HDA) revenue is obtained from various sources and distributed to multiple agencies. ITD’s revenue forecast (see Figure 4) provides the summary of how these funds are forecasted for FY2017.

Figure 4: Idaho Transportation Department Highway User Revenue - FY2017  
HDA based on August 2015 Forecast  
New Revenue is the result of 2015 Legislation (HB132 and HB312a)  
Dollars in Millions and Rounded – sums may not add, due to rounding

<b>REVENUE SOURCES</b>	<b>HDA</b>	<b>New Revenue</b>	<b>Total</b>
Motor Fuel Taxes	253.3	68.7	322.0
Less: Parks, Tax Commission, Refunds, Railroad, Bridge Inspection	(17.5)	(2.6)	(20.1)
Less: Ethanol transfer to ITD	(15.9)		(15.9)
<b>NET MOTOR FUEL TO DISTRIBUTE</b>	<b>219.9</b>	<b>66.1</b>	<b>286.0</b>
Registrations	104.5	30.6	135.1
Other	9.5		9.5
<b>NET HDA TO DISTRIBUTE</b>	<b>334.0</b>	<b>96.7</b>	<b>430.7</b>

<b>DISTRIBUTIONS</b>	<b>HDA</b>	<b>New Revenue</b>	<b>Total</b>
ITD (57% HAD) / (60% New Revenue)	190.4	58.0	248.4
Ethanol Transfer to ITD	15.9	0.0	15.9
<b>Total to ITD</b>	<b>206.3</b>	<b>58.0</b>	<b>264.3</b>
Idaho State Police (5% HDA) / (0% New Revenue)	16.7		16.7
Locals (Transportation Agencies) (38% HAD) / (40% New Revenue)	126.9	38.7	165.6
<b>TOTAL DISTRIBUTIONS</b>	<b>334.0</b>	<b>96.7</b>	<b>430.7</b>

<b>Sub-Allocation of Locals Distribution</b>	<b>HDA</b>	<b>New Revenue</b>	<b>Total</b>
LOCALS (38% HDA) / (40% New Revenue)	126.9	38.7	165.6
Less: Local Highway Technical Assistance Council	(0.4)	(0.1)	(0.5)
<b>NET LOCAL HDA TO DISTRIBUTE</b>	<b>126.5</b>	<b>38.6</b>	<b>165.1</b>
Cities (30%)	38.0	11.6	49.6
Counties and Highway Districts (70%)	88.6	27.0	115.6

The ITIP outlines the department's transportation revenue and expenditures for capital improvement and preservation projects from FY2017 through FY2021. 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 references to projects found in Idaho's five metropolitan planning organization's TIPs.

ITD's budget policy section estimates revenues into the state Highway Distribution Account based on past performance and future economic and use factors. The "Available Funding with Match vs. Programmed Projects" amounts in Table 4 (below) include the match and federal funds estimated to be available to programmed projects.

Table 4: Available Funding\* with Match vs. Programmed Projects (AvP) DRAFT FY2017-2021  
Idaho Transportation Investment Program

This Report is to be used ONLY for Public Involvement (data as of 6/29/2016)  
Estimates of Obligation Authority/Appportionments/Allocations in \$000s with Match  
This table will be updated as more up-to-date information becomes available.

Program Name	Statewide Transportation Improvement Program (ITIP)										Preliminary Development & Set-Asides	
	FY2017*		FY2018*		FY2019*		FY2020*		FY2021*		Available	Program
	Available	Program	Available	Program	Available	Program	Available	Program	Available	Program		
Pavement Preservation (Commerce) <sup>1</sup>	64,075	57,735	48,478	38,565	46,162	35,515	33,038	39,806	18,239	23,717	-	-
Pavement Preservation (Non-Commerce) <sup>1</sup>		1,570		1,470	17,301	9,935	16,962	9,077	16,629	7,641	-	-
Restoration <sup>1</sup>	123,606	149,541	86,582	107,527	88,602	112,216	92,508	107,158	81,419	87,175	-	-
<b>SHS Pavements</b>	<b>187,681</b>	<b>208,846</b>	<b>135,061</b>	<b>147,562</b>	<b>152,066</b>	<b>157,666</b>	<b>142,507</b>	<b>156,041</b>	<b>116,287</b>	<b>118,533</b>	-	-
Bridge Preservation <sup>1</sup>	15,000	7,577	14,547	12,306	12,971	13,828	13,426	15,403	13,858	20,600	-	-
Bridge Restoration <sup>1,4</sup>	80,375	69,469	81,293	82,302	64,115	69,461	64,671	71,646	66,517	67,616	-	-
<b>SHS Bridges</b>	<b>95,375</b>	<b>77,046</b>	<b>95,840</b>	<b>94,608</b>	<b>77,086</b>	<b>83,289</b>	<b>78,097</b>	<b>87,049</b>	<b>80,375</b>	<b>88,216</b>	-	-
Freight <sup>1</sup>	7,601	8,788	8,146	250	9,007	-	9,837	11,000	9,644	-	-	-
Strategic Initiatives	20,438	13,716	23,874	35,412	20,272	24,744	22,000	17,682	44,000	44,268	-	-
<b>Total Freight and Strategic Initiatives</b>	<b>28,039</b>	<b>22,504</b>	<b>32,020</b>	<b>35,662</b>	<b>29,279</b>	<b>24,744</b>	<b>31,837</b>	<b>28,682</b>	<b>53,644</b>	<b>44,268</b>	-	-
<b>TOTAL SHS CORE</b>	<b>311,095</b>	<b>308,396</b>	<b>262,921</b>	<b>377,832</b>	<b>258,430</b>	<b>265,699</b>	<b>252,441</b>	<b>271,772</b>	<b>250,306</b>	<b>251,017</b>	-	-
Early Development	602	1,050	320	765	300	300	300	250	-	250	175,000	98,475
Formula Debt Service + Fees & Interest <sup>2</sup>	58,152	58,152	58,190	58,190	58,180	58,180	58,255	58,255	58,287	58,287	-	-
System Support	9,429	7,718	8,986	7,369	8,463	6,888	7,728	6,153	9,000	6,307	-	-
HSIP Local <sup>1</sup>	3,851	3,946	3,775	3,775	3,701	3,701	8,024	8,024	7,867	7,867	-	-
Federal Rail	1,848	2,022	1,888	1,865	1,928	1,925	1,969	1,530	1,969	990	-	-
State Rail	405	355	407	357	250	30	250	30	250	30	-	-
State Board Unallocated	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	-	-
<b>Other</b>	<b>79,287</b>	<b>78,243</b>	<b>78,566</b>	<b>77,321</b>	<b>77,822</b>	<b>76,024</b>	<b>81,526</b>	<b>79,242</b>	<b>82,373</b>	<b>78,731</b>	<b>172,000</b>	<b>98,475</b>
Systems Planning	2,632	4,068	1,186	2,104	1,218	2,038	1,313	2,165	-	1,198	-	-
Metropolitan Planning (MPOs)	1,775	1,775	1,813	1,813	1,852	1,852	1,895	1,895	1,895	1,895	-	-
State Planning and Research	6,581	6,581	6,738	6,738	6,907	6,907	7,091	7,091	7,091	7,091	-	-
<b>Highway Planning</b>	<b>10,988</b>	<b>12,424</b>	<b>9,737</b>	<b>10,655</b>	<b>9,977</b>	<b>10,797</b>	<b>10,299</b>	<b>11,152</b>	<b>9,986</b>	<b>10,184</b>	-	-
Transportation Alternatives (TAP)	3,628	3,736	3,822	3,898	3,822	3,822	3,822	3,822	3,822	3,822	-	-
Congestion Mitigation/Air Quality (CMAQ) <sup>2</sup>	-	-	-	-	-	-	-	-	-	-	-	-
Recreational Trails	1,846	1,846	1,846	1,846	1,846	1,846	1,846	1,846	1,846	1,846	-	-
<b>Highway Statewide Competitive</b>	<b>5,474</b>	<b>5,582</b>	<b>5,668</b>	<b>5,744</b>	<b>5,668</b>	<b>5,668</b>	<b>5,668</b>	<b>5,668</b>	<b>5,668</b>	<b>5,668</b>	-	-
STP - Local Urban <sup>3</sup>	8,722	8,786	8,498	8,844	8,379	8,426	8,243	8,088	8,082	8,214	30,000	31,332
STP - Transportation Management Area <sup>1</sup>	9,715	9,551	9,917	9,937	10,095	10,422	10,317	10,638	10,115	10,435	20,230	19,795
TAP- Transportation Management Area <sup>1</sup>	468	468	471	471	461	461	452	452	443	231	887	598
STP - Local Rural <sup>1</sup>	13,537	10,365	13,611	11,086	13,765	10,597	13,943	12,996	13,669	13,978	27,338	24,268
Bridge - Local <sup>1</sup>	5,447	7,478	5,340	3,535	5,235	7,165	5,133	2,719	5,032	6,888	10,064	12,768
Bridge - Off System <sup>1</sup>	4,085	4,985	4,004	8,339	3,926	5,165	3,849	7,210	3,774	1,809	7,548	9,039
<b>Total Local Highway (LHTAC Programs)</b>	<b>26,920</b>	<b>26,774</b>	<b>26,730</b>	<b>26,735</b>	<b>26,628</b>	<b>26,628</b>	<b>30,949</b>	<b>30,949</b>	<b>30,642</b>	<b>30,342</b>	<b>44,951</b>	<b>46,075</b>
<b>Total Local Highway Programs</b>	<b>41,974</b>	<b>41,633</b>	<b>41,840</b>	<b>42,212</b>	<b>41,863</b>	<b>42,236</b>	<b>41,938</b>	<b>42,103</b>	<b>41,116</b>	<b>41,355</b>	<b>96,068</b>	<b>97,800</b>
<b>TOTAL HIGHWAY FEDERAL FORMULA/STATE FUNDS</b>	<b>448,818</b>	<b>446,278</b>	<b>398,733</b>	<b>413,764</b>	<b>393,761</b>	<b>400,424</b>	<b>391,872</b>	<b>409,937</b>	<b>388,448</b>	<b>386,955</b>	<b>271,068</b>	<b>196,275</b>
High Priority (SAFETEA-LU)	1,483	1,483	3,004	3,004	-	-	-	-	-	-	-	-
High Priority (TEA-21)	6,969	6,969	18,426	18,426	-	-	-	-	-	-	-	-
Discretionary Earmarks & Applications	-	-	977	977	-	-	-	-	-	-	10,000	10,000
Emergency Relief	293	293	-	-	-	-	-	-	-	-	-	-
Federal Lands Access (FLAP)	13,898	15,190	13,898	21,888	13,898	16,707	13,898	10,470	13,898	-	13,898	869
Indian Reservation Roads	1,824	1,824	1,782	1,782	1,847	1,847	1,976	1,976	-	-	-	-
Other Federal Non-Formula	2,552	2,552	2,901	2,901	2,552	2,552	2,262	2,262	2,262	2,262	-	-
<b>Highway Other Federal Programs</b>	<b>27,019</b>	<b>28,311</b>	<b>40,988</b>	<b>48,978</b>	<b>18,297</b>	<b>21,106</b>	<b>18,136</b>	<b>14,708</b>	<b>16,160</b>	<b>2,262</b>	<b>23,898</b>	<b>10,869</b>
Federal Non-Participating	-	-	238	238	-	-	-	-	-	-	2,154	2,154
Local/Private Partnership	9,617	9,617	1,949	1,949	-	-	11,060	11,060	-	-	3,294	3,294
<b>Highway Other Programs</b>	<b>9,617</b>	<b>9,617</b>	<b>2,187</b>	<b>2,187</b>	-	-	<b>11,060</b>	<b>11,060</b>	-	-	<b>5,448</b>	<b>5,448</b>
<b>TOTAL HIGHWAYS PROGRAMS</b>	<b>485,454</b>	<b>484,206</b>	<b>441,908</b>	<b>464,929</b>	<b>412,058</b>	<b>421,530</b>	<b>421,068</b>	<b>435,705</b>	<b>404,608</b>	<b>389,217</b>	<b>300,414</b>	<b>212,592</b>
Capital	15,675	15,675	11,684	11,684	12,185	12,185	13,341	13,341	11,600	11,600	-	-
Operations	22,904	22,904	22,875	22,875	22,912	22,912	23,010	23,010	19,626	19,626	-	-
<b>TOTAL PUBLIC TRANSPORTATION</b>	<b>38,579</b>	<b>38,579</b>	<b>34,559</b>	<b>34,559</b>	<b>35,097</b>	<b>35,097</b>	<b>36,351</b>	<b>36,351</b>	<b>31,226</b>	<b>31,226</b>	-	-
Primary and GA-NPIAS Airports	64,240	64,240	69,699	69,699	61,213	61,213	54,394	54,394	34,254	34,254	-	-
GA - Community Airports	455	455	323	323	485	485	310	310	54	54	-	-
<b>TOTAL AERONAUTICS</b>	<b>64,695</b>	<b>64,695</b>	<b>70,022</b>	<b>70,022</b>	<b>61,697</b>	<b>61,697</b>	<b>54,704</b>	<b>54,704</b>	<b>34,308</b>	<b>34,308</b>	-	-
<b>Grand Total</b>	<b>588,728</b>	<b>587,480</b>	<b>546,489</b>	<b>569,510</b>	<b>508,852</b>	<b>518,324</b>	<b>512,123</b>	<b>526,760</b>	<b>470,142</b>	<b>454,751</b>	<b>300,414</b>	<b>212,592</b>

\*Available estimates are to be used for planning purposes only. FY2020 is last year of FAST Act. FY2021 flat-lined at FY2020 levels. Funding levels assume 100% obligation authority

<sup>1</sup>Available dollars in in FY2017 dollars at 2% annual inflation (funds reduced accordingly to represent reduced buying power).

<sup>2</sup>Apportionment only for non-attainment areas

<sup>3</sup>GARVEE bonds provide no net additional transportation funding as they are repaid with future federal funds via debt service

<sup>4</sup>FY2017 available dollars includes un-programmed estimate of FY2017 Surplus Eliminator funding (~\$20M)

COMPASS based this report on ITD's table, but incorporated clarifications.

## Financial Status of Project Sponsoring Entities

ACHD projects are derived from the agency's annual Five-Year Work Program<sup>22</sup>, a capital improvement program. The Five-Year Work Program is a fiscally-constrained program, which means anticipated costs for individual projects and programs match the projected revenues of the highway district within a designated margin. The ACHD budget history is provided in Table 5. Each year, ACHD staff develops revenue projections for the program. These projections are based on anticipated growth in ACHD's various revenue sources, which include property taxes, vehicle registration fees, Highway Distribution Account (gas tax), state sales tax, and impact fees.

The total revenue projection is then divided into two subcategories – Maintenance and Operations, and Capital Projects. The amount identified for Capital Projects serves as the amount available for the Five-Year Work Program and matches the revenue column in Table 3. No interruption of revenue is currently anticipated for ACHD. Furthermore, the agency regularly adjusts its expenditure levels according to its anticipated revenue.

The Idaho State Legislature voted to increase the state gas tax by 7¢ per gallon starting in July 2015. The increase will impact Highway Distribution Account payments to cities and highway districts beginning in FY2016, and is intended to provide for better maintenance of Idaho streets and highways. The increase is reflected in Tables 3, 5, and 7, below.

Table 5: Ada County Highway District Budget History, 2008 – 2015

Year	Beginning Balance	Total Income	Disbursements	Receipts over Disbursements	Closing Fund Balance	Obligated for Projects – Highway User Revenue	Retained for Operations – Highway User Revenue
2008	\$6,637,892	\$78,760,717	\$71,839,426	\$6,921,291	\$13,559,183	\$3,763,173	\$9,429,417
2009	\$13,559,183	\$70,251,141	\$66,405,221	\$3,845,920	\$17,405,103	\$4,147,278	\$13,187,679
2010	\$17,405,103	\$74,481,012	\$65,167,931	\$9,313,081	\$26,718,184	\$6,503,198	\$3,276,737
2011	\$26,204,360	\$80,686,381	\$76,593,567	\$4,092,814	\$4,840,822	\$4,840,822	\$0
2012	\$0	\$82,169,639	\$82,781,051	-\$611,412	\$0	\$0	\$0
2013	\$0	\$87,326,318	\$89,607,676	-\$2,281,358	\$0	\$0	\$0
2014	\$0	\$84,483,464	\$82,279,759	\$2,203,705	\$2,203,705	\$2,203,705	\$0
2015	\$2,203,705	\$94,153,479	\$95,104,871	-\$951,382	\$1,252,313	\$0	\$1,252,313

Source: Local Government Street/Road Finance Reports, 2008-2015.

<sup>22</sup> <http://www.achdidaho.org/Departments/PP/5Year.aspx>

Table 6: Ada County Highway District Budget Program, FY2016 - FY2021  
Projected Revenues and Expenditures for Capital Projects

Year	Programmed	Revenue	Reimbursements	Total Revenue	Difference
2016	\$41,388,000	\$42,300,000	\$2,450,000	\$44,750,000	\$3,360,000
2017	\$49,268,300	\$44,304,400	\$4,963,900	\$49,268,300	\$0
2018	\$47,978,400	\$41,800,700	\$6,177,700	\$47,978,400	\$0
2019	\$46,456,800	\$39,590,000	\$670,000	\$40,260,000	-\$6,196,800
2020	\$44,096,000	\$41,000,000	\$970,000	\$41,970,000	-\$2,126,000
2021	\$45,223,000	\$42,460,000	\$670,000	\$43,130,000	-\$2,093,000
PD*	\$93,464,500	\$89,489,000	\$250,000	\$89,739,000	-\$3,725,500
Total	\$367,875,000	\$340,944,100	\$16,151,600	\$357,095,700	-\$10,781,300

Source: Ada County Highway District Five Year Work Plan Summary FY2015-2019 (November 2014 draft) and Integrated Five Year Work Plan Summary 2017-2021 (September 2016 draft).

\*PD = preliminary development, meaning the project does not have a construction year, but may begin design work.

The mayors and city councils of the cities and the commissioners of the highway districts in Canyon County sponsor projects programmed in this document. The required local shares of these projects are covered as part of the cities' annual budgets. All of these sponsors are on good financial standing and are committed to providing the required local match. Several agencies normally obligate all or part their closing fund balance for future projects or operations expenses. Tables 7 - 10 provide historical and projected financial statistics for the urban and rural portions<sup>23</sup> of Canyon County as a summary. Detailed information is available by contacting COMPASS staff at [info@compassidaho.org](mailto:info@compassidaho.org).

Table 7: Nampa Urbanized Area Cities and Highway Districts Budget History, 2008-2015

Year	Beginning Balance	Total Income	Disbursements	Receipts over Disbursements	Closing Fund Balance	Obligated for Projects – Highway User Revenue	Retained for Operations – Highway User Revenue
2008	\$8,010,126	\$21,601,909	\$19,606,412	\$1,995,497	\$10,005,623	\$5,738,906	\$1,176,148
2009	\$18,955,382	\$21,763,722	\$20,696,792	\$1,066,930	\$20,022,312	\$9,650,063	\$9,346,793
2010	\$18,833,330	\$26,169,613	\$26,169,613	-\$1,117,206	\$17,716,124	\$9,615,929	\$6,328,975
2011	\$8,308,158	\$25,794,364	\$23,759,298	\$2,035,066	\$9,883,400	\$8,377,714	\$1,429,269
2012	\$9,748,757	\$25,622,371	\$26,393,114	-\$770,744	\$8,979,554	\$4,131,177	\$4,847,777
2013	\$8,126,619	\$26,915,087	\$28,756,986	-\$1,841,899	\$6,290,723	\$3,977,418	\$2,313,308
2014	\$6,631,522	\$29,354,148	\$29,842,070	-\$487,922	\$6,118,364	\$4,397,863	\$735,303
2015	\$15,066,018	\$32,853,529	\$29,217,812	\$3,635,717	\$18,645,779	\$7,627,626	\$400,000

Source: Local Government Street/Road Finance Reports, 2008-2015.

<sup>23</sup> Parts of the Canyon and Nampa highway districts are included in the Nampa Urbanized Area. For ease in reporting they are included in the urban figures (tables 7 and 8) with the cities of Caldwell, Middleton and Nampa, rather than split between the urban and rural figures (tables 9 and 10). Tables 9 and 10 comprise data (where available) from the cities of Greenleaf, Melba, Notus, Parma and Wilder and the Golden Gate and Notus-Parma highway districts.

Table 8: Nampa Urbanized Area Cities and Highway Districts Budget Projections, 2015-2020

Year	Total Income	Disbursements	Receipts over Disbursements
2015	\$31,140,000	\$30,830,000	\$310,000
2016	\$41,292,000	\$32,705,000	\$8,587,000
2017	\$45,556,000	\$43,368,000	\$2,188,000
2018	\$48,327,000	\$47,847,000	\$480,000
2019	\$51,267,000	\$50,757,000	\$510,000
2020	\$54,386,000	\$53,845,000	\$541,000

Source: Extrapolated from Local Jurisdiction Financial Report Summary, 2008-2015, using a 5-year average in year-over-year changes in total income and average income-disbursement ratio. Effects of HB312 rising to 30% annual increase after 2015.

Table 9: Other Canyon County Cities and Highway Districts Budget History, 2008-2015

Year	Beginning Balance	Total Income	Disbursements	Receipts over Disbursements	Closing Fund Balance	Obligated for Projects – Highway User Revenue	Retained for Operations – Highway User Revenue
2008	\$2,269,601	\$3,791,946	\$4,299,131	-\$507,185	\$1,762,416	\$1,215,074	\$358,001
2009	\$1,915,097	\$4,045,022	\$3,797,702	\$247,320	\$2,162,417	\$1,540,765	\$448,143
2010	\$1,880,174	\$3,413,233	\$3,704,979	-\$291,746	\$1,593,590	\$1,303,951	\$266,868
2011	\$1,762,644	\$3,810,189	\$3,935,700	-\$125,511	\$2,009,662	\$1,193,294	\$749,016
2012	\$1,988,663	\$4,531,986	\$4,754,082	-\$222,096	\$1,950,655	\$1,382,310	\$486,815
2013	\$2,022,640	\$4,131,295	\$4,575,206	-\$443,911	\$1,580,258	\$801,586	\$629,874
2014	\$1,503,337	\$3,940,760	\$4,055,510	-\$114,749	\$1,848,001	\$973,003	\$813,336
2015	\$1,938,855	\$4,346,462	\$4,381,480	-\$20,501	\$2,294,674	\$1,748,468	\$546,206

Source: Local Government Street/Road Finance Reports, 2008-2015.

Table 10: Other Canyon County Cities and Highway Districts Budget Projections, 2016-2020

Year	Total Income	Disbursements	Receipts over Disbursements
2016	\$4,359,500	\$4,394,600	-\$35,100
2017	\$4,372,600	\$4,407,800	-\$35,200
2018	\$4,385,700	\$4,421,100	-\$35,300
2019	\$4,398,900	\$4,434,300	-\$35,400
2020	\$4,412,100	\$4,447,600	-\$35,500

Source: Extrapolated from Local Government Street/Road Finance Reports, 2008-2015, using a 5-year average in year-over-year changes in total income and average income-disbursement ratio. Effects of HB312 rising to 30% annual increase by 2017.

More details regarding financial analysis are available online in the Regional Asset and Resource Maintenance Report September 2014 (formerly known as the Transportation Financial Report), which can be accessed online at <http://www.compassidaho.org/reports.htm> (Report 14-2014).

**Commuteride Program.** The Commuteride Program is a component of the ACHD operation. The agency’s financial capability is discussed above.

**Financial Status of VRT Projects.** VRT, the regional transit authority, is the main recipient of the FTA funds in the Treasure Valley, specifically under the Section 5307 (urban area) and 5339 programs. Local governments in the Treasure Valley are committed to supporting VRT and its transit system improvement programs. The City of Boise provides the greatest share of local government funding for VRT.

Table 11: Valley Regional Transit Budget History, 2008-2015

Year	Beginning Balance	Total Income	Disbursements	Closing Fund Balance
2008	\$1,661,037	\$10,519,714	\$10,677,306	\$1,503,445
2009	\$1,503,445	\$10,592,700	\$10,678,285	\$1,417,861
2010	\$1,417,861	\$13,414,818	\$12,005,258	\$2,827,421
2011	\$2,827,421	\$11,527,863	\$11,494,884	\$2,860,400
2012	\$2,860,400	\$21,684,897	\$11,797,306	\$12,747,991
2013	\$12,747,991	\$14,143,400	\$12,467,797	\$14,423,594
2014	\$14,423,594	\$18,503,639	\$13,487,360	\$19,439,873
2015	\$19,439,873	\$21,463,790	\$14,859,959	\$26,043,704

Source: Valley Regional Transit budget reports, 2008-2015.

NOTE: Increased closing fund balances due to delay in obligating funds

Table 12: Valley Regional Transit Budget Projections, 2016-2020

Year	Beginning Balance	Total Income	Disbursements	Closing Fund Balance
2015	\$6,244,554	\$11,253,093	\$12,785,982	\$1,532,889
2016	\$1,532,889	\$11,447,522	\$12,969,389	\$1,521,867
2017	\$1,521,867	\$11,662,225	\$13,231,203	\$1,568,977
2018	\$1,568,977	\$11,901,819	\$13,477,773	\$1,575,953
2019	\$1,575,953	\$12,252,874	\$13,834,398	\$1,581,524
2020	\$1,581,524	\$12,614,460	\$14,201,722	\$1,587,262

Source: Valley Regional Transit, FY2014 Budget – Six Year Operating Plan.

**General Statement of Financial Constraint.** The projects programmed in this document can reasonably be funded through anticipated funding sources. Table 13 demonstrates available funding versus programmed funding for all funding sources available in the COMPASS area. 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 13. COMPASS Region Available vs. Programmed Funding**  
 (All amounts in \$1,000, most including local match)(Shown in year of expenditure - inflated)

Funding Source	2017		2018		2019		2020		2021		PD**	
	Available	Programmed	Available	Programmed	Available	Programmed	Available	Programmed	Available	Programmed	Available	Programmed
Bridge (Local)	0	0	1,394	1,394	0	0	158	158	0	0	7,032	7,032
Bridge Preservation	1,474	1,474	3,183	3,183	3,589	3,589	2,483	2,483	0	0	0	0
Bridge Restoration	21,540	21,540	281	281	4,178	4,178	0	0	2,998	2,998	0	0
CDBG	347	347	0	0	0	0	0	0	0	0	0	0
Early Development	0	0	0	0	0	0	0	0	0	0	5,520	5,520
Federal Rail	23	23	821	821	495	495	541	541	0	0	0	0
FLAP	4,912	4,912	4,633	4,633	364	364	0	0	0	0	0	0
Freight	3,498	3,498	0	0	0	0	0	0	0	0	0	0
*FTA 5303	272	272	272	272	272	272	272	272	272	272	0	0
*FTA 5307 LU***	3,293	3,628	3,293	3,292	3,293	3,458	3,293	3,503	3,293	3,503	0	0
*FTA 5307 SU***	2,405	4,807	2,405	1,691	2,405	2,182	2,405	2,746	2,405	2,785	0	0
*FTA 5310 LU	269	269	269	269	269	269	269	269	269	269	0	0
*FTA 5310 SU***	226	386	226	226	226	226	226	226	226	226	0	0
*FTA 5339 LU	315	315	315	315	315	337	315	375	315	375	0	0
*FTA 5339 SU	232	1,036	232	257	232	2362	232	232	232	232	0	0
HSIP	2,700	2,700	816	816	0	0	0	0	0	0	0	0
HSIP (Local)	1,452	1,452	150	150	328	328	460	460	0	0	0	0
Local (Reg. Significant)	4,757	4,757	1,488	1,488	6,353	6,353	1,210	1,210	0	0	9,682	9,682
Local Participating	607	607	0	0	0	0	64	64	0	0	0	0
Metropolitan Planning	1,124	1,124	1,147	1,147	1,172	1,172	1,199	1,199	1,199	1,199	0	0
Non-Participating (Local)	372	372	155	155	333	333	1,213	1,213	347	347	631	631
Pavement Preservation	5,100	5,100	2,009	2,009	2,331	2,331	6,471	6,471	8,356	8,356	0	0
Restoration	21,914	21,914	12,822	12,822	8,635	8,635	0	0	4,679	4,679	0	0
STAR	9,310	9,310	0	0	0	0	0	0	0	0	0	0
State Rail	85	85	108	108	0	0	0	0	0	0	0	0
STP-R	0	0	2,963	2,963	337	337	2,038	2,038	0	0	2,330	2,330
STP-TMA	9,715	9,532	10,115	9,131	10,503	11,456	10,949	10,904	10,949	10,888	21,897	21,229
STP-U	55	55	2,871	2,871	154	154	4,862	4,862	898	898	5,683	5,683
Strategic Initiatives	8,585	8,585	1,168	1,168	5,789	5,789	0	0	6,318	6,318	0	0
System Support	0	0	61	61	0	0	0	0	0	0	0	0
Systems Planning	202	202	0	0	0	0	0	0	0	0	0	0
TAP-State	654	654	202	202	832	832	0	0	0	0	0	0
TAP-TMA	468	468	471	472	461	461	452	452	443	231	886	598
Traffic Operations	0	0	459	459	1,107	1,107	0	0	0	0	0	0
<b>Total</b>	<b>105,906</b>	<b>109,424</b>	<b>54,329</b>	<b>52,656</b>	<b>53,973</b>	<b>57,020</b>	<b>39,112</b>	<b>39,678</b>	<b>43,199</b>	<b>43,576</b>	<b>53,661</b>	<b>52,705</b>

\*Funds are shown as federal only because local match rates vary from 0% to 50%.

\*\*PD=Preliminary Development, meaning the project does not have a construction year, but may begin design work.

As of 10/16/16

\*\*\*Includes carry over funds from previous years, or carry over for programming purposes.

Gray Highlight=programs managed by COMPASS or VRT.

Local agencies over-program up to 103% of the local federal allocation. As savings are realized in the programs, these balances will be reduced to 100% of the allocation or less. Additional balancing worksheets are available for local programs for more detailed information.

## VIII. 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 14.

Many projects are complex, containing various transportation elements. The following assumptions were made when developing this 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.
- 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 – non-classified.

Table 14: Share of Project Costs Allocated to Alternative Modes of Transportation  
(Shown in year of expenditure - inflated))(Funds shown in \$1,000)(Match and local funds are included)

Year	Total Programmed Funds	Amount Allocated to Roadway Solutions	Amount Allocated to Alternatives Solutions	Amount Allocated to Air Quality	Amount Allocated to Other	Percent to Roadways	Percent to Alternative Solutions	Percent to Air Quality	Percent to Other
2017	112,816	90,245	19,632	124	2,815	79.99%	17.40%	0.11%	2.5%
2018	54,839	40,815	11,302	331	2,391	74.43%	20.61%	0.60%	4.36%
2019	56,891	40,098	14,403	250	2,140	70.48%	25.32%	0.44%	3.76%
2020	41,578	23,406	15,109	0	3,063	56.29%	36.34%	0.0%	7.37%
2021	44,699	30,494	11,932	0	2,273	68.22%	26.69%	0.0%	5.09%
PD	49,852	38,056	10,123	627	1,046	76.34%	20.31%	1.26%	2.10%
<b>Total</b>	<b>360,675</b>	<b>263,114</b>	<b>82,501</b>	<b>1,332</b>	<b>13,728</b>	<b>72.95%</b>	<b>22.87%</b>	<b>0.37%</b>	<b>3.81%</b>

PD=Preliminary Development, meaning the project does not have a construction year, but may begin design work.  
As of 9/26/16

APPENDIX A  
LIST OF PROJECTS

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).

# FY 2017-2021 Regional Transportation Improvement Program



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

All costs in year-of-expenditure dollars

### 10th Avenue Bridge, Caldwell

Key # : 13055

Inflated

#### Performance Measures Met:

- Transportation Infrastructure
- Environmental Sustainability
- Land Use

Requesting Agency: City of Caldwell

Project Year: 2018

Total Previous Expenditures: \$446

Total Programmed Cost: \$1,394

Total Cost (Previous + Programmed): \$1,840

Project Description: Replace bridge on 10th Avenue over Indian Creek in Caldwell.



Funding Source		Bridge (Local)				Local Match : 7.34%		Funding Allocation : 100 % Road	
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	232	1,163	1,394	1,292	102
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$232	\$1,163	\$1,394	\$1,292	\$102

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

Sorted by Project Type then Project Name  
All Values in Thousands of Dollars

## 10th Avenue ITS and Overlay, Caldwell

Key # : 13905

Inflated

### Performance Measures Met:

Maintenance  
 Congestion Reduction/System Reliability  
 Freight Movement and Economic Vitality  
 Environmental Sustainability

Requesting Agency: City of Caldwell

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,456

Total Cost (Previous + Programmed): \$1,456

### Project Description:

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



Funding Source STP-U Local Match : 7.34% Funding Allocation :50 % Road 50 % Air Quality

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	5	198	0	0	0	0	203	188	15
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	163	1,090	1,253	1,161	92
<b>Fund Totals:</b>	<b>\$5</b>	<b>\$198</b>	<b>\$0</b>	<b>\$0</b>	<b>\$163</b>	<b>\$1,090</b>	<b>\$1,456</b>	<b>\$1,349</b>	<b>\$107</b>

## ADA Ramps, Caldwell

Key # : 19885

Inflated

### Performance Measures Met:

Congestion Reduction/System Reliability  
 Transportation Safety  
 Health

Requesting Agency: City of Caldwell

Project Year: 2018

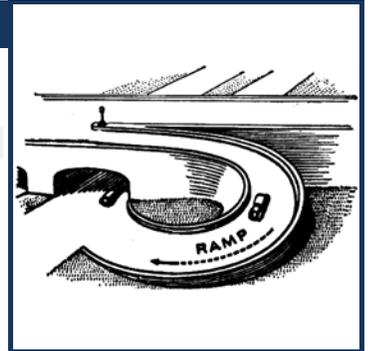
Total Previous Expenditures: \$0

Total Programmed Cost: \$61

Total Cost (Previous + Programmed): \$61

### Project Description:

Construct various Americans with Disabilities Act (ADA) ramps along I-84B in Caldwell.



Funding Source System Support Local Match : 100.00% Funding Allocation :Other - Not Classified

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	61	61	0	61
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$61</b>	<b>\$61</b>	<b>\$0</b>	<b>\$61</b>

## Bicycle Parking, Covered Bicycle Facility, BSU

Key # : 20095

Inflated

### Performance Measures Met:

Requesting Agency: Boise State University  
 Project Year: 2021  
 Total Previous Expenditures: \$0

Congestion Reduction/System Reliability  
 Transportation Safety  
 Land Use  
 Health



Total Programmed Cost: \$72

Total Cost (Previous + Programmed): \$72

Project Description: Construct a bike barn/secured bike parking area for public access on the edge of the Boise State University campus.

Funding Source TAP-TMA

Local Match : 7.34%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	3	69	72	67	5
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$3	\$69	\$72	\$67	\$5

## Bicycle Parking, Downtown Bicycle Facilities, BSU

Key # : 19979

Inflated

### Performance Measures Met:

Requesting Agency: Boise State University  
 Project Year: PD  
 Total Previous Expenditures: \$0

Congestion Reduction/System Reliability  
 Transportation Safety  
 Land Use  
 Health



Total Programmed Cost: \$102

Total Cost (Previous + Programmed): \$102

Project Description: Construct a bike barn at City Center Plaza with the goal of providing bike parking within the current facility and, at a later date, around the downtown area close to the City Center Plaza.

Funding Source TAP-TMA

Local Match : 7.34%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	3	99	102	95	7
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$3	\$99	\$102	\$95	\$7

## Bike Share, Phase 1, Boise

Key # : 20010

Inflated

### Performance Measures Met:

Congestion Reduction/System Reliability  
 Environmental Sustainability  
 Land Use  
 Housing

Requesting Agency: Valley Regional Transit  
 Project Year: 2019  
 Total Previous Expenditures: \$0



Total Programmed Cost: \$77

Total Cost (Previous + Programmed): \$77

Project Description: Purchase bike racks, sign and/or map panels, and additional bikes for the bike share system serving downtown Boise and close-in neighborhoods.

Funding Source TAP-TMA

Local Match : 7.34%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	3	74	77	71	6
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$3	\$74	\$77	\$71	\$6

## Bike Share, Phase 2, Boise

Key # : 20127

Inflated

### Performance Measures Met:

Congestion Reduction/System Reliability  
 Environmental Sustainability  
 Land Use  
 Health

Requesting Agency: Valley Regional Transit  
 Project Year: 2020  
 Total Previous Expenditures: \$0



Total Programmed Cost: \$101

Total Cost (Previous + Programmed): \$101

Project Description: Purchase bike racks, sign and/or map panels, and additional bikes for the bike share system serving downtown Boise and close-in neighborhoods.

Funding Source TAP-TMA

Local Match : 7.34%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	3	98	101	94	7
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$3	\$98	\$101	\$94	\$7

## Bogus Basin Road Safety, Maintenance and Trailhead, Boise County

Key # : 19783

Inflated

**Performance Measures Met:**

Maintenance  
Open Space

Requesting Agency: ACHD

Project Year: 2018

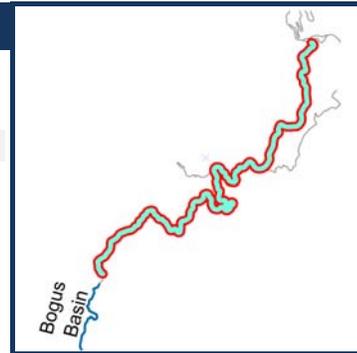
Total Previous Expenditures: \$0

Total Programmed Cost: \$5,378

Total Cost (Previous + Programmed): \$5,378

**Project Description:**

Complete safety improvements and pavement rehabilitation on Bogus Basin Road in Boise County from milepost 9 to Bogus Basin Mountain Recreation area (milepost 16.2) and add a trailhead. ACHD has an agreement with Boise County to maintain this segment of roadway due to limited access. This is a Federal Land Access Program (FLAP) project managed by Western Federal Lands.



Funding Source **FLAP** Local Match : 7.34% Funding Allocation : 75 % Road 25 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	381	0	0	0	0	0	381	353	28
2018	36	0	0	0	200	4,397	4,633	4,293	340
2019	39	0	0	0	0	325	364	337	27
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	<b>\$456</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$200</b>	<b>\$4,722</b>	<b>\$5,378</b>	<b>\$4,983</b>	<b>\$395</b>

## Bridge Rehabilitation, Ada and Canyon Counties - FY2019

Key # : 19442

Inflated

**Performance Measures Met:**

Transportation Infrastructure

Requesting Agency: ITD

Project Year: 2019

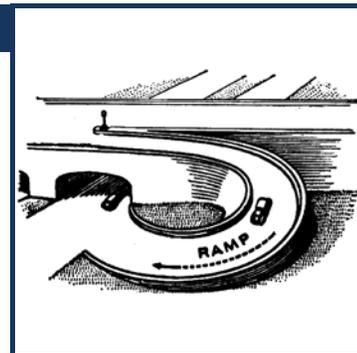
Total Previous Expenditures: \$330

Total Programmed Cost: \$3,604

Total Cost (Previous + Programmed): \$3,934

**Project Description:**

Rehabilitate six bridges on I-84 in Ada and Canyon Counties at: Sand Hollow Road Crossing, Franklin Road, Galloway Road, Purple Sage Road, SH-44 (Middleton), and US-20 (Parma), as well as five additional bridges outside the COMPASS planning area. The work will preserve 11 bridges in good condition and prevent more extensive maintenance in the future. (55% Canyon County and 45% Payette County)



Funding Source **Bridge Preservation** Local Match : 7.34% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	10	0	0	0	0	0	10	9	1
2018	5	0	0	0	0	0	5	5	0
2019	0	0	0	0	468	3,121	3,589	3,326	263
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	<b>\$15</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$468</b>	<b>\$3,121</b>	<b>\$3,604</b>	<b>\$3,340</b>	<b>\$265</b>

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

Sorted by Project Type then Project Name  
All Values in Thousands of Dollars

## Bridge Repairs, Ada and Boise Counties - FY2020

Key # : 19345

Inflated

Performance Measures Met:

Transportation Infrastructure

Requesting Agency: ITD

Project Year: 2020

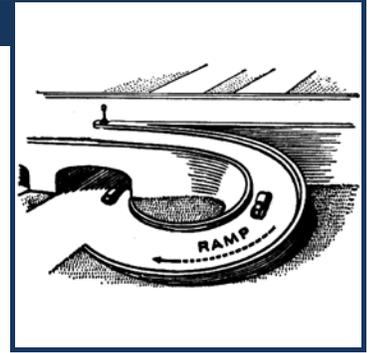
Total Previous Expenditures: \$230

Total Programmed Cost: \$2,498

Total Cost (Previous + Programmed): \$2,728

Project Description:

Place a preservative seal (polyester or epoxy overlays) on the decks of the following bridges on I-84 in Ada County: Emerald Street, Meridian Interchange, Cole/Overland, Broadway, Gowen Spur, Boise Valley Railroad, Gowen Interchange, and Mores Creek at Lucky Peak, along with six additional locations outside the COMPASS planning area. (57% Ada County and 43% Boise County)



### Funding Source Bridge Preservation

Local Match : 7.34%

Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	10	0	0	0	0	0	10	9	1
2018	5	0	0	0	0	0	5	5	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	361	2,122	2,483	2,301	182
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	<b>\$15</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$361</b>	<b>\$2,122</b>	<b>\$2,498</b>	<b>\$2,315</b>	<b>\$183</b>

## Bridge Repairs, Ada County - FY2018

Key # : 19064

Inflated

Performance Measures Met:

Maintenance

Requesting Agency: ITD

Project Year: 2018

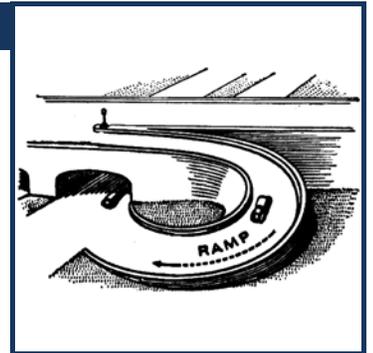
Total Previous Expenditures: \$90

Total Programmed Cost: \$2,387

Total Cost (Previous + Programmed): \$2,477

Project Description:

Place a preservative seal (polyester or epoxy overlays) on the decks of the following bridges: I-84 and Eagle Road, I-84 and Maple Grove Road, SH-16 at the Boise River, SH-16 at Joplin Road and Eureka Canal, SH-55 at the north channel of the Boise River, and SH-55 at the south channel of the Boise River.



### Funding Source Bridge Preservation

Local Match : 7.34%

Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	10	0	0	0	0	0	10	9	1
2018	0	0	0	0	337	2,040	2,377	2,202	174
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	<b>\$10</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$337</b>	<b>\$2,040</b>	<b>\$2,387</b>	<b>\$2,211</b>	<b>\$175</b>

## Capital Maintenance, Alternative Transportation Set-Aside, Boise Area - FY2

Key # : 19057

Inflated

Performance Measures Met:

Support

Requesting Agency: COMPASS

Project Year: 2020

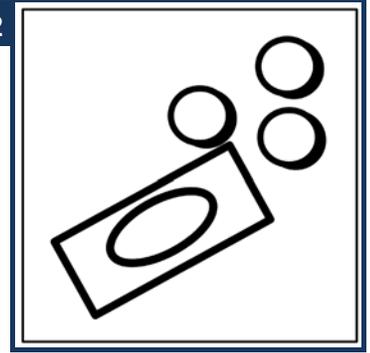
Total Previous Expenditures: \$0

Total Programmed Cost: \$1,571

Total Cost (Previous + Programmed): \$1,571

Project Description:

Set-aside funds for alternative transportation projects in the Boise Urbanized Area. Applications will be accepted in 2017 for specific projects for these funds. Eligible projects include bus replacement, public transportation facility/equipment replacement, bike lanes, or sidewalks - for maintenance or small gaps only.



### Funding Source STP-TMA Local Match : 7.34% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	1,571	1,571	1,455	115
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$1,571	\$1,571	\$1,455	\$115

## Capital Maintenance, Alternative Transportation Set-Aside, Boise Area - FY2

Key # : 18905

Inflated

Performance Measures Met:

Support

Requesting Agency: COMPASS

Project Year: 2021

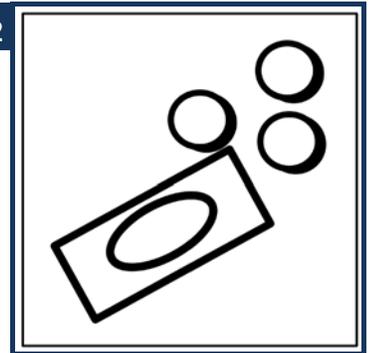
Total Previous Expenditures: \$0

Total Programmed Cost: \$1,568

Total Cost (Previous + Programmed): \$1,568

Project Description:

Set-aside funds for alternative transportation projects in the Boise Urbanized Area. Applications will be accepted in 2018 for specific projects for these funds. Eligible projects include bus replacement, public transportation facility/equipment replacement, bike lanes, or sidewalks - for maintenance or small gaps only.



### Funding Source STP-TMA Local Match : 7.34% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	1,568	1,568	1,453	115
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$1,568	\$1,568	\$1,453	\$115

## Capital Maintenance, Alternative Transportation Set-Aside, Boise Area - FY2

Key # : 19763

Inflated

Performance Measures Met:

Support

Requesting Agency: COMPASS

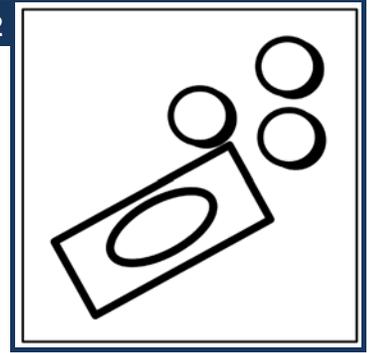
Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,600

Total Cost (Previous + Programmed): \$1,600

**Project Description:** Set-aside funds for alternative transportation projects in the Boise Urbanized Area. Applications will be accepted in 2019 for specific projects for these funds. Eligible projects include bus replacement, public transportation facility/equipment replacement, bike lanes, or sidewalks - for maintenance or small gaps only.



Funding Source STP-TMA Local Match : 7.34% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	1,600	1,600	1,482	117
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$1,600	\$1,600	\$1,482	\$117

## Capital Maintenance, Alternative Transportation Set-Aside, Boise Area - FY2

Key # : 19950

Inflated

Performance Measures Met:

Support

Requesting Agency: COMPASS

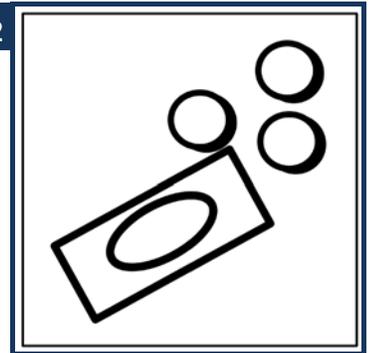
Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,600

Total Cost (Previous + Programmed): \$1,600

**Project Description:** Set-aside funds for alternative transportation projects in the Boise Urbanized Area. Eligible projects include bus replacement, public transportation facility/equipment replacement, bike lanes, or sidewalks - for maintenance or small gaps only.



Funding Source STP-TMA Local Match : 7.34% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	1,600	1,600	1,482	117
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$1,600	\$1,600	\$1,482	\$117

## Capital Maintenance, Local, Boise Area - FY2019

Key # : 20091

Inflated

Performance Measures Met:

Maintenance

Requesting Agency: ACHD

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$332

Total Cost (Previous + Programmed): \$332

Project Description:

Supports the local maintenance program for arterials and collectors within the Boise Urbanized Area by developing maintenance projects to federal standards using local funds. This project could convert to federal-aid if funds become available.



Funding Source Non-Participating (Local) Local Match : 100.00% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	20	0	0	0	0	20	0	20
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	312	312	0	312
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$20	\$0	\$0	\$0	\$312	\$332	\$0	\$332

## Capital Maintenance, Local, Boise Area - FY2020

Key # : 19847

Inflated

Performance Measures Met:

Maintenance

Requesting Agency: ACHD

Project Year: 2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$339

Total Cost (Previous + Programmed): \$339

Project Description:

Support the local maintenance program for arterials and collectors within the Boise Urbanized Area by developing maintenance projects to federal standards using local funds. This project could convert to federal-aid if funds become available.



Funding Source Non-Participating (Local) Local Match : 100.00% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	20	0	0	0	0	20	0	20
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	318	318	0	318
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$20	\$0	\$0	\$0	\$318	\$339	\$0	\$339

## Capital Maintenance, Local, Boise Area - FY2021

Key # : 20159

Inflated

Performance Measures Met:

Maintenance

Requesting Agency: ACHD

Project Year: 2021

Total Previous Expenditures: \$0

Total Programmed Cost: \$346

Total Cost (Previous + Programmed): \$346

Project Description:

Support the local maintenance program for arterials and collectors within the Boise Urbanized Area by developing maintenance projects to federal standards using local funds. This project could convert to federal-aid if funds become available.



Funding Source Non-Participating (Local) Local Match : 100.00% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	21	0	0	0	0	21	0	21
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	325	325	0	325
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$21	\$0	\$0	\$0	\$325	\$346	\$0	\$346

## Capital Maintenance, Local, Boise Area - FY2022

Key # : 20006

Inflated

Performance Measures Met:

Maintenance

Requesting Agency: ACHD

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$320

Total Cost (Previous + Programmed): \$320

Project Description:

Support the local maintenance program for arterials and collectors within the Boise Urbanized Area by developing maintenance projects to federal standards using local funds. This project could convert to federal-aid if funds become available.



Funding Source Non-Participating (Local) Local Match : 100.00% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	20	0	0	0	0	20	0	20
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	300	300	0	300
<b>Fund Totals:</b>	\$0	\$20	\$0	\$0	\$0	\$300	\$320	\$0	\$320

## Capital Maintenance, Local, Boise Area - FY2023

Key # : 20080

Inflated

Performance Measures Met:

Maintenance

Requesting Agency: ACHD

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$353

Total Cost (Previous + Programmed): \$353

Project Description:

Support the local maintenance program for arterials and collectors within the Boise Urbanized Area by developing maintenance projects to federal standards using local funds. This project could convert to federal-aid if funds become available.



Funding Source Non-Participating (Local) Local Match : 100.00% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	22	0	0	0	0	22	0	22
PD	0	0	0	0	0	331	331	0	331
<b>Fund Totals:</b>	\$0	\$22	\$0	\$0	\$0	\$331	\$353	\$0	\$353

## Capital Maintenance, Phase 1, Boise Area - FY2017

Key # : 13479

Inflated

Performance Measures Met:

Maintenance

Requesting Agency: ACHD

Project Year: 2017

Total Previous Expenditures: \$657

Total Programmed Cost: \$6,245

Total Cost (Previous + Programmed): \$6,902

Project Description:

Supplement the local maintenance program to complete work such as overlays on arterials and collectors in the Boise Urbanized Area. More details can be found in ACHD's Design and Construction Review online: <http://www.achdidaho.org/Projects/DCR/DCR.pdf>.



Funding Source STP-TMA Local Match : 7.34% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	937	5,308	6,245	5,787	458
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$937	\$5,308	\$6,245	\$5,787	\$458

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

Key # : 13903

Inflated

Performance Measures Met:

Maintenance

Requesting Agency: ACHD

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$5,745

Total Cost (Previous + Programmed): \$5,745

Project Description: Supplement the local maintenance program to complete work such as overlays on arterials and collectors in the Boise Urbanized Area.



Funding Source STP-TMA Local Match : 7.34% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	20	483	0	0	0	0	503	466	37
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	786	4,456	5,242	4,857	385
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	<b>\$20</b>	<b>\$483</b>	<b>\$0</b>	<b>\$0</b>	<b>\$786</b>	<b>\$4,456</b>	<b>\$5,745</b>	<b>\$5,323</b>	<b>\$422</b>

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

Key # : 18728

Inflated

Performance Measures Met:

Maintenance

Requesting Agency: ACHD

Project Year: 2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$5,999

Total Cost (Previous + Programmed): \$5,999

Project Description: Supplement the local maintenance program to complete work such as overlays on arterials and collectors in the Boise Urbanized Area.



Funding Source STP-TMA Local Match : 7.34% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	21	504	0	0	0	0	525	487	39
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	821	4,652	5,474	5,072	402
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	<b>\$21</b>	<b>\$504</b>	<b>\$0</b>	<b>\$0</b>	<b>\$821</b>	<b>\$4,652</b>	<b>\$5,999</b>	<b>\$5,559</b>	<b>\$440</b>

## Capital Maintenance, Phase 1, Boise Area - FY2021

Key # : 18701

Inflated

Performance Measures Met:

Maintenance

Requesting Agency: ACHD

Project Year: 2021

Total Previous Expenditures: \$0

Total Programmed Cost: \$5,981

Total Cost (Previous + Programmed): \$5,981

Project Description: Supplement the local maintenance program to complete work such as overlays on arterials and collectors in the Boise Urbanized Area.



Funding Source STP-TMA Local Match : 7.34% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	21	503	0	0	0	0	523	485	38
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	818	4,639	5,458	5,057	401
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	<b>\$21</b>	<b>\$503</b>	<b>\$0</b>	<b>\$0</b>	<b>\$818</b>	<b>\$4,639</b>	<b>\$5,981</b>	<b>\$5,542</b>	<b>\$439</b>

## Capital Maintenance, Phase 1, Boise Area - FY2022

Key # : 19465

Inflated

Performance Measures Met:

Maintenance

Requesting Agency: ACHD

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$6,108

Total Cost (Previous + Programmed): \$6,108

Project Description: Supplement the local maintenance program to complete work such as overlays on arterials and collectors in the Boise Urbanized Area.



Funding Source STP-TMA Local Match : 7.34% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	21	514	0	0	0	0	535	496	39
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	836	4,738	5,573	5,164	409
<b>Fund Totals:</b>	<b>\$21</b>	<b>\$514</b>	<b>\$0</b>	<b>\$0</b>	<b>\$836</b>	<b>\$4,738</b>	<b>\$6,108</b>	<b>\$5,660</b>	<b>\$448</b>

## Capital Maintenance, Phase 1, Boise Area - FY2023

Key # : 20259

Inflated

Performance Measures Met:

Maintenance

Requesting Agency: ACHD

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$6,119

Total Cost (Previous + Programmed): \$6,119

Project Description: Supplement the local maintenance program for arterials and collectors within the Boise Urbanized Area.



Funding Source STP-TMA Local Match : 7.34% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	22	524	0	0	0	0	546	506	40
PD	0	0	0	0	836	4,738	5,573	5,164	409
<b>Fund Totals:</b>	<b>\$22</b>	<b>\$524</b>	<b>\$0</b>	<b>\$0</b>	<b>\$836</b>	<b>\$4,738</b>	<b>\$6,119</b>	<b>\$5,670</b>	<b>\$449</b>

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

Key # : 20003

Inflated

Performance Measures Met:

Maintenance

Requesting Agency: ACHD

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$2,470

Total Cost (Previous + Programmed): \$2,470

Project Description: Supplement the local maintenance program for arterials and collectors within the Boise Urbanized Area.



Funding Source STP-TMA Local Match : 7.34% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	9	218	0	0	0	0	227	210	17
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	336	1,907	2,243	2,078	165
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	<b>\$9</b>	<b>\$218</b>	<b>\$0</b>	<b>\$0</b>	<b>\$336</b>	<b>\$1,907</b>	<b>\$2,470</b>	<b>\$2,289</b>	<b>\$181</b>

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

Key # : 19887

Inflated

Performance Measures Met:

Maintenance

Requesting Agency: ACHD

Project Year: 2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$2,573

Total Cost (Previous + Programmed): \$2,573

Project Description: Supplement the local maintenance program for arterials and collectors within the Boise Urbanized Area.



Funding Source STP-TMA Local Match : 7.34% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	9	217	0	0	0	0	226	210	17
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	352	1,994	2,346	2,174	172
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	<b>\$9</b>	<b>\$217</b>	<b>\$0</b>	<b>\$0</b>	<b>\$352</b>	<b>\$1,994</b>	<b>\$2,573</b>	<b>\$2,384</b>	<b>\$189</b>

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

Key # : 20129

Inflated

Performance Measures Met:

Maintenance

Requesting Agency: ACHD

Project Year: 2021

Total Previous Expenditures: \$0

Total Programmed Cost: \$2,565

Total Cost (Previous + Programmed): \$2,565

Project Description: Supplement the local maintenance program for arterials and collectors within the Boise Urbanized Area.



Funding Source STP-TMA Local Match : 7.34% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	9	216	0	0	0	0	226	209	17
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	351	1,988	2,339	2,167	172
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	<b>\$9</b>	<b>\$216</b>	<b>\$0</b>	<b>\$0</b>	<b>\$351</b>	<b>\$1,988</b>	<b>\$2,565</b>	<b>\$2,377</b>	<b>\$188</b>

## Capital Maintenance, Phase 2, Boise Area - FY2022

Key # : 20122

Inflated

Performance Measures Met:

Maintenance

Requesting Agency: ACHD

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$2,618

Total Cost (Previous + Programmed): \$2,618

Project Description: Supplement the local maintenance program for arterials and collectors within the Boise Urbanized Area.



Funding Source STP-TMA Local Match : 7.34% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	10	221	0	0	0	0	230	213	17
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	358	2,030	2,388	2,213	175
<b>Fund Totals:</b>	<b>\$10</b>	<b>\$221</b>	<b>\$0</b>	<b>\$0</b>	<b>\$358</b>	<b>\$2,030</b>	<b>\$2,618</b>	<b>\$2,426</b>	<b>\$192</b>

## Capital Maintenance, Phase 2, Boise Area - FY2023

Key # : 19993

Inflated

Performance Measures Met:

Maintenance

Requesting Agency: ACHD

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$2,623

Total Cost (Previous + Programmed): \$2,623

Project Description: Supplement the local maintenance program for arterials and collectors within the Boise Urbanized Area.



Funding Source STP-TMA Local Match : 7.34% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	10	225	0	0	0	0	235	218	17
PD	0	0	0	0	358	2,030	2,388	2,213	175
<b>Fund Totals:</b>	<b>\$10</b>	<b>\$225</b>	<b>\$0</b>	<b>\$0</b>	<b>\$358</b>	<b>\$2,030</b>	<b>\$2,623</b>	<b>\$2,430</b>	<b>\$193</b>

## Capital Maintenance, VRT, Boise Area - FY2017

Key # : 13902

Inflated

Performance Measures Met:

Transportation Infrastructure

Requesting Agency: Valley Regional Transit

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$287

Total Cost (Previous + Programmed): \$287

Project Description: Replace public transportation bus or facility in FY2017 in the Boise Urbanized Area.



Funding Source STP-TMA Local Match : 7.34% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	287	287	266	21
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$287	\$287	\$266	\$21

## Capital Maintenance, VRT, Boise Area - FY2018

Key # : 13482

Inflated

Performance Measures Met:

Transportation Infrastructure

Requesting Agency: Valley Regional Transit

Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$51

Total Cost (Previous + Programmed): \$51

Project Description: Replace public transportation bus or facility in 2018 in the Boise Urbanized Area.



Funding Source STP-TMA Local Match : 7.34% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	51	51	47	4
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$51	\$51	\$47	\$4

## Capital Maintenance, VRT, Boise Area - FY2019

Key # : 18847

Inflated

Performance Measures Met:

Maintenance

Requesting Agency: COMPASS

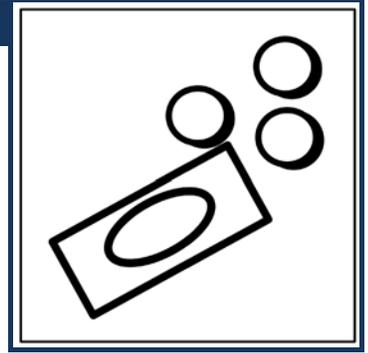
Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,207

Total Cost (Previous + Programmed): \$1,207

Project Description: Replace public transportation bus or facility in 2019 in the Boise Urbanized Area.



Funding Source STP-TMA Local Match : 7.34% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	1,207	1,207	1,118	89
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$1,207	\$1,207	\$1,118	\$89

## Capital Maintenance, VRT, Nampa Area - FY2020

Key # : 13906

Inflated

Performance Measures Met:

Transportation Infrastructure

Requesting Agency: Valley Regional Transit

Project Year: 2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$166

Total Cost (Previous + Programmed): \$166

Project Description: Replace public transportation bus or facility in 2020 in the Nampa Urbanized Area.



Funding Source STP-U Local Match : 7.34% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	166	166	153	12
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$166	\$166	\$153	\$12

## Centennial Way Roundabout, Caldwell

Key # : 13484

Inflated

### Performance Measures Met:

Congestion Reduction/System Reliability  
 Freight Movement and Economic Vitality  
 Transportation Safety  
 Housing

Requesting Agency: City of Caldwell  
 Project Year: PD  
 Total Previous Expenditures: \$390

Total Programmed Cost: \$2,718  
 Total Cost (Previous + Programmed): \$3,108

Project Description: Replace a six-legged intersection at SH-19 (Simplot Boulevard) and I-84B (Centennial Way, Cleveland Boulevard and Blaine Street) with a roundabout intersection.



Funding Source STP-U Local Match : 7.34% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	202	0	0	0	202	187	15
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	327	2,189	2,516	2,332	185
<b>Fund Totals:</b>	\$0	\$0	\$202	\$0	\$327	\$2,189	\$2,718	\$2,518	\$199

## Cherry Lane, Linder to Meridian Road, Lighting Improvements, Meridian

Key # : 18717

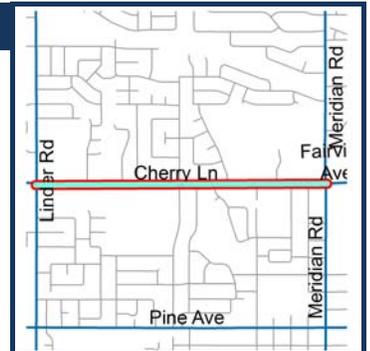
Inflated

### Performance Measures Met:

Transportation Safety

Requesting Agency: ACHD  
 Project Year: 2017  
 Total Previous Expenditures: \$74  
 Total Programmed Cost: \$440  
 Total Cost (Previous + Programmed): \$514

Project Description: Install continuous street lighting to improve driver safety and reduce nighttime accidents on Cherry Lane from Linder Road to Meridian Road in the City of Meridian.



Funding Source HSIP (Local) Local Match : 7.34% Funding Allocation : 75 % Road 25 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	75	365	440	408	32
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$75	\$365	\$440	\$408	\$32

## Cole Road, I-84 to Franklin Road, Boise

Key # : RD207-16

Inflated

### Performance Measures Met:

Congestion Reduction/System Reliability  
 Freight Movement and Economic Vitality  
 Transportation Safety  
 Housing

Requesting Agency: ACHD

Project Year: 2019

Total Previous Expenditures: \$898

Total Programmed Cost: \$3,888

Total Cost (Previous + Programmed): \$4,786

### Project Description:

Widen roadway from three-lane to five-lane section with curb, gutter, sidewalk, and bike lanes, or as otherwise determined by the Cole Road and Franklin Road concept report.



Funding Source Local (Regionally Significant) Local Match : 100.00% Funding Allocation : 75 % Road 25 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	10	193	0	0	0	203	0	203
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	44	0	3,641	3,685	0	3,685
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$10	\$193	\$44	\$0	\$3,641	\$3,888	\$0	\$3,888

## Cole Road, West Spectrum Street to South Century Way, Medians, Boise

Key # : 19685

Inflated

### Performance Measures Met:

Transportation Safety

Requesting Agency: ACHD

Project Year: 2017

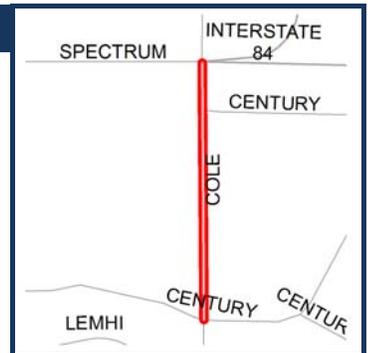
Total Previous Expenditures: \$60

Total Programmed Cost: \$187

Total Cost (Previous + Programmed): \$247

### Project Description:

Install raised concrete median to replace the existing temporary median on Cole Road between Spectrum Street and South Century Way in the City of Boise.



Funding Source HSIP (Local) Local Match : 7.34% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	31	156	187	173	14
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$31	\$156	\$187	\$173	\$14

## Colorado and Holly Signal and Pedestrian Improvements, Nampa

Key # : 13486

Inflated

### Performance Measures Met:

Congestion Reduction/System Reliability  
 Transportation Safety  
 Open Space

Requesting Agency: City of Nampa  
 Project Year: 2020  
 Total Previous Expenditures: \$174

Total Programmed Cost: \$837  
 Total Cost (Previous + Programmed): \$1,011

Project Description: Install traffic signals and pedestrian-friendly improvements at the intersection of Colorado Avenue and Holly Street in Nampa.



### Funding Source Local Participating Local Match : 100.00% Funding Allocation :75 % Road 25 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	64	0	0	64	0	64
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$64	\$0	\$0	\$64	\$0	\$64

### Funding Source STP-U Local Match : 7.34% Funding Allocation :75 % Road 25 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	101	673	774	717	57
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$101	\$673	\$774	\$717	\$57

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

Sorted by Project Type then Project Name  
 All Values in Thousands of Dollars

## Commuteride, Rideshare Expansion Vehicles, Nampa Area

Key # : 19852

Inflated

Performance Measures Met:

Requesting Agency: Joint ACHD/Valley Regional Tra Transportation Infrastructure

Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$423

Total Cost (Previous + Programmed): \$423

Project Description: Expand the vanpool by up to two vans per year in the Nampa Urbanized Area in Canyon County for the Commuteride program FY2018 through FY2021. Project uses FY2018 funds.



Funding Source FTA 5307 SU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	100	100	80	20
2019	0	0	0	0	0	104	104	83	21
2020	0	0	0	0	0	108	108	86	22
2021	0	0	0	0	0	111	111	89	22
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$423	\$423	\$338	\$85

# Commuteride, Rideshare Program, Boise and Nampa Areas

Key # : CPA3

Inflated

**Performance Measures Met:**

- Congestion Reduction/System Reliability
- Environmental Sustainability

Requesting Agency: ACHD

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,595

Total Cost (Previous + Programmed): \$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 Urbanized Area and Nampa Urbanized Area. These projects tie to ITD key numbers 13477, 13899, 18821, 15914, 19521, 13051, 13483, 13904, and 20260.

ACHD	<b>COMMUTERIDE</b>
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**Funding Source STP-TMA** Local Match : 0.00% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	220	220	220	0
2018	0	0	0	0	0	220	220	220	0
2019	0	0	0	0	0	220	220	220	0
2020	0	0	0	0	0	220	220	220	0
2021	0	0	0	0	0	220	220	220	0
PD	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 STP-U** Local Match : 0.00% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	55	55	55	0
2018	0	0	0	0	0	55	55	55	0
2019	0	0	0	0	0	55	55	55	0
2020	0	0	0	0	0	55	55	55	0
2021	0	0	0	0	0	55	55	55	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$275	\$275	\$275	\$0

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

Sorted by Project Type then Project Name  
All Values in Thousands of Dollars

## Commuteride, Rideshare Van Replacements, Boise Area - FY2017

Key # : 20173

Inflated

Performance Measures Met:

Transportation Infrastructure

Requesting Agency: ACHD

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$315

Total Cost (Previous + Programmed): \$315

Project Description: Replace vans used in the Commuteride system in the Boise Urbanized Area.



Funding Source STP-TMA Local Match : 7.34% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	315	315	292	23
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$315	\$315	\$292	\$23

## Commuteride, Rideshare Van Replacements, Boise Area - FY2018

Key # : 20220

Inflated

Performance Measures Met:

Transportation Infrastructure

Requesting Agency: ACHD

Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$307

Total Cost (Previous + Programmed): \$307

Project Description: Replace vans used in the Commuteride system in the Boise Urbanized Area.



Funding Source STP-TMA Local Match : 7.34% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	307	307	284	23
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$307	\$307	\$284	\$23

## Commuteride, Rideshare Van Replacements, Boise Area - FY2019

Key # : 20046

Inflated

Performance Measures Met:

Transportation Infrastructure

Requesting Agency: ACHD

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$326

Total Cost (Previous + Programmed): \$326

Project Description: Replace vans used in the Commuteride system in the Boise Urbanized Area.



Funding Source STP-TMA Local Match : 7.34% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	326	326	302	24
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$326	\$326	\$302	\$24

## Commuteride, Rideshare Van Replacements, Nampa Area

Key # : 20153

Inflated

Performance Measures Met:

Transportation Infrastructure

Requesting Agency: Joint ACHD/Valley Regional Tra

Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$336

Total Cost (Previous + Programmed): \$336

Project Description: Replace Commuteride vehicles that are beyond their useful life in the Nampa Urbanized Area. Project uses funds from FY2017 and FY2018.



Funding Source FTA 5307 SU Local Match : 20.00% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	76	76	61	15
2019	0	0	0	0	0	73	73	58	15
2020	0	0	0	0	0	86	86	69	17
2021	0	0	0	0	0	101	101	81	20
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$336	\$336	\$269	\$67

## Commuteride, Rideshare Van Replacements, Nampa Area

Key # : 20145

Inflated

**Performance Measures Met:**

Transportation Infrastructure

Requesting Agency: ACHD

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,476

Total Cost (Previous + Programmed): \$1,476

Project Description: Replace Commuteride vehicles that are beyond their useful life in the Nampa Urbanized Area. Project uses funds from FY2016 through FY2021.



Funding Source FTA 5339 SU Local Match : 20.00% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	285	285	228	57
2018	0	0	0	0	0	321	321	257	64
2019	0	0	0	0	0	290	290	232	58
2020	0	0	0	0	0	290	290	232	58
2021	0	0	0	0	0	290	290	232	58
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$1,476	\$1,476	\$1,181	\$295

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

Key # : RD207-33

Inflated

**Performance Measures Met:**

Congestion Reduction/System Reliability

Transportation Safety

Environmental Sustainability

Housing

Community Infrastructure

Requesting Agency: ACHD

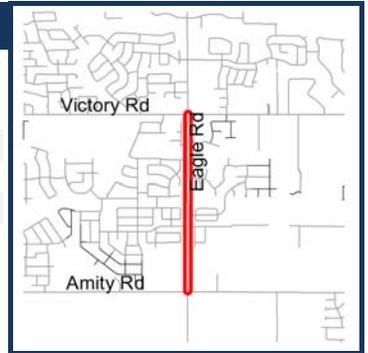
Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$3,669

Total Cost (Previous + Programmed): \$3,669

Project Description: Widen roadway to five lanes with curb-gutter, sidewalk, and bike lanes to relieve traffic congestion and improve safety. Road segment includes a bridge structure, which may be replaced or widened ahead of the road project. (Construction is considered "unfunded.")



Funding Source Local (Regionally Significant) Local Match : 100.00% Funding Allocation : 75 % Road 25 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	312	0	0	0	0	312	0	312
2020	0	0	265	0	0	0	265	0	265
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	3,091	3,091	0	3,091
<b>Fund Totals:</b>	\$0	\$312	\$265	\$0	\$0	\$3,091	\$3,669	\$0	\$3,669

# Farmway Road and Extension 44 Road Rehabilitation, Canyon County

Key # : 13054

Inflated

**Performance Measures Met:**

Requesting Agency: Notus-Parma Highway District  
 Project Year: 2018  
 Total Previous Expenditures: \$448

- Maintenance
- Transportation Infrastructure
- Transportation Safety



Total Programmed Cost: \$2,041

Total Cost (Previous + Programmed): \$2,489

**Project Description:** Reconstruct Farmway Road, US 20/26 to Extension 44 Road and Extension 44 Road from Farmway Road to I-84 ramps. Work includes eliminating abrupt shoulders and corrects substandard bridge crossings.

**Funding Source STP-R**      **Local Match : 7.34%**      **Funding Allocation : 100 % Road**

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	388	1,653	2,041	1,891	150
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$388	\$1,653	\$2,041	\$1,891	\$150

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

Sorted by Project Type then Project Name  
 All Values in Thousands of Dollars

# Franklin Road, Black Cat Road to Ten Mile Road, Meridian

Key # : 12368

Inflated

Performance Measures Met:

Requesting Agency: ACHD

Project Year: 2016

Total Previous Expenditures: \$4,065

Total Programmed Cost: (\$440)

Total Cost (Previous + Programmed): \$3,625

**Project Description:** Widen Franklin Road from two-lane to five-lane from Black Cat Road to Ten Mile Road. Work includes curb, gutter, drainage swales, sidewalks, and bicycle facilities, and reconstructing the intersection at Franklin Road and Black Cat Road with a seven-lane by seven-lane intersection.



**Funding Source STP-TMA** Local Match : 7.34% Funding Allocation : 75 % Road 25 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	359	195	0	-1,055	-501	-464	-37
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$359	\$195	\$0	(\$1,055)	(\$501)	(\$464)	(\$37)

**Funding Source Local Participating** Local Match : 100.00% Funding Allocation : 75 % Road 25 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	5	56	61	0	61
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$5	\$56	\$61	\$0	\$61

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

Sorted by Project Type then Project Name  
All Values in Thousands of Dollars

## Highway 30, Goodson Road to Oasis Road, Canyon County

Key # : 19951

Inflated

Performance Measures Met:

Maintenance

Requesting Agency: Canyon Highway District

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$2,667

Total Cost (Previous + Programmed): \$2,667

Project Description: Rehabilitate Old Highway 30 from the vicinity of Goodson Road to Oasis Road, located north of the City of Caldwell in Canyon County, with a cement recycled asphalt base to improve the road condition.



Funding Source STP-R

Local Match : 7.34%

Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	84	253	0	0	0	0	337	312	25
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	448	1,881	2,330	2,159	171
<b>Fund Totals:</b>	<b>\$84</b>	<b>\$253</b>	<b>\$0</b>	<b>\$0</b>	<b>\$448</b>	<b>\$1,881</b>	<b>\$2,667</b>	<b>\$2,471</b>	<b>\$196</b>

## I-84, Bridge Deck Life Extension, Boise and Caldwell

Key # : 13945

Inflated

Performance Measures Met:

Transportation Infrastructure

Requesting Agency: ITD

Project Year: 2017

Total Previous Expenditures: \$25

Total Programmed Cost: \$1,236

Total Cost (Previous + Programmed): \$1,261

Project Description: Preserve and maintain two existing bridges on I-84, at Federal Way in the City of Boise and at Middleton Road in the City of Caldwell. The decks, curbs, and sidewalks will be treated as necessary, and railings will be repainted.



Funding Source Bridge Preservation

Local Match : 7.34%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	107	1,129	1,236	1,145	91
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$107</b>	<b>\$1,129</b>	<b>\$1,236</b>	<b>\$1,145</b>	<b>\$91</b>

## I-84, Bridge Repairs on the Flying Wye, Boise

Key # : 19010

Inflated

Performance Measures Met:

Transportation Infrastructure

Requesting Agency: ITD

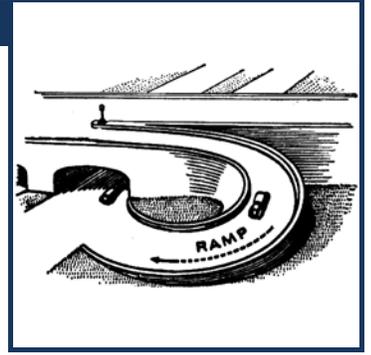
Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$806

Total Cost (Previous + Programmed): \$806

Project Description: Place a preservative seal on the bridge deck at the Flying Wye overpass on I-84 at milepost 48.98 in the City of Boise.



Funding Source Bridge Preservation Local Match : 7.73% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	10	0	0	0	0	0	10	9	1
2018	0	0	0	0	82	714	796	734	61
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	<b>\$10</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$82</b>	<b>\$714</b>	<b>\$806</b>	<b>\$743</b>	<b>\$62</b>

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

Key # : 20203

Inflated

Performance Measures Met:

Maintenance

Requesting Agency: ITD

Project Year: 2021

Total Previous Expenditures: \$0

Total Programmed Cost: \$2,299

Total Cost (Previous + Programmed): \$2,299

Project Description: Seal coat the pavement surface on I-84 between the Eisenman Interchange (milepost 60) in Ada County to the Mountain Home Interchange (milepost 90) in Elmore County (except between milepost 70 and milepost 82) to improve ride quality and extend the life of the pavement. (55% Ada County and 45% Elmore County)



Funding Source Pavement Preservation Local Match : 7.73% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	26	0	0	0	0	0	26	24	2
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	108	2,165	2,273	2,097	176
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	<b>\$26</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$108</b>	<b>\$2,165</b>	<b>\$2,299</b>	<b>\$2,121</b>	<b>\$178</b>

## I-84, Farmers Sebree Canal (near Parma Exit) to Franklin Road, Caldwell

Key # : 19696

Inflated

### Performance Measures Met:

Maintenance  
Freight Movement and Economic Vitality

Requesting Agency: ITD

Project Year: 2020

Total Previous Expenditures: \$80

Total Programmed Cost: \$1,909

Total Cost (Previous + Programmed): \$1,989

### Project Description:

Diamond grind the concrete travel lanes to restore roughness of the driving surface and address rutting on I-84 from Farmers Sebree Canal (milepost 26.3) (just south of the Parma Exit) to the Franklin Interchange in the City of Caldwell (milepost 28.3). Other improvements include partial concrete slab replacement and joint repair.



### Funding Source Pavement Preservation Local Match : 7.73% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	36	0	0	0	0	0	36	33	3
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	159	1,714	1,873	1,728	145
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	<b>\$36</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$159</b>	<b>\$1,714</b>	<b>\$1,909</b>	<b>\$1,761</b>	<b>\$148</b>

## I-84, Five Mile Road to Orchard Road and Ramps, Boise

Key # : 19289

Inflated

### Performance Measures Met:

Maintenance  
Freight Movement and Economic Vitality

Requesting Agency: ITD

Project Year: 2017

Total Previous Expenditures: \$75

Total Programmed Cost: \$2,998

Total Cost (Previous + Programmed): \$3,073

### Project Description:

Diamond grind the concrete travel lanes to restore roughness of the driving surface and address rutting on the mainline of I-84 from approximately Five Mile Road (milepost 48.1) in the City of Meridian to Orchard Road (milepost 51.3) in the City of Boise including all ramps for the Flying Wye and the Cole Road Interchange. Other improvements include partial concrete slab replacement and joint repair.



### Funding Source Freight Local Match : 7.74% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	2,998	2,998	2,766	232
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,998</b>	<b>\$2,998</b>	<b>\$2,766</b>	<b>\$232</b>

## I-84, Garry Interchange to Ten Mile Interchange, Ada County

Key # : 20212

Inflated

### Performance Measures Met:

Freight Movement and Economic Vitality  
Maintenance

Requesting Agency: ITD

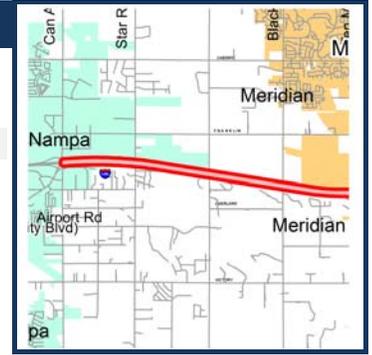
Project Year: 2021

Total Previous Expenditures: \$0

Total Programmed Cost: \$5,157

Total Cost (Previous + Programmed): \$5,157

**Project Description:** Resurface the pavement on I-84 between the Garry 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 Pavement Preservation Local Match : 7.73% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	156	0	0	0	0	0	156	144	12
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	238	4,763	5,001	4,614	387
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	<b>\$156</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$238</b>	<b>\$4,763</b>	<b>\$5,157</b>	<b>\$4,758</b>	<b>\$399</b>

## I-84, Karcher Interchange Modification, Nampa

Key # : 19814

Inflated

### Performance Measures Met:

Freight Movement and Economic Vitality  
Transportation Safety  
Housing

Requesting Agency: Joint ITD/City of Nampa

Project Year: 2017

Total Previous Expenditures: \$98

Total Programmed Cost: \$2,200

Total Cost (Previous + Programmed): \$2,298

**Project Description:** Add a second southbound through lane (approximately 500 feet) on Midland Boulevard at the I-84/Karcher Interchange; add a second westbound-to-southbound left turn lane on Karcher Bypass; remove the 33B off-ramp; and modify the 33A loop ramp configuration to accommodate the additional lane. The City of Nampa is paying for most of the design work and ITD state funds will pay for part of design and construction. Design will be based on the recently approved Interchange Modification Report.



Funding Source Restoration Local Match : 7.73% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	200	2,000	2,200	2,030	170
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$200</b>	<b>\$2,000</b>	<b>\$2,200</b>	<b>\$2,030</b>	<b>\$170</b>

## I-84, Karcher Interchange to Franklin Boulevard Interchange, Nampa

Key # : 19451

Inflated

### Performance Measures Met:

Maintenance  
Freight Movement and Economic Vitality

Requesting Agency: ITD

Project Year: 2019

Total Previous Expenditures: \$15

Total Programmed Cost: \$8,831

Total Cost (Previous + Programmed): \$8,846

**Project Description:** Rehabilitate I-84 from the Karcher Interchange (milepost 32) to the Franklin exit in the City of Nampa (milepost 36) to address cracking and poor road conditions. Mill off the existing pavement and add new asphalt, and make improvements to joints.



Funding Source Restoration					Local Match : 7.73%		Funding Allocation : 100 % Road		
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	300	0	0	0	0	300	277	23
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	728	7,803	8,531	7,872	659
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	<b>\$0</b>	<b>\$300</b>	<b>\$0</b>	<b>\$0</b>	<b>\$728</b>	<b>\$7,803</b>	<b>\$8,831</b>	<b>\$8,149</b>	<b>\$683</b>

## I-84, Mason Creek Culvert Replacement, Nampa

Key # : 19933

Inflated

### Performance Measures Met:

Maintenance  
Freight Movement and Economic Vitality  
Transportation Safety

Requesting Agency: ITD

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$2,815

Total Cost (Previous + Programmed): \$2,815

**Project Description:** Replace the Mason Creek Culvert at I-84, located in the City of Nampa, to prevent water from overtopping the interstate with 100-year flood conditions.



Funding Source Bridge Restoration					Local Match : 7.73%		Funding Allocation : 100 % Road		
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	50	200	0	0	0	0	250	231	19
2018	51	0	204	0	0	0	255	235	20
2019	0	0	0	0	229	2,081	2,310	2,131	179
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	<b>\$101</b>	<b>\$200</b>	<b>\$204</b>	<b>\$0</b>	<b>\$229</b>	<b>\$2,081</b>	<b>\$2,815</b>	<b>\$2,597</b>	<b>\$218</b>

## I-84, Pavement Striping, ITD - FY2017

Key # : 13464

Inflated

Performance Measures Met:

Transportation Safety

Requesting Agency: ITD

Project Year: 2017

Total Previous Expenditures: \$20

Total Programmed Cost: \$622

Total Cost (Previous + Programmed): \$642

Project Description: Re-paint pavement striping on sections of I-84 deemed unsafe due to fading.



Funding Source Restoration Local Match : 0.00% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	22	600	622	622	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$22	\$600	\$622	\$622	\$0

## I-84, Pavement Striping, ITD - FY2018

Key # : 13939

Inflated

Performance Measures Met:

Transportation Safety

Requesting Agency: ITD

Project Year: 2018

Total Previous Expenditures: \$15

Total Programmed Cost: \$352

Total Cost (Previous + Programmed): \$367

Project Description: Apply fresh pavement paint-striping from Ontario, Oregon (milepost 0) to Glenn's Ferry (milepost 121), as well as the I-184 Connector In Boise. Project total = \$345,000 (Ada County = 27%, Canyon County = 19%, Payette County = 14%, Elmore County = 40%)



Funding Source Restoration Local Match : 0.00% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	15	337	352	352	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$15	\$337	\$352	\$352	\$0

## I-84, Sand Hollow Interchange to Farmer Sebree Canal, Seal Coat, Canyon

Key # : 20060

Inflated

Performance Measures Met:

Maintenance

Requesting Agency: ITD

Project Year: 2021

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,098

Total Cost (Previous + Programmed): \$1,098

**Project Description:** Seal coat the pavement surface on I-84 from the Canyon County border to Farmer Sebree Canal (near the Parma exit). The project will improve ride quality and extend the life of the pavement.



Funding Source Pavement Preservation Local Match : 7.73% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	16	0	0	0	0	0	16	14	1
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	54	1,028	1,082	999	84
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	<b>\$16</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$54</b>	<b>\$1,028</b>	<b>\$1,098</b>	<b>\$1,013</b>	<b>\$85</b>

## I-84, Sand Hollow Interchange to SH-44, Pavement Rehabilitation, Canyon

Key # : 19602

Inflated

Performance Measures Met:

Maintenance

Freight Movement and Economic Vitality

Requesting Agency: ITD

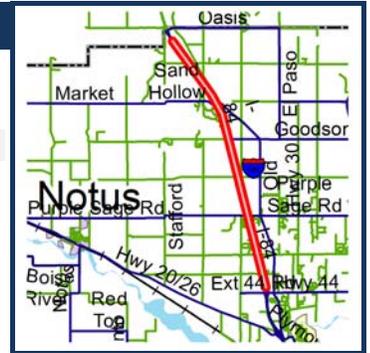
Project Year: 2017

Total Previous Expenditures: \$391

Total Programmed Cost: \$4,049

Total Cost (Previous + Programmed): \$4,440

**Project Description:** Rehabilitate I-84 from the intersection with the Sand Hollow Interchange (milepost 17.4) to SH-44 (milepost 24.8) to address cracking and poor road conditions. Work includes milling off the existing pavement and adding new asphalt. Improvements include the use of a stress absorbing fiberglass mat layer.



Funding Source Restoration Local Match : 7.73% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	265	3,784	4,049	3,736	313
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$265</b>	<b>\$3,784</b>	<b>\$4,049</b>	<b>\$3,736</b>	<b>\$313</b>

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

Sorted by Project Type then Project Name  
All Values in Thousands of Dollars

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## I-84, Sand Hollow Interchange, Canyon County

Key # : 19047

Inflated

### Performance Measures Met:

Transportation Infrastructure  
Freight Movement and Economic Vitality  
Transportation Safety

Requesting Agency: ITD

Project Year: 2017

Total Previous Expenditures: \$250

Total Programmed Cost: \$5,620

Total Cost (Previous + Programmed): \$5,870

### Project Description:

Replace the structurally deficient Oasis Road Bridge over I-84 at exit 17 at Sand Hollow Road and adjust the lengths and alignments of the interchange ramps. The current lighting will also be assessed. (66% Canyon County and 34% Payette County)



### Funding Source Bridge Restoration

Local Match : 7.73%

Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	620	5,000	5,620	5,186	434
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$620	\$5,000	\$5,620	\$5,186	\$434

## I-84, Sign Structures at US 20/26 and I-84B/Centennial Way, Caldwell

Key # : 18830

Inflated

### Performance Measures Met:

Freight Movement and Economic Vitality  
Transportation Safety

Requesting Agency: ITD

Project Year: 2019

Total Previous Expenditures: \$29

Total Programmed Cost: \$1,107

Total Cost (Previous + Programmed): \$1,136

### Project Description:

Replace signs on the ground with overhead signs at US 20/26 (exit 26) and I-84B/Centennial Way (exit 27) in the City of Caldwell to bring the signs up to current national standards.



### Funding Source Traffic Operations

Local Match : 7.73%

Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	145	962	1,107	1,021	86
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$145	\$962	\$1,107	\$1,021	\$86

# I-84, US 20/26 (Franklin Road) in Caldwell to Karcher Road in Nampa

Key # : 19589

Inflated

**Performance Measures Met:**

- Maintenance
- Freight Movement and Economic Vitality

Requesting Agency: ITD

Project Year: 2018

Total Previous Expenditures: \$270

Total Programmed Cost: \$12,625

Total Cost (Previous + Programmed): \$12,895

**Project Description:**

Reconstruct and realign I-84 from US 20/26 (Franklin Road) in the City of Caldwell to Karcher Road in the City of Nampa. This project will address cracking and poor road condition along I-84. ITD plans to remove two feet on either side of each crack and replace with flowable fill asphalt. Milling the entire section will smooth the surface before resurfacing the roadway.



**Funding Source Restoration** Local Match : 7.73% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	816	11,654	12,470	11,506	964
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$816	\$11,654	\$12,470	\$11,506	\$964

**Funding Source Pavement Preservation** Local Match : 7.73% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	155	155	143	12
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$155	\$155	\$143	\$12

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

Sorted by Project Type then Project Name  
All Values in Thousands of Dollars

## I-84B, Nampa Boulevard to Grant Avenue, Pavement Rehabilitation, Nampa

Key # : 13931

Inflated

### Performance Measures Met:

Maintenance  
Freight Movement and Economic Vitality

Requesting Agency: ITD

Project Year: 2017

Total Previous Expenditures: \$222

Total Programmed Cost: \$4,200

Total Cost (Previous + Programmed): \$4,422

**Project Description:** Rehabilitate the pavement along the I-84 business loop in the City of Nampa, between Nampa Boulevard and Grant Avenue. This project will improve the pavement, repair deficient curb gutters, and modify pedestrian ramps to current standards.



Funding Source Restoration					Local Match : 100.00%		Funding Allocation : 100 % Road		
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	360	3,840	4,200	0	4,200
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$360	\$3,840	\$4,200	\$0	\$4,200

## ITS, Northside Boulevard Signal Upgrades, Nampa

Key # : 18702

Inflated

### Performance Measures Met:

Congestion Reduction/System Reliability  
Transportation Safety

Requesting Agency: City of Nampa

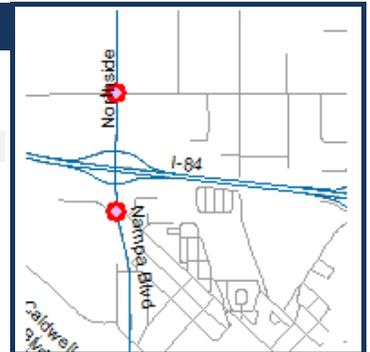
Project Year: 2017

Total Previous Expenditures: \$43

Total Programmed Cost: \$248

Total Cost (Previous + Programmed): \$291

**Project Description:** Update signalization hardware and technology to improve turning movement efficiency and safety on Northside Boulevard in the City of Nampa at Karcher Road and 6th Street North.



Funding Source HSIP (Local)					Local Match : 0.00%		Funding Allocation : 50 % Road 50 % Air Quality		
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	44	204	248	248	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$44	\$204	\$248	\$248	\$0

## ITS, Port of Entry License Plate Readers, Ada County

Key # : **NEW**

Inflated

Performance Measures Met:

Support

Requesting Agency: ITD

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$500

Total Cost (Previous + Programmed): \$500

Project Description:

Install license plate reader systems on the east and west bound lanes of the Boise Port of Entry to allow faster truck movement through the port for trucks that are not compatible with weigh-in-motion technology. The project includes changeable message signs for information and direction.



### Funding Source Freight

Local Match : 7.73%

Funding Allocation : Other - Not Classified

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	500	500	461	39
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$500	\$500	\$461	\$39

## ITS, SH-55 (Eagle Road) Adaptive Signals, Ada County

Key # : **18833**

Inflated

Performance Measures Met:

Congestion Reduction/System Reliability

Transportation Safety

Requesting Agency: ITD

Project Year: 2018

Total Previous Expenditures: \$13

Total Programmed Cost: \$459

Total Cost (Previous + Programmed): \$472

Project Description:

Completes the SH-55 (Eagle Road) corridor with adaptive signals in order to help address heavy volumes of traffic.



Adaptive Signal Technology

### Funding Source Traffic Operations

Local Match : 7.34%

Funding Allocation : 50 % Road 50 % Air Quality

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	459	459	425	34
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$459	\$459	\$425	\$34

## Linder Road and Deer Flat Road Intersection, Kuna

Key # : 13492

Inflated

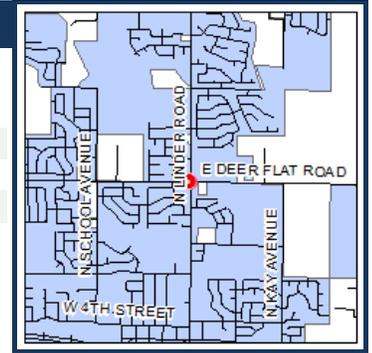
### Performance Measures Met:

Congestion Reduction/System Reliability  
 Transportation Safety  
 Environmental Sustainability  
 Housing  
 Community Infrastructure

Requesting Agency: ACHD

Project Year: 2020

Total Previous Expenditures: \$695



Total Programmed Cost: \$3,041

Total Cost (Previous + Programmed): \$3,736

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 STP-U

Local Match : 7.34%

Funding Allocation :75 % Road 25 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	346	0	352	2,343	3,041	2,818	223
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$346	\$0	\$352	\$2,343	\$3,041	\$2,818	\$223

## Linder Road, Franklin Road to Pine Avenue, Meridian

Key # : RD213-16

Inflated

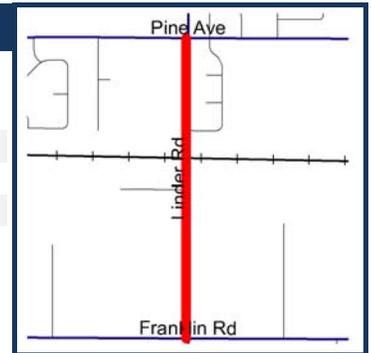
### Performance Measures Met:

Congestion Reduction/System Reliability  
 Transportation Safety  
 Housing  
 Community Infrastructure

Requesting Agency: ACHD

Project Year: 2019

Total Previous Expenditures: \$208



Total Programmed Cost: \$3,316

Total Cost (Previous + Programmed): \$3,524

Project Description: Widen Linder Road to five lanes with curb, gutter, sidewalk, and bike lanes between Franklin Road and Pine Avenue. Project includes upgrade of the Union Pacific Railroad crossing and replacement and widening of a bridge structure.

### Funding Source Local (Regionally Significant)

Local Match : 100.00%

Funding Allocation :75 % Road 25 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	250	0	0	0	250	0	250
2018	0	0	1,022	0	0	0	1,022	0	1,022
2019	0	0	0	0	26	2,018	2,044	0	2,044
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$1,272	\$0	\$26	\$2,018	\$3,316	\$0	\$3,316

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

Sorted by Project Type then Project Name  
 All Values in Thousands of Dollars

## Maintenance Yard Replacement Facilities (GARVEE), Nampa

Key # : 19772

Inflated

Performance Measures Met:

Support

Requesting Agency: ITD

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,910

Total Cost (Previous + Programmed): \$1,910

Project Description:

Replace the maintenance facilities that was located at the Meridian Yard (I-84 and Meridian Road) to a location in the City of Nampa. This was originally part of the I-84 and Meridian Interchange project funded by GARVEE. This project will take longer than the GARVEE program will be open, so a new project was established.



### Funding Source Restoration Local Match : 100.00% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	10	170	1,500	0	15	215	1,910	0	1,910
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	<b>\$10</b>	<b>\$170</b>	<b>\$1,500</b>	<b>\$0</b>	<b>\$15</b>	<b>\$215</b>	<b>\$1,910</b>	<b>\$0</b>	<b>\$1,910</b>

## Middleton Road and Ustick Road Roundabout, Caldwell

Key # : 13487

Inflated

Performance Measures Met:

Congestion Reduction/System Reliability

Freight Movement and Economic Vitality

Transportation Safety

Housing

Requesting Agency: City of Caldwell

Project Year: 2021

Total Previous Expenditures: \$303

Total Programmed Cost: \$1,087

Total Cost (Previous + Programmed): \$1,390

Project Description:

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



### Funding Source STP-U Local Match : 7.34% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	344	0	0	0	344	319	25
2021	0	0	0	12	80	652	744	689	55
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$344</b>	<b>\$12</b>	<b>\$80</b>	<b>\$652</b>	<b>\$1,087</b>	<b>\$1,008</b>	<b>\$80</b>

# Old Highway 30, Plymouth Street Bridge, Caldwell

Key # : 13494

Inflated

### Performance Measures Met:

Requesting Agency: Joint Canyon HD/City of Caldwe  
 Project Year: PD  
 Total Previous Expenditures: \$687

- Transportation Infrastructure
- Congestion Reduction/System Reliability
- Environmental Sustainability
- Health
- Open Space



Total Programmed Cost: \$9,286

Total Cost (Previous + Programmed): \$9,973

Project Description: Replace the Plymouth Street bridge with a new two-lane structure, leaving the existing bridge in place for use as a bicycle and pedestrian bridge.

### Funding Source Bridge (Local) Local Match : 7.34% Funding Allocation :75 % Road 25 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	158	0	0	0	158	147	12
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	916	6,116	7,032	6,516	516
<b>Fund Totals:</b>	\$0	\$0	\$158	\$0	\$916	\$6,116	\$7,190	\$6,662	\$528

### Funding Source STP-U Local Match : 7.34% Funding Allocation :75 % Road 25 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	181	0	0	0	181	168	13
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	320	1,594	1,914	1,774	141
<b>Fund Totals:</b>	\$0	\$0	\$181	\$0	\$320	\$1,594	\$2,096	\$1,942	\$154

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

Sorted by Project Type then Project Name  
 All Values in Thousands of Dollars

## Overland Road and Vista Avenue Lighting, Boise

Key # : 19387

Inflated

Performance Measures Met:

Transportation Safety

Requesting Agency: ACHD

Project Year: 2017

Total Previous Expenditures: \$47

Total Programmed Cost: \$109

Total Cost (Previous + Programmed): \$156

**Project Description:** Install street lighting on north and east legs of the Vista Avenue and Overland Road intersection to improve driver safety and reduce nighttime crashes. The safety measure has a crash reduction factor of 37%. These segments of the intersection are not lighted, and have a higher nighttime crash rate than lighted segments.



Funding Source HSIP (Local) Local Match : 7.34% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	19	90	109	101	8
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$19	\$90	\$109	\$101	\$8

## Pathway, Dry Creek Trail and Underpass, Eagle

Key # : 13916

Inflated

Performance Measures Met:

Requesting Agency: City of Eagle

Project Year: 2017

Total Previous Expenditures: \$49

Total Programmed Cost: \$297

Total Cost (Previous + Programmed): \$346

**Project Description:** Provides a bicycle and pedestrian underpass at SH-44 on the west side of the City of Eagle and connects the Dry Creek Pathway to the Dry Creek Valley, Spring Valley, and SH-55. It will connect the Dry Creek Pathway and the northeast side of the City of Eagle with the Boise River Greenbelt.



Funding Source TAP-TMA Local Match : 7.34% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	78	180	258	239	19
2018	0	0	0	0	0	39	39	36	3
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$78	\$219	\$297	\$275	\$22

## Pathway, Five Mile Creek, Treatment Plant to Black Cat Road, Meridian

Key # : 19828

Inflated

### Performance Measures Met:

- Congestion Reduction/System Reliability
- Transportation Safety
- Environmental Sustainability
- Community Infrastructure
- Open Space

Requesting Agency: City of Meridian  
 Project Year: PD  
 Total Previous Expenditures: \$0



Total Programmed Cost: \$388  
 Total Cost (Previous + Programmed): \$388

**Project Description:** Design and construct an approximately one-mile segment of the City of Meridian's multi-use pathway extending the current pathway just south of the wastewater treatment plant to Black Cat Road. The city's existing Five Mile Creek Pathway connects to Ustick Road and Ten Mile Road. The project also includes a pedestrian bridge over Five Mile Creek.

Funding Source TAP-TMA				Local Match : 7.34%			Funding Allocation :		
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	3	48	0	0	0	0	51	47	4
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	51	286	337	312	25
<b>Fund Totals:</b>	<b>\$3</b>	<b>\$48</b>	<b>\$0</b>	<b>\$0</b>	<b>\$51</b>	<b>\$286</b>	<b>\$388</b>	<b>\$360</b>	<b>\$28</b>

## Pathway, Indian Creek, 4th Avenue to the Greenbelt, Caldwell

Key # : 20076

Inflated

### Performance Measures Met:

Congestion Reduction/System Reliability  
 Environmental Sustainability  
 Community Infrastructure  
 Health  
 Open Space

Requesting Agency: City of Caldwell  
 Project Year: 2019  
 Total Previous Expenditures: \$0



Total Programmed Cost: \$473  
 Total Cost (Previous + Programmed): \$473

**Project Description:** Construct a nearly half-mile long section of 10-foot wide multiple-use asphalt and concrete pathway along Indian Creek from Denso Gardens at the intersection of 4th Avenue to the Greenbelt in the City of Caldwell. The project will also build two pedestrian bridges over Indian Creek and a crosswalk over Simplot Boulevard, as well as add lighting along the entire pathway system.

Funding Source TAP-State		Local Match : 7.34%		Funding Allocation : 100 % Alternative					
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	9	61	0	0	0	0	70	65	5
2019	0	0	0	0	70	333	403	373	30
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	<b>\$9</b>	<b>\$61</b>	<b>\$0</b>	<b>\$0</b>	<b>\$70</b>	<b>\$333</b>	<b>\$473</b>	<b>\$438</b>	<b>\$35</b>

## Pathway, Indian Creek, Taffy Drive to Peppermint Drive, Nampa

Key # : 20141

Inflated

### Performance Measures Met:

Congestion Reduction/System Reliability  
 Environmental Sustainability  
 Community Infrastructure

Requesting Agency: City of Nampa  
 Project Year: 2019  
 Total Previous Expenditures: \$0



Total Programmed Cost: \$501  
 Total Cost (Previous + Programmed): \$501

**Project Description:** Construct approximately 633 feet of 8-foot-wide, multi-use, asphalt trail for Indian Creek Pathway from Taffy Drive to Peppermint Drive in the City of Nampa.

Funding Source TAP-State		Local Match : 7.34%		Funding Allocation : 100 % Alternative					
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	10	62	0	0	0	0	72	67	5
2019	0	0	0	0	52	377	429	398	31
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	<b>\$10</b>	<b>\$62</b>	<b>\$0</b>	<b>\$0</b>	<b>\$52</b>	<b>\$377</b>	<b>\$501</b>	<b>\$464</b>	<b>\$37</b>

# Pathway, Mill Creek Elementary to Cornell Street, Middleton

Key # : 18838

Inflated

### Performance Measures Met:

Requesting Agency: Greater Middleton Parks and Re  
 Project Year: 2017  
 Total Previous Expenditures: \$78

- Congestion Reduction/System Reliability
- Transportation Safety
- Environmental Sustainability
- Health



Total Programmed Cost: \$245

Total Cost (Previous + Programmed): \$323

### Project Description:

Install a 12-foot pathway from Mill Creek Elementary to Cornell Street, which will cross a new bridge and connect to a pathway that leads to Johnson Park Estates and the back entrance to Mill Creek Elementary in the City of Middleton. An eight-foot pathway will also be constructed from the back entrance to the front of the school with connections to Middleton Road and around the perimeter of the Mill Creek Elementary School parking lot.

## Funding Source TAP-State Local Match : 10.13% Funding Allocation :100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	238	238	214	24
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$238	\$238	\$214	\$24

## Funding Source Local Participating Local Match : 100.00% Funding Allocation :100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	7	7	0	7
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$7	\$7	\$0	\$7

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

Sorted by Project Type then Project Name  
 All Values in Thousands of Dollars

## Pathway, Rail with Trail, Meridian

Key # : 13918

Inflated

### Performance Measures Met:

Congestion Reduction/System Reliability  
 Environmental Sustainability  
 Land Use  
 Open Space

Requesting Agency: City of Meridian

Project Year: 2018

Total Previous Expenditures: \$74



Total Programmed Cost: \$501

Total Cost (Previous + Programmed): \$575

**Project Description:** Construct a multi-use pathway either along or parallel to the railroad tracks for approximately 1/2 mile west towards Linder Road from Meridian Road. City of Meridian is completing design with local funds.

Funding Source TAP-TMA					Local Match : 7.34%		Funding Allocation : 100 % Alternative		
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	57	376	433	401	32
2019	0	0	0	0	0	68	68	63	5
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$57	\$444	\$501	\$464	\$37

## Peckham Road, US-95 to Notus Road, Canyon County

Key # : 13964

Inflated

### Performance Measures Met:

Maintenance  
 Environmental Sustainability

Requesting Agency: Golden Gate HD

Project Year: 2020

Total Previous Expenditures: \$448

Total Programmed Cost: \$2,038

Total Cost (Previous + Programmed): \$2,486



**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 rehabilitation as well as curb, gutter, and sidewalk improvements within the cities of Wilder and Greenleaf.

Funding Source STP-R					Local Match : 7.34%		Funding Allocation : 75 % Road 25 % Alternative		
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	424	1,613	2,038	1,888	150
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$424	\$1,613	\$2,038	\$1,888	\$150

## Pedestrian and Bicycle Improvements, Blaine and Iowa, Nampa

Key # : 19855

Inflated

### Performance Measures Met:

Congestion Reduction/System Reliability  
 Transportation Safety  
 Environmental Sustainability  
 Health

Requesting Agency: Joint City of Nampa/VRT

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$579

Total Cost (Previous + Programmed): \$579

**Project Description:** Provide pedestrian and bicycle improvements to Blaine Avenue and Iowa Avenue in the City of Nampa, including bicycle and pedestrian crossing improvements and a combination of bicycle boulevard, bicycle lanes, and shared use lane markings to improve access to bus stops along the 12th Avenue South public transportation corridor.



Funding Source FTA 5307 SU Local Match : 20.00% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	579	579	463	116
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$579	\$579	\$463	\$116

## Pedestrian Improvements, Avenue E, 4th Street to Main Street, Kuna

Key # : 20063

Inflated

### Performance Measures Met:

- Congestion Reduction/System Reliability
- Transportation Safety
- Environmental Sustainability
- Land Use
- Open Space

Requesting Agency: City of Kuna

Project Year: 2017

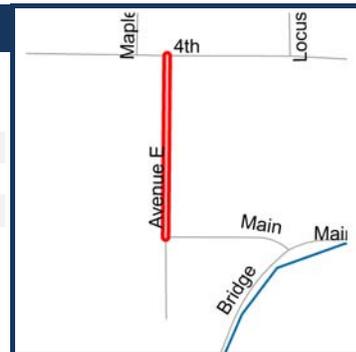
Total Previous Expenditures: \$0

Total Programmed Cost: \$897

Total Cost (Previous + Programmed): \$897

### Project Description:

Address safety issues, enhance walkability, and expand and retain businesses. Improvements include sidewalk widening, pedestrian-scale lighting, and street trees along the east side of Avenue E from 4th Street and along the north side of Main Street from Avenue E to Avenue D. From Avenue D to Avenue C, the project includes improved crosswalks, bulb-outs at the intersections, landscaping, decorative and functional lighting, benches, bike racks, hardscape sections along sidewalks, and roadway paving and striping.



### Funding Source TAP-TMA Local Match : 7.34% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	198	198	183	15
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$198	\$198	\$183	\$15

### Funding Source CDBG Local Match : 0.00% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	55	0	292	347	347	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$55	\$0	\$292	\$347	\$347	\$0

### Funding Source Non-Participating (Local) Local Match : 100.00% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	207	145	352	0	352
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$207	\$145	\$352	\$0	\$352

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

Sorted by Project Type then Project Name  
All Values in Thousands of Dollars

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Tuesday, November 08, 2016  
2:28 PM

## Pedestrian Improvements, Historic North Nampa Pathway, Nampa

Key # : 19959

Inflated

### Performance Measures Met:

Congestion Reduction/System Reliability  
 Transportation Safety  
 Environmental Sustainability  
 Health

Requesting Agency: Joint City of Nampa/VRT  
 Project Year: 2017  
 Total Previous Expenditures: \$0

Total Programmed Cost: \$590  
 Total Cost (Previous + Programmed): \$590

**Project Description:** Add a bike boulevard and shared lane facilities in the Historic North Nampa neighborhood, and bike and pedestrian rectangular rapid flashing beacon at the Sugar Street crossing on the Indian Creek Pathway. Improvements will connect bicyclists and pedestrians to bus stops along Garrity Boulevard, 11th Avenue North, and 16th Avenue North.



Funding Source FTA 5307 SU Local Match : 20.00% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	574	574	459	115
2018	0	0	0	0	0	16	16	13	3
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$590	\$590	\$472	\$118

## Pedestrian Improvements, Lake Lowell Pathway, Nampa

Key # : 19065

Inflated

Requesting Agency: City of Nampa  
 Project Year: 2017  
 Total Previous Expenditures: \$0

### Performance Measures Met:

- Congestion Reduction/System Reliability
- Transportation Safety
- Environmental Sustainability
- Health
- Open Space



Total Programmed Cost: \$235  
 Total Cost (Previous + Programmed): \$235

**Project Description:** Install pedestrian and bicycle safety improvements at the Wilson Pathway crossing at Lake Lowell Avenue in the City of Nampa. Improvements include a pedestrian activated HAWK signal, wheelchair accessible ramps, sidewalk modifications, as well as guardrail, lighting, crosswalk markings, and signage.

Funding Source TAP-State Local Match : 7.34% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	235	235	218	17
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$235	\$235	\$218	\$17

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

Sorted by Project Type then Project Name  
 All Values in Thousands of Dollars

## Pedestrian Improvements, Main Street, Avenue A to Avenue C, Kuna

Key # : 20143

Inflated

### Performance Measures Met:

- Congestion Reduction/System Reliability
- Transportation Safety
- Environmental Sustainability
- Land Use
- Open Space

Requesting Agency: City of Kuna  
 Project Year: 2020  
 Total Previous Expenditures: \$0



Total Programmed Cost: \$1,310  
 Total Cost (Previous + Programmed): \$1,310

Project Description: Extend streetscape improvements along Main Street from Avenue C to Avenue A in the City of Kuna. Improvements include crosswalks, bulb-outs at the intersections, landscaping, decorative and functional lighting, benches, and bike racks.

### Funding Source Non-Participating (Local) Local Match : 100.00% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	25	110	0	0	0	0	135	0	135
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	208	667	875	0	875
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	<b>\$25</b>	<b>\$110</b>	<b>\$0</b>	<b>\$0</b>	<b>\$208</b>	<b>\$667</b>	<b>\$1,010</b>	<b>\$0</b>	<b>\$1,010</b>

### Funding Source TAP-TMA Local Match : 7.34% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	300	300	278	22
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$300</b>	<b>\$300</b>	<b>\$278</b>	<b>\$22</b>

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

Sorted by Project Type then Project Name  
 All Values in Thousands of Dollars

## Pedestrian Improvements, Wilson Pathway and Midland Boulevard, Nampa

Key # : 14344

Inflated

### Performance Measures Met:

- Congestion Reduction/System Reliability
- Transportation Safety
- Environmental Sustainability
- Open Space

Requesting Agency: City of Nampa

Project Year: 2017

Total Previous Expenditures: \$13

Total Programmed Cost: \$181

Total Cost (Previous + Programmed): \$194

**Project Description:** Place a HAWK pedestrian-activated signal at the Wilson Pathway where it crosses Midland Boulevard in the City of Nampa. Pedestrian pre-warning signals and thermo crosswalk markings will also be installed.



Funding Source TAP-State Local Match : 7.34% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	181	181	168	13
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$181	\$181	\$168	\$13

# Planning, COMPASS

Key # : CPA1

Inflated

Performance Measures Met:

Support

Requesting Agency: COMPASS

Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,887

Total Cost (Previous + Programmed): \$1,887

Project Description: Assist COMPASS in meeting federal transportation planning responsibilities. These projects tie to ITD key numbers 12374, 13478, 13900, 19060, 19389, 19766, and 19920.



Metropolitan Planning

**Funding Source STP-U** **Local Match : 7.34%** **Funding Allocation : Other - Not Classified**

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	99	0	0	0	0	99	92	7
2019	0	99	0	0	0	0	99	92	7
2020	0	99	0	0	0	0	99	92	7
2021	0	99	0	0	0	0	99	92	7
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$396	\$0	\$0	\$0	\$0	\$396	\$367	\$29

**Funding Source STP-TMA** **Local Match : 7.34%** **Funding Allocation : Other - Not Classified**

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	331	0	0	0	0	331	307	24
2018	0	232	0	0	0	0	232	215	17
2019	0	232	0	0	0	0	232	215	17
2020	0	232	0	0	0	0	232	215	17
2021	0	232	0	0	0	0	232	215	17
PD	0	232	0	0	0	0	232	215	17
<b>Fund Totals:</b>	\$0	\$1,491	\$0	\$0	\$0	\$0	\$1,491	\$1,382	\$109

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

Sorted by Project Type then Project Name  
All Values in Thousands of Dollars

## Planning, Congestion Management Study, COMPASS

Key # : 18998

Inflated

Performance Measures Met:

Support

Requesting Agency: COMPASS

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$75

Total Cost (Previous + Programmed): \$75

**Project Description:** Update the Treasure Valley Transportation Operations, Management, and ITS plan including expanding multiple objectives and identifying additional opportunities for congestion mitigation, such as a wide range of solutions to address mobility and accessibility problems. Consider new technologies for measuring and evaluating congestion and evaluate the effectiveness of expanding the process to include additional resources for decision making.



Funding Source STP-TMA

Local Match : 7.34%

Funding Allocation : Other - Not Classified

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	75	0	0	0	0	75	69	6
<b>Fund Totals:</b>	\$0	\$75	\$0	\$0	\$0	\$0	\$75	\$69	\$6

## Planning, Freight and Goods Movement Study Update, COMPASS

Key # : 18948

Inflated

Performance Measures Met:

Support

Requesting Agency: COMPASS

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$300

Total Cost (Previous + Programmed): \$300

**Project Description:** Update information from the 2008 freight study; provide information about freight and goods movement in the Treasure Valley, including choke points and freight problem areas; identify needed improvements, including in access, safety, impact on other modes; identify economic impacts of freight to the regional economy.



Funding Source STP-TMA

Local Match : 7.34%

Funding Allocation : Other - Not Classified

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	300	0	0	0	0	300	278	22
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$300	\$0	\$0	\$0	\$0	\$300	\$278	\$22

# Planning, High Capacity Corridor Alternatives Analysis, COMPASS

Key # : 13046

Inflated

Performance Measures Met:

Support

Requesting Agency: COMPASS

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,000

Total Cost (Previous + Programmed): \$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.



Funding Source STP-TMA Local Match : 7.34% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
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

# Planning, Metropolitan Planning Funds, COMPASS

Key # : CPA2

Inflated

Performance Measures Met:

Support

Requesting Agency: COMPASS

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$7,311

Total Cost (Previous + Programmed): \$7,311

Project Description: Metropolitan planning organization (MPO) planning funds from the Federal Highway Administration and Federal Transit Administration. These projects tie to ITD key numbers 19144, 13496, 13963, 19071, 19258, and 20050.



Metropolitan Planning

**Funding Source Metropolitan Planning** Local Match : 7.34% Funding Allocation : Other - Not Classified

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	1,124	0	0	0	0	1,124	1,041	83
2018	0	1,147	0	0	0	0	1,147	1,063	84
2019	0	1,172	0	0	0	0	1,172	1,086	86
2020	0	1,199	0	0	0	0	1,199	1,111	88
2021	0	1,199	0	0	0	0	1,199	1,111	88
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$5,841	\$0	\$0	\$0	\$0	\$5,841	\$5,412	\$429

**Funding Source FTA 5303** Local Match : 7.34% Funding Allocation : Other - Not Classified

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	294	0	0	0	0	294	272	22
2018	0	294	0	0	0	0	294	272	22
2019	0	294	0	0	0	0	294	272	22
2020	0	294	0	0	0	0	294	272	22
2021	0	294	0	0	0	0	294	272	22
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$1,470	\$0	\$0	\$0	\$0	\$1,470	\$1,362	\$108

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

Sorted by Project Type then Project Name  
All Values in Thousands of Dollars

## Planning, Public Transportation, VRT, Boise Area

Key # : 18677

Inflated

Performance Measures Met:

Requesting Agency: Valley Regional Transit

Support

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$2,608

Total Cost (Previous + Programmed): \$2,608

Project Description: Supports Valley Regional Transit's planning efforts in the Boise Urbanized Area. Funding from FY2016, carried over to FY2017.



Funding Source FTA 5307 LU Local Match : 20.00% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	848	0	0	0	0	848	678	170
2018	0	440	0	0	0	0	440	352	88
2019	0	440	0	0	0	0	440	352	88
2020	0	440	0	0	0	0	440	352	88
2021	0	440	0	0	0	0	440	352	88
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$2,608	\$0	\$0	\$0	\$0	\$2,608	\$2,086	\$522

## Planning, Public Transportation, VRT, Nampa Area

Key # : 18805

Inflated

Performance Measures Met:

Requesting Agency: Valley Regional Transit

Support

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,072

Total Cost (Previous + Programmed): \$1,072

Project Description: Supports Valley Regional Transit's planning efforts in the Nampa Urbanized Area. Includes design for Key Number 19279. Funds from FY2016 carried over to FY2017.



Funding Source FTA 5307 SU Local Match : 20.00% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	364	0	0	0	0	364	291	73
2018	0	174	0	0	0	0	174	139	35
2019	0	178	0	0	0	0	178	142	36
2020	0	178	0	0	0	0	178	142	36
2021	0	178	0	0	0	0	178	142	36
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$1,072	\$0	\$0	\$0	\$0	\$1,072	\$858	\$214

## Planning, Transportation Operations and ITS Plan Update, COMPASS

Key # : 18694

Inflated

Performance Measures Met:

Support

Requesting Agency: COMPASS

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$250

Total Cost (Previous + Programmed): \$250

**Project Description:** Update the Treasure Valley Transportation System: Operations, Management, and ITS plan, including a comprehensive update of the existing conditions assessment, regional ITS inventory, vision, operational concept, implementation plan, and regional ITS architecture. (ITS is "intellegent transportation system," or the technology side of the transportation system.)



Funding Source STP-TMA Local Match : 7.34% Funding Allocation : 100 % Air Quality

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	250	0	0	0	0	250	232	18
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$250	\$0	\$0	\$0	\$0	\$250	\$232	\$18

## Pollard Lane Realignment (GARVEE), Ada County

Key # : 19771

Inflated

Performance Measures Met:

Support

Requesting Agency: ITD

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$356

Total Cost (Previous + Programmed): \$356

**Project Description:** During the right-of-way negotiations on the SH-16 (GARVEE-funded) project, ITD entered into an agreement with the property owner to purchase an alignment for the realigned Pollard Lane local road. Either ITD will build the road with these funds, or ITD will pay the developer this amount when they satisfactorily construct the road and have it accepted by ACHD. This action will take longer than the GARVEE program will be open, a new project was established to manage these funds separately.



Funding Source Restoration Local Match : 100.00% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	356	356	0	356
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$356	\$356	\$0	\$356

## Railroad Crossing, 21st Avenue, Caldwell

Key # : 20008

Inflated

### Performance Measures Met:

Maintenance  
Transportation Safety

Requesting Agency: City of Caldwell

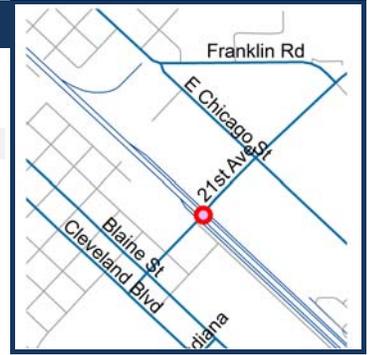
Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$614

Total Cost (Previous + Programmed): \$614

Project Description: Install and update crossing signals at the 21st Avenue railroad crossing in the City of Caldwell.



Funding Source Federal Rail Local Match : 0.00% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	15	0	0	0	0	0	15	15	0
2019	0	0	0	0	21	577	598	598	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	<b>\$15</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$21</b>	<b>\$577</b>	<b>\$614</b>	<b>\$614</b>	<b>\$0</b>

## Railroad Crossing, Academy Road, Greenleaf

Key # : 19461

Inflated

### Performance Measures Met:

Maintenance  
Transportation Safety

Requesting Agency: City of Greenleaf

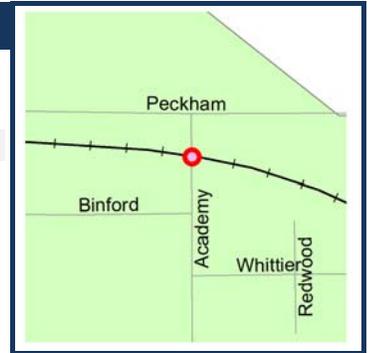
Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$108

Total Cost (Previous + Programmed): \$108

Project Description: Remove existing crossing material (asphalt and gravel) and install new insulated concrete planking. Install new rail crossing signs.



Funding Source State Rail Local Match : 100.00% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	3	0	0	0	3	102	108	0	108
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	<b>\$3</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3</b>	<b>\$102</b>	<b>\$108</b>	<b>\$0</b>	<b>\$108</b>

## Railroad Crossing, Friends Road, Greenleaf

Key # : 19417

Inflated

### Performance Measures Met:

Maintenance  
Transportation Safety

Requesting Agency: City of Greenleaf

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$85

Total Cost (Previous + Programmed): \$85

Project Description: Remove existing crossing material (asphalt and gravel) and install new insulated concrete planking. Install new rail crossing signs.



Funding Source State Rail Local Match : 100.00% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	3	0	0	0	2	80	85	0	85
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	<b>\$3</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2</b>	<b>\$80</b>	<b>\$85</b>	<b>\$0</b>	<b>\$85</b>

## Railroad Crossing, North Linder Road, Meridian

Key # : 19875

Inflated

### Performance Measures Met:

Maintenance  
Transportation Safety

Requesting Agency: ACHD

Project Year: 2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$557

Total Cost (Previous + Programmed): \$557

Project Description: Install crossing signals and gates at the railroad crossing at North Linder Road in the City of Meridian.



Funding Source Federal Rail Local Match : 0.00% Funding Allocation : Other - Not Classified

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	16	0	0	0	0	0	16	16	0
2020	0	0	0	0	11	531	541	541	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	<b>\$16</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$11</b>	<b>\$531</b>	<b>\$557</b>	<b>\$557</b>	<b>\$0</b>

## Railroad Crossing, SH-19 and Roedel Avenue, Caldwell

Key # : 19627

Inflated

### Performance Measures Met:

Maintenance  
Transportation Safety

Requesting Agency: ITD

Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$396

Total Cost (Previous + Programmed): \$396

Project Description: Install cantilever signals and repair and replace the crossing surface at the railroad crossing at SH-19 and Roedel Avenue in the City of Caldwell.



Funding Source Federal Rail Local Match : 7.34% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	8	0	0	0	0	0	8	7	1
2018	0	0	0	0	5	383	388	359	28
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	<b>\$8</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5</b>	<b>\$383</b>	<b>\$396</b>	<b>\$367</b>	<b>\$29</b>

## Railroad Crossing, South Black Cat Road, Ada County

Key # : 20014

Inflated

### Performance Measures Met:

Maintenance  
Transportation Safety

Requesting Agency: ACHD

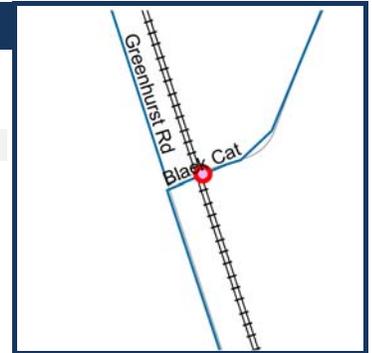
Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$433

Total Cost (Previous + Programmed): \$433

Project Description: Install crossing gates and signals at the railroad crossing on South Black Cat Road in Ada County.



Funding Source Federal Rail Local Match : 0.00% Funding Allocation : Other - Not Classified

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	15	0	0	0	0	0	15	15	0
2018	0	0	0	0	10	408	418	418	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	<b>\$15</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10</b>	<b>\$408</b>	<b>\$433</b>	<b>\$433</b>	<b>\$0</b>

## Riverside Road and Lake Shore Drive, Rehabilitation, Canyon County

Key # : 14362

Inflated

Performance Measures Met:

Maintenance

Requesting Agency: Canyon HD

Project Year: 2017

Total Previous Expenditures: \$778

Total Programmed Cost: \$4,531

Total Cost (Previous + Programmed): \$5,309

Project Description:

Rehabilitate Riverside Road and Lake Shore Drive near Lake Lowell in Canyon County. This is a Federal Land Access Program (FLAP) project managed by Western Federal Lands.



Funding Source **FLAP** Local Match : 7.34% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	408	4,123	4,531	4,198	333
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$408</b>	<b>\$4,123</b>	<b>\$4,531</b>	<b>\$4,198</b>	<b>\$333</b>

## Safety Improvements at 62 Intersections, Canyon County

Key # : 20249

Inflated

Performance Measures Met:

Transportation Safety

Requesting Agency: Golden Gate HD

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$39

Total Cost (Previous + Programmed): \$39

Project Description:

Provide safety improvements by installing larger stop signs (30" to 36"), stop bars (stop bar on minor roads and short segments of centerline), and advance warning signs (30" to 36") in the Golden Gate Highway District.



Funding Source **HSIP (Local)** Local Match : 7.34% Funding Allocation : Other - Not Classified

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	4	0	0	0	0	0	4	4	0
2019	0	0	0	0	10	25	35	32	3
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	<b>\$4</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10</b>	<b>\$25</b>	<b>\$39</b>	<b>\$36</b>	<b>\$3</b>

# SH-16 and Beacon Light Road Intersection Improvements, Ada County

Key # : 18872

Inflated

**Performance Measures Met:**

Congestion Reduction/System Reliability  
Transportation Safety

Requesting Agency: Joint ITD/ACHD

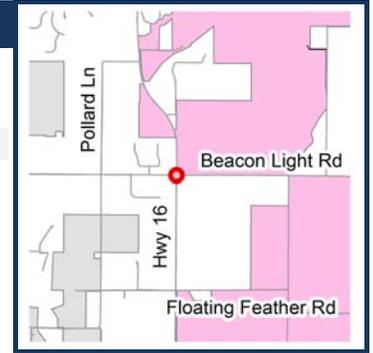
Project Year: 2017

Total Previous Expenditures: \$119

Total Programmed Cost: \$2,007

Total Cost (Previous + Programmed): \$2,126

Project Description: Add a signal and widen the intersection at SH-16 and Beacon Light Road.



**Funding Source HSIP** Local Match : 7.34% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	100	1,300	1,400	1,297	103
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$100	\$1,300	\$1,400	\$1,297	\$103

**Funding Source STP-TMA** Local Match : 7.34% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	607	607	562	45
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$607	\$607	\$562	\$45

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

Sorted by Project Type then Project Name  
All Values in Thousands of Dollars

## SH-16, Boise River Bridge North Stage

Key # : 12915

Inflated

Performance Measures Met:

Requesting Agency: ITD

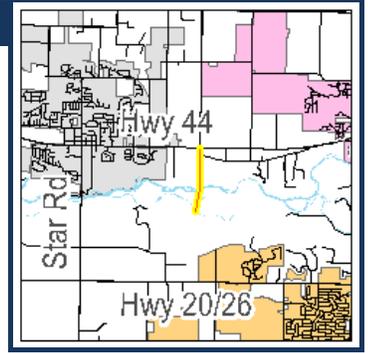
Project Year: 2017

Total Previous Expenditures:

Total Programmed Cost: \$0

Total Cost (Previous + Programmed):

Project Description: SH-16, SH-44 (State Street) to US 20/26 (Chinden Boulevard) River Crossing.  
This project includes the north stage of the Boise River Bridge.



Funding Source Capacity Local Match : 100.00% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	50	-50	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$50	(\$50)	\$0	\$0	\$0

## SH-19, Oregon State Line to Homedale, Seal Coat, Canyon and Owyhee

Key # : 19856

Inflated

Performance Measures Met:

Requesting Agency: ITD

Project Year: 2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,362

Total Cost (Previous + Programmed): \$1,362

Project Description: Seal coat the pavement surface on SH-19 from the Oregon State Line to the City of Homedale to improve ride quality and extend the life of the pavement. (71% Canyon County and 29% Owyhee County)



Funding Source Pavement Preservation Local Match : 7.34% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	25	0	0	0	0	0	25	23	2
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	64	1,273	1,337	1,239	98
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$25	\$0	\$0	\$0	\$64	\$1,273	\$1,362	\$1,262	\$100

## SH-44 (State Street) and SH-55 (Eagle Road) Intersection, Eagle

Key # : 13476

Inflated

### Performance Measures Met:

Congestion Reduction/System Reliability  
Freight Movement and Economic Vitality  
Transportation Safety

Requesting Agency: ITD

Project Year: PD

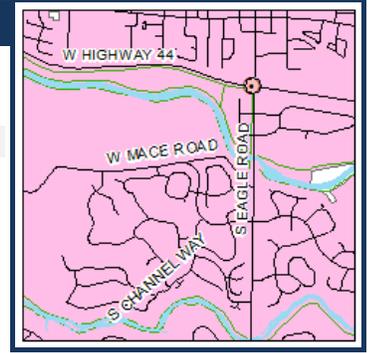
Total Previous Expenditures: \$0

Total Programmed Cost: \$6,277

Total Cost (Previous + Programmed): \$6,277

### Project Description:

Construct a partial (1/2) continuous flow intersection (CFI) at SH-44 (State Street) and SH-55 (Eagle Road) in the City of Eagle. CFI improvements are specific to high capacity intersections and include displaced left-turn lanes. CFI intersections improve congestion and facilitate pedestrian use. Design is currently underway. Construction is expected to cost \$5,000,000, but is considered "unfunded."



Funding Source Early Development (ED) Local Match : 7.34% Funding Allocation : 75 % Road 25 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	50	0	0	0	0	0	50	46	4
2018	51	0	0	0	0	0	51	47	4
2019	52	0	0	0	0	0	52	48	4
2020	53	0	0	0	0	0	53	49	4
2021	54	0	0	0	0	0	54	50	4
PD	497	0	0	0	0	5,520	6,017	5,576	442
<b>Fund Totals:</b>	<b>\$757</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,520</b>	<b>\$6,277</b>	<b>\$5,817</b>	<b>\$461</b>

## SH-44, Canyon Canal Bridge, Middleton

Key # : 18950

Inflated

### Performance Measures Met:

Transportation Infrastructure  
Freight Movement and Economic Vitality  
Transportation Safety

Requesting Agency: ITD

Project Year: 2019

Total Previous Expenditures: \$700

Total Programmed Cost: \$1,831

Total Cost (Previous + Programmed): \$2,531

### Project Description:

Replace the structurally deficient cast-in-place concrete bridge over the Canyon Canal with a precast box culvert on SH-44 in Middleton. Other improvements include replacing the curbs, gutters, sidewalks, and railings.



Funding Source Bridge Restoration Local Match : 7.34% Funding Allocation : 75 % Road 25 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	10	0	0	0	0	0	10	9	1
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	281	1,540	1,821	1,687	134
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	<b>\$10</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$281</b>	<b>\$1,540</b>	<b>\$1,831</b>	<b>\$1,696</b>	<b>\$134</b>

## SH-44, I-84 near Caldwell to Junction SH-55 North in Eagle

Key # : 19709

Inflated

### Performance Measures Met:

Maintenance  
Freight Movement and Economic Vitality

Requesting Agency: ITD

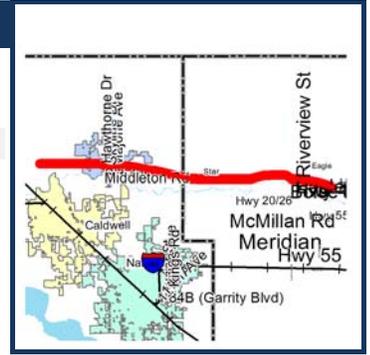
Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$2,283

Total Cost (Previous + Programmed): \$2,283

Project Description: Seal coat SH-44 from I-84 north of the City of Caldwell to SH-55 north in the City of Eagle.



Funding Source Pavement Preservation Local Match : 7.34% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	150	0	0	0	0	0	150	139	11
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	104	2,029	2,133	1,976	157
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	<b>\$150</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$104</b>	<b>\$2,029</b>	<b>\$2,283</b>	<b>\$2,115</b>	<b>\$168</b>

## SH-44, Junction I-84 to Plummer Road in Star, Canyon County

Key # : 13463

Inflated

### Performance Measures Met:

Requesting Agency: ITD

Project Year: 2016

Total Previous Expenditures: \$300

Total Programmed Cost: \$0

Total Cost (Previous + Programmed): \$300

Project Description: Rehabilitate SH-44 from I-84 in Canyon County to Plummer Road in the City of Star in order to extend the service life and improve the riding surface. Other improvements include guardrail replacement, ensuring accessibility for people with disabilities at intersections, and replacing two failing culverts.



Funding Source Restoration Local Match : 7.34% Funding Allocation : 75 % Road 25 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	10	0	0	0	-10	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	<b>\$10</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>(\$10)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

## SH-45 (12th Avenue), 10th Street South to 12th Street South, Nampa

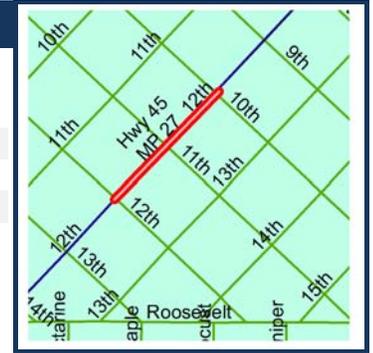
Key # : 19600

Inflated

### Performance Measures Met:

Congestion Reduction/System Reliability  
 Transportation Safety  
 Land Use  
 Health

Requesting Agency: City of Nampa  
 Project Year: 2017  
 Total Previous Expenditures: \$57



Total Programmed Cost: \$234  
 Total Cost (Previous + Programmed): \$291

**Project Description:** Install a pedestrian hybrid beacon on SH-45 (12th Avenue South) at a location between 10th Street South and 12th Street South. The project includes a pedestrian hybrid beacon, lighting, automatic pedestrian signals, pedestrian curb ramps, signage, and striping.

Funding Source		HSIP (Local)				Local Match : 7.34%		Funding Allocation : 100 % Alternative	
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	39	195	234	217	17
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$39	\$195	\$234	\$217	\$17

## SH-45 (12th Avenue), Sherman Avenue to Dewey Avenue, Nampa

Key # : 19396

Inflated

### Performance Measures Met:

Congestion Reduction/System Reliability  
 Transportation Safety  
 Land Use  
 Health

Requesting Agency: City of Nampa  
 Project Year: 2017  
 Total Previous Expenditures: \$57



Total Programmed Cost: \$234  
 Total Cost (Previous + Programmed): \$291

**Project Description:** Install a pedestrian hybrid beacon on SH-45 (12th Avenue South) at a location between Sherman Avenue and Dewey Avenue. The project includes pedestrian hybrid beacon, lighting, automatic pedestrian signals, pedestrian curb ramps, signage, and striping.

Funding Source		HSIP (Local)				Local Match : 7.34%		Funding Allocation : 100 % Alternative	
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	39	195	234	217	17
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$39	\$195	\$234	\$217	\$17

## SH-45, Deer Flat Road to I-84B (2nd Street), Seal Coat, Nampa

Key # : 20225

Inflated

Performance Measures Met:

Maintenance

Requesting Agency: ITD

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,400

Total Cost (Previous + Programmed): \$1,400

Project Description: Microseal SH-45 from Deer Flat Road to 2nd Street in downtown Nampa. This is a pavement preservation project to seal asphalt work completed in 2015 under KN 13030.



Funding Source Pavement Preservation Local Match : 7.34% Funding Allocation :100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	100	1,300	1,400	1,297	103
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$100	\$1,300	\$1,400	\$1,297	\$103

## SH-45, Snake River Bridge, Walters Ferry

Key # : 13389

Inflated

Performance Measures Met:

Transportation Infrastructure

Freight Movement and Economic Vitality

Requesting Agency: ITD

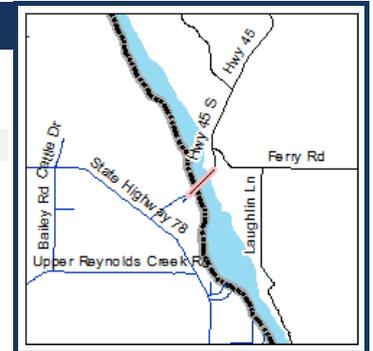
Project Year: 2017

Total Previous Expenditures: \$1,143

Total Programmed Cost: \$5,940

Total Cost (Previous + Programmed): \$7,083

Project Description: Rehabilitate and refurbish the bridge on SH-45 over the Snake River near Walters Ferry to mitigate scouring, or wear, on the riverbed. (88% Canyon County and 12% Owyhee County)



Funding Source Bridge Restoration Local Match : 100.00% Funding Allocation :100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	775	5,165	5,940	0	5,940
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$775	\$5,165	\$5,940	\$0	\$5,940

## SH-55 (Eagle Road), Meridian Towne Center, Meridian

Key # : 13349

Inflated

### Performance Measures Met:

Congestion Reduction/System Reliability  
Freight Movement and Economic Vitality

Requesting Agency: Private Developer

Project Year: 2017

Total Previous Expenditures: \$130

Total Programmed Cost: \$9,310

Total Cost (Previous + Programmed): \$9,440

**Project Description:** Add one lane northbound from Franklin Road to Fairview Avenue and add one lane southbound from River Valley Street to Franklin Road in the City of Meridian. The project will be constructed by the developer of the Meridian Towne Center shopping center (the Village at Meridian) using State Tax Anticipated Revenue (STAR) financing.



### Funding Source STAR Local Match : 100.00% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	9,310	9,310	0	9,310
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$9,310	\$9,310	\$0	\$9,310

## SH-55 (Karcher Road) and Florida Avenue Intersection, Caldwell

Key # : 20174

Inflated

### Performance Measures Met:

Freight Movement and Economic Vitality  
Transportation Safety

Requesting Agency: ITD

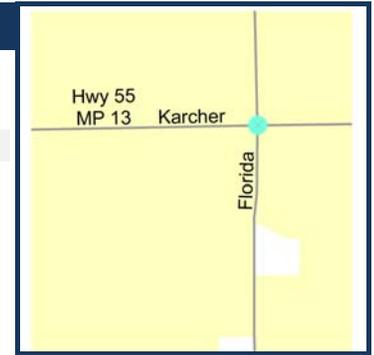
Project Year: 2021

Total Previous Expenditures: \$0

Total Programmed Cost: \$699

Total Cost (Previous + Programmed): \$699

**Project Description:** Install a "thru-U" intersection at SH-55 (Karcher Road) and Florida Avenue in the City of Caldwell to reduce crashes and improve safety. A thru-U intersection has no left turns at the intersection, but includes a u-turn after the intersection to facilitate the turning movement.



Funding Source		Strategic Initiatives				Local Match : 7.34%		Funding Allocation : 100 % Road	
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	56	0	0	0	0	0	56	52	4
2019	0	0	21	0	0	0	21	19	2
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	498	498	461	37
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	<b>\$56</b>	<b>\$0</b>	<b>\$21</b>	<b>\$0</b>	<b>\$0</b>	<b>\$498</b>	<b>\$575</b>	<b>\$533</b>	<b>\$42</b>

Funding Source		Local Participating				Local Match : 100.00%		Funding Allocation : 100 % Road	
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	124	124	0	124
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$124</b>	<b>\$124</b>	<b>\$0</b>	<b>\$124</b>

## SH-55 (Karcher Road) and Hoskins/Pride/Riverside, Canyon County

Key # : 18779

Inflated

### Performance Measures Met:

Freight Movement and Economic Vitality  
Transportation Safety

Requesting Agency: ITD

Project Year: 2019

Total Previous Expenditures: \$110

Total Programmed Cost: \$1,857

Total Cost (Previous + Programmed): \$1,967

**Project Description:** Improve the intersections at Hoskins Road, Pride Lane, and Riverside Road to improve safety on SH-55 northwest of the Deer Flat National Wildlife Refuge (Lake Lowell). A preliminary safety analysis indicates new turn lanes will be warranted.



Funding Source		Strategic Initiatives				Local Match : 100.00%		Funding Allocation : 100 % Road	
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	250	0	0	0	0	250	0	250
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	161	1,446	1,607	0	1,607
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$250	\$0	\$0	\$161	\$1,446	\$1,857	\$0	\$1,857

## SH-55 (Karcher Road) and Lake Avenue Intersection, Canyon County

Key # : 12383

Inflated

### Performance Measures Met:

Freight Movement and Economic Vitality  
Transportation Safety  
Environmental Sustainability

Requesting Agency: ITD

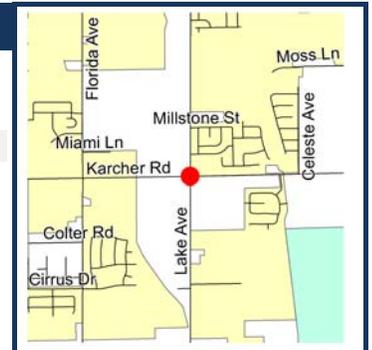
Project Year: 2017

Total Previous Expenditures: \$604

Total Programmed Cost: \$3,645

Total Cost (Previous + Programmed): \$4,249

**Project Description:** Add a traffic signal and other operational improvements at the intersection of SH-55 and Lake Avenue in Canyon County near the City of Nampa.



Funding Source		Strategic Initiatives				Local Match : 7.34%		Funding Allocation : 100 % Road	
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	-295	0	225	0	485	3,230	3,645	3,377	268
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	(\$295)	\$0	\$225	\$0	\$485	\$3,230	\$3,645	\$3,377	\$268

## SH-55 (Karcher Road) and Midway Road Intersection, Nampa

Key # : 13025

Inflated

### Performance Measures Met:

Freight Movement and Economic Vitality  
 Transportation Safety  
 Environmental Sustainability

Requesting Agency: ITD

Project Year: 2017

Total Previous Expenditures: \$205

Total Programmed Cost: \$4,625

Total Cost (Previous + Programmed): \$4,830

### Project Description:

Add a traffic signal and other operational improvements at the intersection of SH-55 (Karcher Road) and Midway Road in the City of Nampa.



### Funding Source HSIP

Local Match : 7.34%

Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	-27	27	215	0	575	3,835	4,625	4,286	339
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	<b>(\$27)</b>	<b>\$27</b>	<b>\$215</b>	<b>\$0</b>	<b>\$575</b>	<b>\$3,835</b>	<b>\$4,625</b>	<b>\$4,286</b>	<b>\$339</b>

## SH-55 and Farmway Road Intersection, Canyon County

Key # : 18841

Inflated

### Performance Measures Met:

Transportation Safety

Requesting Agency: ITD

Project Year: 2017

Total Previous Expenditures: \$245

Total Programmed Cost: \$1,125

Total Cost (Previous + Programmed): \$1,370

### Project Description:

Rehabilitate, widen, and signalize the intersection of SH-55 and Farmway Road in Canyon County. Project will add left-turn lanes on north and south-bound Farmway Road. On SH-55, a combination of right-turn and auxiliary through lanes will be added with dedicated left turn lanes and one continuous through lane for each side, for a total of five 12-foot lanes on the SH-55 legs, and three 12-foot lanes on Farmway Road.



### Funding Source HSIP

Local Match : 100.00%

Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	100	0	300	725	1,125	0	1,125
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$100</b>	<b>\$0</b>	<b>\$300</b>	<b>\$725</b>	<b>\$1,125</b>	<b>\$0</b>	<b>\$1,125</b>

## SH-55, City of Marsing to Caldwell Boulevard, Seal Coat, Canyon County

Key # : 20267

Inflated

### Performance Measures Met:

Maintenance  
Freight Movement and Economic Vitality

Requesting Agency: ITD

Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$989

Total Cost (Previous + Programmed): \$989

**Project Description:** Seal coat the pavement surface on SH-55 from the City of Marsing to Caldwell Boulevard in the City of Caldwell to improve ride quality and extend the life of the pavement.



Funding Source Pavement Preservation Local Match : 7.34% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	25	0	0	0	0	0	25	23	2
2018	0	0	0	0	46	918	964	893	71
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	<b>\$25</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$46</b>	<b>\$918</b>	<b>\$989</b>	<b>\$916</b>	<b>\$73</b>

## SH-55, Pride Lane in Canyon County to Middleton Road in Nampa

Key # : 19414

Inflated

### Performance Measures Met:

Maintenance  
Freight Movement and Economic Vitality

Requesting Agency: ITD

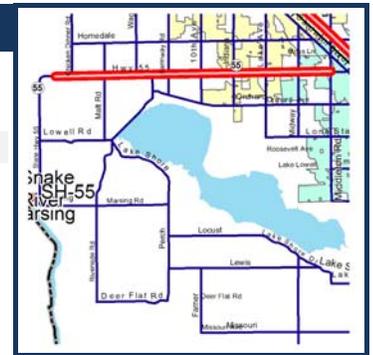
Project Year: 2017

Total Previous Expenditures: \$99

Total Programmed Cost: \$4,387

Total Cost (Previous + Programmed): \$4,486

**Project Description:** Restore the pavement on SH-55 from Pride Lane (milepost 7.1) to Middleton Road (milepost 15.6) by milling off the old surface and inlaying a new one. In addition, shoulders and drainage will be improved.



Funding Source Restoration Local Match : 7.34% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	362	4,025	4,387	4,065	322
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$362</b>	<b>\$4,025</b>	<b>\$4,387</b>	<b>\$4,065</b>	<b>\$322</b>

## SH-55, Snake River Bridge, Marsing

Key # : 13387

Inflated

### Performance Measures Met:

Transportation Infrastructure  
 Freight Movement and Economic Vitality  
 Transportation Safety

Requesting Agency: ITD

Project Year: 2017

Total Previous Expenditures: \$1,171

Total Programmed Cost: \$9,470

Total Cost (Previous + Programmed): \$10,641

Project Description: Replace bridge on SH-55 over the Snake River near the City of Marsing. (69% Canyon County and 31% Owyhee County).



### Funding Source Bridge Restoration

Local Match : 7.34%

Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	1,018	8,452	9,470	8,775	695
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$1,018	\$8,452	\$9,470	\$8,775	\$695

## SH-69 (Meridian Road), Kuna to Meridian, Pavement Improvements

Key # : 19965

Inflated

### Performance Measures Met:

Maintenance  
 Freight Movement and Economic Vitality

Requesting Agency: ITD

Project Year: 2021

Total Previous Expenditures: \$0

Total Programmed Cost: \$5,083

Total Cost (Previous + Programmed): \$5,083

Project Description: Resurface the pavement on SH-69 from the City of Kuna to the City of Meridian to preserve the structural capacity of the existing roadway.



### Funding Source Restoration

Local Match : 7.34%

Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	104	0	0	0	0	0	104	96	8
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	216	4,763	4,979	4,614	365
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$104	\$0	\$0	\$0	\$216	\$4,763	\$5,083	\$4,710	\$373

## SH-69 (Meridian Road), Signalize Hubbard and Lake Hazel Roads, Kuna

Key # : 19997

Inflated

### Performance Measures Met:

Freight Movement and Economic Vitality  
 Transportation Safety  
 Environmental Sustainability

Requesting Agency: ITD

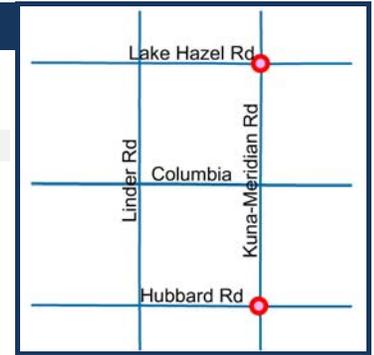
Project Year: 2021

Total Previous Expenditures: \$0

Total Programmed Cost: \$781

Total Cost (Previous + Programmed): \$781

Project Description: Install signalization on SH-69 at the intersections of Hubbard Road and Lake Hazel Road in the City of Kuna to improve safety.



### Funding Source Local Participating Local Match : 100.00% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	294	294	0	294
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$294	\$294	\$0	\$294

### Funding Source Strategic Initiatives Local Match : 7.34% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	41	0	0	0	0	0	41	38	3
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	4	0	0	442	446	413	33
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$41	\$0	\$4	\$0	\$0	\$442	\$487	\$451	\$36

# Smith Avenue and Middleton Road, Signalization, Nampa

Key # : 20167

Inflated

**Performance Measures Met:**

- Transportation Safety
- Community Infrastructure

Requesting Agency: City of Nampa

Project Year: 2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$538

Total Cost (Previous + Programmed): \$538

**Project Description:** Widen lanes, and install a traffic signal, pedestrian facilities, street lighting, and turn lanes at the intersection of of Smith Avenue and Middleton Road in the City of Nampa.



**Funding Source** HSIP (Local) **Local Match :** 7.34% **Funding Allocation :** Other - Not Classified

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	12	66	0	0	0	0	79	73	6
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	58	401	460	426	34
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	<b>\$12</b>	<b>\$66</b>	<b>\$0</b>	<b>\$0</b>	<b>\$58</b>	<b>\$401</b>	<b>\$538</b>	<b>\$499</b>	<b>\$39</b>

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

Sorted by Project Type then Project Name  
All Values in Thousands of Dollars

## South Cemetery Road, SH-44 to Middleton Road, Middleton

Key # : 12048

Inflated

### Performance Measures Met:

Congestion Reduction/System Reliability  
Farmland

Requesting Agency: City of Middleton

Project Year: 2018

Total Previous Expenditures: \$505

Total Programmed Cost: \$3,014

Total Cost (Previous + Programmed): \$3,519

Project Description: Construct a new 0.284 mile roadway segment linking SH-44 and Middleton Road by way of Highland Drive and Sawtooth Lake Drive in the City of Middleton.



### Funding Source STP-U Local Match : 7.34% Funding Allocation :100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	326	2,188	2,514	2,330	185
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$326	\$2,188	\$2,514	\$2,330	\$185

### Funding Source Local Participating Local Match : 100.00% Funding Allocation :100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	500	0	0	0	500	0	500
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$500	\$0	\$0	\$0	\$500	\$0	\$500

## SR2S, VRT, Ada County - FY2016, FY2017, and FY2018, Phase 2

Key # : 13910

Inflated

Performance Measures Met:

Support

Requesting Agency: Valley Regional Transit

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$12

Total Cost (Previous + Programmed): \$12

Project Description:

Support up to three full-time staff for Safe Routes to Schools (SR2S) coordination serving schools in Ada County with a focus on the Boise and West Ada School Districts. The Treasure Valley YMCA will receive pass-through funds for this project.



Funding Source TAP-TMA Local Match : 7.34% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	12	12	11	1
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$12	\$12	\$11	\$1

## SR2S, VRT, Ada County - FY2019 and FY2020

Key # : 13912

Inflated

Performance Measures Met:

Support

Requesting Agency: Valley Regional Transit

Project Year: 2019

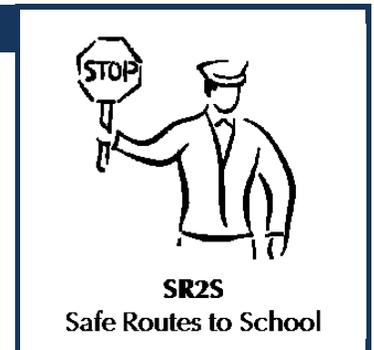
Total Previous Expenditures: \$0

Total Programmed Cost: \$316

Total Cost (Previous + Programmed): \$316

Project Description:

Support up to three full-time staff for Safe Routes to Schools (SR2S) coordination serving schools in Ada County with a focus on the Boise and West Ada School Districts. The Treasure Valley YMCA will receive pass-through funds for this project.



Funding Source TAP-TMA Local Match : 7.34% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	316	316	293	23
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$316	\$316	\$293	\$23

## SR2S, VRT, Ada County - FY2021

Key # : 20245

Inflated

Performance Measures Met:

Support

Requesting Agency: Valley Regional Transit

Project Year: 2021

Total Previous Expenditures: \$0

Total Programmed Cost: \$159

Total Cost (Previous + Programmed): \$159

Project Description: Support up to three full-time staff for Safe Routes to Schools (SR2S) coordination serving schools in Ada County with a focus on the Boise and West Ada School Districts. The Treasure Valley YMCA will receive pass-through funds for this project.



Funding Source TAP-TMA				Local Match : 7.34%			Funding Allocation : Other - Not Classified		
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	159	159	147	12
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$159	\$159	\$147	\$12

## SR2S, VRT, Ada County - PD

Key # : 19968

Inflated

Performance Measures Met:

Support

Requesting Agency: Valley Regional Transit

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$159

Total Cost (Previous + Programmed): \$159

Project Description: Support up to three full-time staff for Safe Routes to Schools (SR2S) coordination serving schools in Ada County with a focus on the Boise and West Ada School Districts. The Treasure Valley YMCA will receive pass-through funds for this project.



Funding Source TAP-TMA				Local Match : 7.34%			Funding Allocation : Other - Not Classified		
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	159	159	147	12
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$159	\$159	\$147	\$12

## SR2S, VRT, Canyon County - FY2018

Key # : 20089

Inflated

### Performance Measures Met:

Support

Requesting Agency: Valley Regional Transit

Project Year: 2018

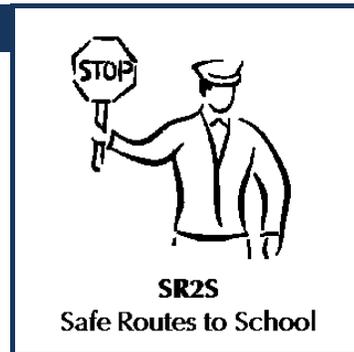
Total Previous Expenditures: \$0

Total Programmed Cost: \$60

Total Cost (Previous + Programmed): \$60

### Project Description:

Support one full-time staff for Safe Routes to Schools (SR2S) coordination serving schools in Canyon County with a focus on the Nampa, Caldwell, and Vallivue School Districts. The Treasure Valley YMCA will receive pass-through funds for this project.



Funding Source		TAP-State		Local Match : 7.34%			Funding Allocation : 100 % Alternative		
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	60	60	56	4
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$60	\$60	\$56	\$4

## State Street and Collister Drive Intersection, Boise

Key # : 13481

Inflated

### Performance Measures Met:

Congestion Reduction/System Reliability

Freight Movement and Economic Vitality

Transportation Safety

Requesting Agency: ACHD

Project Year: 2018

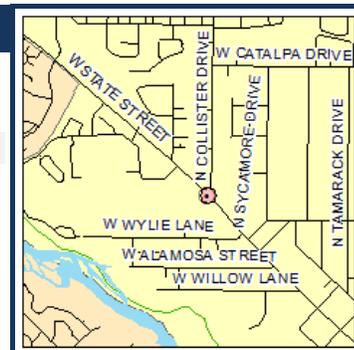
Total Previous Expenditures: \$938

Total Programmed Cost: \$9,218

Total Cost (Previous + Programmed): \$10,156

### Project Description:

Improve the intersection of State Street and Collister Drive in the City of Boise.



Funding Source		STP-TMA		Local Match : 7.34%			Funding Allocation : 100 % Road		
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	680	0	0	0	680	630	50
2018	0	0	0	0	1,280	7,258	8,538	7,912	627
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$680	\$0	\$1,280	\$7,258	\$9,218	\$8,542	\$677

## State Street Lighting, 16th Street to 23rd Street, Boise

Key # : 20275

Inflated

Performance Measures Met:

Transportation Safety

Requesting Agency: ACHD

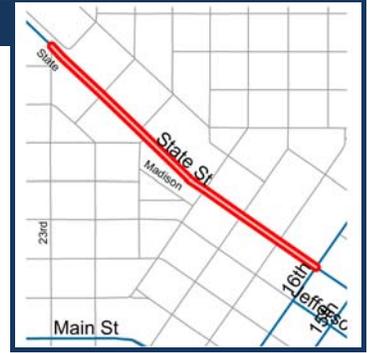
Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$360

Total Cost (Previous + Programmed): \$360

Project Description: Install additional street lighting on State Street between 16th Street and 23rd Street in the City of Boise. The segments of the street in between the intersections are not lighted.



Funding Source HSIP (Local)

Local Match : 7.34%

Funding Allocation : Other - Not Classified

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	12	55	0	0	0	0	67	62	5
2019	0	0	0	0	44	249	293	271	22
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	<b>\$12</b>	<b>\$55</b>	<b>\$0</b>	<b>\$0</b>	<b>\$44</b>	<b>\$249</b>	<b>\$360</b>	<b>\$334</b>	<b>\$26</b>

## Studies and Special Projects Set-Aside, Boise Area - FY2021

Key # : 19303

Inflated

Performance Measures Met:

Support

Requesting Agency: COMPASS

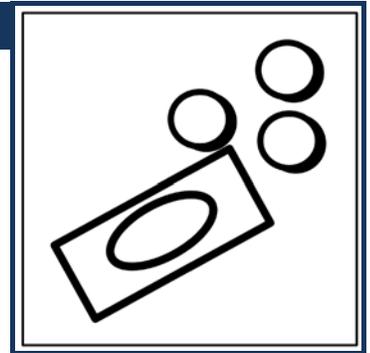
Project Year: 2021

Total Previous Expenditures: \$0

Total Programmed Cost: \$290

Total Cost (Previous + Programmed): \$290

Project Description: Set-aside funds for studies and special projects in the Boise Urbanized Area. Applications will be accepted in 2019 for specific projects for these funds. Eligible projects include studies to meet federal requirements or those to meet goals of Communities in Motion 2040, the regional long-range transportation plan.



Funding Source STP-TMA

Local Match : 7.34%

Funding Allocation : Other - Not Classified

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	290	0	0	0	0	290	269	21
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	<b>\$0</b>	<b>\$290</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$290</b>	<b>\$269</b>	<b>\$21</b>

## Studies and Special Projects Set-Aside, Boise Area - FY2022

Key # : 19571

Inflated

Performance Measures Met:

Support

Requesting Agency: COMPASS

Project Year: PD

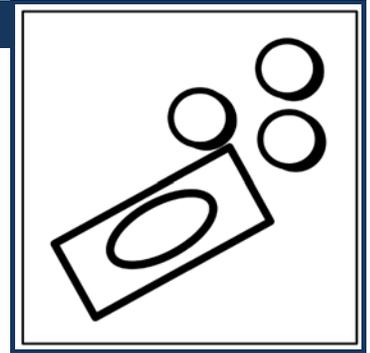
Total Previous Expenditures: \$0

Total Programmed Cost: \$290

Total Cost (Previous + Programmed): \$290

Project Description:

Set-aside funds for studies and special projects in the Boise Urbanized Area. Applications will be accepted in 2020 for specific projects for these funds. Eligible projects include studies to meet federal requirements or those to meet goals of Communities in Motion 2040, the regional long-range transportation plan.



Funding Source STP-TMA Local Match : 7.34% Funding Allocation : Other - Not Classified

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	290	0	0	0	0	290	269	21
<b>Fund Totals:</b>	\$0	\$290	\$0	\$0	\$0	\$0	\$290	\$269	\$21

## Studies and Special Projects Set-Aside, Boise Area - FY2023

Key # : 20271

Inflated

Performance Measures Met:

Support

Requesting Agency: COMPASS

Project Year: PD

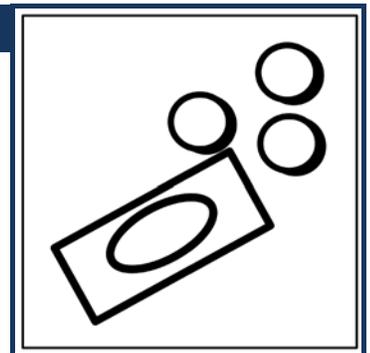
Total Previous Expenditures: \$0

Total Programmed Cost: \$290

Total Cost (Previous + Programmed): \$290

Project Description:

Set-aside funds for studies and special projects in the Boise Urbanized Area. Applications will be accepted in 2021 for specific projects for these funds. Eligible projects include studies to meet federal requirements or those to meet goals of Communities in Motion 2040, the regional long-range transportation plan.



Funding Source STP-TMA Local Match : 7.34% Funding Allocation : Other - Not Classified

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	290	0	0	0	0	290	269	21
<b>Fund Totals:</b>	\$0	\$290	\$0	\$0	\$0	\$0	\$290	\$269	\$21

## Studies and Special Projects Set-Aside, Boise Area- FY2020

Key # : 19712

Inflated

Performance Measures Met:

Support

Requesting Agency: COMPASS

Project Year: 2020

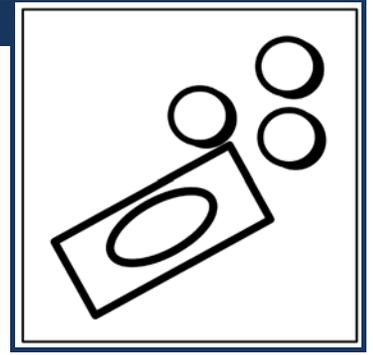
Total Previous Expenditures: \$0

Total Programmed Cost: \$296

Total Cost (Previous + Programmed): \$296

Project Description:

Set-aside funds for studies and special projects in the Boise Urbanized Area. Applications will be accepted in 2018 for specific projects for these funds. Eligible projects include studies to meet federal requirements or those to meet goals of Communities in Motion 2040, the regional long-range transportation plan.



Funding Source		STP-TMA		Local Match : 7.34%			Funding Allocation : Other - Not Classified		
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	296	0	0	0	0	296	274	22
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$296	\$0	\$0	\$0	\$0	\$296	\$274	\$22

## Study, Intersection at SH-44 (State Street) and Glenwood Street , Boise

Key # : 20049

Inflated

Performance Measures Met:

Support

Requesting Agency: Joint ITD/ACHD

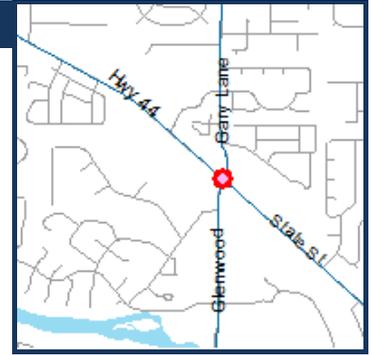
Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$200

Total Cost (Previous + Programmed): \$200

Project Description: Study the intersection at the intersection of SH-44 (State Street) and Glenwood Street in the City of Boise to recommend possible future improvements.



### Funding Source Local Participating Local Match : 100.00% Funding Allocation : Other - Not Classified

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	100	0	0	0	0	100	0	100
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$100	\$0	\$0	\$0	\$0	\$100	\$0	\$100

### Funding Source Systems Planning Local Match : 7.34% Funding Allocation : Other - Not Classified

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	100	0	0	0	0	100	93	7
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$100	\$0	\$0	\$0	\$0	\$100	\$93	\$7

## Study, SH-44, Junction I-84 in Canyon County to Ballantyne Lane in Eagle

Key # : 07827

Inflated

Performance Measures Met:

Support

Requesting Agency: ITD

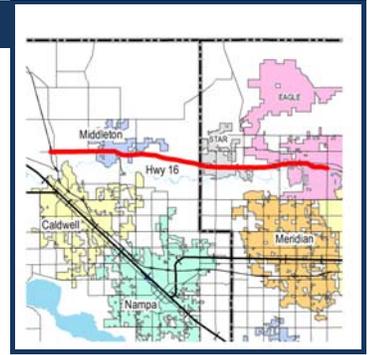
Project Year: 2017

Total Previous Expenditures: \$4,622

Total Programmed Cost: \$51

Total Cost (Previous + Programmed): \$4,673

**Project Description:** Study the SH-44 corridor to recommend possible future improvements from the junction of I-84, north of the City of Caldwell, to Ballantyne Lane in the City of Eagle.



**Funding Source Systems Planning** Local Match : 7.34% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	51	0	0	0	0	51	47	4
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$51	\$0	\$0	\$0	\$0	\$51	\$47	\$4

## Study, US 20/26, Junction I-84 to SH-55 (Eagle Road), Caldwell to Boise

Key # : 07826

Inflated

Performance Measures Met:

Support

Requesting Agency: ITD

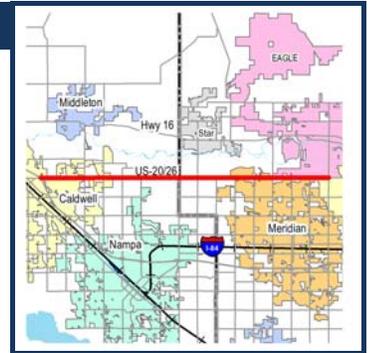
Project Year: 2017

Total Previous Expenditures: \$3,855

Total Programmed Cost: \$51

Total Cost (Previous + Programmed): \$3,906

**Project Description:** Study the US 20/26 corridor to recommend possible future improvements on US 20/26 from the junction of I-84 in the City of Caldwell to SH-55 (Eagle Road) in the City of Boise.



**Funding Source Systems Planning** Local Match : 7.34% Funding Allocation : Other - Not Classified

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	51	0	0	0	0	51	47	4
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$51	\$0	\$0	\$0	\$0	\$51	\$47	\$4

## Ten Mile Road, McMillan Road to US 20/26 (Chinden Boulevard), Meridian

Key # : RD202-31

Inflated

### Performance Measures Met:

Congestion Reduction/System Reliability  
 Freight Movement and Economic Vitality  
 Transportation Safety  
 Community Infrastructure

Requesting Agency: ACHD

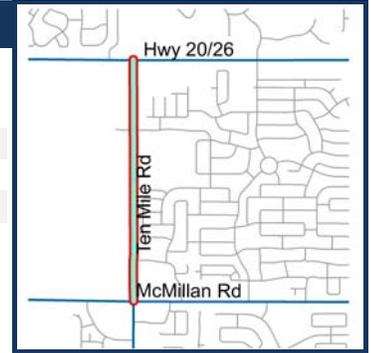
Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$3,643

Total Cost (Previous + Programmed): \$3,643

Project Description: Widen Ten Mile Road to five lanes including curb, gutter, sidewalk, and bike lanes in accordance with the 2012 Capital Improvement Plan.



Funding Source Local (Regionally Significant) Local Match : 100.00% Funding Allocation : 75 % Road 25 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	276	0	0	0	0	276	0	276
2021	0	0	0	0	0	0	0	0	0
PD	0	0	607	0	0	2,760	3,367	0	3,367
<b>Fund Totals:</b>	\$0	\$276	\$607	\$0	\$0	\$2,760	\$3,643	\$0	\$3,643

## Ten Mile Road, Ustick Road to McMillan Road, Meridian

Key # : RD202-32

Inflated

### Performance Measures Met:

Transportation Infrastructure  
 Congestion Reduction/System Reliability  
 Freight Movement and Economic Vitality  
 Transportation Safety  
 Community Infrastructure

Requesting Agency: ACHD

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$4,205

Total Cost (Previous + Programmed): \$4,205

Project Description: Widen Ten Mile Road to five lanes including curb, gutter, sidewalk, and bike lanes in accordance with the 2012 Capital Improvement Plan. Project includes bridge #114 and #115P.



Funding Source Local (Regionally Significant) Local Match : 100.00% Funding Allocation : 75 % Road 25 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	312	0	0	0	0	312	0	312
2020	0	0	669	0	0	0	669	0	669
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	3,224	3,224	0	3,224
<b>Fund Totals:</b>	\$0	\$312	\$669	\$0	\$0	\$3,224	\$4,205	\$0	\$4,205

## Transit - Accessible Vehicles, Vehicle Sharing Pool, Nampa Area

Key # : 19079

Inflated

Performance Measures Met:

Transportation Infrastructure

Requesting Agency: Valley Regional Transit

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$79

Total Cost (Previous + Programmed): \$79

Project Description: Provide accessible vehicles for the vehicle sharing pool that will be used by members of the vehicle sharing program in the Nampa Urbanized Area. Project uses FY2013 and FY2014 funding.



Funding Source FTA 5339 SU

Local Match : 20.00% Funding Allocation :100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	79	79	63	16
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$79	\$79	\$63	\$16

## Transit - Acquisition of Service, Boise Area

Key # : 19691

Inflated

Performance Measures Met:

Support

Requesting Agency: Valley Regional Transit

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,680

Total Cost (Previous + Programmed): \$1,680

Project Description: Provide administration and implementation of acquisition of service in the Boise Urbanized Area.



Funding Source FTA 5310 LU

Local Match : 20.00% Funding Allocation :100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	336	336	269	67
2018	0	0	0	0	0	336	336	269	67
2019	0	0	0	0	0	336	336	269	67
2020	0	0	0	0	0	336	336	269	67
2021	0	0	0	0	0	336	336	269	67
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$1,680	\$1,680	\$1,344	\$336

## Transit - Acquisition of Service, Nampa

Key # : 18739

Inflated

Performance Measures Met:

Requesting Agency: Valley Regional Transit

Support

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,415

Total Cost (Previous + Programmed): \$1,415

Project Description: Provide administration and implementation of acquisition of service in the Nampa Urbanized Area.



Funding Source FTA 5310 SU Local Match : 20.00% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	283	283	226	57
2018	0	0	0	0	0	283	283	226	57
2019	0	0	0	0	0	283	283	226	57
2020	0	0	0	0	0	283	283	226	57
2021	0	0	0	0	0	283	283	226	57
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$1,415	\$1,415	\$1,132	\$283

## Transit - Associated Capital Enhancements, Boise Area

Key # : 18788

Inflated

Performance Measures Met:

Requesting Agency: Valley Regional Transit

Transportation Safety

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,400

Total Cost (Previous + Programmed): \$1,400

Project Description: Provide enhancements including shelters, benches, lighting, landing pads, waste disposal, bicycle benches, or information posting in the Boise Urbanized Area.



Funding Source FTA 5307 LU Local Match : 20.00% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	101	101	81	20
2018	0	0	0	0	0	99	99	79	20
2019	0	0	0	0	0	400	400	320	80
2020	0	0	0	0	0	400	400	320	80
2021	0	0	0	0	0	400	400	320	80
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$1,400	\$1,400	\$1,120	\$280

## Transit - Associated Capital Enhancements, Nampa Area

Key # : 18781

Inflated

**Performance Measures Met:**

Congestion Reduction/System Reliability  
Transportation Safety

Requesting Agency: Valley Regional Transit

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$600

Total Cost (Previous + Programmed): \$600

Project Description: Provide capital improvements at park and ride lots and bus stops in the Nampa Urbanized Area.



Funding Source FTA 5307 SU Local Match : 20.00% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	200	200	160	40
2018	0	0	0	0	0	100	100	80	20
2019	0	0	0	0	0	100	100	80	20
2020	0	0	0	0	0	100	100	80	20
2021	0	0	0	0	0	100	100	80	20
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$600	\$600	\$480	\$120

## Transit - Associated Capital Improvements, Boise Area

Key # : 19081

Inflated

**Performance Measures Met:**

Transportation Safety

Requesting Agency: Valley Regional Transit

Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$344

Total Cost (Previous + Programmed): \$344

Project Description: Provide capital facility and equipment improvements in the Boise Urbanized Area.



Funding Source FTA 5307 LU Local Match : 20.00% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	58	58	46	12
2019	0	0	0	0	0	58	58	46	12
2020	0	0	0	0	0	114	114	91	23
2021	0	0	0	0	0	114	114	91	23
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$344	\$344	\$275	\$69

## Transit - Associated Capital Improvements, Nampa Area

Key # : 18911

Inflated

Performance Measures Met:

Transportation Safety

Requesting Agency: Valley Regional Transit

Project Year: 2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$670

Total Cost (Previous + Programmed): \$670

Project Description: Provide enhancements including shelters, benches, lighting, landing pads, waste disposal, bicycle racks, support vehicles, or information posting in the Nampa Urbanized Area.



Funding Source FTA 5307 SU

Local Match : 20.00% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	430	430	344	86
2018	0	0	0	0	0	60	60	48	12
2019	0	0	0	0	0	60	60	48	12
2020	0	0	0	0	0	60	60	48	12
2021	0	0	0	0	0	60	60	48	12
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$670	\$670	\$536	\$134

## Transit - Beyond Demand Response, Nampa Area

Key # : 19398

Inflated

Performance Measures Met:

Support

Requesting Agency: Treasure Valley Transit

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$320

Total Cost (Previous + Programmed): \$320

Project Description: Provides demand response service above and beyond Americans with Disabilities Act requirements in the Nampa Urbanized Area. Project uses FY2015 and FY2016 funding, carried over to FY2017.



Funding Source FTA 5310 SU

Local Match : 50.00% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	320	320	160	160
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$320	\$320	\$160	\$160

## Transit - Beyond Demand Response, Nampa Area

Key # : 20043

Inflated

Performance Measures Met:

Support

Requesting Agency: Joint VRT/TVT

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,216

Total Cost (Previous + Programmed): \$1,216

Project Description: Provides demand response service above and beyond Americans with Disabilities Act requirements in the Nampa Urbanized Area.



Funding Source FTA 5307 SU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	91	91	73	18
2018	0	0	0	0	0	243	243	194	49
2019	0	0	0	0	0	266	266	213	53
2020	0	0	0	0	0	293	293	234	59
2021	0	0	0	0	0	323	323	258	65
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$1,216	\$1,216	\$973	\$243

## Transit - Bus Stop Enhancement, Middleton

Key # : 19716

Inflated

Performance Measures Met:

Congestion Reduction/System Reliability

Requesting Agency: Valley Regional Transit

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$20

Total Cost (Previous + Programmed): \$20

Project Description: Relocate the bus stop on SH-44 and install a shelter. Funds from FY2015, carried over to FY2017.



Funding Source FTA 5307 SU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	20	20	16	4
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$20	\$20	\$16	\$4

## Transit - Capital Lease or Purchase and Maintenance, Boise Area

Key # : 13779

Inflated

Performance Measures Met:

Transportation Infrastructure

Requesting Agency: Valley Regional Transit

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$152

Total Cost (Previous + Programmed): \$152

Project Description: Provide vehicle lease or purchase for fixed line, demand response, and support activities and associated equipment in the Boise Urbanized Area.



Funding Source FTA 5307 LU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	152	152	122	30
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$152	\$152	\$122	\$30

## Transit - Capital Lease or Purchase and Maintenance, Boise Area

Key # : 19122

Inflated

Performance Measures Met:

Transportation Infrastructure

Requesting Agency: Valley Regional Transit

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,683

Total Cost (Previous + Programmed): \$1,683

Project Description: Provide vehicle lease or purchase for fixed line, demand response, support activities, and associated equipment and maintenance in the Boise Urbanized Area.



Funding Source FTA 5339 LU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	319	319	255	64
2018	0	0	0	0	0	319	319	255	64
2019	0	0	0	0	0	319	319	255	64
2020	0	0	0	0	0	363	363	290	73
2021	0	0	0	0	0	363	363	290	73
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$1,683	\$1,683	\$1,346	\$337

## Transit - Capital Lease or Purchase and Maintenance, Nampa Area

Key # : 18929

Inflated

Performance Measures Met:

Transportation Infrastructure

Requesting Agency: Valley Regional Transit

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$2,461

Total Cost (Previous + Programmed): \$2,461

Project Description: Provide vehicle lease or purchase for fixed line, demand response, and support activities and associated equipment in the Nampa Urbanized Area.



Funding Source FTA 5307 SU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	15	15	12	3
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	1,223	1,223	978	245
2021	0	0	0	0	0	1,223	1,223	978	245
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$2,461	\$2,461	\$1,969	\$492

## Transit - Capital Vehicle Purchase, Nampa Area

Key # : 12364

Inflated

Performance Measures Met:

Transportation Infrastructure

Requesting Agency: Valley Regional Transit

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$970

Total Cost (Previous + Programmed): \$970

Project Description: Provide up to six replacement vehicles in the Nampa Urbanized Area. Project originally funded with STP-U funds, which transferred to FTA. FY2015 project carried over to FY2017.



Funding Source FTA 5307 SU

Local Match : 7.34%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	970	970	899	71
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$970	\$970	\$899	\$71

## Transit - Capital, Safety and Security, Boise Area

Key # : 19131

Inflated

Performance Measures Met:

Transportation Safety

Requesting Agency: Valley Regional Transit

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$220

Total Cost (Previous + Programmed): \$220

Project Description: Provide capital facility, equipment, safety and security, enhancements, and associated capital to operate the public transportation system in the Boise Urbanized Area.



Funding Source FTA 5307 LU

Local Match : 20.00% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	44	44	35	9
2018	0	0	0	0	0	44	44	35	9
2019	0	0	0	0	0	44	44	35	9
2020	0	0	0	0	0	44	44	35	9
2021	0	0	0	0	0	44	44	35	9
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$220	\$220	\$176	\$44

## Transit - Capital, Safety and Security, Nampa Area

Key # : 18685

Inflated

Performance Measures Met:

Transportation Safety

Requesting Agency: Valley Regional Transit

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$150

Total Cost (Previous + Programmed): \$150

Project Description: Provides capital facility, equipment, safety and security, enhancements, and associated capital to operate the public transportation system in the Nampa Urbanized Area.



Funding Source FTA 5307 SU

Local Match : 20.00% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	30	30	24	6
2018	0	0	0	0	0	30	30	24	6
2019	0	0	0	0	0	30	30	24	6
2020	0	0	0	0	0	30	30	24	6
2021	0	0	0	0	0	30	30	24	6
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$150	\$150	\$120	\$30

## Transit - College of Western Idaho Entrance and Roundabout, Nampa

Key # : 19609

Inflated

**Performance Measures Met:**

Transportation Safety  
Congestion Reduction/System Reliability

Requesting Agency: Valley Regional Transit

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$779

Total Cost (Previous + Programmed): \$779

**Project Description:** Accommodates the need for alternative transportation services, by installing of public improvements to facilitate access to a bus transport/park and ride facility located by the College of Western Idaho campus in the City of Nampa. Funding from FY2014 and FY2015, carried over to FY2017.



Funding Source FTA 5307 SU Local Match : 20.00% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	779	779	623	156
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$779	\$779	\$623	\$156

## Transit - Demand Response Operations, Boise Area

Key # : 18785

Inflated

**Performance Measures Met:**

Support

Requesting Agency: Valley Regional Transit

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$2,452

Total Cost (Previous + Programmed): \$2,452

**Project Description:** Provide operating funds for demand response services in the Boise Urbanized Area.



Funding Source FTA 5307 LU Local Match : 20.00% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	480	480	384	96
2018	0	0	0	0	0	493	493	394	99
2019	0	0	0	0	0	493	493	394	99
2020	0	0	0	0	0	493	493	394	99
2021	0	0	0	0	0	493	493	394	99
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$2,452	\$2,452	\$1,962	\$490

## Transit - Demand Response Operations, Nampa Area

Key # : 18762

Inflated

Performance Measures Met:

Requesting Agency: Valley Regional Transit

Support

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$193

Total Cost (Previous + Programmed): \$193

Project Description: Provide operating funds for demand response service in the Nampa Urbanized Area. Funds from FY2015 and FY2016 carried over to FY2017.



Funding Source FTA 5307 SU Local Match : 20.00% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	38	38	30	8
2018	0	0	0	0	0	38	38	30	8
2019	0	0	0	0	0	39	39	31	8
2020	0	0	0	0	0	39	39	31	8
2021	0	0	0	0	0	39	39	31	8
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$193	\$193	\$154	\$39

## Transit - Fixed Line Operations, Nampa Area

Key # : 18786

Inflated

Performance Measures Met:

Requesting Agency: Valley Regional Transit

Support

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$5,368

Total Cost (Previous + Programmed): \$5,368

Project Description: Provide public transportation operations and administration in the Nampa Urbanized Area.



Funding Source FTA 5307 SU Local Match : 50.00% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	1,026	1,026	513	513
2018	0	0	0	0	0	1,052	1,052	526	526
2019	0	0	0	0	0	1,078	1,078	539	539
2020	0	0	0	0	0	1,106	1,106	553	553
2021	0	0	0	0	0	1,106	1,106	553	553
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$5,368	\$5,368	\$2,684	\$2,684

## Transit - Mobility Management Implementation, Boise Area

Key # : 18854

Inflated

Performance Measures Met:

Requesting Agency: Valley Regional Transit

Support

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$2,826

Total Cost (Previous + Programmed): \$2,826

Project Description:

Provide administration and implementation of mobility services in the Boise Urbanized Area. Supports mobility management activities to assure effective program of service coordination throughout the region.



Funding Source FTA 5307 LU

Local Match : 20.00% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	554	554	443	111
2018	0	0	0	0	0	568	568	454	114
2019	0	0	0	0	0	568	568	454	114
2020	0	0	0	0	0	568	568	454	114
2021	0	0	0	0	0	568	568	454	114
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$2,826	\$2,826	\$2,261	\$565

## Transit - Mobility Management Implementation, Nampa Area

Key # : 18842

Inflated

Performance Measures Met:

Requesting Agency: Valley Regional Transit

Support

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$995

Total Cost (Previous + Programmed): \$995

Project Description:

Provide administration and implementation of mobility services in the Nampa Urbanized Area. Supports mobility management activities to assure effective program of service coordination throughout the region.



Funding Source FTA 5307 SU

Local Match : 20.00% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	195	195	156	39
2018	0	0	0	0	0	200	200	160	40
2019	0	0	0	0	0	200	200	160	40
2020	0	0	0	0	0	200	200	160	40
2021	0	0	0	0	0	200	200	160	40
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$995	\$995	\$796	\$199

## Transit - Mobility Operations, Boise Area

Key # : 19041

Inflated

Performance Measures Met:

Requesting Agency: Valley Regional Transit

Support

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$3,552

Total Cost (Previous + Programmed): \$3,552

Project Description: Provides operations for mobility management programs in the Boise Urbanized Area.



Funding Source FTA 5307 LU Local Match : 50.00% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	696	696	348	348
2018	0	0	0	0	0	714	714	357	357
2019	0	0	0	0	0	714	714	357	357
2020	0	0	0	0	0	714	714	357	357
2021	0	0	0	0	0	714	714	357	357
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$3,552	\$3,552	\$1,776	\$1,776

## Transit - Mobility Operations, Nampa Area

Key # : 19023

Inflated

Performance Measures Met:

Requesting Agency: Valley Regional Transit

Support

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,386

Total Cost (Previous + Programmed): \$1,386

Project Description: Provides operations for mobility management programs in the Nampa Urbanized Area. Funds from FY2015 and FY2016 carried over to FY2017.



Funding Source FTA 5307 SU Local Match : 50.00% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	386	386	193	193
2018	0	0	0	0	0	250	250	125	125
2019	0	0	0	0	0	250	250	125	125
2020	0	0	0	0	0	250	250	125	125
2021	0	0	0	0	0	250	250	125	125
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$1,386	\$1,386	\$693	\$693

## Transit - Park and Ride, Middleton

Key # : 19297

Inflated

### Performance Measures Met:

Congestion Reduction/System Reliability  
 Transportation Safety  
 Environmental Sustainability  
 Community Infrastructure  
 Health

Requesting Agency: Valley Regional Transit

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,010

Total Cost (Previous + Programmed): \$1,010

### Project Description:

Construct a park and ride lot and bus shelter in the City of Middleton at Piccadilly Park, located on SH-44 across from Middleton Middle School. Project will include, bus shelter, parking lot, sidewalk, curb, gutter, lighting, draining, landscaping, and some road/sidewalk improvements on West 4th Avenue North and SH-44 for safety and connectivity. Project uses FY2015 and FY2016 funding, carried over to FY2017.



Funding Source FTA 5307 SU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	1,010	1,010	808	202
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$1,010	\$1,010	\$808	\$202

## Transit - Preventive Maintenance, Boise Area

Key # : 19137

Inflated

### Performance Measures Met:

Maintenance

Requesting Agency: Valley Regional Transit

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$9,515

Total Cost (Previous + Programmed): \$9,515

### Project Description:

Provide preventive maintenance support for fixed route and demand responsive public transportation service in the Boise Urbanized Area.



Funding Source FTA 5307 LU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	1,921	1,921	1,537	384
2018	0	0	0	0	0	1,969	1,969	1,575	394
2019	0	0	0	0	0	1,875	1,875	1,500	375
2020	0	0	0	0	0	1,875	1,875	1,500	375
2021	0	0	0	0	0	1,875	1,875	1,500	375
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$9,515	\$9,515	\$7,612	\$1,903

## Transit - Preventive Maintenance, Nampa Area

Key # : 18914

Inflated

Performance Measures Met:

Requesting Agency: Valley Regional Transit

Maintenance

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,332

Total Cost (Previous + Programmed): \$1,332

Project Description: Provide preventive maintenance support for fixed route and demand responsive public transportation service in the Nampa Urbanized Area.



Funding Source FTA 5307 SU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	258	258	206	52
2018	0	0	0	0	0	264	264	211	53
2019	0	0	0	0	0	270	270	216	54
2020	0	0	0	0	0	270	270	216	54
2021	0	0	0	0	0	270	270	216	54
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$1,332	\$1,332	\$1,066	\$266

## Transit - Technology, Boise Area

Key # : 18884

Inflated

Performance Measures Met:

Requesting Agency: Valley Regional Transit

Support

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$465

Total Cost (Previous + Programmed): \$465

Project Description: Purchase equipment to implement Valley Regional Transit's technology plan in the Boise Urbanized Area.



Funding Source FTA 5339 LU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	75	75	60	15
2018	0	0	0	0	0	75	75	60	15
2019	0	0	0	0	0	103	103	82	21
2020	0	0	0	0	0	106	106	85	21
2021	0	0	0	0	0	106	106	85	21
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$465	\$465	\$372	\$93

## Transit - Technology, Nampa Area

Key # : 19573

Inflated

Performance Measures Met:

Support

Requesting Agency: Valley Regional Transit

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$400

Total Cost (Previous + Programmed): \$400

**Project Description:** Provide annunciators for all fixed-route vehicles in the ValleyRide fleet. Annunciators are considered en-route public transportation information, and provide audio and visual announcements to travelers in the Nampa Urbanized Area. Information will be available on-board a public transportation vehicle, and at bus stations and bus stops, to assist travelers in making informed decisions and itinerary modifications. Funds from FY2015 and FY2016 carried over to FY2017.



Funding Source FTA 5339 SU Local Match : 20.00% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	400	400	320	80
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$400	\$400	\$320	\$80

## Transit - University District Multimodal Connectivity, Nampa

Key # : 19235

Inflated

### Performance Measures Met:

Congestion Reduction/System Reliability  
 Transportation Safety  
 Health  
 Open Space  
 Environmental Sustainability

Requesting Agency: City of Nampa

Project Year: 2016

Total Previous Expenditures:

Total Programmed Cost: \$358

Total Cost (Previous + Programmed):

Project Description:

Improve access to transit through bicycle and pedestrian facility improvements in the City of Nampa's central core near the University District, expanding facilities that provide multimodal transportation by adding a bicycle boulevard and shared use lanes. Funding from FY2014 and FY2015, carried over to FY2017.



Funding Source FTA 5339 SU Local Match : 20.00% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	358	358	286	72
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$358	\$358	\$286	\$72

## Transit - Vehicle Replacement, Metro Community Service, Nampa Area

Key # : 20105

Inflated

### Performance Measures Met:

Transportation Infrastructure

Requesting Agency: Metro Community Services

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$58

Total Cost (Previous + Programmed): \$58

Project Description:

Replace a vehicle operated by the Metro Community Services (formerly Canyon County Organization on Aging [CCOA]) to maintain levels of service for the elderly and persons with disabilities in the Nampa Urbanized Area. Project uses FY2016 funds.



Funding Source FTA 5339 SU Local Match : 20.00% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	58	58	46	12
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$58	\$58	\$46	\$12

## Transit, Southwest Bus and Bus Facility - FY2015

Key # : 19147

Inflated

Performance Measures Met:

Requesting Agency: Valley Regional Transit

Project Year: 2016

Total Previous Expenditures: \$0

Total Programmed Cost: \$310

Total Cost (Previous + Programmed): \$310

**Project Description:** Purchase replacement vehicles in small urban areas throughout the state of Idaho. This project shows funds only for Valley Regional Transit in the Nampa Urbanized Area, other projects are included in this project in the STIP. Funds from FY2013, carried over to FY2017.



Funding Source FTA 5339 SU Local Match : 20.00% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	310	310	248	62
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$310	\$310	\$248	\$62

# US 20/26 and Farmway/Kent Ranch Road Intersection, west of Caldwell

Key # : 18852

Inflated

Performance Measures Met:

Transportation Safety

Requesting Agency: ITD

Project Year: 2018

Total Previous Expenditures: \$110

Total Programmed Cost: \$1,982

Total Cost (Previous + Programmed): \$2,092

Project Description:

Add a left-turn lane on eastbound US 20/26, add flashing beacons to existing warning signs, and realign the intersection to square up the intersection to 90 degrees on all four legs at US 20/26 and Farmway Road/Kent Ranch Road just west of the City of Caldwell.



Funding Source Strategic Initiatives				Local Match : 7.34%		Funding Allocation : 100 % Road			
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	75	0	100	0	0	0	175	162	13
2018	0	0	0	0	0	816	816	756	60
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	<b>\$75</b>	<b>\$0</b>	<b>\$100</b>	<b>\$0</b>	<b>\$0</b>	<b>\$816</b>	<b>\$991</b>	<b>\$918</b>	<b>\$73</b>

Funding Source HSIP				Local Match : 7.34%		Funding Allocation : 100 % Road			
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	10	65	100	0	0	0	175	162	13
2018	0	0	0	0	0	816	816	756	60
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	<b>\$10</b>	<b>\$65</b>	<b>\$100</b>	<b>\$0</b>	<b>\$0</b>	<b>\$816</b>	<b>\$991</b>	<b>\$918</b>	<b>\$73</b>

## US 20/26 and Franklin Road Intersection, Canyon County

Key # : 19111

Inflated

Performance Measures Met:

Requesting Agency: ITD

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,040

Total Cost (Previous + Programmed): \$1,040

Project Description: Improve the safety at the intersection of US 20/26 and Franklin Road by adding traffic signals and other necessary improvements.



Funding Source Strategic Initiatives Local Match : 7.34% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	1,040	1,040	964	76
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$1,040	\$1,040	\$964	\$76

## US 20/26 Intersection Improvements, Canyon County

Key # : 19415

Inflated

Performance Measures Met:

Requesting Agency: ITD

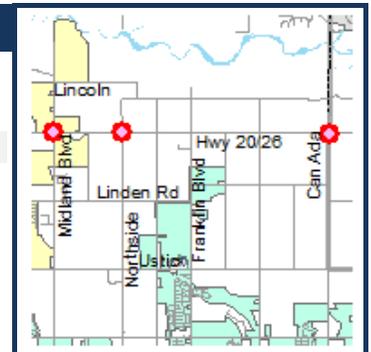
Project Year: 2019

Total Previous Expenditures: \$90

Total Programmed Cost: \$858

Total Cost (Previous + Programmed): \$948

Project Description: Add right turn lanes and paved shoulder to three intersections along the US 20/26 corridor (Midland Boulevard, Northside Boulevard, and Can-Ada Road).



Funding Source Strategic Initiatives Local Match : 7.34% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	78	780	858	795	63
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$78	\$780	\$858	\$795	\$63

## US 20/26, Borchers Lane in Caldwell to Locust Grove Road in Meridian

Key # : 19412

Inflated

### Performance Measures Met:

Maintenance  
Freight Movement and Economic Vitality

Requesting Agency: ITD

Project Year: 2017

Total Previous Expenditures: \$160

Total Programmed Cost: \$3,890

Total Cost (Previous + Programmed): \$4,050

**Project Description:** Restore the pavement on US 20/26 from Borchers Lane (milepost 26) to Locust Grove Road (milepost 39.22) by milling off the old surface and inlaying a new one.



**Funding Source Restoration** Local Match : 7.34% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	315	3,575	3,890	3,604	286
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$315	\$3,575	\$3,890	\$3,604	\$286

# US 20/26, Broadway Bridge Boise

Key # : 11588

Inflated

Performance Measures Met:

Requesting Agency: ITD

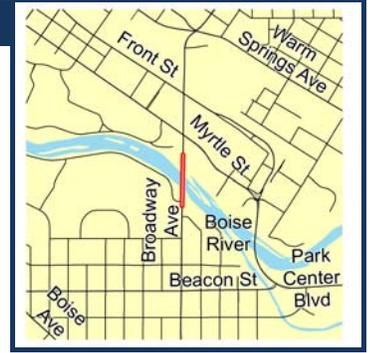
Project Year: 2017

Total Previous Expenditures:

Total Programmed Cost: \$100

Total Cost (Previous + Programmed):

Project Description: Rebuild the Broadway Bridge including pedestrian facilities. Expand to a six-lane section.



## Funding Source Bridge Local Match : 7.34% Funding Allocation : 75 % Road 25 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	100	100	93	7
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$100	\$100	\$93	\$7

## Funding Source Restoration Local Match : 7.34% Funding Allocation : 75 % Road 25 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	54	-54	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$54	(\$54)	\$0	\$0	\$0	\$0	\$0	\$0	\$0

## US 20/26, Locust Grove Road to SH-55 (Eagle Road)

Key # : 19944

Inflated

### Performance Measures Met:

Freight Movement and Economic Vitality  
Transportation Safety

Requesting Agency: ITD

Project Year: 2021

Total Previous Expenditures: \$0

Total Programmed Cost: \$7,968

Total Cost (Previous + Programmed): \$7,968

**Project Description:** Add an additional westbound and eastbound lane on US 20/26 (Chinden Boulevard) between Locust Grove Road and SH-55 (Eagle Road) to improve mobility and reduce crashes.



### Funding Source Strategic Initiatives Local Match : 7.34% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	200	0	0	0	0	0	200	185	15
2018	0	255	0	0	0	0	255	236	19
2019	0	0	2,263	0	0	0	2,263	2,097	166
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	5,250	5,250	4,864	385
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	<b>\$200</b>	<b>\$255</b>	<b>\$2,263</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,250</b>	<b>\$7,968</b>	<b>\$7,383</b>	<b>\$585</b>

## US 20/26, Myrtle/Front/Broadway, Resurfacing, Boise

Key # : 19727

Inflated

### Performance Measures Met:

Maintenance  
Freight Movement and Economic Vitality

Requesting Agency: ITD

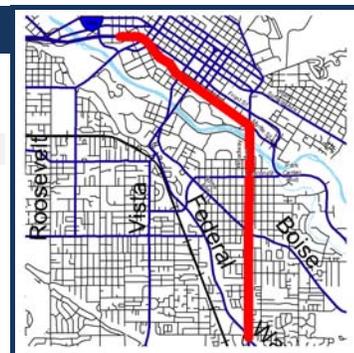
Project Year: 2017

Total Previous Expenditures: \$160

Total Programmed Cost: \$3,500

Total Cost (Previous + Programmed): \$3,660

**Project Description:** Restore the pavement on US 20/26 from River Street (milepost 48.13) to the Federal Way exit (milepost 52.12) in downtown Boise along Myrtle Street, Front Street, and Broadway Avenue in the City of Boise by milling off the old surface and inlaying a new one.



### Funding Source Pavement Preservation Local Match : 7.34% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	275	3,225	3,500	3,243	257
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$275</b>	<b>\$3,225</b>	<b>\$3,500</b>	<b>\$3,243</b>	<b>\$257</b>

## US 20/26, Parma Junction to I-84, Seal Coat, Canyon County

Key # : 19332

Inflated

Performance Measures Met:

Maintenance

Requesting Agency: ITD

Project Year: 2018

Total Previous Expenditures: \$55

Total Programmed Cost: \$830

Total Cost (Previous + Programmed): \$885

Project Description: Seal coat US 20/26 from the Parma Junction to I-84 to preserve this section of roadway.



Funding Source Pavement Preservation Local Match : 7.34% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	830	830	769	61
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$0	\$0	\$830	\$830	\$769	\$61

## US 20/26, Phyllis Canal, Bridge Rehabilitation, near Meridian

Key # : 20227

Inflated

Performance Measures Met:

Transportation Infrastructure

Freight Movement and Economic Vitality

Transportation Safety

Requesting Agency: ITD

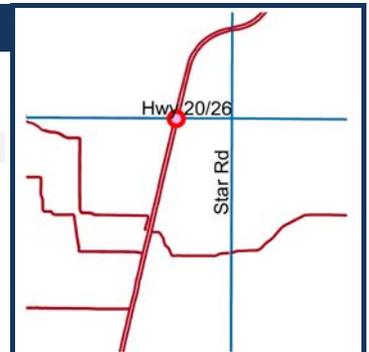
Project Year: 2021

Total Previous Expenditures: \$0

Total Programmed Cost: \$3,300

Total Cost (Previous + Programmed): \$3,300

Project Description: Replace a culvert on US 20/26 at the Phyllis Canal near the City of Meridian due to age and restrictions for freight.



Funding Source Bridge Restoration Local Match : 7.34% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	50	200	0	0	0	0	250	232	18
2018	26	0	0	0	0	0	26	24	2
2019	26	0	0	0	0	0	26	24	2
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	292	2,706	2,998	2,778	220
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$102	\$200	\$0	\$0	\$292	\$2,706	\$3,300	\$3,058	\$242

## US-95 Bridge Replacement at US 20/26 UPRR Overpass, Canyon County

Key # : 12886

Inflated

Performance Measures Met:

Requesting Agency: ITD

Project Year: 2016

Total Previous Expenditures: \$560

Total Programmed Cost: \$0

Total Cost (Previous + Programmed): \$560

Project Description: Replace the bridge on US-95 over the Union Pacific Railroad at the junction of US 20/26 in Canyon County near the City of Parma.



Funding Source Bridge Restoration Local Match : 7.34% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	10	0	0	0	-10	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	<b>\$10</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>(\$10)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

## US-95, Oregon State Line to City of Wilder, Seal Coat, Canyon County

Key # : 19645

Inflated

Performance Measures Met:

Maintenance

Requesting Agency: ITD

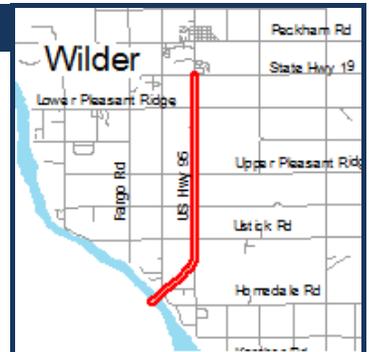
Project Year: 2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$3,324

Total Cost (Previous + Programmed): \$3,324

Project Description: Seal coat US-95 from the Oregon State Line (milepost 0) to the City of Wilder (milepost 38.4) to preserve this section of roadway. (90% Owyhee County and 10% Canyon County)



Funding Source Pavement Preservation Local Match : 7.34% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	63	0	0	0	0	0	63	59	5
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	154	3,107	3,261	3,022	239
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	<b>\$63</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$154</b>	<b>\$3,107</b>	<b>\$3,324</b>	<b>\$3,080</b>	<b>\$244</b>

## Ustick Road, Linder Road to Meridian Road, Meridian

Key # : RD202-35

Inflated

### Performance Measures Met:

Congestion Reduction/System Reliability  
 Freight Movement and Economic Vitality  
 Transportation Safety  
 Housing  
 Health

Requesting Agency: ACHD

Project Year: 2017

Total Previous Expenditures: \$176

Total Programmed Cost: \$2,385

Total Cost (Previous + Programmed): \$2,561

Project Description: Widen Ustick Road from Linder Road to Meridian Road in the City of Meridian to five lanes with curb, gutter, sidewalks, and bike lanes.



Funding Source Local (Regionally Significant) Local Match : 100.00% Funding Allocation :75 % Road 25 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	100	0	2,052	2,152	0	2,152
2018	0	0	0	0	0	233	233	0	233
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$100	\$0	\$2,285	\$2,385	\$0	\$2,385

## Ustick Road, Meridian Road to Locust Grove Road, Meridian

Key # : RD202-37

Inflated

### Performance Measures Met:

Congestion Reduction/System Reliability  
 Freight Movement and Economic Vitality  
 Transportation Safety  
 Housing  
 Health

Requesting Agency: ACHD

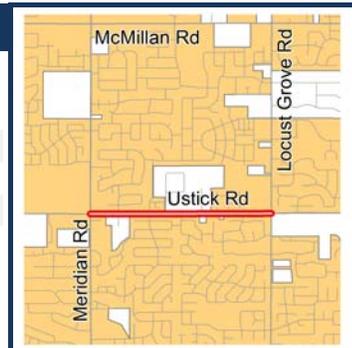
Project Year: 2017

Total Previous Expenditures: \$447

Total Programmed Cost: \$2,385

Total Cost (Previous + Programmed): \$2,832

Project Description: Widen Ustick Road from Meridian Road to Locust Grove Road in the City of Meridian from two-lane to five-lane urban section with curbs, gutter, sidewalks, and bike lanes.



Funding Source Local (Regionally Significant) Local Match : 100.00% Funding Allocation :75 % Road 25 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	100	0	2,052	2,152	0	2,152
2018	0	0	0	0	0	233	233	0	233
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	\$0	\$0	\$0	\$100	\$0	\$2,285	\$2,385	\$0	\$2,385



APPENDIX B  
PUBLIC COMMENTS

# FY2017 – 2021 Regional Transportation Improvement Program

August 19 – September 19, 2016

## Public Comments Received (Verbatim)

**Total number of comments received by COMPASS: 24**

Email: 3

Online Comment Form: 15

Hard Copy Comment Form: 2

Letter: 4

[Link to additional comments received by ITD](#)

<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 / Name / Affiliation</b>	<b>Format</b>
<b>Comments on projects in the DRAFT FY2017 - 2021 Regional Transportation Improvement Program (TIP)</b>			
<p>It seems that everyone forgets about the most travelled North/South highway, highway 55...Locally known as the Highway of Death and Destruction...Idaho should be ashamed of these death traps. Many lives have been lost and lives have been destroyed due to serious injuries caused by so many accidents.</p> <p>The Highway just north of Horseshoe Bend is an absolute nightmare but it seems this highway NEVER gets a second look for necessary changes. ITD and State Senators have been notified of the problems yet no response from the Senators. The ITD tells us it is funding that precludes any consideration for alteration and repairs.</p> <p>Locals are seriously considering a large sign telling the traveling public they are traveling the Highway of Death and post statistics to prove it.. Now others say it would be better to post on YouTube actual scenes of this horrific traffic nightmare, show the hazards along this highway. The unbelievable traffic jams that can last hours during weekends and long holiday weekends.</p> <p>Highway 52 is so old and so poorly maintained that someday this road will be slough off into the river or major landslide will close it down. Sadly this road too has taken many lives, and some were very preventable.</p> <p>If the ITD were to admit it the old two lane bridge on Highway 55 as you enter into Horseshoe Bend is dangerous, probably should be condemned. When it fails Horseshoe Bend and all towns north will be blocked off impeding emergency traffic, tourism to such hot spots as Cascade, Donnelly and McCall, and those that need to commute from areas north of Horseshoe Bend to their jobs in and around Boise.</p>	<p>Provided to COMPASS Board and Regional Transportation Advisory Committee</p> <p>Forwarded to ITD</p> <p><u>COMPASS response to commenter:</u></p> <p>Thank you for your comments. They will be provided to the COMPASS Board of Directors and the Idaho Transportation Department.</p> <p>COMPASS' planning area encompasses only Ada and Canyon Counties, so State Highway 52 and State Highway 55 north of Ada County do not fall under our jurisdiction. However, we will ensure that the Idaho Transportation Department receives your comments.</p> <p><u>Response from commenter:</u></p> <p>Thanks but ITD already knows of our concerns.</p>	<p>Dale Allumbaugh Horseshoe Bend</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 / Name / Affiliation</b></p>	<p align="center"><b>Format</b></p>
<p>Are there any plans on widening Hwy16 in the near future?</p>	<p>Provided to COMPASS Board and Regional Transportation Advisory Committee</p> <p>Forwarded to ITD</p> <p><u>COMPASS response to commenter:</u></p> <p>There are no widening projects proposed for SH-16 in the next five years, per say. However, there are rehabilitation and safety improvements:</p> <ul style="list-style-type: none"> <li>• SH-16 and Beacon Light Road Intersection Improvements, Ada County (Key 18872)</li> <li>• Bridge Repairs, Ada County – FY2018 (includes the bridge at SH-16 at the Boise River and Joplin Road) (Key 19064)</li> </ul> <p>More details on these projects are available <u>online</u> (search by the key number).</p> <p>The majority of federal funds are currently used to maintain the existing system. There are very few expansion projects in the federal and state programs.</p> <p>Please give me a call if you would like more information.</p> <p>Thanks!</p>	<p>Ron Williams</p>	<p>Email</p>
<p>I keep hearing that Eagle Rd is going to be expanded from Amity through Victory. This really puzzles me because there is always such a HUGE back up every morning and evening between Amity and the Interstate. the entrances and exits are always full, always blocked, always mentioned on the radio and on tv as 'typical backlog' because of all the vehicles entering and exiting eagle road. Why are we adding more lane traffic toward that backup? It just doesn't make sense to me. I see the lines daily bumper to bumper and this is going to add another lane of bumper to bumper yet these vehicles really have no way to escape the backup all the way past Victory,</p>	<p>Provided to COMPASS Board and Regional Transportation Advisory Committee</p> <p>Forwarded to the ACHD</p> <p><u>COMPASS response to commenter:</u></p> <p>Thank you for your comments. They will be provided to the COMPASS Board of Directors and be forwarded to</p>	<p>Not provided</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 / Name / Affiliation</b></p>	<p align="center"><b>Format</b></p>
<p>Overland and Franklin because of the interstate entrances and exits there. It just doesn't make sense to me to add more traffic to an already overloaded congested traffic nightmare. New lanes are not going to solve the issue of too many cars trying to get on and off of Eagle Road. Every single person I know avoids Eagle Road. why on earth do we continue to funnel even more traffic to that roadway? We have other roads that go north and south. It seems my money would be better spent creating new overpasses or creating new access roads from the ones that are less used. We are growing so quickly here and there are still lovely roads that don't have a bunch of traffic. most of us in the area try to use them whenever possible. Eagle is a blight through Meridian and this will only continue that issue while leaving other corridors operating nicely. Sooner or later we will need all of those roads updated. why not do that now, instead of making Eagle a sort of dangerous 'non interstate speeding' area.</p> <p>Thx. I really am not trying to be snarky. I just don't get sending more traffic to a heavily congested area unless that area is somehow being made into about 16 lanes for interstate access. Seems crazy.</p>	<p>the Ada County Highway District for consideration.</p>		
<p>Key # : RD207-33 Eagle rd. Amity to Victory. I think this is a great plan and much needed. There is a lot of congestion especially at peak time to get onto Eagle rd from the side streets in the subdivisions like Kingsbridge and Tuscan. It is very difficult to pull onto Eagle rd. especially now that the round-about (which we like) has been placed at amity and eagle it spaces the cars out just enough that there is no good break in traffic to pull out onto Eagle rd from the side streets. Adding additional lanes will reduce congestion while adding additional lanes to merge onto Eagle rd. It will also provide a turn lane as we exit Eagle rd so traffic does not stop behind us as we slow or stop to turn onto the side streets. Additionally with the new school Hillside and subdivision south of Amity on Eagle rd, (both east and west sides) I feel like it would be much smarter to increase the lane size through to lake hazel versus ending at Amity. There is also word of a High School planned for the area which would only increase traffic in that area further necessitating the lanes going through to Lake Hazel vs ending at Amity. Overall support the plan in general just feel it should be expanded farther.</p>	<p>Provided to COMPASS Board and Regional Transportation Advisory Committee</p> <p>Forwarded to the ACHD</p>	<p>83642</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>Zip Code / Name / Affiliation</b>	<b>Format</b>
<p>The short merging lane that runs west on Fairview from Eagle should be extended to the light at Hickory. It currently causes a major bottleneck. You just start getting some momentum from starting off through the intersection and then you have to slam on your breaks. You should probably just have that third lane go all the way from Eagle to Locust Grove. The city planners need to find a way to relieve traffic on Eagle Road. It has too much traffic and the speed limit is too fast. I think the days when it was an old country highway are far behind it. There is too much commerce on that road to continue with the current speed limit. I have put my pedal to the metal just to avoid getting creamed when I pull out of target. Locust grove from Fairview to Ustick needs widened, it's another traffic nightmare.</p>	<p>Provided to COMPASS Board and Regional Transportation Advisory Committee  Forwarded to ITD</p>	<p>83646</p>	<p>Online comment form</p>
<p>While the expansions listed for Eagle Road to get addtl lanes north and southbound, it seems that a bigger addtl need is to rebuild the 1-84 and Eagle Rd. intersection and on/off ramps. There is constant congestion at this interchange. To get from the south side of the intersection to Pine can take up to 20min, depending on time of day. Cars turning from Overland left onto Eagle frequently stop in the intersection, mainly because there are not enough lanes to accommodate enough to get thru the turn during a light. The rebuild of Meridian Rd and I-84 was fantastic. This same design would help the Eagle and I-84 intersection much safer and friendly to the high traffic volume it sees daily.</p>	<p>Provided to COMPASS Board and Regional Transportation Advisory Committee  Forwarded to ITD</p>	<p>83642</p>	<p>Online comment form</p>
<p>I am disappointed by the lack of improvements for SW Boise. This area has been growing for many years yet keeps the same network of roads with no improvements in the plan. The only changes recently have been the extension of Lake Hazel Road to Cole, which is beneficial, but doesn't alleviate traffic. Also, there is no bus service, few bike lanes or sidewalks in the area. So the only option seems to be more cars until better planning and improvements are done. I live off of Cole and Victory; S Cole Road is a bottleneck, and dangerous to pedestrians and bicyclists trying to seek alternative transportation. Please add projects to SW Boise.</p>	<p>Provided to COMPASS Board and Regional Transportation Advisory Committee  Forwarded to ACHD and Valley Regional Transit</p>	<p>83709</p>	<p>Online comment form</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 / Name / Affiliation</b></p>	<p align="center"><b>Format</b></p>
<p>Canyon Highway District No. 4 requests that the Preliminary Engineering Consulting funded under the STP-U source for the Old Highway 30, Plymouth Street Bridge Project be moved from 2019 to 2017. The Bridge (Local) funding included Preliminary Engineering Consulting in 2016 and the project concept report is scheduled to be completed in late 2016. In order to the project to progress, funding for Preliminary Engineering Consulting will be needed in 2017.</p>	<p>Provided to COMPASS Board and Regional Transportation Advisory Committee</p> <p><u>Email to commenter:</u> We'll have more details soon, but wanted you to know the Old Highway 30, Plymouth Street Bridge project received \$435,000 in the End-of-Year program. In essence, advanced the PEC funds to FY2016 to help finish that design!! Still working on the details. We will forward the administrative modification for your information when it's signed. Congrats!</p> <p><u>NOTE:</u> Comment from Canyon Highway District No. 4 and email from COMPASS to Canyon Highway District were sent nearly simultaneously. COMPASS informed Canyon Highway District of the additional funding after the comment was submitted, but before it was received by COMPASS.</p>	<p>Tim Richard Canyon Highway District No. 4 83607</p>	<p>Online comment form</p>
<p>Seems like there is something for everyone - a big variety of projects. Glad to see Chinden getting some love.</p>	<p>Provided to COMPASS Board and Regional Transportation Advisory Committee</p>	<p>83716</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>Zip Code / Name / Affiliation</b>	<b>Format</b>
<p>We frequently drive between Nampa and Boise (including Meridian) and sometimes to Caldwell too. The priorities from our perspective to help move traffic and reduce carbon emissions, etc. are: 1. Widen &amp; improvement the interstate from Caldwell through Nampa. 2. Widen, to 4 or 5 lanes, Chinden (highway 20/26) Eagle Rd. to the interstate at Caldwell starting at Eagle Rd. Start this in 2017! 3. Build an interchange at 5 Mile and the interstate. There aren't that many homes in the area and this would greatly help the congestion on Eagle Rd. Rather than milling 20/26 from Middleton Rd to Locust Grove, spend that money on widening 20/26. Rather than widening Ustick, or Franklin spend the money on 20/26. Widening those two will probably help 20/26 traffic by funneling more to those but 20/26 is a highway and should bear the higher traffic loads. Compass told us years ago that 20/26 was to have very few lights and extra large subdivision setbacks to maintain highway speeds - MANY new lights have been added since then and subdivisions have been allowed to build close to 20/26 which has contributed to a much worse traffic and pollution experience on 20/26! DON'T FUND the McDermott extension of highway 16 for the foreseeable future - spend the money on East/West roads and perhaps on a 5 Mile Rd extension over the river.</p>	<p>Provided to COMPASS Board and Regional Transportation Advisory Committee  Forwarded to ITD</p>	<p>83687</p>	<p>Online comment form</p>
<p>Nice to see some money finally going to I84 between Nampa &amp; Caldwell. Potholes are getting bigger than vehicles. Too bad we have to wait so long to get some attention. What's missing is fixing the nightmare between Franklin and Marketplace in Nampa. Can't believe this was left off the plate. It needs to be fixed NOW!!!!</p>	<p>Provided to COMPASS Board and Regional Transportation Advisory Committee  Forwarded to ITD and the City of Nampa</p>	<p>83605</p>	<p>Online comment form</p>
<p>13055 and 13905 – 10th ave is an active bicycle corridor, ensure bike lanes are included in the re-striping. 13486 – Include bicycle lanes at the intersection of Holly and Colorado, this is a very active bike corridor just south of NNU.</p>	<p>Provided to COMPASS Board and Regional Transportation Advisory Committee  Forwarded to Cities of Caldwell and Nampa</p>	<p>83704</p>	<p>Online comment form</p>
<p>I see funds set aside for alternative forms of transportation. PLEASE do some planning for light rail in Treasure Valley. I was in Portland this weekend and the light rail is a wonderful asset to the community. Downtown traffic was not congested and there weren't so many rental cars in town. Tourists/Business Visitors can get to the heart of the beautiful city. Consider routes from Caldwell to Micron and from the Airport to the Capital. I imagine you might be able to get some help from corporations or possibly (?) schools.</p>	<p>Provided to COMPASS Board and Regional Transportation Advisory Committee</p>	<p>83712</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>Zip Code / Name / Affiliation</b>	<b>Format</b>
<p>Most projects seem adequate and take into consideration maintenance and care of current infrastructure. New construction takes into consideration pedestrian and bicycle safety and transit as well. However, SH 20/26 was only widened between Locust Grove to SH-55 in the year 2021. SH-20/26 is a major transportation artery and alternative to I-84. Current infrastructure is extremely congested, especially during peak commute times. SH-20/26 needs to be an immediate priority and should be an "express way". It travels through all of Treasure Valley and would be ideal for light rail, bus routes, park and rides, bike corridors, etc... SH-44 is also another artery that needs to be expanded and prioritized, however, SH-20/26 is the most vital and has the ability to make the biggest impact. The population in these areas and commercial activity has been increasing exponentially and public transportation corridors in these areas would be a great asset and important to the quality of life in these areas. The ideal plan in the future would include a commuter rail/light rail running west to east from Caldwell to downtown Boise with Bus routes running North and South loops along the light rail route.</p>	<p>Provided to COMPASS Board and Regional Transportation Advisory Committee  Forwarded to ITD</p>	<p>83646</p>	<p>Online comment form</p>
<p>Please add a section to make driving and texting or not using a hand free device while talking on the phone illegal. I moved from an area where this law was put into place and the results were very positive.</p>	<p>Provided to COMPASS Board and Regional Transportation Advisory Committee</p>	<p>83702</p>	<p>Online comment form</p>
<p>We need to widen Hwy 20/26 (Chinden) west of Eagle Rd. to Ten Mile or further sooner rather than later.</p>	<p>Provided to COMPASS Board and Regional Transportation Advisory Committee  Forwarded to ITD</p>	<p>Not provided</p>	<p>Online comment form</p>
<p>The expansion and realignment of the intersection at State Street and Collister Drive (#13481) is a huge expenditure of local and federal funds, is located on a priority future high capacity corridor identified in Communities in Motion (CIM) 2040 and is at a key site identified as one of only a handful of planned Transit Oriented Development (TOD) sites in the state. The project is currently designed not for high capacity transit or for land use development that will spur investment around transit. Rather, it is designed to eventually support the enlargement of State Street to seven vehicle lanes along with restricted access. To accomplish this, a significant length of the Farmers Union Canal is to be covered over in this project. Hence, the nearly \$10 million total cost. The agency that developed this project has no experience developing high-capacity transit systems. Yet, a high capacity transit system along the State Street corridor is identified as a long-term priority in Communities in Motion 2040. The agency that developed this project has no experience with land use development, let alone transit-oriented</p>	<p>Provided to COMPASS Board and Regional Transportation Advisory Committee  Forwarded to ACHD</p>	<p>83712</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>Zip Code / Name / Affiliation</b>	<b>Format</b>
<p>land use development. Yet, this intersection is identified as an important future TOD in the State Street Transit and Traffic Operations Plan and other plans for this area. Idaho does not yet have a high capacity transit corridor. State Street has been identified in CIM 2040 as one of the first – if not the first – that should be built. The geographic constraints imposed by the Boise River to the south and the foothills to the north make it a necessity. It is also the site of an earlier private transit system – the Boise Interurban Rail system. It will be several years before the planning and funding for a high capacity system is determined. In the meantime, it is incumbent upon local public agencies not to add to the cost or the complexity of the future high capacity system or a TOD at this site by building infrastructure that severely limits opportunity for development or that will have to be redesigned, removed or abandoned. Because this is a federal aid project, those redesign or removal costs will not be eligible for federal aid. A review of high capacity transit systems and TOD’s across the country shows that they come in many forms and configurations. No two are alike. This makes sense because to be successful they must take advantage of the unique features of the site where they are located, the densities and planned densities, current and future investment, and proximity to amenities such as libraries, recreational services and many other services. A Bus Rapid Transit (BRT) or light rail system, for example, does not have to be adjacent to an arterial roadway at all points. It should take advantage of unique features and land uses. At the Collister site for example, the most ideal configuration may be to build the system away from the road and into the middle of a future development on the north or south side (or both) to afford maximum economic opportunity for investment, better connectivity to other modes of travel and reduced risk and inconvenience to users and consumers. Hence, the best design for a future Collister TOD may be for the BRT or light rail system NOT to traverse over the Farmers Union Canal. If so, why should the taxpayers pay to cover the canal if there is a possibility that this infrastructure will be dismantled or abandoned? To be consistent with CIM 2040 and accountable to taxpayers today and in the future, local governments in COMPASS should at the very least move the planning and implementation dates of the State Street and Collister Drive Intersection project out for several years until this project can be held adequately accountable to the CIM 2040 goal of the high capacity corridor and the TOD at this site.</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 / Name / Affiliation</b></p>	<p align="center"><b>Format</b></p>
<p>HWY 16 Extension from Chinden to I-84 needs to be a higher priority</p>	<p>Provided to COMPASS Board and Regional Transportation Advisory Committee</p> <p>Forwarded to ITD</p>	<p>Not provided</p>	<p>Hard copy comment form</p>
<p>Please consider the Three Cities crossing again. You managed to get Highway 16 over the river, why not Highway 55? Another river crossing would certainly help the traffic situation.</p> <p>Finish Plaza Drive in Eagle – don't make a 4-way stop, as it slows down traffic flow - Plaza and 2<sup>nd</sup> Street.</p> <p>I see Bogus Basin Road is on the list for work – some of that road is in Boise County. Do they help maintain the road, etc.? How about a toll road to head to Bogus? Those who use it, pay for it.</p>	<p>Provided to COMPASS Board and Regional Transportation Advisory Committee</p> <p>Forwarded to ACHD</p> <p><u>Response to question:</u> ACHD maintains Bogus Basin Road through an agreement with Boise County.</p>	<p>83616</p>	<p>Hard copy comment form</p>
<p>Letter – See attached letter from James Farrens</p>	<p>Provided to COMPASS Board and Regional Transportation Advisory Committee</p> <p>Forwarded to Ada County and ITD</p>	<p>James Farrens</p>	<p>Letter</p>
<p>Letter – See attached letter from James Farrens</p> <p><u>Email text:</u> Dry Creek Ranch submitted a TIS to ITD a few days ago. They were kind enough to allow me to review and comment. A pdf copy of my comments are attached for your consideration.</p> <p>If you could submit to the COMPASS board, that would be great.</p>	<p>Provided to COMPASS Board and Regional Transportation Advisory Committee</p> <p>Forwarded to Ada County and ITD</p>	<p>James Farrens</p>	<p>Email with attached letter</p>
<p>Letter – See attached letter from the City of Boise</p>	<p>Provided to COMPASS Board and Regional Transportation Advisory Committee (RTAC)</p> <p>RTAC recommended the COMPASS Board approve the FY2017-2021 TIP with the change requested by the City of Boise to not advance Key Number 19727 as proposed by ITD; see letter. During to the COMPASS Board meeting, the City of Boise withdrew the request, based on additional information. The COMPASS Board approved the FY2017-2021 TIP including advancing of the project, as proposed by ITD.</p>	<p>City of Boise</p>	<p>Letter</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 / Name / Affiliation</b>	<b>Format</b>
Letter – See attached letter from ACHD	Provided to COMPASS Board and Regional Transportation Advisory Committee	ACHD	Letter
<b>Comments on the Air Quality Conformity Demonstration for Northern Ada County</b>			
Air quality is important! Keep up the good work!	Provided to COMPASS Board and Regional Transportation Advisory Committee	83716	Online comment form
Please create penalties/disincentives for driving diesel vehicles. Make them pass emissions tests. They are loud, stink, and create disgusting black clouds of carcinogenic particulate matter. Create incentives for people to drive Teslas or other zero emission vehicles, motorcycles, or bicycles. Also please create additional disincentives for cigarette smoking. Enforce littering laws when smokers toss their butts. There is not enough attention being paid to this currently and they are littering our wonderful city and decreasing air quality for the rest of us. Every whiff of smoke is extremely irritating.	Provided to COMPASS Board and Regional Transportation Advisory Committee  Forwarded to DEQ	83702	Online comment form
<b>Comments on the FY2017 federal Program of Projects proposed for funding by Valley Regional Transit</b>			
Add a bus and stops for SW Boise and Kuna.	Provided to COMPASS Board and Regional Transportation Advisory Committee  Forwarded to Valley Regional Transit	83709	Online comment form
I think there should be more consideration for more rural communities in both Canyon and Ada County for projects as they have limited funds.	Provided to COMPASS Board and Regional Transportation Advisory Committee  Forwarded to Valley Regional Transit	83634	Online comment form

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August 26, 2016

## COMMUNITIES IN MOTION 2040

Comments submitted by James D Farrens, PE-retired

### EXECUTIVE SUMMARY

Ada County is in the process of authorizing approximately 14,000 new houses in unincorporated Ada County along SH-55 from State Street to Avimor by 2035. This will necessitate upgrading SH-55 into an expressway by 2025, costing ITD and ACHD over \$50 million. It is apparent that no funding for right of way, environmental clearances, design or construction is contemplated at present. If Ada County proceeds without taking this required upgrading of SH-55 into consideration, the result will be chaos on the roadway systems in north Ada County.

### INTRODUCTION

I am a retired professional civil engineer. Among other positions held in my 28 years as a professional engineer, I worked for ITD for 13 years, including one year as District Three Traffic Engineer. I also worked as the Ada County Engineer for six years. At present, I represent Dry Creek Rural Neighborhood Association (DCRNA). This organization consists of over 85 citizens who are concerned with how our neighborhood is developed.

### SH-55 CORRIDOR STUDY

ITD is preparing a corridor study for SH-55. Due to anticipated development, including approximately 14,000 new houses, this study calls for upgrading the roadway from four lanes to six lanes from State Street to Beacon Light Road, From Beacon Light Road to Avimor, the study calls for upgrading the roadway from two lanes to four lanes. Additionally, grade separated interchanges are called for at Brookside Lane, South Avimor and North Avimor. Additionally, an overpass is called for at Hill Road.

### DEVELOPER TRAFFIC IMPACT STUDY

Before the economic collapse of the last decade, the developers planning to build the approximately 14,000 new homes in the vicinity of SH-55 were required to do a traffic impact study, showing how the development would impact SH-55, SH-16, State Street, Eagle Road and other arterial streets in north Ada County. The study showed that SH-55 will carry interstate levels of traffic. With interstate levels of traffic, it will be necessary to acquire full access control and either purchase existing properties or construct access roads to provide controlled access to SH-55 for remaining existing properties.

Additionally, the study showed that without construction of the Three Rivers Crossing from SH-44 to Chinden Boulevard, the road system in north Ada County would be overwhelmed. This project was canceled during the economic collapse and is not presently anticipated to be funded.

The next phase of the developer's traffic impact study was to determine costs associated with upgrading various streets and highways. Apparently, after the economic collapse, this next phase was never initiated.

## ANALYSIS

With improved economic conditions, many of the developers wishing to develop north Ada County have returned with plans to build thousands of new homes. It is apparent, from ITD's SH-55 corridor study, that the agency is aware that this development will require upgrading SH-55. What is lacking at the present time is an awareness on the part of ITD of the costs associated with anticipated development and lack of time to acquire right of way, perform environmental clearances, as well as design and construction.

The Ada County Board of County Commissioners is apparently either unaware of these issues or has not chosen to not address them in a forthright manner. Either way, if the county continues to allow development of subdivisions along SH-55, without working in a cooperative manner with ITD/ACHD/COMPASS and other involved agencies, SH-55 and other roadways in north Ada County will completely overwhelmed with traffic and traffic injuries and fatalities will become completely unacceptable, resulting in an emergency funding situation.

## CONCLUSIONS

As a professional engineer, my highest concern was always human health and safety. It remains my highest concern in retirement. I see the anticipated development along SH-55 as a huge health and safety concern. I request that Ada County, ITD, ACHD, COMPASS and other involved agencies address the concerns listed above with the seriousness it deserves.

I also request that Ada County institute a moratorium on authorizing new development until traffic issues associated with this development are properly understood, as well as funded by involved agencies.

Respectfully submitted,

James D Farrens, PE-retired

September 8, 2016

## Comments on Kittleson Traffic Impact Study for Dry Creek Ranch

Prepared by James D Farrens

I worked for 13 years at ITD, including one year as the District Three traffic engineer. Additionally, I served six years as the Ada County engineer. I offer my thoughts on the traffic study based on these experiences.

In the executive summary, the report states that the proposed Dry Creek Ranch can be constructed while maintaining acceptable traffic operations and safety at the study intersections, assuming the recommended mitigation measures are in place. I disagree with this statement for a variety of reasons, which I will discuss.

Most importantly, the traffic impact study assumes a 2% annual growth in traffic on this stretch of SH-55. I believe this growth rate assumption is totally unrealistic. COMPASS is projecting a growth rate of 8%. I live off this section of SH-55 and, as a former District Three traffic engineer, have observed increases in traffic for the past 26 years. I believe the growth rate has been higher than 2% over this span of time. Additionally, Dry Creek Ranch is not the only large rural subdivision anticipated by Ada County. In addition to Dry Creek Ranch, Avimor has been approved and is currently building homes. There are over 200 existing homes, with many more being built at present. M3, Connelly and perhaps other developments are proposed along this section of SH-55.

The original traffic impact study, conducted over ten years ago, acknowledged the joint impact of these large subdivisions. Accordingly, work was undertaken on a joint traffic impact study. The economic collapse of 2008 terminated work on this joint study, as some of the developers went out of business. With current economic conditions, development activity has reawakened. The need for a joint traffic impact study remains and needs to be undertaken to accurately assess traffic impacts, determination of associated costs and who will bear the costs of these required improvements.

The current traffic impact study calls for new traffic signals or roundabouts and widening of SH-55 to four lanes from Beacon Light Road to approximately 1500 feet north of Brookside Road. This will not only be expensive, but time is needed to conduct environmental permitting, acquisition of right of way, conduct public hearings and to design these projects. It appears that the developer is planning to build houses at a rate which will result in unacceptable traffic conditions before the projects may be built. This needs to be considered by ITD and Ada County.

The traffic impact study calls for 5% of traffic generated by Dry Creek Ranch to utilize Cartwright Road. I question this assumption. I live off the affected section of SH-55 and when I need to travel to downtown Boise or points east of Boise, I routinely use Dry Creek and Cartwright Road. Two of my neighbors live near the intersection of Dry Creek and Seaman Gulch Roads. They work in Boise and Cartwright Road is there

primary commute road. As traffic conditions deteriorate on SH-55, more and more people will prefer to use Seaman Gulch and Cartwright. Roads. This needs to be accounted for in the traffic impact study.

Before the economic collapse of 2008, a project known as Three Rivers Crossing was envisioned. This expressway would start at the intersection of SH-44 and SH-55 and cross the Boise River, connecting with Chinden Boulevard. This project is no longer anticipated by ITD. However, the developers traffic engineer told me that without this project, traffic generated by the proposed subdivisions could not be handled in a manner which maintained acceptable traffic operations. This concern needs to be addressed at this time.

The traffic impact study calls for a future multilane roundabout at Dry Creek Road and Seaman Gulch Road and is listed as ACHD's CIP project #444. I have talked to property owners associated with this project and have been told that ACHD has not contacted them about this project. I am certain that right of way acquisition will be required for this project and I am just as certain that at least two of the property owners will resist this acquisition and that eminent domain issues will need to be resolved. The developers plans will exceed both ITD's and ACHD's ability to build this needed roundabout, resulting in unacceptable traffic operations.

The traffic impact study states that with new traffic signals or multilane roundabouts on SH-55, this highway will function as an urban street facility, and no longer as a two-lane highway. I question whether this is acceptable to ITD. A SH-55 corridor study is being prepared by ITD and it calls for six lanes from the intersection of SH-44 to Beacon Light Road and four lanes to Avimor. In addition, grade separated intersections and overpasses are called for at several locations. Obviously, with anticipated levels of traffic, it will become impossible to allow unrestricted access to this section of SH-55 and existing properties will either need to be provided with access roads or be acquired by ITD. Again, the developers plans to build houses will far exceed the ability to do environmental clearances, acquire right of way, hold required community involvement meetings, do design and build these projects. Equally obvious is there is absolutely no funding plan for these required projects. The result will be unacceptable traffic operations on SH-55.

The traffic impact study states that improvements at the intersection of SH-55 and SH-44 are far enough from the proposed Dry Creek Ranch development that these improvements should not be conditioned with the proposed development. I disagree with this statement. If the proposed developments along SH-55 are approved and built out, they alone will generate interstate levels of traffic. This must be addressed before development. Not after.

The traffic impact study calls for the developer to widen SH-55 from two to four lanes between Beacon Light Road to 1500 feet north of Brookside Lane, as well as traffic signals or four lane roundabouts at Brookside and Dry Creek Road. I cannot envision

four lane roundabouts or traffic signals, given projected traffic levels caused by multiple rural subdivisions being built along this corridor

To conclude, I find the traffic impact study to be unacceptable. It does not properly address actual annual traffic growth and does not anticipate impacts to traffic operations caused by the joint development of several other large suburban subdivisions. If these issues are not properly addressed and if Ada County approves the anticipated developments, the results to traffic operations along SH-55 and other impacted roadways will be catastrophic and human safety and life will be imperiled.

Thank you very much for affording me this opportunity to comment on this traffic impact study. If you have questions or wish to talk, I am free to do so at any time.

July 26, 2016

Jerry Whitehead, Board Chairman  
Idaho Transportation Department  
P.O. Box 7129  
Boise, Idaho 83707

**RE: Draft Idaho Transportation Investment Program  
Key No. 19727: US 20, Front, Myrtle & Broadway: Pavement Restoration**

Dear Jerry:

I recently met with Brian Ness, Jim Carpenter, and Vince Trimboli to discuss some opportunities on Front and Myrtle in downtown Boise, which was followed by a meeting at District 3 with Amy Revis' team and our Planning and Development team. One outcome of these meetings is the issuance of an RFP to explore a wide range of options for calming the Front/Myrtle Corridor, reducing or mitigating barriers to crossing the corridor, and enhancing the economic viability of properties fronting and adjoining the corridor. The goal is to better integrate the corridor into the downtown context.

Also discussed at the meeting with District 3 was the proposal to advance the pavement maintenance on Front and Myrtle from 2019 to 2017, using HB 312 funds. We request keeping the pavement maintenance project in 2019 for two reasons. Repaving a street is an opportune time to implement changes in striping and occurs infrequently, approximately once every 6-7 years. With the results of the RFP expected in 6 months, we would like to preserve the opportunity to combine outcomes from the RFP with the mill and overlay.

Secondly, a micro seal was applied to the corridor in 2013 with the next cycle of treatment planned 6 years later in 2019. Moving the resurfacing up to 2017 appears to be sooner than needed and that the funds could better be spent on a higher need.

Thank you for your considering our request.

Respectfully,



David H. Bieter  
Mayor



Elaine Clegg  
Council President

cc: Karen Gallagher, Planning and Development Services  
Amy Revis, District 3 Engineer  
Roger Edwards, District 3 Design, ITD  
Adam Rush, ITD



Kent Goldthorpe, President  
Paul Woods, Vice President  
Rebecca W. Arnold, Commissioner  
Sara M. Baker, Commissioner  
Jim D. Hansen, Commissioner

August 10, 2016

Matt Stoll  
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 FY2017-2021 Regional Transportation Improvement Program (TIP). ACHD appreciates COMPASS' support of Ada County transportation projects through grants, federal funding, and planning. In turn, ACHD also supports ITD's efforts on the transportation network, through road construction, road maintenance and safety projects. ACHD is encouraged that ITD has programmed a capacity improvement project, and advanced pavement preservation/restoration projects, on heavily traveled US 20/26 (Chinden). ACHD remains concerned that additional capacity projects are not being programmed on the remainder of US 20/26 in the FY2017 -FY2021 TIP. In regards to the draft TIP, ACHD offers the following comments:

**Projects added to draft FY2017-2021 TIP**

- Capacity improvements on US 20/26 from Locust Grove to SH-55 (ORN19790), and the replacement of the US 20/26 bridge over the Phyllis Canal (ORN20035), both programmed in FY2021, are significant positive steps. These improvements will support continued growth in north Meridian, and share the traffic load otherwise overburdening parallel ACHD roadways.
- ACHD fully supports the addition of federally funded ACHD Capital Maintenance projects for FY2019 through FY2023 (ORN20234, ORN20225, ORN20228, ORN20230, ORN20232 and ORN20235). ACHD also appreciates the addition of locally (ACHD) funded capital maintenance projects for FY2019 through FY2023 (ORN20226, ORN20229, ORN20231, ORN20233 and ORN20236). Maintenance projects are an efficient use of valuable federal and local funds, and they support ACHD's efforts to sustain its infrastructure in a "very good" condition for motorists, cyclists and pedestrians.
- ACHD is pleased to see the Local Highway Safety Improvement Program (LHSIP) project for State Street Lighting (between 16<sup>th</sup> and 23<sup>rd</sup>) was added to FY2019. ACHD has had great success in implementing safety projects and looks forward to constructing these improvements. In addition, ACHD strongly supports the addition of two rail crossing safety projects to the TIP (ORN20184 and ORN20183), and for the two signalization projects on SH-69 at Hubbard and Lake Hazel (ORN19790).
- Commuteride Replacement Vans (ORN20223, ORN20224 and ORN20227) funding and new alternative transportation funding for replacement and expansion vans (ORN20266, ORN20261

and ORN20265), FY2017 through FY2021, are key to sustaining ACHD's Commuteride fleet in good condition for all users. The continued support of the Rideshare program (ORN20175, ORN20176) both in FY2021 and in future (PD) is important to ACHD and Ada County customers.

- ACHD appreciates the addition to the TIP of two locally funded Ten Mile Road Complete Street projects. The projects' extents are Ten Mile Road, from McMillian Road to US 20/26 (RD202-31) and from Ustick Road to McMillian Road (RD202-32). Moving these projects onto the TIP supports ACHD's efforts to meet growth demand in the City of Meridian.

#### Projects advanced in draft FY2017-2021 TIP

- ACHD is pleased with the advancement of FY2020 Capital Maintenance from Project Development (PD) to FY2020 and for the advancement of the FY2021 Rideshare (KN15914) program out of PD.
- ACHD supports the advancement of the two US 20/26 pavement rehabilitation projects (KN19412 and KN19727). Accelerating maintenance is beneficial to asset management. Additional capacity on the state system is beneficial to the public in our growing communities.
- ACHD appreciates the advancement of the following locally funded, regionally significant, projects: Cole Road from I-84 to Franklin Road (RD207-16) from PD to FY2019, Linder Road, from Franklin Road to Pine Avenue (RD213-16) from PD to FY2019, and Ustick Road, Linder Road to Meridian Road from FY2018 to FY2017.

ACHD fully supports the federal funds programmed in the TIP, which enhance the District's asset management and safety efforts. The pace of growth in the region continues to pick up, and ACHD has planned efforts to add critical capacity in growth areas across the county. ACHD sees a significant need for similar capacity growth on the state highway system. ACHD supports efforts that will increase capacity on US 20/26 and SH-44, and ACHD encourages ITD to begin the design of the remainder of the US 20/26 corridor, and the segment of SH-44 from Linder Road to SH-16.

Thank you again 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