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## FY2024-2030 Regional Transportation

### Improvement Program

Report No. 12-2023

Adopted by the COMPASS Board of Directors on August 21, 2023

Resolution No. 18-2023

Amended: October 16, 2023

Modified: September 6, 2023, September 21, November 15,  
December 18, and December 20, 2023.

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

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**RESOLUTION NO. 18-2023**

**FOR THE PURPOSE OF APPROVING THE  
FY2024-2030 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 Infrastructure Investment and Jobs Act (IIJA), 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**, IIJA, Title 23 United States Code Section 134 and Title 49 United States Code Section 5303 require projects contained in the transportation improvement program to be financially constrained;

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

**WHEREAS**, a public comment period was held June 30 through July 31, 2023. All comments were shared with the COMPASS Board of Directors for consideration;

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

**WHEREAS**, the Community Planning Association of Southwest Idaho has developed the FY2024-2030 Regional Transportation Improvement Program for Ada and Canyon Counties, and associated 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 FY2024-2030 Regional Transportation Improvement Program and the associated air quality conformity demonstration.

**ADOPTED** this 21<sup>st</sup> day of August 2023.

By: 

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

**ATTEST:**

By: 

**Matthew J. Stoll, Executive Director  
Community Planning Association  
of Southwest Idaho**



## Table of Contents

IN A NUTSHELL.....	1
I.INFLATION FACTORS .....	7
II.PUBLIC OUTREACH EFFORTS .....	7
III.PROJECT SELECTION.....	10
IV.CONGESTION MANAGEMENT PROCESS .....	13
V.TIP ACHIEVEMENT .....	22
VI.AIR QUALITY CONFORMITY .....	58
VII.REGIONALLY SIGNIFICANT PROJECTS .....	58
VIII.LOCAL PLANNING ACTIVITIES.....	59
IX.FINANCIAL CONSTRAINT .....	61
X.PROGRAM FUNDING ALLOCATIONS .....	76
APPENDIX A: FUNDING TYPES AND ACRONYMS.....	77
APPENDIX B: TRANSIT RIDERSHIP .....	86
APPENDIX C: HISTORICAL AND PROJECTED BUDGET DATA.....	90
APPENDIX D: PRIOR YEAR PROJECTS.....	102
APPENDIX E: LIST OF PROJECTS.....	112
APPENDIX F: PUBLIC COMMENTS .....	218

## List of Tables

Table 1: Summary of Congestion Management Process Strategies and Tactics ....	14
Table 2: Projects in the FY2024-2030 TIP by CMP Strategy, FY2024-2027 .....	18
Table 3: Federal Performance Measures .....	22
Table 4: TIP Achievement Categories.....	24
Table 5: Analysis of TIP Achievement, FY2024-2030 .....	26
Table 6: Active Transportation System Tracking .....	27
Table 7: Analysis of Active Transportation Projects, FY2023-2027 .....	28
Table 8: Transit Asset Management Targets.....	30
Table 9: Analysis of Transit Asset Management Projects, FY2024-2027 .....	31
Table 10: Pavement Conditions on the NHS, FY2022-2025 Targets.....	32
Table 11: Projects that Improve Pavement Condition, FY2024-2027 .....	33
Table 12: Bridge Conditions, FY2022-2025 Targets.....	35
Table 13: Projects that Improve Bridge Condition, FY2024-2027 .....	36
Table 14: Projects for Public Transportation Operations, FY2024–2027.....	38
Table 15: Safety Targets, FY2023 .....	39
Table 16: Analysis of Safety Projects, FY2024-2027 .....	40
Table 17: Valley Regional Transit Public Transportation Safety Targets, FY2022...	48
Table 18: Support Projects, FY2024-2027 .....	48
Table 19: Projects that Improve System Performance, FY2024-2027 .....	50
Table 20: Level of Travel Time Reliability Targets, FY2022 .....	52

Table 21: Truck Travel Time Reliability and FY2022 Target .....	55
Table 22: Truck Travel Time Reliability (TTTR) Index Example .....	55
Table 23: Projects that Improve Truck Travel Time Reliability on the Interstate, FY2024-2027 .....	57
Table 24: ITD Appropriations – FY2024 (as of August 30, 2023) .....	64
Table 25: ITD Highway User Revenue - FY2024 .....	65
Table 26: Available Funding* with Match vs. Programmed Projects FY2024-2030 Draft Idaho Transportation Investment Program (as of 6/29/2023) .....	66
Table 27: Total Local Income Sources for Agencies with Roadway Jurisdiction, FY2022 .....	68
Table 28: Total Disbursements for Agencies with Roadway Jurisdiction, FY2022...	69
Table 29: Total Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2022 .....	70
Table 30: VRT FY2024 Budget Summary by Budget Area .....	72
Table 31: Percentage of Programmed vs. Available Funds Per Year .....	73
Table 32: COMPASS Region Available vs. Programmed Funding .....	74
Table 33: Share of Project Costs Allocated by Type of Project .....	76
Table 34: Funding Sources and Uses .....	78
Table 35: General Acronyms and Terms Used in the TIP .....	83
Table 36: Total Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2017 .....	91
Table 37: Total Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2018 .....	92
Table 38: Total Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2019 .....	93
Table 39: Total Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2020 .....	94
Table 40: Total Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2021 .....	95
Table 41: Projected - Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2022 .....	96
Table 42: Projected - Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2023 .....	97
Table 43: Projected - Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2024 .....	97
Table 44: Projected - Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2025 .....	98
Table 45: Projected - Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2026 .....	99
Table 46: VRT Actual Revenues, Expenses, and Changes in Net Position, FY2018- 2022 .....	99
Table 47: Projected - VRT Revenues and Expenses, FY2023 through FY2027 .....	100
Table 48: Projected - VRT Revenues and Expenses, FY2024 .....	101

## List of Figures

Figure 1: COMPASS Planning Area.....	5
Figure 2: Northern Ada County Air Quality Maintenance Area.....	6
Figure 3: COMPASS TIP Virtual Presentation .....	8
Figure 4: Newspaper Advertisement .....	9
Figure 5: Public Comment Demographic Data .....	10
Figure 6: ACHD's Complete Streets Policy .....	17
Figure 7: Pavement Asset Management Cycle, graphic from David Hein, PE, ARA, used with permission. ....	33
Figure 8: Reliability Measures Capture the Benefits of Traffic Management, from FHWA's Performance Measure Website.....	52
Figure 9: Sample Improvements in Average Travel Times, from FHWA's Performance Measure Website.....	53
Figure 10: 2021 NHS Level of Travel Time Reliability.....	54
Figure 11: 2021 Truck Travel Time Reliability on the Interstate.....	56

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TOTAL BUDGETED FOR TRANSPORTATION  
IMPROVEMENT PROJECTS IN THE TREASURE VALLEY

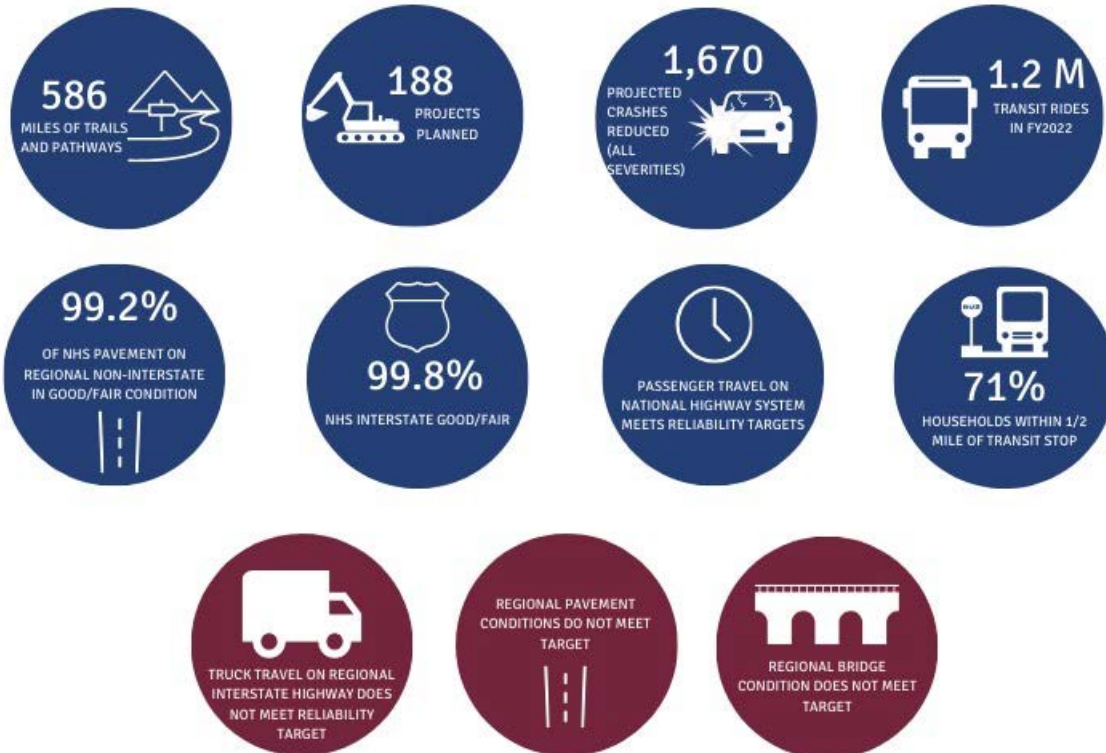
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# IN A NUTSHELL

TOTAL BUDGETED OVER SEVEN YEARS

**\$1,725,797,000**

\*INFLATED COSTS



More detailed information is available starting on page 22:

## INTRODUCTION

A regional transportation improvement program (TIP) is a short-range (seven-year) capital improvement program (budget) of transportation projects consistent with federal regulations and area policies and strategies. The Statewide Transportation Improvement Program (STIP) is the state's short-range capital improvement program. The Idaho STIP references projects in Ada County and Canyon County via the Community Planning Association of Southwest Idaho's (COMPASS') TIP. Although the TIP and STIP both reflect projects programmed between FY2024 and FY2030, federal agencies only recognize the first four years of the programs. Therefore, all analysis provides details for the federally recognized portion of the programs: FY2024-2027.

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

- Ada County
- Ada County Highway District (ACHD)
- Boise State University
- Canyon County
- Capital City Development Corporation
- City of Boise
- City of Caldwell
- City of Eagle
- City of Garden City
- City of Greenleaf
- City of Kuna
- City of Melba
- City of Meridian
- City of Meridian
- City of Nampa
- City of Notus
- City of Parma
- City of Star
- City of Wilder
- Highway District 4
- Idaho Department of Environmental Quality
- Idaho Transportation Department (ITD)
- Valley Regional Transit (VRT)

The TIP must be consistent with the regional long-range transportation plan, [\*Communities in Motion 2050\*](#)<sup>1</sup> (CIM 2050) which was adopted on December 19, 2022.

The first four years of the TIP are of particular interest since these years are considered "budgeted," while the remaining years are more informational 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,

<sup>1</sup> *Communities in Motion 2050*: <https://cim2050.compassidaho.org/>

information on the status of projects in the first year of the previous TIP is posted [online](#)<sup>2</sup> by the end of each calendar year.

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

The Boise TMA includes the Cities of Boise, Eagle, Meridian, and Garden City; the Nampa Urban Area includes the Cities of Nampa and Caldwell. Both urban areas also include adjacent densely settled areas outside of city limits. The “raw” 2020 urban area boundaries are provided by the Census Bureau, and staff are currently reviewing options for adjusting the urban area boundaries for efficiency. The Cities of Kuna, Middleton, and Star are considered “Small Urban” Areas. All other areas of the region are rural. COMPASS’ planning area boundary includes all of Ada and Canyon Counties (Figure 1), an area broadly referred to as the “Treasure Valley.”

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

Northern Ada County will remain a maintenance area for PM<sub>10</sub> until November 26, 2023

This report includes additional detail in the following appendices:

- **APPENDIX A – FUNDING TYPES AND ACRONYMS**, provides a way to decipher transportation and federal jargon.
- **APPENDIX B – TRANSIT RIDERSHIP**, provides tabular and graphical representation of transit ridership in FY2023.
- **APPENDIX C – HISTORICAL AND PROJECTED BUDGET DATA**, provides additional information about transportation agency budgets.
- **APPENDIX D – PRIOR YEAR PROJECTS**, provides a list of projects that are still active, but no longer have budgeted funds. Projects could still need additional funding or release excess funding throughout the life of this program.

<sup>2</sup> Annual Listing of Projects: <https://compassidah.org/transportation-improvement-program/#annual>

- **APPENDIX E – LIST OF PROJECTS**, provides a detailed list of projects that are funded with federal or state funds, or considered “regionally significant,” no matter the funding source.
- **APPENDIX F – PUBLIC COMMENTS**, provides a summary as well as verbatim public comments received on the project list and all amendments that require a public comment period.

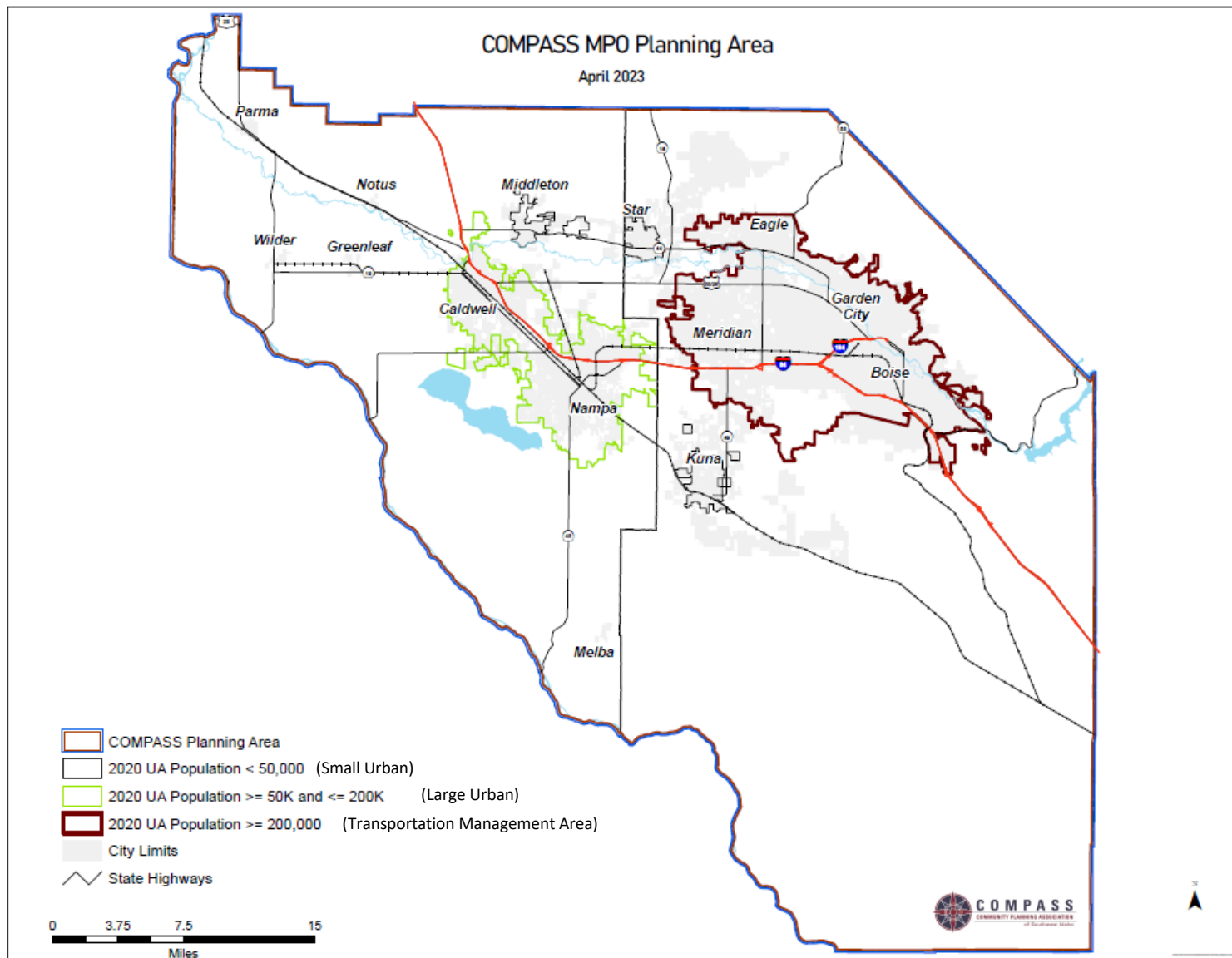


Figure 1: COMPASS Planning Area



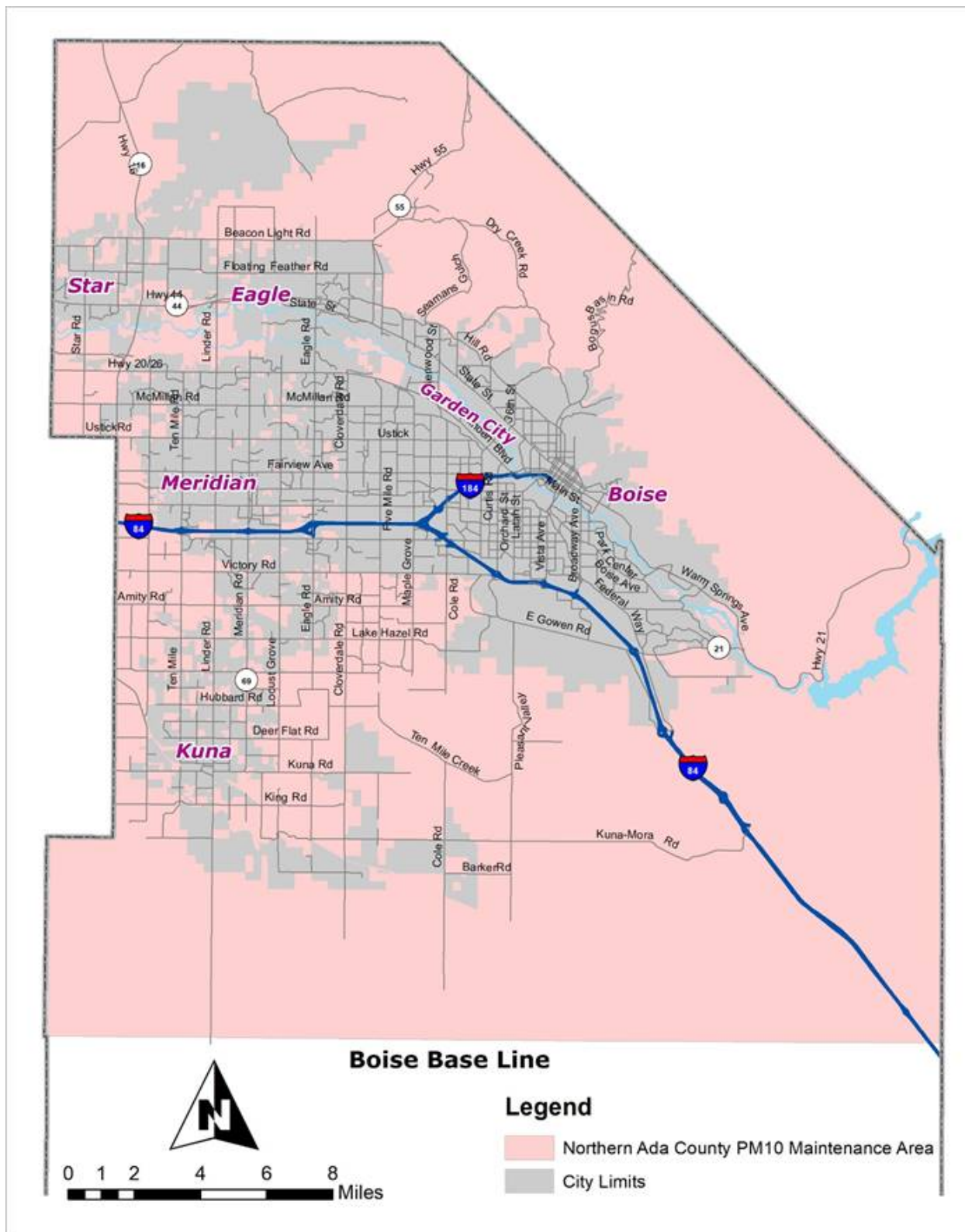


Figure 2: Northern Ada County Air Quality Maintenance Area

## I. INFLATION FACTORS

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

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

## II. PUBLIC OUTREACH EFFORTS

The public outreach process for the annual TIP update begins approximately 16 months prior to its final approval. This effort includes requesting input from local governments in the Boise and Nampa Urban Areas, local governments outside of the urban areas within Ada and Canyon Counties, and the public. Public outreach efforts were guided by, and complied with, requirements and recommendations outlined in the 2021 [COMPASS Participation Plan](#)<sup>4</sup> (page 11).

**Local Government Input.** COMPASS staff met with local government staff in Ada and Canyon Counties to solicit their desired transportation projects for inclusion in this document from August through December 2022.

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

**30-Day Public Comment Period.** Public comment on the draft FY2024-2030 TIP project list was solicited from June 30 through July 31, 2023. The public comment period was promoted through the COMPASS [website](#)<sup>5</sup>, COMPASS social media accounts, online community calendars, a news release, newspaper advertisements, legal notices, email blasts, and postcards.

In addition to the TIP and associated air quality conformity demonstration, public comments on a proposed amendment to CIM 2050, were also solicited during the comment period.

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

<sup>4</sup> COMPASS Participation Plan: [https://compassidaho.org/wp-content/uploads/COMPASS\\_ParticipationPlan\\_English\\_Final\\_082021.pdf](https://compassidaho.org/wp-content/uploads/COMPASS_ParticipationPlan_English_Final_082021.pdf)

<sup>5</sup> COMPASS website: <https://compassidaho.org/>

COMPASS website. All draft TIP materials were available on the [“Comments and Questions” webpage](#)<sup>6</sup> from June 30 through July 31, 2023.

Public comment materials posted online included detailed and basic project lists, a “major changes” list, the draft air quality conformity demonstration (see Section VI), 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 open houses, were also posted online.

#### Open House.

COMPASS Hosted an open house on Tuesday, July 11, 2023, from 3:00-6:00 PM at the COMPASS Office in the first-floor board room.

COMPASS also posted a [virtual presentation](#)<sup>7</sup> (Figure 3) on YouTube.

Libraries. COMPASS distributed TIP materials to 17 different library locations throughout the Treasure Valley.

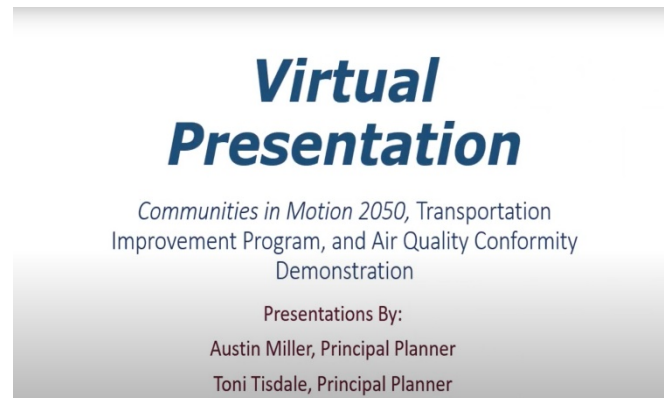


Figure 3: COMPASS TIP Virtual Presentation

Legal Notice. COMPASS published a legal notice for the TIP public comment period in the *Idaho Statesman* and the *Idaho Press* on three dates: June 30, July 5, and July 6.

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

- *Idaho Statesman*: June 30, July 10, and July 21, 2023
- *Idaho Press*: July 5, July 11, and July 26, 2023
- *Kuna Melba News*: July 5, July 12, and July 26, 2023
- *Meridian Press*: June 30, July 7, and July 21, 2023

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

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

<sup>7</sup> Virtual presentation: <https://www.youtube.com/watch?v=6WiCZidpR8Q>

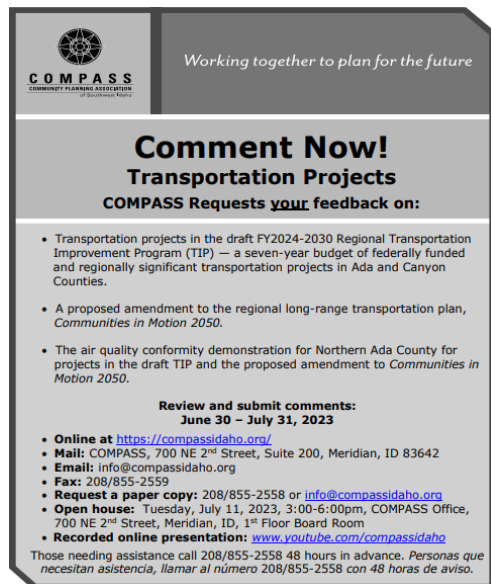


Figure 4: Newspaper Advertisement

Email and Mail. COMPASS sent four emails to 6,033 people publicizing the TIP public comment period. COMPASS mailed 11 postcards on June 29, 2023, to interested individuals who prefer to be contacted via US Mail.

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

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

- Facebook<sup>8</sup>: COMPASS posted information about the public comment period five times from June 30 – July 31, 2023. These Facebook posts resulted in a total audience reach of 14,557 and 475 engagements.
- Twitter<sup>9</sup>: COMPASS tweeted information about the public comment period five times from June 30 – July 31, 2023. These tweets resulted in a total of 1,700 impressions and 25 engagements.
- Instagram<sup>10</sup>: COMPASS posted information about the public comment period seven times from June 30 – July 31, 2023. These posts reached an audience of over 28,000 accounts.
- Nextdoor: COMPASS posted information about the public comment period five times from June 30 – July 31, 2023. This resulted in a total of 130,398 impressions.

Brochure. COMPASS staff updated a brochure explaining the TIP; the English<sup>11</sup> and Spanish<sup>12</sup> versions were posted on the COMPASS website.

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

Comments Received. The public was encouraged to submit written comments throughout the public comment period. Comments were accepted via email, letter,

<sup>8</sup> Facebook: [www.facebook.com/compassidaho](https://www.facebook.com/compassidaho)

<sup>9</sup> Twitter: <https://twitter.com/COMPASSIdaho>

<sup>10</sup> Instagram: [www.instagram.com/compassidaho/](https://www.instagram.com/compassidaho/)

<sup>11</sup> Brochure (English): [https://compassidaho.org/wp-content/uploads/TIPPCBrochure\\_2023.pdf](https://compassidaho.org/wp-content/uploads/TIPPCBrochure_2023.pdf)

<sup>12</sup> Brochure (Spanish): [https://compassidaho.org/wp-content/uploads/TIPPCBrochure\\_Spanish2023.pdf](https://compassidaho.org/wp-content/uploads/TIPPCBrochure_Spanish2023.pdf)

fax, or hard copy or online comment forms. Assistance was offered to those unable to submit comments in writing. Thirty public comments were received (see Appendix F). Figure 5 shows the demographic data collected from public comment forms submitted to COMPASS.

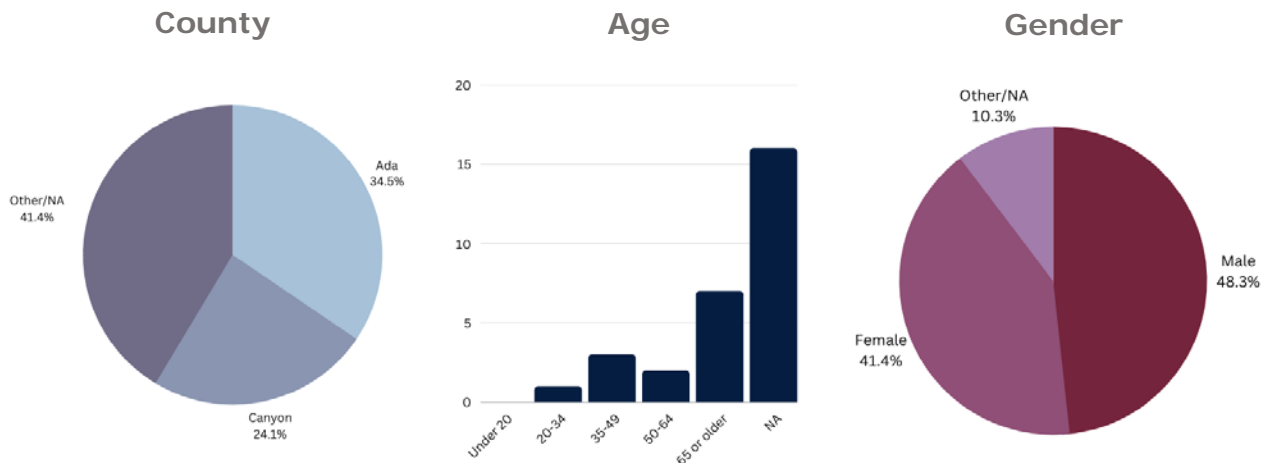


Figure 5: Public Comment Demographic Data

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

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

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

### III. PROJECT SELECTION

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

- Surface Transportation Block Grant – Transportation Management Area (STBG-TMA for Boise Urban Area)
- Transportation Alternatives Program – Transportation Management Area (TAP-TMA for Boise Urban Area)
- Carbon Reduction Program – Transportation Management Area (CRP-TMA)

- Surface Transportation Block Grant – Urban (STBG-LU for Nampa Urban Area)
- Carbon Reduction Program – Large Urban (CRP-LU for Nampa Urban Area)

The CIM 2050 funding policy was adopted by the COMPASS Board of Directors in October 2021 and included in CIM 2050.

### Funding Policy

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

Focus federal formula funds in Ada County (Surface Transportation Block Grant – Transportation Management Area [STBG-TMA]) to maintain the existing transportation network and fill gaps in the alternative transportation system.

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

### Funding Goals

STBG-TMA (Boise Urban Area)

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

STBG-Urban (Nampa Urban Area)

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

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

\*\* See definition of local network improvements below

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



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

Local Network Improvements - Includes all capital improvements to “maintain and improve the infrastructure and operational performance on the current system.”

Work may include:

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

Projects should reflect strategies outlined in the COMPASS [Congestion Management Process](#)<sup>13</sup>.

#### COMPASS Scoring and Ranking Process

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

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

1. Federal funds
  - a. Boise Urban Area:
    - i. STBG-TMA
    - ii. TAP-TMA
    - iii. CRP-TMA
  - b. Nampa Urban Area:
    - i. STBG-LU
    - ii. CRP-LU

The ranking procedure can be found in detail in the [COMPASS Application Guide](#)<sup>14</sup>, Supplemental I (Scoring and Ranking Supplemental).

<sup>13</sup> Congestion Management Process: <https://compassidaho.org/congestion-management/>

<sup>14</sup> COMPASS Application Guide: <https://compassidaho.org/resourcedevelopment/>

Project applications go through a multi-step process between the end of the call for projects and the allocation of funds (programming). Project applications proceed to scoring, then to ranking, before funds are awarded. However, the ranking process varies depending upon the type of project submitted and the type of funding sought. Project applications seeking federal-aid funding are scored before receiving a rank (except for studies and planning products).

#### Projects Outside of COMPASS Administration

Programs managed by other agencies (ITD, VRT, and the Local Highway Technical Assistance Council [LHTAC]) follow the managing agency's application and prioritization process. Processes are currently being identified to allow more involvement of COMPASS in the final selection of projects within the COMPASS Planning Area.

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

## **IV. CONGESTION MANAGEMENT PROCESS**

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

The CMP is used as a tool to identify congestion mitigation needs and support the development of COMPASS' long-range transportation plan, *Communities in Motion*, and its regional transportation improvement program (TIP). The process identifies measures and targets for monitoring progress toward mitigating congestion, as well as management strategies to reduce congestion on the transportation system. The [Congestion Management Systems Process](https://compassidaho.org/wp-content/uploads/2022CongestionManagementSystemTechnicalDocument.pdf) (CMP)<sup>15</sup>, adopted by the COMPASS Board of Directors in April 2022, details how COMPASS implements the congestion management process and provides a "toolbox" of mitigation strategies.

<sup>15</sup> Congestion Management Systems Process: <https://compassidaho.org/wp-content/uploads/2022CongestionManagementSystemTechnicalDocument.pdf>



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

*Table 1: Summary of Congestion Management Process Strategies and Tactics*

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

The CMP also serves as a mechanism for monitoring the effects transportation projects have on system efficiency after they are completed. This information is helpful for monitoring the effectiveness of specific congestion management strategies as projects are funded and constructed/implemented. These findings are published in the 2022 Treasure Valley Congestion Management System Annual Report<sup>16</sup>. The annual report provides a wealth of information about the transportation system in the Treasure Valley, as well as how the developments affect the system.

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

### *Idaho Transportation Department*

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

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

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

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

#### Grant Anticipation Revenue Vehicle (GARVEE)

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

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

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

<sup>16</sup> 2022 CMP Annual Report: <https://compassidaho.org/wp-content/uploads/2022CongestionManagementSystemReport.pdf>

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

TECM funds are limited to the state highway system for projects selected by the Idaho Transportation Board to improve travel times and traffic flow and to mitigate traffic congestion. If the 4.5% in sales tax exceeds \$80 million, the amount above \$80 million is dedicated to local agencies and allocated through the Highway Distribution Account.

#### Sales Tax Anticipated Revenue (STAR)

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

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

ITD receives approximately \$14 million of CMAQ funds per year, of which \$3 million are set-aside for two areas in non-attainment of the National Ambient Air Quality Standards for fine particulate matter (2.5 microns in diameter or less; called "PM<sub>2.5</sub>"): the Cache Valley area in southeast Idaho and the Pinehurst area in north Idaho; neither of which is in the COMPASS planning area. ITD holds these funds, which will eventually lapse or be returned to FHWA if a rescission occurs.

The remaining \$11 million is allowed by federal regulation to be either transferred to another program or used on STBG-eligible activities. ITD chooses to use the CMAQ funds on STBG-eligible activities across the state.

### *Local Agencies*

#### Ada County Highway District

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

ACHD's [Strategic Plan 2035](#)<sup>17</sup> includes two priority focus areas: (1) maintenance and safety needs by asset category (pavement, sidewalks, bridges, traffic signals and materials, and stormwater facilities) and (2) system enhancements for congestion management and relief. According to the ACHD [Integrated Five Year Work Plan](#)<sup>18</sup> (IFYWP), system enhancements in the form of widening a roadway are only intended to reach a corridor's "buildout" – the maximum number of lanes planned for a particular roadway. [ACHD's Master Street Map](#)<sup>19</sup> defines the buildout for each road. Once a road reaches its maximum number of lanes, no more lanes will be added. Congestion may still increase as land uses develop, which may require other measures to maximize efficiency of the network.

As shown in Figure 6, ACHD's IFYWP seeks to implement its Complete Streets Policy and meet the needs of all users with the project limits to take the most advantage of the work going on in the area.



Figure 6: ACHD's Complete Streets Policy

## City of Nampa

According to the City of Nampa's [Transportation Master Plan](#)<sup>20</sup>, the city needs more than 141 network improvement projects through 2040, totaling \$532 million. The city's Transportation Master Plan provides a "path forward" by recommending continuous increases in city funds coupled with greater use of outside funds and many new and creative resources. The City of Nampa continues to explore methods of funding its transportation needs.

## Development Impact Fees

[ACHD](#)<sup>21</sup>; [Canyon Highway District No. 4](#)<sup>22</sup>; Canyon County; and the Cities of Middleton, [Nampa](#)<sup>23</sup>, and Star use impact fee programs under [Idaho Code 67](#)

<sup>17</sup> ACHD Strategic Plan (2016): <https://www.achdidaho.org/AboutACHD/StrategicPlan.pdf>

<sup>18</sup> ACHD IFYWP 2021-2025: <https://engage.achdidaho.org/integrated-five-year-work-plan-ifywp>

<sup>19</sup> ACHD Master Street Map (2020): [https://www.achdidaho.org/Documents/Projects/MasterStreetMap\\_11x17.pdf](https://www.achdidaho.org/Documents/Projects/MasterStreetMap_11x17.pdf)

<sup>20</sup> City of Nampa Transportation Master Plan (2019): <https://cityofnampa.us/DocumentCenter/View/10677/2019-Transportation-Master-Plan->

<sup>21</sup> ACHD Impact Fees: <https://achdidaho.org/Departments/Engineering/DevelopmentServices/impactFees.aspx>

<sup>22</sup> Mid-Star Service Area for Impact Fees: <https://www.canyonhd4.org/about-us/what-we-do/impact-fees/>

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

[Chapter 82](#)<sup>24</sup>. The Idaho Development Impact Fee Act allows collection of fees from developers to cover the costs associated with new developments. Existing transportation deficiencies are covered with other resources.

The City of Caldwell is currently developing their transportation plan. The City anticipates impact fees will be established when the plan is complete.

### *Current Projects in the FY2024-2030 TIP*

The total cost of projects that are expected to improve congestion is about \$1.3 billion. Table 2, below, highlights all the projects in the TIP categorized under the congestion management strategies.

*Table 2: Projects in the FY2024-2030 TIP by CMP Strategy, FY2024-2027*

KN	Projects*	Strategy**	Type of Funds	Programmed Cost***
<b>Transportation Demand Management</b>				
23833	Access to Opportunity, Boise, and Garden City (design only)	TDM-8	Federal	\$6,430,000
22436	Commuteride, ACHD - FY2024	TDM-2	Federal	\$275,000
22386	Commuteride, ACHD - FY2025/2026	TDM-2	Federal	\$336,000
22738	Commuteride, ACHD - FY2026	TDM-2	Federal	\$229,000
23328	Commuteride, ACHD - FY2027	TDM-2	Federal	\$291,000
23324	Garden Street Multi-Use Pathway, Cassia Park to Albion	TDM-8	Federal	\$3,357,000
23915	Pathway, Canyon Street, Phase 1, Nampa	TDM-8	Federal	\$536,000
23917	Pathway, Canyon Street, Phase 2, Nampa	TDM-8	Federal	\$345,000
23307	Pathway, Federal Way and Broadway Avenue Multi-Use Pathway, Boise	TDM-8	Federal	\$1,537,000
22385	Pathway, Greenbelt Completion, Boise State	TDM-8	Federal	\$1,123,000
ORN24222	Pathway, Greenbelt Connection near 52nd Street, Garden City	TDM-8	Federal	\$295,000
23025	Pathway, Grimes City Pathway Extension, Nampa	TDM-8	Federal	\$650,000
ORN24236	Pathway, Matthew Peltzer Trailhead at Wilson Park, Nampa	TDM-8	Federal	\$856,000
NEW1	Pathway, Orr Multi-Use City Pathway, Nampa	TDM-8	Federal and Local	\$2,416,000
13918	Pathway, Rail with Trail, Meridian	TDM-8	Federal	\$540,000

<sup>24</sup> Idaho Code 67 Chapter 82:

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

KN	Projects*	Strategy**	Type of Funds	Programmed Cost***
20542	Pathway, SH-55 (Eagle Road), Franklin to Pine, Meridian	TDM-8	Federal	\$188,000
ORN24228	Pedestrian Crossing Safety Access, ACHD	TDM-8	Federal	\$395,000
22018	Pedestrian Improvements and Widening, Montana Avenue, Caldwell	TDM-1	Federal	\$632,000
20549	Pedestrian Improvements, US 20/26 (Chinden) at 43rd Street, Garden City	TDM-8	Federal	\$287,000
ORN24230	Pedestrian Improvements, West Park, Nampa	TDM-8	Federal	\$334,000
23179	Transit - State Street Premium Corridor, Part 2, Boise Area, VRT^	TDM-1, TDM-8, TDM-9	Federal	\$10,571,000
Subtotal				\$31,623,000
<b>TSMO / ITS</b>				
13905	10th Avenue ITS and Overlay, Caldwell	TSMO-3	Federal	\$2,747,000
23313	Bicycle and Pedestrian, Permanent Automated Counters, Boise, COMPASS	TSMO-3	Federal	\$8,000
13484	Centennial Way Roundabout, Caldwell	TSMO-7	Federal	\$4,015,000
23731	Northside Boulevard and Karcher Road, Intersection Improvements, Nampa	TSMO-7	State	\$5,566,000
23182	SH-44, RWIS near SH-16, Ada County	TSMO-10	State	\$471,000
Subtotal				\$12,807,000
<b>Transit Operations</b>				
23179	Transit - State Street Premium Corridor, Part 2, Boise Area, VRT^	TOI-3	Federal	\$10,571,000
Subtotal				\$10,571,000
<b>Freight and Goods Mobilization</b>				
23731	Northside Boulevard and Karcher Road, Intersection Improvements, Nampa	FR-2	Federal	\$5,566,000
Subtotal				\$5,566,000
<b>Roadway Capacity Improvements</b>				
22017	Cherry Lane, Franklin Boulevard to 11th Avenue North, Rebuild, Nampa^	RC-1	Federal	\$1,730,000
RD216-04	Eagle Road, Lake Hazel Road to Amity Road, Meridian^	RC-1	Local	\$5,260,000
RC0133	Fairview Avenue, Locust Grove Road to SH-55 (Eagle Road), Meridian^	RC-1	Local	\$4,190,000
23095	Five Mile Road Overpass and Widening, Boise^	RC-1	Federal and Local	\$961,000
102497	Franklin Road, McDermott Road to Black Cat Road, Ada County^	RC-1	Local	\$548,000
23437	I-84, Centennial Interchange to Franklin Interchange, Caldwell	RC-1	State	\$115,049,000
23080	I-84, Franklin Road Interchange to Karcher Road Interchange - West, Nampa	RC-1	Federal	\$1,829,000

<b>KN</b>	<b>Projects*</b>	<b>Strategy**</b>	<b>Type of Funds</b>	<b>Programmed Cost***</b>
23336	I-84, Karcher Road Interchange, Nampa	RC-1	Federal and State	\$20,402,000
22712	I-84B (Garrity Boulevard), Stamm Lane Intersection Improvements, Nampa^	RC-1	State	\$1,600,000
RD209-18	Lake Hazel Road, Eagle Road to Cloverdale Road, Ada County^	RC-1	Local	\$12,152,000
RD207-30	Lake Hazel Road, Five Mile Road to Maple Grove Road, Ada County^	RC-1	Local	\$667,000
RD216-05	Lake Hazel Road, Maple Grove Road to Cole Road, Ada County^	RC-1	Local	\$336,000
ORN24099	Linder Road Overpass, Overland Road to Franklin Road, Meridian^	RC-2	Local	\$7,425,000
RD209-28	Linder Road, SH-44 (State Street) to Floating Feather Road, Eagle^	RC-1	Local	\$7,702,000
RD207-19	Linder Road, US 20/26 (Chinden) to SH-44 (State), Ada County^	RC-1	Local	\$3,057,000
ORN24229	Middleton Road, SH-55 (Karcher) to Flamingo Avenue, Nampa^	RC-1	Local	\$326,000
13494	Old Highway 30, Plymouth Street Bridge, Caldwell^	RC-1	Federal	\$9,492,000
RD207-01	Orchard Street Realignment, Gowen Road to Victory Road, Boise^	RC-1	Local	\$20,350,000
23958	SH-16 and SH-44 Interchange, Star	RC-2	State	\$54,100,000
23409	SH-16, Franklin Road to Ustick Road, Canyon County	RC-2	Federal	\$85,911,000
23956	SH-16, I-84 System Interchange and Franklin Road Interchange, Nampa	RC-2	State	\$86,600,000
23957	SH-16, Ustick Road Interchange and US 20/26 Interchange, Meridian	RC-2	State	\$75,800,000
23408	SH-16, Ustick Road to US 20/26 and SH-44, Ada County	RC-2	State	\$126,604,000
20574	SH-44 (State Street), Star Road to SH-16, Ada County	RC-1	State	\$25,946,000
23638	SH-55, Beacon Light Road to Brookside Lane, Ada County	RC-1	State and Local	\$1,012,000
22715	SH-55 (Karcher Road), Farmway Road to Middleton Road, Canyon	RC-1	State	\$121,600,000
23335	SH-55 (Karcher Road), Pear Lane to Farmway Road, Design, Canyon County	RC-1	State	\$58,400,000
IN210-03	State Street, Hertford Way to Ellens Ferry, Boise^	RC-1	Local	\$7,185,000
22165	US 20/26, I-84 to Middleton Road, Canyon County	RC-1	State	\$110,000
23337	US 20/26, Middleton Road to Star Road, Ada and Canyon Counties	RC-1	State	\$174,100,000
ORN24310	US 20/26, Middleton Road to Star Road, Eastbound, Ada and Canyon Counties	RC-1	State	\$56,460,000
ORN24309	US 20/26, Middleton Road to Star Road, Westbound, Ada and Canyon Counties	RC-1	State	\$84,720,000
20594	US 20/26 (Chinden), Linder Road to Locust Grove, Meridian and Eagle	RC-1	State	\$2,700,000

KN	Projects*	Strategy**	Type of Funds	Programmed Cost***
20367	US 20/26 (Chinden), Phyllis Canal Bridge to SH-16, Ada County	RC-1	State	\$266,000
200919	Ustick Road, Black Cat Road to Ten Mile Road, Meridian^	RC-1	Local	\$4,124,000
102502	Ustick Road, McDermott Road to Black Cat Road^	RC-1	Local	\$10,818,000
203719	Ustick Road, Star Road to McDermott Road, Ada County^	RC-1	Local	\$451,000
RD207-24	Ustick Road, Ten Mile Road to Linder Road, Meridian^	RC-1	Local	\$6,370,000
Subtotal				\$1,193,353,000
TOTAL				\$1,256,920,000

As of September 2023.

\*Descriptions of acronyms are available in Appendix A.

\*\*Strategies are defined in the [Congestion Management Systems Process](#) (Appendix A)<sup>25</sup>

\*\*\*Total cost is shown in "year of expenditure" and only costs programmed between FY2024 and FY2027.

^Main focus of the project is roadway widening, but also includes TDM measures (TDM-8). (Projects are not listed under the TDM section.)

## *Additional Projects*

### Local Expansion for Public Transportation

In FY2023, the City of Meridian started a fixed line service within the City of Meridian and the City of Eagle started an OnDemand service within the City of Eagle.

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

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

<sup>25</sup> Congestion Management System Technical Document : <https://compassidaho.org/wp-content/uploads/2022CongestionManagementSystemTechnicalDocument.pdf>



## V. TIP ACHIEVEMENT

### CIM 2050 Performance Measures

CIM 2050 was adopted in December 2022 and includes the following broad [goals](#)<sup>26</sup>:








- Economic Vitality
- Safety
- Convenience
- Quality of life

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



### Federal Performance Measures

The federal transportation authorization bills, *Infrastructure Investment and Jobs Act* emphasizes performance-based planning and programming. MPOs have the option to either create regional targets or support statewide targets. For the roadway targets, the COMPASS Board of Directors chose to assist ITD in obtaining federal targets on a statewide basis, rather than to set specific regional targets. For transit-related targets, the COMPASS Board of Directors chose to assist VRT and ITD to meet targets set by their respective Boards of Directors. Table 3 shows the federal target areas and deadlines for reporting.

Table 3: Federal Performance Measures

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

<sup>26</sup> CIM 2050 Goals: [https://cim2050.compassidaho.org/wp-content/uploads/2022/07/CIM\\_2050\\_Performance\\_Measures\\_Final.pdf](https://cim2050.compassidaho.org/wp-content/uploads/2022/07/CIM_2050_Performance_Measures_Final.pdf)

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

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

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

### **TIP Achievement**

Each project funded in the TIP supports one or more COMPASS performance measure as identified in CIM 2050; many projects also support federally required performance measures. The TIP combines the goals, objectives, and performance measures from CIM 2050 with the federally required performance measures into TIP Achievement categories. Table 4 provides a matrix demonstrating how the TIP achievement categories reflect performance measures.

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

Table 4: TIP Achievement Categories

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

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

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

## TIP Achievement Reporting

To further report on the support of CIM 2050 performance measures and federal performance measures, Table 5 provides an analysis of the distribution of funding and number of projects across all TIP achievement categories. A project may meet the goals of multiple performance measures. These measures are not weighted but are divided based on the number of performance measures for each project. For example, if a project meets the goals of two performance measures, 50% of the project cost is reported for each measure.

Table 5: Analysis of TIP Achievement, FY2024-2030

TIP Achievement Category	Number of Projects*	Dollar Amount**	Percentage of Dollar Amount
Active Transportation	70	\$139,503,000	8.10%
Health	19	\$26,825,000	1.56%
Open Space	20	\$25,407,000	1.48%
Asset Management	36	\$186,359,000	10.82%
Transit Asset Management	17	\$41,663,000	2.42%
Public Transportation	33	\$67,918,000	3.94%
Safety	108	\$531,479,000	30.86%
Support	32	\$35,950,000	2.09%
System Performance	40	\$413,026,000	23.98%
Bridge	1	\$7,117,000	0.41%
Freight Movement	2	\$4,632,000	0.27%
NHS Reliability (Level of Travel Time Reliability)	21	\$242,538,000	14.08%
		\$1,722,417,000	

As of September 2023.

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

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

## Active Transportation

Active transportation relates to non-motorized modes of transportation and includes walking, biking, rolling, or other modes that require activity. There are no specific federal targets for active transportation other than safety targets, which are included in the safety section for performance measures. Projects that may be included for improvements to active transportation include everything from building a sidewalk or maintaining a pathway, to educating elementary school students on how to walk and bike safely.

There are 59 projects totaling more than \$368 million currently programmed in the TIP that include some aspects of active transportation. Many of the projects include multiple facets of transportation in one project, such as ACHD projects for pavement improvement, which include roadway rehabilitation, ramp improvements to meet the Americans with Disabilities Act (ADA) requirements, and sidewalk improvements including filling gaps in the existing sidewalk network.

### *Health*

There are two goal subsets for active transportation. Projects that connect the user to grocery stores and public schools are considered a health benefit. These types of trips are necessary and provide benefits to the user's health and education.

Twenty-one projects are specific to the health subset, with a total of about \$64 million budgeted through FY2027.

### *Open Space*

Connections to open spaces such as parks, rivers, and lakes, also provide health benefits, but are considered more recreational in nature. The open space subset includes projects to expand or improve a greenbelt or other connections to open spaces throughout the Treasure Valley. Seventeen projects are specific to the open space subset, with a total of about \$53 million budgeted through FY2027.

### *Progress on Active Transportation*

Table 6 provides current tracking data on various measures for active transportation. COMPASS staff reworked the measurements and data used for this section to tune the data at a more granular level. Most data is no longer comparable to previous reports. Trends will be shown in future iterations of this report.

*Table 6: Active Transportation System Tracking*

<b>Category</b>	<b>Description</b>	<b>Percent/Miles</b>
Walkability: public schools	Percentage of households within ½ mile walk of a school that can access the school using the walkable network	53.80%
Walkability: transit stops	Percentage of households within ½ mile walk of a transit stop that can access the stop using the walkable network	71.13%
Walkability: public parks	Percentage of households within ½ mile walk of a public park that can access the park using the walkable network	54.54%
Percentage of roadway (arterial/collectors) with bicycle lanes/multiuse pathways	Percentage of arterial and collector roadway that have existing bikeways as defined as a division of a road marked off with painted lines, for use by cyclists, not including sharrows or other markings within automobile lanes, or multiuse pathways that allow for bicycle travel.	13.2%
Miles of trails and pathways	Percentage of increase of the miles of trails and pathways from previous reporting period	↑ 586.48 (2022) 571.7 (2021) 577 (2019)

Projects listed in Table 7 emphasize active transportation, including the subset categories of Health and Open Space, when appropriate, included in the FY2024-2030 TIP. The costs are shown only for FY2024-2027, as projects beyond the first four years are “illustrative.” Costs are shown in “year of expenditure,” (increased to reflect inflation).

*Table 7: Analysis of Active Transportation Projects, FY2023-2027*

<b>Key Number</b>	<b>Project</b>	<b>Subset</b>	<b>Total Cost FY2024-2027 *</b>
23883	2nd Street South, Safety Improvements, Nampa		\$1,421,000
23833	Access to Opportunity, Boise and Garden City		\$6,430,000
23313	Bicycle and Pedestrian, Permanent Automated Counters, Boise, COMPASS		\$8,000
22017	Cherry Lane, Franklin Boulevard to 11th Avenue North, Nampa	Health, Open Space	\$1,730,000
RD216-04	Eagle Road, Lake Hazel Road to Amity Road, Meridian	Health	\$5,260,000
RC0133	Fairview Avenue, Locust Grove Road to SH-55 (Eagle Road), Meridian	Health, Open Space	\$4,190,000
23095	Five Mile Road Overpass and Widening, Boise	Health	\$3,010,000
102497	Franklin Road, McDermott Road to Black Cat Road, Ada County		\$6,995,000
23324	Garden Street Multi-Use Pathway, Cassia Park to Albion Street, Boise	Open Space	\$3,357,000
22602	Indiana and Orchard Shared Roadway, Canyon County	Open Space	\$5,041,000
RD207-30	Lake Hazel Road, Five Mile Road to Maple Grove Road, Ada County	Health, Open Space	\$667,000
RD209-18	Lake Hazel Road, Eagle Road to Cloverdale Road, Ada County	Health, Open Space	\$12,152,000
RD216-05	Lake Hazel Road, Maple Grove Road to Cole Road, Ada County	Open Space	\$4,061,000
ORN24099	Linder Road Overpass, Overland Road to Franklin Road, Meridian		\$7,425,000
RD209-28	Linder Road, SH-44 (State Street) to Floating Feather Road, Eagle	Health	\$7,702,000
RD207-19	Linder Road, US 20/26 (Chinden) to SH-44 (State), Ada County	Health, Open Space	\$3,057,000
ORN24229	Middleton Road, SH-55 (Karcher) to Flamingo Avenue, Nampa		\$326,000
22016	Midway Road, SH-55 (Karcher Road) to I-84B, Rehabilitation, Canyon County		\$3,198,000
NEW1	Pathway, Orr Multi-Use City Pathway, Nampa		\$2,416,000
13494	Old Highway 30, Plymouth Street Bridge, Caldwell	Open Space	\$9,492,000
RD207-01	Orchard Street Realignment, Gowen Road to Victory Road, Boise		\$20,350,000
23915	Pathway, Canyon Street, Phase 1, Nampa	Health	\$536,000
23917	Pathway, Canyon Street, Phase 2, Nampa	Health	\$345,000
23307	Pathway, Federal Way and Broadway Avenue Multi-Use Pathway, Boise		\$1,268,000
22385	Pathway, Greenbelt Completion, Boise State	Health, Open Space	\$1,123,000

Key Number	Project	Subset	Total Cost FY2024-2027*
ORN24222	Pathway, Greenbelt Connection near 52nd Street, Garden City		\$295,000
23025	Pathway, Grimes City Pathway Extension, Nampa	Health, Open Space	\$650,000
ORN24236	Pathway, Matthew Peltzer Trailhead at Wilson Park, Nampa	Open Space	\$856,000
13918	Pathway, Rail with Trail, Meridian	Open Space	\$540,000
20542	Pathway, SH-55 (Eagle Road), Franklin Road to Pine Avenue, Meridian		\$105,000
20006	Pavement Preservation and ADA, Phase 3, Boise Area - FY2023		\$1,015,000
ORN24228	Pedestrian Crossing Safety Access, ACHD		\$101,000
22018	Pedestrian Improvements and Widening, Montana Avenue, Caldwell	Health	\$632,000
20549	Pedestrian Improvements, US 20/26 (Chinden) at 43rd Street, Garden City	Health	\$287,000
ORN24230	Pedestrian Improvements, West Park, Nampa	Open Space	\$334,000
20674	Roadway and ADA Improvements, Boise Area – FY2024		\$6,690,000
21896	Roadway and ADA Improvements, Boise Area – FY2026		\$8,294,000
22390	Roadway and ADA Improvements, Boise Area – FY2027		\$8,232,000
22816	Roadway and ADA Improvements, Boise Area – FY2028		\$1,635,000
23323	Roadway and ADA Improvements, Boise Area – FY2029		\$1,313,000
ORN24219	Roadway and ADA Improvements, Boise Area – FY2030		\$1,339,000
20259	Roadway and ADA Improvements, Part 1, Boise Area – FY2023		\$8,336,000
20006	Roadway and ADA Improvements, Part 3, Boise Area – FY2024		\$1,015,000
21910	SR2S, VRT, Ada County – FY2024		\$206,000
23943	SR2S, VRT, Ada County – FY2025		\$210,000
23834	SR2S, VRT, Ada County – FY2026		\$227,000
23306	SR2S, VRT, Ada County – FY2026		\$297,000
22922	SR2S, VRT, Canyon County - FY2022-2025		\$200,000
23924	SR2S, VRT, Canyon County – FY2027		\$50,000
IN210-03	State Street, Hertford Way to Ellens Ferry, Boise	Open Space	\$7,185,000
23179	Transit - State Street Premium Corridor, Part 2, Boise Area, VRT	Health, Open Space	\$10,571,000
22165	US 20/26 (Chinden), I-84 to Middleton Road, Canyon County		\$110,000
20594	US 20/26 (Chinden), Linder Road to Locust Grove, Meridian and Eagle	Health	\$2,700,000
20367	US 20/26 (Chinden), Phyllis Canal Bridge to SH-16, Ada County		\$266,000



Key Number	Project	Subset	Total Cost FY2024-2027*
23337	US 20/26, Middleton Road to Star Road, Ada and Canyon Counties		\$174,100,000
200919	Ustick Road, Black Cat Road to Ten Mile Road, Meridian	Health	\$4,124,000
102502	Ustick Road, McDermott Road to Black Cat Road		\$10,818,000
203719	Ustick Road, Star Road to McDermott Road, Ada County	Health	\$451,000
RD207-24	Ustick Road, Ten Mile Road to Linder Road, Meridian		\$6,370,000
22600	Western Heritage Byway, Swan Falls Road, ACHD	Open Space	\$5,969,000
<b>Total</b>			<b>\$369,232,000</b>

As of September 2023.

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

## Asset Management



### Transit Asset Management

On August 26, 2019, the COMPASS Board of Directors adopted a position to support regional transit asset management targets for "state of good repair" as described in VRT's [Transit Asset Management \(TAM\) Plan](#)<sup>27</sup>.

On June 7, 2021, the VRT Board adopted the TAM Plan for FY2023-2026. The plan outlines the processes and tools used to perform condition assessments, investment prioritization, and target setting to improve the state of good repair of regional public transportation assets. The plan also provides an inventory and condition assessment for all assets under the responsibility of group plan participants: ACHD, Boise State University, and VRT (Table 8).

Table 8: Transit Asset Management Targets

Asset Category	Performance Measure	FY2023 Target	FY2023 Actual	FY2024 Target
Rolling Stock	<b>Age</b> - Percent of revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)	24.67%	25.46%	24.67%
Equipment		12.70%	27.78%	12.70%
Facilities	<b>Condition</b> - Percent of facilities with a condition rating below 3.0	42.86%	10.00%	42.86%

Green highlight = met FY2023 targets

Peach highlight = did not meet FY2023 target

\$38 million in vehicle and equipment replacements (and improvements) is budgeted in the FY2024-2030 TIP between FY2024 and FY2027. The VRT program

<sup>27</sup> Transit Asset Management Plan: <https://www.valleyregionaltransit.org/wp-content/uploads/2021/08/2021TAMPlan.pdf>.

of projects and revenue plan, known as the [Transportation Development Plan](#)<sup>28</sup>, was completed in October 2022, and is the five-year operating and capital budget for the agency.

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

Projects listed in Table 9 emphasize transit asset management (state of good repair) included in the FY2024-2030 TIP. The costs are shown only for FY2024-2027. VRT's TAM Plan is posted on VRT's [website](#)<sup>29</sup>.

*Table 9: Analysis of Transit Asset Management Projects, FY2024-2027*

Key Number	Project	Asset Category	Total Cost FY2024-2027
ORN24221	Transit - Orchard Transit Facility Improvements, VRT, Boise	Facilities	\$1,365,500
18788	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT	Rolling Stock, Equipment, Facilities	\$643,200
19122	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT	Rolling Stock, Equipment, Facilities	\$1,796,400
20659	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY2024	Rolling Stock, Equipment, Facilities	\$1,754,000
21903	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY2025	Rolling Stock, Equipment, Facilities	\$1,793,000
22393	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY2026	Rolling Stock, Equipment, Facilities	\$1,829,000
22815	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY2027	Rolling Stock, Equipment, Facilities	\$1,546,000
18781	Transit - Rolling Stock, Infrastructure, and Technology, Nampa Area, VRT	Rolling Stock, Equipment, Facilities	\$5,898,400
20136e	Transit - Rolling Stock, Infrastructure, and Technology, Nampa Area, VRT	Rolling Stock, Equipment, Facilities	\$1,162,800
20136f	Transit - Vehicle Replacement, ACHD	Rolling Stock, Equipment, Facilities	\$332,000

<sup>28</sup> Transportation Development Plan: <https://www.valleyregionaltransit.org/planning/tdp/>

<sup>29</sup> Transit Asset Management Plan: <https://www.valleyregionaltransit.org/wp-content/uploads/2021/08/2021TAMPlan.pdf>

Key Number	Project	Asset Category	Total Cost FY2024-2027
20136b	Transit - Vehicle Replacements, TVT	Rolling Stock, Equipment, Facilities	\$132,000
23970	Transit, Vehicle Replacements, VRT	Rolling Stock, Equipment, Facilities	\$20,000,000
Total			\$38,252,300

As of September 2023.



### Pavement Condition

On August 20, 2018, the COMPASS Board of Directors adopted a position to support statewide pavement condition targets established by ITD, which is to maintain a certain percentage of pavement on the NHS in “good” condition, as well as maintain a minimum percentage of pavement in “poor” condition (Table 10).

Table 10: Pavement Conditions on the NHS, FY2022-2025 Targets

Type of Roadway	Pavement Condition	FY2021 Regional Condition Percentage	FY2021 Statewide Condition Percentage	FY2022 Regional Condition Percentage	FY2022 Statewide Condition Percentage	FY2022 Target (FY2022-2025)
Interstate	Good	38.90%	58.70%	86.60%	56.20%	> 35%
Interstate	Poor	0.10%	0.30%	0.38%	0.20%	< 4%
Interstate	Other	61.00%	41.00%	13.02%	43.60%	
Total		100%	100%	100%	100%	
Non-Interstate	Good	36.70%	40.3%	42.28%	39.00%	> 20%
Non-Interstate	Poor	0.70%	0.70%	0.79%	0.70%	< 8%
Non-Interstate	Other	62.60%	59.0%	56.93%	60.30%	
Total		100%	100%	100%	100%	

Green highlight = meets FY2022 targets

Peach highlight = does not meet FY2022 targets

Gray = target

2022 pavement conditions are shown on the COMPASS TIP Viewer (interactive map) found on the COMPASS [website](#)<sup>30</sup>.

Pavement condition targets aim to keep a certain percentage of pavement in good condition. It is less costly to keep roads in good condition than to repair roads in poor condition. Costs increase exponentially when more involved treatments are needed to repair them (Figure 7).

<sup>30</sup> COMPASS TIP Viewer:

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

## Prevention Saves Costs

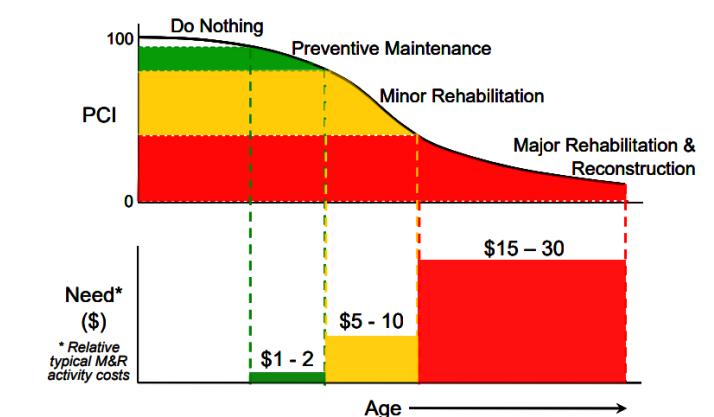


Figure 7: Pavement Asset Management Cycle, graphic from David Hein, PE, ARA, used with permission.

COMPASS currently does not have the tools to estimate exactly how projects will accomplish overall pavement condition goals. However, projects are selected by ITD and local agencies to strategically produce the best treatment for dollars available. Many projects shown in the TIP are “placeholders” for pavement management work. Since projects in the TIP start five years or more from the date they are added, the local agency selects the segments of roadway that are most appropriate for the funding when the design phase begins. Through projects in the FY2024-2030 TIP between FY2024 and FY2027, as projects beyond the first four years are “illustrative,” local agencies plan to spend almost \$111 million on pavement condition improvements:

- Almost \$50 million on pavement condition improvements on local roadways
- About \$2.7 million on local NHS roadways
- As well as additional projects to maintain the existing local system with local funds (not listed in the TIP)

In addition, ITD plans to spend:

- About \$6 million on the interstate
- More than \$52 million on pavement condition improvements on non-interstate NHS roadways.

Details of these projects can be found in Table 11.

Table 11: Projects that Improve Pavement Condition, FY2024-2027

Key Number	Project	NHS			Local, Not NHS
		Interstate	Non-Interstate	Local	
13905	10th Avenue ITS and Overlay, Caldwell			\$2,747,000	
23833	Access to Opportunity, Boise and Garden City				\$6,430,000

Key Number	Project	NHS			Local, Not NHS
		Interstate	Non-Interstate	Local	
19951	Highway 30, Sand Hollow Road to SH-44, Canyon County				\$2,575,000
23080	I-84, Franklin Road Interchange to Karcher Road Interchange - West, Nampa	\$1,829,000			
20212	I-84, Garrity Interchange to Ten Mile Interchange, Canyon and Ada Counties	\$3,980,000			
23544	I-84, Interchange Ramps, Ada and Canyon Counties	\$302,000			
22016	Midway Road, SH-55 (Karcher Road) to I-84B, Rehabilitation, Canyon County				\$3,198,000
20006	Pavement Preservation and ADA, Phase 3, Boise Area - FY2023				\$1,015,000
23983	Reconnecting, Accessibility, and Improving Safety and Equity, Nampa				\$5,000,000
20674	Roadway and ADA Improvements, Boise Area – FY2025				\$6,690,000
21896	Roadway and ADA Improvements, Boise Area – FY2026				\$8,294,000
22390	Roadway and ADA Improvements, Boise Area – FY2027				\$8,232,000
20259	Roadway and ADA Improvements, Part 1, Boise Area – FY2023				\$8,336,000
23546	SH-19, Simplot Boulevard to I-84, Caldwell		\$172,000		
20612	SH-21, Pavement Preservation, Ada and Boise Counties		\$5,690,000		
ORN24117	SH-44, I-84 to Star Road, Ada and Canyon Counties		\$1,636,000		
ORN24118	SH-44, SH-16 to SH-55 (Eagle Road), Canyon and Ada Counties		\$51,000		
23561	SH-45, Deer Flat Road to I-84B, Canyon County		\$627,000		
23626	SH-45, Junction SH-78 to Deer Flat Road, Sealcoat, Canyon County		\$1,243,000		
23542	SH-55 (Eagle Road), I-84 to SH-44, Microseals, Ada County		\$3,004,000		
23163	SH-55, Pavement Preservation, Sealcoat, Owyhee and Canyon Counties		\$917,000		
ORN24054	SH-55, SH-44 (State) to Payette River Bridge, Ada and Boise Counties		\$51,000		
22699	SH-69, Pavement Preservation, Kuna to Meridian		\$3,212,000		
22677	US 20/26 and SH-44, Surface Treatments, Ada and Canyon Counties		\$9,761,000		
ORN24062	US 20, I-84 to SH-55 (Eagle Road), Canyon and Ada Counties		\$4,889,000		
20367	US 20/26 (Chinden), Phyllis Canal Bridge to SH-16, Ada County		\$266,000		
22677	US 20/26 and SH-44, Surface Treatments, Ada and Canyon Counties		\$9,761,000		

Key Number	Project	NHS			Local, Not NHS
		Interstate	Non-Interstate	Local	
23167	US-95, Parma North City Limit to I-84, Canyon and Payette Counties		\$9,390,000		
23162	US-95, Pavement Preservation, Canyon County		\$1,528,000		
<b>Total</b>		<b>\$6,111,000</b>	<b>\$52,198,000</b>	<b>\$2,747,000</b>	<b>\$49,770,000</b>

As of September 2023.

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

Deferred maintenance is no longer required for local agencies in their annual reports and is currently unknown at a regional level.



### Bridge Condition

On August 20, 2018, the COMPASS Board of Directors adopted a position to support statewide bridge condition targets established by ITD, which aim to improve or maintain a certain percentage of bridges in "good" condition and a minimum percentage of bridges in "poor" condition on the NHS (Table 12).

Table 12: Bridge Conditions, FY2022-2025 Targets

Bridge Condition	FY2021 Regional Condition Percentage	FY2021 Statewide Condition Percentage	FY2022 Regional Condition Percentage	FY2022 Statewide Condition Percentage	FY2022 Target (FY2022-2025)
Good	33.00%	20.95%	37.85%	21.81%	>19%
Poor	2.30%	3.52%	3.45%	2.33%	<3%
Other	64.70%	75.53%	58.70%	75.86%	
Total	100.00%	100.00%	100.00%	100.00%	

Green highlight = meets FY2022 targets

Peach highlight = does not meet FY2022 targets

Gray = target/total

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

In the COMPASS planning area, one bridge on the NHS is in poor condition: 10<sup>th</sup> Avenue at Albany Street, just north of the railroad in the City of Caldwell. A replacement project is not yet funded. However, over \$26 million is scheduled for improvements on NHS bridges and almost \$22 million for bridges on non-NHS bridges. See Table 13 for a list of bridge projects in the TIP.

<sup>31</sup> COMPASS TIP Viewer:

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

Table 13: Projects that Improve Bridge Condition, FY2024-2027

Key Number	Project <sup>1</sup>	Current Condition	Year Built	Treatment	Total Project Cost on NHS	Total Project Cost on Non-NHS
23095	*Five Mile Road Overpass and Widening, Boise (bridge over Interstate 84)	Fair	1966	Replace		\$600,000
22878	*Homedale Road, Curve Improvements, Canyon Highway District (Deer Flat North Canal Bridge)	No data	No data	Replace/Widen		\$883,000
23336	I-84, Karcher Road Interchange, Nampa	Good	2006	Widen	\$20,402,000	
RD209-28	*Linder Road, SH-44 (State Street) to Floating Feather Road, Eagle (includes two bridges: Middleton Canal and Foothills Ditch)	No data	No data	Replace/Widen		\$7,702,000
RD207-19	*Linder Road, US 20/26 (Chinden) to SH44 (State), Ada County (Includes bridges: Phyllis Canal South Channel, Boise River Middleton Channel, Boise River North Channel, Boise River)	Good Fair Fair Fair	1990 1993 1991 1992	Widen		\$3,057,000
13494	Old Highway 30, Plymouth Street Bridge, Caldwell	Obsolete	1922	New		\$9,492,000
23879	SH-21, Mores Creek Bridge Repair, Ada County	Fair	1953	Repair	\$6,102,000	
<b>Total</b>					<b>\$26,504,000</b>	<b>\$21,734,000</b>

As of September 2023.

\*Project cost includes the roadway segment.

## Public Transportation



### Operations

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

VRT staff have been working towards further improving service as outlined in [Valley Connect 2.0](#)<sup>32</sup> and the [Transportation Development Plan](#)<sup>33</sup>.

In FY2023, the launch of the Route 30 Pine and Route 45 (BSU/CWI via Fairview route) provided key public transportation service connections from the City of Boise to the Cities of Meridian and Nampa. Also in FY2023, VRT launched a new on-demand bus service in the City of Eagle. The 160 Eagle OnDemand service provides transportation options between 8:00 a.m. and 5:00 p.m., Monday through Friday and serves the City of Eagle and three additional destinations:

- North Gary Lane and Bunch Court, with connections to Route 9 (State Street) and Route 12 (Maple Grove)
- The Village at Meridian, with connections to Route 30 (Pine) and Route 45 (Boise State/CWI via Fairview)
- St Luke's Meridian campus

These changes reinstate public transportation service in the City of Eagle and move VRT closer to the goals outlined in Valley Connect 2.0 by connecting growing areas via public transportation.

In addition to fixed route bus service, VRT provides transportation services for vulnerable persons. The ACCESS program provides transportation within ¾ of mile of fixed routes to persons with disabilities. Starting in October 2024, VRT will also implement the "Beyond ADA" program which reduces the number of individual service providers and makes VRT the primary on-demand transportation service provider to seniors and persons with disabilities within Ada and Canyon Counties. Previously, transportation was contracted to several individual companies with different service areas and hours of operation. The program now has one service area with consistent hours of operation.

On October 2, 2023, the VRT Board of Directors will consider adoption of the [2024 Proposed \[Bus\] Network Redesign](#)<sup>34</sup>. Since proposed service changes will not be implemented until the summer of 2024, they are not included in this edition of the TIP. All transit service route changes will be explained on VRT's website and will be included in the next edition of the TIP.

VRT also received two discretionary grants totaling a combined \$29.9 million. The Rebuilding American Infrastructure with Sustainability and Equity (Raise) Grant will provide transit, roadway, bicycle, and pedestrian improvements along a six-and-

<sup>32</sup> Link to Valley Connect 2.0: [www.valleyregionaltransit.org/planning/valley-connect-2-0/](http://www.valleyregionaltransit.org/planning/valley-connect-2-0/)

<sup>33</sup> Link to the VRT Transportation Development Plan:  
<https://www.valleyregionaltransit.org/planning/tdp/>

<sup>34</sup> Link to 2024 Proposed Network Redesign:  
<https://www.valleyregionaltransit.org/planning/service-changes/>



one-half mile section of State Street/State Highway 44 and the Low or No (Low/No) Emission Vehicle Grant will fund the purchase of eight electric buses and four chargers, as well as workforce training and development.

See Table 14 for a list of public transportation operations projects in the TIP. Over \$34 million is scheduled for the operations of public transportation in the FY2024-2030 TIP. Note that some of the operating costs are funded with local funds by local agencies and are not reported in the TIP.

*Table 14: Projects for Public Transportation Operations, FY2024–2027*

<b>Key Number</b>	<b>Project</b>	<b>Years of Service</b>	<b>Type of Service</b>	<b>Total Cost</b>
20043	Transit - Above and Beyond ADA Paratransit, Nampa Area	2024	Paratransit	\$762,000
19691	Transit - Acquisition of Service, Boise Area, VRT	2024-2027	Purchase of Service	\$2,688,000
19464a	Transit - Acquisition of Service, Nampa Area, VRT	2024-2027	Purchase of Service	\$2,016,000
19983	Transit - Fixed Line Service, Rural Areas, TVT	2024	Operations	\$2,091,000
18786	Transit - Operations - Fixed Route and Mobility Management, Nampa Area, VRT	2024-2027	Fixed Line and Mobility Management	\$6,032,000
19041	Transit - Operations - Mobility Management, Boise Area, VRT	2024-2027	Operations and Mobility Management	\$20,450,000
19464f	Transit – Operations, Kuna Senior Center	2024	Operations	\$48,000
19464g	Transit – Purchase of Service Rural Areas, VRT	2024	Purchase of Service	\$145,000
<b>Total</b>				<b>\$34,232,000</b>

*As of September 2023.*

## Ridership

Total transit ridership from October 1, 2023, through July 31, 2023, increased over 13% from the same period of the prior year. However, total ridership is still down approximately 20% from the same period in FY2019 (pre-pandemic). (Note: not all ridership data is comparable between FY2019 and FY2022 due to availability of data between the two fiscal years, but the data is similar.)

See tabular and graphical representation ridership throughout FY2022 and FY2023 in Appendix B.

# Safety



## Roadway Safety

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

The FY2023 targets are provided below in Table 15. While the current approved FY2023 target (gray) is based on the years 2018-2022, projects in the FY2024 - 2030 TIP will help ITD reach future targets.

Table 15: Safety Targets, FY2023

Idaho	Benchmark	Actual Average	Actual Average	State and Regional Safety Targets
	2013-2017	2021	2022	2023
Fatalities	223	238	232	< 247
Serious Injuries	1,293	1,224	1,242	< 1,285
Fatalities by VMT*	1.33	1.33	1.26	< 1.38
Serious Injury by VMT*	7.74	6.82	6.75	< 7.21
Non-Motorist Fatalities and Serious Injuries	117	116	115	< 120

\*VMT = vehicle miles traveled per 100 million miles

Green highlight = meets FY2023 targets

Gray = target

Projects with an emphasis on safety in the FY2024-2030 TIP are shown in Table 16. Only projects shown between FY2024 and FY2027 are included in the analysis, as projects beyond FY2027 are considered illustrative. An analysis is provided regarding how each project is expected to decrease overall crashes, the finest level of analysis staff can conduct at this time. Reduction in overall crashes based on measures reported in the Crash Modification Factors (CMF) Clearinghouse will result in reduction of fatalities and serious injuries as well, which are the actual targets. (The CMF Clearinghouse contains predictive data based on studies of similar projects across the nation.) Not every safety measure has predictive data to determine changes in crash rates.

Overall, projects that emphasize safety in the FY2024-2030 TIP are projected to prevent an estimated 1,675 crashes in Ada and Canyon Counties. Over \$1.3 billion is budgeted towards projects with safety benefits.

Table 16: Analysis of Safety Projects, FY2024-2027

Key Number	Project <sup>1</sup>	Total Cost*	Counter Measures <sup>2</sup>	Expected % Change Based on CMF <sup>3</sup> Data	Expected Actual Change in Crashes <sup>4</sup>
13905	10th Avenue ITS and Overlay, Caldwell	\$3,042,000	Resurface pavement; lane use control on Interstate.	40.63%	-8.78
23883	2nd Street South, Safety Improvements, Nampa	\$2,070,000	Add streetlights, RRFB crossing, TWTL, left turn lane and 4-5' paved shoulder.	18.34%	-2.68
23313	Bicycle and Pedestrian, Permanent Automated Counters, Boise COMPASS	\$8,000	Purchase permanent bike/ped counter with data processing.	No CMF	N/A
13484	Centennial Way Roundabout, Caldwell	\$4,443,000	From 6-legged to roundabout intersection (not interchange)	41.69%	-12.42
22017	Cherry Lane, Franklin Boulevard to 11th Avenue North, Nampa	\$2,060,000	Rebuild road adding TWTL, pedestrian and bicycle lanes, and intersection improvements.	30.75%	-4.86
RD216-04	Eagle Road, Lake Hazel Road to Amity Road, Meridian	\$5,870,000	Widen to 5 lanes; bike/ped facilities both sides; roundabout.	46.86%	-5.62
RC0133	Fairview Avenue, Locust Grove Road to SH-55 (Eagle Road), Meridian	\$4,790,000	Widen from 5 to 7 lanes; bike/ped facilities both sides.	8.15%	-7.16
23324	Garden Street Multi-Use Pathway, Cassia Park to Albion Street, Boise	\$2,730,000	Multiuse pathway; multiuse bridge over canal; pipe channel.	Zero previous ped crashes	N/A
19951	Highway 30, Sand Hollow Road to SH-44, Canyon County	\$2,994,000	Rebuild highway; lighting; improve intersection; left-turn lanes both approaches.	17.44%	-0.31
22878	Homedale Road, Curve Improvements, Canyon Highway District	\$1,218,000	Widen bridge from 2 to 4 lanes; widen shoulders; thermoplastic rumble strips; flatten curve slopes.	37.28%	-0.30

Key Number	Project <sup>1</sup>	Total Cost*	Counter Measures <sup>2</sup>	Expected % Change Based on CMF <sup>3</sup> Data	Expected Actual Change in Crashes <sup>4</sup>
23181	I-84 and I-184, Signage Replacement, Ada County - FY 2024	\$487,000	Bridge deck preservation; approach maintenance; guardrails.	2.96%	-12.50
23437	I-84, Centennial Interchange to Franklin Interchange, Caldwell	\$122,999,000	Widen Interstate; auxiliary lanes; improve drainage.	36.10%	-19.35
20212	I-84, Garrity Interchange to Ten Mile Interchange, Canyon and Ada Counties	\$4,070,000	Resurface pavement in Nampa and Meridian.	33.74%	-32.12
23336	I-84, Karcher Road Interchange, Nampa	\$28,880,000	ROW to widen I-84 Interchange; running right turn lane; additional lane.	48.50%	-23.96
23803	I-84, Striping - FY2024	\$740,000	Restripe line in Ada, Canyon, Elmore and Payette Counties.	12.90%	-125.13
23804	I-84, Striping - FY2025	\$740,000	Restripe line in Ada, Canyon, Elmore and Payette Counties.	12.90%	-125.13
23805	I-84, Striping - FY2026	\$740,000	Restripe line in Ada, Canyon, Elmore and Payette Counties.	12.90%	-125.13
22712	I-84B (Garrity Boulevard) and Stamm Lane Intersection Improvements, Nampa	\$2,123,000	Increase lanes; upgrade signalization; bike/ped lanes.	9.96%	-0.92
22602	Indiana and Orchard Shared Roadway, Canyon County	\$5,929,000	Four-foot paved shoulder for 1.5 miles.	30.25%	-5.69
RD209-18	Lake Hazel Road, Eagle Road to Cloverdale Road, Ada County	\$12,516,000	Widen to five lanes; bike/ped facilities both sides.	49.45%	-3.76
RD209-28	Linder Road, SH-44 (State Street) to Floating Feather Road, Eagle	\$8,280,000	Widen to five lanes; bike/ped facilities both sides; remove and replace two bridges.	25.13%	-3.87

Key Number	Project <sup>1</sup>	Total Cost*	Counter Measures <sup>2</sup>	Expected % Change Based on CMF <sup>3</sup> Data	Expected Actual Change in Crashes <sup>4</sup>
22016	Midway Road, SH-55 (Karcher Road) to I-84B (Caldwell Boulevard), Caldwell	\$3,634,000	Rehabilitate pavement; shared-use shoulder.	14.20%	-4.57
23731	Northside Boulevard and Karcher Road, Intersection Improvements, Nampa	\$5,566,000	Install roundabout.	41.69%	-4.25
13494	Old Highway 30, Plymouth Street Bridge, Caldwell	\$12,657,000	Construct separate two-lane bridge; convert old bridge to bike/ped bridge.	57.00%	-2.28
RD207-01	Orchard Street Realignment, Gowen Road to Victory Road, Boise	\$21,152,000	Realign and widen to five lanes; bike/ped facilities both sides; three roundabouts; reconstruct intersection.	41.18%	-5.6
23915	Pathway, Canyon Street, Phase 2, Nampa	\$536,000	Construct 12-foot pathway and connect to 10-foot pathway, including drainage on both sides, speed bumps, signage, and RRFB.	40.20%	-0.08
23917	Pathway, Canyon Street, Phase 2, Nampa	\$345,000	Widen pathway; extend 700 feet.	No CMF	N/A
23307	Pathway, Federal Way and Broadway Avenue Multi-Use Pathway, Boise	\$1,537,000	Construct a 10-foot multiuse pathway; bike/ped facilities.	42.80%	-0.09
22385	Pathway, Greenbelt Completion, Boise State	\$1,123,000	Widen pathway from 8 to 12 feet.	No CMF	N/A
23025	Pathway, Grimes City Pathway Extension, Nampa	\$761,000	Construct separated pathway including ADA Bike/Ped facilities, signalized crossing and lighting.	40.12%	-0.48

Key Number	Project <sup>1</sup>	Total Cost*	Counter Measures <sup>2</sup>	Expected % Change Based on CMF <sup>3</sup> Data	Expected Actual Change in Crashes <sup>4</sup>
ORN242 36	Pathway, Matthew Peltzer Trailhead at Wilson Park, Nampa	\$856,000	Construct accessible parking connecting to pathway, including public rest rooms and bike repair station.	33.75%	-0.07
NEW1	Pathway, Orr Multi-Use City Pathway, Nampa	\$2,416,000	Construct additional mile of pathway and add two crossing facilities.	38.88%	-0.08
13918	Pathway, Rail with Trail, Meridian	\$735,000	Multiuse path 1/2 mile long and parallel to railroad tracks; 8-foot separation between road and pathway where possible.	54.00%	-0.11
20006	Pavement Preservation and ADA, Phase 3, Boise Area - FY2023	\$1,109,000	Preserve pavement on two segments; improve adjoining sidewalks to be ADA compliant.	86.00%	-3.96
22018	Pedestrian Improvements and Widening, Montana Avenue, Caldwell	\$846,000	Add sidewalk, pedestrian crossings, and RRFBs.	Zero previous ped crashes	N/A
20549	Pedestrian Improvements, US 20/26 (Chinden) at 43rd Street, Garden City	\$465,000	Pedestrian crossing on highway.	Zero previous ped crashes	N/A
ORN242 30	Pedestrian Improvements, West Park, Nampa	\$334,000	Provide ADA accessibility to park.	Zero previous ped crashes	N/A
20537	Railroad Crossing, Benjamin Lane, Boise	\$384,000	Install railroad crossing signal, including constant warning detection.	Zero previous ped crashes	N/A
20358	Railroad Crossing, Lemp Lane, Canyon County	\$296,000	Crossing signals; gates.	Zero previous ped crashes	N/A
20355	Railroad Crossing, Look Lane, near Caldwell	\$850,000	Relocate/realign crossing; crossing signals; gates; planking.	18.95%	-0.08

Key Number	Project <sup>1</sup>	Total Cost*	Counter Measures <sup>2</sup>	Expected % Change Based on CMF <sup>3</sup> Data	Expected Actual Change in Crashes <sup>4</sup>
ORN24293	Railroad Crossing, South 4th Avenue Closure, Caldwell	\$230,000	Remove railroad crossing.	37.67%	-0.08
20674	Roadway and ADA Improvements, Boise Area - FY2024	\$7,952,000	Preserve pavement; ADA adjoining sidewalks.	23.91%	-6.79
21896	Roadway and ADA Improvements, Boise Area - FY2025	\$9,849,000	Preserve pavement on two segments; ADA adjoining sidewalks.	7.74%	-5.86
22390	Roadway and ADA Improvements, Boise Area- FY2027	\$9,890,000	Preserve pavement; ADA adjoining sidewalks. Would've been higher decrease but no segments specified.	27.20%	-0.05
20259	Roadway and ADA Improvements, Part 1, Boise Area - FY2023	\$9,724,000	Preserve pavement; ADA adjoining sidewalks.	5.27%	-0.35
23958	SH-16 and SH-44 Interchange, Star	\$55,100,000	Construct full interchange.	48.33%	-12.28
23409	SH-16, Franklin Road to Ustick Road, Canyon County	\$85,911,000	Construct new highway segment including adding two lanes each direction, bridge over railroad and irrigation structures.	94.00%	-15.23
23956	SH-16, I-84 System Interchange and Franklin Road Interchange, Nampa	\$86,600,000	Construct highway interchange with interstate and bridge overpass including free flowing ramps.	33.38%	-4.81
23957	SH-16, Ustick Road Interchange and US 20/26 Interchange, Meridian	\$75,800,000	Construct highway bridge overpasses in two places.	75.00%	-19.05
23408	SH-16, Ustick Road to US 20/26, Ada County	\$202,521,000	Construct 4-lane segment with intersections; ramps; construct overpass.	27.95%	-6.99
23879	SH-21, Mores Creek Bridge Repair, Ada County	\$6,902,000	Repair and paint highway bridge and approaches.	No CMF	N/A

Key Number	Project <sup>1</sup>	Total Cost*	Counter Measures <sup>2</sup>	Expected % Change Based on CMF <sup>3</sup> Data	Expected Actual Change in Crashes <sup>4</sup>
20612	SH-21, Pavement Preservation, Ada and Boise Counties	\$5,740,000	Sealcoat highway.	40.45%	-7.69
ORN241 17	SH-44, I-84 to Star Road, Ada and Canyon Counties	\$1,636,000	Sealcoat highway pavement surface.	40.45%	-25.24
20574	SH-44 (State Street), Star Road to SH-16, Ada County	\$27,407,000	Widen highway adding lanes both directions.	57.00%	-20.29
23182	SH-44, RWIS near SH-16, Ada County	\$496,000	Install RWIS	18.00%	-6.80
22717	SH-45 and Locust Lane Intersection, Nampa	\$4,533,000	Highway traffic signal.	44.00%	-2.99
23626	SH-45, Junction SH-78 to Deer Flat Road, Sealcoat, Canyon County	\$1,243,000	Sealcoat highway pavement surface.	40.45%	-8.25
23542	SH-55 (Eagle Road), I-84 to SH-44, Microseals, Ada County	\$3,176,000	Sealcoat highway pavement surface.	22.15%	-118.41
22715	SH-55 (Karcher Road), Farmway Road to Middleton Road, Design, Canyon	\$177,050,000	Widen highway; median traffic separation; signalization each mile; U-turns at half-miles.	184.45%	-155.68
23163	SH-55, Pavement Preservation, Sealcoat, Owyhee and Canyon Counties	\$942,000	Sealcoat highway pavement surface.	40.45%	-4.21
22699	SH-69, Pavement Preservation, Sealcoat, Kuna to Meridian	\$3,237,000	Sealcoat highway pavement surface.	40.45%	-70.71
IN210- 03	State Street, Hertford Way to Ellens Ferry, Boise	\$7,761,000	Widen north/south legs to four lanes and east/west legs to seven lanes; bike/ped transit facilities.	31.21%	-8.55
ORN242 21	Ten Mile Road, Victory Road to Overland Road, Meridian	\$2,731,000	Widen to five lanes; bike/ped facilities both sides.	56.50%	-6.22



Key Number	Project <sup>1</sup>	Total Cost*	Counter Measures <sup>2</sup>	Expected % Change Based on CMF <sup>3</sup> Data	Expected Actual Change in Crashes <sup>4</sup>
23179	Transit - State Street Premium Corridor, Part 2, Boise Area, VRT	\$10,571,000	Accessible bus stops; lighting; multiuse pathway; bicycle crossings and lanes; street crossings.	89.27%	-239.07
ORN24062	US 20/26, I-84 to SH-55 (Eagle Road), Canyon and Ada Counties	\$4,889,000	Sealcoat highway pavement surface.	40.45%	-137.29
ORN24310	US 20, Middleton Road to Star Road, Eastbound, Ada and Canyon Counties	\$56,460,000	Widen highway to five lanes with intersection improvements including signals at every mile.	49.85%	-38.28
ORN24309	US 20, Middleton Road to Star Road, Westbound, Ada and Canyon Counties	\$84,720,000	Widen highway to five lanes with intersection improvements including signals at every mile.	49.85%	-38.28
22165	US 20/26 (Chinden), I-84 to Middleton Road, Canyon County	\$60,492,000	Widen highway to six lanes with continuous median traffic separator and U-turns; add two more signals.	56.10%	-31.08
22677	US 20/26 and SH-44, Surface Treatments, Ada and Canyon Counties	\$9,922,000	Surface treatments to four segments in Ada and Canyon Counties	23.40%	-113.26
23167	US-95, Parma North City Limit to I-84, Canyon and Payette Counties	\$9,500,000	Resurface pavement on rural highway.	26.00%	-4.00
ORN24079	US-95, Sign Face Replacement – FY2024	\$816,000	Update and replace all sign faces.	No CMF	N/A
23162	US-95, Pavement Preservation, Canyon County	\$1,578,000	Sealcoat highway pavement surface.	30.65%	-7.48
200919	Ustick Road, Black Cat Road to Ten Mile Road, Meridian	\$4,517,000	Widen roadway; bike/ped facilities both sides.	36.20%	-6.59
102502	Ustick Road, McDermott Road to Black Cat Road	\$10,818,000	Widen roadway to five lanes and add bike/ped facilities on both sides.	39.28%	-4.08

Key Number	Project <sup>1</sup>	Total Cost*	Counter Measures <sup>2</sup>	Expected % Change Based on CMF <sup>3</sup> Data	Expected Actual Change in Crashes <sup>4</sup>
RD207-24	Ustick Road, Ten Mile Road to Linder Road, Meridian	\$7,074,000	Widen roadway to five lanes; bike/ped facilities both sides.	32.22%	-6.44
22600	Western Heritage Byway, Swan Falls Road, ACHD	\$6,754,000	Add five-foot shoulders; improve accessibility.	29.00%	-1.51
Total Cost and Projected Reduction in Crashes		\$1,326,873,000			-1,675.23 crashes

As of September 2023.

\*Costs shown in year of expenditure (inflated).

<sup>1</sup>Only safety projects with construction in the first five years of the TIP are included in this table.

<sup>2</sup>Only safety improvements that have Crash Modification Factors applied are analyzed here.

<sup>3</sup>CMF=Crash Modification Factors

<sup>4</sup>Based on crash history. Information is not available for every safety-related project.



### *Public Transportation Safety*

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

Targets were set based on historical data gathered through reviewing trending information over the past two years. These data are collected monthly and analyzed to ensure Valley Regional Transit is progressing toward the targets. Table 17 provides the safety targets and safety performance for public transportation. Updates were not available in time for this report.

Table 17: Valley Regional Transit Public Transportation Safety Targets, FY2022

	FY2022 Target Fixed Route	FY2022 Actual Fixed Route	FY2022 Target Demand- Response	FY2022 Actual Demand- Response
<b>Fatalities</b>				
Total number of fatalities reported to the NTD	0	0.00	0	0.00
Rate of fatalities per total VRM	0	0.00	0	0.00
<b>Injuries</b>				
Total number of injuries reported to the NTD	2	7.00	3	1.00
Rate of injuries per total VRM	0.12	0.00	0.03	0.00002
<b>Safety Events</b>				
Total number of safety events reported to the NTD	5	14.00	3	1.00
Rate of safety events per total VRM	0.21	1.001130	0.34	0.162785
<b>System Reliability</b>				
Mean distance between major mechanical failures by mode (VRM)	16,643.92	26,892.69	11,151.84	87,758.29

Approved November 2022.

NTD=National Transit Database

VRM=Vehicle Revenue Miles

Green highlight = meets FY2022 targets

Peach highlight = does not meet FY2022 targets

Gray = target

## Support

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

Approximately \$25 million is programmed for planning and studies to further transportation improvements from FY2024 through FY2027. See Table 18 for a list of support projects in the TIP System.

Table 18: Support Projects, FY2024-2027

Key Number	Project	Years of Service	Type of Service	Total Cost
18854	Planning and Mobility Implementation, Boise Area, VRT	2024-2027	Planning	\$6,593,000
18842	Planning and Mobility Implementation, Nampa Area, VRT	2024-2027	Planning	\$2,436,000
21889	Planning, COMPASS – FY2024	2024	Planning	\$273,000
22387	Planning, COMPASS – FY2025/2026	2025	Planning	\$430,000

Key Number	Project	Years of Service	Type of Service	Total Cost
22800	Planning, COMPASS – FY2026	2026	Planning	\$232,000
23327	Planning, COMPASS – FY2027	2027	Planning	\$331,000
22494	Planning, FHWA Metropolitan Planning Funds, COMPASS – FY2024	2024	Planning	\$1,466,000
22998	Planning, FHWA Metropolitan Planning Funds, COMPASS – FY2025	2025	Planning	\$1,495,000
23401	Planning, FHWA Metropolitan Planning Funds, COMPASS – FY2026	2026	Planning	\$1,525,000
23772	Planning, FHWA Metropolitan Planning Funds, COMPASS – FY2027	2027	Planning	\$1,525,000
19144	Planning, FTA Metropolitan Planning Funds, COMPASS	2024-2027	Planning	\$1,832,000
23182	SH-44, RWIS near SH-16, Ada County	2024	Data Collection	\$471,000
22394	Study, Big Data Purchase, COMPASS	2025	Study	\$150,000
ORN24233	Study, Carbon Reduction Strategy, COMPASS	2024	Study	\$180,000
23312	Study, Coordinate Local Waterway-Pathway Plans, COMPASS	2025	Study	\$120,000
23341	Study, I-84, SH-44 to Centennial Way, Canyon County	2024	Study	\$2,650,000
NEW2	Study, Interchange Justification Report, I-84 and Ustick Road, Caldwell	2024	Study	\$700,000
ORN24237	Study, Interchange Modification Report, I-84 and SH-16, Nampa	2024	Study	\$400,000
ORN24238	Study, SH-45 Realignment NEPA, Nampa	2024-2025	Study	\$600,000
23320	Study, Smart Corridors, Nampa Area, COMPASS	2027	Study	\$140,000
23677	Study, Transportation Demand Management Plan, COMPASS	2027	Study	\$150,000
ORN24079	US-95, Sign Face Replacement - FY2024	2024	Replace Signs	\$816,000
Total				\$24,515,000

As of September 2023.

## System Performance

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

Over \$1.1 billion is budgeted to improve system performance in various ways in Ada and Canyon Counties in the FY2024-2030 TIP between FY2024 and FY2027 (Table 19).

Table 19: Projects that Improve System Performance, FY2024-2027

Key Number	Project	Entity/NHS?	Treatment	Total Project Cost
13905	10th Avenue ITS and Overlay, Caldwell	Non-Interstate/Yes	Overlay and ITS	\$2,747,000
13484	Centennial Way Roundabout, Caldwell	Non-Interstate/Yes	Roundabout	\$4,015,000
RD216-04	Eagle Road, Lake Hazel Road to Amity Road, Meridian	Non-Interstate/No	Widen	\$5,870,000
RC0133	Fairview Avenue, Locust Grove Road to SH-55 (Eagle Road), Meridian	Non-Interstate/Yes	Widen	\$4,190,000
102497	Franklin Road, McDermott Road to Black Cat Road, Ada County	Non-Interstate/No	Widen	\$548,000
23437	I-84, Centennial Interchange to Franklin Interchange, Caldwell	Interstate/Yes	Widen	\$115,049,000
23080	I-84, Franklin Road Interchange to Karcher Road Interchange - West, Nampa	Interstate/Yes	Widen	\$1,829,000
23336	I-84, Karcher Road Interchange, Nampa	Interstate/Yes	Widen	\$20,402,000
22712	I-84B (Garrity Boulevard) and Stamm Lane Intersection Improvements, Nampa	Interstate/Yes	Intersection Improvements	\$1,600,000
RD209-18	Lake Hazel Road, Eagle Road to Cloverdale Road, Ada County	Non-Interstate/No	Widen	\$12,152,000
RD207-30	Lake Hazel Road, Five Mile Road to Maple Grove Road, Ada County	Non-Interstate/No	Widen	\$667,000
RD216-05	Lake Hazel Road, Maple Grove Road to Cole Road, Ada County	Non-Interstate/No	Widen	\$336,000
ORN24099	Linder Road Overpass, Overland Road to Franklin Road, Meridian	Non-Interstate/No	New Overpass and Widen	\$7,425,000
RD209-28	Linder Road, SH-44 (State Street) to Floating Feather Road, Eagle	Non-Interstate/No	Widen	\$7,702,000
ORN24299	Middleton Road, SH-55 (Karcher) to Flamingo Avenue, Nampa	Non-Interstate/No	Widen	\$326,000
23731	Northside Boulevard and Karcher, Intersection Improvements, Nampa	Non-Interstate/Yes	Roundabout	\$5,566,000
13494	Old Highway 30, Plymouth Street Bridge, Caldwell	Non-Interstate/No	Widen	\$9,492,000
RD207-01	Orchard Street Realignment, Gowen Road to Victory Road, Boise	Non-Interstate/No	Realign and Widen	\$20,350,000
23958	SH-16 and SH-44 Interchange, Star	Non-Interstate/No*	New	\$54,100,000
23409	SH-16, Franklin Road to Ustick Road, Canyon County	Non-Interstate/No*	New	\$85,911,000

Key Number	Project	Entity/NHS?	Treatment	Total Project Cost
23957	SH-16, Ustick Road Interchange and US 20/26 Interchange, Meridian	Non-Interstate/No*	New	\$75,800,000
23408	SH-16, Ustick Road to US 20/26, Ada County	Non-Interstate/No	New	\$126,604,000
20574	SH-44 (State Street), Star Road to SH-16, Ada County	Non-Interstate/Yes	Widen	\$25,946,000
22715	SH-55 (Karcher Road), Farmway Road to Middleton Road, Canyon	Non-Interstate/Yes	Widen	\$121,600,000
23335	SH-55 (Karcher Road), Pear Lane to Farmway Road, Design, Canyon County	Widen (design and right-of-way only)	Widen	\$58,400,000
IN210-03	State Street, Hertford Way to Ellens Ferry, Boise	Non-Interstate/No	Widen	\$7,185,000
ORN24310	US 20, Middleton Road to Star Road, Eastbound, Ada and Canyon Counties	Non-Interstate/Yes	Widen	\$56,460,000
ORN24309	US 20, Middleton Road to Star Road, Westbound, Ada and Canyon Counties	Non-Interstate/Yes	Widen	\$84,720,000
22165	US 20/26 (Chinden), I-84 to Middleton Road, Canyon County	Non-Interstate/Yes	Widen	\$110,000
20594	US 20/26 (Chinden), Linder Road to Locust Grove, Meridian and Eagle	Non-Interstate/Yes	Widen	\$2,700,000
20367	US 20/26 (Chinden), Phyllis Canal Bridge to SH-16, Ada County	Non-Interstate/Yes	Widen	\$266,000
23337	US 20/26, Middleton Road to Star Road, Ada and Canyon Counties	Non-Interstate/Yes	Widen	\$174,100,000
200919	Ustick Road, Black Cat Road to Ten Mile Road, Meridian	Non-Interstate/Yes	Widen	\$4,124,000
102502	Ustick Road, McDermott Road to Black Cat Road	Non-Interstate/No	Widen	\$10,818,000
RD207-24	Ustick Road, Ten Mile Road to Linder Road, Meridian	Non-Interstate/Yes	Widen	\$6,370,000
<b>Total</b>				<b>\$1,115,480,000</b>

*As of September 2023.*

In addition to the projects above, which already have construction scheduled, there are many projects with preliminary studies or development that could lead to funding for the construction phase in the future.



## Level of Travel Time Reliability

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

Table 20: Level of Travel Time Reliability Targets, FY2022

NHS Interstate					
Condition	FY2021 Regional Percentage	FY2021 Statewide Percentage	FY2022 Regional Percentage	FY2022 Statewide Percentage	Target (FY2022-2025)
Reliable	95.90	98.80%	95.4%	99.5%	> 90%
Not Reliable	4.10%	1.20%	4.6%	0.5%	
Total	100%	100%	100%	100%	
NHS Non-Interstate					
Condition	FY2021 Regional Percentage	FY2021 Statewide Percentage	FY2022 Regional Percentage	FY2022 Statewide Percentage	Target (FY2022-2025)
Reliable	85.00%	91.10%	91.3%	91.4%	> 70%
Not Reliable	15.00%	8.90%	8.7%	8.6%	
Total	100%	100%	100%	100%	

Green highlight = meets FY2022 target

Travel time reliability provides a more complete look at the on-the-ground experience for the road user than simply reporting congestion, as travel times can vary greatly day-to-day (Figure 8). Congestion on roadways and other factors, such as weather, events, or construction, often makes it difficult to predict how long it will take to travel from one destination to another. One day, it may take 20 minutes to travel from the City of Nampa to the City of Boise, and another day, it may take an hour. The overall goal of level of travel time reliability targets is to make travel times *predictable*. The intent of these targets is not necessarily to decrease the amount of time it takes to travel, although many of the projects will do just that, but to make travel times as consistent and predictable as possible.

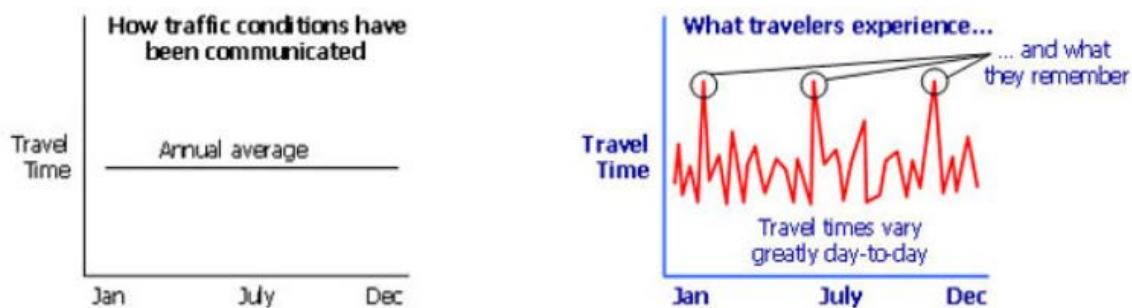


Figure 8: Reliability Measures Capture the Benefits of Traffic Management, from FHWA's Performance Measure Website

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

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

Improvements in the reliability of the NHS due to projects programmed through the TIP will be reported in the Congestion Management Annual Report, discussed in Section IV. A sample of the measurement is provided in Figure 9.

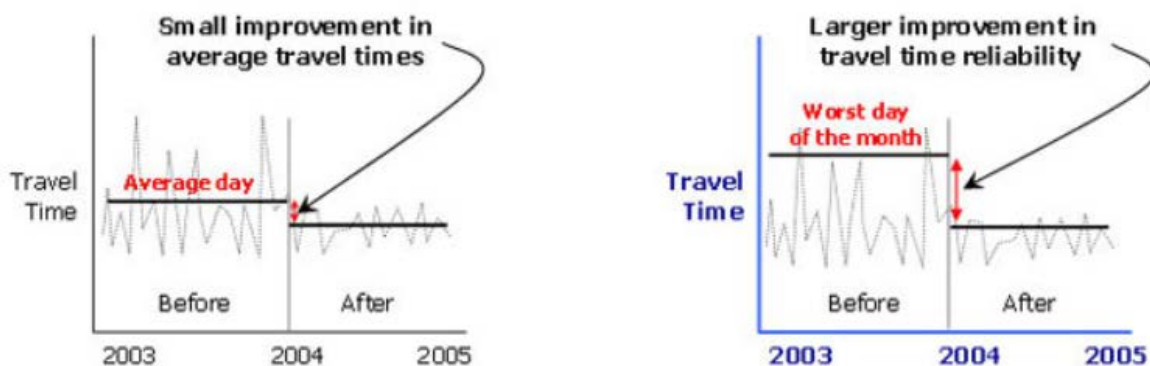


Figure 9: Sample Improvements in Average Travel Times, from FHWA's Performance Measure Website

The 2020 level of travel time reliability on the NHS is provided in the 2021 Congestion Management Annual Report, available on the COMPASS [website](https://compassidaho.org/wp-content/uploads/TreasureValley_AnnualCongestionManagementSystemReport_2021.pdf)<sup>35</sup>. Figure 10, below, is an excerpt of this report showing segments (by direction) that are reliable (gray) and not reliable (red).

<sup>35</sup> 2021 Congestion Management Annual Report: [https://compassidaho.org/wp-content/uploads/TreasureValley\\_AnnualCongestionManagementSystemReport\\_2021.pdf](https://compassidaho.org/wp-content/uploads/TreasureValley_AnnualCongestionManagementSystemReport_2021.pdf)



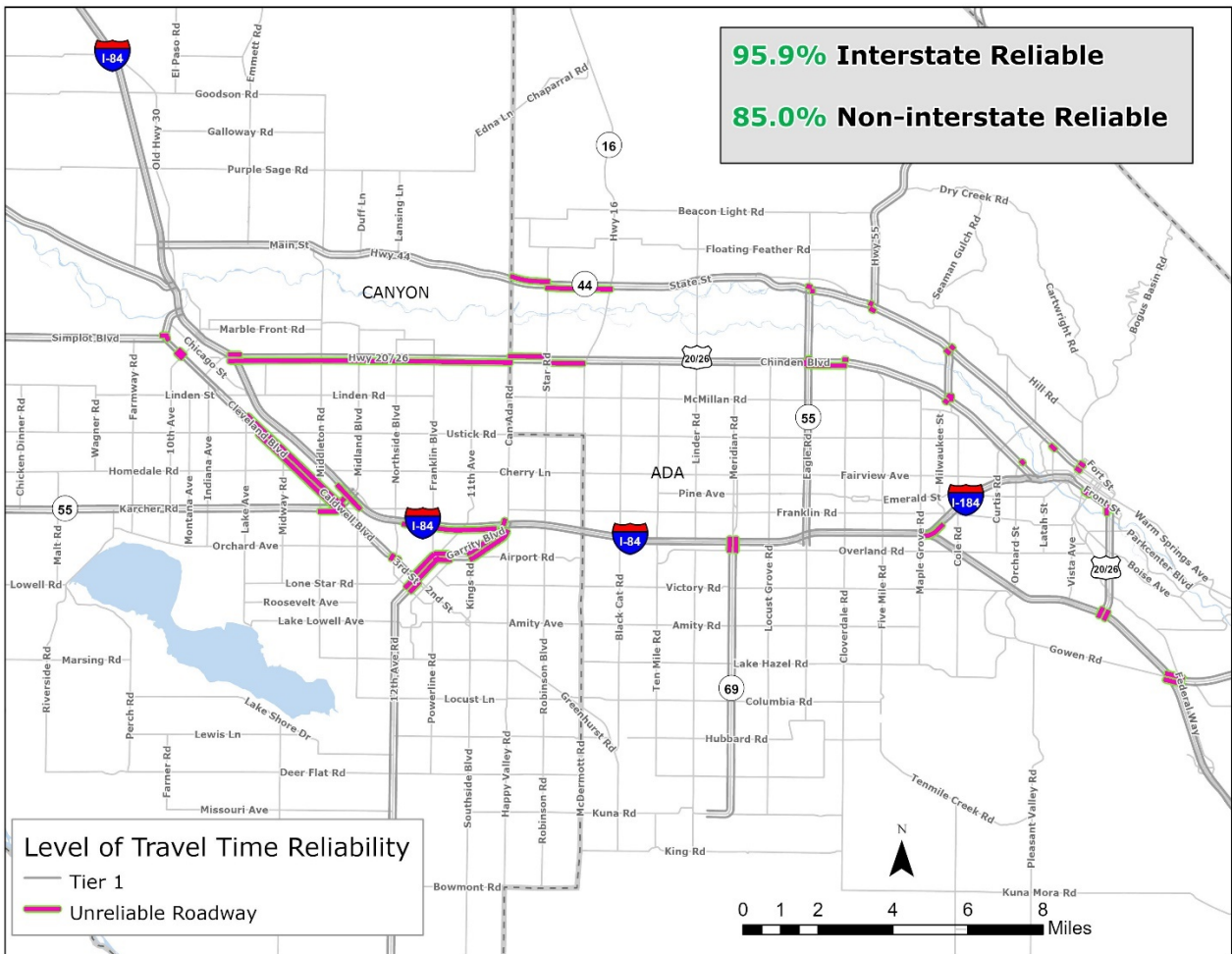


Figure 10: 2021 NHS Level of Travel Time Reliability

In the FY2024-2030 TIP, \$1 billion is budgeted for travel time reliability improvements specifically on the NHS.



### Truck Travel Time Reliability (Freight Movement)

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

Table 21: Truck Travel Time Reliability and FY2022 Target

Interstate					
Condition	FY2021 Regional Reliability Score	FY2021 Statewide Reliability Score	FY2022 Regional Reliability Score	FY2022 Statewide Reliability Score	Target (FY2022-2025)
Reliable	1.46	1.18	1.54	1.21	<1.3

Green highlight = meets 2022 target

Peach highlight = does not meet 2022 target

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

Freight movement is assessed by the Truck Travel Time Reliability (TTTR) Index. Reporting is divided into five periods: morning peak, midday, and afternoon peak Mondays through Fridays; weekends; and overnights for all days. The TTTR ratio is similar to the level of travel time reliability described earlier, but instead of the 80th percentile, truck travel time reliability is assessed by dividing the 95th percentile time by the normal time (50th percentile) for each segment. The maximum TTTR is the comparative number for truck travel on the interstate. See Table 22 for an example of how the index works.

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

Segment: Longer Travel Time (95 <sup>th</sup> ) divided by Normal Travel Time (50 <sup>th</sup> ) = # seconds ÷ by #seconds = TTTR		
Monday - Friday	6am – 10am	TTTR=72 sec ÷ 50 sec = 1.44
	10am – 4pm	TTTR = 1.39
	4pm – 8pm	TTTR = 1.49
Weekends	6am – 8pm	TTTR = 1.31
Overnight	8pm – 6am	TTTR = 1.20
Maximum TTTR		1.49
Measure: TTTR Index <ul style="list-style-type: none"> <li>Length x Max TTTR = Length-weighted TTTR</li> <li>Σ (All segment length weighted TTTR) ÷ Σ (All segment lengths)</li> </ul>		

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

The 2021 truck travel time reliability on the interstate is provided in the 2020 Congestion Management Annual Report, available on the COMPASS [website](#)<sup>36</sup>.

<sup>36</sup> 2021 Congestion Management Annual Report: [https://compassidaho.org/wp-content/uploads/TreasureValley\\_AnnualCongestionManagementSystemReport\\_2021.pdf](https://compassidaho.org/wp-content/uploads/TreasureValley_AnnualCongestionManagementSystemReport_2021.pdf)

Figure 11, below, is an excerpt of this report showing segments that are considered fair (orange) and poor (pink) in regard to truck travel time reliability on the interstate system.

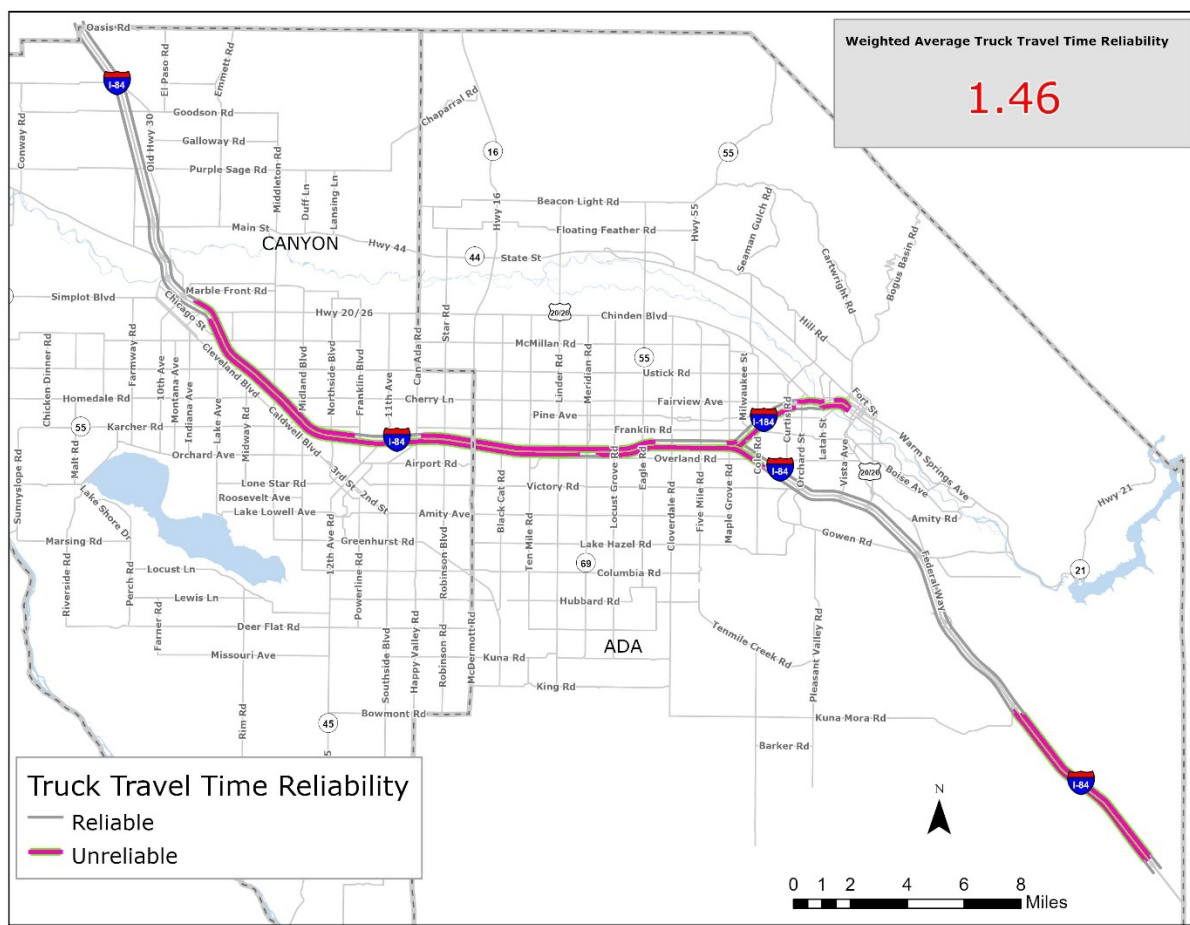


Figure 11: 2021 Truck Travel Time Reliability on the Interstate

Over \$137 million is budgeted to improve truck travel time reliability on Interstate 84 in the FY2024-2030 TIP (Table 23). Within the funded projects, several segments currently not performing well will be widened, which is expected to increase the reliability of these segments and could possibly improve reliability on adjacent segments of the interstate as well. As these projects are completed, COMPASS will report on how truck travel times and the reliability of travel on Interstate 84 change in the [Congestion Management Annual Report](#)<sup>37</sup>.

Several projects were funded over the last few years that are currently under construction. These projects will increase capacity on the interstate in segments currently considered fair to poor in truck travel time reliability.

<sup>37</sup> Congestion Management Process: <http://www.compassidaho.org/prodserv/cms-intro.htm>

Table 23: Projects that Improve Truck Travel Time Reliability on the Interstate, FY2024-2027

Key Number	Project*	Treatment	Total Project Cost
23437	I-84, Centennial Interchange to Franklin Interchange, Caldwell	Widen	\$115,049,000
23080	I-84, Franklin Road Interchange to Karcher Road Interchange - West, Nampa	Widen	\$1,829,000
23336	I-84, Karcher Road Interchange, Nampa	Widen	\$20,402,000
<b>Total</b>			<b>\$141,562,000</b>

As of September 2023.



#### *CMAQ – Emissions*

In October 2020, the COMPASS Board of Directors adopted a position to support the CMAQ emissions target established by ITD. The ITD target is zero, as ITD does not claim “emission reductions” when CMAQ funds are used on a project; therefore, no changes to vehicles emissions because of this funding are reported. See page 16 for more information on how CMAQ funds are used in Idaho.

In November 2023, northern Ada County will reach attainment status and will no longer be eligible to use CMAQ funding.



#### *CMAQ – Traffic Congestion*

The federal performance measures for CMAQ - Traffic Congestion include:

**Peak-Hour Excessive Delay per Capita-** The extent of traffic congestion is measured by the number of transportation system users that are affected by congestion. FHWA measures this by the annual hours of peak hour excessive delay (PHED) per capita on the NHS in the Boise Urbanized Area. The threshold for excessive delay is based on the travel times at 20 miles per hour or 60 percent of the posted speed limit travel time, whichever is greater, and measured in 15-minute intervals. Peak travel hours are defined as 6:00-10:00 a.m. and 3:00-7:00 p.m. each weekday. COMPASS worked in coordination with ITD staff to develop the current target of less than 13 hours annual peak-hour delay per capita by 2025. In 2022, travelers in the Boise Urban Area experienced 3.2 hours of peak-hour excessive delay per capita.

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

## VI. AIR QUALITY CONFORMITY

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

The air quality conformity demonstration finds that the projects contained in the FY2024-2030 TIP meet air quality conformity requirements for Northern Ada County.

The [Northern Ada County PM<sub>10</sub> State Implementation Plan, Maintenance Plan: Ten-Year Update](#)<sup>38</sup> contains motor vehicle emissions budgets for three pollutants: PM<sub>10</sub>, oxides of nitrogen, and volatile organic compounds. Emissions budget tests, as required by 40 Code of Federal Regulations (CFR) 93.118, demonstrate conformity of the FY2024-2030 TIP.

The complete air quality conformity demonstration is available the COMPASS website, [Conformity Demonstration for the FY2024-2030 Regional Transportation Improvement Program, Communities in Motion 2050 amendment, and Communities in Motion 2050](#).

## VII. REGIONALLY SIGNIFICANT PROJECTS

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

40 CFR 93.101 defines a regionally significant project as:

... a transportation project (other than an exempt project) that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals

<sup>38</sup> Northern Ada County Maintenance Plan:  
<https://www2.deq.idaho.gov/admin/LEIA/api/document/download/15913>

themselves) and would normally be included in the modeling of a metropolitan area's transportation network, including at a minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel.

## **VIII. LOCAL PLANNING ACTIVITIES**

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

*2022-2026 Integrated Five-Year Work Plan*, ACHD, January 2022.

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

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

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

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

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

*Congestion Management Process*, COMPASS, April 2022.

*Draft 2024-2028 Integrated Five-Year Work Plan*, ACHD, June 2023.

*Draft FY24 to FY30 Idaho Transportation Investment Program (ITIP)*, Draft for Public Comment, ITD, July 2023.

*I-84 Corridor Operations Plan*, February 2023.

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

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

*Northern Ada County PM<sub>10</sub> State Implementation Plan, Maintenance Plan: Ten-Year Update*, DEQ, March 2013<sup>39</sup>.

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

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

<sup>39</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.

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

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

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

*Valley Connect 2.0, VRT, April 2018.*

## **IX. FINANCIAL CONSTRAINT**

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

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

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

The Infrastructure Investment and Jobs Act (IIJA) (also known as the Bipartisan Infrastructure Law [BIL]), Public Law No 117-58, is the current federal transportation authorization act. The IIJA became law on November 15, 2021, and establishes funding authorization for FY2022 through FY2026.

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

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

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

Program funding levels are reflective of apportionments in the IIJA. FY2027 through FY2029 funding levels are flat-lined based on FY2026 funding levels in IIJA, as IIJA expires in FY2026.

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

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



## 2. State Funding Assumptions

Estimates of state funds available for capital construction consider projected revenues, the reservation of state matching funds for federal aid, and other operational needs not shown in ITD's funding program.

The amount of state highway funding can be impacted by legislation passed in any given year. There were several bills passed during the FY2022 legislative session that influenced transportation funding.

**House Bill 772** authorized General Fund transfers of \$120,000,000 to the Strategic Initiative Program and \$80,000,000 to the Local Highway Distribution Fund.

**House Bill 787** authorized a General Fund transfer of \$100,00,000 to the Transportation Expansion and Congestion Mitigation (TECM) fund and approved bonding up to \$325,000,000.

**Senate Bill 1231** repealed the requirement to provide a report on collection and use of House Bill 312 revenue.

**Senate Bill 1359** authorized a General Fund transfer of \$252,900,000 million to dedicated funds of which went to the Aeronautics Program, \$18,000,000 went to the Strategic Initiatives Program, \$210,000,000 went to the Strategic Initiatives (Local) Program, and \$18,500,000 went to the GARVEE Debt Service Fund.

The estimated state funding for FY2023 through FY2029 for highway capital construction ranges from \$232,800,000 to \$433,9000,000 annually.

## 3. Bonding Debt Assumptions

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

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

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

Estimated debt service is approximately \$64,600,000 annually, including the original \$857,000,000 and the new \$300,000,000 legislative authorization. Approximately \$60,000,000 of the debt service are federal funds and approximately \$4,600,000 are state matching funds.

In 2022, the Idaho Transportation Board approved issuance of \$1.6 billion in bonds as part of the Leading Idaho initiative to fund safety and expansion projects around the state of Idaho. The first bonds were issued in early 2022 for \$216,000,000. Debt service on this first state bond series is approximately \$13,100,000 annually.

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

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

## **C. Reference to MPOs**

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

## **Financial Status of ITD Projects**

The FY2024-2030 STIP provides financial data and financial constraint for ITD projects.

ITD seeks to make the best use of its resources and assets through a mixture of performance management and financing options. Idaho's transportation revenue comes from three sources. The State of Idaho receives 34% of its transportation funds from federal revenues such as the National Highway Trust Fund and the Airport and Airways Trust Fund, 51% from state revenues generated by transportation-related taxes and fees paid by Idaho citizens into the state's Highway Distribution Account (HDA) and air-fuel tax accounts, and 15% from other revenues such as local match (Table 24).

Table 24: ITD Appropriations – FY2024 (as of August 30, 2023)

<b>Fund Sources</b>	<b>State</b>	<b>Federal</b>	<b>Other</b>	<b>Total</b>
Distribution of Highway User Revenue to ITD	\$338.9	-	-	\$338.9
Cigarette Tax – for Debt Service (state match)	\$4.7	-	-	\$4.7
Cigarette Tax – for Transportation Expansion/Congestion Mitigation (TECM)	-	-	-	-
4% Sales Tax – for Transportation Expansion/Congestion Mitigation (TECM)	\$81.3	-	-	\$81.3
Aviation Fuel Tax	\$2.3	-	-	\$2.3
Federal	-	\$503.0	-	\$503.0
Local Match	-	-	\$7.5	\$7.5
Services for State Agencies	-	-	\$0.3	\$0.3
Miscellaneous State	\$43.1	-	-	\$43.1
FHWA Funds Appropriated as State	-	-	-	-
General Fund Transfer In	\$282.4	-	\$210.0	\$492.4
Beginning Cash	\$7.0	-	-	\$7.0
Cash Adjustment	-	-	-	-
<b>Total Fund Sources</b>	<b>\$759.6</b>	<b>\$503.0</b>	<b>\$217.8</b>	<b>\$1,480.4</b>

<b>Expenditures</b>				
Personnel	\$133.6	\$17.6	\$0.4	\$151.6
Operating	\$108.6	\$14.4	\$0.2	\$123.2
Capital Facilities	\$24.7	-	-	\$24.7
Equipment	\$56.9	-	-	\$56.9
Sub-Grantee (Pass-Through)	\$1.7	\$34.1	-	\$35.8
Contract Construction and Right-of-Way Acquisition	\$453.4	\$398.4	\$7.2	\$859.0
TECM Debt Service and Capital Project Fund	\$61.2	-	-	\$61.2
<b>Total Expenditures</b> (spending authority)	<b>\$840.1</b>	<b>\$464.5</b>	<b>\$7.8</b>	<b>\$1,312.4</b>

61.1% 38.3% 0.6%

<b>GARVEE Debt Service</b>	\$4.7	\$60.2	-	\$64.9
<b>TECM Debt Service</b>	\$20.0	-	-	\$20.0

<b>Total Program Funding</b>	<b>\$864.8</b>	<b>\$524.7</b>	<b>\$7.8</b>	<b>\$1,397.2</b>
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61.9% 37.6% 0.6%

Funds in Excess of Appropriation	(\$105.2)	(\$21.6)	\$210.0	\$83.2
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Amounts in millions and rounded and may not add, due to rounding.

Report provided by ITD.

HDA revenue is obtained from various sources and distributed to multiple agencies. ITD's revenue forecast (Table 25) provides the summary of how these funds are forecasted for FY2024.

Table 25: ITD Highway User Revenue - FY2024

Revenue Sources	HDA	New Revenue	Total
<b>Motor Fuel Taxes</b>	\$319.2	\$80.2	\$399.4
Less: Parks, Tax Commission, Refunds, Railroad, Bridge Inspection	(\$25.6)		(\$25.6)
Less: Ethanol transfer to ITD	(\$19.9)		(\$19.9)
Net Motor Fuel to Distribute	\$273.7	\$80.2	\$353.9
<b>Registrations</b>	\$132.5	\$43.2	\$175.7
<b>Other</b>	\$12.5	\$0.0	\$12.6
<b>Net to Distribute</b>	<b>\$418.7</b>	<b>\$123.5</b>	<b>\$542.1</b>

Distributions	HDA	New Revenue	Total
<b>ITD</b> (58% HDA) / (60% New Revenue)	\$244.9	\$74.1	\$319.0
<b>Ethanol Transfer to ITD</b>	\$19.9	\$0.0	\$19.9
<b>Total to ITD</b>	<b>\$264.8</b>	<b>\$74.1</b>	<b>\$338.9</b>
<b>Idaho State Police</b> (3% HDA) / (0% New Revenue)	\$8.4	0.0	\$8.4
<b>Locals</b> (39% HDA) / (40% New Revenue)	\$165.4	\$49.3	\$214.7
<b>Total Distributions</b>	<b>\$438.6</b>	<b>\$123.4</b>	<b>\$562.0</b>

Sub-Allocation of Locals Distribution	HDA	New Revenue	Total
<b>Locals</b> (39% HDA) / (40% New Revenue)	<b>\$165.4</b>	<b>\$49.3</b>	<b>\$214.7</b>
Less: LHTAC	(\$0.6)	(\$0.2)	(\$0.8)
Net Local to Distribute	\$164.8	\$49.1	\$213.9
Cities (30%)	\$49.4	\$14.7	\$64.1
Counties and Highway Districts (70%)	\$115.4	\$34.4	\$149.8

Amounts in millions and rounded and may not add, due to rounding.

Based on August 2023 Forecast

New revenue is the result of 2015 legislation (HB312)

Report provided by ITD.

ITD's STIP outlines the department's transportation revenues and expenditures for capital improvement and preservation projects from FY2023 through FY2029. It contains projects impacting highways, public transportation, aeronautics, bicycle and pedestrian facilities, and safety that will both maintain and improve a wide variety of transportation choices in all areas of the state. It also includes reference to projects found in Idaho's five MPOs' TIPs.

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

Table 26: Available Funding\* with Match vs. Programmed Projects FY2024-2030 **Draft** Idaho Transportation Investment Program (as of 6/29/2023)

Amounts in \$1,000 and rounded and Year of Expenditure.	Idaho Transportation Investment Program (ITIP)															
	Statewide Transportation Improvement Program (STIP)								(PREL for Locals)						Sum FY2024-2030	
	FY2024*		FY2025*		FY2026*		FY2027*		FY2028*		FY2029*		FY2030*			
	Available	Program	Available	Program	Available	Program	Available	Program	Available	Program	Available	Program	Available	Program	Available	Program
Program Name																
Pavement Preservation	77,666	111,054	56,611	53,970	53,018	53,825	54,438	60,868	53,039	46,940	48,019	43,144	48,819	53,831	391,610	423,632
Pavement Restoration	181,221	126,670	132,092	96,027	123,710	97,096	127,022	88,540	123,757	98,588	112,045	102,243	113,911	85,344	913,757	694,508
State Highway System (SHS) Pavements	258,887	237,724	188,703	149,997	176,728	150,921	181,460	149,408	176,796	145,528	160,064	145,387	162,730	139,175	1,305,367	1,118,140
Bridge Preservation	17,575	12,466	17,502	19,902	19,223	19,342	18,846	18,625	18,477	18,596	18,115	18,143	17,759	17,600	127,498	124,674
Bridge Restoration	70,301	71,164	70,010	68,447	76,894	77,990	75,386	75,122	73,908	75,024	72,458	118,373	71,038	115,321	509,994	601,441
SHS Bridges	87,876	83,630	87,512	88,349	96,117	97,332	94,232	93,747	92,385	93,620	90,573	136,516	88,797	132,921	637,492	726,115
Supporting Infrastructure Assets	25,000	24,723	24,510	24,526	24,029	24,049	23,558	25,617	23,096	25,617	22,643	25,350	22,199	25,088	165,036	174,970
Safety – Rest Areas	-	-	-	-	-	-	-	-	-	1,337	-	-	-	-	-	1,337
Safety	12,469	57,015	12,478	31,472	12,487	17,264	12,242	28,379	12,002	58,734	11,767	57,334	11,536	58,915	84,981	309,113
Capacity	87,531	44,618	83,996	48,420	84,787	43,746	84,327	56,933	84,857	28,805	84,034	21,406	77,261	-	586,794	243,928
Safety & Capacity Total	100,000	101,633	96,475	79,892	97,274	61,010	96,569	85,312	96,859	87,539	95,801	78,740	88,797		671,775	494,126
(Row 4+7+8+9+12) SHS CORE	471,763	447,710	397,200	342,764	394,148	333,312	395,819	354,084	389,136	353,641	369,081	385,993	362,523	297,184	2,779,670	2,514,688
Early Development	-	732,215	-	599,100	-	128,565	-		-		-	217	-		-	1,460,097
Leading Idaho (TECM)	130,000	130,000	130,000	61,758	130,000	30,000	130,000		130,000		130,000		130,000		910,000	
TECM Program	61,250	61,250	46,250	30,134	31,250	300	16,250	300	1,250	-	1,250	-	1,250		158,750	91,984
State (TECM) Bonding Program	730,000		600,000		150,000											
TECM Debt Service + Fees & Interest	20,000	20,000	35,000	35,000	50,000	50,000	65,000	65,000	65,000	65,000	80,000	80,000	80,000	80,000	395,000	395,000
Formula Debt Service + Fees & Interest	63,314	63,314	63,430	63,430	63,543	63,543	65,046	65,046	67,030	67,030	66,499	66,499	-	66,499	388,862	455,361
SHS Strategic	1,004,564	1,006,779	874,680	789,422	424,793	272,408	276,296	130,346	263,280	132,030	277,749	146,716	211,250	146,499	1,852,612	2,402,442
System Support	7,000	10,341	7,000	10,341	7,000	12,544	7,000	4,970	7,000	1,335	7,000	3,910	7,000	570	49,000	44,011
State Board Unallocated	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	70,000	70,000
Carbon Reduction Program	10,155	3,744	10,155	3,171	10,258	481	10,159	919	10,062	1,104	9,967		9,874		70,631	9,419
PROTECT Program	11,888		11,888		12,009		11,893		11,780		11,669		11,560		82,687	-
Electric Vehicle Program	7,960	3,577	7,804		7,728		7,654		7,581		7,510		7,439		53,677	3,577
SHS Other	47,003	27,662	46,848	23,512	46,995	23,025	46,706	15,889	46,423	12,439	46,146	13,910	45,873	10,570	325,995	127,007
Planning, Scoping, & Studies	8,000	8,715	8,000	7,975	8,000	7,000	8,000	7,000	8,000	6,500	8,000	6,500	8,000	6,500	56,000	50,190
Metropolitan Planning (MPOs)	2,407	2,407	2,455	2,455	2,504	2,504	2,504	2,504	2,504	2,504	-	2,504	-		12,372	14,878
State Planning and Research	9,249	9,249	9,435	9,435	9,624	9,624	9,624	9,624	9,624	9,624	-	-	-		47,556	47,556
Highway Planning	19,656	20,371	19,890	19,865	20,128	19,128	20,128	19,128	20,128	18,628	8,000	9,004	8,000	6,500	115,928	112,624
Recreational Trails	1,711	1,711	1,711	1,711	1,711	1,711	1,711	1,711	1,711	1,711	-	1,711	-	1,711	8,553	11,977
Transportation Alternatives (TAP)	7,437	7,436	7,618	7,618	7,803	7,803	7,803	7,803	7,803	7,803	-	-	-		38,464	38,463
Freight	10,961	10,746	10,961	10,699	10,961	10,351	10,746	9,142	10,535	9,324	10,329	7,583	10,126	24,580	74,619	82,425
Congestion Mitigation/Air Quality (CMAQ)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Highway Statewide Competitive	20,109	19,893	20,290	20,028	20,475	19,865	20,260	18,656	20,049	18,838	10,329	9,294	10,126	26,291	121,636	132,865

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

Amounts in \$1,000 and rounded and Year of Expenditure.		Idaho Transportation Investment Program (ITIP)															
		Statewide Transportation Improvement Program (STIP)								(PREL for Locals)						Sum FY2024-2030	
		FY2024*		FY2025*		FY2026*		FY2027*		FY2028*		FY2029*		FY2030*			
		Available	Program	Available	Program	Available	Program	Available	Program	Available	Program	Available	Program	Available	Program	Available	Program
Program Name	Available	Program	Available	Program	Available	Program	Available	Program	Available	Program	Available	Program	Available	Program	Available	Program	
TAP – Transportation Mgt Area	1,127	798	1,132	1,106	1,137	1,111	1,114	358	1,093	598	2,142	3,044	-	-	7,745	7,015	
STBG – Transportation Mgt Area	12,416	12,172	12,416	11,493	12,416	12,268	12,173	12,713	11,934	10,563	23,400	18,518	-	-	84,757	77,727	
STBG – Local Large Urban	10,484	9,440	10,484	6,886	10,528	10,168	10,322	9,597	10,120	9,558	30,000	22,916	-	-	81,939	68,565	
STBG – Small Urban	4,893	4,819	4,893	4,797	4,913	4,818	4,817	4,817	4,723	4,723	10,224	10,224	-	-	34,462	34,198	
STBG – Local Rural	18,010	17,658	18,008	17,555	18,210	17,756	17,853	17,853	17,503	17,503	34,320	34,320	-	-	123,904	122,645	
Bridge, Local	17,041	13,107	9,522	16,917	9,336	12,255	9,153	9,153	8,973	8,974	17,595	17,595	-	-	71,620	78,001	
Bridge, Off System	6,750	6,750	6,618	6,618	6,488	6,488	6,361	6,361	6,236	6,236	12,227	12,227	-	-	44,680	44,680	
Safety - Local	11,469	11,436	11,498	11,244	11,526	11,272	11,300	11,300	11,078	11,078	10,861	10,861	10,648	10,648	78,380	77,839	
Safety – Railroad Crossings	2,207	2,210	2,207	2,205	2,207	2,210	2,207	2,205	2,207	2,210	2,207	2,010	2,207	105	15,450	13,155	
Highway Local	70,854	65,420	63,230	66,222	63,208	64,967	62,013	61,286	60,840	60,282	117,434	110,153	12,855	10,753	450,435	439,083	
Highway Federal Formula & State Funds	1,633,949	1,587,835	1,422,136	1,261,813	969,747	732,705	821,221	599,389	799,854	595,858	828,738	675,070	650,628	497,797	5,646,275	5,728,709	
Discretionary	6,430	6,430	-	-	-	-	-	-	-	-	-	-	-	-	6,430	6,430	
Federal Lands Access	32,798	32,798	14,935	14,935	1,812	1,812	15,822	15,822	-	-	-	-	-	-	65,367	65,367	
Indian Reservation Roads	1,020	1,020	950	950	660	660	-	-	-	-	-	-	-	-	2,629	2,629	
Other Federal Non-Formula	5,047	5,047	3,682	3,682	882	882	9,338	9,338	882	882	682	682	682	682	21,195	21,195	
Highway Other Federal Programs	45,295	45,295	19,567	19,567	3,354	3,354	25,160	25,160	882	882	682	682	682	682	95,621	95,621	
Federal Non-Participating	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Local/Private Partnership	2,026	2,026	918	918	-	-	2,962	2,962	3,019	3,019	11,443	11,443	2,500	2,500	22,868	22,868	
Highway Other Programs	2,026	2,026	918	918	0	0	2,962	2,962	3,019	3,019	11,443	11,443	2,500	2,500	22,868	22,868	
Highways Total	1,681,270	1,635,156	1,442,621	1,282,298	973,101	736,059	849,343	627,511	803,755	599,759	840,863	687,195	653,810	500,979	7,244,764	6,068,956	
Capital	42,585	42,585	54,646	54,646	37,190	37,190	30,639	30,639	10,960	10,960	2,739	2,739	-	-	178,759	178,759	
Operations	45,099	45,099	50,620	50,620	40,972	40,972	29,232	29,232	5,756	5,756	-	-	-	-	171,679	171,679	
Public Transit Total	87,684	87,684	105,266	105,266	78,162	78,162	59,871	59,871	16,716	16,716	2,739	2,739	0	0	350,438	350,438	
New Airport Facility	5,806	5,806	5,288	5,288	5,199	5,199	2,864	2,864	450	450	-	-	-	-	19,607	19,607	
Airport Facility Maintenance	16,570	16,570	11,078	11,078	25,823	25,823	19,061	19,061	8,483	8,483	5,344	5,344	-	-	86,359	86,359	
Airport Planning	1,544	1,544	282	282	567	567	3,500	3,500	550	550	-	-	-	-	6,443	6,443	
Aviation System Planning	311	311	40	40	261	261	-	-	-	-	-	-	-	-	612	612	
Aeronautics Total	24,231	24,231	16,688	16,688	31,850	31,850	25,425	25,425	9,483	9,483	5,344	5,344	0	0	113,021	113,021	
Grand Total	1,793,185	1,747,071	1,564,575	1,404,252	1,083,113	846,071	934,639	712,807	829,954	625,958	848,946	695,278	653,810	500,979	7,708,223	6,532,415	
* Available estimates are to be used for planning purposes only. FY2026 is the last year of IJIA transportation act. FY2027 and later are flat lined at FY2026 levels.																	
Projects in the Early Development program use available balances from Leading Idaho, State Bond Proceeds, or other SHS programs.																	
Funds expressed in Year-of-Expenditure Dollars assuming 2% annual inflation.																	
Funding levels assume 100% Obligation Authority.																	

## Financial Status of Project Sponsoring Entities

### Roadway Jurisdictions

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

In FY2022, the local roadway jurisdictions in Ada and Canyon Counties budgeted only 9% of their budget to capital construction projects. Most of the funds (53%) were budgeted for reconstruction and routine maintenance, demonstrating that maintaining the existing system is a very high priority for the region. Another 22% was budgeted for "other expenses," such as property purchase and engineering. Equipment consumed 10% of the budget. Finally, administrative costs were 7% of the overall expenses for roadway jurisdictions.

Tables 27 through 29 provide FY2022 financial information from local agencies with roadway jurisdictions in Ada and Canyon Counties. Additional information is provided in Appendix C. Detailed information is available by contacting COMPASS staff at [info@compassidaho.org](mailto:info@compassidaho.org).

*Table 27: Total Local Income Sources for Agencies with Roadway Jurisdiction, FY2022*

	Total Local Income	Total State Income	Total Federal Income	Total Income
<b>Highway Districts</b>				
ACHD	\$91,423,899	\$60,916,559	\$611,089	\$152,951,547
Canyon Highway District	\$7,306,282	\$5,701,207	\$351,066	\$13,358,555
Golden Gate Highway District	\$1,601,979	\$2,316,305	\$17,255	\$3,935,539
Nampa Highway District	\$10,294,221	\$7,516,309	\$0	\$17,810,530
Notus-Parma Highway District	\$1,169,591	\$2,023,579	\$0	\$3,193,170
<b>Cities</b>				
Caldwell	\$5,546,139	\$5,191,406	\$94,536	\$10,832,081
Greenleaf	\$34,027	\$64,306	\$0	\$98,333
Melba	\$13,296	\$71,382	\$0	\$84,678
Middleton	\$2,942,979	\$1,110,384	\$0	\$4,053,363
Nampa	\$16,983,571	\$7,675,379	\$228,720	\$24,887,670
Notus	\$0	\$24,011	\$31,642	\$55,653
Parma	\$119,791	\$162,544	\$0	\$282,335
Wilder	\$65,111	\$182,765	\$0	\$247,876
<b>Total</b>	<b>\$137,500,886</b>	<b>\$92,956,136</b>	<b>\$1,334,308</b>	<b>\$231,791,330</b>

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

Table 28: Total Disbursements for Agencies with Roadway Jurisdiction, FY2022

	Total Construction Costs	Total Reconstruction Costs	Total Routine Maintenance	Total Equipment	Administration	*Other Expenses	Total Disbursements
<b>Highway Districts</b>							
ACHD	\$8,607,412	\$32,564,481	\$48,571,279	\$14,077,407	\$8,669,795	\$27,872,112	\$140,362,486
Canyon Highway District	\$0	\$3,391,142	\$2,088,014	\$1,302,289	\$815,934	\$899,857	\$8,497,236
Golden Gate Highway District	\$0	\$806,092	\$1,002,576	\$585,114	\$256,596	\$254,602	\$2,904,980
Nampa Highway District	\$4,857,333	\$4,434,384	\$1,250,626	\$1,154,677	\$574,009	\$4,231,285	\$16,502,314
Notus-Parma Highway District	\$0	\$595,800	\$864,142	\$619,008	\$231,577	\$130,946	\$2,441,473
<b>Cities</b>							
Caldwell	\$3,705,398	\$768,970	\$1,253,486	\$354,517	\$652,036	\$2,664,160	\$9,398,567
Greenleaf	\$0	\$0	\$545	\$8,696	\$22,468	\$16,382	\$48,091
Melba	\$0	\$0	\$0	\$1,491	\$12,300	\$11,755	\$25,546
Middleton	\$206,173	\$55,507	\$202,408	\$62,593	\$258,749	\$991,157	\$1,776,587
Nampa	\$0	\$426,753	\$2,772,824	\$1,314,415	\$1,046,815	\$4,759,470	\$10,320,277
Notus	\$0	\$0	\$16,570	\$1,626	\$903	\$5,963	\$25,062
Parma	\$0	\$0	\$14,001	\$16,996	\$55,872	\$61,823	\$148,692
Wilder	\$385	\$48,655	\$2,468	\$12,891	\$46,676	\$17,440	\$128,515
<b>Total</b>	<b>\$17,376,701</b>	<b>\$43,091,784</b>	<b>\$58,038,939</b>	<b>\$19,511,720</b>	<b>\$12,643,730</b>	<b>\$41,916,952</b>	<b>\$192,579,826</b>

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

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



Table 29: Total Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2022

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

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

### Valley Regional Transit (VRT)

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

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

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

Table 30 provides VRT's FY2023 summary budget. VRT's future budget is based on historical trends and assumes continuation of funding from local jurisdictions at least at the current rate, plus an approximate 2% increase to cover inflation.

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

Table 30: VRT FY2024 Budget Summary by Budget Area

**Fiscal Year 2024**  
**Budget Summary by Budget Area**

**REVENUES**

**Regional Overhead**

Directly Generated Revenues	\$ -
Auxiliary Revenues	620,365
Non-Transportation Revenues	-
Federal Assistance	3,698,332
Local Assistance	2,986,461
<b>TOTAL</b>	<b>\$ 7,305,159</b>

**Ada County Transportation Services**

Directly Generated Revenues	\$ 748,420
Auxiliary Revenues	151,462
Federal Assistance	4,091,899
Local Assistance	7,528,509
Draw from Surplus Fund	
Balance	-
<b>TOTAL</b>	<b>\$ 12,520,290</b>

**Canyon County Transportation Services**

Directly Generated Revenues	\$ 117,776
Auxiliary Revenues	46,605
Federal Assistance	2,145,781
Local Assistance	918,582
Draw from Surplus Fund Balance	-
<b>TOTAL</b>	<b>\$ 3,228,744</b>

**EXPENSES**

**Regional Overhead**

Wages and Salaries	\$ 2,412,382
Fringe Benefits	\$ 1,717,114
Professional Services	\$ 1,217,505
Materials and Supplies	\$ 187,500
Utilities	\$ 138,601
Casualty and Liability	\$ 49,501
Purchased Transportation	\$ -
Miscellaneous	\$ 763,010
Subrecipient Pass Through	770,124
Interest	1,500
Leases and Rentals	47,922
<b>TOTAL</b>	<b>\$ 7,305,159</b>

**Ada County Transportation Services**

Wages and Salaries	\$ 5,526,500
Fringe Benefits	3,634,397
Professional Services	677,026
Materials and Supplies	1,162,550
Utilities	170,600
Casualty and Liability	592,614
Purchased Transportation	
Miscellaneous	201,050
Interest	194,185
Leases and Rentals	361,369
<b>TOTAL</b>	<b>\$ 12,520,290</b>

**Canyon County Transportation Services**

Wages and Salaries	\$ 1,417,400
Fringe Benefits	686,315
Professional Services	288,280
Materials and Supplies	476,446
Utilities	72,106
Casualty and Liability	253,978
Purchased Transportation	-
Miscellaneous	28,043
Interest	-
Leases and Rentals	6,175
<b>TOTAL</b>	<b>\$ 3,228,744</b>

**Specialized Transportation Services**

Directly Generated Revenues	\$ -
Auxiliary Revenues	-
Federal Assistance	1,639,560
Local Assistance	894,886
<b>TOTAL</b>	<b>\$ 2,534,447</b>

**Specialized Transportation Services**

Wages and Salaries	\$ 378,260
Fringe Benefits	350,337
Professional Services	832,750
Materials and Supplies	351,850
Utilities	1,800
Casualty and Liability	119,499
Purchased Transportation	472,500
Miscellaneous	27,450
Interest	-
Leases and Rentals	-
<b>TOTAL</b>	<b>\$ 2,534,447</b>

**Capital Projects**

Federal Capital Assistance	\$ 7,250,915
Local Capital Assistance	1,373,585
Subrecipient Pass Through	-
Draw from Surplus Fund Balance	-
<b>TOTAL</b>	<b>\$ 8,624,500</b>

**Capital Projects**

VRT	\$ 8,624,500
Subrecipient - Pass Through	-
<b>TOTAL</b>	<b>\$ 8,624,500</b>

**Grand Total Revenues, All Sources****\$ 34,213,139****Grand Total Expenses****\$ 34,213,139****General Statement of Financial Constraint**

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

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

2024	2025	2026	2027	2028	PD
100%	101%	99%	98%	89%	98%

Table 32 demonstrates available funding versus programmed funding for all funding sources in the COMPASS planning area. Funds in programs not managed by COMPASS are available if funds are programmed; there is not a specific budget for the COMPASS planning area for these programs. Projection of local revenues is based on assumptions of continued development and economic activities in the area. Considering these facts, it is concluded that the sponsoring agencies listed in this document are capable of providing the required local match and that the document meets the requirement of financial constraint.

Table 32: COMPASS Region Available vs. Programmed Funding

Funding Source*	2024		2025		2026		2027		2028		PD**	
	Available	Programmed	Available	Programmed	Available	Programmed	Available	Programmed	Available	Programmed	Available	Programmed
AC (Local)	1,842	1,842	(700)	(700)	1,030	1,030	625	625	(625)	(625)	(1,000)	(1,000)
AC (State)	(8,917)	(8,917)	(5,500)	(5,500)	-	-	-	-	-	-	-	-
Bridge (Local)	-	-	155	155	7,032	7,032	-	-	-	-	-	-
CRP-LU^	625	1,138	625	637	625	378	625	625	625	625	1,250	-
CRP – TMA^	2,659	2,659	1,311	2,795	1,444	114	1,444	294	1,444	479	2,888	2,446
Federal RRX	230	230	-	-	941	941	265	265	60	60	600	600
FLAP	5,091	5,091	5,919	5,919	-	-	-	-	-	-	-	-
Freight	-	-	1,051	1,051	4,515	4,515	-	-	-	-	8,330	8,330
FTA 5303***	424	424	424	424	424	424	424	424	424	424	-	-
FTA 5307 LU***	5,400	6,507	5,400	5,942	5,400	5,199	5,400	5,199	5,400	5,199	-	-
FTA 5307 SU***	3,417	5,007	3,417	2,952	3,417	2,952	3,417	2,952	3,417	2,952	-	-
FTA 5310 LU***	650	650	500	500	500	500	500	500	500	500	-	-
FTA 5310 R	193	193	-	-	-	-	-	-	-	-	-	-
FTA 5310 SU***	403	403	403	403	403	403	403	403	403	403	-	-
FTA 5311	2,754	2,754	-	-	-	-	-	-	-	-	-	-
FTA 5339(c)	1,840	1,840	18,160	18,160	-	-	-	-	-	-	-	-
FTA 5339 LU***	450	880	450	576	450	510	450	429	450	429	-	-
FTA 5339 R	464	464	-	-	-	-	-	-	-	-	-	-
FTA 5339 SU***	282	258	282	258	282	258	282	258	282	258	-	-
GARVEE 2017	32,345	32,345	-	-	-	-	-	-	-	-	-	-
HB132 & HB314	1,716	1,716	-	-	-	-	-	-	-	-	-	-
HSIP (Local)	883	883	-	-	901	901	-	-	-	-	-	-
Interstate Maintenance	4,529	4,529	-	-	3,980	3,980	-	-	-	-	8,800	8,800
Leading Idaho	44,209	44,209	48,977	48,977	30,000	30,000	-	-	-	-	-	-
Local (Regionally Significant)	16,883	16,883	16,004	16,004	40,206	40,206	10,117	10,117	-	-	43,734	43,734
Local Participating	5,749	5,749	3,357	3,357	520	520	2,434	2,434	-	-	36,336	36,336
Metropolitan Planning	1,466	1,466	1,495	1,495	1,525	1,525	1,525	1,525	1,525	1,525	1,525	1,525
NHPP	400	400	999	999	10,568	10,568	32,421	32,421	-	-	45,018	45,018
Private Developer	-	-	937	937	-	-	-	-	2,078	2,078	12,635	12,635
RAISE	13,680	13,680	8,321	8,321	-	-	-	-	-	-	-	-
State	448,980	448,980	55,207	55,207	740	740	3,537	3,537	-	-	9,885	9,885
STBG-R	-	-	-	-	-	-	2,575	2,575	-	-	-	-
STBG-State	524	524	8,036	8,036	649	649	11,792	11,792	1,681	1,681	19,055	19,055
STBG-TMA	12,416	11,117	12,416	11,968	12,416	12,186	12,416	12,838	12,416	11,163	24,832	20,266
STBG-U	154	154	484	484	7,153	7,153	6,967	6,967	209	209	5,969	5,969
TAP-State	100	100	100	100	-	-	-	-	-	-	-	-
TAP-TMA	1,127	798	1,132	1,110	1,137	1,120	1,114	358	1,114	598	2,228	3,044
TAP-U	55	55	45	45	781	781	-	-	-	-	-	-
TECM	174,166	174,166	-	-	-	-	-	-	-	-	-	-
TECM (Early Development)	179,680	179,680	38,500	38,500	37,150	37,150	-	-	-	-	-	-
<b>Total</b>	<b>956,869</b>	<b>958,857</b>	<b>227,907</b>	<b>229,112</b>	<b>174,189</b>	<b>171,735</b>	<b>98,733</b>	<b>96,538</b>	<b>31,403</b>	<b>27,958</b>	<b>222,085</b>	<b>216,643</b>
Percent Programmed	100%		101%		99%		98%		89%		98%	

As of September 2023. All amounts shown in \$1,000, most including required local match and shown in year of expenditure – inflated.

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

\*\*PD=Preliminary Development, meaning the project does not have a construction year, but may begin design work. Column includes projects reported as funded in FY2028 or FY2029.

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

^ Includes carry-over funds from previous years.

Blue highlight = programs managed by COMPASS or VRT.

## X. PROGRAM FUNDING ALLOCATIONS

The TIP is required to provide a breakdown of federal and regionally significant projects into roadway and alternative solutions. This information is in Table 33.

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

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

Table 33: Share of Project Costs Allocated by Type of Project

Year	Total Programmed Funds*	Amount Allocated to Roadway Solutions	Amount Allocated to Alternative Solutions	Amount Allocated to Air Quality	Amount Allocated to Other	Percent to Roadways Solutions	Percent to Alternative Solutions	Percent to Air Quality	Percent to Other
2024	\$965,572	\$905,243	\$51,529	\$1,786	\$7,014	93.75%	5.34%	0.18%	0.73%
2025	\$234,344	\$172,181	\$58,280	\$0	\$3,883	73.47%	24.87%	0.00%	1.66%
2026	\$169,486	\$131,097	\$32,438	\$3,736	\$2,215	77.35%	19.14%	2.20%	1.31%
2027	\$107,187	\$67,685	\$35,030	\$1,810	\$2,663	63.15%	32.68%	1.69%	2.48%
2028	\$32,565	\$9,341	\$20,611	\$0	\$2,614	28.68%	63.29%	0.00%	8.03%
2029	\$55,939	\$41,477	\$12,705	\$0	\$1,757	74.15%	22.71%	0.00%	3.14%
2030	\$60,108	\$49,187	\$4,663	\$6,026	\$232	81.83%	7.76%	10.03%	0.39%
PD	\$100,596	\$53,651	\$41,163	\$1,108	\$4,675	53.33%	40.92%	1.10%	4.65%
Total	\$1,725,797	\$1,429,861	\$256,417	\$14,466	\$25,053	82.85%	14.86%	0.84%	1.45%

As of September 2023.

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

\*Funds shown in \$1,000.

\*Required match and local funds included.

## **APPENDIX A: FUNDING TYPES AND ACRONYMS**

Provides a way to decipher transportation and federal jargon.



## Funding Sources and Uses

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

Federal and state funding combined allow the state to preserve and improve the current transportation system. Table 34 provides a brief description of those funding sources.

COMPASS staff created a [funding fact sheet](#)<sup>40</sup> titled *Transportation Funding Terms and Acronyms...Unraveling the Jargon*, for a more succinct version of the information below, including definitions of transportation acronyms.

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

Table 34: Funding Sources and Uses

Funding source*	What it's used for	Example	Who can use this funding in Ada/Canyon Counties**
Advanced Construction (Local)	For projects that qualify for FHWA funding, a process that allows local funds to be used early in a project but qualifies the funds to be replaced with federal aid in the future.	When there is not enough federal aid in a given year, local funds must be added to cover costs.	Local highway districts or cities
Advanced Construction (State)	For projects that qualify for FHWA funding, a process that allows state funds to be used early in a project but qualifies the funds to be replaced with federal aid in the future.	When there is not enough federal aid in a given year, state funds must be added to cover costs.	ITD
Bridge (State)	Replacing or rehabilitating state bridges.	Fixing a current bridge or replacing an old bridge with a new one.	ITD
Bridge (Local)	Replacing or rehabilitating local (non-ITD) bridges.	Fixing a current bridge or replacing an old bridge with a new one.	Local highway districts or cities

<sup>40</sup> Funding Terms Fact Sheet: <https://compassidaho.org/transportation-improvement-program/#understandingTIP>

<b>Funding source*</b>	<b>What it's used for</b>	<b>Example</b>	<b>Who can use this funding in Ada/Canyon Counties**</b>
Carbon Reduction Program – Large Urban (CRP-LU)	Projects in the Nampa Urbanized Area designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources.	Traffic monitoring, management, or control facility or program; public transportation; sidewalks or pathways; etc.	Generally, jurisdictions in the Nampa Urbanized Area
Carbon Reduction Program – Transportation Management Area (CRP-TMA)	Projects in areas with populations over 200,000 designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources.	Traffic monitoring, management, or control facility or program; public transportation; sidewalks or pathways; etc.	Generally, jurisdictions in the Boise Urbanized Area
Early Development	A placeholder for state funds for projects in line with state funding. These funds will be replaced once the actual funding source is identified for the specific project.	Projects funded with state funding.	ITD
Federal Lands Access Program (FLAP)	Projects that enhance access to federal lands. Program managed by the Western Federal Lands division of the US Department of Transportation.	Improvements to roads that access public lands such as Bogus Basin Road.	Any (must be associated with federal lands)
Federal Rail Crossing (Fed RRX)	Projects that enhance transportation safety at railroad crossings using federal funds.	Rebuild a railroad crossing or add crossing arms.	Any
FTA 5303	FTA funding for metropolitan planning.	Funding for COMPASS to conduct regional transportation planning for long-term public transportation services.	COMPASS
FTA 5307 LU	Planning, developing, improving, and operating public transportation services in large urban areas with populations over 200,000.	Purchasing new buses, or paying operating costs, such as fuel and drivers' salaries.	Public transportation providers in the Boise Urbanized Area
FTA 5307 SU	Planning, developing, improving, and operating public transportation services in small urban areas with a population between 50,000 and 200,000.	Purchasing new buses, or paying operating costs, such as fuel and drivers' salaries.	Public transportation providers in the Nampa Urbanized Area
FTA 5310 LU	Public transportation services and equipment that directly benefit the elderly and people with disabilities in areas with populations over 200,000.	Purchasing buses or vans for senior centers.	Public transportation providers in the Boise Urbanized Area
FTA 5310 R	Public transportation services and equipment that directly benefit the elderly and people with disabilities in areas with a population of less than 50,000.	Purchasing buses or vans for senior centers.	Public transportation providers outside of the Boise and Nampa Urbanized Areas
FTA 5310 SU	Public transportation services and equipment that directly benefit the elderly and people with disabilities in areas with a population between 50,000 and 200,000.	Purchasing buses or vans for senior centers.	Public transportation providers in the Nampa Urbanized Area

<b>Funding source*</b>	<b>What it's used for</b>	<b>Example</b>	<b>Who can use this funding in Ada/Canyon Counties**</b>
FTA 5311	Planning, developing, improving, and operating public transportation services in areas with populations under 50,000.	Purchasing new buses, or paying operating costs, such as fuel and drivers' salaries.	Rural public transportation providers
FTA 5339 LU	Capital funding to replace or rehabilitate buses or bus facilities, purchase buses and related equipment, and construct bus-related facilities in areas with a population of over 200,000.	Purchasing buses or building bus shelters.	Public transportation providers in the Boise Urbanized Area
FTA 5339 R	Capital funding to replace or rehabilitate buses or bus facilities, purchase buses and related equipment, and construct bus-related facilities in areas with a population between 50,000 and 200,000.	Purchasing buses or building bus shelters.	Public transportation providers in rural areas
FTA 5339 SU	Capital funding to replace or rehabilitate buses or bus facilities, purchase buses and related equipment, and construct bus-related facilities in areas with a population between 50,000 and 200,000.	Purchasing buses or building bus shelters.	Public transportation providers in the Nampa Urbanized Area
Freight	Capital funding to improve freight movement on prioritized freight corridors.	Providing wider turning movements at an intersection.	ITD, local highway districts, or cities (but must be on prioritized freight corridor)
GARVEE	Grant Anticipation Revenue Vehicle	Capacity projects on a corridor specifically approved by the Idaho Legislature for this funding.	ITD
Highway Safety Improvement Program (HSIP) (Local)	A project that improves safety on locally managed roadways.	Adding safety lighting along a corridor.	Local highway districts or cities
House Bill 132 and House Bill 312 (HB132 and HB312)	Increased taxes for projects to keep roads and bridges in good condition.	Rehabilitating a road.	ITD (other agencies receive these funds, but they are not reported in the TIP)
Interstate Maintenance (IM)	A project to resurface, restore, rehabilitate, or reconstruct most routes on an Interstate System.	Replacing an interchange on Interstate 84.	ITD

Funding source*	What it's used for	Example	Who can use this funding in Ada/Canyon Counties**
Local Participating	A project that is primarily federally funded, but the sponsoring agency (and/or others) pay more than the minimum required match. Thus, the local agencies are "participating" in the funding.	Any project where the sponsoring agency (and/or others) chooses to pay more than the minimum to help make the project more competitive when projects are selected for funding.	Any
Local (Regionally Significant)	Locally funded projects (no state or federal funds) are included in the TIP because they are significant to the region, generally adding capacity to a principal arterial.	Adding an additional traffic lane between two intersections on a major roadway, using local (not state or federal) funds.	Local highway districts or cities
National Highway Performance Program (NHPP)	A project that provides support for the condition and performance of the National Highway System.	Construction, restoration, rehabilitation, or preservation projects on roads designated on the National Highway System.	ITD
National Electric Vehicle Infrastructure (NEVI)	Projects that develop the electric infrastructure in the state.	Projects directly related to the charging of a vehicle and only for infrastructure that is open to the public.	ITD, generally along a designated alternative fuel corridor
Metropolitan Planning	FHWA funding for metropolitan planning.	Funding for COMPASS to conduct long-range regional transportation planning.	COMPASS
Private Developer	When transportation improvements are important for local development, the private developer may pay for some or all of the project costs.	Any project is eligible for partnership from private partners.	Any
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)	Provides funding to make the transportation system more resilient to weather-related events, such as flooding or wildfire.	Improvements to avoid water on roadways, planning to mitigate potential natural disasters.	ITD
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	Federally competitive grant program for projects that help sponsors obtain funding for projects that are harder to support through other funding programs.	Typically larger, complex transportation projects related to roadway, rail, transit, or port improvements.	Any
Sales Tax Anticipated Revenue (STAR)	Allows a developer to construct transportation projects using private funds and be refunded with state funds through the sales tax generated by the new development once certain milestones are met.	Improvements funded by a developer, such as widening a road to accommodate increased traffic at a new shopping mall.	Private Developers in partnership with any transportation jurisdiction

Funding source*	What it's used for	Example	Who can use this funding in Ada/Canyon Counties**
State Funds	Any project on a state-owned facility. Funds are flexible.	Any type of road improvement, including operations, technology, planning, support projects, and limited alternative transportation on the state highway system.	ITD
State Rail Protection Account	Provides the match funds for the federal railroad crossing project, which requires a 10% local match.	Improve the surface of a railroad crossing and/or add lighting and safety gates.	Local highway districts or cities
Surface Transportation Block Grant – Large Urban (STBG – LU)	Mainly roadway projects in the Nampa Urbanized Area. However, this funding has the flexibility to fund a broad range of projects, including studies, maintenance, sidewalks, bike lanes, transit capital projects, and more.	Nearly any type of road construction project, including projects such as road widening or chip sealing.	Jurisdictions in the Nampa Urbanized Area
Surface Transportation Block Grant – Rural (STBG – R)	Mainly roadway projects in small towns and rural areas with populations under 5,000. However, this funding has the flexibility to fund a broad range of projects, including studies, maintenance, sidewalks, bike lanes, and more.	Nearly any type of road construction project, including projects such as road widening or chip sealing.	Jurisdictions in areas with populations under 5,000
Surface Transportation Block Grant – Small Urban (STBG – SU)	Mainly roadway projects with populations between 5,000 and 50,000. However, this funding has the flexibility to fund a broad range of projects, including studies, maintenance, sidewalks, bike lanes, transit capital projects, and more.	Nearly any type of road construction project, including projects such as road widening or chip sealing.	Jurisdictions in the Cities of Kuna, Middleton, and Star
Surface Transportation Block Grant – State (STBG – State)	Mainly roadway projects for use anywhere in the state. However, this funding has the flexibility to fund a broad range of projects, including studies, maintenance, sidewalks, bike lanes, and more.	Nearly any type of road construction project, including projects such as road widening or chip sealing.	ITD
Surface Transportation Block Grant – Transportation Management Area (STBG – TMA)	Mainly roadway projects in urbanized areas of 200,000 or greater population. However, this funding has the flexibility to fund a broad range of projects, including studies, maintenance, sidewalks, bike lanes, transit capital projects, and more.	Nearly any type of road construction project, including projects such as road widening or chip sealing.	Jurisdictions in the Boise Urbanized Area
Transportation Expansion and Congestion Mitigation (TECM)	Projects to expand the existing system to relieve congestion on state highways.	Widening a highway.	ITD

Funding source*	What it's used for	Example	Who can use this funding in Ada/Canyon Counties**
Transportation Alternatives Program State (TAP – State)	Projects that support “alternative” (non-motorized) transportation options anywhere in the state.	Building a walking or biking path.	Any local transportation agency, city, or county (including jurisdictions in the Boise Urbanized Area) and eligible non-profit organizations
Transportation Alternatives Program – Transportation Management Area (TAP – TMA)	Projects that support “alternative” (non-motorized) transportation options in urbanized areas of 200,000 or greater population.	Building a walking or biking path.	Generally, jurisdictions in the Boise Urbanized Area and eligible non-profit organizations
Transportation Alternatives Program, Large Urban (TAP – LU)	Projects that support “alternative” (non-motorized) transportation options in the Nampa Urbanized Area.	Building a walking or biking path.	Generally, jurisdictions in the Nampa Urbanized Area and eligible non-profit organizations
Transportation Alternatives Program, Small Urban (TAP – SU)	Projects that support “alternative” (non-motorized) transportation options in areas with a population between 5,000 and 50,000.	Building a walking or biking path.	Jurisdictions in the Cities of Kuna, Middleton, and Star and eligible non-profit organizations

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

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

## Acronyms

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

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

ACHD	Ada County Highway District; the agency responsible for all non-state roadways in Ada County.
ACCHD	Association of Canyon County Highway Districts.
ADA	Americans with Disabilities Act; civil rights legislation prohibiting discrimination against persons with disabilities.
Boise Area / Boise Urbanized Area / Large Urban (LU)	Generally, northern Ada County, including the cities of Boise, Eagle, Garden City, and Meridian. For FHWA funding: Generally, eligible for Transportation Management Area (TMA) funds. For FTA funding: Eligible for “large urban” (LU) funds.

COMPASS/CPA	Community Planning Association of Southwest Idaho.
HD	Highway district
Federal-aid Roadway	A road that is functionally classified as a collector or higher, making it eligible for federal funding.
Federal funding	Transportation funding collected by the federal government, then distributed to the states for use on both state and local transportation projects. The main purpose of the TIP is to budget federal funding.
Federal Highway Administration (FHWA)	An agency within the US Department of Transportation that provides financial and technical assistance to state and local governments for the construction, maintenance, and preservation of the nation's highways, bridges, and tunnels.
Federal Transit Administration (FTA)	An agency within the US Department of Transportation that provides financial and technical assistance to local public transportation systems.
FY	Fiscal year (refers to the federal fiscal year, which runs October 1 – September 30).
GARVEE	Grant Anticipation Revenue Vehicle (bonds).
Hwy (Highway)	Used with a funding program (e.g., State Hwy – System Support).
I	Interstate
I-84	Interstate 84
IN	Part of an ACHD key number. Local key numbers are used when a project is regionally significant, but 100% locally funded.
Idaho Transportation Department (ITD)	The state agency responsible for state and national highways in Idaho, such as Interstate 84, US 20/26, and State Highway 55. ITD receives state and federal funding for transportation projects, primarily from state and federal fuel taxes and state registration fees.
ITS	Intelligent transportation systems: advanced technologies to improve the efficiency and safety of transportation systems.
Key number (KN)	A unique identification number assigned to each project in the TIP.
Large Urban (LU)	Funding specific to large urban areas in the state (50,000 to 199,999 in population). The Nampa Urban Area (made up of the Cities of Nampa and Caldwell and parts of unincorporated Canyon County) is an example.
Local funding	Funding collected by local agencies, such as Ada County Highway District, for use on local projects.
Local match	The portion of a primarily federally funded project paid for with state or local funds. While match is required for most federally funded projects, the minimum required amount varies based on the type of funding.
MPO	Metropolitan planning organization (COMPASS is the MPO for Ada and Canyon Counties).
Nampa Area / Nampa Urbanized Area / Small Urban (SU)	Generally, eastern Canyon County, including the cities of Nampa and Caldwell. For FHWA funding: Eligible for "large urban" (LU) funds. For FTA funding: Eligible for "small urban" (SU) funds.
National Environmental Policy Act (NEPA)	A law that requires the assessment of the environmental effects of proposed actions before making decisions on federally funded projects. A "NEPA study" refers to the documentation required for compliance with NEPA.
NHS	National Highway System
PD	Preliminary Development: the design phase of the project may begin, but construction is not yet programmed (budgeted) for a specific year.

PM	Performance Measure. Refers to either of two sets of performance measures reported in the TIP: one to meet the vision of goals of the regional long-range transportation plan ( <i>Communities in Motion</i> ) and one that meets federal requirements.
ORN	OTIS reference number (temporary key number).
OTIS	Office of Transportation Investment Systems (Department at ITD). (Renamed since this term was developed).
RC	Part of an ACHD key number. Local key numbers are used when a project is regionally significant, but 100% locally funded.
RD	Part of an ACHD key number. Local key numbers are used when a project is regionally significant, but 100% locally funded.
Rural (R)	For FHWA funding: An area with less than 5,000 in population. For FTA funding: An area with less than 50,000 in population.
Road Weather Information System (RWIS)	A weather station to provide real-time data along roadways.
SH	State highway (e.g., SH-16).
SR2S	Safe Routes to School; a program to improve the health of children by enabling and encouraging them to walk and bike to school safely.
Small Urban (SU)	For FHWA funding: An area between 5,000 and 50,000 in population. For FTA funding: An area between 50,000 and 200,000 in population.
State funding	Transportation funding collected by the State of Idaho for use by the Idaho Transportation Department.
TDM	Transportation Demand Management: a wide range of tactics meant to reduce the level of demand on the transportation system by providing alternative options of how and when people travel to reduce the number of trips and vehicles during congested hours of travel.
TIP	Regional transportation improvement program. A seven-year budget of projects in Ada and Canyon Counties paid for with federal or state transportation dollars and/or that are "regionally significant."
Transportation Management Area (TMA)	Any urbanized area over 200,000 in population. The Boise Urbanized Area (generally, northern Ada County) is the only TMA in Idaho. TMAs receive dedicated transportation funding not shared with the rest of the state. See specific policy regarding TMA funds at <a href="https://compassidaho.org/wp-content/uploads/TAP-TMApolicy190225.pdf">https://compassidaho.org/wp-content/uploads/TAP-TMApolicy190225.pdf</a> (FHWA term. FTA refers to TMA areas as Large Urban.)
TSMO	Transportation System Management and Operations
TVT	Treasure Valley Transit; a private, non-profit public transportation company operating in rural southwest Idaho
US	When used with a number, refers to a US highway (e.g., US-20).
VRT	Valley Regional Transit; the regional public transportation authority for Ada and Canyon Counties.



## **APPENDIX B: TRANSIT RIDERSHIP**

Provides tabular and graphical representation of transit ridership in FY2023.

## Yearly Cumulative Alternative Transportation Trip Report

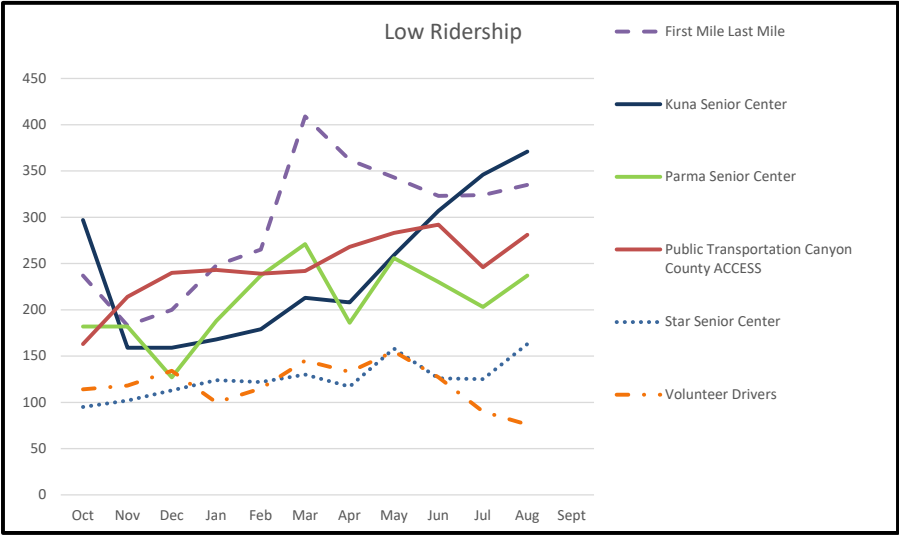
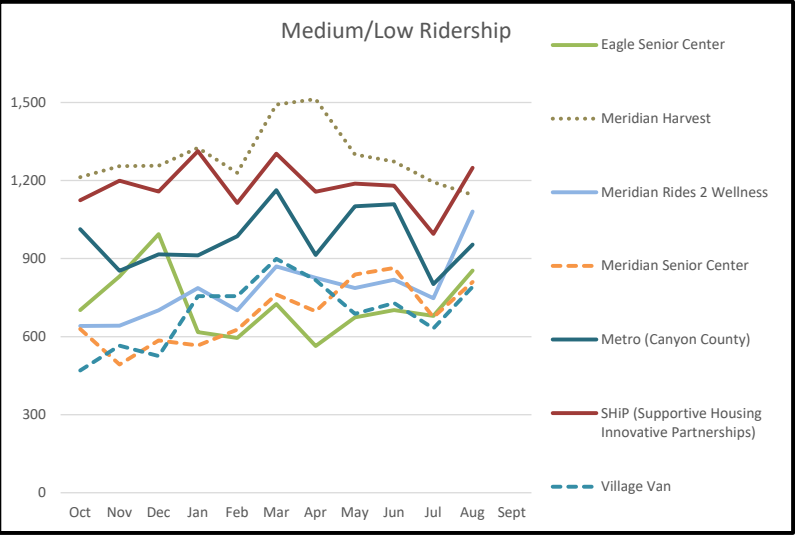
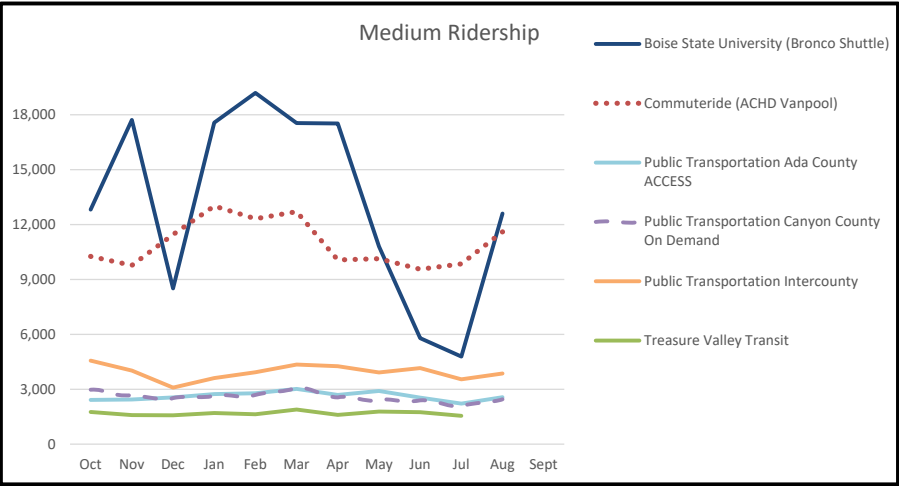
Black highlight = no information or not available

Gray highlight = Totals

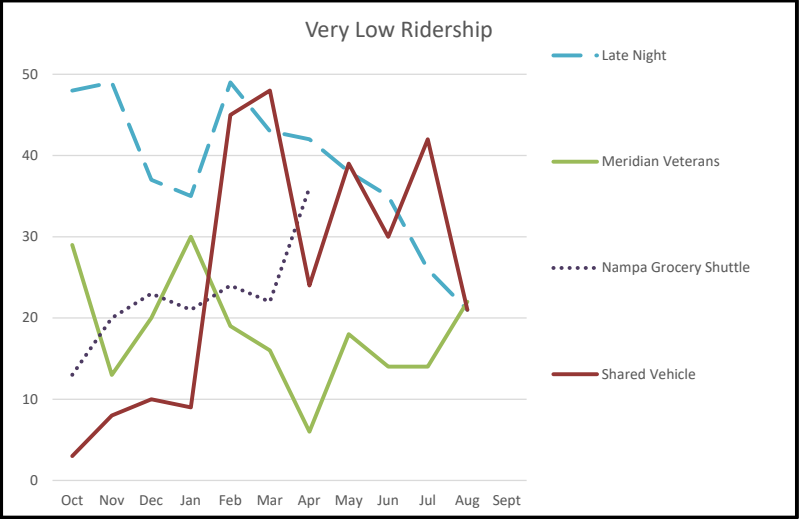
Brown highlight = information not comparable

FY2023	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Total - Oct-Aug	To Date % Change 2022-2023
Boise State University (Bronco Shuttle)	12,818	17,718	8,515	17,565	19,194	17,545	17,520	10,808	5,795	4,787	12,601		144,866	60.08%
Commuteride (ACHD Vanpool)	10,261	9,775	11,458	13,012	12,313	12,699	10,066	10,130	9,558	9,856	11,598		120,726	6.78%
Eagle Senior Center	702	832	994	617	595	725	564	674	702	680	854		7,939	-27.48%
First Mile Last Mile	237	183	200	248	265	409	362	343	323	324	335		3,229	58.99%
Kuna Senior Center	297	159	159	168	179	213	208	259	307	346	371		2,666	10.94%
Late Night	48	49	37	35	49	43	42	38	35	26	21		423	27.03%
Meridian Harvest	1,213	1,255	1,257	1,326	1,230	1,492	1,513	1,300	1,273	1,194	1,145		14,198	14.72%
Meridian Rides 2 Wellness	641	642	701	787	701	870	826	787	819	748	1,081		8,603	75.93%
Meridian Senior Center	629	493	585	566	627	762	697	839	864	675	810		7,547	59.96%
Meridian Veterans	29	13	20	30	19	16	6	18	14	14	22		201	161.04%
Metro (Canyon County)	1,013	853	916	912	986	1,163	914	1,101	1,109	802	954		10,723	-4.83%
Nampa Grocery Shuttle	13	20	23	21	24	22	36						159	N/A
Parma Senior Center	182	182	127	188	237	271	186	256	230	203	237		2,299	6.24%
Public Transportation Ada County ACCESS	2,417	2,442	2,556	2,732	2,777	3,019	2,687	2,907	2,540	2,216	2,566		28,859	12.17%
Public Transportation Ada County Fixed Route	82,798	78,187	72,696	75,330	77,346	87,982	82,289	84,018	75,543	70,755	69,227		856,171	9.22%
Public Transportation Canyon County On Demand	2,970	2,675	2,517	2,670	2,690	3,099	2,558	2,400	2,398	2,075	2,447		28,499	-3.19%
Public Transportation Canyon County ACCESS	163	214	240	243	239	242	268	283	292	246	281		2,711	22.17%
Public Transportation Intercounty	4,564	4,017	3,089	3,615	3,934	4,350	4,258	3,919	4,162	3,540	3,862		43,310	5.91%
Shared Vehicle	3	8	10	9	45	48	24	39	30	42	21		279	14.34%
SHIP (Supportive Housing Innovative Partnerships)	1,124	1,199	1,158	1,313	1,114	1,303	1,157	1,188	1,180	995	1,249		12,980	10.72%
Star Senior Center	95	102	113	124	122	130	117	158	126	125	163		1,375	12.52%
Treasure Valley Transit	1,756	1,588	1,576	1,699	1,629	1,892	1,603	1,777	1,743	1,548			16,811	N/A
Village Van	470	565	525	756	756	899	817	688	729	632	792		7,629	9.72%
Volunteer Drivers	114	118	134	100	115	145	133	155	127	90	76		1,307	0.69%
Total Ridership	124,557	123,289	109,606	124,066	127,186	139,339	128,851	124,085	109,899	101,919	110,713	0	1,323,510	12.41%

FY2022	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Total - Oct-Aug	Total Annual	To Date % Change 2021-2022
Boise State University (Bronco Shuttle)	10,978	10,703	5,704	10,004	12,834	11,707	11,911	4,587	2,536	2,874	6,659	14,647	90,497	105,144	94.56%
Commuteride (ACHD Vanpool)	8,173	7,670	9,256	9,689	9,997	12,917	11,007	9,816	11,495	10,834	12,206	9,998	113,060	123,058	18.47%
Eagle Senior Center	1,024	1,060	1,132	918	936	1,068	999	852	1,028	851	1,080	855	10,948	11,803	18.73%
First Mile Last Mile	230	178	191	199	198	207	196	157	158	161	156	185	2,031	2,216	-17.96%
Kuna Senior Center	194	183	265	246	264	430	274	205	78	114	150	233	2,403	2,636	52.19%
Late Night	27	15	23	26	27	37	25	25	62	37	29	35	333	368	46.03%
Meridian Harvest	1,052	1,026	1,261	1,173	1,248	1,179	1,389	671	1,350	1,295	732	1,129	12,376	13,505	40.47%
Meridian Rides 2 Wellness	379	335	437	453	428	483	523	480	520	427	425	630	4,890	5,520	-10.78%
Meridian Senior Center	266	228	315	180	229	269	357	527	932	669	746	672	4,718	5,390	166.44%
Meridian Veterans	2	10	12	2	4	8	12	8	17	0	2	21	77	98	N/A
Metro (Canyon County)	1,051	870	1,049	901	1,002	1,338	1,009	968	1,023	980	1,076	1,039	11,267	12,306	10.78%
Nampa Grocery Shuttle								13	33	30	20	18	96	114	N/A
Parma Senior Center	202	233	244	168	159	284	220	155	139	101	259	123	2,164	2,287	1.64%
Public Transportation Ada County ACCESS	2,264	2,171	2,209	2,106	2,429	2,766	2,670	2,387	2,275	1,875	2,575	2,570	25,727	28,297	24.01%
Public Transportation Ada County Fixed Route	70,930	68,097	65,126	64,603	67,009	77,477	74,465	76,009	72,009	69,311	78,863	84,741	783,899	868,640	12.48%
Public Transportation Canyon County On Demand	2,794	2,819	2,634	2,591	2,419	2,754	2,669	2,642	2,632	2,464	3,021	2,886	29,439	32,325	14.56%
Public Transportation Canyon County ACCESS	176	220	242	178	218	271	173	179	209	173	180	185	2,219	2,404	4.34%
Public Transportation Intercounty	3,874	3,560	3,039	3,308	3,118	3,822	4,067	3,694	4,082	3,963	4,367	5,068	40,894	45,962	7.65%
Shared Vehicle	0	4	3	17	23	32	50	25	35	11	44	16	244	260	-42.86%
SHIP (Supportive Housing Innovative Partnerships)	1,168	1,117	1,165	1,088	1,116	1,138	976	1,000	1,003	872	1,080	1,099	11,723	12,822	-0.99%
Star Senior Center	81	87	96	84	95	117	131	234	96	92	109	102	1,222	1,324	44.70%
Treasure Valley Transit	1,531	1,527	1,452	1,389	1,073	1,965	1,828	1,819	1,724	1,498	1,865	1,691	17,671	19,362	N/A
Vall-eBike										408	848	896	1,256	2,152	N/A
Village Van	431	495	656	709	686	745	725	632	678	648	548	734	6,953	7,687	68.91%
Volunteer Drivers	140	130	120	111	115	139	132	112	83	118	98	106	1,298	1,404	-37.15%
Total Ridership	106,967	102,738	96,631	100,143	105,627	121,153	115,808	107,197	104,197	99,806	117,138	129,679	1,177,405	1,307,084	19.56%



2023



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

Provides additional information about transportation agency budgets.

Tables 36 through 40 provide summarized information from FY2017 through FY2021 for agencies with roadway jurisdiction, as reported in the Road and Street Reports. Detailed information is available by contacting COMPASS staff at [info@compassidaho.org](mailto:info@compassidaho.org).

Table 36: Total Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2017

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

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

Breakout of disbursements:

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

Table 37: Total Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2018

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

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

Breakout of disbursements:

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

Table 38: Total Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2019

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

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

Breakout of disbursements:

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



Table 39: Total Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2020

	Beginning Balance	Total Income	Total Disbursements	Receipts Over Disbursements	Adjustments	Closing Fund Balance	Obligated for Projects	Retained for Operations
<b>Highway Districts</b>								
ACHD	\$30,966,447	127,568,124	113,236,781	14,331,343		45,297,790	45,297,790	
Canyon HD	\$5,103,079	10,008,053	7,861,792	2,146,261	(39,425)	7,209,915	6,709,915	500,000
Golden Gate HD	\$2,021,045	2,746,605	2,390,883	355,722		2,376,767	2,168,766	208,001
Nampa HD	\$9,834,821	13,621,303	11,628,092	1,993,210		11,828,031	9,348,139	2,479,892
Notus-Parma HD	\$468,574	2,298,820	1,774,759	524,061		992,635	792,635	200,000
<b>Cities</b>								
Caldwell	\$6,532,747	8,407,241	8,486,108	(78,867)		6,453,880		
Greenleaf	\$120,346	188,821	188,821	0		120,346	120,346	
Melba		79,824	78,351	1,473		1,473	1,473	
Middleton		2,353,909	1,562,663	791,246		791,246	791,246	
Nampa	\$8,693,710	16,203,148	13,767,404	2,435,744		11,129,454		
Notus		153,016	119,194	33,822		33,822	33,822	
Parma	\$443,372	286,313	464,073	(177,760)		265,612	61,500	204,112
Wilder	\$171,931	142,563	136,753	5,810		177,741	177,741	
<b>Total</b>	<b>\$64,356,072</b>	<b>184,057,740</b>	<b>161,695,674</b>	<b>22,362,065</b>	<b>(39,425)</b>	<b>86,678,712</b>	<b>65,503,373</b>	<b>3,592,005</b>

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

Breakout of disbursements:

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

Table 40: Total Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2021

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

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

Breakout of disbursements:

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

Tables 41 through 45 provide summarized information projecting budgeting information for FY2022 - FY2027 extrapolated from the Road and Street Reports, using a five-year average of year-to-year changes in total income and total disbursement ratios.

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

*Table 41: Projected - Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2022*

		<b>Total Income</b>	<b>Total Disbursements</b>	<b>Receipts Over Disbursements</b>
<b>Highway Districts</b>	ACHD	\$151,412,750	\$129,678,303	\$21,734,447
	Canyon	\$12,356,272	\$8,974,499	\$3,381,773
	Golden Gate	\$3,635,993	\$2,865,110	\$770,882
	Nampa	\$17,160,674	\$18,315,193	(\$1,154,519)
	Notus-Parma	\$3,083,646.67	\$1,878,603.41	\$1,205,043
<b>Cities</b>	Caldwell	\$10,323,599.47	\$6,162,690.29	\$4,160,909
	Greenleaf	\$104,436.52	\$56,408.44	\$48,028
	Melba	\$73,415.41	\$78,581.22	(\$5,166)
	Middleton	\$3,795,210.64	\$2,259,995.41	\$1,535,215
	Nampa	\$36,654,088.66	\$8,741,607.99	\$27,912,481
	Notus	\$87,889.55	\$42,153.75	\$45,736
	Parma	\$223,925.10	\$216,658.86	\$7,266
	Wilder	\$169,496.13	\$187,002.68	(\$17,507)
	<b>Total</b>	<b>\$239,081,397</b>	<b>\$179,456,808</b>	<b>\$59,624,589</b>

Table 42: Projected - Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2023

		Total Income	Total Disbursements	Receipts Over Disbursements
Highway Districts	ACHD	\$160,941,872.15	\$138,209,428	\$22,732,444
	Canyon	\$13,457,054.34	\$9,614,506	\$3,842,549
	Golden Gate	\$3,989,409.42	\$3,023,636	\$965,773
	Nampa	\$18,594,195.23	\$20,856,225	(\$2,262,029)
	Notus-Parma	\$3,359,860.92	\$1,891,445	\$1,468,416
Cities	Caldwell	\$10,796,321.29	\$5,982,151	\$4,814,170
	Greenleaf	\$130,589.75	\$66,612	\$63,978
	Melba	\$76,779.19	\$98,786	(\$22,007)
	Middleton	\$4,433,158.27	\$2,410,195	\$2,022,963
	Nampa	\$46,255,243.45	\$8,980,281	\$37,274,962
	Notus	\$135,243.60	\$94,078	\$41,166
	Parma	\$220,655.64	\$240,104	(\$19,448)
	Wilder	\$167,166.71	\$201,183	(\$34,016)
	<b>Total</b>	<b>\$262,557,550</b>	<b>\$191,668,630</b>	<b>\$70,888,920</b>

Table 43: Projected - Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2024

		Total Income	Total Disbursements	Receipts Over Disbursements
Highway Districts	ACHD	\$171,070,706.90	\$147,301,789	\$23,768,918
	Canyon	\$14,655,902.17	\$10,300,153	\$4,355,749
	Golden Gate	\$4,377,177.89	\$3,190,933	\$1,186,245
	Nampa	\$20,147,466.16	\$23,749,796	(\$3,602,330)
	Notus-Parma	\$3,660,816.76	\$1,904,374	\$1,756,442
Cities	Caldwell	\$11,290,689	\$5,806,901	\$5,483,788
	Greenleaf	\$163,292	\$78,661	\$84,632
	Melba	\$80,297	\$124,186	(\$43,889)
	Middleton	\$5,178,340	\$2,570,377	\$2,607,963
	Nampa	\$58,371,320	\$9,225,471	\$49,145,849
	Notus	\$208,112	\$209,960	(\$1,848)
	Parma	\$217,434	\$266,086	(\$48,652)
	Wilder	\$164,869	\$216,438	(\$51,569)
	<b>Total</b>	<b>\$289,586,424</b>	<b>\$204,945,126</b>	<b>\$84,641,298</b>

Table 44: Projected - Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2025

		Total Income	Total Disbursements	Receipts Over Disbursements
Highway Districts	ACHD	\$181,836,997	\$156,992,308	\$24,844,689
	Canyon	\$15,961,552	\$11,034,697	\$4,926,855
	Golden Gate	\$4,802,637	\$3,367,487	\$1,435,151
	Nampa	\$21,830,490	\$27,044,819	(\$5,214,329)
	Notus-Parma	\$3,988,730	\$1,917,392	\$2,071,338
Cities	Caldwell	\$11,807,694	\$5,636,785	\$6,170,909
	Greenleaf	\$204,184	\$92,889	\$111,295
	Melba	\$83,976	\$156,116	(\$72,140)
	Middleton	\$6,048,782	\$2,741,205	\$3,307,578
	Nampa	\$73,661,076	\$9,477,355	\$64,183,721
	Notus	\$320,240	\$468,583	(\$148,343)
	Parma	\$214,259	\$294,880	(\$80,621)
	Wilder	\$162,603	\$232,850	(\$70,247)
	<b>Total</b>	<b>\$320,923,223</b>	<b>\$219,457,367</b>	<b>\$101,465,856</b>

Table 45: Projected - Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2026

		Total Income	Total Disbursements	Receipts Over Disbursements
Highway Districts	ACHD	\$193,280,861	\$167,320,335	\$25,960,526
	Canyon	\$17,383,518	\$11,821,624	\$5,561,893
	Golden Gate	\$5,269,451	\$3,553,809	\$1,715,642
	Nampa	\$23,654,106	\$30,796,989	(\$7,142,884)
	Notus-Parma	\$4,346,017	\$1,930,499	\$2,415,518
Cities	Caldwell	\$12,348,374	\$5,471,653	\$6,876,721
	Greenleaf	\$255,317	\$109,691	\$145,625
	Melba	\$87,824	\$196,256	(\$108,433)
	Middleton	\$7,065,539	\$2,923,385	\$4,142,153
	Nampa	\$92,955,824	\$9,736,117	\$83,219,707
	Notus	\$492,782	\$1,045,772	(\$552,990)
	Parma	\$211,131	\$326,790	(\$115,659)
	Wilder	\$160,369	\$250,507	(\$90,138)
	<b>Total</b>	<b>\$357,511,111</b>	<b>\$235,483,428</b>	<b>\$122,027,683</b>

Table 46 provides historical budgets for VRT.

Table 46: VRT Actual Revenues, Expenses, and Changes in Net Position, FY2018-2022

Fiscal Year	Beginning Net Position	Total Revenues	Total Expenses	Ending Net Position
2018	\$33,722,519	\$19,099,125	\$21,259,469	\$31,562,481
2019	\$31,562,481	\$18,806,417	\$19,729,298	\$30,639,600
2020	\$30,639,600	\$21,224,927	\$21,879,801	\$29,984,726
2021	\$29,984,726	\$25,400,249	\$21,247,109	\$34,137,866
2022	\$34,137,866	\$28,177,389	\$24,277,974	\$38,037,281

Source: Valley Regional Transit Financial Statements FY2018-2022.

Table 47 includes inflationary factors for the overall budget projections from FY2024-2027 for VRT. It is anticipated that, if inflation affects the overall system as predicted, additional funding will be needed for operations as well as capital replacements to maintain current service levels. Revenues vary based on the timing of competitive grant funding.

Table 47: Projected - VRT Revenues and Expenses, FY2023 through FY2027

Type	FY23	FY24	FY25	FY26	FY27	Total
Service Operations Expenses	<b>19,967,797</b>	<b>19,253,202</b>	<b>19,254,397</b>	<b>19,735,757</b>	<b>21,068,048</b>	<b>99,279,201</b>
<i>Federal Revenues</i>	<b>9,182,431</b>	<b>8,238,036</b>	<b>7,935,544</b>	<b>8,115,672</b>	<b>8,642,459</b>	<b>42,114,142</b>
<i>Local Revenues</i>	<b>9,942,457</b>	<b>9,963,535</b>	<b>10,171,048</b>	<b>10,431,838</b>	<b>11,195,498</b>	<b>51,704,376</b>
<i>Directly Generated Revenues</i>	<b>842,909</b>	<b>1,051,632</b>	<b>1,147,805</b>	<b>1,188,247</b>	<b>1,230,091</b>	<b>5,460,683</b>
Capital Expenses	<b>14,549,817</b>	<b>21,778,007</b>	<b>8,910,020</b>	<b>5,341,900</b>	<b>4,599,387</b>	<b>55,179,130</b>
<i>Federal Revenues</i>	<b>12,743,691</b>	<b>17,449,459</b>	<b>7,290,883</b>	<b>4,385,380</b>	<b>3,901,489</b>	<b>45,770,903</b>
<i>Local Revenues</i>	<b>1,806,126</b>	<b>4,328,547</b>	<b>1,619,136</b>	<b>956,520</b>	<b>697,898</b>	<b>9,408,227</b>
<i>Directly Generated Revenues</i>	-	-	-	-	-	-
Mobility Programs Expenses	<b>1,101,925</b>	<b>1,129,473</b>	<b>1,157,710</b>	<b>1,186,653</b>	<b>1,216,319</b>	<b>5,792,080</b>
<i>Federal Revenues</i>	<b>193,649</b>	<b>193,649</b>	<b>193,649</b>	<b>193,649</b>	<b>193,649</b>	<b>968,245</b>
<i>Local Revenues</i>	<b>538,276</b>	<b>555,224</b>	<b>572,556</b>	<b>590,278</b>	<b>608,401</b>	<b>2,864,736</b>
<i>Directly Generated Revenues</i>	<b>370,000</b>	<b>380,600</b>	<b>391,506</b>	<b>402,725</b>	<b>414,269</b>	<b>1,959,100</b>
Regional Overhead Expenses	<b>5,514,101</b>	<b>5,241,954</b>	<b>5,373,003</b>	<b>5,507,328</b>	<b>5,645,011</b>	<b>27,281,396</b>
<i>Federal Revenues</i>	<b>2,553,839</b>	<b>2,293,567</b>	<b>2,354,785</b>	<b>2,417,530</b>	<b>2,481,839</b>	<b>12,101,560</b>
<i>Local Revenues</i>	<b>2,631,961</b>	<b>2,611,760</b>	<b>2,673,054</b>	<b>2,735,880</b>	<b>2,800,277</b>	<b>13,452,930</b>
<i>Directly Generated Revenues</i>	<b>328,302</b>	<b>336,627</b>	<b>345,164</b>	<b>353,918</b>	<b>362,895</b>	<b>1,726,905</b>
Total	<b>41,133,640</b>	<b>47,402,636</b>	<b>34,695,129</b>	<b>31,771,637</b>	<b>32,528,766</b>	<b>187,531,807</b>

Assumptions:

- The Transportation Development Plan (TDP) is intentionally balanced. Expenses and revenues are shown as the same.
- Expenses are not simply grown by an inflationary number (2.5%), they also consider planned investments.
- Local revenues are also not grown at a standard rate but are based on the funding requests discussed with our funding partners through the TDP process.
- Capital expenses are not forecast using a historical average, rather they are based on specific projects.

VRT is in the process of updating the TDP, with an expected approval date by November 2023. Therefore, new information was not available for this report. Projections for FY2024 are provided below (Table 48):

Table 48: Projected - VRT Revenues and Expenses, FY2024

Type	FY2024
Service Operations Expenses	
<i>Federal Revenues</i>	<b>\$8,505,860.42</b>
<i>Local Revenues</i>	<b>\$9,591,238.96</b>
<i>Directly Generated Revenues</i>	<b>\$1,064,263.00</b>
Capital Expenses	
<i>Federal Revenues</i>	<b>\$7,250,915.00</b>
<i>Local Revenues</i>	<b>\$1,373,585.00</b>
<i>Directly Generated Revenues</i>	
Mobility Programs Expenses	
<i>Federal Revenues</i>	<b>\$190,500.18</b>
<i>Local Revenues</i>	<b>\$124,259.00</b>
<i>Directly Generated Revenues</i>	<b>\$144,782.07</b>
Regional Overhead Expenses	
<i>Federal Revenues</i>	<b>\$2,651,501.63</b>
<i>Local Revenues</i>	<b>\$2,840,650.39</b>
<i>Directly Generated Revenues</i>	<b>\$475,583.31</b>
Total	<b>\$34,213,138.96</b>



## **APPENDIX D: PRIOR YEAR PROJECTS**

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

# Projects in Prior STIPs

## With No Final Voucher or Equivalent

Prior Year Projects Outside of MPO Areas

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

Key No.	Location	Dist.	Year	Major Program	Sponsor	Project Status	Lifetime Cost
7827	SH 44, CORRIDOR STUDY, STAR RD TO WEST STATE STREE	3	2023	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	5,555,933.00
The SH-44; CORRIDOR STUDY, STAR RD TO WEST STATE STREET project located in Ada County will study and environmentally clear this corridor which will allow future improvements, including bicycle and pedestrian facilities, to be made.							
9967	SH 55, MARSING TO NEW MEADOWS, CORRIDOR PLAN	3	2007	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	685,660.00
9968	US 95, OR LN TO NEW MEADOWS, CORRIDOR PLAN	3	2007	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Project Closed	686,500.00
9969	SH 69, KUNA TO MERIDIAN, CORRIDOR PLAN	3	2009	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	293,500.00
9971	SH 45, JCT SH 78 TO NAMPA, CORRIDOR PLAN	3	2009	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	47,500.00
9973	SH 19, OR ST LN TO CALDWELL, CORRIDOR PLAN	3	2008	Federal-Aid, Local Road System	STATE OF IDAHO (ITD)	Project Closed	129,340.00
10541	STP-8423, AMITY RD; ROBINSON RD TO KINGS CORNER, NAM	3	2014	Federal-Aid, Local Road System	NAMPA	Awarded (or equiv.)	9,336,377.35
10939	I 84, MERIDIAN RD IC, ADA CO	3	2014	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Project Closed	7,163,980.56
11350	TRANSIT, BSU BUS MTNCE FACILITY (FTA TRANSFER)	3	2016	Federal-Aid, Local Road System	BOISE STATE UNIVERSITY	Development	543,000.00
Provides for a bus maintenance facility, park and ride lot, bus storage, and bus wash off the Boise State University campus.							
11386	TRANSIT, BOISE URBANIZED AREA	3	2012	Federal-Aid, State Highway System	VALLEY REGIONAL TRANSIT	Development	828,000.00
11583	LOCAL, VRT BUS REPLACEMENT	3	2012	Federal-Aid, Local Road System	ADA COUNTY HD	Project Closed	469,000.00
11588	US 20, BROADWAY BR, BOISE	3	2015	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	21,807,040.00
12044	SH 55, EAGLE RD; FAIRVIEW AVE TO SH 44	3	2012	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Project Closed	6,276,687.91
12046	SH 55, INT KARCHER & MIDDLETON RDS, NAMPA	3	2014	Federal-Aid, Local Road System	NAMPA	Awarded (or equiv.)	5,715,062.09
12048	STC-3016, S CEMETERY RD; SH 44 TO WILLOW CR, MIDDLET	3	2021	Federal-Aid, Local Road System	MIDDLETON	Awarded (or equiv.)	4,726,359.00
Construct a new 0.284 mile roadway segment linking SH-44 and Middleton Road by way of Sawtooth Lake Drive in Middleton.							
12179	TRANSIT, CAPITAL LEASE OR PURCHASE/MAINT, NAMPA FY1	3	2015	Federal-Aid, State Highway System	VALLEY REGIONAL TRANSIT	Development	180,000.00
Provide vehicle lease or purchase for fixed line, demand response, and support activities, and associated equipment and maintenance in the Nampa Urbanized Area. (Federal = \$769,438.)							
12204	TRANSIT, TREASURE VALLEY IDAHO TRANSIT FACILITIES - F	3	2012	Federal-Aid, State Highway System	VALLEY REGIONAL TRANSIT	Project Closed	975,000.00
12361	SH 19, RRXing EAST OF GREENLEAF	3	2012	State Funded Program	STATE OF IDAHO (ITD)	Project Closed	179,689.10
12362	OFFSYS, PINTO RD RRX #819706P, W OF CALDWELL	3	2012	State Funded Program	CANYON HD Number 4	Project Closed	41,040.26
12364	LOCAL, FY15 TRANSIT VEHICLE PURCHASE, NAMPA	3	2016	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Awarded (or equiv.)	970,000.00
Provide up to six replacement vehicles in the Nampa Urbanized Area. Vehicles are currently leased.							
12368	STP-7403, FRANKLIN RD; BLACK CAT TO TEN MILE, ADA CO	3	2016	Federal-Aid, Local Road System	ADA COUNTY HD	Project Closed	12,219,732.00
Widen Franklin Road from two-lane to five-lane from Black Cat Road to Ten Mile Road. Work includes curb, gutter, drainage swales, sidewalks, and bicycle facilities, and reconstructing the intersection at Franklin Road and Black Cat Road with a seven-lane							
12383	SH 55, INT KARCHER RD & LAKE AVE, CANYON CO	3	2017	State Funded Program	STATE OF IDAHO (ITD)	Project Closed	3,425,953.71
12916	SH 16, INT SH 44, US 20, & LOCAL RDS	3	2013	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Project Closed	431,166.00
12917	SH 16, PHYLLIS CANAL BR & SOUTH STG	3	2012	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Project Closed	792,612.00
13025	SH 55, INT MIDWAY RD, NR NAMPA	3	2017	State Funded Program	STATE OF IDAHO (ITD)	Project Closed	2,930,089.00
13050	STP-7220, STATE ST ITS, SH 16 TO 23RD, BOISE VRT	3	2012	Federal-Aid, Local Road System	ADA COUNTY HD	Development	250,378.00
13052	STP-7933, 21ST AVE, CLEVELAND TO CHICAGO, CALDWELL	3	2016	Federal-Aid, Local Road System	CALDWELL	Project Closed	2,690,621.00
Widen 21st Avenue from Chicago Street to Cleveland Boulevard from a two-lane to five-lane arterial. Work will include sidewalks, traffic signals, and railroad crossings.							

# Projects in Prior STIPs

## With No Final Voucher or Equivalent

Prior Year Projects Outside of MPO Areas

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

Key No.	Location	Dist.	Year	Major Program	Sponsor	Project Status	Lifetime Cost
13053	LOCAL, TRANSIT - NAMPA MAINTENANCE FACILITY	3	2012	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Awarded (or equiv.)	1,305,795.00
13054	STC-7165, FARMWAY RD / HIGHWAY 44, PARMA HD #2	3	2017	Federal-Aid, Local Road System	NOTUS-PARMA HD Number 2	Project Closed	2,224,162.00
This project will repair a deteriorating truck bypass route by reconstructing approximately 0.62 miles of the Hwy 44 extension to Farmway Rd and improve the surface of approximately 0.87 miles of Farmway Road. It will include installation of guardrail on two concrete bridge crossings over canals.							
13055	NHS-7773, 10TH AVE BR, CALDWELL	3	2019	Federal-Aid, Local Road System	CALDWELL	Project Closed	3,445,949.00
Replace bridge on 10th Ave. over Indian Creek in Caldwell. Work includes a bicycle and pedestrian tunnel under the bridge.							
13057	I 84, MERIDIAN IC TO FIVE MILE RD	3	2014	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Project Closed	26,824,548.00
13059	SH 44, LINDER RD TO BALLANTYNE, EAGLE	3	2013	State Funded Program	STATE OF IDAHO (ITD)	Project Closed	11,434,790.00
13349	SH 55, EAGLE RD: MERIDIAN TOWN CENTER - STAGE 3	3	2021	State Funded Program	PRIVATE	Development	580,926.31
Add one lane southbound from River Valley Street to Franklin Road. The project will be constructed by the developer of the Meridian Towne Center shopping center using State Tax Anticipated Revenue; project is funded by the developer.							
13387	SH 55, SNAKE RV BR, MARSING	3	2020	State Funded Program	STATE OF IDAHO (ITD)	Project Closed	17,991,135.42
This project will replace the existing bridge at mile post 2.605 over the Snake River on Hwy-55 at Marsing. The bridge is nearing the end of its service life. Improvements include widened shoulders and added sidewalks.							
13463	SH 44, JCT I 84 TO STAR	3	2016	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Project Closed	6,658,185.00
This project will rehabilitate Hwy-44 from I-84 in Canyon County to Plummer Road in Star in order to extend the service life and improve the riding surface. Other improvements include guardrail replacement, ensuring accessibility for people with disabilities at intersections, and replacing two failing culverts.							
13464	I 84, FY17 D3 PAVEMENT STRIPING	3	2017	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Project Closed	1,366.77
This project will re-paint pavement striping on sections of I-84 that have been deemed unsafe due to fading. Pavement markings are necessary to maintain traveler safety.							
13476	SH 44, SH 55 INTERSECTION IMPROVEMENT, EAGLE	3	2022	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	9,358,783.00
This project will expand the current intersection configuration to increase capacity as well as remove all four existing free-flowing right-turn lanes. Work includes pavement widening and resurfacing, installation of raised medians, signing/striping improvements, pedestrian access, signalization, Intelligent Transportation System improvements, and localized drainage improvements.							
13479	LOCAL, FY17 CAPITAL MAINTENANCE, ACHD	3	2017	Federal-Aid, Local Road System	ADA COUNTY HD	Project Closed	7,310,006.62
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: <a href="http://www.achdidaho.org/Projects/DCR/DCR.pdf">http://www.achdidaho.org/Projects/DCR/DCR.pdf</a>							
13480	LOCAL, FY14 CAPITAL MAINTENANCE, BOISE, VRT	3	2016	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Awarded (or equiv.)	986,000.00
13481	STP-7220, INT STATE ST & COLLISTER DR, BOISE	3	2018	Federal-Aid, Local Road System	ADA COUNTY HD	Awarded (or equiv.)	13,024,274.00
Intersection improvements at State Street and Collister Drive in the City of Boise.							
13482	LOCAL, FY18 CAPITAL MAINTENANCE, VRT, BOISE	3	2019	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Awarded (or equiv.)	619,951.43
For replacement transit bus or replacement transit facility in 2018.							
13487	NHS-8213, MIDDLETON & USTICK ROUNDABOUT, CALDWELL	3	2023	Federal-Aid, Local Road System	CALDWELL	Awarded (or equiv.)	953,000.00
This project will construct a roundabout to help traffic flow and congestion at the Middleton Rd. and Ustick Rd. intersection in the City of Caldwell.							
13489	LOCAL, INT IMPROVEMENTS, CANYON HD #4	3	2014	Federal-Aid, Local Road System	CANYON HD Number 4	Project Closed	676,423.37
13492	SMA-7169, INT LINDER & DEER FLAT RDS, KUNA	3	2020	Federal-Aid, Local Road System	ADA COUNTY HD	Awarded (or equiv.)	4,940,275.00
Improve the intersection at Linder Road and Deer Flat Road in Kuna, including curb, gutter, sidewalk, and bike lanes. The project is located on SMA-7169 at mile point 101.495.							
13509	LOCAL, FY13 MAINTENANCE SET ASIDE, VRT	3	2013	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Awarded (or equiv.)	669,709.00
13510	LOCAL, FY15 CAPITAL MAINTENANCE, VRT, BOISE	3	2016	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Awarded (or equiv.)	556,000.00
For replacement transit bus or replacement transit facility in FY2015.							
13511	LOCAL, FY16 CAPITAL MAINTENANCE, VRT, BOISE	3	2016	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Awarded (or equiv.)	1,368,906.00
For replacement transit bus or replacement transit facility in FY2016.							

# Projects in Prior STIPs

## With No Final Voucher or Equivalent

Prior Year Projects Outside of MPO Areas

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

Key No.	Location	Dist.	Year	Major Program	Sponsor	Project Status	Lifetime Cost
13902	LOCAL, FY17 CAPITAL MAINTENANCE, VRT, BOISE	3	2017	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Development	287,000.00
For replacement transit bus or replacement transit facility in FY2017 in the Boise Urbanized Area.							
13903	LOCAL, FY19 CAPITAL MAINTENANCE, PH 1, ACHD	3	2019	Federal-Aid, Local Road System	ADA COUNTY HD	Project Closed	6,190,195.00
Supplement the local maintenance program to complete work such as overlays on arterials and collectors in the Boise Urbanized Area. Pavement rehabilitation, select pipe replacement, and upgrade of adjacent pedestrian ramps on: Amity Rd., Enterprise St. to Production St.; Annett St., Victory Rd. to Targee St.; Boise Ave., Leadville Ave. to Gekeler Lane; Division Ave., Enterprise St., Amity Rd. to Commerce Ave.; Latah St., Overland Rd. to Alpine St.; and Fairview Ave., Locust Grove Rd. to Cloverdale Rd.							
13906	LOCAL, FY20 CAPITAL MAINTENANCE, VRT, NAMPA	3	2020	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Awarded (or equiv.)	159,000.00
Replace public transportation bus or facility in the Nampa Urbanized Area.							
13912	LOCAL, FY19 & FY20 ADA COUNTY SR2S, VRT	3	2019	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Project Closed	328,000.00
Safe Routes to School project to support up to three full-time staff serving schools in Ada County, with a focus on the Boise and Meridian School Districts. The Treasure Valley YMCA will receive pass-through funds for this project.							
13931	SH 45, NORTHSIDE BLVD TO GRANT ST, CANYON COUNTY	3	2017	State Funded Program	STATE OF IDAHO (ITD)	Project Closed	5,021,017.00
13941	US 20, INT CHINDEN & LOCUST GROVE RD, ADA CO	3	2017	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Project Closed	1,242.15
13954	I 84B, FY15 8 ADA RAMPS, NAMPA	3	2015	State Funded Program	NAMPA	Project Closed	53,500.00
Provides for Americans with Disabilities Act (ADA) ramp improvements at eight locations on I-84B (Garrity Boulevard) in Nampa.							
13964	STC-3798, PECKHAM RD, GOLDEN GATE HD	3	2023	Federal-Aid, Local Road System	GOLDEN GATE HD	PS&E (or equiv.)	746,269.85
Provide improvements on Peckham Road from US-95 in the City of Wilder to Notus Road in the City of Greenleaf in Canyon County, including roadway rehabilitation as well as curb, gutter, and sidewalk improvements within the city limits.							
14344	LOCAL, S MIDLAND BLVD PEDESTRIAN SIGNAL, NAMPA	3	2017	Federal-Aid, Local Road System	NAMPA	Project Closed	189,462.00
This project will place a HAWK pedestrian-activated signal at the Wilson Pathway where it crosses Midland Boulevard. Pedestrian pre-warning signals and thermo crosswalk markings will also be installed to improve safety concerns at the intersection.							
14363	LOCAL, DEER FLAT BICYCLE /PEDESTRIAN PLAN, CANYON C	3	2014	Federal-Aid, Local Road System	CANYON HD Number 4	Development	230,000.00
18701	LOCAL, FY21 CAPITAL MAINTENANCE, PH 1, ACHD	3	2021	Federal-Aid, Local Road System	ADA COUNTY HD	Awarded (or equiv.)	5,243,087.00
Supplement the local pavement preservation program to complete pavement improvements on federal-aid roadways in the Boise Urbanized Area. Work includes improvements to adjoining sidewalks to meet Americans with Disabilities Act (ADA) requirements. Segments include: Fairview Avenue, Maple Grove Road to Milwaukee Road; Curtis Road, Fairview Avenue to Ustick Road; Surprise Way, Amity Road to State Highway 21; Linden Street, Broadway Avenue to Gekeler Lane; Boise Avenue, Broadway Avenue to Gekeler Lane; and Pleasant Valley Road, Hollilynn Drive to Gowen Road.							
18728	LOCAL, FY20 CAPITAL MAINTENANCE, ACHD	3	2020	Federal-Aid, Local Road System	ADA COUNTY HD	Project Closed	4,694,154.00
Supplement the local maintenance program to complete work such as overlays on arterials and collectors within the Boise Urbanized Area.							
18833	SH 55, EAGLE RD; SIGNAL EQUIPMENT UPGRADES	3	2019	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	583,000.00
Completes the SH-55 (Eagle Road) corridor with adaptive signals in order to help address heavy volumes of traffic.							
18838	OFFSYS, MILL CR ELEM SCHOOL SR2S, GREATER MIDDLETO	3	2017	Federal-Aid, Local Road System	MISCELLANEOUS	Project Closed	299,662.00
This project includes a 12-foot pathway from Cornell Street to Mill Creek Elementary. It will cross a new bridge and connect to a pathway to Johnson Park Estates and the back entrance to Mill Creek Elementary. An eight-foot pathway will also be construct							
18847	LOCAL, FY19 CAPITAL MAINTENANCE, VRT	3	2019	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Awarded (or equiv.)	1,316,999.78
Replace public transportation bus or facility in FY 2019 in the Boise Urbanized Area. See Valley Regional Transit's Program of Projects for more details.							
18905	LOCAL, FY21 ROLLING STOCK, INFRASTRUCTURE, TECH, VR	3	2021	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Awarded (or equiv.)	2,496,000.00
Fund capital replacement projects, such as rolling stock, infrastructure, and technology, identified in the Transit Asset Management Plan in FY2021 in the Boise Urbanized Area.							

# Projects in Prior STIPs

## With No Final Voucher or Equivalent

Prior Year Projects Outside of MPO Areas

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

Key No.	Location	Dist.	Year	Major Program	Sponsor	Project Status	Lifetime Cost
18954	OFFSYS, HEIGHTS ELEM SCHOOL SR2S, MIDDLETON	3	2016	Federal-Aid, Local Road System	MIDDLETON	Project Closed	221,565.00
This project will add missing segments of sidewalk that lead to Heights Elementary on the west side of Cemetery Road in Middleton.							
19057	LOCAL, ROLLING STOCK, INFRASTRUCTURE AND TECHNOLO	3	2020	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Awarded (or equiv.)	2,243,747.00
Fund capital projects identified in the Transit Asset Management Plan in 2020 in the Boise Urbanized Area.							
19180	US 20, BROADWAY BR GIRDERS, BOISE	3	2015	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Project Closed	3,118,590.00
This project has been split out of KN 11588 to pre-order steel girder and H piles before the actual bridge contract will be in place, to stay on schedule.							
19181	US 20, BROADWAY BR, CHRIST CHAPEL MITIGATION	3	2015	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Project Closed	306,785.00
The Christ Chapel Mitigation required prior to Broadway bridge construction.							
19303	LOCAL, PLANNING, TRAVEL SURVEY DATA COLLECTION, CO	3	2021	Federal-Aid, Local Road System	COMPASS	Project Closed	850,000.00
Collect local travel data from households and bus riders to update and recalibrate the regional travel demand model.							
19389	LOCAL, FY21 COMPASS PLANNING (3)	3	2020	Federal-Aid, Local Road System	COMPASS	Project Closed	331,000.00
This project will assist COMPASS in meeting federal transportation planning responsibilities.							
19417	OFFSYS, FRIENDS RD RRX, GREENLEAF	3	2017	State Funded Program	GREENLEAF	Awarded (or equiv.)	65,000.00
Remove existing crossing material (Asphalt/Gravel) and Install new insulated concrete planking. Install new rail crossing signs.							
19442	I 84, OREGON ST LN TO CALDWELL BRIDGE REHABS	3	2019	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Project Closed	3,675,991.00
Rehabilitate six bridges on I-84 in Ada and Canyon Cos. at: Sand Hollow Rd. crossing, Franklin Rd., Galloway Rd, Purple Sage Rd., SH-44 (Middleton), and US-20 (Parma), as well as 5 additional bridges outside of the COMPASS Planning Area.							
19465	LOCAL, FY22 PAVEMENT PRESERVATION & ADA, PH 1, BOISE	3	2023	Federal-Aid, Local Road System	ADA COUNTY HD	Awarded (or equiv.)	14,269,134.00
Supplement the local pavement preservation program to complete pavement improvements on federal-aid roadways in the Boise Urbanized Area. Work includes improvements to adjoining sidewalks to meet Americans with Disabilities Act (ADA) requirements. Segments include: 9th Street, Idaho Street to Bannock Street; 20th Street, Lemp Street to Irene Street; 26th Street, State Street to Heron Street; Bluegrass Way, Ellens Ferry Drive to Drawbridge Drive; Drawbridge Drive, Crimson to Castle Hills Way; Turret Way, Drawbridge Drive to Castle Drive; Morris Hill Road, Liberty Street to Hartman Road; Spaulding Street, Phillippi Street to Orchard Street; Pond Street, Targee Street to Hillcrest Drive; Roosevelt Street, Emerald Street to Irving Street; Wainwright Drive, Eagle Road to Borrego Way; Maple Grove Road, Interstate 84 bridge deck to Franklin Road; Amity Road, Enterprise Street to Production Street; and Enterprise Street, Amity Road to Commerce Avenue.							
19571	LOCAL, PLANNING, COMMUNITIES IN MOTION MAJOR UPDAT	3	2020	Federal-Aid, Local Road System	COMPASS	Development	724,509.00
Major update to the regional long-range transportation plan. Includes: transportation/land use preference survey with focus groups, financial forecast assumptions review, growth scenario recalibration, public involvement, graphics and editing, and printing.							
19627	SH 19, ROEDEL AVE BVRR RRX, CALDWELL	3	2018	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	633,000.00
This project is sponsored by ITD to add cantilever signals and improve the crossing surface for the entire length of the crossing.							
19685	STP-7073, COLE RD; SPECTRUM TO CENTURY WAY MEDIANS	3	2017	Federal-Aid, Local Road System	ADA COUNTY HD	Project Closed	383,682.06
This project will install a raised concrete median to replace the existing temporary median in Boise on Cole Road between Spectrum Street and S Century Way. The temporary median was installed in segments over the last few years as crash data identified a high number of left turn crashes. The raised concrete will better delineate the median, the left turn pockets and reduce crashes.							
19727	US 20, MYRTLE, FRONT, BROADWAY RESURFACING, BOISE	3	2017	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Project Closed	3,593,591.59
This project will restore the pavement on US-20 from milepost 48.13 to milepost 52.12 in downtown Boise by milling off the old surface and inlaying a new one.							
19763	LOCAL, FY22 TRANSIT ASSET MANAGEMENT, VRT	3	2022	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Development	3,499,839.20
Fund capital projects identified in the Transit Asset Management Plan in 2020 in the Boise Urbanized Area.							
19783	STC-3789, BOGUS BASIN RD SAFETY, MAINTENANCE, AND TR	3	2019	Federal-Aid, Local Road System	ADA COUNTY HD	Development	5,378,000.00
Complete safety improvements and pavement rehabilitation on Bogus Basin Rd from milepost 9 to Bogus Basin Mountain Recreation Area (MP 16.2) and add a trailhead to support recreational use of Boise National Forest lands. The purpose of this project is to improve public and federal agencies' access to the Boise National Forest.							
Anticipated improvements include a mill and overlay consisting of Superpave asphalt, new concrete curbing, guardrail/barrier extensions/replacements, additional signage, and modifying and improving drainage. In addition, the project will create a new trailhead, which will include a new ingress/egress point from Bogus Basin Rd, the parking area, and a comfort station.							
19803	LOCAL, BICYCLE PARKING MAIN ST STATION, VRT	3	2016	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Project Closed	49,110.00
This project will purchase bike racks, bike repair equipment, security infrastructure, and tenant improvement furnishings for a secure inside bike storage.							



# Projects in Prior STIPs

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Key No.	Location	Dist.	Year	Major Program	Sponsor	Project Status	Lifetime Cost
19814	I 84, KARCHER IC, NAMPA	3	2017	State Funded Program	STATE OF IDAHO (ITD)	Project Closed	3,352,791.10
The I-84; KARCHER INTERCHANGE IMPROVMENTS project in the City of Nampa in Canyon County will improve safety and congestion at the Karcher Interchange							
19847	LOCAL, FY20 CAPITAL MAINTENANCE, PH 3, ACHD	3	2020	Federal-Aid, Local Road System	ADA COUNTY HD	Awarded (or equiv.)	548,839.00
Supplement the local maintenance program to complete work such as overlays on arterials and collectors in the Boise Urbanized Area.							
19875	SMA-9773, N LINDER RD BVRR RRX, MERIDIAN	3	2020	Federal-Aid, Local Road System	ADA COUNTY HD	Awarded (or equiv.)	602,000.00
This project will install crossing signals and gates at the North Linder railroad crossing in Meridian. The project is located on SMA-9773 at mile point 11.329.							
19887	LOCAL, FY20 CAPITAL MAINTENANCE, PH 2, ACHD	3	2020	Federal-Aid, Local Road System	ADA COUNTY HD	Awarded (or equiv.)	1,475,333.00
Supplement the local maintenance program for arterials and collectors within the Boise Urbanized Area.							
19920	LOCAL, FY22 COMPASS PLANNING	3	2022	Federal-Aid, Local Road System	COMPASS	Development	331,000.00
This project will assist COMPASS in meeting federal transportation planning responsibilities.							
19993	SMA-3783, FY23 ROADWAY & ADA IMPROVEMENTS, PT 2, BOI	3	2022	Federal-Aid, Local Road System	ADA COUNTY HD	PS&E (or equiv.)	1,640,910.00
Supplement the local pavement preservation program to complete pavement improvements on federal-aid roadways in the Boise Urbanized Area. Work includes improvements to adjoining sidewalks to meet Americans with Disabilities Act (ADA) requirements. Segment includes: Beacon Light Road, State Highway 16 to Ballentyne Lane.							
19997	SH 69, SIGNAL INSTALLATION AT HUBBARD & LAKE HAZEL	3	2018	State Funded Program	STATE OF IDAHO (ITD)	Project Closed	863,444.00
The project is located near the city of Kuna in Ada County and will signalize two intersections at Lake Hazel Road and Hubbard road to improve safety.							
20003	LOCAL, FY19 CAPITAL MAINTENANCE, PH 2, ACHD	3	2019	Federal-Aid, Local Road System	ADA COUNTY HD	Project Closed	2,303,300.00
Supplement the local maintenance program for arterials and collectors within the Boise Urbanized Area. Pavement rehabilitation, select pipe replacement, and upgrade of adjacent pedestrian ramps on: Emerald St., Cole Rd. to Orchard St.; Orchard St., Overland Rd. to Franklin Rd. (subject to change). More details can be found in ACHD's Design and Construction Review Online.							
20046	LOCAL, FY19 ACHD COMMUTERIDE VAN REPLACEMENTS	3	2019	Federal-Aid, Local Road System	ADA COUNTY HD	Awarded (or equiv.)	331,000.43
Replace vans used in the Commuteride system in FY2019 in the Boise Urbanized Area.							
20060	I 84, SAND HOLLOW IC TO FARMERS SEBREE CANAL	3	2021	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Project Closed	1,364,540.00
Seal coat the pavement surface on I-84 from the Canyon Co. border to Farmers Sebree Canal (near the Parma exit). The project will improve ride quality and extend the life of the pavement. The project is located between mile points 17.628 and 26.349.							
20076	OFFSYS, INDIAN CR PATH EXT TO GREENBELT, CALDWELL	3	2019	Federal-Aid, Local Road System	CALDWELL	Project Closed	492,651.56
This project will construct a nearly half-mile long 10-foot wide multiple-use asphalt and concrete pathway along Indian Creek , build two (2) pedestrian bridges Indian Creek, build a crosswalk over Simplot Blvd., and construct lighting along the entire pathway system.							
20091	LOCAL, FY19 CAPITAL MAINTENANCE, PH 3, ACHD	3	2019	Federal-Aid, Local Road System	ADA COUNTY HD	Awarded (or equiv.)	771,229.00
Supports the local maintenance program for arterials and collectors within the Boise Urbanized Area. Pavement rehabilitation, select pipe replacement, and upgrade of adjacent pedestrian ramps on: Cherry Lane, Shoshone St. to Broxon St.; Elder St., Owyhee St. to Vista Ave.; and Owyhee St., Elder St. to Cherry Lane (subject to change). More details can be found in ACHD's Design and Construction Review online.							
20095	LOCAL, BOISE STATE UNIVERSITY SECURE BIKE FACILITIES	3	2018	Federal-Aid, Local Road System	BOISE STATE UNIVERSITY	Project Closed	3,361.02
Construct a secured bike parking area for public access on the edge of the Boise State University campus.							
20122	STC-7133, FY22 PAVEMENT PRESERVATION AND ADA, PH 2, B	3	2023	Federal-Aid, Local Road System	ADA COUNTY HD	PS&E (or equiv.)	243,000.00
Supplement the local pavement preservation program to complete pavement improvements on federal-aid highways in the Boise Urbanized Area. Work includes improvements to meet Americans with Disabilities Act (ADA) requirements to adjoining sidewalks. Segment: Collister Drive, Quality Ridge Drive to North Deadend.							
20129	LOCAL, FY21 CAPITAL MAINTENANCE, PH 2, ACHD	3	2022	Federal-Aid, Local Road System	ADA COUNTY HD	Awarded (or equiv.)	3,752,622.00
Supplement the local pavement preservation program to complete pavement improvements on federal-aid roadways in the Boise Urbanized Area. Work includes improvements to adjoining sidewalks to meet Americans with Disabilities Act (ADA) requirements. Segments include: Warm Springs Avenue, Starcrest Drive to Starview Drive and Glacier Drive to State Highway 21; and Edna Street, Five Mile Road to Patton Avenue.							
20141	OFFSYS, INDIAN CR PATH EXT; TAFFY TO PEPPERMINT, NAM	3	2019	Federal-Aid, Local Road System	NAMPA	Project Closed	566,524.00
This project will construct approximately 633 feet of 8-foot-wide, multi-use, asphalt trail for Indian Creek Pathway.							

# Projects in Prior STIPs

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Prior Year Projects Outside of MPO Areas

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Key No.	Location	Dist.	Year	Major Program	Sponsor	Project Status	Lifetime Cost
20143	SMA-7179, MAIN ST; AVENUE C TO AVENUE A, KUNA	3	2020	Federal-Aid, Local Road System	KUNA	Awarded (or equiv.)	2,130,494.00
Extend streetscape improvements along Main Street from Avenue C to Avenue A in the City of Kuna. Improvements include road rehabilitation, crosswalks, bulb- outs (pedestrian refuges) at the intersections, landscaping, decorative and functional lighting, benches, and bike racks. The project is located on SMA-7179 between mile points 0.87 and 1.015.							
20159	LOCAL, FY21 CAPITAL MAINTENANCE, PHASE 3, BOISE AREA	3	2021	Federal-Aid, Local Road System	ADA COUNTY HD	Awarded (or equiv.)	872,570.00
Supplement the local pavement preservation program to complete pavement improvements on federal-aid roadways in the Boise Urbanized Area. Work includes improvements to adjoining sidewalks to meet Americans with Disabilities Act (ADA) requirements. Segment: NW 8th Street between Pine Avenue and Cherry Lane in the City of Meridian.							
20167	STC-8533, INT SMITH AVE & MIDDLETON RD SIGNAL, NAMP	3	2019	Federal-Aid, Local Road System	NAMP	Project Closed	613,521.00
The project will install a traffic signal at the intersection of Smith Avenue and Middleton Road. The project will install crash reduction countermeasures to increase driver awareness, protect pedestrians, improve intersection efficiency and enhance vehicle safety. Improvements include a traffic signal, pedestrian facilities, street lighting, lane widening and the installation of turn lanes.							
20173	LOCAL, FY17/18, COMMUTER VAN REPLACEMENT, ACHD	3	2017	Federal-Aid, Local Road System	ADA COUNTY HD	Project Closed	315,130.00
20220	LOCAL, FY18 COMMUTERIDE VAN REPLACEMENTS	3	2018	Federal-Aid, Local Road System	ADA COUNTY HD	Awarded (or equiv.)	306,496.87
Replace vans used in the Commuteride system in the Boise Urbanized Area.							
20225	SH 45, DEER FLAT TO I-84B MICROSEAL, NAMP	3	2017	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Project Closed	941,255.00
Micro seal SH 45 from Deer Flat road to 3rd St in downtown Nampa.							
20227	US 20, PHYLLIS CANAL BR, NR MERIDIAN	3	2023	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	5,062,116.00
This project will replace a culvert due to age and restrictions to freight.							
20245	LOCAL, FY21 & FY22 ADA COUNTY SR2S, VRT	3	2021	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Awarded (or equiv.)	344,305.00
Support up to three full-time staff for Safe Routes to Schools (SR2S) coordination serving schools in Ada County with a focus on the Boise and West Ada School Districts. The Treasure Valley YMCA will receive pass-through funds for this project.							
20251	I 84, FY21 D3 E BRIDGE REPAIR, NAMP	3	2021	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	1,251,915.00
The FY21 D3 Bridge Repair project will provide bridge deck preservation and preventative maintenance to the bridges, bridge approaches, and guardrail to bridge #s 21882, 15595, 15600, 15611, 15606, 21886							
20266	SH 44, INT SH 16 TO LINDER RD, ADA CO	3	2023	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	8,083,268.00
This project will add an additional westbound and eastbound lane to improve congestion and reduce crashes along the corridor.							
20275	NHS-7220, STATE ST LIGHTING; 16TH TO 23RD, ACHD	3	2019	Federal-Aid, Local Road System	ADA COUNTY HD	Project Closed	458,386.00
This project will install additional street lighting on State Street, between 16th Street and 23rd Street. The segments of the street in between the intersections are not lighted and have a higher nighttime crash rate than the lighted segments.							
20294	LOCAL, INT COLE RD AND OVERLAND RD, BOISE	3	2017	Federal-Aid, Local Road System	ADA COUNTY HD	Project Closed	1,492,720.00
Install signal-controlled right turn lanes on each leg of the Cole Rd and Overland Rd intersection in Boise and install ramps and crosswalks.							
20315	I 84, KARCHER IC TO FRANKLIN BLVD, NAMP	3	2019	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Project Closed	13,458,938.01
Expand I-84 to three lanes in each direction between the Karcher Interchange (Midland Blvd.) and Franklin Blvd. in the City of Nampa. Individual construction projects will be identified once the phasing is determined. Projects are funded using INFRA grant, with State funds used as tapered match.							
20351	I 84, CALDWELL TO KARCHER, CANYON CO	3	2021	State Funded Program	STATE OF IDAHO (ITD)	Development	3,979,000.00
Environmental study only; design and construction projects are split out from this key number.							
20405	I 84, FY22 D3 BRIDGE REPAIR	3	2022	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	4,003,559.00
The scope of the project is to preserve and maintain 18 bridges along I-84 from MP 3.21 to 89.761; 17 bridges will receive either an epoxy overlay or an HCSC (Hybrid Composite Synthetic Concrete) overlay. One bridge will have the guardrail widened to allow wider traffic to cross.							
20428	SH 21, TECHNOLOGY WAY TO SURPRISE WAY, BOISE	3	2022	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	2,698,725.00
The TECHNOLOGY WAY TO SURPRISE WAY, BOISE project is located on SH-21 in Ada County between Technology Way and Surprise Way. This project will widen SH-21 to include two 12-FT travel lanes, a continuous 14-FT center turn lane, and two 6-FT shoulders. The project is located between mile points 0.787 and 3.023.							

# Projects in Prior STIPs

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Prior Year Projects Outside of MPO Areas

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Key No.	Location	Dist.	Year	Major Program	Sponsor	Project Status	Lifetime Cost
20430	STC-7821, INT N MIDDLETON RD & CORNELL ST, MIDDLETON	3	2021	Federal-Aid, Local Road System	MIDDLETON	Awarded (or equiv.)	560,000.00
The N Middleton Road & Cornell Street Roundabout project is located in the City of Middleton in Canyon County will improve this intersection with the conversion of the intersection to a mini-roundabout to reduce/eliminate serious injury crashes and fatalities. The project is located on STC-7821 at mile point 100.369.							
20506	SH 55, SH-44 (STATE ST) TO PAYETTE RV BR, REHABILITATIO	3	2023	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	PS&E (or equiv.)	200,000.00
This project will resurface the pavement to preserve the structural capacity of the existing roadway.							
20560	LOCAL, FY22/23 COMPASS PLANNING	3	2023	Federal-Aid, Local Road System	COMPASS	Development	99,000.00
This project will assist the Community Planning Association of Southwest Idaho (COMPASS) in meeting federal transportation planning responsibilities.							
20613	SMA-8383, INT LONE STAR & MIDDLETON RD	3	2020	Federal-Aid, Local Road System	NAMPA	Awarded (or equiv.)	2,659,220.00
The Lone Star Road & Middleton Road Intersection Improvement project is located in the City of Nampa in Canyon County will improve commuter and pedestrian/bike safety and will improve traffic flow with the installation of a traffic signal and sidewalk to reduce/eliminate serious injury crashes and fatalities. The project is located on SMA-8383 between mile points 3.8 and 4.2.							
20639	LOCAL, FAIRVIEW AVE GREENBELT RAMP, BOISE	3	2020	Federal-Aid, Local Road System	BOISE, CITY OF	Project Closed	209,123.00
Design and construct an Americans with Disabilities Act-compliant, concrete, multi-use pathway ramp connecting the south side of the Greenbelt to the existing bike lane on Fairview Avenue in the City of Boise. A small section of block retaining wall construction is anticipated.							
20738	I 84, BROADWAY TO MOUNTAINHOME, ADA & ELMORE CO	3	2021	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	2,742,666.00
Seal coat the pavement surface on I-84 from Broadway Ave. to Eisenman Rd; SH-21 from I-84 to S Technology Way, Blacks Creek Interchange Ramps and Exit 90, 95 & 99 On/Off Ramps in order to improve ride quality and extend the life of the pavement.							
20796	I 84, KARCHER IC TO FRANKLIN BLVD IC TEMP SHOULDER	3	2019	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	5,666,358.42
Reconstruct and widen the eastbound and westbound shoulders on I-84 from the Karcher/Midland interchange to the Franklin interchange (MP 33.10 – 36.50) to provide sufficient pavement sections to temporarily shift traffic during the I-84 reconstruction projects.							
20797	I 84, KARCHER OVERPASS, NAMPA	3	2019	State Funded Program	STATE OF IDAHO (ITD)	Project Closed	4,635,563.36
Demolish and reconstruct the Karcher Road Overpass at I-84 MP 33.97. The existing 5-span bridge will be replaced with a 2-span bridge to allow widening of I-84. The new bridge will have two travel lanes with a shoulder on the southeast side, bike lane and sidewalk on the northwest side. The project includes minor roadway reconstruction for the approaches on each side of the bridge.							
20798	I 84, NORTHSIDE BLVD TO FRANKLIN BLVD, NAMPA	3	2019	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	74,477,876.80
Reconstruct and widen I-84 from the Northside interchange to the Franklin interchange (MP 34.26 – 35.98). The project includes widening the existing 4-lane section (2-lanes each direction) to an 8-lane section (3-lanes each direction plus auxiliary lanes each direction between the Northside and Franklin interchanges. This project includes replacement of the Mason Creek Culvert under I-84 just west of the Franklin IC with a 12' x 13' concrete box culvert; replacement of the twin I-84 over UPRR/PID bridges with one single-span concrete box beam bridge; and full reconstruction of the Northside IC. The new Northside IC will be a SPUI IC with one single-span hybrid steel girder I-84 bridge over Northside Boulevard.							
20799	I 84, KARCHER IC TO NORTHSIDE BLVD	3	2020	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	28,059,890.77
Reconstruct and widen I-84 from the Karcher/Midland interchange to the Northside interchange (MP 33.19 – MP 34.26). The project includes widening the existing 4-lane section (2-lanes each direction) to an 8-lane section (3-lanes each direction plus auxiliary lanes each direction between the Karcher and Northside interchanges.							
20841	SH 55, BIKE/PED BR OVER BOISE RV, EAGLE	3	2023	Federal-Aid, Local Road System	EAGLE	PS&E (or equiv.)	4,297,061.00
Design and construct a bicycle and pedestrian bridge over the north channel of the Boise River adjacent to the SH-55 (Eagle Rd.) Bridge. The bicycle and pedestrian bridge will provide a critical link between the Boise River Greenbelt, planned pathways, and a rapidly growing residential and commercial core area in the City of Eagle.							
20842	SMA-7013, CLOVERDALE RD; CAMAS DR TO TUTRINA & OPAS	3	2019	State Funded Program	STATE OF IDAHO (ITD)	Project Closed	11,240,670.00
Widen Cloverdale Rd. from Camas Dr. to Trutina Ave. from two lanes to 5 lanes with curb, gutter, sidewalk, and bicycle lanes in accordance with ACHD's Capital Improvement Plan. Replace the bridge and update the structure to current standards to include 4 travel lanes, standard shoulders, and bicycle and pedestrian facilities. The bridge will have higher clearance over I-84 and be built to accommodate a future fifth lane expansion of the Interstate below. Additional details will be available on ACHD's and ITD's website soon.							
21849	SH 45, JCT SH-78 TO DEER FLAT RD, CANYON CO	3	2022	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	7,167,729.00
The JCT SH-78 TO DEER FLAT RD project in Canyon County will restore and rehabilitate roadway pavement by milling/inlaying SH-45 from Deer Flat Road to the junction of SH-78. This work also includes shoulder grading, patching at existing driveways that are in bad or poor condition and hyrdo demolition, silica fume overlay, joint replacement, concrete repair (e.g. spalling/patching), and concrete crack repair at the Mora Canal (14305).							



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Key No.	Location	Dist.	Year	Major Program	Sponsor	Project Status	Lifetime Cost
21858	US 20, SH 16 TO LINDER RD, ADA COUNTY	3	2021	State Funded Program	PRIVATE	Development	24,810,675.00
This project can be built in two Phases or a single Phase at the discretion of the Developer of the Costco shopping center using State Tax Anticipated Revenue. Phase 1; Expand Chinden Boulevard to five lanes (two through lanes in each direction and a two way left center turn lane) with turn lanes/raised median where necessary between Tree Farm Way (MP35.762) and the existing five lane section approximately 700ft to the west of Linder Road (MP 37.128, approximately 1.5 miles in length). Phase 2; Expand Chinden Boulevard to five lanes (two through lanes in each direction and a two way left center turn lane) with turn lanes/raised median where necessary between Tree Farm Way (MP 35.762) and the existing five lane section approximately 800ft to the east of State Highway 16 (MP 34.424, approximately 1.44 miles in length).							
21864	US 20, SH-16 TO TREE FARM WAY (PH2)	3	2019	State Funded Program	PRIVATE	Project Closed	197.82
Expand Chinden Boulevard to five lanes (two through lanes in each direction and a two way left center turn lane) with turn lanes/raised median where necessary between Tree Farm Way and the existing five lane section approximately 800ft to the east of State Highway 16 (approximately 1.44 miles in length). This project will be funded and constructed by the developer of the Costco shopping center using State Tax Anticipated Revenue.							
21867	SH 55, KARCHER RD, MIDDLETON TO INDIANA, DESIGN	3	2021	State Funded Program	STATE OF IDAHO (ITD)	Project Closed	1,024,000.00
The KARCHER RD, MIDDLETON TO INDIANA, DESIGN project will provide engineering design and right-of-way acquisition for the expansion of SH-55 to improve the safety and mobility along the SH-55 (Karcher) corridor.							
21913	LOCAL, BSU COVERED BIKE FACILITY	3	2019	Federal-Aid, Local Road System	BOISE STATE UNIVERSITY	Project Closed	4,878.90
Construct one covered bicycle parking facility on the Boise State University campus. The covered parking shelters provide shelter from the sun, rain, and snow.							
21968	SH 21, MORES CR BR ASSET PLAN	3	2020	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Development	275,000.00
This project will develop a Bridge Asset Management Plan for the high replacement cost Mores Creek bridge on SH-21 at milepoint 17 in Ada Co.							
21999	STP-8463, GREENHURST RD; SUNNYBROOK TO CANYON ST,	3	2021	Federal-Aid, Local Road System	NAMPA	Awarded (or equiv.)	1,204,903.00
Provide safety improvements on Greenhurst Rd. from Sunnybrook Rd. to Canyon St. in the City of Nampa. The project will install a traffic control signal with pedestrian crossing facilities, a pedestrian-activated flashing beacon crossing light, street lighting, and a raised median to reduce or eliminate fatal and serious injury accidents for roadway users.							
22015	LOCAL, FY23 ACHD COMMUTERIDE	3	2023	Federal-Aid, Local Road System	ADA COUNTY HD	Development	55,000.00
This project will continue to improve and market the rideshare program while coordinating and operating the multi-county vanpool program.							
22029	LOCAL, FY19 CANYON CO SR2S COORDINATOR & ACTIVITIES	3	2019	Federal-Aid, Local Road System	MERIDIAN	Awarded (or equiv.)	64,753.00
This project provides for Safe Routes To School program personnel, education materials, encouragement incentives, special events and indirect costs.							
22030	LOCAL, FY20 CANYON CO SRTS COORDINATOR & ACTIVITIES	3	2020	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Awarded (or equiv.)	64,753.00
This project provides for Safe Routes To School program personnel, education materials, encouragement incentives, special events and indirect costs.							
22031	LOCAL, FY21 CANYON CO SRTS COORDINATOR & ACTIVITIES	3	2021	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Awarded (or equiv.)	64,753.00
This project provides for Safe Routes To School program personnel, education materials, encouragement incentives, special events and indirect costs.							
22050	LOCAL, STODDARD PATH EXT PH 1, NAMPA	3	2020	Federal-Aid, Local Road System	NAMPA	Project Closed	532,783.00
The Stoddard City Pathway (Iowa to Amity) project is an extension of the existing Stoddard Pathway located in Nampa, Canyon County. The current Stoddard Pathway is approximately 2-miles and connects neighborhoods to parks and schools in southeast Nampa. This extension would add approximately ½- mile to the paved trail starting at Iowa Avenue and ending at Amity Avenue.							
22070	LOCAL, STODDARD PATH EXT PH 2, NAMPA	3	2020	Federal-Aid, Local Road System	NAMPA	Awarded (or equiv.)	539,066.00
The purpose of this project is to extend the Stoddard Pathway from Amity Avenue to Sherman Avenue. The Stoddard City Pathway (Amity to Sherman) extension will provide a safe route to Sherman Elementary, which is one of Nampa's highest needs school. Students and pathway users will be able to utilize an existing crosswalk with a Rapid Flashing Beacon at the Amity Avenue crossing. The project will also tie into the proposed Stoddard City Pathway (Iowa to Amity), creating approximately 2 and ¾ miles of continuous trail.							
22076	OFFSYS, GRIMES CITY PATHWAY, NAMPA	3	2020	Federal-Aid, Local Road System	NAMPA	Awarded (or equiv.)	296,229.00
This project is on the Grimes Pathway between Birch Ln. and Karcher Rd and between Franklin Rd. and 11th Ave. It is located in Nampa, Canyon County. The southern section of the project begins on Karcher Rd. and extends northeast between McDonagh Park and the railroad. The northern section of the project begins by connecting to the existing Grimes Pathway in Sunset Oaks Park and extends north to Birch Ln							
22101	STC-3798, PECKHAM RD INTERSECTIONS, CANYON CO	3	2023	Federal-Aid, Local Road System	GOLDEN GATE HD	Development	98,000.00
The project will reconstruct three intersection on Peckham Road at Travis Road, Allendale Road and Van Slyke Road. Each intersection is substandard for truck turning movements. The reconstruction will provide larger turning radii to eliminate truck off-tracking and reduce edge breakup. The intersection improvements will also allow trucks to maintain their own travel lane while making turns. all construction will adhere to current Association of Canyon County Highway District (ACCHD) standards.							

# Projects in Prior STIPs

## With No Final Voucher or Equivalent

Prior Year Projects Outside of MPO Areas

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

Key No.	Location	Dist.	Year	Major Program	Sponsor	Project Status	Lifetime Cost
22102	STC-8223, FRANKLIN BLVD & KARCHER RD INT, NAMPA	3	2023	Federal-Aid, Local Road System	NAMPA	PS&E (or equiv.)	584,908.00
Construct a dual lane offset roundabout at Franklin Blvd. and Karcher Rd. in the City of Nampa. The project includes right-of-way, curb and gutter, sidewalk, lighting, pedestrian ramps, , and lane widening. The design includes a roundabout with one entering lane eastbound and westbound, and two entering lanes northbound and southbound. The offset center of the roundabout is approximately 55 ft. west and 10 ft. north of the existing intersection. A power pole will be relocated on the northeast corner at project expense (power pole is a private easement outside of the right-of-way).							
22154	I 84, USTICK RD & MIDDLETON RD OVERPASSES, CANYON C	3	2020	State Funded Program	STATE OF IDAHO (ITD)	Development	4,509,700.21
Rebuild Middleton Rd. and Ustick Rd. overpasses at I-84 in Canyon Co. This project is part of the GARVEE project to expand I-84 from the City of Nampa to the City of Caldwell (Key Number 20351).							
22180	LOCAL, BICYCLE AND PEDESTRIAN DATA, COMPASS	3	2019	Federal-Aid, Local Road System	COMPASS	Project Closed	7,000.00
A Technology Transfer (T2) grant to purchase an electric cargo bicycle with special equipment (video camera and phone-based measurement tools) to collect pavement conditions on pathways and bicycle lanes to supplement maintenance data for these systems.							
22258	US 20, D3 CULVERT REPAIR	3	2021	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	236,513.00
This project will clean and line various culverts to preserve and maintain the roadway infrastructure.							
22460	SH 19, BVRR RRX, GREENLEAF	3	2020	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	98,200.00
This project will install cantilever gates and lights at the crossing in Greenleaf at milepost 14.24 on SH-19. The crossing# is 819698A							
22593	OFFSYS, S 4TH AVE, INDIAN CREEK BR, CALDWELL	3	2021	Federal-Aid, Local Road System	LOCAL HIGHWAY TECHNICA	Awarded (or equiv.)	3,002,311.29
Replace S 4TH AVE, INDIAN CREEK BR, CALDWELL							
22618	I 84, MIDDLETON RD OVERPASS, CANYON CO	3	2020	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	7,117,943.35
Rebuild Middleton Rd. overpass at I-84 in Canyon Co. This project is part of the GARVEE project to expand I-84 from the City of Nampa to the City of Caldwell (Key Number 20351).							
22619	I 84, USTICK RD OVERPASS, CANYON CO	3	2021	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	15,968,963.86
Rebuild Ustick Rd. overpass at I-84 in Canyon Co. This project is part of the GARVEE project to expand I-84 from the City of Nampa to the City of Caldwell (Key Number 20351).							
22665	SH 55, EAGLE RD; I 84 TO SH 44, ADA CO	3	2022	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	22,805,964.00
The EAGLE RD; I-84 TO SH-44 project located between the cities of Meridian and Eagle will rehabilitate the roadway to improve ride quality and extend pavement life.							
22944	LOCAL, FY22 STODDARD PATHWAY, NAMPA	3	2022	Federal-Aid, Local Road System	NAMPA	PS&E (or equiv.)	539,820.00
The Stoddard pathway (Sherman Avenue to 2nd Street South) project is an extension of the pathway adding approximately 0.3 miles to the paved trail.							
22963	LOCAL, FY22 GREENLEAF 8 ADA RAMPS	3	2022	State Funded Program	GREENLEAF	Awarded (or equiv.)	58,000.00
Construct 8 Americans with Disabilities ramps in Greenleaf, Canyon Co., Idaho.							
23071	SH 45, REALIGNMENT ALTERNATIVES ANALYSIS, PEL, NAMPA	3	2021	Federal-Aid, State Highway System	NAMPA	Development	405,000.00
Complete a Planning and Environmental Linkages (PEL) review as a first step to determine possible alternatives to realign SH 45 (12th Ave South) through the city of Nampa from Sheridan Ave to 1st St South, with connections to I 84 on Northside Blvd.							
23079	I 84, TEMP WIDENING, FRANKLIN IC TO KARCHER IC, NAMPA	3	2021	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	16,288.17
Reconstruct and widen eastbound and westbound shoulders on I-84 from the Franklin interchange to the Karcher interchange (MP 29.0 – 33.4) to provide sufficient pavement sections to temporarily shift traffic during the I-84 reconstruction projects.							
23099	I 84, EXIT 25 IMPROVEMENT, CANYON CO	3	2022	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	1,681,213.00
The proposed improvements include minor widening of the westbound off ramp to reestablish uniform shoulder width, installation of a traffic signal and queue detection on the westbound ramp and some slope excavation to improve sight.							
23270	I 84, GALLOWAY ROAD UNDERPASS REPAIR	3	2021	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	535,000.00
On February 26, 2021, a commercial vehicle hauling a piece of equipment struck the girders over the westbound lanes. This incident damaged four of the girders. ITD Bridge Inspection has examined the structure and has determined that one of the girders must be completely replaced.							
23293	LOCAL, PEDESTRIAN ROAD SAFETY AUDIT, NAMPA	3	2022	Federal-Aid, Local Road System	NAMPA	Development	66,000.00
For the work of conducting a Road Safety Audit (RSA) at multiple signalized intersections. The focus of the RSA will be to identify deficiencies as well as low-cost, systemic changes to signal operations to decrease the quantity and severity of pedestrian/bicycle crashes involving vehicles. This RSA will support continued growth and interest of the City by improving safety for all roadway users.							
23389	SMA-9833, N MILWAUKEE ST BVRR RRX 906394X, BOISE	3	2022	State Funded Program	RAILROADS	Awarded (or equiv.)	212,000.00
Complete resurface: concrete planking, ballast, ties, rails. Split cost with RR.							

## Projects in Prior STIPs

With No Final Voucher or Equivalent

Prior Year Projects Outside of MPO Areas

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

Key No.	Location	Dist.	Year	Major Program	Sponsor	Project Status	Lifetime Cost
23410	SH 16, I 84 TO FRANKLIN RD, ADA & CANYON COS	3	2023	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	48,621,481.00
This project will construct improvements on SH-16 from I-84 to Franklin road, including a new interchange across I-84 with on and off ramps from I-84 to Franklin Road and on to SH-16.							
23455	I 84, ROBINSON ROAD OVERPASS REPAIR	3	2022	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	200,000.00
An excavator being towed on I 84 struck the Bridge on Oct 5, 2021. The accident damaged two girders. Shoulder restrictions will be implemented on Robinson Road and repairs will require a closure of the interstate.							
23457	I 184, ORCHARD ST OVERPASS REPAIR	3	2022	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	70,985.00
Heavy equipment on a trailer was not properly lowered and hit the girders causing damage that now requires repair.							
23708	I 84, FY23 D3 INTERSTATE STRIPING	3	2023	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	559,480.00
D3 Interstate Striping							

## **APPENDIX E: LIST OF PROJECTS**

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

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

# FY2024-2030 Regional Transportation Improvement Program

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

All costs in year-of-expenditure dollars



### 10th Avenue ITS and Overlay, Caldwell

Regionally Significant: ☐ ☒ Inflated

Key #: 13905

Requesting Agency: City of Caldwell

Project Year: 2026

Total Previous Allocations: \$295

Total Programmed Budget: \$2,747

Total Cost (Prev. + Prog.): \$3,042

#### TIP Achievement:

Active Transportation

System Performance

NHS-LOTTR

Safety

Asset Management



#### Project Description

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

Funding Source STBG-U			Program Local Hwy - Urban				Local Match 7.34%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2026	0	0	0	0	220	2,527	2,747	2,545	202
<b>Fund Totals:</b>	0	0	0	0	220	2,527	2,747	2,545	202

### 2nd Street South, Safety Improvements, Nampa

Regionally Significant: ☐ ☒ Inflated

Key #: 23883

Requesting Agency: City of Nampa

Project Year: 2026

Total Previous Allocations: \$649

Total Programmed Budget: \$1,421

Total Cost (Prev. + Prog.): \$2,070

#### TIP Achievement:

Active Transportation

Safety



#### Project Description

Install 19 high efficiency roadway street lights along 2nd Street South from 16th Avenue South to Chicago Street; two Rectangular Rapid Flashing Beacon (RRFB) crossings, a Left Turn Lane and a Two-Way-Left-Turn-Lane (TWTL) with roadway reconstruction from 16th Avenue South to 24th Avenue South; and provide a five-foot paved shoulder (at least four-feet) along the south side of 2nd Street South from 24th Avenue South to Chicago Street, in the City of Nampa.

Funding Source HSIP (Local)			Program Local Hwy - HSIP				Local Match 7.34%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2026	0	0	0	0	687	214	901	835	66
<b>Fund Totals:</b>	0	0	0	0	687	214	901	835	66

Funding Source Local Participating			Program Hwy - Local Partnerships				Local Match 100.00%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2026	0	0	0	0	0	520	520	0	520
<b>Fund Totals:</b>	0	0	0	0	0	520	520	0	520

## Access to Opportunity, Boise and Garden City

Regionally Significant: ☐ ☐ Inflated

Key #: 23833

Requesting Agency: ACHD

Project Year: 2024

Total Previous Allocations: \$0

Total Programmed Budget: \$6,430

Total Cost (Prev. + Prog.): \$6,430

TIP Achievement:

Active Transportation

Asset Management

Safety



### Project Description

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

Funding Source RAISE			Program Hwy - Discretionary				Local Match 22.24%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2024	30	6,400	0	0	0	0	6,430	5,000	1,430
<b>Fund Totals:</b>	<b>30</b>	<b>6,400</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6,430</b>	<b>5,000</b>	<b>1,430</b>

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

Regionally Significant: ☐ ☐ Inflated

Key #: 23313

Requesting Agency: COMPASS

Project Year: 2026

Total Previous Allocations: \$0

Total Programmed Budget: \$8

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

TIP Achievement:

Active Transportation



### Project Description

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

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



## Centennial Way Roundabout, Caldwell

Regionally Significant: ☐ ☒ Inflated

Key #: 13484

Requesting Agency: City of Caldwell

Project Year: 2026

Total Previous Allocations: \$428

Total Programmed Budget: \$4,009

Total Cost (Prev. + Prog.): \$4,437

### Project Description

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



Funding Source NHPP			Program State Hwy - Safety & Capacity (Capacity)					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2024	0	100	0	0	0	0	100	93	7
2026	0	0	0	0	0	649	649	601	48
<b>Fund Totals:</b>	0	100	0	0	0	649	749	694	55

Funding Source STBG-U			Program Local Hwy - Urban					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2026	0	0	0	0	521	2,739	3,260	3,021	239
<b>Fund Totals:</b>	0	0	0	0	521	2,739	3,260	3,021	239

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

Regionally Significant: ☐ ☒ Inflated

Key #: 22438

Requesting Agency: City of Nampa

Project Year: PD

Total Previous Allocations: \$563

Total Programmed Budget: \$1,952

Total Cost (Prev. + Prog.): \$2,515

### Project Description

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



Funding Source STBG-U			Program Local Hwy - Urban					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
PD	0	0	0	0	228	1,724	1,952	1,809	143
<b>Fund Totals:</b>	0	0	0	0	228	1,724	1,952	1,809	143

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

Regionally Significant: ☐ ☒ Inflated

Key #: 22017

Requesting Agency: City of Nampa

Project Year: 2027

Total Previous Allocations: \$330

Total Programmed Budget: \$1,730

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

### TIP Achievement:

Open Space

Health

Safety

Active Transportation

Asset Management



### Project Description

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

Funding Source		STBG-U		Program		Local Hwy - Urban		Local Match		7.34%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2027	0	0	0	0	356	1,374	1,730	1,603	127	
<b>Fund Totals:</b>	0	0	0	0	356	1,374	1,730	1,603	127	

## Commuteride, ACHD – FY2024

Regionally Significant: ☐ ☒ Inflated

Key #: 22436

Requesting Agency: ACHD

Project Year: 2024

Total Previous Allocations: \$0

Total Programmed Budget: \$275

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

### TIP Achievement:

Public Transportation



### Project Description

Continue and improve coordination and marketing efforts in support of the ACHD Commuteride vanpool program. Commuteride is a third-party vanpool program in a multi-county area. These funds help coordinate and market the Vanpool program in the Boise and Nampa Urban Areas, including the cities of Boise, Garden City, Eagle, Meridian, Nampa, and Caldwell. Eligible rides must originate, terminate, or go through Ada County.

Funding Source		STBG-TMA		Program		Local Hwy - Transportation Management		Local Match		0.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2024	0	0	0	0	0	220	220	220	0	
<b>Fund Totals:</b>	0	0	0	0	0	220	220	220	0	

Funding Source		STBG-U		Program		Local Hwy - Urban		Local Match		0.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2024	0	0	0	0	0	55	55	55	0	
<b>Fund Totals:</b>	0	0	0	0	0	55	55	55	0	



## Commuteride, ACHD – FY2025/FY2026

Regionally Significant: ☐ ☒ Inflated TIP Achievement:  
Key # : 22386 Public Transportation

Requesting Agency: ACHD

Project Year: 2025-2026

Total Previous Allocations: \$0

Total Programmed Budget: \$336

Total Cost (Prev. + Prog.): \$336

### Project Description

Continue and improve rideshare program and marketing. Operate a third-party vanpool program in multi-county area and coordinate vanpools in the Boise and Nampa Urbanized Areas. Funds in the Nampa Urbanized Area are for FY2025 and FY2026. Funds in the Boise Urbanized Area are for FY2025.

Funding Source STBG-TMA			Program Local Hwy - Transportation Management					Local Match 0.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	0	0	0	0	224	224	224	0
Fund Totals:	0	0	0	0	0	224	224	224	0

Funding Source STBG-U			Program Local Hwy - Urban					Local Match 0.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	0	0	0	0	112	112	112	0
Fund Totals:	0	0	0	0	0	112	112	112	0

## Commuteride, ACHD – FY2026

Regionally Significant: ☐ ☒ Inflated TIP Achievement:  
Key # : 22738 Public Transportation

Requesting Agency: ACHD

Project Year: 2026

Total Previous Allocations: \$0

Total Programmed Budget: \$229

Total Cost (Prev. + Prog.): \$229

### Project Description

Continue and improve rideshare program and marketing. Operate a third-party vanpool program in multi-county area and coordinate vanpools in the Boise and Nampa Urbanized Areas.

Funding Source STBG-TMA			Program Local Hwy - Transportation Management					Local Match 0.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2026	0	0	0	0	0	229	229	229	0
Fund Totals:	0	0	0	0	0	229	229	229	0

## Commuteride, ACHD – FY2027

Regionally Significant: ☐ ☒ Inflated

TIP Achievement:

Key # : 23328

Public Transportation

Requesting Agency: ACHD

Project Year: 2027

Total Previous Allocations: \$0

Total Programmed Budget: \$291

Total Cost (Prev. + Prog.): \$291

### Project Description

Continue and improve rideshare program and marketing. Operate a third-party vanpool program in multi-county area and coordinate vanpools in the Boise and Nampa Urbanized Areas.

ACHD COMMUTERIDE

Funding Source STBG-TMA			Program Local Hwy - Transportation Management					Local Match 0.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2027	0	0	0	0	0	233	233	233	0
<b>Fund Totals:</b>	0	0	0	0	0	233	233	233	0

Funding Source STBG-U			Program Local Hwy - Urban					Local Match 0.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2027	0	0	0	0	0	58	58	58	0
<b>Fund Totals:</b>	0	0	0	0	0	58	58	58	0

## Commuteride, ACHD – FY2028

Regionally Significant: ☐ ☒ Inflated

TIP Achievement:

Key # : 23679

Public Transportation

Requesting Agency: ACHD

Project Year: 2028

Total Previous Allocations: \$0

Total Programmed Budget: \$298

Total Cost (Prev. + Prog.): \$298

### Project Description

Continue and improve rideshare program and marketing. Operate a third-party vanpool program in multi-county area and coordinate vanpools in the Boise and Nampa Urbanized Areas.

ACHD COMMUTERIDE

Funding Source STBG-TMA			Program Local Hwy - Transportation Management					Local Match 0.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2028	0	0	0	0	0	238	238	238	0
<b>Fund Totals:</b>	0	0	0	0	0	238	238	238	0

Funding Source STBG-U			Program Local Hwy - Urban					Local Match 0.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2028	0	0	0	0	0	60	60	60	0
<b>Fund Totals:</b>	0	0	0	0	0	60	60	60	0

## Commuteride, ACHD – FY2029

Regionally Significant: ☐ ☒ Inflated

TIP Achievement:

Key # : 23680

Public Transportation

Requesting Agency: ACHD

Project Year: 2029

Total Previous Allocations: \$0

Total Programmed Budget: \$243

Total Cost (Prev. + Prog.): \$243

### 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.

ACHD

COMMUTERIDE

Funding Source STBG-TMA			Program Local Hwy - Transportation Management					Local Match 0.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2029	0	0	0	0	0	243	243	243	0
<b>Fund Totals:</b>	0	0	0	0	0	243	243	243	0

## Commuteride, ACHD – FY2030

Regionally Significant: ☐ ☐ Inflated

TIP Achievement:

Key # : 24215

Public Transportation

Requesting Agency: ACHD

Project Year: 2030

Total Previous Allocations: \$0

Total Programmed Budget: \$220

Total Cost (Prev. + Prog.): \$220

### 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.

ACHD

COMMUTERIDE

Funding Source STBG-TMA			Program Local Hwy - Transportation Management					Local Match 0.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2030	0	0	0	0	0	220	220	220	0
<b>Fund Totals:</b>	0	0	0	0	0	220	220	220	0

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

Regionally Significant: ☒

☒ Inflated

TIP Achievement:

Key #: RD216-04

Health

Requesting Agency: ACHD

Safety

Project Year: 2024

Total Previous Allocations: \$610

Active Transportation

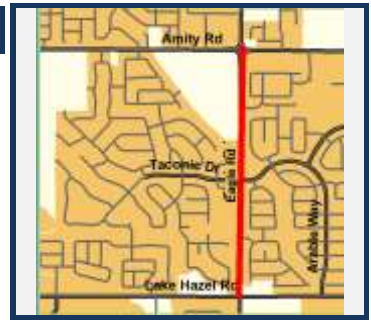
Total Programmed Budget: \$5,260

System Performance

Total Cost (Prev. + Prog.): \$5,870

### Project Description

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



Funding Source		Local (Regionally Significant)		Program		Hwy - Local Partnerships		Local Match		100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2024	0	0	0	130	65	5,065	5,260	0	5,260	
<b>Fund Totals:</b>	0	0	0	130	65	5,065	5,260	0	5,260	

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

Regionally Significant: ☐

☐ Inflated

TIP Achievement:

Key #: 24383

Active Transportation

Requesting Agency: ACHD

Asset Management

Project Year: PD

Total Previous Allocations: \$0

Total Programmed Budget: \$9,050

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

### Project Description

Replace the Emerald Street bridge over Interstate 184 in the City of Boise. Road work will occur between Camelot Drive and Raymond Street and will include enhanced pedestrian facilities on both sides of the roadway. This project is partially unfunded.



Funding Source		Local Participating		Program		Hwy - Local Partnerships		Local Match		100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2024	0	300	0	0	0	0	300	0	300	
2025	0	300	500	0	0	0	800	0	800	
2026	0	0	500	0	0	0	500	0	500	
PD	0	0	0	0	150	7,300	7,450	0	7,450	
<b>Fund Totals:</b>	0	600	1,000	0	150	7,300	9,050	0	9,050	

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

Regionally Significant: ☒

☐ Inflated

TIP Achievement:

Key #: RC0133

NHS-LOTTR

Requesting Agency: ACHD

Open Space

Project Year: 2025

Health

Total Previous Allocations: \$600

Safety

Total Programmed Budget: \$4,190

Total Cost (Prev. + Prog.): \$4,790

Active Transportation

### Project Description

Widen Fairview Avenue from Locust Grove Road to State Highway 55 (Eagle Road) to seven lanes in the City of Meridian. Project includes enhanced pedestrian and bicycle facilities on both sides of the roadway.



Funding Source		Local (Regionally Significant)		Program		Hwy - Local Partnerships		Local Match		100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2025	0	0	80	0	40	4,070	4,190	0	4,190	
<b>Fund Totals:</b>	0	0	80	0	40	4,070	4,190	0	4,190	

## Fairview Avenue, North Garden to Whitewater Park and Bridge Replacement

Regionally Significant: ☐

☐ Inflated

TIP Achievement:

Key #: 24382

Active Transportation

Requesting Agency: City of Boise

Asset Management

Project Year: PD

Bridge

Total Previous Allocations: \$0

Total Programmed Budget: \$8,602

Total Cost (Prev. + Prog.): \$8,602

### Project Description

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



Funding Source		Local Participating		Program		Hwy - Local Partnerships		Local Match		100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2024	200	0	0	0	0	0	200	0	200	
2025	200	0	0	0	0	0	200	0	200	
2026	2	490	0	0	0	0	492	0	492	
2027	0	210	0	0	0	0	210	0	210	
PD	0	0	0	0	0	7,500	7,500	0	7,500	
<b>Fund Totals:</b>	402	700	0	0	0	7,500	8,602	0	8,602	

## Five Mile Road Overpass and Widening, Boise

Regionally Significant: ☒ ☐ Inflated

Key #: 23095

Requesting Agency: ACHD

Project Year: 2029 ITD

Total Previous Allocations: \$2,252

Total Programmed Budget: \$29,955

Total Cost (Prev. + Prog.): \$32,207

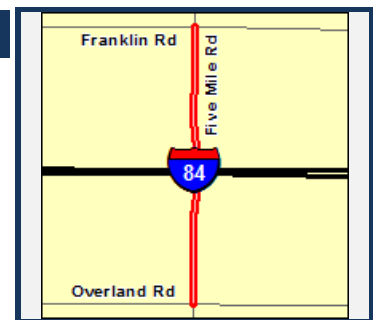
### TIP Achievement:

Bridge

Health

Safety

Active Transportation



### Project Description

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

Funding Source		State	Program					State Hwy - Bridge Restoration	Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	100.00%	
2024	200	400	0	0	0	0	600	0	600	
2029	0	0	0	0	800	8,000	8,800	0	8,800	
<b>Fund Totals:</b>	<b>200</b>	<b>400</b>	<b>0</b>	<b>0</b>	<b>800</b>	<b>8,000</b>	<b>9,400</b>	<b>0</b>	<b>9,400</b>	

Funding Source		TAP-TMA	Program					Local Hwy - Transportation Alternatives	Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	7.34%	
2024	0	0	165	0	0	0	165	153	12	
<b>Fund Totals:</b>	<b>0</b>	<b>0</b>	<b>165</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>165</b>	<b>153</b>	<b>12</b>	

Funding Source		Local Participating	Program					Hwy - Local Partnerships	Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	100.00%	
2025	0	0	196	0	0	0	196	0	196	
PD	0	0	0	232	849	17,064	18,145	0	18,145	
<b>Fund Totals:</b>	<b>0</b>	<b>0</b>	<b>196</b>	<b>232</b>	<b>849</b>	<b>17,064</b>	<b>18,341</b>	<b>0</b>	<b>18,341</b>	

Funding Source		STBG-TMA	Program					Local Hwy - Transportation Management	Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	7.34%	
2024	0	0	533	0	0	0	533	494	39	
<b>Fund Totals:</b>	<b>0</b>	<b>0</b>	<b>533</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>533</b>	<b>494</b>	<b>39</b>	

Funding Source		AC (Local)	Program					Advanced Construction	Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	100.00%	
2025	0	0	196	0	0	0	196	0	196	
<b>Fund Totals:</b>	<b>0</b>	<b>0</b>	<b>196</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>196</b>	<b>0</b>	<b>196</b>	

Funding Source CRP-TMA			Program Local Hwy - Transportation Management					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2024	0	0	1,320	0	0	0	1,320	1,223	97
<b>Fund Totals:</b>	0	0	1,320	0	0	0	1,320	1,223	97

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

Regionally Significant: ☐ ☐ Inflated

Key # : 22103

Requesting Agency: City of Nampa

Project Year: 2030

Total Previous Allocations: \$1,119

Total Programmed Budget: \$9,412

Total Cost (Prev. + Prog.): \$10,531

### Project Description

Improve safety, freight mobility, and reduce congestion on Franklin Boulevard south of the Franklin/Interstate 84 Interchange in the City of Nampa. The project would reduce or remove direct access to Franklin Boulevard at existing intersections with Industrial Road and 3rd Avenue North. Work includes creating a new signalized intersection approximately ¼ mile south of the Franklin/Interstate 84 Interchange with new local roads connecting to Industrial Road on the east and 3rd Avenue North on the west. Easterly new road may require a rail crossing. Westerly new road will require a new bridge across the Phyllis Canal. Access improvements will be implemented between Interstate 84 and the new intersection.



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

Funding Source Local Participating			Program Hwy - Local Partnerships					Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2024	0	1,082	0	0	0	0	1,082	0	1,082
<b>Fund Totals:</b>	0	1,082	0	0	0	0	1,082	0	1,082



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

Regionally Significant: ☒ ☐ Inflated

Key #: 102497

Requesting Agency: ACHD

Project Year: PD

Total Previous Allocations: \$0

Total Programmed Budget: \$6,995

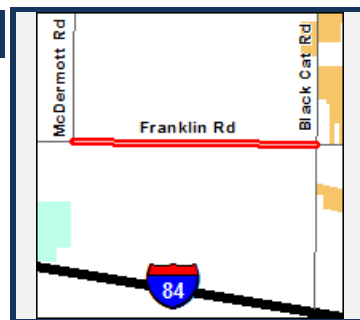
Total Cost (Prev. + Prog.): \$6,995

### TIP Achievement:

System Performance

Active Transportation

Safety



### Project Description

Widen Franklin Road from McDermott Road to Black Cat Road in Ada County including enhanced pedestrian and bicycle facilities on both sides of the roadway.

Funding Source		Local (Regionally Significant)		Program		Hwy - Local Partnerships		Local Match		100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2026	0	548	0	0	0	0	548	0	548	
PD	0	0	174	0	0	6,273	6,447	0	6,447	
<b>Fund Totals:</b>	0	548	174	0	0	6,273	6,995	0	6,995	

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

Regionally Significant: ☐ ☐ Inflated

Key #: 23324

Requesting Agency: City of Boise

Project Year: 2025

Total Previous Allocations: \$650

Total Programmed Budget: \$1,712

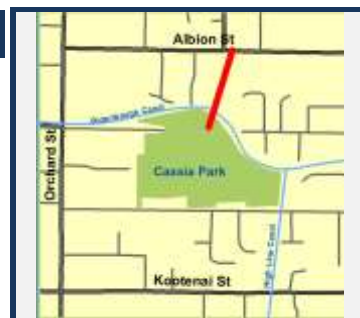
Total Cost (Prev. + Prog.): \$2,362

### TIP Achievement:

Open Space

Active Transportation

Safety



### Project Description

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

Funding Source		TAP-TMA		Program		Local Hwy - Transportation Alternatives		Local Match		7.34%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2025	0	0	0	0	0	73	73	68	5	
<b>Fund Totals:</b>	0	0	0	0	0	73	73	68	5	

Funding Source		CRP-TMA		Program		Local Hwy - Transportation Management		Local Match		7.34%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2025	0	0	0	0	263	1,376	1,639	1,519	120	
<b>Fund Totals:</b>	0	0	0	0	263	1,376	1,639	1,519	120	



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

Regionally Significant: ☐ ☒ Inflated

Key #: 19951

Requesting Agency: Canyon Highway District

Project Year: 2027

Total Previous Allocations: \$419

Total Programmed Budget: \$2,575

Total Cost (Prev. + Prog.): \$2,994

### Project Description

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



Funding Source		STBG-R		Program		Local Hwy - Rural		Local Match		7.34%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2027	0	0	0	0	527	2,048	2,575	2,386	189	
<b>Fund Totals:</b>	0	0	0	0	527	2,048	2,575	2,386	189	

## Homedale Road, Curve Improvements, Canyon Highway District

Regionally Significant: ☐ ☐ Inflated

Key #: 22878

Requesting Agency: Canyon Highway District

Project Year: 2024

Total Previous Allocations: \$335

Total Programmed Budget: \$883

Total Cost (Prev. + Prog.): \$1,218

### Project Description

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



Funding Source		HSIP (Local)		Program		Hwy Safety - Local		Local Match		7.34%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2024	0	0	21	0	200	662	883	818	65	
<b>Fund Totals:</b>	0	0	21	0	200	662	883	818	65	

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

Regionally Significant: ☒

☒ Inflated

TIP Achievement:

Key #: 23181

Safety

Requesting Agency: ITD

Project Year: 2024

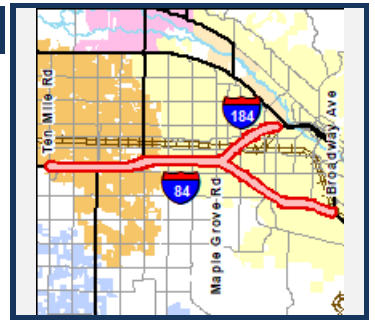
Total Previous Allocations: \$0

Total Programmed Budget: \$487

Total Cost (Prev. + Prog.): \$487

### Project Description

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



Funding Source		State	Program					Local Match	
			State Highway - Safety					100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2024	0	0	0	0	1	486	487	0	487
<b>Fund Totals:</b>	0	0	0	0	1	486	487	0	487

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

Regionally Significant: ☒

☒ Inflated

TIP Achievement:

Key #: 23188

Asset Management

Requesting Agency: ITD

Project Year: 2029-2030

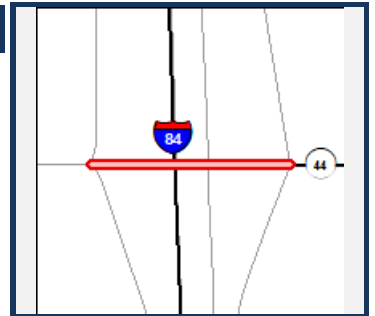
Total Previous Allocations: \$425

Total Programmed Budget: \$37,891

Total Cost (Prev. + Prog.): \$38,316

### Project Description

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



Funding Source		NHPP	Program					Local Match	
			State Hwy - Bridge Restoration					7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2029	0	0	0	0	4,438	16,561	20,999	19,458	1,541
2030	0	0	0	0	0	16,892	16,892	15,652	1,240
<b>Fund Totals:</b>	0	0	0	0	4,438	33,453	37,891	35,110	2,781

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

Regionally Significant: ☒

☐ Inflated

TIP Achievement:

Key #: 23437

System Performance

Requesting Agency: ITD

Safety

Project Year: 2023-2025

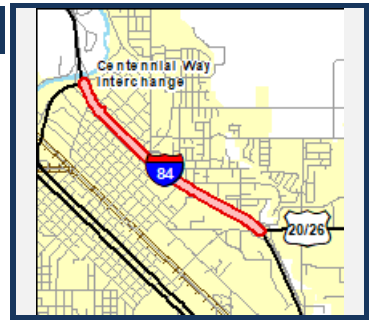
Total Previous Allocations: \$7,950

Total Programmed Budget: \$115,049

Total Cost (Prev. + Prog.): \$122,999

### Project Description

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



Funding Source GARVEE 2017			Program Hwy GARVEE - 2017 Legislative Authoriz					Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2024	0	0	0	0	0	28,600	28,600	0	28,600
<b>Fund Totals:</b>	0	0	0	0	0	28,600	28,600	0	28,600

Funding Source Local Participating			Program Hwy - Local Partnerships					Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2024	0	0	0	0	0	358	358	0	358
<b>Fund Totals:</b>	0	0	0	0	0	358	358	0	358

Funding Source TECM			Program State Hwy - Safety & Capacity (Capacity)					Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2024	0	0	0	0	2,700	62,000	64,700	0	64,700
<b>Fund Totals:</b>	0	0	0	0	2,700	62,000	64,700	0	64,700

Funding Source Leading Idaho			Program Leading Idaho					Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2024	0	0	0	500	4,900	11,382	16,782	0	16,782
2025	0	0	0	0	0	4,967	4,967	0	4,967
<b>Fund Totals:</b>	0	0	0	500	4,900	16,349	21,749	0	21,749

Funding Source AC (Local)			Program Advanced Construction					Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2024	0	0	0	0	0	-358	-358	0	-358
<b>Fund Totals:</b>	0	0	0	0	0	-358	-358	0	-358

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

Regionally Significant: ☒

☒ Inflated

**TIP Achievement:**

**Key # : 23081**

System Performance

Requesting Agency: ITD

Bridge

Project Year: 2021-2022

Safety

Total Previous Allocations: \$44,106

Total Programmed Budget: \$2,790

Total Cost (Prev. + Prog.): \$46,896

### Project Description

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



Funding Source GARVEE 2017			Program Hwy GARVEE - 2017 Legislative Authoriz					Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2024	0	0	0	0	-1,374	1,374	0	0	0
<b>Fund Totals:</b>	0	0	0	0	-1,374	1,374	0	0	0

Funding Source TECM			Program State Hwy - Safety & Capacity (Capacity)					Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2024	0	0	0	0	1,934	206	2,140	0	2,140
<b>Fund Totals:</b>	0	0	0	0	1,934	206	2,140	0	2,140

Funding Source Leading Idaho			Program Leading Idaho					Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2024	0	0	0	0	0	650	650	0	650
<b>Fund Totals:</b>	0	0	0	0	0	650	650	0	650

## I-84, Franklin Road Interchange to Karcher Road Interchange - West, Nampa

Regionally Significant: ☒

☒ Inflated

TIP Achievement:

Key #: 23080

System Performance

Requesting Agency: ITD

Safety

Project Year: 2021

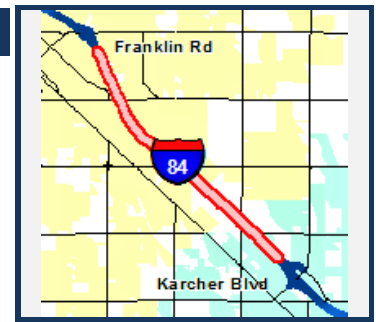
Total Previous Allocations: \$64,110

Total Programmed Budget: \$3,229

Total Cost (Prev. + Prog.): \$67,339

### Project Description

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



Funding Source		TECM		Program		State Hwy - Safety & Capacity (Capacity)			Local Match		100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total		Federal Share	Local Share	
2024	0	0	0	0	1,067	762	1,829		0	1,829	
Fund Totals:	0	0	0	0	1,067	762	1,829		0	1,829	

Funding Source		Leading Idaho		Program			Leading Idaho		Local Match		100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2024	0	0	0	0	0	1,400	1,400	0	1,400		
Fund Totals:	0	0	0	0	0	1,400	1,400	0	1,400		

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

Regionally Significant: ☐

☒ Inflated

TIP Achievement:

Key #: 20212

Asset Management

Requesting Agency: ITD

Pavement

Project Year: 2026

Safety

Total Previous Allocations: \$90

Total Programmed Budget: \$3,980

Total Cost (Prev. + Prog.): \$4,070

### Project Description

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



Funding Source		IM		Program		State Hwy - Pavement Preservation			Local Match		7.73%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total		Federal Share	Local Share	
2026	0	0	0	0	269	3,711	3,980		3,672	308	
Fund Totals:	0	0	0	0	269	3,711	3,980		3,672	308	

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

Regionally Significant: ☐

☒ Inflated

TIP Achievement:

**Key # : 23544**

Asset Management

Requesting Agency: ITD

Safety

Project Year: 2030

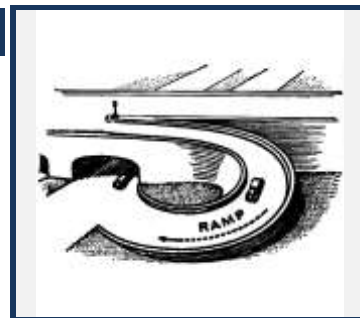
Total Previous Allocations: \$0

Total Programmed Budget: \$6,493

Total Cost (Prev. + Prog.): \$6,493

### Project Description

Restore the pavement surface on the ramps of Interstate 84 and Interstate 184 at Franklin Road in the City of Boise, State Highway 55 (Eagle Road) in the City of Meridian, and Black Canyon Road in Canyon County. Work includes a mill and inlay treatment.



Funding Source		STBG-State	Program				State Hwy - Pavement Preservation		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total		Federal Share	Local Share
2024	107	195	0	0	0	0	302		280	22
2030	0	0	0	0	422	5,769	6,191		5,737	454
<b>Fund Totals:</b>	<b>107</b>	<b>195</b>	<b>0</b>	<b>0</b>	<b>422</b>	<b>5,769</b>	<b>6,493</b>		<b>6,016</b>	<b>477</b>

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

## I-84, Karcher Road Interchange, Nampa

Regionally Significant: ☒

☐ Inflated

**TIP Achievement:**

**Key # :** 23336

System Performance

Requesting Agency: ITD

NHS-LOTTR

Project Year: 2023-2024

Safety

Total Previous Allocations: \$8,450

Total Programmed Budget: \$20,432

Total Cost (Prev. + Prog.): \$28,882



### Project Description

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

Funding Source		IM	Program		State Hwy - Safety & Capacity (Capacity)			Local Match		7.34%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2024	0	0	0	0	0	3,929	3,929	3,641	288	
<b>Fund Totals:</b>	0	0	0	0	0	3,929	3,929	3,641	288	

Funding Source		GARVEE 2017		Program		Hwy GARVEE - 2017 Legislative Authoriz		Local Match		100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2024	0	0	0	0	0	3,745	3,745	0	3,745	
Fund Totals:	0	0	0	0	0	3,745	3,745	0	3,745	

Funding Source	Local Participating		Program				Hwy - Local Partnerships		Local Match	100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2024	0	0	0	0	0	30	30	0	30	
Fund Totals:	0	0	0	0	0	30	30	0	30	

Funding Source		TECM		Program		State Hwy - Safety & Capacity (Capacity)			Local Match		100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2024	0	0	2,200	500	1,000	1,186	4,886	0	4,886		
Fund Totals:	0	0	2,200	500	1,000	1,186	4,886	0	4,886		

Funding Source		Leading Idaho		Program		Leading Idaho		Local Match		100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2024	0	0	0	0	2,000	5,842	7,842	0	7,842	
Fund Totals:	0	0	0	0	2,000	5,842	7,842	0	7,842	



## I-84, Striping – FY2024

Regionally Significant: ☐ ☐ Inflated

Key # : 23803

TIP Achievement:

Safety

Requesting Agency: ITD

Project Year: 2024

Total Previous Allocations: \$0

Total Programmed Budget: \$740

Total Cost (Prev. + Prog.): \$740

### Project Description

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



Funding Source		State	Program					Local Match		100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2024	0	0	0	0	0	740	740	0	740	
<b>Fund Totals:</b>	0	0	0	0	0	740	740	0	740	

## I-84, Striping – FY2025

Regionally Significant: ☐ ☐ Inflated

Key # : 23804

TIP Achievement:

Safety

Requesting Agency: ITD

Project Year: 2025

Total Previous Allocations: \$0

Total Programmed Budget: \$740

Total Cost (Prev. + Prog.): \$740

### Project Description

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



Funding Source		State	Program					Local Match		100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2025	0	0	0	0	0	740	740	0	740	
<b>Fund Totals:</b>	0	0	0	0	0	740	740	0	740	

## I-84, Striping – FY2026

Regionally Significant: ☐ ☐ Inflated

Key # : 23805

TIP Achievement:

Safety

Requesting Agency: ITD

Project Year: 2026

Total Previous Allocations: \$0

Total Programmed Budget: \$740

Total Cost (Prev. + Prog.): \$740

### Project Description

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



Funding Source		State	Program					Local Match		100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2026	0	0	0	0	0	740	740	0	740	
<b>Fund Totals:</b>	0	0	0	0	0	740	740	0	740	



## I-84, Temporary Paving Shoulder Widening, Karcher to Franklin, Nampa

Regionally Significant: ☐

☐ Inflated

TIP Achievement:

**Key # : 20796**

Requesting Agency: ITD

Project Year:

Total Previous Allocations: \$5,666

Total Programmed Budget: \$104

Total Cost (Prev. + Prog.): \$5,770

### Project Description

Reconstruct and widen the eastbound and westbound shoulder of Interstate 84 from the Karcher Road Interchange (Midland Boulevard) to the Franklin Boulevard Interchange in the City of Nampa to provide sufficient pavement to temporarily shift traffic during the Interstate 84 reconstruction projects. Design for this project is shown under Key Number 20315.



Funding Source		TECM		Program		State Hwy - Safety & Capacity (Capacity)		Local Match		100.00%
Cost Year*		Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2024		0	0	0	0	0	104	104	0	104
<b>Fund Totals:</b>		0	0	0	0	0	<b>104</b>	<b>104</b>	0	<b>104</b>

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

Regionally Significant: ☒ ☒ Inflated

Key #: 22619

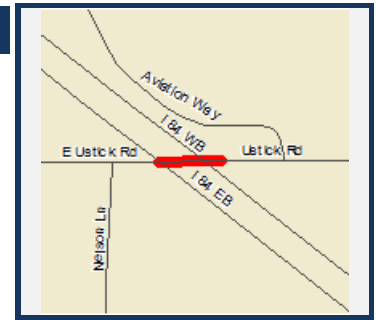
Requesting Agency: City of Caldwell

Project Year: 2021 ITD

TIP Achievement:

System Performance

Active Transportation



Total Previous Allocations: \$16,085

Total Programmed Budget: \$0

Total Cost (Prev. + Prog.): \$16,085

### Project Description

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

Funding Source		State	Program					State Hwy - Mobility	Local Match		100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total		Federal Share	Local Share	
2024	0	0	0	0	18	0	18		0	18	
<b>Fund Totals:</b>	0	0	0	0	18	0	18		0	18	

Funding Source		State	Program					State Expansion and Congestion Mitigati	Local Match		100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total		Federal Share	Local Share	
2024	0	0	0	0	28	0	28		0	28	
<b>Fund Totals:</b>	0	0	0	0	28	0	28		0	28	

Funding Source		AC (State)	Program					State Hwy - Mobility	Local Match		100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total		Federal Share	Local Share	
2024	0	0	0	0	-18	0	-18		0	-18	
<b>Fund Totals:</b>	0	0	0	0	-18	0	-18		0	-18	

Funding Source		AC (State)	Program					State Expansion and Congestion Mitigati	Local Match		100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total		Federal Share	Local Share	
2024	0	0	0	0	-28	0	-28		0	-28	
<b>Fund Totals:</b>	0	0	0	0	-28	0	-28		0	-28	

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

Regionally Significant: ☒ ☒ Inflated

Key #: 22712

Requesting Agency: ITD

Project Year: 2027

Total Previous Allocations: \$523

Total Programmed Budget: \$1,600

Total Cost (Prev. + Prog.): \$2,123

### Project Description

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



Funding Source		State	Program					State Hwy - Safety & Capacity (Capacity)	Local Match	100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2027	0	0	0	0	183	1,417	1,600	0	1,600	
<b>Fund Totals:</b>	0	0	0	0	183	1,417	1,600	0	1,600	

## Indiana and Orchard Shared Roadway, Canyon County

Regionally Significant: ☐ ☐ Inflated

Key #: 22602

Requesting Agency: Canyon Highway District

Project Year: 2024

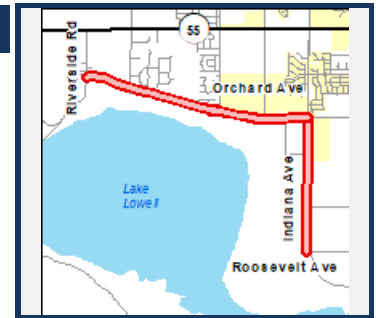
Total Previous Allocations: \$888

Total Programmed Budget: \$5,041

Total Cost (Prev. + Prog.): \$5,929

### Project Description

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



Funding Source		FLAP	Program					Hwy - Federal Lands Access	Local Match	7.34%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2024	0	0	0	0	375	4,666	5,041	4,671	370	
<b>Fund Totals:</b>	0	0	0	0	375	4,666	5,041	4,671	370	

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

Regionally Significant: ☒

☐ Inflated

### TIP Achievement:

Key #: RD207-29

Requesting Agency: ACHD

Project Year: PD

Total Previous Allocations: \$565

Total Programmed Budget: \$4,993

Total Cost (Prev. + Prog.): \$5,558

Open Space

Health

Safety

Active Transportation

System Performance



### Project Description

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

Funding Source		Local (Regionally Significant)		Program		Hwy - Local Partnerships		Local Match		100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
PD	0	0	0	194	299	4,500	4,993	0	4,993	
<b>Fund Totals:</b>	0	0	0	194	299	4,500	4,993	0	4,993	

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

Regionally Significant: ☒

☐ Inflated

### TIP Achievement:

Key #: RD209-18

Requesting Agency: ACHD

Project Year: 2026-2027

Total Previous Allocations: \$364

Total Programmed Budget: \$12,152

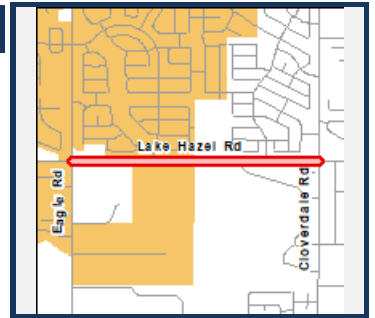
Total Cost (Prev. + Prog.): \$12,516

Open Space

Safety

Active Transportation

System Performance



### Project Description

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

Funding Source		Local (Regionally Significant)		Program		Hwy - Local Partnerships		Local Match		100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2026	0	0	0	20	618	10,314	10,952	0	10,952	
2027	0	0	0	0	0	1,200	1,200	0	1,200	
<b>Fund Totals:</b>	0	0	0	20	618	11,514	12,152	0	12,152	

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

Regionally Significant: ☒

☐ Inflated

### TIP Achievement:

Key #: RD207-30

Requesting Agency: ACHD

Project Year: PD

Total Previous Allocations: \$0

Total Programmed Budget: \$6,160

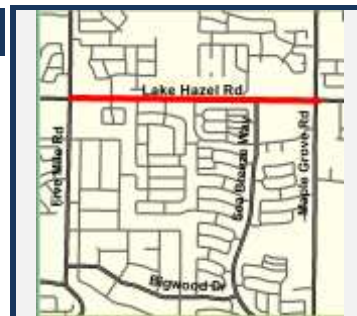
Total Cost (Prev. + Prog.): \$6,160

Open Space

Health

Active Transportation

System Performance



### Project Description

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

Funding Source	Local (Regionally Significant)			Program	Hwy - Local Partnerships			Local Match	100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2024	0	416	5	0	0	0	421	0	421
2025	0	0	246	0	0	0	246	0	246
PD	0	0	0	60	62	5,371	5,493	0	5,493
Fund Totals:	0	416	251	60	62	5,371	6,160	0	6,160

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

Regionally Significant: ☒

☐ Inflated

### TIP Achievement:

Key #: RD216-05

Requesting Agency: ACHD

Project Year: PD

Total Previous Allocations: \$0

Total Programmed Budget: \$4,061

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

Open Space

System Performance

Active Transportation



### Project Description

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

Funding Source		Local (Regionally Significant)		Program	Hwy - Local Partnerships			Local Match		100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2026	0	332	4	0	0	0	336	0	336	
PD	0	0	60	0	0	3,665	3,725	0	3,725	
Fund Totals:	0	332	64	0	0	3,665	4,061	0	4,061	

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

Regionally Significant: ☒ ☒ Inflated

Key #: 24099

Requesting Agency: ACHD

Project Year: PD City of Meridian  
ITD

### TIP Achievement:

System Performance

Active Transportation

Bridge

Safety



Total Previous Allocations: \$0

Total Programmed Budget: \$28,466

Total Cost (Prev. + Prog.): \$28,466

### Project Description

Widen Linder Road from Franklin Road to Overland Road from two lanes to five lanes with curb, gutter, sidewalk, and multi-use pathways for pedestrians and bicyclists. This project will include two pedestrian hybrid beacons at the intersection of Linder Road and Waltman Street and Linder Road and Gander Drive. The Ten Mile Creek and Kennedy Lateral bridges will also be replaced. Work includes construction of a new Interstate Overpass which will include four travel lanes and a separated multi-use pathway.

Funding Source		State	Program					Local Match		100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2024	10	0	0	0	0	0	10	0	10	
PD	0	0	0	0	0	7,616	7,616	0	7,616	
<b>Fund Totals:</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7,616</b>	<b>7,626</b>	<b>0</b>	<b>7,626</b>	

Funding Source		Local Participating	Program					Local Match		100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2024	0	165	2,500	0	0	0	2,665	0	2,665	
2025	0	0	3,060	0	0	0	3,060	0	3,060	
PD	0	0	0	293	234	12,888	13,415	0	13,415	
<b>Fund Totals:</b>	<b>0</b>	<b>165</b>	<b>5,560</b>	<b>293</b>	<b>234</b>	<b>12,888</b>	<b>19,140</b>	<b>0</b>	<b>19,140</b>	

Funding Source		Local Participating	Program					Local Match		100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2024	0	1,700	0	0	0	0	1,700	0	1,700	
<b>Fund Totals:</b>	<b>0</b>	<b>1,700</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,700</b>	<b>0</b>	<b>1,700</b>	

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

Regionally Significant: ☒

☐ Inflated

TIP Achievement:

Key #: RD209-28

Health

Requesting Agency: ACHD

Safety

Project Year: 2026-2027

Asset Management

Total Previous Allocations: \$578

System Performance

Total Programmed Budget: \$7,702

Total Cost (Prev. + Prog.): \$8,280

Active Transportation

### Project Description

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



Funding Source Local (Regionally Significant) Program Hwy - Non-Participating								Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2026	0	0	0	0	72	6,830	6,902	0	6,902
2027	0	0	0	0	0	800	800	0	800
<b>Fund Totals:</b>	0	0	0	0	72	7,630	7,702	0	7,702

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

Regionally Significant: ☒

☐ Inflated

TIP Achievement:

Key #: RD207-19

Open Space

Requesting Agency: ACHD

Health

Project Year: PD

Safety

Total Previous Allocations: \$0

Asset Management

Total Programmed Budget: \$20,907

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

Active Transportation

### Project Description

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



Funding Source Local (Regionally Significant) Program Hwy - Local Partnerships								Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2024	0	698	5	5	0	0	708	0	708
2025	0	698	51	0	0	0	749	0	749
2026	0	0	1,600	0	0	0	1,600	0	1,600
PD	0	0	0	0	0	17,850	17,850	0	17,850
<b>Fund Totals:</b>	0	1,396	1,656	5	0	17,850	20,907	0	20,907



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

Regionally Significant: ☒ ☐ Inflated

Key #: NEW04

Requesting Agency: City of Middleton

Project Year: 2024-2025

Total Previous Allocations: \$3,184

Total Programmed Budget: \$2,600

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

### Project Description

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



Funding Source		Private Developer		Program		Hwy - Local Partnerships		Local Match		100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2024	0	104	0	0	104	832	1,040	0	1,040	
2025	0	156	0	0	156	1,248	1,560	0	1,560	
<b>Fund Totals:</b>	0	260	0	0	260	2,080	2,600	0	2,600	

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

Regionally Significant: ☒ ☒ Inflated

Key #: 24229

Requesting Agency: City of Nampa

Project Year: PD

Total Previous Allocations: \$0

Total Programmed Budget: \$5,131

Total Cost (Prev. + Prog.): \$5,131

### Project Description

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



Funding Source		Local Participating		Program		Local Hwy - Transportation Alternatives		Local Match		100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2024	154	172	0	0	0	0	326	0	326	
PD	0	0	0	0	0	1,961	1,961	0	1,961	
<b>Fund Totals:</b>	154	172	0	0	0	1,961	2,287	0	2,287	

Funding Source		STBG-U		Program		Local Hwy - Urban		Local Match		7.34%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
PD	0	0	0	0	784	2,060	2,844	2,635	209	
<b>Fund Totals:</b>	0	0	0	0	784	2,060	2,844	2,635	209	



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

Regionally Significant: ☐ ☒ Inflated

Key #: 22016

Requesting Agency: Canyon Highway District

Project Year: 2027 City of Caldwell

City of Nampa

### TIP Achievement:

Active Transportation

Asset Management

Safety



Total Previous Allocations: \$436

Total Programmed Budget: \$3,198

Total Cost (Prev. + Prog.): \$3,634

### Project Description

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

Funding Source STBG-U			Program Local Hwy - Urban				Local Match 7.34%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2027	0	0	0	0	476	2,722	3,198	2,963	235
<b>Fund Totals:</b>	0	0	0	0	476	2,722	3,198	2,963	235

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

Regionally Significant: ☐ ☒ Inflated

Key #: 23731

Requesting Agency: City of Nampa

Project Year: 2026

Total Previous Allocations: \$0

Total Programmed Budget: \$5,566

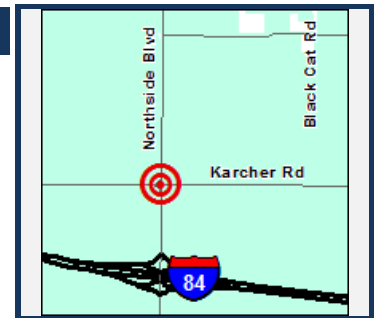
Total Cost (Prev. + Prog.): \$5,566

### TIP Achievement:

System Performance

Freight Movement

Safety



### Project Description

Install a roundabout at the intersection of Northside Boulevard and Karcher Road in the City of Nampa.

Funding Source Freight			Program State Hwy - Freight				Local Match 7.34%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	408	643	0	0	0	1,051	974	77
2026	0	0	0	0	0	4,515	4,515	4,184	331
<b>Fund Totals:</b>	0	408	643	0	0	4,515	5,566	5,157	409

## Old Highway 30, Plymouth Street Bridge, Caldwell

Regionally Significant: ☐ ☒ Inflated

Key #: 13494

Requesting Agency: Canyon Highway District

Project Year: 2026-2027 of Caldwell

Total Previous Allocations: \$3,165

Total Programmed Budget: \$9,492

Total Cost (Prev. + Prog.): \$12,657

### TIP Achievement:

Safety

Open Space

Active Transportation

System Performance



### Project Description

Replace the Plymouth Street Bridge in the City of Caldwell with a new two-lane structure, leaving the existing bridge in place for use as a bicycle and pedestrian bridge. Construction is not fully funded. The sponsor will seek a federal competitive grant for needed funds based on current engineer's estimate of approximately \$21 million.

Funding Source	Bridge (Local)		Program		Local Hwy - Bridge			Local Match		7.34%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2026	0	0	155	0	0	0	155	144	11	
2027	0	0	0	0	916	6,116	7,032	6,516	516	
Fund Totals:	0	0	155	0	916	6,116	7,187	6,659	528	

Funding Source		STBG-U		Program			Local Hwy - Urban		Local Match		7.34%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2025	0	0	174	0	0	0	174	161	13		
2026	0	0	0	0	372	668	1,040	964	76		
2027	0	0	0	0	0	1,051	1,051	974	77		
Fund Totals:	0	0	174	0	372	1,719	2,265	2,099	166		

Funding Source	AC (Local)		Program	Hwy - Local Partnerships			Local Match		100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2026	0	0	0	0	0	1,030	1,030	0	1,030
2027	0	0	0	0	0	-990	-990	0	-990
Fund Totals:	0	0	0	0	0	40	40	0	40

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

Regionally Significant: ☒ ☒ Inflated

Key #: RD207-01

Requesting Agency: ACHD

Project Year: 2026-2027

Total Previous Allocations: \$802

Total Programmed Budget: \$20,350

Total Cost (Prev. + Prog.): \$21,152

### Project Description

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



Funding Source Local (Regionally Significant) Program Hwy - Local Partnerships								Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2026	0	0	0	0	0	12,233	12,233	0	12,233
2027	0	0	0	0	0	8,117	8,117	0	8,117
<b>Fund Totals:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20,350</b>	<b>20,350</b>	<b>0</b>	<b>20,350</b>

## Pathway, Canyon Street Phase 1, Nampa

Regionally Significant: ☐ ☐ Inflated

Key #: 23915

Requesting Agency: City of Nampa

Project Year: 2026

Total Previous Allocations: \$0

Total Programmed Budget: \$536

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

### Project Description

Construct a 12-foot pathway in the center of the alley that extends from South State Street to West Roosevelt Avenue connecting to a 10-foot pathway traversing the eastern boundary of Centennial Elementary School (an extension of South State Street) in the City of Nampa. The project includes drainage on both sides of the pathway, speed humps, signage, and a crosswalk with a Rectangular Rapid Flashing Beacon, which will be installed to cross West Roosevelt Avenue.



Funding Source TAP-Urban Program Local Hwy - Transportation Alternatives								Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2024	15	40	0	0	0	0	55	51	4
2026	0	0	0	0	60	421	481	446	35
<b>Fund Totals:</b>	<b>15</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>421</b>	<b>536</b>	<b>497</b>	<b>39</b>

## Pathway, Canyon Street Phase 2, Nampa

Regionally Significant: ☐ ☒ Inflated

Key #: 23917

Requesting Agency: City of Nampa

Project Year: 2026

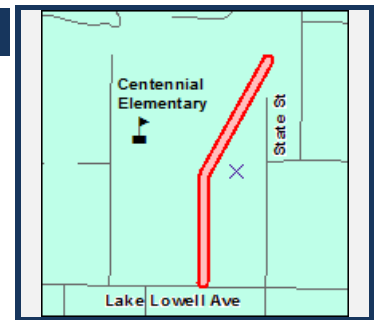
Total Previous Allocations: \$0

Total Programmed Budget: \$345

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

### Project Description

Construct a 475 foot long five-foot-wide pathway along the eastern boundary of Centennial Elementary School in the City of Nampa. The project will connection with Lake Lowell Avenue will be replaced with a 10-foot-wide pathway. The 10-foot-wide pathway will then be extended approximately 700 feet along the eastern portion of the boundary to intersect with the alley that is an extension of South State Street.



Funding Source TAP-Urban			Program Local Hwy - Transportation Alternatives					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	15	30	0	0	0	0	45	42	3
2026	0	0	0	0	50	250	300	278	22
<b>Fund Totals:</b>	<b>15</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>250</b>	<b>345</b>	<b>320</b>	<b>25</b>

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

Regionally Significant: ☐ ☒ Inflated

Key #: 23307

Requesting Agency: City of Boise

Project Year: 2027

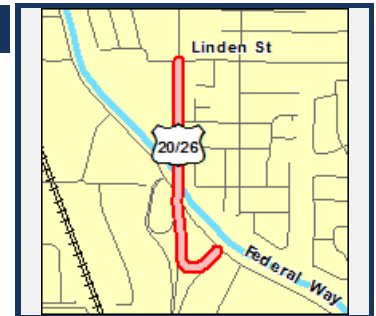
Total Previous Allocations: \$269

Total Programmed Budget: \$1,268

Total Cost (Prev. + Prog.): \$1,537

### Project Description

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



Funding Source TAP-TMA			Program Local Hwy - Transportation Alternatives					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2027	0	0	0	0	0	257	257	238	19
<b>Fund Totals:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>257</b>	<b>257</b>	<b>238</b>	<b>19</b>

Funding Source STBG-TMA			Program Local Hwy - Transportation Management					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2026	0	0	105	0	0	0	105	97	8
2027	0	0	0	48	179	679	906	839	67
<b>Fund Totals:</b>	<b>0</b>	<b>0</b>	<b>105</b>	<b>48</b>	<b>179</b>	<b>679</b>	<b>1,011</b>	<b>937</b>	<b>74</b>

## Pathway, Greenbelt Completion, Boise State

Regionally Significant: ☐ ☐ Inflated

Key #: 22385

Requesting Agency: Boise State University

Project Year: 2026

Total Previous Allocations: \$0

Total Programmed Budget: \$1,123

Total Cost (Prev. + Prog.): \$1,123

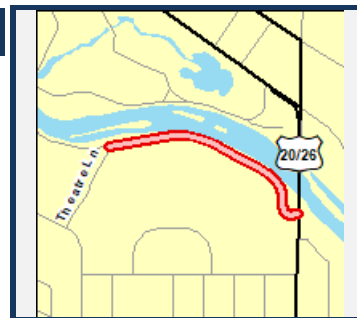
### TIP Achievement:

Safety

Open Space

Health

Active Transportation



### Project Description

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

Funding Source TAP-TMA			Program Local Hwy - Transportation Alternatives					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2024	0	50	0	0	0	0	50	46	4
2026	0	0	0	0	97	694	791	733	58
<b>Fund Totals:</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>694</b>	<b>841</b>	<b>779</b>	<b>62</b>

Funding Source STBG-TMA			Program Local Hwy - Transportation Management					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2024	36	71	0	0	0	0	107	99	8
2026	0	0	0	0	61	0	61	57	4
<b>Fund Totals:</b>	<b>36</b>	<b>71</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>0</b>	<b>168</b>	<b>156</b>	<b>12</b>

Funding Source CRP-TMA			Program Local Hwy - Transportation Management					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2026	0	0	0	0	0	114	114	106	8
<b>Fund Totals:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>114</b>	<b>114</b>	<b>106</b>	<b>8</b>

## Pathway, Greenbelt Connection near 52nd Street, Garden City

Regionally Significant: ☐ ☐ Inflated

Key #: 24222

Requesting Agency: City of Garden City

Project Year: 2028

Total Previous Allocations: \$0

Total Programmed Budget: \$2,118

Total Cost (Prev. + Prog.): \$2,118

### Project Description

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



Funding Source TAP-TMA			Program Local Hwy - Transportation Alternatives					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2024	65	220	0	0	0	0	285	264	21
2026	0	0	6	0	0	0	6	6	0
<b>Fund Totals:</b>	<b>65</b>	<b>220</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>291</b>	<b>270</b>	<b>21</b>

Funding Source STBG-TMA			Program Local Hwy - Transportation Alternatives					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2026	0	0	4	0	0	0	4	4	0
2028	0	0	0	0	359	985	1,344	1,245	99
<b>Fund Totals:</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>359</b>	<b>985</b>	<b>1,348</b>	<b>1,249</b>	<b>99</b>

Funding Source CRP-TMA			Program Local Hwy - Transportation Management					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2028	0	0	0	0	0	479	479	444	35
<b>Fund Totals:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>479</b>	<b>479</b>	<b>444</b>	<b>35</b>

## Pathway, Grimes City Pathway Extension, Nampa

Regionally Significant: ☒ ☒ Inflated

Key #: 23025

Requesting Agency: City of Nampa

Project Year: 2024

Total Previous Allocations: \$111

Total Programmed Budget: \$650

Total Cost (Prev. + Prog.): \$761

### Project Description

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



Funding Source CRP-LU			Program Local Hwy - Urban					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2024	0	0	0	0	106	544	650	602	48
<b>Fund Totals:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>106</b>	<b>544</b>	<b>650</b>	<b>602</b>	<b>48</b>

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

Sorted by Project Name  
All Values in Thousands of Dollars

Page 34 of 106  
Monday, January 08, 2024  
147 1:57 PM

## Pathway, Matthew Peltzer Trailhead at Wilson Park, Nampa

Regionally Significant: ☐ ☒ Inflated

Key #: 24236

Requesting Agency: City of Nampa

Project Year: 2025

Total Previous Allocations: \$0

Total Programmed Budget: \$856

Total Cost (Prev. + Prog.): \$856

### Project Description

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



Funding Source		Local Participating		Program		Hwy - Local Partnerships		Local Match		100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2025	0	0	0	0	0	101	101	0	101	
<b>Fund Totals:</b>	0	0	0	0	0	101	101	0	101	

Funding Source		CRP-LU		Program		Local Hwy - Urban		Local Match		7.34%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2024	27	91	0	0	0	0	118	109	9	
2025	0	0	0	0	120	517	637	590	47	
<b>Fund Totals:</b>	27	91	0	0	120	517	755	700	55	



## Pathway, Orr Multi-Use City Pathway, Nampa

Regionally Significant: ☒ ☐ Inflated

Key #: 24337

TIP Achievement:

Active Transportation

Requesting Agency: City of Nampa

Project Year: 2027-2028

Total Previous Allocations: \$0

Total Programmed Budget: \$2,416

Total Cost (Prev. + Prog.): \$2,416

### Project Description

Provide pathway connectivity from the exiting Edwards Pathway to the north, following the Orr Drain and connection to a portion of pathway already constructed along the Orr Drain, and continuing for an additional mile to connect to the Wilson Drain and future pathway in the City of Nampa. The project will also include two new pedestrian crossing facilities.



Funding Source		Non-Participating (Local)			Program		Hwy - Local Partnerships		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	100.00%	
2027	0	0	0	0	0	752	752	0	752	
<b>Fund Totals:</b>	0	0	0	0	0	752	752	0	752	

Funding Source		AC (Local)			Program		Hwy - Local Partnerships		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	100.00%	
2027	0	0	0	0	0	625	625	0	625	
2028	0	0	0	0	0	-625	-625	0	-625	
<b>Fund Totals:</b>	0	0	0	0	0	0	0	0	0	

Funding Source		CRP-LU			Program		Local Hwy - Urban		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	7.34%	
2024	0	324	0	0	0	0	324	300	24	
2026	0	0	90	0	0	0	90	83	7	
2027	0	0	0	0	0	625	625	579	46	
2028	0	0	0	0	0	625	625	579	46	
<b>Fund Totals:</b>	0	324	90	0	0	1,250	1,664	1,542	122	



## Pathway, Rail with Trail, Meridian

Regionally Significant: ☐ ☐ Inflated

Key #: 13918

Requesting Agency: City of Meridian

Project Year: 2025

Total Previous Allocations: \$195

Total Programmed Budget: \$540

Total Cost (Prev. + Prog.): \$735

### Project Description

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



Funding Source TAP-TMA			Program Local Hwy - Transportation Alternatives					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	0	0	0	47	493	540	500	40
<b>Fund Totals:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>493</b>	<b>540</b>	<b>500</b>	<b>40</b>

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

Regionally Significant: ☐ ☐ Inflated

Key #: 20542

Requesting Agency: City of Meridian

Project Year: 2028

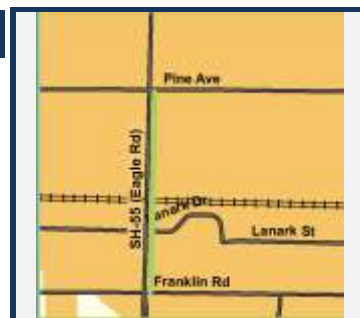
Total Previous Allocations: \$0

Total Programmed Budget: \$627

Total Cost (Prev. + Prog.): \$627

### Project Description

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



Funding Source TAP-TMA			Program Local Hwy - Transportation Alternatives					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2024	14	78	0	0	0	0	92	85	7
2026	0	0	96	0	0	0	96	89	7
2028	0	0	0	0	37	402	439	407	32
<b>Fund Totals:</b>	<b>14</b>	<b>78</b>	<b>96</b>	<b>0</b>	<b>37</b>	<b>402</b>	<b>627</b>	<b>581</b>	<b>46</b>

## Pathway, SH-55 (Eagle Road), Jasmine to McMillan, West Side, Boise

Regionally Significant: ☐ ☐ Inflated

Key #: 24227

Requesting Agency: City of Boise

Project Year: PD

Total Previous Allocations: \$0

Total Programmed Budget: \$1,258

Total Cost (Prev. + Prog.): \$1,258

### Project Description

Design and construct a ten-foot wide multi-use pathway adjacent to State Highway 55 (Eagle Road) on the west side between Jasmine Lane to McMillan Road. Improvements include widening existing pathway and filling gaps where a pathway is missing. The pathway will increase the safety of bicyclists and pedestrians along the corridor.



Funding Source TAP-TMA			Program Local Hwy - Transportation Alternatives					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
PD	33	111	0	0	0	0	144	133	11
<b>Fund Totals:</b>	<b>33</b>	<b>111</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>144</b>	<b>133</b>	<b>11</b>

Funding Source CRP-TMA			Program Local Hwy - Transportation Management					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
PD	0	0	114	119	144	737	1,114	1,032	82
<b>Fund Totals:</b>	<b>0</b>	<b>0</b>	<b>114</b>	<b>119</b>	<b>144</b>	<b>737</b>	<b>1,114</b>	<b>1,032</b>	<b>82</b>

## Pathway, SH-55 (Eagle Road), McMillan to US 20/26 (Chinden) East Side, Boise

Regionally Significant: ☐ ☐ Inflated

Key #: 24234

Requesting Agency: City of Boise

Project Year: PD

Total Previous Allocations: \$0

Total Programmed Budget: \$1,108

Total Cost (Prev. + Prog.): \$1,108

### Project Description

Design and construct a 10- to 12- foot detached multi-use pathway adjacent to State Highway 55 (Eagle Road) on the east side between McMillan Road and US 20/26 (Chinden Boulevard) in the City of Boise. Improvements include widening existing pathway and filling gaps where a pathway is missing. The pathway will increase the safety of bicyclists and pedestrians along the corridor.



Funding Source TAP-TMA			Program Local Hwy - Transportation Alternatives					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
PD	29	129	0	47	61	648	914	847	67
<b>Fund Totals:</b>	<b>29</b>	<b>129</b>	<b>0</b>	<b>47</b>	<b>61</b>	<b>648</b>	<b>914</b>	<b>847</b>	<b>67</b>

Funding Source CRP-TMA			Program Local Hwy - Transportation Management					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
PD	0	0	194	0	0	0	194	180	14
<b>Fund Totals:</b>	<b>0</b>	<b>0</b>	<b>194</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>194</b>	<b>180</b>	<b>14</b>

## Pathway, SH-55 (Eagle Road), McMillan to US 20/26 (Chinden) West Side, Boise

Regionally Significant: ☒ ☐ Inflated

Key #: 22931

Requesting Agency: City of Boise

Project Year: PD

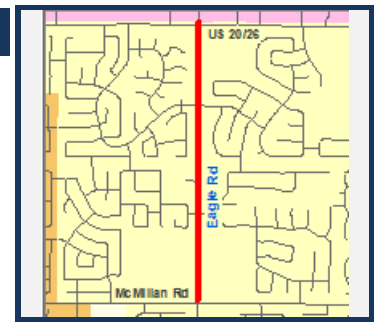
Total Previous Allocations: \$0

Total Programmed Budget: \$1,423

Total Cost (Prev. + Prog.): \$1,423

### Project Description

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



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

Funding Source STBG-TMA			Program Local Hwy - Transportation Management					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
PD	0	0	0	0	0	102	102	95	7
<b>Fund Totals:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>102</b>	<b>102</b>	<b>95</b>	<b>7</b>

Funding Source CRP-TMA			Program Local Hwy - Transportation Management					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
PD	0	0	116	0	184	838	1,138	1,054	84
<b>Fund Totals:</b>	<b>0</b>	<b>0</b>	<b>116</b>	<b>0</b>	<b>184</b>	<b>838</b>	<b>1,138</b>	<b>1,054</b>	<b>84</b>

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

Regionally Significant: ☐ ☒ Inflated

Key #: 20006

Requesting Agency: ACHD

Project Year: 2024

Total Previous Allocations: \$94

Total Programmed Budget: \$1,015

Total Cost (Prev. + Prog.): \$1,109

### Project Description

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



Funding Source STBG-TMA			Program Local Hwy - Transportation Management					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2024	0	0	0	0	0	1,015	1,015	940	75
<b>Fund Totals:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,015</b>	<b>1,015</b>	<b>940</b>	<b>75</b>

## Pedestrian Crossing Safety Access, ACHD

Regionally Significant: ☐ ☐ Inflated

Key #: 24228

Requesting Agency: ACHD

Project Year: PD

Total Previous Allocations: \$0

Total Programmed Budget: \$2,357

Total Cost (Prev. + Prog.): \$2,357

### Project Description

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



Funding Source TAP-TMA			Program Local Hwy - Transportation Alternatives					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2027	34	67	0	0	0	0	101	94	7
2028	0	0	159	0	0	0	159	147	12
PD	0	0	0	17	258	1,528	1,803	1,671	132
<b>Fund Totals:</b>	<b>34</b>	<b>67</b>	<b>159</b>	<b>17</b>	<b>258</b>	<b>1,528</b>	<b>2,063</b>	<b>1,912</b>	<b>151</b>

Funding Source CRP-TMA			Program Local Hwy - Transportation Management					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2027	294	0	0	0	0	0	294	272	22
<b>Fund Totals:</b>	<b>294</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>294</b>	<b>272</b>	<b>22</b>

## Pedestrian Improvements and Widening, Montana Avenue, Caldwell

Regionally Significant: ☐ ☒ Inflated

Key #: 22018

Requesting Agency: City of Caldwell

Project Year: 2027

Total Previous Allocations: \$314

Total Programmed Budget: \$632

Total Cost (Prev. + Prog.): \$946

### Project Description

Construct sidewalk from Syringa Middle School to Spruce Street on the west side of Montana Avenue in the City of Caldwell. Project includes pedestrian crossings and rectangular rapid flashing beacons at the Alder Street and the Spruce Street intersections across Montana Avenue.



Funding Source STBG-U			Program Local Hwy - Urban					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2027	0	0	0	0	96	536	632	586	46
<b>Fund Totals:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>536</b>	<b>632</b>	<b>586</b>	<b>46</b>

## Pedestrian Improvements, Stoddard Pathway, Nampa

Regionally Significant: ☒

☐ Inflated

### TIP Achievement:

Key #: 22944

Health

Requesting Agency: City of Nampa

Active Transportation

Project Year: 2022

Safety

Total Previous Allocations: \$540

Total Programmed Budget: \$35

Total Cost (Prev. + Prog.): \$575

### Project Description

Extend the Stoddard Pathway from Sherman Avenue to 2nd Street South in the City of Nampa.



Funding Source TAP-State			Program Local Hwy - Transportation Alternatives					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2024	0	0	0	0	0	35	35	32	3
<b>Fund Totals:</b>	0	0	0	0	0	35	35	32	3

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

Regionally Significant: ☐

☐ Inflated

### TIP Achievement:

Key #: 20549

Health

Requesting Agency: ACHD

Active Transportation

Project Year: 2025

Safety

Total Previous Allocations: \$178

Total Programmed Budget: \$287

Total Cost (Prev. + Prog.): \$465

### Project Description

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



Funding Source TAP-TMA			Program Local Hwy - Transportation Alternatives					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	0	0	0	52	235	287	266	21
<b>Fund Totals:</b>	0	0	0	0	52	235	287	266	21



## Pedestrian Improvements, West Park, Nampa

Regionally Significant: ☐ ☒ Inflated

Key #: 24230

Requesting Agency: City of Nampa

Project Year: 2026

Total Previous Allocations: \$0

Total Programmed Budget: \$334

Total Cost (Prev. + Prog.): \$334

### Project Description

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



Funding Source CRP-LU			Program Local Hwy - Urban				Local Match 7.34%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2024	0	46	0	0	0	0	46	43	3
2026	0	0	0	0	0	288	288	267	21
<b>Fund Totals:</b>	0	46	0	0	0	288	334	309	25

## Pedestrian Underpass, SH-55, Caldwell

Regionally Significant: ☐ ☒ Inflated

Key #: 24182

Requesting Agency: City of Caldwell

Project Year: 2030

Total Previous Allocations: \$0

Total Programmed Budget: \$2,815

Total Cost (Prev. + Prog.): \$2,815

### Project Description

Construct a pedestrian underpass at State Highway 55 in the City of Caldwell near Lake Lowell.



Funding Source Local Participating			Program Hwy - Local Partnerships				Local Match 100.00%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2030	0	0	0	0	0	2,815	2,815	0	2,815
<b>Fund Totals:</b>	0	0	0	0	0	2,815	2,815	0	2,815

## Planning and Mobility Implementation, Boise Area, VRT

Regionally Significant: ☒ ☐ Inflated

TIP Achievement:

Key # : 18854

Support

Requesting Agency: Valley Regional Transit

Project Year: 2024-2028

Total Previous Allocations: \$0

Total Programmed Budget: \$8,178

Total Cost (Prev. + Prog.): \$8,178

### Project Description

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



Funding Source FTA 5307 LU			Program Transit Capital				Local Match 20.00%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2024	0	0	0	0	0	1,838	1,838	1,470	368
2025	0	0	0	0	0	1,585	1,585	1,268	317
2026	0	0	0	0	0	1,585	1,585	1,268	317
2027	0	0	0	0	0	1,585	1,585	1,268	317
2028	0	0	0	0	0	1,585	1,585	1,268	317
<b>Fund Totals:</b>	0	0	0	0	0	8,178	8,178	6,542	1,636

## Planning and Mobility Implementation, Nampa Area, VRT

Regionally Significant: ☒ ☐ Inflated

TIP Achievement:

Key # : 18842

Support

Requesting Agency: Valley Regional Transit

Project Year: 2024-2028

Total Previous Allocations: \$0

Total Programmed Budget: \$3,045

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

### Project Description

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



Funding Source FTA 5307 SU			Program Transit Capital				Local Match 20.00%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2024	0	0	0	0	0	609	609	487	122
2025	0	0	0	0	0	609	609	487	122
2026	0	0	0	0	0	609	609	487	122
2027	0	0	0	0	0	609	609	487	122
2028	0	0	0	0	0	609	609	487	122
<b>Fund Totals:</b>	0	0	0	0	0	3,045	3,045	2,436	609

## Planning Study (PEL), High-Capacity Transit Corridor, COMPASS

Regionally Significant: ☒

☐ Inflated

TIP Achievement:

Key # : 13046

Support

Requesting Agency: COMPASS

Project Year: 2024-2025

Total Previous Allocations: \$1,000

Total Programmed Budget: \$100

Total Cost (Prev. + Prog.): \$1,100

### Project Description

Conduct a Planning and Environmental Linkages (PEL) study to conduct high-level environmental and technical analysis on identified public transportation alternatives for high-capacity transit service south of the Boise River to be carried forward to a future federal environmental process. Findings will be incorporated in the regional long-range transportation plan.



Funding Source STBG-TMA			Program Local Hwy - Transportation Management				Local Match 7.34%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2024	0	100	0	0	0	0	100	93	7
<b>Fund Totals:</b>	0	100	0	0	0	0	100	93	7

## Planning, Communities in Motion Update, COMPASS

Regionally Significant: ☐

☐ Inflated

TIP Achievement:

Key # : 24223

Active Transportation

Requesting Agency: COMPASS

Safety

Project Year: PD

Total Previous Allocations: \$0

Total Programmed Budget: \$650

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

### Project Description

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



Funding Source STBG-TMA			Program Local Hwy - Transportation Management				Local Match 7.34%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
PD	0	650	0	0	0	0	650	602	48
<b>Fund Totals:</b>	0	650	0	0	0	0	650	602	48



## Planning, COMPASS – FY2024

Regionally Significant: ☐ ☐ Inflated

Key # : 22108

TIP Achievement:

Support

Requesting Agency: COMPASS

Project Year: 2024

Total Previous Allocations: \$58

Total Programmed Budget: \$273

Total Cost (Prev. + Prog.): \$331

### Project Description

Assist COMPASS in meeting federal transportation planning responsibilities.



Funding Source STBG-TMA			Program Local Hwy - Transportation Management				Local Match 7.34%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2024	0	174	0	0	0	0	174	161	13
<b>Fund Totals:</b>	0	174	0	0	0	0	174	161	13

Funding Source STBG-U			Program Local Hwy - Urban				Local Match 7.34%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2024	0	99	0	0	0	0	99	92	7
<b>Fund Totals:</b>	0	99	0	0	0	0	99	92	7

## Planning, COMPASS – FY2025/FY2026

Regionally Significant: ☐ ☐ Inflated

Key # : 22387

TIP Achievement:

Support

Requesting Agency: COMPASS

Project Year: 2025-2026

Total Previous Allocations: \$0

Total Programmed Budget: \$430

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

### Project Description

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



Funding Source STBG-TMA			Program Local Hwy - Transportation Management				Local Match 7.34%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	232	0	0	0	0	232	215	17
<b>Fund Totals:</b>	0	232	0	0	0	0	232	215	17

Funding Source STBG-U			Program Local Hwy - Urban				Local Match 7.34%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	198	0	0	0	0	198	183	15
<b>Fund Totals:</b>	0	198	0	0	0	0	198	183	15

## Planning, COMPASS – FY2026

Regionally Significant: ☐ ☐ Inflated

Key # : 22800

TIP Achievement:

Support

Requesting Agency: COMPASS

Project Year: 2026

Total Previous Allocations: \$0

Total Programmed Budget: \$232

Total Cost (Prev. + Prog.): \$232

### Project Description

Assist COMPASS in meeting federal transportation planning responsibilities.



Metropolitan Planning

Funding Source STBG-TMA			Program Local Hwy - Transportation Management					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2026	0	232	0	0	0	0	232	215	17
<b>Fund Totals:</b>	0	232	0	0	0	0	232	215	17

## Planning, COMPASS – FY2027

Regionally Significant: ☐ ☐ Inflated

Key # : 23327

TIP Achievement:

Support

Requesting Agency: COMPASS

Project Year: 2027

Total Previous Allocations: \$0

Total Programmed Budget: \$331

Total Cost (Prev. + Prog.): \$331

### Project Description

Assist COMPASS in meeting federal transportation planning responsibilities.



Metropolitan Planning

Funding Source STBG-TMA			Program Local Hwy - Transportation Management					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2027	0	232	0	0	0	0	232	215	17
<b>Fund Totals:</b>	0	232	0	0	0	0	232	215	17

Funding Source STBG-U			Program Local Hwy - Urban					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2027	0	99	0	0	0	0	99	92	7
<b>Fund Totals:</b>	0	99	0	0	0	0	99	92	7

## Planning, COMPASS – FY2028

Regionally Significant: ☐ ☐ Inflated

Key # : 23681

TIP Achievement:

Support

Requesting Agency: COMPASS

Project Year: 2028

Total Previous Allocations: \$0

Total Programmed Budget: \$331

Total Cost (Prev. + Prog.): \$331

### Project Description

Assist COMPASS in meeting federal transportation planning responsibilities.



Metropolitan Planning

Funding Source STBG-TMA			Program Local Hwy - Transportation Management				Local Match 7.34%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2028	0	232	0	0	0	0	232	215	17
<b>Fund Totals:</b>	0	232	0	0	0	0	232	215	17

Funding Source STBG-U			Program Local Hwy - Urban				Local Match 7.34%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2028	0	99	0	0	0	0	99	92	7
<b>Fund Totals:</b>	0	99	0	0	0	0	99	92	7

## Planning, COMPASS – FY2029

Regionally Significant: ☐ ☒ Inflated

Key # : 23682

TIP Achievement:

Support

Requesting Agency: COMPASS

Project Year: 2029

Total Previous Allocations: \$0

Total Programmed Budget: \$232

Total Cost (Prev. + Prog.): \$232

### Project Description

Assist COMPASS in meeting federal transportation planning responsibilities.



Metropolitan Planning

Funding Source STBG-TMA			Program Local Hwy - Transportation Management				Local Match 7.34%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2029	0	232	0	0	0	0	232	215	17
<b>Fund Totals:</b>	0	232	0	0	0	0	232	215	17

## Planning, COMPASS – FY2030

Regionally Significant: ☐ ☐ Inflated

Key # : 24216

TIP Achievement:

Support

Requesting Agency: COMPASS

Project Year: 2030

Total Previous Allocations: \$0

Total Programmed Budget: \$232

Total Cost (Prev. + Prog.): \$232

### Project Description

Assist COMPASS in meeting federal transportation planning responsibilities.



Funding Source STBG-TMA			Program Local Hwy - Transportation Management				Local Match 7.34%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2030	0	232	0	0	0	0	232	215	17
<b>Fund Totals:</b>	0	232	0	0	0	0	232	215	17

## Planning, FHWA Metropolitan Planning Funds, COMPASS – FY2024

Regionally Significant: ☐ ☐ Inflated

Key # : 22494

TIP Achievement:

Support

Requesting Agency: COMPASS

Project Year: 2024

Total Previous Allocations: \$0

Total Programmed Budget: \$1,466

Total Cost (Prev. + Prog.): \$1,466

### Project Description

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



Funding Source Metropolitan Planning			Program Hwy - Metropolitan Planning				Local Match 7.34%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2024	0	1,429	0	0	0	0	1,429	1,324	105
<b>Fund Totals:</b>	0	1,429	0	0	0	0	1,429	1,324	105

Funding Source Metropolitan Planning			Program Hwy Safety - Local				Local Match 20.00%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2024	0	37	0	0	0	0	37	30	7
<b>Fund Totals:</b>	0	37	0	0	0	0	37	30	7

## Planning, FHWA Metropolitan Planning Funds, COMPASS – FY2025

Regionally Significant: ☐ ☐ Inflated

TIP Achievement:

Key # : 22998

Support

Requesting Agency: COMPASS

Project Year: 2025

Total Previous Allocations: \$0

Total Programmed Budget: \$1,495

Total Cost (Prev. + Prog.): \$1,495

### Project Description

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



Funding Source		Metropolitan Planning		Program		Hwy Safety - Local		Local Match		20.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2025	0	37	0	0	0	0	37	30	7	
<b>Fund Totals:</b>	0	37	0	0	0	0	37	30	7	

Funding Source		Metropolitan Planning		Program		Hwy - Metropolitan Planning		Local Match		7.34%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2025	0	1,458	0	0	0	0	1,458	1,351	107	
<b>Fund Totals:</b>	0	1,458	0	0	0	0	1,458	1,351	107	

## Planning, FHWA Metropolitan Planning Funds, COMPASS – FY2026

Regionally Significant: ☐ ☐ Inflated

TIP Achievement:

Key # : 23401

Support

Requesting Agency: COMPASS

Project Year: 2026

Total Previous Allocations: \$0

Total Programmed Budget: \$1,525

Total Cost (Prev. + Prog.): \$1,525

### Project Description

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



Funding Source		Metropolitan Planning		Program		Hwy Safety - Local		Local Match		20.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2026	0	38	0	0	0	0	38	30	8	
<b>Fund Totals:</b>	0	38	0	0	0	0	38	30	8	

Funding Source		Metropolitan Planning		Program		Hwy - Metropolitan Planning		Local Match		7.34%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2026	0	1,487	0	0	0	0	1,487	1,378	109	
<b>Fund Totals:</b>	0	1,487	0	0	0	0	1,487	1,378	109	

## Planning, FHWA Metropolitan Planning Funds, COMPASS – FY2027

Regionally Significant: ☐ ☐ Inflated

TIP Achievement:

Key # : 23772

Support

Requesting Agency: COMPASS

Project Year: 2027

Total Previous Allocations: \$0

Total Programmed Budget: \$1,525

Total Cost (Prev. + Prog.): \$1,525

### Project Description

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



Funding Source		Metropolitan Planning		Program		Hwy - Metropolitan Planning		Local Match		7.34%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2027	0	1,487	0	0	0	0	1,487	1,378	109	
<b>Fund Totals:</b>	0	1,487	0	0	0	0	1,487	1,378	109	

Funding Source		Metropolitan Planning		Program		Hwy Safety - Local		Local Match		20.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2027	0	38	0	0	0	0	38	30	8	
<b>Fund Totals:</b>	0	38	0	0	0	0	38	30	8	

## Planning, FHWA Metropolitan Planning Funds, COMPASS – FY2028

Regionally Significant: ☐ ☐ Inflated

TIP Achievement:

Key # : 23773

Support

Requesting Agency: COMPASS

Project Year: 2028

Total Previous Allocations: \$0

Total Programmed Budget: \$1,525

Total Cost (Prev. + Prog.): \$1,525

### Project Description

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



Funding Source		Metropolitan Planning		Program		Hwy Safety - Local		Local Match		20.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2028	0	38	0	0	0	0	38	30	8	
<b>Fund Totals:</b>	0	38	0	0	0	0	38	30	8	

Funding Source		Metropolitan Planning		Program		Hwy - Metropolitan Planning		Local Match		7.34%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2028	0	1,487	0	0	0	0	1,487	1,378	109	
<b>Fund Totals:</b>	0	1,487	0	0	0	0	1,487	1,378	109	

## Planning, FHWA Metropolitan Planning Funds, COMPASS – FY2029

Regionally Significant: ☐ ☐ Inflated

TIP Achievement:

Key #: 23774

Support

Requesting Agency: COMPASS

Project Year: 2029

Total Previous Allocations: \$0

Total Programmed Budget: \$1,525

Total Cost (Prev. + Prog.): \$1,525

### Project Description

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



Metropolitan Planning

Funding Source Metropolitan Planning			Program Hwy Safety - Local				Local Match 20.00%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2029	0	38	0	0	0	0	38	30	8
<b>Fund Totals:</b>	0	38	0	0	0	0	38	30	8

Funding Source Metropolitan Planning			Program Hwy - Metropolitan Planning				Local Match 7.34%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2029	0	1,487	0	0	0	0	1,487	1,378	109
<b>Fund Totals:</b>	0	1,487	0	0	0	0	1,487	1,378	109

## Planning, FTA Metropolitan Planning Funds, COMPASS

Regionally Significant: ☐ ☐ Inflated

TIP Achievement:

Key #: 19144

Support

Requesting Agency: COMPASS

Project Year: 2024-2028

Total Previous Allocations: \$0

Total Programmed Budget: \$2,290

Total Cost (Prev. + Prog.): \$2,290

### Project Description

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



Metropolitan Planning

Funding Source FTA 5303			Program Transit Operations				Local Match 7.34%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2024	0	458	0	0	0	0	458	424	34
2025	0	458	0	0	0	0	458	424	34
2026	0	458	0	0	0	0	458	424	34
2027	0	458	0	0	0	0	458	424	34
2028	0	458	0	0	0	0	458	424	34
<b>Fund Totals:</b>	0	2,290	0	0	0	0	2,290	2,122	168



## Railroad Crossing, Benjamin Lane, Boise

Regionally Significant: ☐ ☒ Inflated TIP Achievement:

Key #: 20537

Safety

Requesting Agency: ACHD

Project Year: 2026

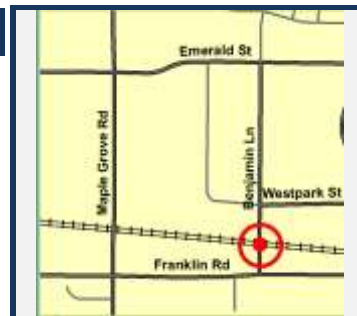
Total Previous Allocations: \$20

Total Programmed Budget: \$364

Total Cost (Prev. + Prog.): \$384

### Project Description

Install crossing signal, including constant warning detection, at the Boise Valley Railroad crossing at Benjamin Lane in the City of Boise. Local match from State Rail Protection Account.



Funding Source		Fed RRX		Program		Hwy Safety - Federal Rail		Local Match		10.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2026	0	0	0	0	0	364	364	328	36	
<b>Fund Totals:</b>	0	0	0	0	0	364	364	328	36	

## Railroad Crossing, Lemp Lane, Canyon County

Regionally Significant: ☐ ☒ Inflated TIP Achievement:

Key #: 20358

Safety

Requesting Agency: Notus-Parma Highway District

Project Year: 2027

Total Previous Allocations: \$0

Total Programmed Budget: \$296

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

### Project Description

Install signals and gates at the Union Pacific railroad crossing at Lemp Lane in Canyon County between the Cities of Parma and Notus. Local match from State Rail Protection Account.



Funding Source		Fed RRX		Program		Hwy Safety - Federal Rail		Local Match		0.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2026	31	0	0	0	0	0	31	31	0	
2027	0	0	0	0	0	265	265	265	0	
<b>Fund Totals:</b>	31	0	0	0	0	265	296	296	0	



## Railroad Crossing, Look Lane, near Caldwell

Regionally Significant: ☐ ☒ Inflated TIP Achievement:

Key #: 20355

Safety

Requesting Agency: Notus-Parma Highway District

Project Year: 2026

Total Previous Allocations: \$304

Total Programmed Budget: \$546

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

### Project Description

Relocate and realign the Union Pacific Railroad crossing at Look Lane near the City of Caldwell. Work includes adding a signal, gates, planking, and a cabinet for electronics. Local match from State Rail Protection Account.



Funding Source		Fed RRX	Program				Hwy Safety - Federal Rail	Local Match		0.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2026	0	0	0	0	0	546	546	546	0	
<b>Fund Totals:</b>	0	0	0	0	0	546	546	546	0	

## Railroad Crossing, North Black Cat Road, Meridian

Regionally Significant: ☐ ☐ Inflated TIP Achievement:

Key #: 24294

Safety

Requesting Agency: ACHD

Project Year: 2029

Total Previous Allocations: \$0

Total Programmed Budget: \$660

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

### Project Description

Resurface the railroad crossing at North Black Cat Road in the City of Meridian. Work also includes adding safety lights and gates.



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

## Railroad Crossing, South 4th Avenue Closure, Caldwell

Regionally Significant: ☐ ☒ Inflated

Key #: 24293

TIP Achievement:

Safety

Requesting Agency: City of Caldwell

Project Year: 2024

Total Previous Allocations: \$0

Total Programmed Budget: \$230

Total Cost (Prev. + Prog.): \$230

### Project Description

Remove the railroad crossing at South 4th Avenue in the City of Caldwell.



Funding Source	Fed RRX			Program	Hwy Safety - Federal Rail			Local Match		0.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2024	0	0	0	200	0	30	230	230	0	
Fund Totals:	0	0	0	200	0	30	230	230	0	

## Reconnecting, Accessibility, and Improving Safety and Equity, Nampa

Regionally Significant: ☐ ☒ Inflated

Key #: 23983

TIP Achievement:

Health

Safety

Active Transportation

Asset Management

Requesting Agency: City of Nampa

Project Year: 2023

Total Previous Allocations: \$0

Total Programmed Budget: \$5,000

Total Cost (Prev. + Prog.): \$5,000

### Project Description

Design local and regional connections to benefit residents in the North Nampa Neighborhood. Improvements include sidewalk network expansion and modernization, shared use path construction, pedestrian pathway extension, a new pedestrian bridge, replacement of an existing vehicle and pedestrian bridge, modernization of two railroad underpasses, and a study of new transit services. The project is expected to increase safety in a high crash area and provide connections to essential services. Construction is currently unfunded.



Funding Source RAISE			Program Hwy - Discretionary				Local Match 0.00%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2024	0	5,000	0	0	0	0	5,000	5,000	0
Fund Totals:	0	5,000	0	0	0	0	5,000	5,000	0

## Roadway and ADA Improvements, Boise Area – FY2024

Regionally Significant: ☐ ☒ Inflated

Key #: 20674

Requesting Agency: ACHD

Project Year: 2025

Total Previous Allocations: \$1,262

Total Programmed Budget: \$6,690

Total Cost (Prev. + Prog.): \$7,952

### TIP Achievement:

Active Transportation

Asset Management

Pavement

Safety



### Project Description

Supplement the local pavement preservation program to complete pavement improvements on federal-aid roadways on Americana Boulevard, Ann Morrison Park Entrance to Shoreline Drive; Shoreline Drive, Americana Boulevard to Fairview Avenue; Grand Forest Drive, Gowen Road to Rock Rose Place; Lake Forest Drive, Federal Way to Summersweet Drive; Eisenman Road, Freight Street to Interstate 84; Eisenman Road, Gowen Road to 2,000' South of Gowen Road in the City of Boise. Work includes improvements to adjoining sidewalks to meet Americans with Disabilities Act (ADA) requirements.

Funding Source STBG-TMA			Program Local Hwy - Transportation Management					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2024	0	0	400	0	0	0	400	371	29
2025	0	0	0	0	820	5,470	6,290	5,828	462
<b>Fund Totals:</b>	0	0	400	0	820	5,470	6,690	6,199	491

## Roadway and ADA Improvements, Boise Area – FY2025

Regionally Significant: ☐ ☒ Inflated

Key #: 21896

Requesting Agency: ACHD

Project Year: 2026

Total Previous Allocations: \$1,555

Total Programmed Budget: \$8,294

Total Cost (Prev. + Prog.): \$9,849

### TIP Achievement:

Active Transportation

Asset Management

Pavement

Safety



### Project Description

Supplement the local pavement preservation program to complete pavement improvements on federal-aid roadways on Overland Road from Vista Avenue to Orchard Street and Discovery Way, US 20/26 (Chinden Boulevard) to Bridger Street in the City of Boise. Work includes improvements to adjoining sidewalks to meet Americans with Disabilities Act (ADA) requirements.

Funding Source STBG-TMA			Program Local Hwy - Transportation Management					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	0	357	0	0	0	357	331	26
2026	0	0	0	0	1,035	6,902	7,937	7,354	583
<b>Fund Totals:</b>	0	0	357	0	1,035	6,902	8,294	7,685	609

## Roadway and ADA Improvements, Boise Area – FY2027

Regionally Significant: ☐ ☒ Inflated

Key # : 22390

Requesting Agency: ACHD

Project Year: 2027

Total Previous Allocations: \$1,492

Total Programmed Budget: \$8,232

Total Cost (Prev. + Prog.): \$9,724

### TIP Achievement:

Active Transportation

Asset Management

Safety



### Project Description

Supplement the local pavement preservation program to complete pavement improvements on federal-aid roadways in the Boise Urbanized Area. Work includes improvements to adjoining sidewalks to meet Americans with Disabilities Act (ADA) requirements. Segments will be determined prior to the obligation in the design year.

Funding Source STBG-TMA			Program Local Hwy - Transportation Management					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2026	0	0	468	0	0	0	468	434	34
2027	0	0	0	0	1,012	6,752	7,764	7,194	570
<b>Fund Totals:</b>	<b>0</b>	<b>0</b>	<b>468</b>	<b>0</b>	<b>1,012</b>	<b>6,752</b>	<b>8,232</b>	<b>7,628</b>	<b>604</b>

## Roadway and ADA Improvements, Boise Area – FY2028

Regionally Significant: ☐ ☒ Inflated

Key # : 22816

Requesting Agency: ACHD

Project Year: 2028

Total Previous Allocations: \$0

Total Programmed Budget: \$8,185

Total Cost (Prev. + Prog.): \$8,185

### TIP Achievement:

Active Transportation

Asset Management

Safety



### Project Description

Supplement the local pavement preservation program to complete pavement improvements on federal-aid roadways in the Boise Urbanized Area. Work includes improvements to adjoining sidewalks to meet Americans with Disabilities Act (ADA) requirements. Segments will be determined prior to the obligation in the design year.

Funding Source STBG-TMA			Program Local Hwy - Transportation Management					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	30	1,234	0	0	0	0	1,264	1,171	93
2027	0	0	371	0	0	0	371	344	27
2028	0	0	0	0	855	5,695	6,550	6,069	481
<b>Fund Totals:</b>	<b>30</b>	<b>1,234</b>	<b>371</b>	<b>0</b>	<b>855</b>	<b>5,695</b>	<b>8,185</b>	<b>7,584</b>	<b>601</b>

## Roadway and ADA Improvements, Boise Area – FY2029

Regionally Significant: ☐ ☒ Inflated

Key # : 23323

Requesting Agency: ACHD

Project Year: 2029

Total Previous Allocations: \$0

Total Programmed Budget: \$8,273

Total Cost (Prev. + Prog.): \$8,273

### Project Description

Supplement the local pavement preservation program to complete pavement improvements on federal-aid roadways in the Boise Urbanized Area. Work includes improvements to adjoining sidewalks to meet Americans with Disabilities Act (ADA) requirements. Segments will be determined prior to the obligation in the design year.

### TIP Achievement:

Active Transportation

Asset Management

Safety



Funding Source STBG-TMA			Program Local Hwy - Transportation Management				Local Match 7.34%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2026	30	1,283	0	0	0	0	1,313	1,217	96
2028	0	0	812	0	0	0	812	752	60
2029	0	0	0	0	801	5,347	6,148	5,697	451
<b>Fund Totals:</b>	<b>30</b>	<b>1,283</b>	<b>812</b>	<b>0</b>	<b>801</b>	<b>5,347</b>	<b>8,273</b>	<b>7,666</b>	<b>607</b>

## Roadway and ADA Improvements, Boise Area – FY2030

Regionally Significant: ☐ ☒ Inflated

Key # : 24219

Requesting Agency: ACHD

Project Year: 2030

Total Previous Allocations: \$0

Total Programmed Budget: \$8,439

Total Cost (Prev. + Prog.): \$8,439

### Project Description

Supplement the local pavement preservation program to complete pavement improvements on federal-aid roadways in the Boise Urbanized Area. Work includes improvements to adjoining sidewalks to meet Americans with Disabilities Act (ADA) requirements. Segments will be determined at project concept.

### TIP Achievement:

Active Transportation

Asset Management

Safety



Funding Source STBG-TMA			Program Local Hwy - Transportation Management				Local Match 7.34%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2027	31	1,308	0	0	0	0	1,339	1,241	98
2029	0	0	828	0	0	0	828	767	61
2030	0	0	0	0	818	5,454	6,272	5,812	460
<b>Fund Totals:</b>	<b>31</b>	<b>1,308</b>	<b>828</b>	<b>0</b>	<b>818</b>	<b>5,454</b>	<b>8,439</b>	<b>7,820</b>	<b>619</b>

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

Regionally Significant: ☐ ☒ Inflated

Key #: 20259

Requesting Agency: ACHD

Project Year: 2024-2025

Total Previous Allocations: \$1,024

Total Programmed Budget: \$8,314

Total Cost (Prev. + Prog.): \$9,338

TIP Achievement:

Active Transportation

Asset Management

Pavement

Safety



### Project Description

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

Funding Source TAP-TMA			Program Local Hwy - Transportation Alternatives					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2024	0	0	249	0	0	0	249	231	18
<b>Fund Totals:</b>	0	0	249	0	0	0	249	231	18

Funding Source STBG-TMA			Program Local Hwy - Transportation Management					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2024	0	0	51	0	702	7,312	8,065	7,473	592
<b>Fund Totals:</b>	0	0	51	0	702	7,312	8,065	7,473	592

## SH-16 and SH-44 Interchange, Star

Regionally Significant: ☐ ☐ Inflated

Key #: 23958

Requesting Agency: ITD

Project Year: 2024-2025

Total Previous Allocations: \$0

Total Programmed Budget: \$54,100

Total Cost (Prev. + Prog.): \$54,100

TIP Achievement:

System Performance

NHS-LOTTR

Safety



### Project Description

Construction improvements on State Highway 16 that includes a new full interchange at State Highway 44 in the City of Star.

Funding Source State			Program State Hwy - Early Development					Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2024	0	0	0	0	2,050	40,000	42,050	0	42,050
2025	0	0	0	0	2,050	10,000	12,050	0	12,050
<b>Fund Totals:</b>	0	0	0	0	4,100	50,000	54,100	0	54,100



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

Regionally Significant: ☒

☐ Inflated

TIP Achievement:

Key #: 23409

System Performance

Requesting Agency: ITD

NHS-LOTTR

Project Year: 2024-2026

Safety

Total Previous Allocations: \$0

Total Programmed Budget: \$69,948

Total Cost (Prev. + Prog.): \$69,948

### Project Description

Construct new segment of State Highway 16 from Franklin Road to Ustick Road the City of Nampa and Canyon County. The roadway will include two lanes in each direction with at-grade intersections at Franklin Road and Ustick Road utilizing the on and off ramps for the future interchanges. Work also includes a new structure over the Union Pacific Railroad, Cherry Lane, Ten Mile Creek, and irrigation structures. Design and right-of-way budgeted in separate, previous project (KN 20788).



Funding Source		TECM		Program		State Expansion and Congestion Mitigati		Local Match		7.34%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2024	1	0	0	0	6,300	62,387	68,688	63,646	5,042	
<b>Fund Totals:</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6,300</b>	<b>62,387</b>	<b>68,688</b>	<b>63,646</b>	<b>5,042</b>	

Funding Source		Leading Idaho		Program		Leading Idaho		Local Match		100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2024	0	0	0	1,260	0	0	1,260	0	1,260	
<b>Fund Totals:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,260</b>	<b>0</b>	<b>0</b>	<b>1,260</b>	<b>0</b>	<b>1,260</b>	

## SH-16, I-84 System Interchange and Franklin Road Interchange, Nampa

Regionally Significant: ☐

☐ Inflated

TIP Achievement:

Key #: 23956

System Performance

Requesting Agency: ITD

NHS-LOTTR

Project Year: 2024-2025

Safety

Total Previous Allocations: \$0

Total Programmed Budget: \$86,600

Total Cost (Prev. + Prog.): \$86,600

### Project Description

Construct improvements on State Highway 16 from Interstate 84 to Franklin Road, including free flowing ramps at Interstate 84, and a new bridge over Franklin Road in the City of Nampa. These improvements complete the system interchange with Interstate 84 and the Franklin Road interchange.



Funding Source		State		Program		State Hwy - Early Development		Local Match		100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2024	0	0	0	0	5,100	40,000	45,100	0	45,100	
2025	0	0	0	0	1,500	40,000	41,500	0	41,500	
<b>Fund Totals:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6,600</b>	<b>80,000</b>	<b>86,600</b>	<b>0</b>	<b>86,600</b>	

## SH-16, I-84 to US 20/26 and SH-44, Ada and Canyon Counties

Regionally Significant: ☒ ☒ Inflated

Key #: 20788

Requesting Agency: ITD

Project Year: 2024-2025

Total Previous Allocations: \$139,600

Total Programmed Budget: (\$2,946)

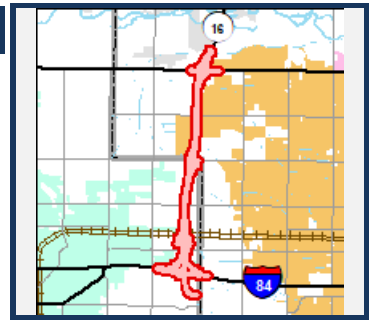
Total Cost (Prev. + Prog.): \$136,654

### TIP Achievement:

System Performance

NHS-LOTTR

Safety



### Project Description

Environmental re-evaluation, final design, and right-of-way acquisition to extend State Highway 16 between Interstate 84 and US Highway 20/26 (Chinden Boulevard) and State Highway 44 (State Street) in Ada and Canyon Counties. Work is for Phases 2 and 3 of this project. Phase 2 construction projects were split out into KN 23408, 23409, and 23410. Phase 3 completes the system interchange at Interstate 84 and service interchanges at Franklin Road, Ustick Road, US 20/26, and State Highway 44; construction will be broken out as funding is determined.

Funding Source GARVEE 2017			Program Hwy GARVEE - 2017 Legislative Authoriz					Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2024	-133	-2,000	-863	0	0	0	-2,996	0	-2,996
<b>Fund Totals:</b>	<b>-133</b>	<b>-2,000</b>	<b>-863</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-2,996</b>	<b>0</b>	<b>-2,996</b>

Funding Source Leading Idaho			Program State Hwy - Safety & Capacity (Safety)					Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2024	0	50	0	0	0	0	50	0	50
<b>Fund Totals:</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>

## SH-16, Ustick Road Interchange and US 20/26 Interchange, Meridian

Regionally Significant: ☐ ☐ Inflated

Key #: 23957

Requesting Agency: ITD

Project Year: 2024-2025

Total Previous Allocations: \$0

Total Programmed Budget: \$75,800

Total Cost (Prev. + Prog.): \$75,800

### TIP Achievement:

System Performance

NHS-LOTTR

Safety



### Project Description

Construct improvements on State Highway 16 including a bridge over Ustick Road and US 20/26 in the City of Meridian. These improvements will complete the Ustick Road and US 20/26 interchanges.

Funding Source State			Program State Hwy - Early Development					Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2024	0	0	0	0	5,750	70,000	75,750	0	75,750
2025	0	0	0	0	50	0	50	0	50
<b>Fund Totals:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,800</b>	<b>70,000</b>	<b>75,800</b>	<b>0</b>	<b>75,800</b>



## SH-16, Ustick Road to US 20/26, Ada County

Regionally Significant: ☒

☐ Inflated

TIP Achievement:

Key #: 23408

System Performance

Requesting Agency: ITD

NHS-LOTTR

Project Year: 2024-2026

Safety

Total Previous Allocations: \$75,617

Total Programmed Budget: \$12,454

Total Cost (Prev. + Prog.): \$88,071

### Project Description

Construct new segment of State Highway 16 from Ustick Road to US 20/26 in the City of Meridian and Ada County. The roadway will include two lanes in each direction with at-grade intersections at Ustick Road and US 20/26, utilizing the on and off ramps for the future interchanges. Work also includes an overpass at McMillan Road and Five Mile Creek, several local frontage roads to connect to the roadway system, and irrigation structures. Design and right-of-way budgeted in separate, previous project (KN 20788).



Funding Source		Leading Idaho		Program		Leading Idaho		Local Match		100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2024	0	0	0	0	2,454	0	2,454	0	2,454	
2025	0	0	0	0	0	10,000	10,000	0	10,000	
<b>Fund Totals:</b>	0	0	0	0	2,454	10,000	12,454	0	12,454	

## SH-19, Simplot Boulevard to I-84, Caldwell

Regionally Significant: ☐

☒ Inflated

TIP Achievement:

Key #: 23546

Asset Management

Requesting Agency: ITD

Safety

Project Year: 2028

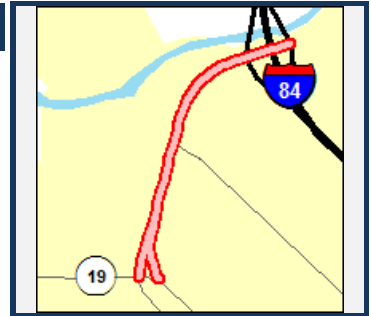
Total Previous Allocations: \$0

Total Programmed Budget: \$1,853

Total Cost (Prev. + Prog.): \$1,853

### Project Description

Restore and rehabilitate the pavement on State Highway 19 from Simplot Boulevard to Interstate 84 in the City of Caldwell. Work includes a mill and inlay treatment.



Funding Source		STBG-State		Program		State Hwy - Pavement Preservation		Local Match		7.34%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2024	107	65	0	0	0	0	172	159	13	
2028	0	0	0	0	190	1,491	1,681	1,558	123	
<b>Fund Totals:</b>	107	65	0	0	190	1,491	1,853	1,717	136	

## SH-21, Mores Creek Bridge Repair, Ada County

Regionally Significant: ☐

☒ Inflated

TIP Achievement:

Key #: 23879

Asset Management

Requesting Agency: ITD

Project Year: 2027

Total Previous Allocations: \$800

Total Programmed Budget: \$6,102

Total Cost (Prev. + Prog.): \$6,902

### Project Description

Paint and repair the State Highway 21 Mores Creek bridge and approaches in Ada County.



Funding Source STBG-State			Program State Hwy - Bridge Restoration					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2027	0	0	0	0	796	5,306	6,102	5,654	448
<b>Fund Totals:</b>	0	0	0	0	796	5,306	6,102	5,654	448

## SH-21, Pavement Preservation, Ada and Boise Counties

Regionally Significant: ☐

☒ Inflated

TIP Achievement:

Key #: 20612

Asset Management

Requesting Agency: ITD

Project Year: 2027

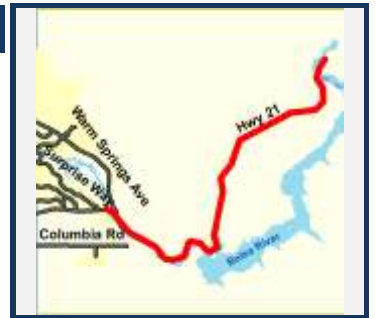
Total Previous Allocations: \$50

Total Programmed Budget: \$5,690

Total Cost (Prev. + Prog.): \$5,740

### Project Description

Add sealcoat treatment on State Highway 21 from the Boise River in the City of Boise to the Banks Lowman Highway in Boise County (15% Ada County and 85% Boise County).



Funding Source STBG-State			Program State Hwy - Pavement Preservation					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2027	0	0	0	0	152	5,538	5,690	5,272	418
<b>Fund Totals:</b>	0	0	0	0	152	5,538	5,690	5,272	418

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

Regionally Significant: ☒

☒ Inflated

TIP Achievement:

Key #: 20574

System Performance

Requesting Agency: ITD

NHS-LOTTR

Project Year: 2027

Safety

Total Previous Allocations: \$1,461

Total Programmed Budget: \$25,946

Total Cost (Prev. + Prog.): \$27,407

### Project Description

Widen State Highway 44 (State Street) from Star Road to State Highway 16 in Ada County. An additional lane in both directions will alleviate congestion issues and improve safety.



Funding Source NHPP			Program State Hwy - Safety & Capacity (Capacity)					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2027	0	0	0	898	2,198	22,850	25,946	24,042	1,904
<b>Fund Totals:</b>	0	0	0	898	2,198	22,850	25,946	24,042	1,904

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

Regionally Significant: ☐

☒ Inflated

TIP Achievement:

Key #: 24117

Asset Management

Requesting Agency: ITD

Project Year: 2027

Total Previous Allocations: \$0

Total Programmed Budget: \$1,636

Total Cost (Prev. + Prog.): \$1,636

### Project Description

Provide a seal coat treatment to State Highway 44 from Interstate 84 east of the City of Caldwell in Canyon County to Star Road in the City of Star in Ada County. The treatment will maintain mobility by extending the life of the pavement.



Funding Source NHPP			Program State Hwy - Pavement Preservation					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2024	10	0	0	0	0	0	10	9	1
2027	0	0	0	0	53	1,573	1,626	1,507	119
<b>Fund Totals:</b>	10	0	0	0	53	1,573	1,636	1,516	120

## SH-44, RWIS near SH-16, Ada County

Regionally Significant: ☐ ☒ Inflated TIP Achievement:

Key #: 23182

Support

Requesting Agency: ITD

Project Year: 2024

Total Previous Allocations: \$25

Total Programmed Budget: \$471

Total Cost (Prev. + Prog.): \$496

### Project Description

Install a Road Weather Information System (RWIS) on State Highway 44 just east of State Highway 16 to collect, process, and provide weather information to promote safety for the traveling public.



Funding Source		State	Program				State Highway - Safety		Local Match	100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2024	0	0	0	0	1	470	471	0	471	
Fund Totals:	0	0	0	0	1	470	471	0	471	

## SH-44, SH-16 to SH-55 (Eagle Road), Canyon and Ada Counties

Regionally Significant: ☐ ☒ Inflated TIP Achievement:

Key #: 24118

Asset Management

Requesting Agency: ITD

Project Year: 2030

Total Previous Allocations: \$0

Total Programmed Budget: \$2,308

Total Cost (Prev. + Prog.): \$2,308

### Project Description

Provide a sealcoat treatment on State Highway 44 from State Highway 16 in Canyon County to State Highway 55 (Eagle Road) in the City of Eagle in Ada County. The treatment will maintain mobility by extending the life of the pavement.



Funding Source		NHPP		Program		State Hwy - Safety & Capacity (Capacity)			Local Match		7.34%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total		Federal Share	Local Share	
2025	51	0	0	0	0	0	51		47	4	
2030	0	0	0	0	56	2,201	2,257		2,091	166	
Fund Totals:	51	0	0	0	56	2,201	2,308		2,139	169	

## SH-45 and Locust Lane Intersection, Nampa

Regionally Significant: ☒ ☒ Inflated TIP Achievement:

Key #: 22717

Safety

Requesting Agency: ITD

Project Year: 2027

Total Previous Allocations: \$914

Total Programmed Budget: \$3,619

Total Cost (Prev. + Prog.): \$4,533

### Project Description

Install a traffic signal at State Highway 45 and Locust Lane in the City of Nampa to improve safety.



Funding Source		State	Program					State Hwy - Safety & Capacity (Capacity)	Local Match	100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2027	0	0	0	0	221	1,716	1,937	0	1,937	
<b>Fund Totals:</b>	0	0	0	0	221	1,716	1,937	0	1,937	

Funding Source		Local Participating	Program					Local Match	100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2027	0	0	0	0	0	1,682	1,682	0	1,682
<b>Fund Totals:</b>	0	0	0	0	0	1,682	1,682	0	1,682

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

Regionally Significant: ☐ ☐ Inflated TIP Achievement:

Key #: 23561

Asset Management

Requesting Agency: ITD

Project Year: 2030

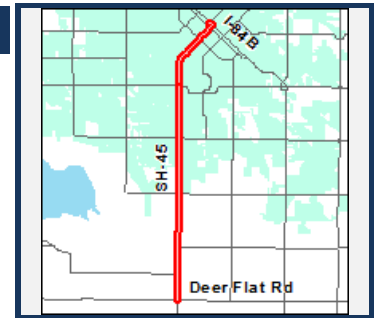
Total Previous Allocations: \$0

Total Programmed Budget: \$10,488

Total Cost (Prev. + Prog.): \$10,488

### Project Description

Restore and rehabilitate the roadway pavement on State Highway 45 from Deer Flat Road in Canyon County to Interstate 84B in the City of Nampa. Work includes a mill and inlay treatment.



Funding Source		STBG-State	Program					State Hwy - Pavement Preservation	Local Match	7.34%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2024	107	520	0	0	0	0	627	581	46	
2030	0	0	0	0	640	9,221	9,861	9,137	724	
<b>Fund Totals:</b>	107	520	0	0	640	9,221	10,488	9,718	770	

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

Regionally Significant: ☐ ☒ Inflated

Key #: 23626

Requesting Agency: ITD

Project Year: 2025

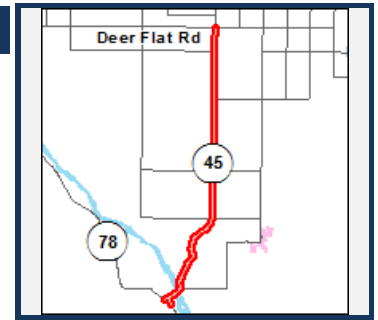
Total Previous Allocations: \$0

Total Programmed Budget: \$1,243

Total Cost (Prev. + Prog.): \$1,243

### Project Description

Sealcoat State Highway 45 from the Junction of State Highway 78 to Deer Flat Road in Canyon County.



Funding Source		STBG-State	Program					State Hwy - Pavement Preservation	Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total		Federal Share	Local Share
2024	50	0	0	0	0	0	50		46	4
2025	0	0	0	0	54	1,139	1,193		1,105	88
<b>Fund Totals:</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>1,139</b>	<b>1,243</b>		<b>1,152</b>	<b>91</b>

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

Regionally Significant: ☐ ☒ Inflated

Key #: 23542

Requesting Agency: ITD

Project Year: 2025

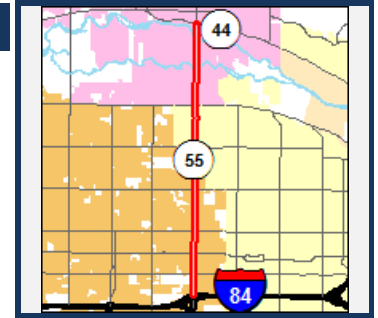
Total Previous Allocations: \$172

Total Programmed Budget: \$3,004

Total Cost (Prev. + Prog.): \$3,176

### Project Description

Sealcoat the pavement surface on State Highway 55 (Eagle Road) from Interstate 84 to State Highway 44 in the Cities of Meridian, Boise, and Eagle, to extend the pavement lifespan.



Funding Source		STBG-State	Program					State Hwy - Pavement Preservation	Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total		Federal Share	Local Share
2025	0	0	0	0	295	2,709	3,004		2,784	220
<b>Fund Totals:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>295</b>	<b>2,709</b>	<b>3,004</b>		<b>2,784</b>	<b>220</b>



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

Regionally Significant: ☒ ☒ Inflated

Key #: 22715

Requesting Agency: ITD

Project Year: 2024

Total Previous Allocations: \$55,450

Total Programmed Budget: \$139,311

Total Cost (Prev. + Prog.): \$194,761

### Project Description

Widen State Highway 55 (Karcher Road) from Farmway Road to Middleton Road in Canyon County. The project will add one travel lane in each direction to improve mobility and reduce crashes along the corridor. Work includes a continuous median traffic separation, with signalizations intersections at each mile, and u-turn opportunities at the half-mile.



Funding Source		State		Program		State Hwy - Early Development		Local Match		100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2024	0	0	0	0	9,275	109,000	118,275	0	118,275	
<b>Fund Totals:</b>	0	0	0	0	9,275	109,000	118,275	0	118,275	

Funding Source		TECM		Program		State Hwy - Safety & Capacity (Capacity)		Local Match		100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2024	0	520	0	0	0					
2025	0	0	20,431	0	0	0	20,431	0	20,431	
<b>Fund Totals:</b>	0	520	20,431	0	0	0	20,431	0	20,431	

Funding Source		Leading Idaho		Program		Leading Idaho		Local Match		100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2024	0	505	0	100	0	0	605	0	605	
<b>Fund Totals:</b>	0	505	0	100	0	0	605	0	605	

## SH-55 (Karcher Road), Farmway Road to Middleton, Demolition, Canyon County

Regionally Significant: ☐ ☐ Inflated

Key #: 24390

Requesting Agency: ITD

Project Year: 2024

Total Previous Allocations: \$0

Total Programmed Budget: \$1,025

Total Cost (Prev. + Prog.): \$1,025

### Project Description

Remove and demolish vacant buildings along SH-55 that are in conflict with the ultimate widening of the state facility.



Funding Source		Leading Idaho		Program		Leading Idaho		Local Match		100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2024	0	0	0	0	25	1,000	1,025	0	1,025	
<b>Fund Totals:</b>	0	0	0	0	25	1,000	1,025	0	1,025	

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

Regionally Significant: ☒

☐ Inflated

TIP Achievement:

Key #: 23335

System Performance

Requesting Agency: ITD

NHS-LOTTR

Project Year: 2024-2026

Safety

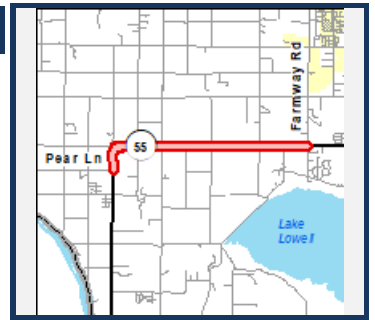
Total Previous Allocations: \$0

Total Programmed Budget: \$58,400

Total Cost (Prev. + Prog.): \$58,400

### Project Description

Preliminary engineering and right-of-way acquisition to improve safety and mobility on State Highway 55 (Karcher Road) by widening the corridor from two lanes to five lanes (two through lanes each direction and a center turn lane) from Pear Lane to Farmway Road in Canyon County. Design and right-of-way are partially funded; construction is currently unfunded.



Funding Source		Leading Idaho		Program		Leading Idaho		Local Match		100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2025	0	4,000	0	0	0	0	4,000	0	4,000	
2025	200	4,000	20,200	0	0	0	24,400	0	24,400	
2026	0	0	30,000	0	0	0	30,000	0	30,000	
<b>Fund Totals:</b>	<b>200</b>	<b>8,000</b>	<b>50,200</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>58,400</b>	<b>0</b>	<b>58,400</b>	

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

Regionally Significant: ☒

☒ Inflated

TIP Achievement:

Key #: 23638

Safety

Requesting Agency: ITD

Project Year: 2029

Total Previous Allocations: \$25

Total Programmed Budget: \$15,925

Total Cost (Prev. + Prog.): \$15,950

### Project Description

Widen State Highway 55 from Beacon Light Road just north of the City of Eagle to Brookside Lane in Ada County. The project will reduce congestion and improve safety.



Funding Source		State		Program		State Hwy - Early Development		Local Match		100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2024	25	250	0	0	0	0	275	0	275	
<b>Fund Totals:</b>	<b>25</b>	<b>250</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>275</b>	<b>0</b>	<b>275</b>	

Funding Source		Private Developer		Program		Hwy - Local Partnerships		Local Match		100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2025	230	490	217	0	0	0	937	0	937	
2028	0	0	2,078	0	0	0	2,078	0	2,078	
2029	0	0	0	0	751	11,884	12,635	0	12,635	
<b>Fund Totals:</b>	<b>230</b>	<b>490</b>	<b>2,295</b>	<b>0</b>	<b>751</b>	<b>11,884</b>	<b>15,650</b>	<b>0</b>	<b>15,650</b>	



## SH-55, Pavement Preservation, Sealcoat, Owyhee and Canyon Counties

Regionally Significant: ☐ ☒ Inflated

Key #: 23163

Requesting Agency: ITD

Project Year: 2025

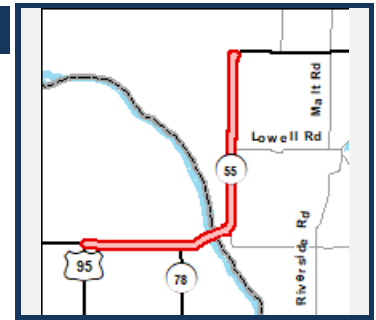
Total Previous Allocations: \$25

Total Programmed Budget: \$917

Total Cost (Prev. + Prog.): \$942

### Project Description

Sealcoat State Highway 55 from the junction with US Highway 95 at Ion Junction in the City of Marsing to Hoskins Road in Canyon County. The treatment will improve ride quality and extend the pavement lifespan. (59% Canyon County and 41% Owyhee County)



Funding Source NHPP			Program State Hwy - Pavement Preservation					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	15	0	0	0	31	871	917	850	67
<b>Fund Totals:</b>	15	0	0	0	31	871	917	850	67

## SH-55, SH-44 (State Street) to Payette River Bridge, Rehabilitation

Regionally Significant: ☐ ☒ Inflated

Key #: 20506

Requesting Agency: ITD

Project Year: 2023

Total Previous Allocations: \$16,237

Total Programmed Budget: \$7,132

Total Cost (Prev. + Prog.): \$23,369

### Project Description

Rehabilitate approximately 18 miles of pavement on State Highway 55 from State Highway 44 (State Street) to the Payette River Bridge in Ada and Boise Counties. Work includes widening State Highway 55 to provide turn bays and acceleration lanes at north McLeod Way and building a precast arch bridge for the north McLeod Way underpass. (45% Ada County and 55% Boise County)



Funding Source Private Developer			Program Hwy - State Planning & Research					Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2024	0	0	0	0	0	7,132	7,132	0	7,132
<b>Fund Totals:</b>	0	0	0	0	0	7,132	7,132	0	7,132

## SH-55, SH-44 (State) to Payette River Bridge, Ada and Boise Counties

Regionally Significant: ☐

☒ Inflated

TIP Achievement:

Key #: 24054

Asset Management

Requesting Agency: ITD

Project Year: 2030

Total Previous Allocations: \$0

Total Programmed Budget: \$5,167

Total Cost (Prev. + Prog.): \$5,167

### Project Description

Sealcoat State Highway 55 from State Highway 44 (East State Street) in the City of Eagle in Ada County to the Payette River Bridge near Horseshoe Bend in Boise County. The treatment will maintain mobility by extending the life of the pavement. (Ada County 48% and Boise County 52%)



Funding Source NHPP			Program State Hwy - Pavement Preservation					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	51	0	0	0	0	0	51	47	4
2030	0	0	0	0	225	4,891	5,116	4,740	376
<b>Fund Totals:</b>	<b>51</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>225</b>	<b>4,891</b>	<b>5,167</b>	<b>4,788</b>	<b>379</b>

## SH-69, Pavement Preservation, Sealcoat, Kuna to Meridian

Regionally Significant: ☐

☒ Inflated

TIP Achievement:

Key #: 22699

Asset Management

Requesting Agency: ITD

Project Year: 2025

Total Previous Allocations: \$25

Total Programmed Budget: \$3,212

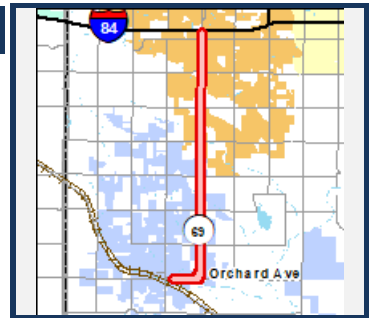
Total Cost (Prev. + Prog.): \$3,237

Pavement

Safety

### Project Description

Sealcoat the pavement surface on State Highway 69 (Meridian Road), from Orchard Avenue in the City of Kuna to Interstate 84 in the City of Meridian, to improve ride quality and extend the pavement lifespan.



Funding Source STBG-State			Program State Hwy - Pavement Preservation					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	0	0	0	210	3,002	3,212	2,976	236
<b>Fund Totals:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>210</b>	<b>3,002</b>	<b>3,212</b>	<b>2,976</b>	<b>236</b>

## SR2S, VRT, Ada County – FY2024

Regionally Significant: ☐ ☒ Inflated

Key #: 21910

Requesting Agency: Valley Regional Transit

Project Year: 2024

Total Previous Allocations: \$0

Total Programmed Budget: \$286

Total Cost (Prev. + Prog.): \$286

### Project Description

Support up to three full-time and one part-time staff for Safe Routes to School (SR2S) coordination serving schools in Ada County, with a focus on the Boise and West Ada School Districts for service years FY2024.

### TIP Achievement:

Active Transportation

Safety



Funding Source TAP-TMA			Program Local Hwy - Transportation Alternatives					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2024	0	0	0	0	0	286	286	265	21
<b>Fund Totals:</b>	0	0	0	0	0	286	286	265	21

## SR2S, VRT, Ada County – FY2025

Regionally Significant: ☐ ☒ Inflated

Key #: 23943

Requesting Agency: Valley Regional Transit

Project Year: 2025

Total Previous Allocations: \$0

Total Programmed Budget: \$210

Total Cost (Prev. + Prog.): \$210

### Project Description

Support up to three full-time and one part-time staff for Safe Routes to School (SR2S) coordination serving schools in Ada County, with a focus on the Boise and West Ada School Districts for service year FY2025.

### TIP Achievement:

Active Transportation

Safety



Funding Source TAP-TMA			Program Local Hwy - Transportation Alternatives					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	0	0	0	0	210	210	195	15
<b>Fund Totals:</b>	0	0	0	0	0	210	210	195	15

## SR2S, VRT, Ada County – FY2026

Regionally Significant: ☐ ☒ Inflated

Key #: 23834

Requesting Agency: Valley Regional Transit

Project Year: 2026

Total Previous Allocations: \$0

Total Programmed Budget: \$227

Total Cost (Prev. + Prog.): \$227

### Project Description

Support up to three full-time and one part-time staff for Safe Routes to School (SR2S) coordination serving schools in Ada County, with a focus on the Boise and West Ada School Districts for service year FY2026.



Funding Source TAP-TMA			Program Local Hwy - Transportation Alternatives					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2026	0	0	0	0	0	227	227	210	17
<b>Fund Totals:</b>	0	0	0	0	0	227	227	210	17

## SR2S, VRT, Ada County – FY2027

Regionally Significant: ☐ ☒ Inflated

Key #: 23306

Requesting Agency: Valley Regional Transit

Project Year: 2027

Total Previous Allocations: \$0

Total Programmed Budget: \$297

Total Cost (Prev. + Prog.): \$297

### Project Description

Support up to three full-time and one part-time staff for Safe Routes to School (SR2S) coordination serving schools in Ada County, with a focus on the Boise and West Ada School Districts for service year FY2027.



Funding Source STBG-TMA			Program Local Hwy - Transportation Management					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2027	0	0	0	0	0	297	297	275	22
<b>Fund Totals:</b>	0	0	0	0	0	297	297	275	22

## SR2S, VRT, Ada County – FY2028

Regionally Significant: ☐ ☐ Inflated

Key # : 23668

Requesting Agency: Valley Regional Transit

Project Year: 2028

Total Previous Allocations: \$0

Total Programmed Budget: \$280

Total Cost (Prev. + Prog.): \$280

### Project Description

Support up to three full-time and one part-time staff for Safe Routes to School (SR2S) coordination serving schools in Ada County, with a focus on the Boise and West Ada School Districts for service year FY2028.

### TIP Achievement:

Active Transportation

Safety



Funding Source STBG-TMA			Program Local Hwy - Transportation Alternatives					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2028	0	0	0	0	0	280	280	259	21
<b>Fund Totals:</b>	0	0	0	0	0	280	280	259	21

## SR2S, VRT, Ada County – FY2029

Regionally Significant: ☒ ☒ Inflated

Key # : 23670

Requesting Agency: Valley Regional Transit

Project Year: 2029

Total Previous Allocations: \$0

Total Programmed Budget: \$309

Total Cost (Prev. + Prog.): \$309

### Project Description

Support up to three full-time and one part-time staff for Safe Routes to School (SR2S) coordination serving schools in Ada County, with a focus on the Boise and West Ada School Districts for service year FY2029.

### TIP Achievement:

Active Transportation

Safety



Funding Source STBG-TMA			Program Local Hwy - Transportation Alternatives					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2029	0	0	0	0	0	309	309	286	23
<b>Fund Totals:</b>	0	0	0	0	0	309	309	286	23

## SR2S, VRT, Ada County – FY2030

Regionally Significant: ☐ ☐ Inflated

Key # : 24217

Requesting Agency: Valley Regional Transit

Project Year: 2030

Total Previous Allocations: \$0

Total Programmed Budget: \$280

Total Cost (Prev. + Prog.): \$280

### Project Description

Support up to three full-time and one part-time staff for Safe Routes to School (SR2S) coordination serving schools in Ada County, with a focus on the Boise and West Ada School Districts for service year FY2030.

### TIP Achievement:

Active Transportation

Safety



Funding Source STBG-TMA			Program Local Hwy - Transportation Management					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2030	0	0	0	0	0	280	280	259	21
<b>Fund Totals:</b>	0	0	0	0	0	280	280	259	21

## SR2S, VRT, Canyon County – FY2022-2025

Regionally Significant: ☐ ☐ Inflated

Key # : 22922

Requesting Agency: Valley Regional Transit

Project Year: 2023

Total Previous Allocations: \$65

Total Programmed Budget: \$200

Total Cost (Prev. + Prog.): \$265

### Project Description

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

### TIP Achievement:

Active Transportation

Safety



Funding Source TAP-State			Program Local Hwy - Transportation Alternatives					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2024	0	0	0	0	0	100	100	93	7
2025	0	0	0	0	0	100	100	93	7
<b>Fund Totals:</b>	0	0	0	0	0	200	200	185	15

## SR2S, VRT, Canyon County – FY2027

Regionally Significant: ☐ ☐ Inflated

Key #: 23924

Requesting Agency: Valley Regional Transit

Project Year: 2027

Total Previous Allocations: \$0

Total Programmed Budget: \$50

Total Cost (Prev. + Prog.): \$50

### Project Description

Provides for Safe Routes to School program personnel, education materias, encouragement incentives, special events, and direct costs in Canyon County.

### TIP Achievement:

Active Transportation

Safety



Funding Source		STBG-U	Program				Local Hwy - Urban	Local Match		7.34%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2027	0	50	0	0	0	0	50	46	4	
<b>Fund Totals:</b>	0	50	0	0	0	0	50	46	4	

## SR2S, VRT, Canyon County – FY2028

Regionally Significant: ☐ ☐ Inflated

Key #: 24239

Requesting Agency: Valley Regional Transit

Project Year: 2028

Total Previous Allocations: \$0

Total Programmed Budget: \$50

Total Cost (Prev. + Prog.): \$50

### Project Description

Provides for Safe Routes to School program personnel, education materias, encouragement incentives, special events, and direct costs in Canyon County.

### TIP Achievement:

Active Transportation

Safety



Funding Source		STBG-U	Program				Local Hwy - Urban	Local Match		7.34%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2028	0	50	0	0	0	0	50	46	4	
<b>Fund Totals:</b>	0	50	0	0	0	0	50	46	4	



## State Street, Hertford Way to Ellens Ferry Drive, Boise

Regionally Significant: ☒

☐ Inflated

TIP Achievement:

Key # : IN210-03

Requesting Agency: ACHD

Project Year: 2025-2026

Total Previous Allocations: \$576

Total Programmed Budget: \$7,185

Total Cost (Prev. + Prog.): \$7,761

Open Space

Active Transportation

System Performance

Safety



### Project Description

Widen State Street from Hertford Way to Ellens Ferry Drive, including an intersection improvement to widen the north and south legs to four lanes and the east and west legs to seven lanes in the City of Boise. The project includes enhanced facilities for bicyclists, pedestrians, and transit riders.

Funding Source		Local (Regionally Significant)		Program		Hwy - Local Partnerships		Local Match		100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2025	0	0	100	449	60	5,890	6,499	0	6,499	
2026	0	0	0	51	0	635	686	0	686	
<b>Fund Totals:</b>	0	0	100	500	60	6,525	7,185	0	7,185	

## Study (PEL), SH-44, I-84 to Star Road, Canyon County

Regionally Significant: ☐

☒ Inflated

TIP Achievement:

Key # : 23630

Requesting Agency: ITD

Project Year: PD

Total Previous Allocations: \$3,000

Total Programmed Budget: \$1

Total Cost (Prev. + Prog.): \$3,001

Support



### Project Description

Conduct a Planning and Environmental Linkages (PEL) study to evaluate the environmental impacts of widening or realigning State Highway 44 between Interstate 84 and Star Road in Canyon County. (Included as a "hold." Construction is unfunded.)

Funding Source		STBG-State		Program		State Hwy - Early Development		Local Match		7.34%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
PD	0	0	0	0	0	1	1	1	0	
<b>Fund Totals:</b>	0	0	0	0	0	1	1	1	0	



## Study, Big Data Purchase, COMPASS

Regionally Significant: ☐ ☒ Inflated

TIP Achievement:

Key # : 22394

Support

Requesting Agency: COMPASS

Project Year: 2025

Total Previous Allocations: \$0

Total Programmed Budget: \$150

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

### Project Description

Purchase data from vendor(s) to supplement the COMPASS Household Travel Survey data (2021) and census data. The data will be used to update the "external" trip (trip to/from the surrounding counties) rates and characteristics in the regional travel demand model, analyze non-motorized travel, and allow for review of trips, travel time, time of day, and mode to and from sub-areas (smaller than cities) in the region to help refine specific parameters in the regional model.



Funding Source STBG-TMA			Program Local Hwy - Transportation Management				Local Match 7.34%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	150	0	0	0	0	150	139	11
Fund Totals:	0	150	0	0	0	0	150	139	11

## Study, Carbon Reduction Strategy, COMPASS

Regionally Significant: ☐ ☒ Inflated

TIP Achievement:

Key # : 24233

Support

Requesting Agency: COMPASS

Project Year: 2024

Total Previous Allocations: \$0

Total Programmed Budget: \$180

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

### Project Description

This project supports the development of a regional Carbon Reduction Strategy to further the analysis and implementation strategies of the State's Carbon Reduction Strategy required by IIJA. This study will investigate vehicle alternatives, mode choices, construction practices, and infrastructure investments to reduce transportation-related greenhouse gas emissions and establish performance measures and targets for greenhouse gas emission reductions. The project will include an analysis of the regional transportation system's contributions to greenhouse gas emissions and evaluate strategies based on their impact on air quality and cost-effectiveness. The most impactful and cost-effective strategies will be identified.



Funding Source CRP-TMA			Program Local Hwy - Transportation Management				Local Match 7.34%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2024	0	180	0	0	0	0	180	167	13
Fund Totals:	0	180	0	0	0	0	180	167	13

## Study, Coordinate Local Waterway-Pathway Plans, COMPASS

Regionally Significant: ☐ ☐ Inflated

TIP Achievement:

Key #: 23312

Support

Requesting Agency: COMPASS

Project Year: 2025

Total Previous Allocations: \$0

Total Programmed Budget: \$120

Total Cost (Prev. + Prog.): \$120

### Project Description

Collaborate with local agencies in Ada and Canyon Counties to coordinate the waterway-pathway plans they have developed/are developing. Scope includes an analysis of potential connections to other pathways, implementation strategies, cost estimates, and funding options.



Funding Source STBG-TMA			Program Local Hwy - Transportation Management					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	120	0	0	0	0	120	111	9
<b>Fund Totals:</b>	0	120	0	0	0	0	120	111	9

## Study, I-84, SH-44 to Centennial Way, Canyon County

Regionally Significant: ☒ ☐ Inflated

TIP Achievement:

Key #: 23341

Support

Requesting Agency: ITD

Project Year: 2024

Total Previous Allocations: \$1,700

Total Programmed Budget: \$2,650

Total Cost (Prev. + Prog.): \$4,350

### Project Description

Corridor study on I-84 from SH-44 (Exit 25) to Centennial Way (Exit 27) in the City of Caldwell to evaluate capacity and safety improvements needed. Design, right-of-way acquisition, and construction projects may be split into separate key numbers when funding is available.



Funding Source Leading Idaho			Program Leading Idaho					Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2024	0	2,650	0	0	0	0	2,650	0	2,650
<b>Fund Totals:</b>	0	2,650	0	0	0	0	2,650	0	2,650

## Study, Interchange Justification Report, I-84 and Ustick Road, Caldwell

Regionally Significant: ☒ ☐ Inflated

Key #: NEW2

Requesting Agency: Canyon Highway District

Project Year: 2024 City of Caldwell  
City of Middleton  
City of Nampa  
ITD

TIP Achievement:

Support



Total Previous Allocations: \$0

Total Programmed Budget: \$700

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

### Project Description

Conduct a study to complete an Interchange Justification Report (IJR) for a possible future interchange at Interstate 84 and Ustick Road in the City of Caldwell.

Funding Source		Local Participating	Program		Hwy - Local Partnerships		Total	Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction		Federal Share	Local Share
2024	0	700	0	0	0	0	700	0	700
<b>Fund Totals:</b>	0	700	0	0	0	0	700	0	700

## Study, Interchange Modification Report, I-84 and SH-16, Nampa

Regionally Significant: ☒ ☒ Inflated

Key #: 24237

Requesting Agency: City of Nampa

Project Year: 2023-2024

Total Previous Allocations: \$900

Total Programmed Budget: \$550

Total Cost (Prev. + Prog.): \$1,450

TIP Achievement:

Support



### Project Description

Conduct a study to complete an Interchange Modification Report (IMR) and National Environmental Policy Act (NEPA) study for southerly access to the new Interstate 84 and State Highway 16 Interchange in the City of Nampa. The IMR was prioritized in the East Nampa Connectivity Plan. The NEPA is anticipated to require an environmental impact statement (EIS).

Funding Source		Local (Regionally Significant)	Program		Hwy - Non-Participating		Total	Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction		Federal Share	Local Share
2024	0	550	0	0	0	0	550	0	550
<b>Fund Totals:</b>	0	550	0	0	0	0	550	0	550

## Study, SH-16, SH-44 to Junction SH-52, Environmental Re-evaluation

Regionally Significant: ☒ ☐ Inflated

TIP Achievement:

Key #: 23175

Support

Requesting Agency: ITD

Project Year: PD

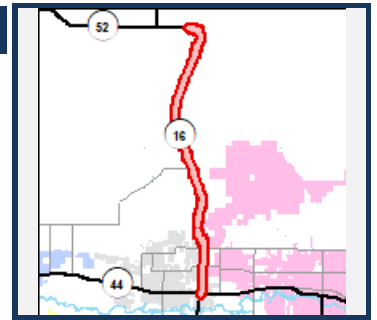
Total Previous Allocations: \$3,000

Total Programmed Budget: \$1

Total Cost (Prev. + Prog.): \$3,001

### Project Description

Re-evaluate the environmental assessment regarding proposed improvements to State Highway 16 from State Highway 44 in Ada County to the junction of State Highway 52 in the City of Emmett in Gem County to reaffirm the Idaho Transportation Department's proposed improvements on the corridor. (Included as a "hold." Construction is unfunded.)



Funding Source		STBG-State		Program		State Hwy - Early Development		Local Match		7.34%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
PD	0	0	0	0	0	1	1	1	0	
<b>Fund Totals:</b>	0	0	0	0	0	1	1	1	0	

## Study, SH-45 Realignment NEPA, Nampa

Regionally Significant: ☒ ☒ Inflated

TIP Achievement:

Key #: 24238

Support

Requesting Agency: City of Nampa

Project Year: PD

Total Previous Allocations: \$0

Total Programmed Budget: \$708

Total Cost (Prev. + Prog.): \$708

### Project Description

Conduct a study to complete a environmental evaluation required through the National Environmental Policy Act (NEPA) process to recommend an alternative alignment to State Highway 45 from 12th Avenue Road in South Nampa to Interstate 84. The NEPA study follows preliminary findings from the Planning and Environmental Linkages (PEL) study completed by the City of Nampa.



Funding Source		STBG-U		Program		Local Hwy - Urban		Local Match		7.34%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
PD	8	696	0	0	0	0	704	652	52	
<b>Fund Totals:</b>	8	696	0	0	0	0	704	652	52	

Funding Source		AC (Local)		Program		Hwy - Local Partnerships		Local Match		100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2024	6	394	0	0	0	0	400	0	400	
2025	0	204	0	0	0	0	204	0	204	
PD	-6	-594	0	0	0	0	-600	0	-600	
<b>Fund Totals:</b>	0	4	0	0	0	0	4	0	4	

## Study, SH-55, Junction SH-44 to Brookside Lane, Eagle

Regionally Significant: ☐ Inflated

TIP Achievement:

Key #: 23566

Support

Requesting Agency: ITD

Project Year: PD

Total Previous Allocations: \$0

Total Programmed Budget: \$3,000

Total Cost (Prev. + Prog.): \$3,000

### Project Description

Evaluate the environmental impacts as a result of adding capacity and operational improvements to the State Highway 55 corridor from State Highway 44 to Brookside Lane in the City of Eagle.



Funding Source		STBG-State	Program				State Hwy - Early Development	Local Match		7.34%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
PD	50	2,950	0	0	0	0	3,000	2,780	220	
<b>Fund Totals:</b>	<b>50</b>	<b>2,950</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,000</b>	<b>2,780</b>	<b>220</b>	

## Study, Smart Corridors, Nampa Area, COMPASS

Regionally Significant: ☐ ☒ Inflated

TIP Achievement:

Key #: 23320

Support

Requesting Agency: COMPASS

Project Year: 2027

Total Previous Allocations: \$0

Total Programmed Budget: \$149

Total Cost (Prev. + Prog.): \$149

### Project Description

Evaluate and devise corridor-specific strategies to enhance safety and operations of the transportation system in the Nampa Urbanized Area. The goal of the study is to develop strategies to relieve congestion, reduce incidents, improve emergency access, and improve vehicle, freight, and transit travel times.



Funding Source		STBG-U	Program				Local Hwy - Urban	Local Match		7.34%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2027	0	149	0	0	0	0	149	138	11	
<b>Fund Totals:</b>	<b>0</b>	<b>149</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>149</b>	<b>138</b>	<b>11</b>	

## Study, Transportation Demand Management Plan, COMPASS

Regionally Significant: ☐ ☐ Inflated

TIP Achievement:

Key # : 23677

Support

Requesting Agency: COMPASS

Project Year: 2027

Total Previous Allocations: \$0

Total Programmed Budget: \$150

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

### Project Description

Develop a Transportation Demand Management (TDM) Plan with strategies to give commuters more options for how and when they commute.



Funding Source STBG-TMA			Program Local Hwy - Transportation Management				Local Match 7.34%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2027	0	150	0	0	0	0	150	139	11
<b>Fund Totals:</b>	0	150	0	0	0	0	150	139	11

## Study, Transportation System Management and Operations Plan, COMPASS

Regionally Significant: ☐ ☐ Inflated

TIP Achievement:

Key # : 23678

Support

Requesting Agency: COMPASS

Project Year: 2028

Total Previous Allocations: \$0

Total Programmed Budget: \$250

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

### Project Description

Update the Transportation System Management and Operations (TSMO) and Intelligent Transportation System (ITS) Plan to cooperatively manage and operate the region's multi-modal transportation system to improve safety, efficiency, and reliability.



Funding Source STBG-TMA			Program Local Hwy - Transportation Management				Local Match 7.34%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2028	0	250	0	0	0	0	250	232	18
<b>Fund Totals:</b>	0	250	0	0	0	0	250	232	18



## Study, Travel Characteristics Study, COMPASS

Regionally Significant: ☒

☐ Inflated

TIP Achievement:

Key # : 24224

Support

Requesting Agency: COMPASS

Project Year: PD

Total Previous Allocations: \$0

Total Programmed Budget: \$1,500

Total Cost (Prev. + Prog.): \$1,500

### Project Description

This project will collect local travel data from households (household travel survey) and users of VRT's fixed route system (transit on-board survey) to update the regional travel demand model. The household travel survey will collect data within Ada and Canyon Counties and possibly the cities in surrounding counties such as Payette County, Gem County, Boise County, Elmore County, and Owyhee County. This project will also include additional data collection to supplement this effort.



Funding Source STBG-TMA			Program Local Hwy - Transportation Management					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
PD	0	1,500	0	0	0	0	1,500	1,390	110
Fund Totals:	0	1,500	0	0	0	0	1,500	1,390	110

## Transit - Above and Beyond ADA Paratransit, Nampa Area

Regionally Significant: ☐

☐ Inflated

TIP Achievement:

Key # : 20043

Public Transportation

Requesting Agency: Treasure Valley Transit

Project Year: 2024 Valley Regional Transit

Total Previous Allocations: \$0

Total Programmed Budget: \$762

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

### Project Description

Provide service above and beyond Americans with Disabilities Act (ADA) requirements for paratransit in the Nampa Urbanized Area. Provides service from FY2022 through FY2026. See Valley Regional Transit's Program of Projects for more details on current year project and the Transportation Development Plan for long-term vision.



Funding Source FTA 5307 SU			Program Transit Operations					Local Match 50.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2024	0	762	0	0	0	0	762	381	381
Fund Totals:	0	762	0	0	0	0	762	381	381

## Transit - Acquisition of Service, Boise Area, VRT

Regionally Significant: ☒ ☐ Inflated

TIP Achievement:

Key # : 19691

Public Transportation

Requesting Agency: Valley Regional Transit

Project Year: 2024-2028

Total Previous Allocations: \$0

Total Programmed Budget: \$3,313

Total Cost (Prev. + Prog.): \$3,313

### Project Description

Provide transportation services through local human service organizations who work with the elderly and persons with disabilities in the Boise Urbanized Area. See Valley Regional Transit's Program of Projects for more details on current year project and the Transportation Development Plan for long-term vision.



Funding Source FTA 5310 LU			Program		Transit Capital		Total	Local Match 20.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction		Federal Share	Local Share
2024	0	0	0	0	0	813	813	650	163
2025	0	0	0	0	0	625	625	500	125
2026	0	0	0	0	0	625	625	500	125
2027	0	0	0	0	0	625	625	500	125
2028	0	0	0	0	0	625	625	500	125
<b>Fund Totals:</b>	0	0	0	0	0	3,313	3,313	2,650	663

## Transit - Acquisition of Service, Nampa Area, VRT

Regionally Significant: ☒ ☐ Inflated

TIP Achievement:

Key # : 19464a

Public Transportation

Requesting Agency: Valley Regional Transit

Project Year: 2024-2028

Total Previous Allocations: \$0

Total Programmed Budget: \$2,520

Total Cost (Prev. + Prog.): \$2,520

### Project Description

Provide transportation services through local human service organizations who work with the elderly and persons with disabilities in the Nampa Urbanized Area. Additional details about this program are included in ITD's programming documents. See Valley Regional Transit's Program of Projects for more details on current year project and the Transportation Development Plan for long-term vision.



Funding Source FTA 5310 SU			Program		Transit Capital		Total	Local Match 20.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction		Federal Share	Local Share
2024	0	0	0	0	0	504	504	403	101
2025	0	0	0	0	0	504	504	403	101
2026	0	0	0	0	0	504	504	403	101
2027	0	0	0	0	0	504	504	403	101
2028	0	0	0	0	0	504	504	403	101
<b>Fund Totals:</b>	0	0	0	0	0	2,520	2,520	2,016	504



## Transit - Fixed Line Service, Rural Areas, TVT

Regionally Significant: ☐ ☐ Inflated

Key #: 19983

TIP Achievement:

Public Transportation

Requesting Agency: Treasure Valley Transit

Project Year: 2023-2024

Total Previous Allocations: \$2,091

Total Programmed Budget: \$2,091

Total Cost (Prev. + Prog.): \$4,182

### Project Description

Fixed line service in rural areas of southwest Idaho, including Ada and Canyon Counties for all groups, including but not limited to, older adults, persons with disabilities, youth, low income, non-drivers, minority groups, veterans, and refugee populations. The project includes required demand response service, as well as administration, operations, preventive maintenance, and capital purchases. Various aspects of the project have different local match rates. The match rate shown is an average of the rates combined. Additional details about this program are included in Idaho Transportation Department's programming documents.



Funding Source FTA 5311			Program Transit Operations				Local Match 28.75%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2024	0	0	0	0	0	2,091	2,091	1,490	601
Fund Totals:	0	0	0	0	0	2,091	2,091	1,490	601

## Transit - Marketing, Planning, and Preventive Maintenance, TVT

Regionally Significant: ☐ ☐ Inflated

Key #: 19380c

TIP Achievement:

Public Transportation

Requesting Agency: Treasure Valley Transit

Project Year: 2024

Total Previous Allocations: \$0

Total Programmed Budget: \$663

Total Cost (Prev. + Prog.): \$663

### Project Description

Provide funds for market, planning and preventive for the Treasure Valley Transit services in southern Idaho. The match rate shown is an average of the rates combined. (25% in Canyon County, 75% in counties outside the COMPASS area)



Funding Source FTA 5311			Program Transit Operations				Local Match 8.43%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2024	0	663	0	0	0	0	663	607	56
Fund Totals:	0	663	0	0	0	0	663	607	56

## Transit - Operations - Fixed Route and Mobility Management, Nampa Area, VRT

Regionally Significant: ☒ ☐ Inflated

TIP Achievement:

Key # : 18786

Public Transportation

Requesting Agency: Valley Regional Transit

Project Year: 2024-2028

Total Previous Allocations: \$0

Total Programmed Budget: \$7,540

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

### Project Description

Provide for fixed route and mobility management operations and services in the Nampa Urbanized Area. See Valley Regional Transit's Program of Projects for more details. See Valley Regional Transit's Program of Projects for more details on current year project and the Transportation Development Plan for long-term vision.



Funding Source		FTA 5307 SU		Program			Transit Operations		Local Match		50.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total		Federal Share	Local Share		
2024	0	0	0	0	0	1,508	1,508		754	754		
2025	0	0	0	0	0	1,508	1,508		754	754		
2026	0	0	0	0	0	1,508	1,508		754	754		
2027	0	0	0	0	0	1,508	1,508		754	754		
2028	0	0	0	0	0	1,508	1,508		754	754		
<b>Fund Totals:</b>	0	0	0	0	0	7,540	7,540		3,770	3,770		

## Transit - Operations - Mobility Management, Boise Area, VRT

Regionally Significant: ☒ ☐ Inflated

TIP Achievement:

Key # : 19041

Public Transportation

Requesting Agency: Valley Regional Transit

Project Year: 2024-2028

Total Previous Allocations: \$0

Total Programmed Budget: \$24,638

Total Cost (Prev. + Prog.): \$24,638

### Project Description

Provide operations for mobility management programs in the Boise Urbanized Area. See Valley Regional Transit's Program of Projects for more details on current year project and the Transportation Development Plan for long-term vision.



Funding Source		FTA 5307 LU		Program			Transit Operations		Local Match		50.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total		Federal Share	Local Share		
2024	0	0	0	0	0	6,400	6,400		3,200	3,200		
2025	0	0	0	0	0	5,674	5,674		2,837	2,837		
2026	0	0	0	0	0	4,188	4,188		2,094	2,094		
2027	0	0	0	0	0	4,188	4,188		2,094	2,094		
2028	0	0	0	0	0	4,188	4,188		2,094	2,094		
<b>Fund Totals:</b>	0	0	0	0	0	24,638	24,638		12,319	12,319		

## Transit - Operations, Kuna Senior Center

Regionally Significant: ☐ ☒ Inflated

Key #: 19464f

TIP Achievement:

Public Transportation

Requesting Agency: Kuna Senior Center

Project Year: 2023-2024

Total Previous Allocations: \$48

Total Programmed Budget: \$48

Total Cost (Prev. + Prog.): \$96

### Project Description

To supplement the operations costs for the Kuna Senior Center transportation program in the City of Kuna.



Funding Source FTA 5310 R			Program Transit Operations					Local Match 50.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2024	0	0	0	0	0	48	48	24	24
<b>Fund Totals:</b>	0	0	0	0	0	48	48	24	24

## Transit - Orchard Transit Facility Improvements, VRT, Boise

Regionally Significant: ☐ ☒ Inflated

Key #: 24221

TIP Achievement:

Public Transportation

Requesting Agency: Valley Regional Transit

Project Year: 2024-2025

Total Previous Allocations: \$0

Total Programmed Budget: \$2,731

Total Cost (Prev. + Prog.): \$2,731

### Project Description

Expand and improve the Orchard Transit Facility near the Boise Airport in the City of Boise. The project will improve site efficiency, safety, and security by separating visitor parking from bus traffic and includes security fencing, a new gate, 4500 square feet of covered storage and office space to provide space for bus equipment and maintenance for premium corridor and other system enhancements (e.g. bus shelters, benches, ticket vending machines).



Funding Source STBG-TMA			Program Local Hwy - Transportation Management					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	0	0	0	0	416	416	385	31
<b>Fund Totals:</b>	0	0	0	0	0	416	416	385	31

Funding Source CRP-TMA			Program Local Hwy - Transportation Management					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2024	0	500	0	0	0	659	1,159	1,074	85
2025	0	0	0	0	0	1,156	1,156	1,071	85
<b>Fund Totals:</b>	0	500	0	0	0	1,815	2,315	2,145	170

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

Regionally Significant: ☐ ☐ Inflated

Key #: 18914

Requesting Agency: Valley Regional Transit

Project Year: 2024-2028

Total Previous Allocations: \$0

Total Programmed Budget: \$4,095

Total Cost (Prev. + Prog.): \$4,095

### Project Description

Provide preventive maintenance and complementary paratransit to sustain vehicle and facility safety and security in the Nampa Urbanized Area. See Valley Regional Transit's Program of Projects for more details on current year project and the Transportation Development Plan for long-term vision.

### TIP Achievement:

Public Transportation

Transit Asset Management



Funding Source FTA 5307 SU			Program Transit Capital				Local Match 20.00%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2024	0	0	0	0	0	819	819	655	164
2025	0	0	0	0	0	819	819	655	164
2026	0	0	0	0	0	819	819	655	164
2027	0	0	0	0	0	819	819	655	164
2028	0	0	0	0	0	819	819	655	164
<b>Fund Totals:</b>	0	0	0	0	0	4,095	4,095	3,276	819

## Transit - Preventive Maintenance and Paratransit, Boise Area, VRT

Regionally Significant: ☐ ☐ Inflated

Key #: 19137

Requesting Agency: Valley Regional Transit

Project Year: 2024-2028

Total Previous Allocations: \$0

Total Programmed Budget: \$10,145

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

### Project Description

Provide preventive maintenance and complementary paratransit operation services to sustain vehicle and facility safety and security in the Boise Urbanized Area. See Valley Regional Transit's Program of Projects for more details. See Valley Regional Transit's Program of Projects for more details on current year project and the Transportation Development Plan for long-term vision.

### TIP Achievement:

Public Transportation

Transit Asset Management



Funding Source FTA 5307 LU			Program Transit Capital				Local Match 20.00%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2024	0	0	0	0	0	2,029	2,029	1,623	406
2025	0	0	0	0	0	2,029	2,029	1,623	406
2026	0	0	0	0	0	2,029	2,029	1,623	406
2027	0	0	0	0	0	2,029	2,029	1,623	406
2028	0	0	0	0	0	2,029	2,029	1,623	406
<b>Fund Totals:</b>	0	0	0	0	0	10,145	10,145	8,116	2,029

## Transit - Purchase of Service, Rural Areas, VRT

Regionally Significant: ☐ ☐ Inflated

Key # : 19464g

TIP Achievement:

Public Transportation

Requesting Agency: Valley Regional Transit

Project Year: 2023-2024

Total Previous Allocations: \$145

Total Programmed Budget: \$145

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

### Project Description

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



Funding Source		FTA 5310 R		Program		Transit Capital		Local Match		20.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2024	0	0	0	0	0	145	145	116	29		
Fund Totals:	0	0	0	0	0	145	145	116	29		

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

Regionally Significant: ☐ ☐ Inflated

Key # : 18788

TIP Achievement:

Public Transportation

Transit Asset Management

Requesting Agency: Valley Regional Transit

Project Year: 2024-2028

Total Previous Allocations: \$0

Total Programmed Budget: \$1,340

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

### Project Description

Fund capital replacement (identified in the Transit Asset Management Plan) or expansion projects, such as rolling stock, infrastructure, and technology, in the Boise Urbanized Area. See Valley Regional Transit's Program of Projects for more details on current year project and the Transportation Development Plan for long-term vision.



Funding Source	FTA 5307 LU		Program		Transit Capital			Local Match		20.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2024	0	0	0	0	0	268	268	214	54	
2025	0	0	0	0	0	268	268	214	54	
2026	0	0	0	0	0	268	268	214	54	
2027	0	0	0	0	0	268	268	214	54	
2028	0	0	0	0	0	268	268	214	54	
Fund Totals:	0	0	0	0	0	1,340	1,340	1,072	268	

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

Regionally Significant: ☐ ☐ Inflated

Key # : 19122

Requesting Agency: Valley Regional Transit

Project Year: 2024-2028

Total Previous Allocations: \$0

Total Programmed Budget: \$3,530

Total Cost (Prev. + Prog.): \$3,530

### Project Description

Fund capital replacement (identified in the Transit Asset Management Plan) or expansion projects, such as rolling stock, infrastructure, and technology, in the Boise Urbanized Area. See Valley Regional Transit's Program of Projects for more details on current year project and the Transportation Development Plan for long-term vision.

### TIP Achievement:

Public Transportation

Transit Asset Management



Funding Source FTA 5339 LU			Program Transit Capital				Local Match 20.00%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2024	0	0	0	0	0	1,100	1,100	880	220
2025	0	0	0	0	0	720	720	576	144
2026	0	0	0	0	0	638	638	510	128
2027	0	0	0	0	0	536	536	429	107
2028	0	0	0	0	0	536	536	429	107
<b>Fund Totals:</b>	0	0	0	0	0	3,530	3,530	2,824	706

## Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY202

Regionally Significant: ☐ ☒ Inflated

Key # : 20659

Requesting Agency: Valley Regional Transit

Project Year: 2024

Total Previous Allocations: \$0

Total Programmed Budget: \$1,754

Total Cost (Prev. + Prog.): \$1,754

### Project Description

Fund capital replacement projects, such as rolling stock, infrastructure, and technology, identified in the Transit Asset Management Plan in FY2024 in the Boise Urbanized Area. See Valley Regional Transit's Program of Projects for more details on current year project and the Transportation Development Plan for long-term vision.

### TIP Achievement:

Public Transportation

Transit Asset Management



Funding Source STBG-TMA			Program Local Hwy - Transportation Management				Local Match 7.34%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2024	0	0	0	0	0	1,754	1,754	1,625	129
<b>Fund Totals:</b>	0	0	0	0	0	1,754	1,754	1,625	129

## Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY202

Regionally Significant: ☐ ☒ Inflated

Key #: 21903

Requesting Agency: Valley Regional Transit

Project Year: 2025

Total Previous Allocations: \$0

Total Programmed Budget: \$1,793

Total Cost (Prev. + Prog.): \$1,793

### Project Description

Fund capital replacement projects, such as rolling stock, infrastructure, and technology, identified in the Transit Asset Management Plan in FY2025 in the Boise Urbanized Area. See Valley Regional Transit's Program of Projects for more details on current year project and the Transportation Development Plan for long-term vision.

### TIP Achievement:

Public Transportation

Transit Asset Management



Funding Source STBG-TMA			Program Local Hwy - Transportation Management					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	0	0	0	0	1,793	1,793	1,661	132
<b>Fund Totals:</b>	0	0	0	0	0	1,793	1,793	1,661	132

## Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY202

Regionally Significant: ☐ ☒ Inflated

Key #: 22393

Requesting Agency: Valley Regional Transit

Project Year: 2026

Total Previous Allocations: \$0

Total Programmed Budget: \$1,829

Total Cost (Prev. + Prog.): \$1,829

### Project Description

Fund capital replacement projects, such as rolling stock, infrastructure, and technology, identified in the Transit Asset Management Plan in FY2026 in the Boise Urbanized Area. See Valley Regional Transit's Program of Projects for more details on current year project and the Transportation Development Plan for long-term vision.

### TIP Achievement:

Public Transportation

Transit Asset Management



Funding Source STBG-TMA			Program Local Hwy - Transportation Management					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2026	0	0	0	0	0	1,829	1,829	1,695	134
<b>Fund Totals:</b>	0	0	0	0	0	1,829	1,829	1,695	134



## Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY202

Regionally Significant: ☐ ☒ Inflated

Key # : 22815

Requesting Agency: Valley Regional Transit

Project Year: 2027

Total Previous Allocations: \$0

Total Programmed Budget: \$1,546

Total Cost (Prev. + Prog.): \$1,546

### Project Description

Fund capital replacement projects, such as rolling stock, infrastructure, and technology, identified in the Transit Asset Management Plan in 2027 in the Boise Urbanized Area. See Valley Regional Transit's Program of Projects for more details on current year project and the Transportation Development Plan for long-term vision.

### TIP Achievement:

Public Transportation

Transit Asset Management



Funding Source STBG-TMA			Program Local Hwy - Transportation Management					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2027	0	0	0	0	0	1,546	1,546	1,433	113
<b>Fund Totals:</b>	0	0	0	0	0	1,546	1,546	1,433	113

## Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY202

Regionally Significant: ☐ ☐ Inflated

Key # : 23671

Requesting Agency: Valley Regional Transit

Project Year: 2028

Total Previous Allocations: \$0

Total Programmed Budget: \$1,457

Total Cost (Prev. + Prog.): \$1,457

### Project Description

Fund capital replacement projects, such as rolling stock, infrastructure, and technology, identified in the Transit Asset Management Plan in FY2028 in the Boise Urbanized Area.

### TIP Achievement:

Public Transportation

Transit Asset Management



Funding Source STBG-TMA			Program Local Hwy - Transportation Alternatives					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2028	0	0	0	0	0	1,457	1,457	1,350	107
<b>Fund Totals:</b>	0	0	0	0	0	1,457	1,457	1,350	107



## Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY202

Regionally Significant: ☐ ☒ Inflated

Key #: 23673

Requesting Agency: Valley Regional Transit

Project Year: 2029

Total Previous Allocations: \$0

Total Programmed Budget: \$1,609

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

### Project Description

Fund capital replacement projects, such as rolling stock, infrastructure, and technology, identified in the Transit Asset Management Plan in FY2029 in the Boise Urbanized Area.

### TIP Achievement:

Public Transportation

Transit Asset Management



Funding Source STBG-TMA			Program Local Hwy - Transportation Alternatives					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2029	0	0	0	0	0	1,609	1,609	1,491	118
<b>Fund Totals:</b>	0	0	0	0	0	1,609	1,609	1,491	118

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

Regionally Significant: ☐ ☒ Inflated

Key #: 24220

Requesting Agency: Valley Regional Transit

Project Year: 2030

Total Previous Allocations: \$0

Total Programmed Budget: \$1,641

Total Cost (Prev. + Prog.): \$1,641

### Project Description

Fund capital replacement projects, such as rolling stock, infrastructure, and technology, identified in the Transit Asset Management Plan in FY2030 in the Boise Urbanized Area.

### TIP Achievement:

Public Transportation

Transit Asset Management



Funding Source STBG-TMA			Program Local Hwy - Transportation Management					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2030	0	0	0	0	0	1,641	1,641	1,521	120
<b>Fund Totals:</b>	0	0	0	0	0	1,641	1,641	1,521	120

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

Regionally Significant: ☐ ☐ Inflated

Key #: 18781

Requesting Agency: Valley Regional Transit

Project Year: 2024-2028

Total Previous Allocations: \$0

Total Programmed Budget: \$8,693

Total Cost (Prev. + Prog.): \$8,693

### Project Description

Fund capital replacement, identified in the Transit Asset Management Plan, or expansion projects, such as rolling stock, infrastructure, and technology in the Nampa Urbanized Area.

### TIP Achievement:

Public Transportation

Transit Asset Management



Funding Source		FTA 5307 SU		Program		Transit Capital		Local Match		20.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2024	0	0	0	0	0	3,413	3,413	2,730	683	
2025	0	0	0	0	0	1,320	1,320	1,056	264	
2026	0	0	0	0	0	1,320	1,320	1,056	264	
2027	0	0	0	0	0	1,320	1,320	1,056	264	
2028	0	0	0	0	0	1,320	1,320	1,056	264	
<b>Fund Totals:</b>	0	0	0	0	0	8,693	8,693	6,954	1,739	

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

Regionally Significant: ☐ ☐ Inflated

Key #: 20136e

Requesting Agency: Valley Regional Transit

Project Year: 2024-2028

Total Previous Allocations: \$0

Total Programmed Budget: \$1,615

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

### Project Description

Fund capital replacement (identified in the Transit Asset Management Plan) or expansion projects, such as rolling stock, infrastructure, and technology, in the Nampa Urbanized Area. See Valley Regional Transit's Program of Projects for more details on current year project and the Transportation Development Plan for long-term vision.

### TIP Achievement:

Public Transportation

Transit Asset Management



Funding Source		FTA 5339 SU		Program		Transit Capital		Local Match		20.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2024	0	0	0	0	0	323	323	258	65	
2025	0	0	0	0	0	323	323	258	65	
2026	0	0	0	0	0	323	323	258	65	
2027	0	0	0	0	0	323	323	258	65	
2028	0	0	0	0	0	323	323	258	65	
<b>Fund Totals:</b>	0	0	0	0	0	1,615	1,615	1,292	323	

## Transit - State Street Premium Corridor, Part 2, Boise Area, VRT

Regionally Significant: ☒ ☐ Inflated

Key #: 23179

Requesting Agency: Valley Regional Transit

Project Year: 2024-2025

Total Previous Allocations: \$0

Total Programmed Budget: \$10,571

Total Cost (Prev. + Prog.): \$10,571

### TIP Achievement:

Open Space

Health

Active Transportation

Public Transportation



### Project Description

Project will construct transit, pedestrian, and bicycle facilities along a six and one-half mile section of State Street (State Highway 44) from Bogart Lane to Downtown Boise in the Cities of Boise and Garden City. The project includes accessible bus stops, on-route charging, real-time bus arrival displays, ticketing machines, lighting, a multi-use pathway, wheelchair ramps and access, and bicycle and additional street crossings. The project will benefit vulnerable populations by improving transit speed and reliability, enhancing accessibility and safety at and near transit stops, and increasing the comfort and ease of non-motorized and transit travel.

Funding Source RAISE			Program Hwy - Discretionary				Local Match 20.00%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2024	0	0	0	0	0	2,250	2,250	1,800	450
2025	0	0	0	0	0	8,321	8,321	6,657	1,664
<b>Fund Totals:</b>	0	0	0	0	0	10,571	10,571	8,457	2,114

## Transit - Vehicle Replacement, ACHD

Regionally Significant: ☒ ☒ Inflated

Key #: 20136f

Requesting Agency: ACHD

Project Year: 2023-2024

Total Previous Allocations: \$560

Total Programmed Budget: \$332

Total Cost (Prev. + Prog.): \$892

### TIP Achievement:

Public Transportation

Transit Asset Management



### Project Description

Replace 12 Ada County Highway District Commuteride vans. The vans serve a six-county area of southwest Idaho serving an average of 500 commuters annually. Routes must start, end, or pass-through Ada County. Includes carry over funds for FY2021 in FY2023.

Funding Source FTA 5339 R			Program Transit Capital				Local Match 20.00%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2024	0	0	0	0	0	332	332	266	66
<b>Fund Totals:</b>	0	0	0	0	0	332	332	266	66

## Transit - Vehicle Replacements, TVT

Regionally Significant: ☒ ☒ Inflated

Key #: 20136b

Requesting Agency: Treasure Valley Transit

Project Year: 2023-2024

Total Previous Allocations: \$132

Total Programmed Budget: \$132

Total Cost (Prev. + Prog.): \$264

### Project Description

Replace three Americans with Disabilities Act-compliant conversion vans used in the southwest Idaho region, including Ada and Canyon Counties.

### TIP Achievement:

Public Transportation

Transit Asset Management



Funding Source		FTA 5339 R		Program		Transit Capital		Local Match		20.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total		Federal Share	Local Share	
2024	0	0	0	0	0	132	132		106	26	
Fund Totals:	0	0	0	0	0	132	132		106	26	

## Transit, Vehicle Replacements, VRT

Regionally Significant: ☐ ☐ Inflated

Key #: 23970

Requesting Agency: Valley Regional Transit

Project Year: 2024-2025

Total Previous Allocations: \$0

Total Programmed Budget: \$20,000

Total Cost (Prev. + Prog.): \$20,000

### Project Description

Procure eight electric expansion vehicles, four depot chargers, and install eight on-route chargers at Main Street Station and associated electrical infrastructure and workforce training for the transit system in the Boise Urbanized Area. Funds are FY2022 competitive program for low or no emission vehicles.

### TIP Achievement:

Transit Asset Management



Funding Source		FTA 5339 (c)		Program		Transit Capital		Local Match		13.07%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2024	0	0	0	0	0	1,840	1,840	1,600	240		
2025	0	0	0	0	0	18,160	18,160	15,786	2,374		
Fund Totals:	0	0	0	0	0	20,000	20,000	17,386	2,614		

## US 20/26 (Chinden), Linder Road to Locust Grove, Meridian and Eagle

Regionally Significant: ☐ ☒ Inflated

Key #: 20594

Requesting Agency: ITD

Project Year: 2024

Total Previous Allocations: \$4,988

Total Programmed Budget: \$2,700

Total Cost (Prev. + Prog.): \$7,688

TIP Achievement:

NHS-LOTTR

Active Transportation

Health

Safety

System Performance



### Project Description

Widen US 20/26 (Chinden Boulevard) from Linder Road to Locust Grove Road in the Cities of Meridian and Eagle. An additional lane in both directions will improve congestion issues. Work also includes improvements to existing intersections. Project is funded and constructed by a private developer using State Tax Anticipated Revenue (STAR) funds.

Funding Source HB132 and HB312			Program Hwy Safety - State				Local Match 100.00%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2024	0	0	1,450	0	0	0	1,450	0	1,450
<b>Fund Totals:</b>	0	0	1,450	0	0	0	1,450	0	1,450

Funding Source Leading Idaho			Program Leading Idaho				Local Match 100.00%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2024	0	0	1,250	0	0	0	1,250	0	1,250
<b>Fund Totals:</b>	0	0	1,250	0	0	0	1,250	0	1,250

## US 20/26 (Chinden), Locust Grove Road to SH-55 (Eagle Road), Ada County

Regionally Significant: ☐ ☒ Inflated

Key #: 19944

Requesting Agency: ITD

Project Year: 2024

Total Previous Allocations: \$18,253

Total Programmed Budget: \$0

Total Cost (Prev. + Prog.): \$18,253

TIP Achievement:

NHS-LOTTR



### Project Description

Widen US 20/26 (Chinden Boulevard) between Locust Grove Road and State Highway 55 (Eagle Road) in the Cities of Boise, Eagle, and Meridian.

Funding Source State			Program State Hwy - Safety & Capacity (Capacity)				Local Match 100.00%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2024	0	0	600	0	0	-600	0	0	0
<b>Fund Totals:</b>	0	0	600	0	0	-600	0	0	0

## US 20/26 (Chinden), Phyllis Canal Bridge to SH-16, Ada County

Regionally Significant: ☒

☒ Inflated

TIP Achievement:

Key #: 20367

NHS-LOTTR

Requesting Agency: ITD

Safety

Project Year: 2023

Total Previous Allocations: \$4,344

Active Transportation

Total Programmed Budget: \$266

System Performance

Total Cost (Prev. + Prog.): \$4,610

### Project Description

Widen US 20/26 (Chinden Boulevard) from the Phyllis Canal Bridge (just west of Star Road) to State Highway 16 in Ada County. The project will add one additional lane in both directions and add bicycle and pedestrian facilities.



Funding Source HB132 and HB312			Program State Hwy - Safety & Capacity (Capacity)					Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2024	0	0	16	0	250	0	266	0	266
<b>Fund Totals:</b>	0	0	16	0	250	0	266	0	266

## US 20/26 and SH-44, Mill and Inlay, Ada County

Regionally Significant: ☐

☒ Inflated

TIP Achievement:

Key #: 20536

Asset Management

Requesting Agency: ITD

Safety

Project Year: 2023

Total Previous Allocations: \$11,428

Total Programmed Budget: \$2,000

Total Cost (Prev. + Prog.): \$13,428

### Project Description

Mill and inlay segments of roadway in Ada County. Segments include: US 20 (Broadway Avenue), East Park Boulevard to the Broadway Avenue Interchange; US 20/26 (Chinden Boulevard), Discovery Way to just west of Joplin Road; and State Highway 44, Gary Lane to the Glenwood Street and Chinden Avenue intersection.



Funding Source NHPP			Program State Hwy - Pavement Preservation					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2024	0	0	0	0	0	2,000	2,000	1,853	147
<b>Fund Totals:</b>	0	0	0	0	0	2,000	2,000	1,853	147



## US 20/26 and SH-44, Surface Treatments, Ada and Canyon Counties

Regionally Significant: ☐ ☒ Inflated

Key #: 22677

Requesting Agency: ITD

Project Year: 2024

Total Previous Allocations: \$1

Total Programmed Budget: \$9,760

Total Cost (Prev. + Prog.): \$9,761

TIP Achievement:

Asset Management

Pavement

Safety



### Project Description

Provide surface treatments on US 20/26 and State Highway 44 in Ada County to improve ride quality and extend the pavement lifespan. Segments include 194 lane-miles at the following locations: US 20 (Front Street and Myrtle Street), 15th Street to Avenue A; US 20, near the Interstate 84 ramp in the City of Caldwell to the I-184 interchange in the City of Boise; State Highway 44, State Highway 16 to west of Glenwood Street; State Highway 44, west of Glenwood Street to Gary Lane.

Funding Source		State	Program					Local Match	100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2024	40	0	0	0	540	9,180	9,760	0	9,760
<b>Fund Totals:</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>540</b>	<b>9,180</b>	<b>9,760</b>	<b>0</b>	<b>9,760</b>

## US 20/26, I-84 to Middleton Road, Canyon County

Regionally Significant: ☒ ☒ Inflated

Key #: 22165

Requesting Agency: ITD

Project Year: 2024-2025

Total Previous Allocations: \$51,781

Total Programmed Budget: \$12,001

Total Cost (Prev. + Prog.): \$63,782

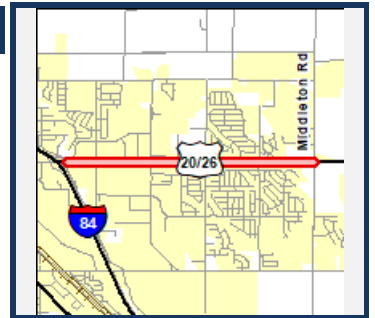
TIP Achievement:

NHS-LOTTR

Safety

Active Transportation

System Performance



### Project Description

Widen US 20/26 from Interstate 84 to Middleton Road to six lanes in the City of Caldwell. Work includes a continuous median traffic separator with u-turn opportunities, and installation of two additional traffic signals.

Funding Source		Local Participating	Program					Local Match	100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2024	0	0	0	0	0	1,499	1,499	0	1,499
<b>Fund Totals:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,499</b>	<b>1,499</b>	<b>0</b>	<b>1,499</b>

Funding Source		Leading Idaho	Program					Local Match	100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2024	70	0	1,050	310	2,499	6,573	10,502	0	10,502
<b>Fund Totals:</b>	<b>70</b>	<b>0</b>	<b>1,050</b>	<b>310</b>	<b>2,499</b>	<b>6,573</b>	<b>10,502</b>	<b>0</b>	<b>10,502</b>

## US 20/26, I-84 to SH-55 (Eagle Road), Canyon and Ada Counties

Regionally Significant: ☐ ☒ Inflated **TIP Achievement:**  
**Key # : 24062** Asset Management

Requesting Agency: ITD

Project Year: 2027

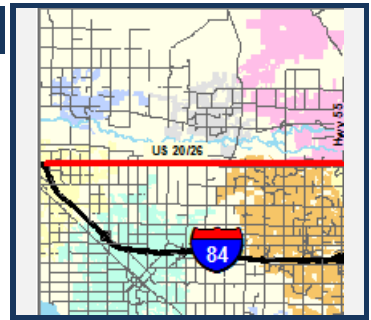
Total Previous Allocations: \$0

Total Programmed Budget: \$4,889

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

### Project Description

Provide a seal coat treatment to US 20/26 from Interstate 84 to State Highway 55 (Eagle Road) from east of the City of Caldwell in Canyon County to the City of Eagle in Ada County. The treatment will maintain mobility by extending the life of the pavement.



Funding Source NHPP		Program State Hwy - Pavement Preservation						Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2024	40	0	0	0	0	0	40	37	3
2027	0	0	0	0	53	4,796	4,849	4,493	356
<b>Fund Totals:</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>4,796</b>	<b>4,889</b>	<b>4,530</b>	<b>359</b>

## US 20/26, Middleton Road to Star Road, Ada and Canyon Counties

Regionally Significant: ☒ ☐ Inflated **TIP Achievement:**  
**Key # : 23337** NHS-LOTTR

Requesting Agency: ITD

Project Year: 2025

Total Previous Allocations: \$61,034

Total Programmed Budget: \$27,721

Total Cost (Prev. + Prog.): \$88,755

### Project Description

Preliminary engineering and right-of-way acquisition to widen US 20/26 from Middleton Road in the City of Caldwell to Star Road in Ada County. Work will include widening the corridor from two lanes to five lanes (two through lanes each direction and a center turn lane). Intersection improvements will include signalization at the mile. Construction funding is included in KN ORN24309 and ORN24310.



Funding Source TECM		Program State Hwy - Safety & Capacity (Capacity)						Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2024	0	0	24,151	0	0	0	24,151	0	24,151
<b>Fund Totals:</b>	<b>0</b>	<b>0</b>	<b>24,151</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24,151</b>	<b>0</b>	<b>24,151</b>

Funding Source Leading Idaho		Program Leading Idaho						Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2024	0	0	570	3,000	0	0	3,570	0	3,570
<b>Fund Totals:</b>	<b>0</b>	<b>0</b>	<b>570</b>	<b>3,000</b>	<b>0</b>	<b>0</b>	<b>3,570</b>	<b>0</b>	<b>3,570</b>



## US 20/26, Middleton Road to Star Road, Demolition, Ada and Canyon Counties

Regionally Significant: ☐ ☒ Inflated TIP Achievement:

Key #: 24389

Support

Requesting Agency: ITD

Project Year: 2024

Total Previous Allocations: \$0

Total Programmed Budget: \$525

Total Cost (Prev. + Prog.): \$525

### Project Description

Remove and demolish vacant buildings along US 20/26 that are in conflict with the ultimate widening of the state facility.



Funding Source		Leading Idaho		Program		Leading Idaho		Local Match		100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2024	0	0	0	0	25	500	525	0	525	
<b>Fund Totals:</b>	0	0	0	0	25	500	525	0	525	

## US 20/26, Middleton Road to Star Road, Eastbound, Ada and Canyon Counties

Regionally Significant: ☒ ☐ Inflated TIP Achievement:

Key #: 24310

System Performance

Requesting Agency: ITD

Project Year: 2024

Total Previous Allocations: \$0

Total Programmed Budget: \$56,198

Total Cost (Prev. + Prog.): \$56,198

### Project Description

Widen eastbound US 20 from Middleton Road near the City of Caldwell to Star Road near the City of Star. Improvements include two travel lanes in each direction and a center turn lane with two way left turns. Intersection improvements at the mile will include signalization.



Funding Source		TECM Early Development		Program		TECM Early Development		Local Match		100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2024	0	0	0	0	4,448	51,750	56,198	0	56,198	
<b>Fund Totals:</b>	0	0	0	0	4,448	51,750	56,198	0	56,198	

## US 20/26, Middleton Road to Star Road, Westbound, Ada and Canyon Counties

Regionally Significant: ☒ ☐ Inflated

Key #: 24309

Requesting Agency: ITD

Project Year: 2024

Total Previous Allocations: \$0

Total Programmed Budget: \$84,277

Total Cost (Prev. + Prog.): \$84,277

### Project Description

Widen westbound US 20 from Middleton Road near the City of Caldwell to Star Road near the City of Star. Improvements include two travel lanes in each direction and a center turn lane with two way left turns. Intersection improvements at the mile will include signalization.



Funding Source			TECM Early Development			Program			TECM Early Development			Local Match		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction		Total				Federal Share		Local Share
2024	0	0	0	0	6,527	77,750		84,277				0		84,277
<b>Fund Totals:</b>	0	0	0	0	6,527	77,750		84,277				0		84,277

## US-95, Parma North City Limit to I-84, Canyon and Payette Counties

Regionally Significant: ☐ ☒ Inflated

Key #: 23167

Requesting Agency: ITD

Project Year: 2026

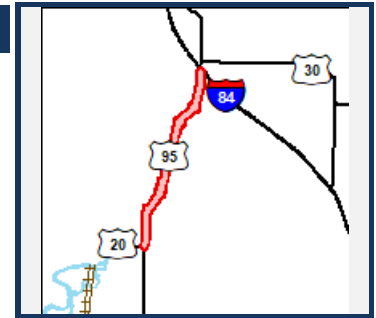
Total Previous Allocations: \$110

Total Programmed Budget: \$9,390

Total Cost (Prev. + Prog.): \$9,500

### Project Description

Resurface the pavement on US Highway 95 from just south of the junction with US Highway 20 near the City of Parma to just south of the junction with I-84 in Payette County (47% Canyon County and 53% Payette County).



Funding Source			NHPP			Program			State Hwy - Restoration			Local Match		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction		Total				Federal Share		Local Share
2024	350	0	0	0	0	0		350				324		26
2026	0	0	0	0	550	8,490		9,040				8,376		664
<b>Fund Totals:</b>	350	0	0	0	550	8,490		9,390				8,701		689

## US-95, Parma North City Limit to Junction I-84, Canyon and Payette Counties

Regionally Significant: ☐ ☒ Inflated **TIP Achievement:**  
**Key # : 24058** Asset Management

Requesting Agency: ITD

Project Year: 2029

Total Previous Allocations: \$0

Total Programmed Budget: \$2,042

Total Cost (Prev. + Prog.): \$2,042

### Project Description

Sealcoat US-95 from just south of the junction with US Highway 20 near the City of Parma to just south of the junction with Interstate 84 in Payette County. The treatment will maintain mobility and extend the life of the pavement (48% Canyon County and 52% Payette County).



Funding Source		NHPP Program State Hwy - Pavement Preservation						Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	31	0	0	0	0	0	31	0	31
2029	0	0	0	0	110	1,901	2,011	0	2,011
<b>Fund Totals:</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>110</b>	<b>1,901</b>	<b>2,042</b>	<b>0</b>	<b>2,042</b>

## US-95, Sign Face Replacement – FY2024

Regionally Significant: ☐ ☐ Inflated **TIP Achievement:**  
**Key # : 24079** Support

Requesting Agency: ITD

Project Year: 2025

Total Previous Allocations: \$0

Total Programmed Budget: \$816

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

### Project Description

Update and replace all sign faces along US-95 beginning at the Oregon state line through Owyhee County and Canyon County ending near the City of Payette.



Funding Source		State Program State Highway - Safety						Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	1	0	0	0	1	814	816	0	816
<b>Fund Totals:</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>814</b>	<b>816</b>	<b>0</b>	<b>816</b>

## US-95, Wilder to Parma, Pavement Preservation, Canyon County

Regionally Significant: ☐ ☒ Inflated

Key #: 23162

Requesting Agency: ITD

Project Year: 2026

Total Previous Allocations: \$50

Total Programmed Budget: \$1,528

Total Cost (Prev. + Prog.): \$1,578

### Project Description

Sealcoat the pavement surface on US Highway 95 from Lower Pleasant Ridge Road south of the City of Wilder to just north of the cemetery in the City of Parma. The treatment will improve ride quality and extend the pavement lifespan.



Funding Source NHPP			Program State Hwy - Pavement Preservation					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2026	0	0	0	0	38	1,490	1,528	1,416	112
<b>Fund Totals:</b>	0	0	0	0	38	1,490	1,528	1,416	112

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

Regionally Significant: ☒ ☐ Inflated

Key #: 200919

Requesting Agency: ACHD

Project Year: 2024

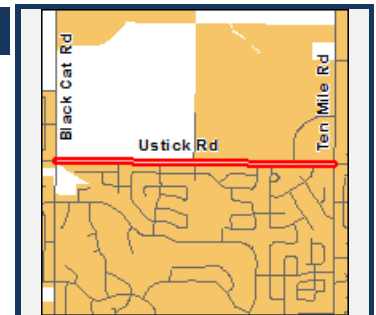
Total Previous Allocations: \$393

Total Programmed Budget: \$4,124

Total Cost (Prev. + Prog.): \$4,517

### Project Description

Widen Ustick Road from Black Cat Road to Ten Mile Road in the City of Meridian including enhanced pedestrian and bicycle facilities on both sides of the roadway.



Funding Source Local (Regionally Significant)			Program Hwy - Local Partnerships					Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2024	0	0	0	19	13	4,092	4,124	0	4,124
<b>Fund Totals:</b>	0	0	0	19	13	4,092	4,124	0	4,124

## Ustick Road, McDermott Road to Black Cat Road

Regionally Significant: ☒

☐ Inflated

Key #: 102502

Requesting Agency: ACHD

Project Year: 2026

Total Previous Allocations: \$0

Total Programmed Budget: \$10,818

Total Cost (Prev. + Prog.): \$10,818

### TIP Achievement:

System Performance

Active Transportation

NHS-LOTTR

Safety



### Project Description

Widen Ustick Road from two lanes to five lanes from McDermott Road to Black Cat Road in the City of Meridian including enhanced pedestrian and bicycle facilities on both sides of the roadway.

Funding Source		Local (Regionally Significant)		Program			Hwy - Local Partnerships		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	100.00%	
2025	0	0	4,320	0	0	0	4,320	0	4,320	
2026	0	0	0	204	124	6,170	6,498	0	6,498	
<b>Fund Totals:</b>	0	0	4,320	204	124	6,170	10,818	0	10,818	

## Ustick Road, Star Road to McDermott Road, Ada County

Regionally Significant: ☒

☐ Inflated

Key #: 203719

Requesting Agency: ACHD

Project Year: PD

Total Previous Allocations: \$0

Total Programmed Budget: \$5,677

Total Cost (Prev. + Prog.): \$5,677

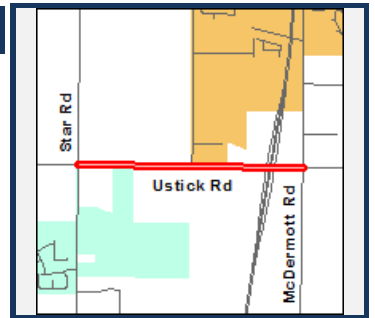
### TIP Achievement:

Health

System Performance

Active Transportation

Safety



### Project Description

Widen Ustick Road from Star Road to McDermott Road in Ada County to five lanes including enhanced pedestrian and bicycle facilities.

Funding Source		Local (Regionally Significant)		Program			Hwy - Local Partnerships		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	100.00%	
2026	0	451	0	0	0	0	451	0	451	
PD	0	0	67	0	0	5,159	5,226	0	5,226	
<b>Fund Totals:</b>	0	451	67	0	0	5,159	5,677	0	5,677	

## Ustick Road, Ten Mile Road to Linder Road, Meridian

Regionally Significant: ☒ ☐ Inflated

Key #: RD207-24

Requesting Agency: ACHD

Project Year: 2024

Total Previous Allocations: \$704

Total Programmed Budget: \$6,370

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

### TIP Achievement:

NHS-LOTTR

Safety

Active Transportation

System Performance



### Project Description

Widen Ustick Road from Ten Mile Road to Linder Road in the City of Meridian to five lanes. The project includes curb, gutter, sidewalk, and a level three bicycle facility. The concept-level design will further clarify the scope of the project.

Funding Source		Local (Regionally Significant)		Program		Hwy - Local Partnerships		Local Match		100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2024	0	0	0	0	0	6,370	6,370	0	6,370	
<b>Fund Totals:</b>	0	0	0	0	0	6,370	6,370	0	6,370	

## Western Heritage Byway, Swan Falls Road, ACHD

Regionally Significant: ☐ ☒ Inflated

Key #: 22600

Requesting Agency: ACHD

Project Year: 2024-2025

Total Previous Allocations: \$785

Total Programmed Budget: \$5,969

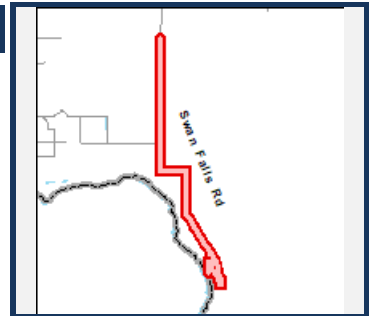
Total Cost (Prev. + Prog.): \$6,754

### TIP Achievement:

Open Space

Active Transportation

Safety



### Project Description

Add five-foot shoulders to Swan Falls Road from just north of Initial Point Road to the southern terminus of the roadway using Federal Lands Access Program funds. Project will also improve accessibility to Bureau of Land Management facilities. Project managed by Western Federal Lands.

Funding Source		FLAP		Program		Hwy - Federal Lands Access		Local Match		7.34%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2024	0	50	0	0	0	0	50	46	4	
2025	0	0	0	0	661	5,258	5,919	5,485	434	
<b>Fund Totals:</b>	0	50	0	0	661	5,258	5,969	5,531	438	

## **APPENDIX F: PUBLIC COMMENTS**

Provides verbatim comments received on the project list, as well as any amendments that require a public comment period.

## Summary of Public Comments

The disposition of individual comments is with the verbatim comments in this section. Questions submitted as part of public comments were answered, and all comments were provided to the Regional Transportation Advisory Committee and the COMPASS Board of Directors. Comments related to specific projects or studies were also forwarded to appropriate agencies.

A public comment period was held concurrently for an amendment to *Communities in Motion 2050* (CIM 2050), the Draft FY2024-2030 Regional Transportation Improvement Program (TIP), and the air quality conformity demonstration **June 30 through July 31, 2023**. COMPASS received 29 comments related to the draft FY2023-2029 TIP. Out of the 29 comments received, 6 comments were related to the air quality conformity demonstration.

No changes were made to the FY2024-2030 TIP project list, or the air quality conformity demonstration based on comments received.



## **Public Comments Received (Verbatim)**

### **Draft FY2024–2030 Regional Transportation Improvement Program (TIP), proposed changes to the regional long-range transportation plan, *Communities in Motion 2050*, and the Air Quality Conformity Demonstration for Northern Ada County**

Public Comment Period: June 30 – July 31, 2023

Total number of individuals submitting comments: 29

Email: 9      Online Comment Form: 15      Hard Copy Comment Form: 0      Letter: 5

<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>Method Received</b>	<b>Name, Zip Code, Affiliation</b>
<b>Comments on the proposed amendment to the regional long-range transportation plan, <i>Communities in Motion 2050</i></b>			
stop taking away vehicle lanes. All people will not be riding bikes.	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	Online Comment Form	Cheri Silva, 83716
My comments are pretty much summed up in No. 1 2/2 [See comment 1/2 on page 3]	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	Online Comment Form	83617
Greenbelt connection near 52nd seems like a much needed connection and long past due.	Thank you for your comments; they will be shared with the City of Boise and the COMPASS Board of Directors.  Yes, transportation agencies in the Treasure Valley use a variety of strategies to improve the transportation system, such as providing buses, carpools, and bike paths; incentivizing telework; and optimizing how infrastructure works (e.g., using signal timing, restricting left turns, providing traveler information). Widening is often the last option considered.	Online Comment Form	Phillip Chaffee, 83704

<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>Method Received</b>	<b>Name, Zip Code, Affiliation</b>
<b>Comments on the proposed amendment to the regional long-range transportation plan, <i>Communities in Motion 2050</i></b>			
[See attachment on pages 13-14]	Thank you for your comments. They will be shared with the COMPASS Board of Directors.  On July 18, 2023, COMPASS staff met with the City of Middleton to review the status or the projects listed in the letter.	Letter	Jason Van Gilder, City of Middleton
Thank you for considering an intersection at the Ustick location!	Thank you for your comments. They will be shared with the COMPASS Board of Directors.	Online Comment Form	Mark Pemble, 83605
I-84 and Ustick Road Interchange- best idea on the list	Thank you for your comments; they will be shared with the Idaho Transportation Department, the Ada County Highway District, the City of Caldwell, the City of Nampa, the City of Middleton, and the COMPASS Board of Directors.	Online Comment Form	83709
An analysis shouldn't cost \$1,000,000. This is the definition of fraud, waste, and abuse. Who's conducting the analysis. What are their salaries and bonuses? Go F*** yourself	Thank you for your comments. They will be shared with the COMPASS Board of Directors.  COMPASS' Planning and Environmental Linkages (PEL) study is conducted by a third-party consultant. Their salary is not yet determined.	Online Comment Form	83686
What happened to the planning of researching the new interchanges between Sandhollow exit and Middleton exit on I-84. The Galloway bridge doesn't meet height requirement for the Interstate and should be in the planning. Loads are diverted to Highway 30 to avoid this overpass.	Thank you for your comments. They will be shared with the Idaho Transportation Department, Canyon Highway District, and the COMPASS Board of Directors.  An Interstate 84 Access Study, Sand Hollow (Exit 17) to State Highway 44/Middleton (Exit 25), is identified in the regional long-range transportation plan, <i>Communities in Motion 2050</i> , as an unfunded study. This unfunded access study could include preliminary traffic analysis to help identify the need and/or location of an additional interchange. At this point, no funding is identified for this study.	Online Comment Form	83607
We definitely need affordable public transportation between Boise, Nampa and Caldwell	Thank you for your comments; they will be shared with the City of Boise, the City of Caldwell, the City of Nampa, Valley Regional Transit and the COMPASS Board of Directors.	Online Comment Form	83687

<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>Method Received</b>	<b>Name, Zip Code, Affiliation</b>
<b>Comments on projects in the DRAFT FY2024-2030 Regional Transportation Improvement Program</b>			
stop taking away car lanes and putting bike lanes	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	Online Comment Form	Cheri Silva, 83716
The highway 16 extension from Chinden to I-84 looks all well and good, but all I have seen regarding SR-16 north from SR-44 to SR-52 out to 2030 is an environmental study reevaluation. There are thousands of homes going in along this corridor, most of which will probably be built before 2030. The widening of SR-16 is necessary and needs to be addressed now.	Thank you for your comments; they will be shared with the Idaho Transportation Department and the COMPASS Board of Directors.	Online Comment Form	83669
It 's what I don't see regarding Emmett/Gem County that concerns me in yhour planning. It's happening alll around us, but not much to assist our transportation and growth issues.  (1/2)	Thank you for your comments; they will be shared with the COMPASS Board of Directors.  Emmett and Gem County are outside of COMPASS' planning area, and as such are not included in COMPASS TIP.	Online Comment Form	83617
I wanted to just add a comment about road work in general in the State of Idaho. With all of the road construction and road closures, it is extremely important that ACHD & ITD communicate so we are not ending up with detours that lead to more road closures and detours, which is what we are seeing this summer. Currently, anyone traveling from Meridian to Nampa or Caldwell will have a maze of detours to navigate unless you use the freeway or Cinden which are always backed up. This is a problem with a solution and it comes down to planning & communication. Don't close so many roads at once!! Stagger the road closures and plan to accommodate local traffic please.	Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation Department, the City of Meridian, the City of Caldwell, the City of Nampa, and the COMPASS Board of Directors.	Email	Maria Kuhel

<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>Method Received</b>	<b>Name, Zip Code, Affiliation</b>
<b>Comments on projects in the DRAFT FY2024-2030 Regional Transportation Improvement Program</b>			
<p>I'm sorry if this is the wrong spot but all my Google searches bring me here. All I'm trying to do is comment on the commercial you have Airing right now of bicycle safety here in the Treasure Valley streaming on Roku for Channel 6 news station. The commercial is played quite often and every time I try to listen better as to why the message is being passed that to me as a bicyclist would be a no-brainer on getting hurt. You are passing amendments and programs improving transportation because we all know it is getting a little crowded. So I cannot understand why the commercial keeps repeating over and over that is okay to treat a stoplight as a stop sign and a stop sign is a yield sign! Regardless of what Idaho law states there is no way anyone can keep an eye on three different directions with hopes that oncoming traffic, people of all ages in a huge variety of different types of vehicles in the middle of summer with their windows up AC cranked music blaring while they are watching maps to doordash or checking up on the Instagram making it okay for a pedestrian to run a stoplight is a bad idea. Sure I wouldn't mind a million dollar lawsuit if I'm alive to spend it but around here I'm not going to chance it. The commercial also talks about reflective gear while riding although he is wearing dark clothing with a black vest. Having correct Visual aids that are what you are speaking about is vital for the development young minds and/or people with hearing disabilities. I will copy this post and place it around in a few different spots hopefully someone can see it and see where I'm coming from. Or will someone please contact me and let me know what I am missing here? Thank you for your time.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p> <p>Safety for everyone is a top priority at COMPASS and is the reason we sponsor these commercials. We appreciate the feedback and are sorry you feel they missed the mark. We will keep your feedback in mind for future iterations. As the commercials were a joint effort with the City of Boise, we have shared your feedback with them as well.</p>	<p>Online Comment Form</p>	<p>83709</p>
<p>Generally, there are a lot of widening projects (35 in total I counted) am concerned about the quality of life that begins to deteriorate as we look more and more like Los Angeles, Phoenix and other sprawling cities that chose a 45 mph streets with 5-7 lanes. To see just one roundabout project in the TIP is a bit revealing as to the planning/engineering focus.</p>	<p>Thank you for your comments; they will be shared with the COMPASS board of directors.</p>	<p>Online Comment Form</p>	<p>NA</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>Method Received</b>	<b>Name, Zip Code, Affiliation</b>
<b>Comments on projects in the DRAFT FY2024-2030 Regional Transportation Improvement Program</b>			
<p>I still do not understand why we don't have a train line from Mt. Home to Ontario.</p>	<p>Thank you for your comments; they will be shared with Valley Regional Transit and the COMPASS board of directors.</p> <p>Preparation for a future high-capacity service (which could be a train) in the Treasure Valley has been underway for many years and COMPASS is about to begin a large study, which will be a significant step forward in this process. However, the region does not have a way to pay to operate this type of service. Until that changes, a train – or other type of regional “high-capacity” transit – cannot become a reality.</p>	<p>Email</p>	<p>Helen Cough</p>
<p>Hello! Thank you for making your proposed projects available for community members to view and make comments on. My comment is related to grave concern about delaying installation of a traffic signal at Hwy 45 and Locust until 2027. When pulling into the intersection from Locust it is very dangerous due to the high speed of cars traveling on Hwy 45. I realize it takes time to procure rights to land, engineering, construction bids, etc. But if there's any way you can make this project a higher priority it may literally save lives. There have been a number of serious accidents here already. In the meantime, I hope you might consider warning drivers to slow down by placing a roadside digital speed monitor along both lanes of Hwy 45 before reaching the Locust intersection. Although the speed limit is now posted at 45 (scary), many cars are still traveling at 50 or more (very scary) when they reach this crossing. Thank you for allowing me to add my two cents.</p>	<p>Thank you for your comments; they will be shared with the City of Nampa, the Idaho Transportation Department, and the COMPASS board of directors.</p>	<p>Email</p>	<p>Jill Hallows 83686</p>
<p>I'm concerned with road widening in Boise particularly along state street. This seems like a project which will induce demand and create additional barriers for active transportation across State street. The few projects to connect Boise with multiuse pathways are good but it seems like its still a disconnected network and does not help Boise reach its transportation goals</p>	<p>Thank you for your comments; they will be shared with the City of Boise, the Ada County Highway District, and the COMPASS Board of Directors.</p>	<p>Online Comment Form</p>	<p>Phillip Chaffee, 83704</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>Method Received</b>	<b>Name, Zip Code, Affiliation</b>
<b>Comments on projects in the DRAFT FY2024-2030 Regional Transportation Improvement Program</b>			
Expand Ustick Road to four lanes from Linder Road west to business Interstate-84. Expand Idaho-55 to four lanes from Interstate-84 south to US-95.	Thank you for your comments; they will be shared with the Idaho Transportation Department and the COMPASS Board of Directors.	Email	Dave Barb
Expanding Hwy 44 from Hwy 16 to Star Road. This section is a nightmare for those living in Star and commuting through Star, especially during peak hours.	Thank you for your comments. They will be shared with the Idaho Transportation Department, the City of Star, and the COMPASS Board of Directors.	Online Comment Form	83669
Centennial Way Roundabout, Caldwell: Access to the greenbelt path should be considered for this design.	Thank you for your comments; they will be shared with the City of Caldwell and the COMPASS Board of Directors.	Online Comment Form	Mark Pemble, 83605
ACHD suggested a bike route through my neighborhood which includes crossing Five Mile at K-Bar-T. There is no light at that location on Five Mile. Seriously think someone riding a bike can safely get across a 5 lane road without something to stop traffic?	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	Online Comment Form	83709
Excess funds are directed towards Marketing. One-hundred percent of funds should be spent on staffing and infrastructure improvements. San Francisco's Trolley System was opened in 1935. At this time, the SF County population measured at 634,000 compared to 494,000 in Ada County for the year 2020. Salt Lake City's light rail was built between 1999-2003. Idaho is decades overdue for a rail system. A person who refuses to invest in their self is a failure of a person, and a government that refuses to invest in its citizens is a failure of a government.	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	Online Comment Form	83686
Will this project [KN: 23833] include Detectable Warnings/Truncated Domes on the ramps? Truncated Domes have not been a requirement at curb ramps since 2010. They are only required a raised rail platforms and federally funded transportation hubs. Federal funding of these projects does not cause compliance with DOT 406.8 The 2010 ADA Standards for Accessible Design deleted 406.8 that existed in prior versions. Although Detectable Warnings/Truncated Domes are still defined in the 2010 ADA document, nowhere are they mandated. My concern is that the DOJ-ADA division has known for decades that truncated domes are a safety hazard to the mobility impaired community. People who use walkers, manual driven	Thank you for your comments; they will be shared with the Ada County Highway District and the COMPASS Board of Directors.  <b><u>Response from the Ada County Highway District:</u></b>  Yes, all of our projects in Access to Opportunity include pedestrian ramps with detectable warnings and truncated domes.  ACHD has an obligation to uphold requirements for ADA. Our legal team's position is that truncated	Email	Mark, 83642

<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>Method Received</b>	<b>Name, Zip Code, Affiliation</b>
<b>Comments on projects in the DRAFT FY2024-2030 Regional Transportation Improvement Program</b>			
<p>wheelchairs, canes, crutches, ankle and foot orthotics, prosthetic legs, and those who are simply unstable walking encounter serious risks trying to get past these monsters. There are no studies that show truncated domes provide a benefit to any ADA group except when used on elevated rail platforms. They were originally developed specifically for elevated rail platforms where they are beneficial to ADA limited people and people with no disability. To be precise, my wife is an amputee. She cannot step on the truncated domes with her prosthetic leg without great risk of falling. When they were installed in front of her office, she had to avoid the curb ramps and step up the vertical curb to get from her car to the sidewalk. Falling and breaking a hip as an amputee is a very serious risk. COMPASS does community studies. Study the use of truncated domes. I can help anybody understand the issues as I have studied them for 4 years. btw, ACHD has been installing hundreds of these monsters each year. Staff Attorney Scott Spears at ACHD refuses to update ACHDs standard to comply with the 2010 Standards for Accessible Design. he refuses to justify why ACHD continues to install these risky barriers. If my wife ever suffers an injury due to these barriers, ACHD will be liable.</p> <p>Thanks for getting back to me. Scott Spears and ACHD are dead wrong. I've seen that pasted response before. They refuse to back it up with LAW. Guidelines are not law. The DOT only requires detectable warnings at public transportation facilities. The DOJ-ADA standards do not. <a href="https://www.ada.gov/law-and-regs/design-standards/2010-stds/">https://www.ada.gov/law-and-regs/design-standards/2010-stds/</a></p> <p>The Access Board is in full support of detectable warnings but they correctly address them when they note: [ADA and ABA Accessibility Standards Standards issued under the Americans with Disabilities Act (ADA) include requirements for detectable warnings, as do similar standards issued under the Architectural Barriers Act (ABA) for federally</p>	<p>domes are still required by the DOT in implementing the ADA.</p> <p>Beyond federal requirements, our ADA Transition Plan, adopted by the Commission, also states "ACHD will seek to implement best practices such as PROWAG where deemed feasible and practical by qualified engineering staff."</p> <p>Within the Public Right-of-Way Accessibility Guidelines (PROWAG) it states:</p> <p>"R208 Detectable Warning Surfaces  <b>R208.1 Where Required.</b>  <i>Detectable warning surfaces complying with R305 shall be provided at the following locations on pedestrian access routes and at transit stops:</i></p> <ol style="list-style-type: none"> <li>1. <i>Curb ramps and blended transitions at pedestrian street crossings"</i></li> </ol>		



<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>Method Received</b>	<b>Name, Zip Code, Affiliation</b>
<b>Comments on projects in the DRAFT FY2024-2030 Regional Transportation Improvement Program</b>			
<p>funded facilities. Specifications in the <u>ADA Standards</u> and the <u>ABA Standards</u> address spacing, height, and diameter of truncated domes to ensure a distinctive yet uniform texture to the warning surface (§705). They also require that detectable warning surfaces contrast visually with adjacent walking surfaces either light-on-dark, or dark-on-light. Detectable warnings are required on curb ramps at certain transportation facilities and at rail station boarding platforms with unprotected drop-offs. <i>Curb Ramps: Public Transportation Facilities</i> ADA Standards for public transportation facilities issued by the Department of Transportation (DOT) require detectable warnings on curb ramps. They must extend the full width of the curb ramp (exclusive of flared sides) and extend either the full depth of the curb ramp or 24 inches deep minimum measured from the back of the curb on the ramp surface (§406.8). This requirement is unique to DOT's ADA Standards (2006), which apply to facilities used by state and local governments to provide public transportation. Other types of facilities covered by the ADA are subject to standards issued by the Department of Justice (DOJ). Neither DOJ's ADA Standards (2010) nor the ABA Standards, which apply to federally funded facilities, require detectable warnings on curb ramps. However, the Access Board is developing new guidelines that will address access to public rights-of-way, including detectable warnings on curb ramps.] I have never argued against detectable warnings at public transit facilities. They are being improperly installed at generic curb ramps without justification. The Proposed Guidelines requiring detectable warnings are not codified into any statute or standard. As I pointed out, 406.8 is absent from the DOJ-ADA Accessible standards. 406.8 only exists in the DOT standards for public transit facilities. COMPASS, charged with benefiting the entire population, should do the research. Call or contact the DOJ-ADA division. They will confirm that detectable warnings are not required. Survey the people who receive your emails with a target of the people with mobility limitations. This is not a virtue signalling or guilt accommodation by able bodied</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>Method Received</b>	<b>Name, Zip Code, Affiliation</b>
<b>Comments on projects in the DRAFT FY2024-2030 Regional Transportation Improvement Program</b>			
<p>people. It is a serious barrier and physical risk to the mobility challenged. Everybody I have mentioned this to just recites wrong information and when challenged, they just repeat their wrong information. Scott Spears appears to be a very powerful attorney who refuses to answer legitimate questions. Every time I need to help my wife get past these monsters, I think of how many others struggle with them to. ACHD is continuing to remove existing, ADA approved curb ramps and replacing them with curb ramps with truncated domes. These changes are costing taxpayers millions of dollars that could be used for much more needed projects. One quote I saw suggested \$3500 per 2 ramp corner. Are these cash cows used to enrich the construction companies? ACHD says they do not have the funds to upgrade a signaled pedestrian crosswalk on Ten Mile to a much needed HAWK. Please, Josie, Do the research to see the facts that ACHD is denying.</p>			
<p>[See attachment on pages 15-16]</p>	<p>Thank you for your comments; they will be shared with the Idaho Transportation Department, the City of Meridian, the Ada County Highway District, and the COMPASS Board of Directors.</p>	<p>Letter</p>	<p>83707</p>
<p>I would love to see the 3 Rivers Crossing and another off-ramp to connect to that crossing come about. This would take traffic off Eagle Roads, provide a much needed off freeway off ramp between the 10 miles of Cole to Eagle Roads, and make traffic more efficient. This area is only growing and by prioritizing this project, we can save millions of dollars later.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p>Online Comment Form</p>	<p>83616</p>
<p>If indeed, as is stated in your plans, you wait until 2027 to seal coat Hwy 21 you will be lucky if there is a pavement surface left to seal coat. It is badly cracked now, and winter damage was significant in 2022-23. Further winter damage can be anticipated in the years leading up to 2027, as cracks continue to widen and spall, and pot holes become more numerous.</p>	<p>Thank you for your comments; they will be shared with the Idaho Transportation Department, the City of Boise, and the COMPASS Board of Directors.</p>	<p>Email</p>	<p>Barbara A McClain, 83631</p>
<p>[See attached letter on pages 17-18]</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p>Letter</p>	<p>City of Meridian</p>

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<b>Comments on projects in the DRAFT FY2024-2030 Regional Transportation Improvement Program</b>			
Roundabouts only work where there is little traffic. When on a busy street or at a busy time, those on the side that have a YIELD sign, do not get a chance to enter. And it is not a problem with informing drivers on how they work. Thanks for listening, try it yourself in a really busy, like 5 pm rush hour on a busy street, you on the side street.	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	Email	Gary Gray
I think there should be lots of bus routes in Meridian and also to and from Boise. There are many residents of Meridian that are seniors and others that do not drive. Our city is still growing and we need affordable transportation.	Thank you for your comments; they will be shared with the City of Meridian, the City of Boise, Valley Regional Transit and the COMPASS Board of Directors.	Email	NA
Major intersections on Eagle Road, Franklin, Fairview, Ustick, Chinden, should be rebuilt with bridges to allow thru traffic on Eagle and the crossing road to pass without stopping at a red light.	Thank you for your comments; they will be shared with the Idaho Transportation Department, the Ada County Highway District, and the COMPASS Board of Directors.	Online Comment Form	83714
Nearly every project details bike and pedestrian improvements but ignores vehicles. Federal dollars come with strings. It is very obvious the funding is anti personal vehicle.	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	Online Comment Form	83704
We definitely need affordable public transportation between Boise, Nampa and Caldwell	Thank you for your comments; they will be shared with the City of Boise, the City of Nampa, the City of Caldwell, Valley Regional Transit, and the COMPASS Board of Directors.	Online Comment Form	83687
Tye public transportation sudtem in the Treasure Valley is totally inadequate! I would love to use an efficient light rail or bus to work on Eagle from SE Boise. It is expensive and impacts the number of cars on the road for my commute. I teach students aboyt daily living that includes teaching how to get to work but tgere is no system. Thectreasure Valley has grown in population so a bus/ light rail is justified for publuc use. When I travel to Portand, OR I use trimet from thecairport to downtown. It is a greatcway to commute and many citizens use it.. Please consider a light rail and bus service that connects Boise to Caldwell, Nampa, Eagle and Star. Thank you!	Thank you for your comments; they will be shared with Valley Regional Transit, the City of Boise, the City of Caldwell, the City of Nampa, the City of Eagle, the City of Star, and the COMPASS Board of Directors.	Email	
[See attachment on pages 19-20]	Thank you for your comments; they will be shared with the City of Caldwell, Canyon Highway District, and the COMPASS Board of Directors.	Letter	Kris Crookham

<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>Method Received</b>	<b>Name, Zip Code, Affiliation</b>
<b>Comments on projects in the DRAFT FY2024-2030 Regional Transportation Improvement Program</b>			
Buses on Sundays! And after 6PM! Please & thank you  [See full size attachment on page 21]	Thank you for your comments; they will be shared with Valley Regional Transit and the COMPASS Board of Directors.	Letter	NA

<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>Method Received</b>	<b>Name, Zip Code, Affiliation</b>
<b>Comments on the Associated Air Quality Conformity Demonstration</b>			
stop taking away car lanes, and replacing them with bike lanes.	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	Online Comment Form	Cheri Silva, 83716
I don't see the need to spend \$3M on an environmental impacts study to widen HWY55. 5 lanes to 7 lanes will place children and teenagers at risk to develop chronic obstructive pulmonary disease (OCPD). A study if done, should also produce insights on how massive highway projects bifurcate communities, create more safety hazards for all modes of travel, create more congestion, and diminish the quality of life of residents of Idaho. In my opinion, 7-lanes of traffic is a terrible idea no matter where you live. <a href="https://www.lung.org/clean-air/outdoors/who-is-at-risk/highways">https://www.lung.org/clean-air/outdoors/who-is-at-risk/highways</a>	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	Online Comment Form	83704
best move was to eliminate the emission testing	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	Online Comment Form	83709
Again, you are chasing federal \$\$ and the significant strings they come with. Most of the improvements are spurious at best and do not address the needs of 95% of the population that drives.	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	Online Comment Form	83704
Public transportation will cut back on pollution.	Thank you for your comments; they will be shared with Valley Regional Transit and the COMPASS Board of Directors.	Online Comment Form	83687

<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>Method Received</b>	<b>Name, Zip Code, Affiliation</b>
<b>Comments on the Associated Air Quality Conformity Demonstration</b>			
<p>Current plan of road widening looks to induce demand and increase vehicle miles traveled. Have the agencies looked in to alternatives to road widening?</p> <p>Mr. Gallup, Thank you for reaching out i appreciate COMPAS's Willingness to engage. As part of this road widening project was there research done to make sure widening the road won't lead to an increase in VMT? If so is there a way for the public to get a copy of the report? Also can you provide examples of where in this area Compass tried providing alternatives such as multi-use pathways or dedicated bus lanes to try and encourage people to leave the car at home? My concern is that I am unaware of any instance in the U.S. where widening roads has led to a reduction in traffic congestion over a 10 year period, when a region has has any sort of population growth. Typically it just increases traffic as was/is the case with the Katy (sp?) freeway in Houston. Again, thank you for your time.</p>	<p>Thank you for your comments; they will be shared with the City of Boise and the COMPASS Board of Directors.</p> <p>Yes, transportation agencies in the Treasure Valley use a variety of strategies to improve the transportation system, such as providing buses, carpools, and bike paths; incentivizing telework; and optimizing how infrastructure works (e.g., using signal timing, restricting left turns, providing traveler information). Widening is often the last option considered.</p> <p><b><u>Response from the Ada County Highway District:</u></b></p> <p>Throughout the State Street effort, over the past 20 years several plans and documents have been created to analyze treatments and operations along the corridor. The <a href="https://www.buildabetterstatestreet.org/">https://www.buildabetterstatestreet.org/</a> is the best location to reference all of these, including the recently completed State Street Transit Operational Analysis, which examines throughput and VMT based on several scenarios.</p>	<p>Online Comment Form/Email</p>	<p>Phillip Chaffee, 83704</p>

July 10, 2023

Community Planning Association (COMPASS)  
700 NE 2nd Street, Suite 200  
Meridian, ID 83642

Sent via email to: [info@compassidaho.org](mailto:info@compassidaho.org)

RE: CIM 2050 Public Comments

To Whom it May Concern

The City of Middleton requests that the following projects be added to the Communities in Motion 2050 plan.

Cemetery/ SH44 Intersection Signalization

Precision Engineering's 4/10/2023 final report on the SH-44, Emmett Rd to Duff Ln, Middleton Traffic study found,

Installation of a traffic signal at Cemetery Ln is the suggested next operational improvement that will be most effective in improving traffic flow through the City of Middleton and particularly the area adjacent to Middleton Middle School. Additionally, signalizing the Cemetery Rd intersection would improve mobility by providing a signalized north-south crossing of SH-44. Currently there are none within Middleton.

South Middleton Road Straightening.

This project would re-construct South Middleton Road to align with North Middleton Road and install a signalized intersection at SH44 and Middleton Road.

SH44 Signalization of the arterial intersections along SH44 within the Middleton Area of Impact.

These intersections include:

- Old Hwy 30
- Emmett Road
- Duff Lane
- Lansing Lane
- And Kingsbury Road

While each of the above intersection projects may be a component of the *State Highway 44, Interstate 84 (Exit 25) to Star Road* project (CIM 2050 Priority Roadway Projects – State #5),

these projects are likely to be necessary based on development in the area independent of the State's study to add additional lane capacity on SH-44.

Pathway Map

The Unfunded Regional Pathway Priorities list should include the Proposed Pathways shown on Compass' current Bike Walk Map in the Middleton Area of Impact.

Thank you for your consideration of these projects. Please contact me at 208-585-3133 if you have any further questions.

Jason Van Gilder  
Public Works Director



Connecting  
People with  
Pathways

The **F**oundation for **A**da / **C**anyon **T**rail **S**ystems

**factsidaho.org**

July 19, 2023

Idaho Transportation Department  
Attn: Office of Communication  
PO Box 7129  
Boise, ID 83707-11

Re: Linder Road Overpass

To Whom it May Concern:

The Foundation for Ada/Canyon Trail Systems', Inc. (FACTS) Board of Directors have asked me to provide input to you regarding the proposed Idaho Transportation Department's (ITD) Linder Road Overpass project. (Refer to ITD Early Development Program Key Number 24099). We understand that ITD will be refining the project design during the summer of 2023.

We are pleased that the Idaho Transportation Department (ITD) is planning an improved passage for pedestrians and bicyclists by widening Linder Road over I-84 and its approaches. Our concern relates to the multiuse pathway design for pedestrians and bicyclists. We are aware that the preliminary engineering design indicates a 10-foot pathway. We strongly urge that this pathway on each side of the project area be expanded to 14 feet.

We feel there is ample evidence demonstrating the inadequate width of this multi-use path as follows. This evidence includes:

- "The Federal Highway Office of Safety & Highway Capacity Manual" stresses that sidewalks/pathways directly behind curb and retaining walls/ barricades reduce functional width by 1.5 feet each side. This means that the width of this multiuse pathway is functionally only 7 feet wide creating significant conflicts with passing pedestrians, wheeled users, and bicyclists.
- ITD's "Roadway Design Manual (August 2013)," Appendix A, pages 43-44 provides that "paths should be 12 feet wide in areas with high bicycle volumes or when used by a combination of bicyclists, pedestrians, skaters, and joggers. A minimum 2 feet clear zone should be maintained adjacent to both sides of the pathway to provide clearance from poles, trees, fences, and other obstructions."

The impact of this narrow 10-foot width multiuse pathway creates the following issues:

- The bridge rail and parapet/fence are close enough to the pathway to cause pathway users to drift towards the centerline or into adjacent lanes.
- Even when properly designed and delineated, there is an increased risk of a pathway collision with a bridge end closer to the edge of traveled way.
- There will be handlebar conflicts with bridge railings, causing bicyclists to veer away from these obstacles.

The Foundation for Ada/Canyon Trails Systems, Inc. ("FACTS") is an Idaho non-profit corporation recognized by the IRS as a 501(c) (3) charitable and educational corporation. Our Foundation has been in existence since 1987 and has since worked with governmental agencies and private entities in the planning, development, and improvements of pathway systems supporting Active Transportation. FACTS has a primary mission of facilitating and advocating the development of greenway and pathway systems throughout Ada and Canyon counties in Idaho.

Respectfully,



William F. Gigray  
FACTS President

CC:

City of Meridian

Community Development

ATTN: Miranda Carson, Comprehensive Associate Coordination Planner

33 E. Broadway Ave., Suite 102

Meridian, Idaho 83642

Community Planning Association of Southwest Idaho (COMPASS)

ATTN: Matt Stoll, Executive Director

700 NE 2nd Street, Suite 200,

Meridian, ID 83642

Ada County Highway District

ATTN: ACHD Commissioners

Executive Director Bruce Wong

3775 Adams St.

Garden City, ID 83714





Mayor Robert E. Simison

**City Council Members:**

Joe Borton  
Liz Strader  
Brad Hoaglund

John Overton  
Jessica Perreault  
Luke Cavener

July 26, 2023

ITD – Draft ITIP Comment  
Attn: Office of Communication  
P.O Box 7129  
Boise, ID 83707-1129

As the State of Idaho continues to grow, providing for the mobility needs of our residents and businesses will be key to continued success. This letter is the City of Meridian comments to the FY2024-2030 Draft Idaho Transportation Investment Program (ITIP) which outlines the proposed transportation priorities to address those needs.

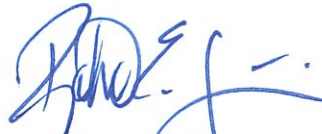
We are supportive of the effort of the Idaho Transportation Department (ITD) to advance the design of the Linder Road overpass project with the allocation of early development design funding in the ITIP. Construction of the overpass and associated roadway widening north and south of the Interstate are critical improvements needed as soon as possible if our region is to have an efficient, effective, and integrated roadway network to transport goods and services. Without the Linder Road overpass, the functionality of the interchanges at Ten Mile and Meridian will degrade further, as these facilities are struggling to meet the needs of current users and will continue to get worse if nothing is done while the Valley continues to grow.

With the recognition of its importance through the planning of construction funding for the roadway, Meridian made a commitment to this project in 2023 and allocated \$2.5 million from our general fund. That commitment has funded design of the overpass and the associated widening which is scheduled to reach substantial completion in early 2024. Additionally, the Ada County Highway District (ACHD) has signaled the readiness to execute this crucial project. The current draft of their Integrated Five-Year Work Plan (IFYWP), 2024-2028, has programmed funding for the acquisition of right of way in FY24 and FY25, with construction of the roadway portions of this project scheduled in FY26. In order to align the construction of this project, we ask that ITD also provide funding dollars for construction of the Linder Road overpass to be included in the FY2024-2030 ITIP.

The new overpass over I-84 at Linder Road will provide additional capacity and north-south connectivity between Kuna, Meridian and Eagle. The City believes that the overpass over I-84 at Linder Road is one of the most critical improvements that ITD can make - it will improve safety, have a positive impact on economic development and improve mobility of our region and the State of Idaho.

With the allocation of early development design funding and the steps taken by ACHD to programming the funding for roadway construction in their IFYWP, we encourage ITD to include funding for the construction of Linder Road overpass in the FY2024-2030 ITIP. Taking this step will align with ACHD, and further the effort to construct this critical improvement as soon as possible.

Sincerely,



Robert E. Simison  
Mayor

cc: Bill Moad, Chairman, Idaho Transportation Board  
Scott Stokes, Director  
Caleb Lakey, District 3 Engineer  
Caleb Hood, City of Meridian Planning Manager



Comments on 2024-2030 Regional TIP \* July 31, 2023

Comment 1: Roundabout on Centennial Way Key#13905

Comment 2: Supporting any public transit that will bring people who would like to work near this intersection, in the Simplot corridor, or in downtown Caldwell.

Comment 3: Orchard Street Caldwell Key #22602

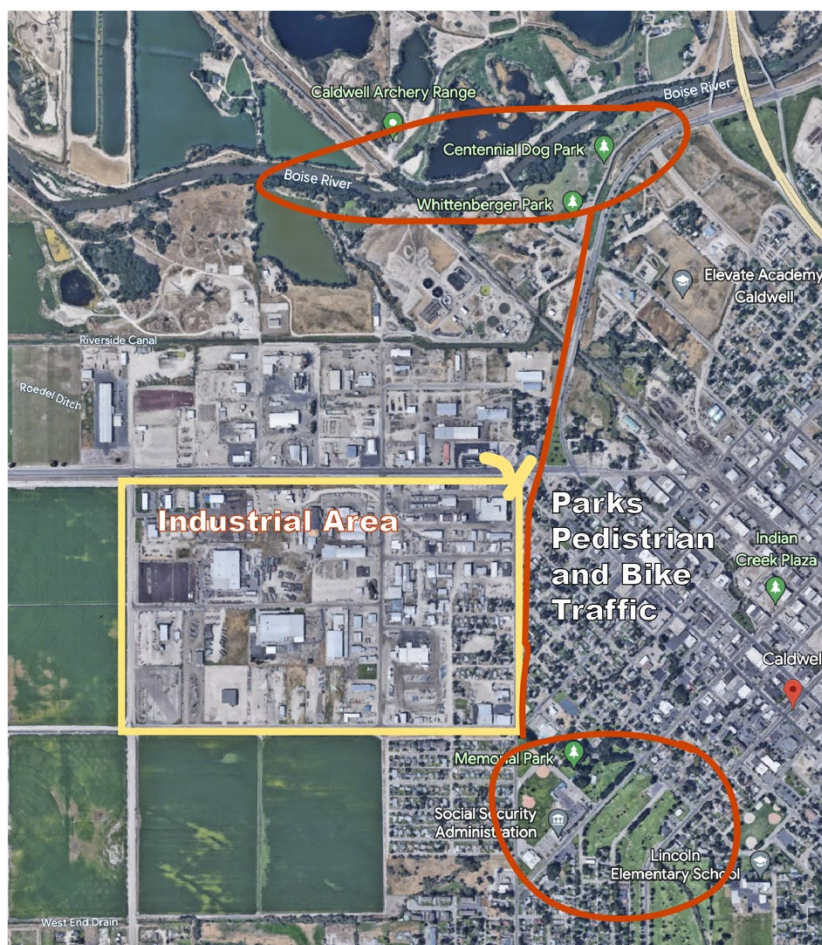
### #1 Centennial Way Roundabout

I work at the corner of Simplot Blvd and Paynter Ave at Crookham Company. This intersection has been difficult to navigate for anyone who works here.

There are a lot of big rigs hauling agricultural equipment that use this intersection. Also, produce is hauled in, and products are hauled out. The roundabout will need to handle these wide loads.

Secondly, workers from the industrial corner cross Simplot Blvd to access food at the gas station and the BBQ food truck by the car wash at the Paynter intersection and Simplot Blvd. This is difficult and looks dangerous. For those who live to the Southwest of Simplot Blvd., and who would like to walk or bike to the parks on the Northside of Simplot Blvd, it is also difficult to cross this intersection. Some sort of cross walk will need to be addressed so that people can access the open spaces and parks on either side.

#2 I'd like to support public transportation for anyone who would like to work near the intersection of the round about and the industrial park near it, in downtown Caldwell, and along the industrial corridor of Simplot Blvd that might live along the I84 corridor, or the Wilder or Middleton area.



#3 Orchard Street by Lake Lowell in Caldwell

The addition of the shoulders will be helpful in sharing the road with bikers and pedestrians; however, their safety will still be in jeopardy without reducing the number of cars that use this route as a short cut and reducing their speed. People have figured out that by using Orchard Street they can avoid Highway 55. This problem will not lessen with the widening of Highway 55 as indicted in ITD's traffic operational analysis report on highway 55 and the time that people will be spending at stoplights there. This report covers operations through 2040. It is time to look at calming the speed of the vehicles on Orchard now. I would like to suggest this be wrapped into this design and speed bumps, humps, or tables, or changing the road texture be considered. I do believe that some sort of road texture should mark the boundaries of the cycle/walk shoulder and the main road. I would also investigate signage that says to watch out for pedestrians and cyclists, and mark the shoulder well with wide lines showing the shoulder area.

Respectfully,  
Kris Crookham  
Work  
301 Warehouse Street  
Caldwell ID 83605  
Residence  
1957 E Mortimer Dr  
Boise, ID 83712

Buses on  
Sundays!

and after 6pm!

Please & thank you

## **Public Comments Received (Verbatim)**

### **Amendment #2 to *Communities in Motion 2050* (CIM 2050), Amendment #4 to the FY2023-2029 Regional Transportation Improvement Program (TIP), and Amendment #1 to the FY2024-2030 TIP**

Public Comment Period: September 1 – September 17, 2023


Total number of comments received by COMPASS: 8

#### **Topics:**

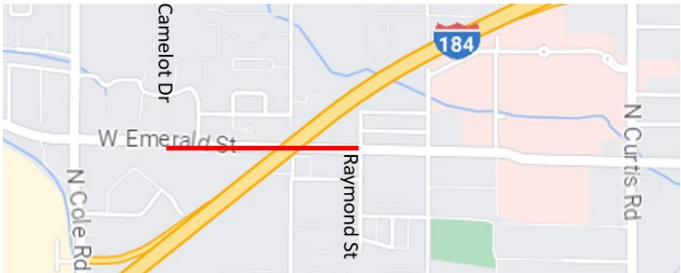
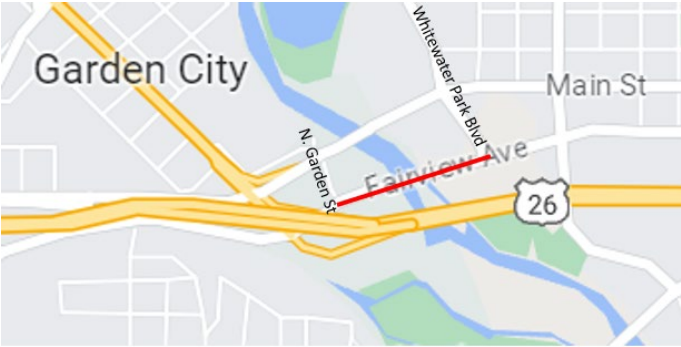
The proposed amendment to CIM 2050 would add a project to realign Middleton Road in the City of Middleton north of the roundabout at Sawtooth Lake Drive to State Highway 44.

The proposed amendments to the TIPs would add the same Middleton Road project, as well as projects to replace the Fairview Avenue Bridge over the Boise River between North Garden Street and Whitewater Park Boulevard and the Emerald Street Bridge over Interstate 184.

<b>Comment</b> (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	<b>Staff Response</b>	<b>Name, Zip Code, Affiliation</b>
I am all for your plans that includes bike and pedestrian lanes.	Thank you for your comments; they will be shared with the Ada County Highway District, the City of Middleton, and the COMPASS Board of Directors.	NA
I'm 100% in support of the Emerald Street Bridge pedestrian enhancements on both sides of the bridge replacement. A multi-use protected pathway on both sides would serve the most people.	Thank you for your comments; they will be shared with the Ada County Highway District and the COMPASS Board of Directors.	Debbie Bloom
Hi! This is transportation related, please forward to the department it belongs to.... Can we make it an idaho law that every school bus has seat belts for the kids? Especially after the recent Y bus rollover, I think we can all see our kids deserve to be safe when being transported anywhere. It's the law in any other moving automobile, school busses need to follow this law as well. Thank you,	Thank you for your comments; they will be shared with Valley Regional Transit and the COMPASS Board of Directors.	Courtney Anderson

<b>Comment</b> (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	<b>Staff Response</b>	<b>Name, Zip Code, Affiliation</b>
The proposed Amendment sounds good	Thank you for your comments; they will be shared with the Ada County Highway District, the City of Middleton, and the COMPASS Board of Directors.	Mac McOmber
Can you submit a map of the proposed projects please? Thank you	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the City of Middleton, and the COMPASS Board of Directors.</p> <p><i>Middleton Road Realignment</i></p> 	K. Young



<b>Comment</b> (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	<b>Staff Response</b>	<b>Name, Zip Code, Affiliation</b>
	<p><i>Emerald Street, Camelot Drive to Raymond Street</i></p>  <p><i>Fairview, North Garden Street to Whitewater Park Boulevard</i></p> 	
<p>Hi! Is there a place to ask that Amtrak be reinstated through boise? Making the depot a real depot again so commuters can connect to California or go the other way to Denver and beyond ? Thanks!</p>	<p>Thank you for your comments; they will be shared with Valley Regional Transit, the City of Boise, and the COMPASS Board of Directors.</p> <p>Submitting a comment is a great way to make your voice heard! The COMPASS Board of Directors consists of elected officials from across the Treasure Valley. We also forward on these comments to pertinent agencies.</p>	<p>NA</p>



<b>Comment</b> (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	<b>Staff Response</b>	<b>Name, Zip Code, Affiliation</b>
<p>Thank you for the opportunity to share my opinion. Yes, I would like to see this added to the plan. I was surprised that it was not part of the original proposal, given the extent of population growth in Middleton. I moved 40 miles west of downtown Boise in 1998 from the Hill Road-Collister neighborhood. I commuted into Boise for work, enduring attempts to make traffic routes more efficient. Improvements made 20 years ago are now completely inadequate. I was completely stunned by the lack of foresight in not adding already known "proposed (permits pending), subdivisions" in west Ada or Canyon Counties in the 2050 Plan. These areas will exceed the 2050 Plan in the next three years (2026). COVID-19 showed thousands of people that they could tele-commute to work, so they left expensive California for the Boise area. Add in that today's kids don't want to be farmers, so mom and pop are selling their farms to developers, taking advantage of the population growth. Our growth numbers far exceed this Plan's "steady growth" assumption. It is total chaos.</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the City of Middleton, and the COMPASS Board of Directors.</p>	<p>Keri Gibbs</p>
<p>With no new traffic light on Hwy. 44 at the Middleton Road (north &amp; south) crossing, major traffic accidents will occur. Do not "align" the No. and So. Middleton Roads until IDT is ready to install a new traffic light at Hwy. 44. Last published date by IDT for this was out in Year 2028 or so.</p>	<p>Thank you for your comments; they will be shared with the Idaho Transportation Department, the City of Middleton, and the COMPASS Board of Directors.</p>	<p>NA</p>