



REGIONAL TRANSPORTATION ADVISORY COMMITTEE

March 15, 2023 - 8:30 a.m.

COMPASS, First Floor Board Room
700 NE 2nd Street, Meridian, Idaho

ZOOM CONFERENCE CALL

Facebook Live Streaming - https://www.facebook.com/COMPASSIdaho

(Subject to availability and functionality of connection.)

Committee members can participate in the meeting in-person or via Zoom conference call. The First Floor Board Room is open for in-person attendance.

Please specify whether you plan to attend in-person or virtually when RSVPing to Teri Gregory at tgregory@compassidaho.org or 208-475-2225.

Written comments may be submitted by email to info@compassidaho.org. Comments can also be left by voicemail. Please call 208-475-2225 to record comments. Commenters must provide their name for the record. Comments identified by name that are received by 5:00 pm on March 14, 2023, will be provided to the committee members and read into the record during the meeting.

\*\* AGENDA \*\*

I. CALL TO ORDER/ROLL CALL (8:30)

II. OPEN DISCUSSION/ANNOUNCEMENTS

III. CONSENT AGENDA

Page 4 A.\* Approve February 22, 2023 RTAC Meeting Minutes

IV. ACTION ITEMS

Page 8 A.\* Recommend Balancing in the Transportation Management Area (TMA) Toni Tisdale
Toni Tisdale will seek recommendation of balancing actions in the TMA (Boise Urbanized Area).

Page 14 B.\* Recommend Draft Funding Plans for Federal-Aid Programs Toni Tisdale
Toni Tisdale will seek recommendation of draft Surface Transportation Block Grant, Transportation Alternatives Program, and Carbon Reduction Program funding plans, based on project rankings recommended by RTAC on February 22, 2023.

Page 23	<p><b>C.* Recommend Adoption of Resolution X-2023 Modifying the FY2023-2029 Regional Transportation Improvement Program (TIP)</b>  <i>Toni Tisdale will seek RTAC recommendation of COMPASS Board of Directors' adoption of a resolution modifying the FY2023-2029 TIP at the request of Valley Regional Transit and COMPASS.</i></p>	Toni Tisdale
Page 28	<p><b>D.* Prioritize and Recommend Member Agencies' Requests for FY2024 Unified Planning Work Program (UPWP)</b>  <i>Mary Ann Waldinger will seek prioritization of member agencies' requests and recommendation for inclusion in FY2024 UPWP.</i></p>	Mary Ann Waldinger
Page 37	<p><b>E.* Scope of Work for the High-Capacity Transit Planning and Environmental Linkages (PEL) Study</b>  <i>Lila Klopfenstein will summarize the activities of the Planning and Environmental Linkages Workgroup (PELWG) and request RTAC recommendation of COMPASS Board of Directors' acceptance of the draft scope of work for the High-Capacity Transit PEL study to be used in a future Request for Proposals (RFP).</i></p>	Lila Klopfenstein
Page 50	<p><b>F.* Recommend Adoption of ITD's 2023 Statewide Safety Performance Targets</b>  <i>Hunter Mulhall will seek RTAC's recommendation to the COMPASS Board of Directors to adopt ITD's 2023 statewide safety performance targets.</i></p>	Hunter Mulhall
<b>V. <u>INFORMATION ITEMS</u></b>		
Page 51	<p><b>A.* Status Report – 2020 Census Urbanized Area Results and Implementation of Idaho Transportation (IT) Board Policy 4028</b>  <i>Toni Tisdale will present a status report regarding 2020 Census Urbanized Area results and implementation of the updated IT Board Policy 4028 in the COMPASS planning area.</i></p>	Toni Tisdale
Page 54	<p><b>B.* Review Draft <i>Communities in Motion 2055</i> (CIM 2055) Workplan Items and Schedule</b>  <i>Austin Miller will provide a memo and attachments regarding CIM 2055 workplan items and schedule.</i></p>	Memo Only

**VI. STATUS REPORTS (INFORMATION ONLY)**

Page 64 A.\* RTAC Agenda Worksheet

Page 72 B.\* Obligation Report

**VII. OTHER**

Next Meeting: April 26, 2023

**VIII. ADJOURNMENT (10:30)**

\*Enclosures Times are approximate. Agenda is subject to change.

*Those needing assistance with COMPASS events or materials, or needing materials in alternate formats, please call 208-855-2558 with 48 hours advance notice. Si necesita asistencia con una junta de COMPASS, o necesita un documento en otro formato, por favor llame al 208-855-2558 con 48 horas de anticipación.*

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**REGIONAL TRANSPORTATION ADVISORY COMMITTEE  
February 22, 2023  
COMPASS, First Floor Board Room  
ZOOM CONFERENCE CALL**

**\*\* DRAFT MINUTES \*\***

**ATTENDEES:**

Rodney Ashby, City of Nampa, via telephone  
Lee Belt, City of Greenleaf, **Chair**, via telephone  
Bre Brush, City of Boise, via telephone  
Miranda Carson, City of Meridian, **Vice Chair**, via telephone  
Crystal Craig, City of Nampa, via telephone  
Tom Ferch, Ada County Highway District, via telephone  
Gabe Finkelstein, Boise State University, via telephone  
Karen Gallagher, City of Boise, via telephone  
Tessa Greegor, City of Boise, via telephone  
Doug Hanson, City of Kuna, via telephone  
Wayne Herbel, City of Caldwell, via telephone  
Caleb Hood, City of Meridian, via telephone  
Stephen Hunt, Valley Regional Transit, in person  
Kristy Inselman, Ada County Highway District, via telephone  
Samantha Kenney, Central District Health, Ex. Officio, via telephone  
Meg Larsen, COMPASS, Ex. Officio, in person  
Dan Lister, Canyon County Development Services, via telephone  
Justin Lucas for Tom Laws, Ada County Highway District, via telephone  
Brian McClure, City of Meridian, via telephone  
Brent Moore, Ada County Development Services, via telephone  
Shawn Nickel, City of Star, via telephone  
Lenny Riccio, Canyon Highway District No. 4, via telephone  
Darrell Romine, City of Melba, via telephone  
Nichoel Baird Spencer, City of Eagle, via telephone  
Mark Steuer, City of Nampa, via telephone  
Michael Toole, Department of Environmental Quality, via telephone  
Vince Trimboli, Idaho Transportation Department, via telephone  
Jason VanGilder, City of Middleton, via telephone  
Hanna Veal, City of Garden City, via telephone  
Stacey Yarrington, Ada County Development Services, via telephone

**MEMBERS ABSENT:** Lara Disney, Public Participation Workgroup  
Chelsie Johnson, City of Wilder  
McKenzie Johnson, Governor's Office  
Devin Krasowski, Canyon County Development Services  
Angie Lee, City of Parma  
Leon Letson, Ada County Development Services  
Robb MacDonald, City of Caldwell  
Sabrina Minshall, Canyon County Development Services  
Bill Vaughan, City of Eagle

**OTHERS PRESENT:** Cecilia Arritola, ITD, via telephone  
Morgan Besaw, City of Eagle, via telephone  
Tori Cale, COMPASS, in person  
Matt Carlson, COMPASS, in person  
Teri Gregory, COMPASS, in person  
Dane Hoskins, COMPASS, via telephone  
Liisa Itkonen, COMPASS, via telephone  
Lila Klopfenstein, COMPASS, via telephone  
Scott Luekenga, ITD, via telephone  
Amy Luft, COMPASS, via telephone  
Austin Miller, COMPASS, via telephone  
Hunter Mulhall, COMPASS, via telephone  
Dave Rader, ACHD, via telephone  
Amy Schroeder, ITD, via telephone  
Toni Tisdale, COMPASS, in person

## **CALL TO ORDER**

Chair Lee Belt called the meeting to order at 8:40 am.

## **OPEN DISCUSSION/ANNOUNCEMENTS**

Amy Luft announced a brochure for *Communities in Motion 2050* is now available; please contact her if you would like some.

Toni Tisdale introduced Tori Cale the new Bicycle/Pedestrian Counter Technician and Matt Carlson the new Grant Writer.

Dane Hoskins solicited Bicycle/Pedestrian Counter requests for the upcoming season and provided a link to the online request form.

## **CONSENT AGENDA**

### **A. Approve the January 25, 2023, RTAC Meeting Minutes**

**Nichoel Baird Spencer moved and Tom Ferch seconded approval of the Consent Agenda. Motion passed unanimously.**

## **SPECIAL ITEMS**

### **A. Status Report – State Highway 16 Corridor**

Amy Schroeder with the Idaho Transportation Department (ITD) provided a status report on the Highway 16 Corridor.

### **B. Status Report – National Electric Vehicle Infrastructure (NEVI) Program**

Cecilia Arritola, ITD, provided a status report on the NEVI program.

## **ACTION ITEMS**

### **A. Recommend Federal-Aid Rankings for COMPASS Programs**

Toni Tisdale presented the recommended federal-aid rankings for all COMPASS federal-aid programs.

**Studies:** After discussion, **Miranda Carson moved and Kristy Inselman seconded approval of the preliminary rankings for studies with the ADA Regional Sidewalk Review ranked number six and the Electric Vehicle Infrastructure Deployment Study ranked number seven. All other items remain in their preliminary ranking as presented.** Motion passed unanimously.

**Active Transportation:** After discussion, **Justin Lucas moved and Crystal Craig seconded to approve the preliminary rankings as presented.**

After discussion, **Karen Gallagher made a substitute motion and Miranda Carson seconded approval of the preliminary rankings for active transportation with the Garrity Side Path ranked number one, the Eagle Pathways (McMillan to Chinden and Jasmine to McMillan) ranked numbers two and three respectively, and the Five Mile Overpass (sidewalks) ranked number four, and all other items to remain in their preliminary rankings as presented.** After further discussion, **the substitute motion was amended with Eagle Pathways (McMillan to Chinden and Jasmine to McMillan) ranked numbers one and two respectively, the Five Mile Overpass (sidewalks) ranked number three, the Garrity Side Path ranked number four, all other items to remain in their preliminary rankings as presented.** The amended substitute motion failed via a roll call vote.

Original motion stands, **Justin Lucas moved and Crystal Craig seconded to approve the preliminary rankings as presented.** Motion passed via a roll call vote.

**Roadways and public transportation:** After discussion, **Crystal Craig moved and Stephen Hunt seconded approval of the preliminary rankings for roadways and public transportation as presented.** Motion passed unanimously.

## **INFORMATION ITEMS**

### **A. Announcement of Safe Streets and Roads for All Action Plan Award**

Hunter Mulhall announced that COMPASS received a Safe Streets and Roads for All grant to develop a regional safety action plan and discussed the next steps and timeline for preparation of the action plan.

### **B. Review Draft *Communities in Motion 2055* (CIM 2055) Workplan**

Austin Miller reviewed the draft CIM 2055 workplan and requested feedback from the members.

### **C. Status Report – 2020 Census Urbanized Area Results and Implementation of Idaho Transportation Board Policy 4028**

This item was deferred to the March 15, 2023, meeting.

**Next Meeting: March 15, 2023**

## **ADJOURNMENT**

**Caleb Hood moved and Kristy Inselman seconded adjournment of the meeting.** Motion passed unanimously.

**Meeting adjourned at 10:55 am.**

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## RTAC AGENDA ITEM IV-A

DATE: March 15, 2023

### **Topic: Balancing in the Transportation Management Area (TMA)**

#### **Request/Recommendation:**

COMPASS staff seeks Regional Transportation Advisory Committee (RTAC) recommendation to balance the Transportation Alternatives Program (TAP)-TMA program to use funding released from projects entering closeout to cover current funding needs.

#### **Background/Summary:**

Balancing the TAP-TMA program allows available funds to be programmed for projects with funding needs. The FY2023 TAP-TMA program has \$196,000 available for reprogramming. The City of Boise is the only agency with requests in the TAP-TMA program. The needs submitted by the City of Boise are provided in Attachment 1 along with funding recommendations from COMPASS staff, and the City of Boise letter of request is provided in Attachment 2.

COMPASS staff recommendations are based on priorities outlined in Board Policy 2021-01, "Balancing Policy for the Surface Transportation Block Grant Program and Transportation Alternatives Program Funds," approved by the COMPASS Board of Directors on February 22, 2021. The policy is available on the COMPASS website:

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

The proposed changes are shown in detail on the TMA balancing worksheet (Attachment 3).

#### **Implication (policy and/or financial):**

The recommended staff actions allow obligation of available TAP-TMA program funds in FY2023.

#### **More Information:**

- 1) Attachment 1 – Funding needs and recommendations in the TMA
- 2) Attachment 2 – Letter of request
- 3) Attachment 3 – TMA balancing worksheet (print on 11 x 17 paper)
- 4) For detailed information contact: Toni Tisdale, Principal Planner, at 208/475-2238 or [ttisdale@compassidaho.org](mailto:ttisdale@compassidaho.org).

TT:tg T:\FY23\600 Projects\685 TIP\FY2329TIP\230315mmoRTACtmaBal.docx



# Funding Needs and Recommendations in the Transportation Management Area

Policy Priority*		Project	Eligible funds	FY2023 Request	Recommend 2023 TAP-TMA	Recommend 2024 TAP-TMA	Recommend 2025 STBG-TMA	Notes
<b>Available (Unprogrammed or Over Programmed)</b>					<b>-\$196,000</b>	<b>\$1,000</b>	<b>\$0</b>	
22931	4	Pedestrian Improvements, SH-55, Bristol Heights to US 20/26 (Chinden), Boise	TAP	\$194,000			-\$65,000	Combine project with KN 23685 and advance design to FY2023 from FY2024 and FY2025. Adjust all phases to meet current estimates.
23685	4	Pathway Improvements, SH-55, McMillan to Bristol Heights, Boise	TAP	\$0		-\$206,000		Combine project with KN 22931
20259	N/A	Roadway and ADA Improvements, Part 1, Boise Area – FY2023	STBG	\$11,621,000				<u>Official request not received.</u> Construction is scheduled in FY2024. Design is at 95% and the current engineer's estimate is \$11,621,000 higher than programmed. ACHD is evaluating how to divide the segments, and will be requesting additional funding for FY2024. This request will be considered during the TIP update in the spring 2023.
Balance				\$11,815,000	-\$196,000	-\$205,000	-\$65,000	

\*Priorities based on balancing policy: <https://www.compassidaho.org/prodserv/resourcedev.html#TIP>

Gray highlight = requests

A negative amount means that funds are available or being released



# PLANNING AND DEVELOPMENT SERVICES

MAYOR: Lauren McLean | DIRECTOR: Tim Keane

Attachment 2

COMPASS  
Attn: Matt Stoll, Director  
700 NE 2<sup>nd</sup> Street, Suite 200  
Meridian, ID 83642  
March 1, 2023

RE: KN 22931 & KN 23685: Requests to combine projects, increase total project cost funding, and advance TAP design funds to FY2023.

Dear Director Stoll,

On behalf of the City of Boise, I appreciate the opportunity to submit the following requests for COMPASS consideration:

- (1) Combine two Eagle Rd / SH-55 Multiuse Pathway projects (KN 22931 and KN 23685) into one project.
- (2) Provide additional funding to cover an anticipated increase to the total project cost and adjustments to the cost allocation as outlined in Table 1. The current programmed amount for both projects is \$1,381,000; the City of Boise would like to request an additional \$41,461 for a total project cost of \$1,422,461.
- (3) Advance design phase funding to FY2023.

Table 1: Combined project costs (current & proposed)			
Phase	Proposed Total	Current Total	Difference
PE	\$4,700	\$12,000	(\$7,300)
PC	\$140,985	\$255,000	(\$114,015)
PL	\$37,596	\$14,000	\$23,596
RW	\$116,000	\$116,000	\$0
CE	\$4,700	\$1,000	\$3,700
CC	\$140,985	\$74,000	\$66,985
CL	\$37,596	\$186,000	(\$148,404)
CN	\$939,900	\$723,000	\$216,900
Total	\$1,422,461	\$1,381,000	\$41,461

Your support of these requests will help the city expedite the completion of critical nonmotorized infrastructure along Eagle Rd / SH-55. The city is committed to providing the necessary local match for these projects. If you have any questions or concerns, please feel free to contact the City of Boise's Mobility and Public Spaces Manager, Tessa Gregor at 208-608-7096 or [tgregor@cityofboise.org](mailto:tgregor@cityofboise.org).

Sincerely,

Lauren McLean  
Mayor, City of Boise

ALL TMA PROGRAMS  
FY2023-2029

(amounts include local match)(Projects in Boise Urbanized Area)

Key No	Project	Prev	STBG-TMA 2023	TAP-TMA 2023	Other /State 2023	CRP-TMA 2023**	A/C Local 2023	Local 2023	RAISE 2022	2024 (2021 CRRSAA)	STBG-TMA 2024	TAP-TMA 2024	CRP-TMA-2024	A/C Local 2024	Local 2024	STBG-TMA 2025	TAP-TMA 2025	CRP-TMA-2025	A/C Local 2025	Local 2025	STBG-TMA 2026	TAP-TMA 2026	CRP-TMA-2026	A/C Local 2026	Local 2026	STBG-TMA 2027	TAP-TMA 2027	CRP-TMA-2027	A/C Local 2027	Local 2027	STBG-TMA 2028	TAP-TMA 2028	CRP-TMA-2028	A/C Local 2028	Local 2028	Total	2023 Balancing Changes			
<b>Off-the-Top for STBG-TMA</b>																																								
22015	Commuteride, ACHD (FY2023)	0	220																																			220		
22436	Commuteride, ACHD (FY2024)	0									220																												220	
22386	Commuteride, ACHD (FY2025)	0														220																							220	
22738	Commuteride, ACHD (FY2026)	0																				220																	220	
23328	Commuteride, ACHD (FY2027)	0																									220											220		
23679	Commuteride, ACHD (FY2028)	0																																				220		
23680	Commuteride, ACHD (FY2029)	0																																				220		
20560	COMPASS Planning (FY2023)	0	232																																			232		
21889	COMPASS Planning (FY2024)	0									232																												232	
22387	COMPASS Planning (FY2025)	0														232																							232	
22800	COMPASS Planning (FY2026)	0																				232																	232	
23327	COMPASS Planning (FY2027)	0																									232												232	
23681	COMPASS Planning (FY2028)	0																																				232		
23682	COMPASS Planning (FY2029)	0																																				232		
20493	SR2S, VRT Ada County - FY2023	0		171																																		171		
21910	SR2S, VRT Ada County - FY2024	0										206																										206		
23943	SR2S, VRT Ada County - FY2025	0															206																					206		
23834	SR2S, VRT Ada County - FY2026	0																																				218		
23306	SR2S, VRT, Ada County - FY2027	0																									280											280		
23668	SR2S, VRT, Ada County - FY2028	0																																			280			
23670	SR2S, VRT, Ada County - FY2029	0																																			280			
	<b>SUBTOTAL</b>		452	171	0	0	0	0	0	0	452	206	0	0	0	452	206	0	0	0	452	218	0	0	0	0	732	0	0	0	0	0	1464	0	0	0	0	280		
<b>Roadway Maintenance/Local Network Improvements (82% through 2026 and 72% 2027 and beyond) for STG-TMA</b>																																								
18701	Capital Maintenance, Phase 1, Boise Area - FY2021	5243	510																																		5753	Official request pending. Needs \$510,000 to cover cost overruns in construction. (Dec recommend \$120K) <b>Admin Mod #21</b> January recommend \$389,602 <b>Admin Mod #4</b>		
19465	Pavement Preservation and ADA, Phase 1, Boise Area - FY2022	14269	3594					-5739																													12124	Decrease FY2023 by \$2,408,463 due to a low bid. <b>Admin Mod #4</b>		
20091	Capital Maintenance, Phase 3, Boise Area - FY2019	771	10																																		781	Official request received. Needs \$10,100 to cover cost increases associated with increased sidewalk curb ramp work and change orders. January recommend <b>Admin Mod #4</b>		
20259	Roadway and ADA Improvements, Part 1, Boise Area - FY2023 (2024)	988	150	0			0	0			6379																										7517	No request needed. Convert \$150,000 in local advanced construction funds to federal-aid (based on delay of phase in FY2022). (Oct Recommend) ( <b>Admin Mod #19</b> ) Large cost increase expected. No official request. Will process request for increase with the TIP update in the spring.		
20122	Pavement Preservation and ADA, Phase 2, Boise Area - FY2022	243	2359				0	0																													2602	No request needed. Convert \$150,000 in local advanced construction funds to federal-aid (based on delay of phase in FY2022). (Oct Recommend) ( <b>Admin Mod #19</b> ) Large cost increase expected. No official request.		
20006	Roadway and ADA Improvements, Part 3, Boise Area - FY2023	94	0				0	0			1015																										1109	No request needed. Convert \$150,000 in local advanced construction funds to federal-aid (based on delay of phase in FY2022). (Oct Recommend) ( <b>Admin Mod #19</b> ) Large cost increase expected. No official request.		
23833	Access to Opportunity, Boise and Garden City	0							6430																												6430			
20674	Roadway and ADA Improvements, Boise Area FY2024 (2025)	1262					0	0			400					6167																						7829		
21896	Roadway and ADA Improvements, Boise Area FY2025 (2026)	29	1526				0	0			0					350						7629															9534	No request needed. Currently advanced construction for design (\$598,000). Scheduled with federal-aid in FY2024. January recommended <b>Admin Mod #4</b>		
22390	Roadway and ADA Improvements, Boise Area FY2027	0	1492				0	0			0					0						450						7317									9259	No request needed. Convert local advance construction funds to federal-aid for design (\$29,000). Correction to allow preliminary engineering funds to count towards local match. (Oct Recommend for 2025) ( <b>Admin Mod #19</b> ) Official request received. Advance design from FY2024 to FY2023. No official request needed. Also convert advance construction for PE. January recommend to advance and cover advance construction. <b>Admin Mod #4</b>		
22816	Roadway and ADA Improvements, Boise Area FY2028	0												29	0	1210						0						350									7611			

Key No	Project	Prev	STBG-TMA 2023	TAP-TMA 2023	Other/State 2023	CRP-TMA 2023**	A/C Local 2023	Local 2023	RAISE 2022	2024 (2021 CRRSAA)	STBG-TMA 2024	TAP-TMA 2024	CRP-TMA 2024	A/C Local 2024	Local 2024	STBG-TMA 2025	TAP-TMA 2025	CRP-TMA 2025	A/C Local 2025	Local 2025	STBG-TMA 2026	TAP-TMA 2026	CRP-TMA 2026	A/C Local 2026	Local 2026	STBG-TMA 2027	TAP-TMA 2027	CRP-TMA 2027	A/C Local 2027	Local 2027	STBG-TMA 2028	TAP-TMA 2028	CRP-TMA 2028	A/C Local 2028	Local 2028	Total	2023 Balancing Changes	
23323	Roadway and ADA Improvements, Boise Area FY2029	0																	29	0	1233						0										8146	
	GOAL/AVAILABLE		9612								9587					9612					9612						8067											
	SUBTOTAL		9641	0	0	0	0	-5739	6430	0	7794	0	0	29	0	7727	0	0	29	0	9312	0	0	0	0	0	7667	0	0	0	0	0	12964	0	0	0	0	
	Difference		29								-1792					-1885					-300						-400											
Alternative Transportation Maintenance (15% through 2026) Public Transportation Capital (13% starting in 2027) for STBG-TMA																																						
23667	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2023	0	1688																																	1688	for a software system (Enterprise Resource Planning [ERP]). This project is currently not funded and scored 0.1 in the Transit Asset Management Plan. Project currently has \$186,000. Official request received. \$1,088,650 need for the Orchard Street Facility. Project currently funded with a competitive grant and has a funding need for the current phase of excavation and electrical expansion. Project scored less than 3 in the Transit Asset Management Plan. (recommended Oct under KN 21903 Jan recommend \$414,000 and move \$1,088,650 from FY2025 KN21903 Amendment #2 (in process)	
20841	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	4377	581	870																																5828	COMPASS staff suggestion - funds are the second year of advanced construction. To better balance the program, transfer \$835K from STBG to TAP. (Oct Recommend) (Admin Mod #19)	
20659	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2024	0									1754																									1754		
21903	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2025	0														1758																				1758	Increased FY2025 by \$1,088,650 from October balancing. See KN 23667 for details) (Admin Mod #19) January recommend reverse previous action and advance to FY2023 to KN 23667 Admin Mod#4	
22393	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2026	0																																		1758		
22815	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2027	0																									1457									1457		
23671	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2028	0																																		1457		
23673	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2029	0																																		1457		
13918	Rail with Trail Pathway, Meridian	195								529																										724		
23324	Garden Street Multi-Use Pathway, Cassia Park to Albion (Boise)	246		0						1093		552																								1891		
	GOAL/AVAILABLE		1758	870	0	0	0	0	0	1622	1754	552	0	0	0	1758	0	0	0	0	1758	0	0	0	0	0	1457	0	0	0	0	2913	0	0	0	0		
	SUBTOTAL	4818	2269	870	0	0	0	0	0	1622	1754	552	0	0	0	1758	0	0	0	0	1758	0	0	0	0	0	1457	0	0	0	0	2913	0	0	0	0		
	Difference		511								0					0					0						0											
Pathways (off-system or off-network) (12% starting 2027 and beyond) for STBG-TMA																																						
20549	Pedestrian Improvements, US 20/26 (Chinden) at 43rd Street, Garden City (ACHD)	128		50				0																												459	Official request received. ACHD requested to delay the construction phase to FY2025 and increase costs to meet new estimate. The increase is shown below under criteria. Official request received. ACHD requested to delay the construction phase from FY2023 to FY2025 and increase costs by \$102,250. *Project does not meet criteria, as the scope will change to move the project to a new location at ITD's request. Official request received. Delaying construction and needs additional \$50,000 in design funds in FY2023. (Oct Recommend All, in process in Dec Amend)	
23307	Pathway, Federal Way and Broadway Avenue Multi-Use Pathway, Boise	175		0																	105						1141									1421	No request needed. Funded through End-of-Year. No longer needed in FY2023. (Oct Recommend)	
22385	Pathway, Greenbelt Completion, Boise State	0										50																								825		
22931	Pathway Improvements, SH-55, McMillan to US 20/26, Boise	0		184																																1423	Combine KN 22931 with 23685 and advance design to FY2023. Increase costs to cover current estimated costs.	
22931	Pedestrian Improvements, SH-55, Bristol Heights to US 20/26 (Chinden), Boise	0																																		0	Combine KN 22931 and 23685 (see above)	
23685	Pathway Improvements, SH-55, McMillan to Bristol Heights, Boise	0										0			0																					0	Combine KN 22931 and 23685 (see above)	

Key No	Project	Prev	STBG-TMA 2023	TAP-TMA 2023	Other /State 2023	CRP-TMA 2023**	A/C Local 2023	Local 2023	RAISE 2022	2024 (2021 CRRSAA)	STBG-TMA 2024	TAP-TMA 2024	CRP-TMA-2024	A/C Local 2024	Local 2024	STBG-TMA 2025	TAP-TMA 2025	CRP-TMA-2025	A/C Local 2025	Local 2025	STBG-TMA 2026	TAP-TMA 2026	CRP-TMA-2026	A/C Local 2026	Local 2026	STBG-TMA 2027	TAP-TMA 2027	CRP-TMA-2027	A/C Local 2027	Local 2027	STBG-TMA2028 2029	TAP-TMA 2028 2029	CRP-TMA-2028 2029	A/C Local 2027	Local 2028 2029	Total	2023 Balancing Changes		
	GOAL/AVAILABLE		0								0					0					0						1344					2689							
	SUBTOTAL		0	234	0	0	0	0	0	0	0	50	0	0	0	0	397	0	0	0	105	775	0	0	0	0	1141	984	0	139	0	0	0	0	0	0	0		
	Difference																																						
<b>Studies/Special Projects (3%) for STBG-TMA</b>																																							
13046	High Capacity Corridor Alternatives Analysis	0									829					171																					1000	No request needed. Advance from preliminary development to any future year, at the direction of the COMPASS Board of Directors and change from an alternatives analysis to a planning and environmental linkages study. Oct Recommend to split in 2024/2025 Amendment #1	
20271	Planning, Communities in Motion Update, COMPASS	0	183								120					58					275																636		
20542	Pedestrian Improvements, SH-55 (Eagle Road), Meridian	0										92										96															430		618
22394	Study, Big Data Purchase, COMPASS	0														150																						150	
22395	Study, Fiscal Impact Analysis, COMPASS	0	60													0																						60	
23311	Study, Chinden Drainage and Design Plan, Garden City	0														200																						200	
23312	Study, Coordinate Local Waterway-Pathway Plans, COMPASS	0														120																						120	
23313	Bicycle and Pedestrian Permanent Automated Counters, COMPASS	0																			8																	8	
23314	Commuteride, Safety and Security Cameras, ACHD	0									48																											48	
23674	Smart Trips Treasure Valley, ACHD	0	391					62																														453	
23676	Study, Safety Action Plan, COMPASS	0																									250											250	
23677	Study, Transportation Demand Management Pan, COMPASS	0																									150											150	
23678	Study, Transportation System Mgmt and Operations Plan, COMPASS	0																									250											250	
	GOAL/AVAILABLE		352								351					352					352						336										672		
	SUBTOTAL	0	634	0	0	0	0	62	0	0	997	92	0	0	0	699	0	0	0	0	283	96	0	0	0	0	400	0	0	0	0	0	250	430	0	0	0		
	Difference		803								646					347					-69						64												
<b>Capital</b>																																							
23095	Five Mile Road Overpass and Widening, NEPA, Boise	2028	0	10				0			0					1073					1141																4252	No request needed. Convert \$10,000 local funds to federal-aid for right-of-way. (Oct Recommend) (Admin Mod #19)	
15001	Cost increase set aside	0	0													420	442				264	25					539	109									1799		
	SUBTOTAL		0	10	0	0	0	0	0	0	0	0	0	0	1073	420	442	0	0	1141	264	25	0	0	0	0	539	109	0	0	0	0	0	0	0	0	0		
<b>Project Closeouts</b>																																							
12368	Franklin Road, Black Cat Road to Ten Mile Road	12233	-47					-400																														11786	
13479	Capital Maintenance, ACHD - FY2017	7310	-13					-28																														7269	
13903	Capital Maintenance, Phase 1, ACHD - FY2019	6190	-721																																			5469	
19303	Planning, Travel Survey Data Collection, COMPASS	850	-18																																			832	
20003	Capital Maintenance, Phase 2, ACHD - FY2019	2305	-19																																			2286	
20143	Main Street, Avenue C to Avenue A, Kuna	1440	-197	-3				-490																														750	
20294	Cole Road and Overland Road, Boise	1493	-23	-12				-277																														1181	
			-841	-197	-15	0	-1195	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	<b>Total Programmed</b>		<b>12155</b>	<b>1088</b>	<b>-15</b>	<b>0</b>	<b>-6872</b>	<b>6430</b>	<b>1622</b>	<b>10997</b>	<b>900</b>	<b>0</b>	<b>29</b>	<b>1073</b>	<b>11057</b>	<b>1045</b>	<b>0</b>	<b>29</b>	<b>1141</b>	<b>12174</b>	<b>1114</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11936</b>	<b>1093</b>	<b>0</b>	<b>139</b>	<b>0</b>	<b>17591</b>	<b>569</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>			
	<b>*Total available</b>		<b>12173</b>	<b>1100</b>		<b>2858</b>		<b>6430</b>	<b>1622</b>	<b>12143</b>	<b>1105</b>	<b>1387</b>			<b>12174</b>	<b>1110</b>	<b>1333</b>			<b>12174</b>	<b>1114</b>	<b>1256</b>			<b>11936</b>	<b>1093</b>	<b>1161</b>			<b>23872</b>	<b>2186</b>	<b>2322</b>							
	<b>Net Difference Programmed vs Available</b>		<b>-18</b>	<b>-12</b>	<b>-15</b>	<b>-2858</b>	<b>0</b>	<b>-6872</b>	<b>0</b>	<b>-1146</b>	<b>-205</b>	<b>-1387</b>	<b>29</b>	<b>1073</b>	<b>-1118</b>	<b>-65</b>	<b>-1333</b>	<b>29</b>	<b>1141</b>	<b>0</b>	<b>0</b>	<b>-1256</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1161</b>	<b>139</b>	<b>0</b>	<b>-6281</b>	<b>-1617</b>	<b>-2322</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>			
	<b>% over (+)/under programmed (-)</b>		<b>-0.1%</b>	<b>-1.1%</b>		<b>-100.0%</b>		<b>0.0%</b>	<b>0.0%</b>	<b>-9.4%</b>	<b>-18.6%</b>	<b>-100.0%</b>			<b>-9.2%</b>	<b>-5.9%</b>	<b>-100.0%</b>			<b>0.0%</b>	<b>0.0%</b>	<b>-100.0%</b>	<b>0</b>	<b>0</b>	<b>0.0%</b>	<b>0.0%</b>	<b>-100.0%</b>			<b>-26.3%</b>	<b>-74.0%</b>	<b>-100.0%</b>							
<b>QA Limitation</b>																																							

red text on last column = recommended actions

Yellow highlight on last column = current discussion items

\*available funds based on ITD's Available amounts email (3/18/22), includes reduction of 2% per year to show inflation

\*\*assumes carry over of the FY2022 funds to FY2023,

Bold lines separate project categories

## RTAC AGENDA ITEM IV-B

Date: March 15, 2023

### Topic: Draft Funding Plans for Federal-Aid Programs

#### Request/Recommendation:

COMPASS staff seeks RTAC recommendation of draft Surface Transportation Block Grant – Transportation Management Area (STBG-TMA), Transportation Alternatives Program (TAP) – TMA, Carbon Reduction Program (CRP)-TMA, STBG – Urban, and CRP-Urban programs, based on project rankings recommended by RTAC on February 22, 2023.

#### Background/Summary:

Each year, COMPASS solicits funding applications for transportation needs identified in the long-range transportation plan (*Communities in Motion 2050*) through a two-phase approach. All applicants were required to submit Phase I applications; the deadline for Phase I applications for the FY2024-2030 funding cycle was December 6, 2022. COMPASS staff determined funding eligibility of all applications. Members who submitted applications deemed eligible for federal-aid funding were requested to submit Phase II applications, providing additional information for the federal process, no later than January 19, 2023.

On February 22, 2023, RTAC reviewed the preliminary rankings for federal-aid eligible projects and recommended them to move forward in the process. The rankings guided staff in developing a funding plan for federal-aid programs, which also includes updates and changes to existing projects.

A summary of the funding recommendations for *new* projects, by program, is provided in Attachment 1. The worksheets showing full programming recommendations for all programs in the Boise Urbanized Area (TMA) are provided in “Supplemental Information” at [https://www.compassidaho.org/documents/people/rtac/2023/RTAC\\_Supp\\_AITMAPrograms-FY24-30\\_3.15.2023.pdf](https://www.compassidaho.org/documents/people/rtac/2023/RTAC_Supp_AITMAPrograms-FY24-30_3.15.2023.pdf) (report prints on 11 x 17 paper).

The worksheets for projects recommended in the Nampa Urbanized Area for the STBG-Urban and CRP-Urban programs are provided in Attachments 2 and 3.

Please contact staff if you would like to review additional details about the funding programs.

#### Highlights of Proposed Funding Plan

- Existing projects include an increase of 2% for inflation in the construction phase.
- New projects were added to programs based on the CIM 2050 COMPASS Funding Policy<sup>1</sup> and recommended RTAC rankings.
- Projects in the Nampa Urbanized Area will be further prioritized through the Urban Balancing process, which considers needs in all large urbanized areas across the State of

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<sup>1</sup> COMPASS Funding Policy: <https://cim2050.compassidaho.org/wp-content/uploads/2022/07/CIM2050FundingPolicyGoals.pdf>

Idaho. Based on balancing rules and funding levels, not all projects recommended will be included in the final program.

### Next Steps

- **April 6, 2023** – Urban Balancing Committee further ranks Nampa Urbanized Area projects
- **May 24, 2023** – RTAC reviews draft FY2024-2030 TIP
- **June 26, 2023** – COMPASS Board of Directors reviews draft FY2024-2030 TIP
- **August 1–31, 2023** – Public comment period on draft FY2024-2030 TIP (may change to the month of July 2023)
- **September 27, 2023** – RTAC requested to recommend FY2024-2030 TIP
- **October 16, 2023** – COMPASS Board of Directors requested to approve FY2024-2030 TIP

### **Implication (policy and/or financial):**

The purpose of the TIP is to implement *Communities in Motion* by funding high-priority projects identified in the plan. The project rankings recommended by RTAC on February 22, 2023, were used to develop the funding plan. The TIP update process allows costs to be updated based on COMPASS Board of Directors' guidance as well as new cost estimates. Today's action will allow the federal-aid programs managed by COMPASS to be included in the Draft FY2024-2030 TIP.

### **More Information:**

- 1) Attachment 1: RTAC Ranking of Federal-Aid-Eligible Applications, with Funding Recommendations
- 2) Attachment 2: Draft STBG-Urban Worksheet for the Nampa Urbanized Area
- 3) Attachment 3: Draft CRP-Urban Worksheet for the Nampa Urbanized Area
- 4) Draft Transportation Management Area Program Worksheet:  
[https://www.compassidaho.org/documents/people/rtac/2023/RTAC\\_Supp\\_AITMAPrograms-FY24-30\\_3.15.2023.pdf](https://www.compassidaho.org/documents/people/rtac/2023/RTAC_Supp_AITMAPrograms-FY24-30_3.15.2023.pdf)
- 5) For detailed information contact: Toni Tisdale, Principal Planner, at [ttisdale@compassidaho.org](mailto:ttisdale@compassidaho.org).

TT:tg T:\FY23\600 Projects\685 TIP\FY2430TIP\230315mmoRTACFedRecommend.docx

# RTAC Ranking of Federal-Aid-Eligible Applications, with Funding

RECOMMENDED TMA projects highlighted in PEACH.

RECOMMENDED URBAN projects highlighted in GREY - depends on Urban Balancing

Rank	Project	Sponsor Agency	Location	Funding Source	Total Cost
<b>Roadway</b>					
1	Northside Boulevard & Cherry Lane Intersection Improvements	City of Nampa	Large Urban	STBG-U	\$6,489,000
2	Franklin Boulevard & Cherry Lane Intersection Improvements	City of Nampa	Large Urban	STBG-U	\$7,155,000
3	City of Middleton - Interim Operational Improvements to SH44	City of Middleton	Small Urban		\$2,710,000
4	Northside Boulevard & Ustick Road Intersection Improvements	City of Nampa	Large Urban		\$8,286,000
5	Madison Road & Ustick Road Intersection Improvements	City of Nampa	Large Urban		\$7,687,000
6	Locust Lane & Happy Valley Road Intersection Improvements	City of Nampa	Large Urban		\$7,047,000
7	Middleton Road & Elijah Drain Rebuild, Karcher Boulevard to Flamingo Avenue	City of Nampa	Large Urban		\$4,427,000
8	Northside Boulevard Widening, Birch Lane to Cherry Lane	City of Nampa	Large Urban		\$4,099,000
9	Garrity Boulevard and Stamm Lane, WINCO Block Improvements	City of Nampa	Large Urban		\$8,529,000
10	Midland Boulevard and Marketplace Road Traffic and Safety Improvements	City of Nampa	Large Urban		\$3,489,000
11	Garrity Boulevard and North 39th Street Intersection Improvements	City of Nampa	Large Urban		\$4,668,000
12	Kay Avenue and Avalon Street Signal Light	City of Kuna	Small Urban		\$1,648,000
13	Airport Road & North 39th Street Intersection Improvements	City of Nampa	Large Urban		\$5,132,000
<b>Alternative Transportation</b>					
1	Five Mile Rd Overpass, Expansion, and Bike-Ped	ACHD	TMA	STBG-TMA, TAP TMA, CRP-TMA	\$2,018,000
2	Garrity Boulevard Side Path, Stamm Lane to Carnation Drive	City of Nampa	Large Urban	STBG-U	\$3,358,000
3	Multiuse Path, east side of Eagle Road, McMillan to Chinden Boulevard	City of Boise	TMA	TAP-TMA, CRP-TMA	\$1,108,000



Rank	Project	Sponsor Agency	Location	Funding Source	Total Cost
4	Multiuse Path, west side of Eagle Road, Jasmine Lane to McMillan Road	City of Boise	TMA	TAP-TMA, STBG TMA, CRP-TMA	\$1,258,000
5	Orchard Crossing Hawklight	City of Kuna	Small Urban	TAP-TMA	\$320,000
6	FACTS 52nd Street Bridge	City of Garden City	TMA	TAP-TMA, STBG TMA, CRP-TMA	\$2,118,000
7	Pedestrian Crossing Safety and Access Project	ACHD	TMA	TAP-TMA, CRP-TMA	\$2,357,000
8	Orr Multi-Use City Pathway	City of Nampa	Large Urban	STBG-U or CRP-U	\$2,416,000
9	West Park Pedestrian Improvements	City of Nampa	Large Urban	STBG-U or CRP-U	\$323,000
10	Swan Falls RRFB for Greenbelt Pedestrian Crossing	City of Kuna	Small Urban		\$198,000
11	Middleton Riverwalk Park - Phase 1 Trail	City of Middleton	Small Urban		\$481,000
12	Matthew Peltzer Trailhead at Wilson Path	City of Nampa	Large Urban	STBG-U or CRP-U	\$842,000

#### Public Transportation

1	Orchard Facility Improvements and East Lot Expansion	VRT	TMA	CRP-TMA, STBG TMA, CRP-TMA	\$2,700,000
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Rank	Project Name	Sponsor Agency	Paired Comparison Score	Funding Source	Total Cost
<b>Studies (Paired Comparison Scoring only)</b>					
1	Interchange Modification Report for Southernly Access to I-84/SH-16	City of Nampa	162	STBG-U	\$400,000
2	Communitites in Motion Update	COMPASS	160	STBG-TMA	\$650,000
3	Travel Characteristics Survey	COMPASS	147	STBG-TMA	\$1,500,000
4	Freight Study Update/Plan	COMPASS	111		\$380,000
5	State Highway 45 Realignment NEPA	City of Nampa	81		\$600,000
6	ADA Regional Sidewalk Access Review	COMPASS	75		\$180,000
7	Electric Vehicle Infrastructure Deployment Study	COMPASS	75		\$80,000

Rank	Project Name	Sponsor Agency	Paired Comparison Score	Funding Source	Total Cost
8	Carbon Reduction Strategy	COMPASS	68	CRP-TMA	\$180,000
9	Resilience Improvement Plan	COMPASS	67		\$175,000
10	ADA Transition Plan	COMPASS	44		\$50,000

ACHD = Ada County Highway District

ADA = Americans with Disabilities Act

CRP = Carbon Reduction Program

CRP-U = Carbon Reduction Program, Urban

I = Interstate

ITD = Idaho Transportation Department

NEPA = National Environmental Policy Act

RRFB = Rectangular Rapid Flashing Beacon

SH = State Highway

STBG - R = Surface Transportation Block Grant, Rural

STBG - U = Surface Transportation Block Grant, Urban

TAP = Transportation Alternatives Program

TECM = Transportation Expansion and Congestion Mitigation

TMA = Transportation Management Area

VRT = Valley Regional Transit

**STBG-U Program Worksheet  
DRAFT FY2024-2030**

(amounts include local match)

**Projects in Nampa Urbanized Area only**

Key No	Project	Prev Years	2024	2025	2026	2027	2028	PD	Total	FY2024 Update
<b>Off-the-Top</b>										
22436	Commuteride, ACHD (Canyon County) (FY2024)	0	55						55	
22386	Commuteride, ACHD (Canyon County) (FY2025 and FY2026)	0		110					110	
23328	Commuteride, ACHD (Canyon County) (FY2027)	0				55			55	
<b>NEW</b>	<b>Commuteride, ACHD (Canyon County) (FY2028)</b>	0					55		55	Add project.
21889	Planning, COMPASS (FY2024)	0	99						99	
22387	Planning, COMPASS (FY2025 and FY2026)	0		198					198	
23327	Planning, COMPASS (FY2027)	0				99			99	
<b>NEW</b>	<b>Planning, COMPASS (FY2028)</b>	0					99		99	Add project.
23924	SR2S, VRT, Canyon County - FY2027	0				50			50	
<b>NEW</b>	<b>SR2S, VRT, Canyon County - FY2028</b>	0					50		50	Add project.
<b>Roadway Maintenance (82%) through 2026 Local Network Improvements (85%) starting 2027</b>										
13905	10th Avenue ITS and Overlay, Caldwell	268			2641				2909	Increase CN 2% for inflation.
22016	Midway Road, SH-55 (Karcher Road) to I-84B (Caldwell Boulevard), Caldwell (CHD)	436				2859			3295	Increase CN 2% for inflation. <u>No request needed. Advance to 2023/other if possible.</u> PS&E expected February 2023.
22017	Cherry Lane, Franklin Boulevard to 11th Avenue North, Nampa	330						1631	1961	Increase CN 2% for inflation. <u>Concept approved. No request needed. Advance to 2024/other, if possible.</u> PS&E expected June 2023.
22438	Cherry Lane, 11th Avenue North to Idaho Center Boulevard, Nampa	171						1666	1837	Increase CN 2% for inflation. <u>Concept NOT approved.</u>
<b>NEW</b>	<b>Northside Boulevard and Cherry Lane Intersection Improvements, Nampa</b>	0						837 526 5126 ??	6489	Add project. Priority #1 Roadway. The city is willing to provide local funds for portion unable to fund through federal.

Key No	Project	Prev Years	2024	2025	2026	2027	2028	PD	Total	FY2024 Update
NEW	Franklin Boulevard and Cherry Lane Intersection Improvements, Nampa	0						857	7155	Add project. Priority #2 Roadway. The city is willing to provide local funds for portion unable to fund through federal.
								1046		
								5252		
<b>Alternative Transportation Capital (15%) (bold projects could be funded through Carbon Reduction Program)</b>										
22018	<b>Pedestrian Improvements and Widening, Montana Avenue near Syringa Middle School, Caldwell</b>	214						597	811	Increase CN 2% for inflation. <u>Concept approved. No request needed.</u> Advance to 2023/other if possible. PS&E expected October 2022.
23025	<b>Pathway, Grimes City Pathway Extension, Nampa</b>	77						399	476	Increase CN 2% for inflation. <u>Concept NOT approved. No request needed.</u> Advance construction to FY2025 if possible. PS&E expected July 2024.
NEW	Pathway, Garrity Boulevard, Stamm Lane to Carnation Drive, Nampa	0						471	3358	Add project. Priority #2 Alternative Transportation. The city is willing to provide local funds for portion unable to fund through federal.
								2887		
NEW	<b>Pathway, Orr Multi-Use City Pathway, Nampa</b>	0						324	2416	Add project. Priority #8 Alternative Transportation. The city is willing to provide local funds for portion unable to fund through federal.
								90		
								2002		
								??		
NEW	<b>Pedestrian Improvements, West Park, Nampa</b>	0						46	273	Add project. Priority #9 Alternative Transportation. The city is willing to provide local funds for portion unable to fund through federal.
								227		
								??		
NEW	<b>Pathway, Matthew Peltzer Trailhead at Wilson Park, Nampa</b>	0						118	842	Add project. Priority #12 Alternative Transportation. The city is willing to provide local funds for portion unable to fund through federal.
								724		
								??		
<b>Studies/Special Projects (3%)</b>										

Key No	Project	Prev Years	2024	2025	2026	2027	2028	PD	Total	FY2024 Update
23320	Study, Smart Corridors, Nampa Area, COMPASS	0						140	140	No request needed. Advance to 2024/2025 if possible.
NEW	Study, Interchange Modification Report, I-84 and SH-16, Nampa	0						400	400	Add project. Priority #1 Studies.
NEW	Study, SH-45 Realignment NEPA, Nampa	0						600		Add project. Priority #5 Studies.
<b>Capital (previous to 2027, capital may be part of local network improvements starting in 2027)</b>										
13484	Centennial Road Roundabout, Caldwell	428			3135				4200	Increase CN 2% for inflation.
					636					
13494	Old Highway 30, Plymouth Street Bridge, Caldwell	3165	171			1990			13266	Increase CN 2% for inflation.
			149		7791					
<b>Total Programmed</b>			<b>171</b>	<b>0</b>	<b>5776</b>	<b>4849</b>	<b>0</b>	<b>25965</b>		

Gray highlight = other funds (not included in the total programmed)

Purple highlight = funds for design

Teal highlight = funds for right-of-way

Peach highlight = funds for construction

red text = current changes and/or requests, per agency

CN = Constructoin

FY = Fiscal Year

PD = Preliminary Development (limited to \$5 million)

PS&E = Plans, Specifications, and Engineer's Estimate

CRP-U Program Worksheet  
Draft FY2024-2030

Attachment 3

(amounts include local match)

**Projects in Nampa Urbanized Area only**

Key No	Project	Prev Years	2024 (plus 2022 and 2023)	2025	2026	2027	2028	PD	Total	For FY2023 Balancing
22018	Pedestrian Improvements and Widening, Montana Avenue near Syringa Middle School, Caldwell	214	597						811	Increase CN 2% for inflation. <u>Concept approved. No request needed.</u> Advance to 2023/other if possible. PS&E expected October 2022.
23025	Pathway, Grimes City Pathway Extension, Nampa	77		399					476	Increase CN 2% for inflation. <u>Concept NOT approved. No request needed.</u> Advance construction to FY2025 if possible. PS&E expected July 2024.
NEW	Pathway, Orr Multi-Use City Pathway, Nampa	0	324		90	625			2416	Add project. Priority #8 Alternative Transportation. The city is willing to provide local funds for portion unable to fund through federal.
						1377				
NEW	Pedestrian Improvements, West Park, Nampa	0	46		277				323	Add project. Priority #9 Alternative Transportation. The city is willing to provide local funds for portion unable to fund through federal.
NEW	Pathway, Matthew Peltzer Trailhead at Wilson Park, Nampa	0	118				625		842	Add project. Priority #12 Alternative Transportation. The city is willing to provide local funds for portion unable to fund through federal.
						99				
<b>Total Programmed</b>			<b>1085</b>	<b>399</b>	<b>367</b>	<b>625</b>	<b>625</b>	<b>0</b>		
Target Available			1863	625	625	625	625	1250		
Funds Remaining			778	226	258	0	0	1250		

Gray highlight = other funds (not included in the total programmed)

Purple highlight = funds for design

Teal highlight = funds for right-of-way

Peach highlight = funds for construction

red text = current changes and/or requests, per agency

CN = Constructoin

FY = Fiscal Year

PD = Preliminary Development (limited to \$5 million)

PS&E = Plans, Specifications, and Engineer's Estimate

## RTAC AGENDA ITEM IV-C

March 15, 2023

### **Topic: Modification to the FY2023-2029 Regional Transportation Improvement Program (TIP)**

#### **Request/Recommendation:**

COMPASS staff requests RTAC recommendation of COMPASS Board of Directors' adoption of resolution X-2023 (Attached) modifying the FY2023-2029 TIP. More details about the proposed changes are provided below.

#### **Background/Summary:**

Valley Regional Transit requests to increase the costs of four projects in the regional transportation improvement program and COMPASS requests to advance and increase the cost of one project.

- Valley Regional Transit proposes to increase the costs of three of their **rolling stock, infrastructure, and technology** projects to cover current needs. Funds are from release of operating projects, most of which have remaining funds provided during the pandemic to cover operating expenses, as well as a balancing action recommended by RTAC in January through the Surface Transportation Block Grant program.
- Valley Regional Transit proposes to increase the cost of one **operations and mobility management** project to meet current needs. Funds are from new funding through the FY2023 allocation and release of other operating projects, as described above.
- COMPASS proposes to increase and advance the Safety Action Plan from FY2027 to FY2023 due to the award of the nationally competitive Safe Streets and Roads for All grant.

A public comment period is not required for these proposed modifications.

#### **Implication (policy and/or financial):**

The modification to the TIP ensures that the document continues to meet federal fiscal constraint requirements and enables work to begin as soon as possible on these projects.

#### **More Information:**

- 1) Attachment – Resolution
- 2) For detailed information contact: Toni Tisdale, Principal Planner, at [ttisdale@compassidaho.org](mailto:ttisdale@compassidaho.org)

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**RESOLUTION NO. X-2023**

**FOR THE PURPOSE OF MODIFYING THE FY2023-2029  
REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM**

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

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

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

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

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

**WHEREAS**, the Community Planning Association of Southwest Idaho developed this modification to the FY2023-2029 Regional Transportation Improvement Program in compliance with all applicable state and federal regulations; and

**WHEREAS**, the attached table details the modifications to the FY2023-2029 Regional Transportation Improvement Program.

**NOW, THEREFORE, BE IT RESOLVED**, that the Community Planning Association of Southwest Idaho's Board of Directors approves the modification to the FY2023-2029 Regional Transportation Improvement Program.

**ADOPTED** this 17<sup>th</sup> day of April 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**

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COMPASS Board Administrative Modification #1 for the FY2023-2029 Regional Transportation Improvement Program (TIP)

Valley Regional Transit, January 2023

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PC	RW	UT	CE	CN	SUM
18781	Transit - Rolling Stock, Infrastructure, and Technology, Nampa Area, VRT	2023						297 <u>1295</u>	297 <u>1295</u>
	Funding Source: FTA 5307 SU	2024						384	384
		2025						322	322
	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. (Federal: \$1,758,000).	2026						98	98
		2027						98	98
		PD							0
		SUM	0	0	0	0	0	<del>1199</del> <u>2197</u>	<del>1199</del> <u>2197</u>
	Adjustments per Valley Regional Transit to meet current allocations and estimated need. 83.21% increase.								
18788	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT	2023						175 <u>920</u>	175 <u>920</u>
	Funding Source: FTA 5307 LU	2024						83	83
		2025						63	63
	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. (Federal: \$954,000).	2026						63	63
		2027						63	63
		PD							0
		SUM	0	0	0	0	0	<del>447</del> <u>1192</u>	<del>447</del> <u>1192</u>
	Adjustments per Valley Regional Transit to meet current allocations and estimated need. 166.72% increase.								
19041	Transit - Operations - Mobility Management, Boise Area, VRT	2023						1414 <u>5195</u>	1414 <u>5195</u>
	Funding Source: FTA 5307 LU	2024						1414	1414
		2025						1414	1414
	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. (Federal: \$5,426,000).	2026						1414	1414
		2027						1414	1414
		PD							0
		SUM	0	0	0	0	0	<del>7070</del> <u>10851</u>	<del>7070</del> <u>10851</u>
	Adjustments per Valley Regional Transit to meet current allocations and estimated need. 53.48% increase.								

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PC	RW	UT	CE	CN	SUM
23667	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY2023	2023						186 <u>1689</u>	186 <u>1689</u>
	Funding Source: STBG-TMA	2024							0
	Fund capital replacement projects, such as rolling stock, infrastructure, and technology, identified in the Transit Asset Management Plan in FY2023 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. (Federal: \$1,565,000).  Increase from funds released in FY2025 (KN 23667) (released in Administrative Modification #4), per TMA Balancing on January 25, 2023. Funds were added to FY2025 in November 2022, through TMA balancing, and project would be delayed. To cover software need and cost overrun on a construction project on the Orchard Transit facility. 807.88% increase.	2025							0
		2026							0
		2027							0
		PD							0
	SUM	0	0	0	0	0	0	186 <u>1689</u>	186 <u>1689</u>

COMPASS, January 2023

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PC	RW	UT	CE	CN	SUM
23676	Study, Safety Action Plan, COMPASS	2023		0 <u>490</u>					0 <u>490</u>
	Funding Source: <del>STBG-TMA</del> SS4A	2024							0
	Develop a safety action plan and strategies for Ada and Canyon Counties. (Federal: \$392,000).  Advance project from FY2027 to FY2023 and increase to cover all requirements of the Safe Streets and Roads for All federal competitive grant. 96.00% increase.	2025							0
		2026							0
		2027			250 <u>0</u>				250 <u>0</u>
		PD							0
	SUM	0		250 <u>490</u>	0	0	0	0	250 <u>490</u>

5307 = Transit Formula Funding  
CE = Construction Engineering  
CN = Construction  
FTA = Federal Transit Administration  
FY = Fiscal Year  
KN = Key Number

LU = Large Urban (Boise Urbanized Area)  
PE = Preliminary Engineering  
PC = Preliminary Engineering Consultant  
RW = Right-of-Way  
SS4A = Safe Streets and Roads for All  
STBG = Surface Transportation Block Grant

SU = Small Urban (Nampa Urbanized Area)  
TIP = Transportation Improvement Program  
TMA = Transportation Management Area  
UT = Utilities  
VRT = Valley Regional Transit

## RTAC AGENDA ITEM IV-D

DATE: March 15, 2023

### Topic: Member Agencies' FY2024 Unified Planning Work Program (UPWP) Requests

#### Request/Recommendation:

COMPASS staff requests RTAC to prioritize member agencies' FY2024 UPWP requests for consideration by the Finance Committee. The Finance Committee will recommend the FY2024 UPWP and budget for COMPASS Board of Directors' approval in July.

#### Background/Summary:

The UPWP is developed annually and provides detailed information on COMPASS projects and tasks and available financial resources. The activities programmed in the UPWP fulfill federal requirements, address additional recommendations from the Federal Highway and Transit Administrations, and accommodate member agency requests as resources allow.

At the January RTAC meeting, COMPASS solicited member requests for projects requiring more than five COMPASS workdays. COMPASS received the following five requests (see attachment):

- City of Notus, Notus Collector Street Rebuilds
- Garden City, Supportive local network plan on State Street
- City of Meridian, Corridor Preservation Analysis to Positively Influence the LRTM
- Boise City, Estimating Population Density Needed to Support Regional Transit Goals
- Boise City, Online Community Profiles

RTAC members received a short survey to rank the five projects to facilitate the initial discussion in the meeting. The survey link was sent via email – **this was to start the discussion only. RTAC members were asked to read the project descriptions and respond by noon on Tuesday, March 14<sup>th</sup>, 2023.**

#### Next Steps:

*April-* As needed, COMPASS staff, with requesting agencies, will refine the scope and workday estimates of the requests; COMPASS staff will begin development of the draft UPWP.

*June-* Finance Committee will review the draft UPWP; COMPASS staff will revise as needed.

*July-* Finance Committee will again review the draft UPWP and recommend it to the COMPASS Board of Directors; the Executive Committee will review workgroup charters to mirror tasks and deliverables in the UPWP and will recommend them to the COMPASS Board of Directors.

*August-* COMPASS Board of Directors will be asked to approve the UPWP and workgroup charters.

#### Implications (policy and/or financial)

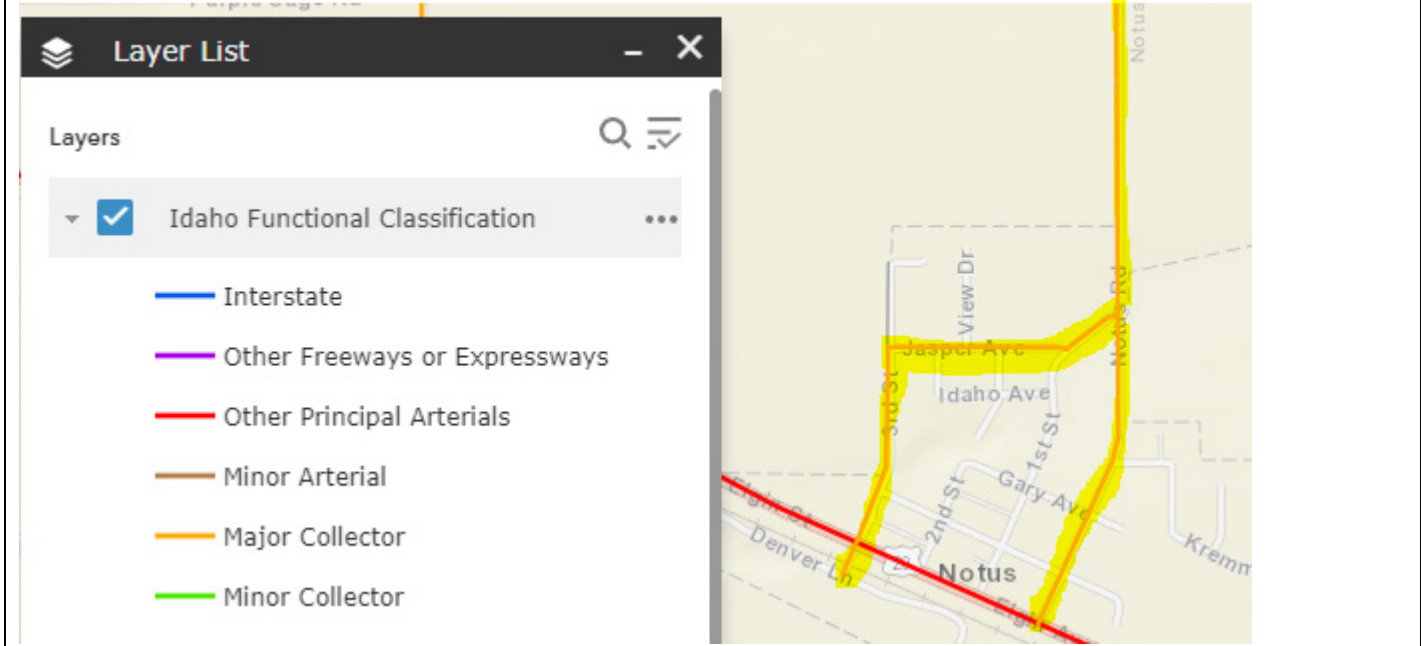
In order to adequately budget COMPASS staff time, member agency requests for assistance of more than five workdays must be included in the UPWP.

#### More Information:

- 1) Attachment: Member agency requests.
- 2) For detailed information contact Mary Ann Waldinger at [mwaldinger@compassidaho.org](mailto:mwaldinger@compassidaho.org)

<b>COMPASS Member Request Form:</b> Unified Planning Work Program (UPWP) Projects					
<b>Fiscal Year: 2024 (October 1, 2023 – September 30, 2024)</b>					
<b>Requesting Agency:</b>	City of Notus				
<b>Contact Name:</b>	Marie Eilers				
<b>Email:</b>	<a href="mailto:Notuscitytreasure1@gmail.com">Notuscitytreasure1@gmail.com</a>	<b>Phone:</b>	208-459-6212		
<b>Project title:</b>	Notus Collector Street Rebuilds				
<b>Description of project purpose (attach a map or additional information if needed):</b>					
The city of Notus is seeking COMPASS help, through the UPWP process, to facilitate major reconstruction of three functionally classified collector streets (3 <sup>rd</sup> , Jasper and Notus). These streets are sub-standard in width, pedestrian safety, storm drainage and surface condition. <i>(Note: COMPASS staff anticipates this to be a 2-year project and will require coordination with ITD)</i>					
<b>Expected outcomes or deliverables:</b>					
The City is seeking a grant proposal, supported by the public/residents, ready to submit for applicable grant opportunities.					
<b>Significance and regional value:</b>					
Rebuilding the three collectors will have a transformative impact on the city. These streets have nearly out-lived their useful life, have narrow passageways, rough surfaces due to little of nor road base and lack of storm drains, and are unsafe for biking and walking. These improvements will give both functional and aesthetic renewal to the community. These improvements will also offer greater appeal to incoming residents to Canyon County. (For example, being able to provide housing and good city infrastructure for the employees of the future Caldwell Industrial Development at Interstate 84, just a few miles east of the City of Notus.					
<b>Estimated Start Date:</b>	October 2023	<b>Target Completion Date:</b>	September 2025		
<b>Estimated COMPASS Staff Workdays:</b> (If unsure, contact COMPASS for assistance in estimating)			10		
<b>Type of Support Needed</b> (insert "X" to all that apply):					
<input checked="" type="checkbox"/>	Demographic Research	<input type="checkbox"/>	General Technical / Data Support	<input checked="" type="checkbox"/>	GIS/Mapping/ Spatial Data
<input type="checkbox"/>	Project Management / Administration	<input checked="" type="checkbox"/>	Public Involvement / Outreach / Facilitation	<input checked="" type="checkbox"/>	Transportation Planning
<input type="checkbox"/>	Travel Demand Forecast Modeling	<input checked="" type="checkbox"/>	Other Planning (e.g., environmental, land use, etc.)	<input type="checkbox"/>	Other Resources (e.g., Specialized Software, Consultant Services, etc.)
<ol style="list-style-type: none"> <li>Submit requests by filling out this form.</li> <li>Email to Mary Ann Waldinger (<a href="mailto:mwaldinger@compassidaho.org">mwaldinger@compassidaho.org</a>)</li> <li><b>Due 5:00 PM, Wednesday, February 15, 2023.</b></li> <li>COMPASS Staff may follow up with additional questions, if necessary.</li> <li>RTAC will review and prioritize member requests on March 15, 2023 for inclusion in the FY2024 UPWP.</li> <li>For member agency projects included in the FY2024 UPWP, the requesting agency develops a work plan and timeline with COMPASS staff (September – October 2023)</li> </ol>					

**Map(s) or Additional Information:**



**COMPASS Member Request Form:**  
**Unified Planning Work Program (UPWP) Projects**

**Fiscal Year: 2024 (October 1, 2023 – September 30, 2024)**

<b>Requesting Agency:</b>	City of Garden City		
<b>Contact Name:</b>	Hanna Veal		
<b>Email:</b>	<a href="mailto:hveal@gardencityidaho.org">hveal@gardencityidaho.org</a>	<b>Phone:</b>	208-472-2922
<b>Project title:</b>	Supportive local network plan on State Street		

**Description of project purpose (attach a map or additional information if needed):**

Request for a supportive local network plan to facilitate ingress/egress on State Street and ACHD arterials at signalized intersections. Garden City needs to create a multi-jurisdictional local roadway networks plan to optimize vehicular travel and take some of the stress off major arterials. This would require collaboration between surrounding municipalities as well as transportation agencies like ACHD and ITD.

**Expected outcomes or deliverables:**

A harmonious, efficient, and safe local roadway transportation plan that spans multiple jurisdictions adjacent to Garden City.

Garden City Staff anticipates for a committee to be formed in which our staff members can have a seat at, but we do not have the capacity to spear-head the project.

**Significance and regional value:**

If vehicular traffic can move on local roadways, there is more capacity for efficient regional traffic. As of now, the different jurisdictions have individualized transportation plans that may result in incongruent connections that do not align with the Transportation Agency. If there is a congruent and supportive local traffic network, vehicles can access arterials from traffic signals; thus making access in general, but especially left turns, safer and more efficient.

The high-density developments that we are seeing along current arterials are being restricted to right-in-right-out only access which indirectly causes density ceilings that limits the potential densities along the corridor. Over the last few decades, State Street has desired higher-density developments focused around transit oriented development nodes. If these new developments are limited to specific densities based on access, it is likely that all new development will build less than the desired.

<b>Estimated Start Date:</b>	Dependent on COMPASS	<b>Target Completion Date:</b>	Dependent on COMPASS
<b>Estimated COMPASS Staff Workdays:</b> (If unsure, contact COMPASS for assistance in estimating)			

**Type of Support Needed** (insert "X" as many as apply):

	Demographic Research		General Technical / Data Support	<b>X</b>	GIS/Mapping/ Spatial Data
	Project Management / Administration		Public Involvement / Outreach / Facilitation	<b>X</b>	Transportation Planning
<b>X</b>	Travel Demand Forecast Modeling	<b>X</b>	Other Planning (e.g., environmental, land use, etc.)		Other Resources (e.g., Specialized Software, Consultant Services, etc.)



1. Submit requests by filling out this form.
2. Email to Mary Ann Waldinger ([mwaldinger@compassidaho.org](mailto:mwaldinger@compassidaho.org))
3. **Due 5:00 PM, Wednesday, February 15, 2023.**
4. COMPASS Staff may follow up with additional questions, if necessary.
5. RTAC will review and prioritize member requests on March 15, 2023 for inclusion in the FY2024 UPWP.
6. For member agency projects included in the FY2024 UPWP, the requesting agency develops a work plan and timeline with COMPASS staff (September – October 2023)

**Map(s) or Additional Information:**

The city is requesting a plan more specific to local roadway connections than what the Communities in Motion 2050 has identified. The goal is to have a local roadway network plan in which Garden City can coordinate with ITD and ACHD to connect with surrounding municipality roads.

For example, Garden City saw a 28-lot single family development proposal off Ulmer and Arney Lane. When the City asked for there be additional vehicular access off Ulmer Lane due to the anticipated traffic light on State Street, the request was denied. The city requested the connection because it would allow for safe left-hand turns onto State Street when the traffic light was installed. Due to the denial for connection, now all the new vehicular trips of that development are isolated to Arney Lane, which is a left-hand turn onto the State Street median that is not anticipated to have a traffic signal. Additionally, Arney Lane is essentially a dead-end road expiring at State Street because the development across State Street in City of Boise did not plan to further extend or connect to the existing linear travel way of Arney Lane.



The yellow highlighted is the location of a future traffic signal on State Street. Also, the yellow "x" shows that this access is no longer vehicular in nature, but rather isolated to the existing pedestrian pathway. The red identifies the new single-family subdivision under construction now. Please note that on the map Google has misidentified Arney Lane as Riverside Drive.



**COMPASS Member Request Form:**  
**Unified Planning Work Program (UPWP) Projects**

**Fiscal Year: 2024 (October 1, 2023 – September 30, 2024)**

<b>Requesting Agency:</b>	City of Meridian		
<b>Contact Name:</b>	Brian McClure		
<b>Email:</b>	<a href="mailto:bmccclure@meridiancity.org">bmccclure@meridiancity.org</a>	<b>Phone:</b>	208-884-5533
<b>Project title:</b>	Corridor Preservation Analysis to Positively Influence the LRTM		

**Description of project purpose (attach a map or additional information if needed):**

Explore opportunities to positively affect the regional long-range transportation system by considering alternative or additional right-of-way preservation for future corridor improvement opportunities. The purpose of this work is to understand how local and regional traffic patterns can be influenced to reduce congestion by streamlining travel routes for different user groups. The requested work area for this project would at a minimum be Meridian’s Area of City Impact, but not all corridors need be analyzed. The focus of the work would be non-highways, but understanding how regional trips will use existing and future interchanges is important. Encouraging long-range planning opportunities for the transportation network, beyond normal capital improvement planning, may yield more alternatives to address future needs. Further, understanding how to influence efficient routing that reduces local and inter-city impacts on regional congestion points, such as interchanges, is important.

**Expected outcomes or deliverables:**

Data driven list of alternative right-of-way preservation needs and future construction opportunities/configurations to base future programming on.

**Significance and regional value:**

The efficiency and capacity of the transportation network through Meridian impacts most inter-city and regional commuters in the Valley. Identifying optimized corridor preservation opportunities for targeted local, intercity, and regional users, and possibly for improvement reprioritization, may be able to improve efficiency, flexibility, and for future alternative needs of both local and regional users.

<b>Estimated Start Date:</b>	FY24	<b>Target Completion Date:</b>	FY24
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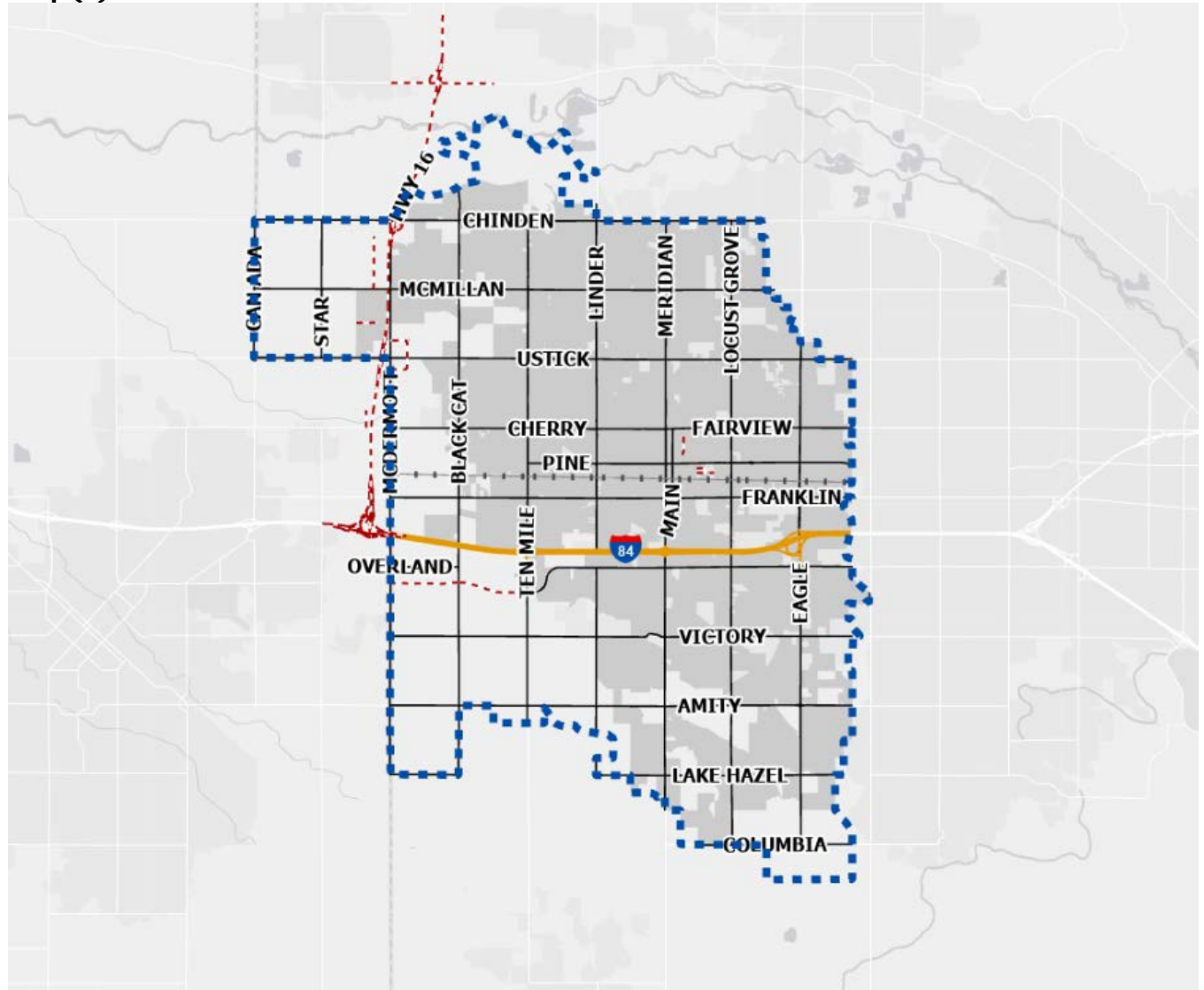
<b>Estimated COMPASS Staff Workdays:</b> (If unsure, contact COMPASS for assistance in estimating)	5+
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**Type of Support Needed (insert “X” as many as apply):**

	Demographic Research		General Technical / Data Support		GIS/Mapping/ Spatial Data
	Project Management / Administration		Public Involvement / Outreach / Facilitation	<b>X</b>	Transportation Planning
<b>X</b>	Travel Demand Forecast Modeling		Other Planning (e.g., environmental, land use, etc.)		Other Resources (e.g., Specialized Software, Consultant Services, etc.)

1. Submit requests by filling out this form.
2. Email to Mary Ann Waldinger ([mwaldinger@compassidaho.org](mailto:mwaldinger@compassidaho.org))
3. **Due 5:00 PM, Wednesday, February 15, 2023.**
4. COMPASS Staff may follow up with additional questions, if necessary.
5. RTAC will review and prioritize member requests on March 15, 2023 for inclusion in the FY2024 UPWP.
6. For member agency projects included in the FY2024 UPWP, the requesting agency develops a work plan and timeline with COMPASS staff (September – October 2023)

**Map(s) or Additional Information:**



**COMPASS Member Request Form:  
FY2024 Unified Planning Work Program (UPWP) Projects**

**Requesting agency:**

**Contact name:**

**Phone:**

**Email:**

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**Project title:**

**Brief description of project purpose (attach a map or additional information if needed):**

Using the Communities in Motion 2050 population forecast as a base and conduct research/modeling to determine if we have forecasted the necessary household densities to support the transit systems identified as desired in the CIM 2050. Additionally, given the forecast determine what year we will achieve the necessary household densities to support those regional systems. Also, develop recommendations to better help locals align land use and transportation decisions.

**Expected outcomes or deliverables:**

A short report or presentation illuminating the connection between the location of residential density (and the type of housing development needed) to support the transit systems identified in CIM 2050 and recommendations to help locals adjust land use practices to better support transit goals. A way to educate local jurisdictions on how to make better land use decisions in alignment with the Regional transportation plan.

**Significance and regional value:**

This is incredibly significant at a regional level - helping to prepare and train local jurisdictions to make the connections between what development they permit within city limits and city of area impact limits and how the positive or negative consequences on the cost of the future transportation system.

**Estimated start date:** 2023

**Target completion date:** 2024

**Estimated COMPASS staff workdays:**

(If unsure, contact COMPASS for assistance in estimating)

**Type of support needed (check as many as apply):**

<input checked="" type="checkbox"/> Demographic research	<input type="checkbox"/> General technical/data support	<input type="checkbox"/> GIS/mapping/spatial data
<input type="checkbox"/> Project management/ administration	<input type="checkbox"/> Public involvement/outreach/ facilitation	<input type="checkbox"/> Transportation planning
<input type="checkbox"/> Travel demand modeling	<input type="checkbox"/> Other planning (e.g., environmental, land use, etc.)	<input type="checkbox"/> Other resources (e.g., specialized software, consultant services, etc.)

**Submit no later than February 15, 2023, to Mary Ann Waldinger, [mwaldinger@compassidaho.org](mailto:mwaldinger@compassidaho.org)**

**Next steps:**

1. COMPASS staff may follow up with additional questions if needed.
2. RTAC will review and prioritize member requests at its March 15, 2023, meeting for inclusion in the FY2024 UPWP.
3. Projects included in the UPWP will need a completed work plan for COMPASS assistance by October 2023.

**COMPASS Member Request Form:**  
 Unified Planning Work Program (UPWP) Projects

**Fiscal Year: 2024 (October 1, 2023 – September 30, 2024)**

<b>Requesting Agency:</b>	City of Boise		
<b>Contact Name:</b>	Deanna Dupuy		
<b>Email:</b>	<a href="mailto:Ddupuy@cityofboise.org">Ddupuy@cityofboise.org</a>	<b>Phone:</b>	208-570-6841
<b>Project title:</b>	Online Community Profiles		

**Description of project purpose (attach a map or additional information if needed):**

Create an easily accessible community profile that summarizes the region’s data related to “People, Economy & Jobs, Housing, Transportation, Environment & Land Use”. Interface like the linked below:  
<https://semcog.org/community-profiles>

**Expected outcomes or deliverables:**

Create an easily accessible community profile that summarizes the region’s data related to “People, Economy & Jobs, Housing, Transportation, Environment & Land Use”. Interface like the linked below:  
<https://semcog.org/community-profiles>

**Significance and regional value:**

It is incredibly helpful to have consistent regional data that can be accessible to local staff, elected officials, and the public.

<b>Estimated Start Date:</b>		<b>Target Completion Date:</b>	
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<b>Estimated COMPASS Staff Workdays:</b> (If unsure, contact COMPASS for assistance in estimating)	
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**Type of Support Needed** (insert “X” as many as apply):

<b>X</b>	Demographic Research	<b>X</b>	General Technical / Data Support	<b>X</b>	GIS/Mapping/ Spatial Data
	Project Management / Administration		Public Involvement / Outreach / Facilitation		Transportation Planning
	Travel Demand Forecast Modeling		Other Planning (e.g., environmental, land use, etc.)		Other Resources (e.g., Specialized Software, Consultant Services, etc.)

1. Submit requests by filling out this form.
2. Email to Mary Ann Waldinger ([mwaldinger@compassidaho.org](mailto:mwaldinger@compassidaho.org))
3. **Due 5:00 PM, Wednesday, February 15, 2023.**
4. COMPASS Staff may follow up with additional questions, if necessary.
5. RTAC will review and prioritize member requests on March 15, 2023 for inclusion in the FY2024 UPWP.
6. For member agency projects included in the FY2024 UPWP, the requesting agency develops a work plan and timeline with COMPASS staff (September – October 2023)

**Map(s) or Additional Information:**

## RTAC AGENDA ITEM IV-E

Date: March 15, 2023

### **Topic: Scope of Work for the High-Capacity Transit Planning and Environmental Linkages (PEL) Study**

#### **Request/Recommendation:**

COMPASS staff seeks Regional Transportation Advisory Committee (RTAC) recommendation of COMPASS Board of Directors' acceptance of the draft scope of work for the High-Capacity Transit PEL study to be used in a future Request for Proposals (RFP).

#### **Background/Summary:**

On October 17, 2022, the COMPASS Board of Directors approved the charter for the Planning and Environmental Linkages Workgroup (PELWG) and directed the workgroup to develop a scope of work by March 2023 for the forthcoming COMPASS high-capacity transit PEL study. The PELWG met five times since December 9, 2022, to refine and review the draft scope of work. In its March 2, 2023, meeting, PELWG members unanimously supported presenting the draft scope of work to RTAC for a recommendation of COMPASS Board of Directors' acceptance.

PELWG included representatives from the following agencies: Federal Transit Administration Region 10, Federal Highway Administration Idaho Division Office, Environmental Protection Agency Region 10, Department of Environmental Quality Boise Regional Office, Idaho National Guard, Boise Airport, Idaho Department of Fish and Game, Idaho State Historical Preservation Office, Idaho Air and Army National Guard, Idaho Transportation Department District 3, Valley Regional Transit, Ada County Highway District, Nampa Highway District 1, Canyon County, and the Cities of Boise, Garden City, Meridian, Nampa, Caldwell, Middleton, Star, and Kuna.

Pending RTAC's recommendation, the draft scope of work will be presented to the COMPASS Board of Directors for action in its April 17, 2023, meeting.

#### **Implication:**

A scope of work is necessary to develop an RFP for the High-Capacity Transit PEL Study (Key #13046).

#### **More Information:**

- 1) Attachment: Draft High-Capacity Transit PEL Study Scope of Work
- 2) For detailed information contact: Lila Klopfenstein, Associate Planner, at [lklopfenstein@compassidaho.org](mailto:lklopfenstein@compassidaho.org)

High-Capacity Transit  
Planning and Environmental Linkages (PEL) Study

**DRAFT** Scope of Work

**March 2023**



## OVERVIEW AND STUDY CONTEXT

The Community Planning Association of Southwest Idaho (COMPASS) is the metropolitan planning organization (MPO) for Ada and Canyon Counties, Idaho. COMPASS' planning area is also commonly referred to as the "Treasure Valley" (Figure 1).

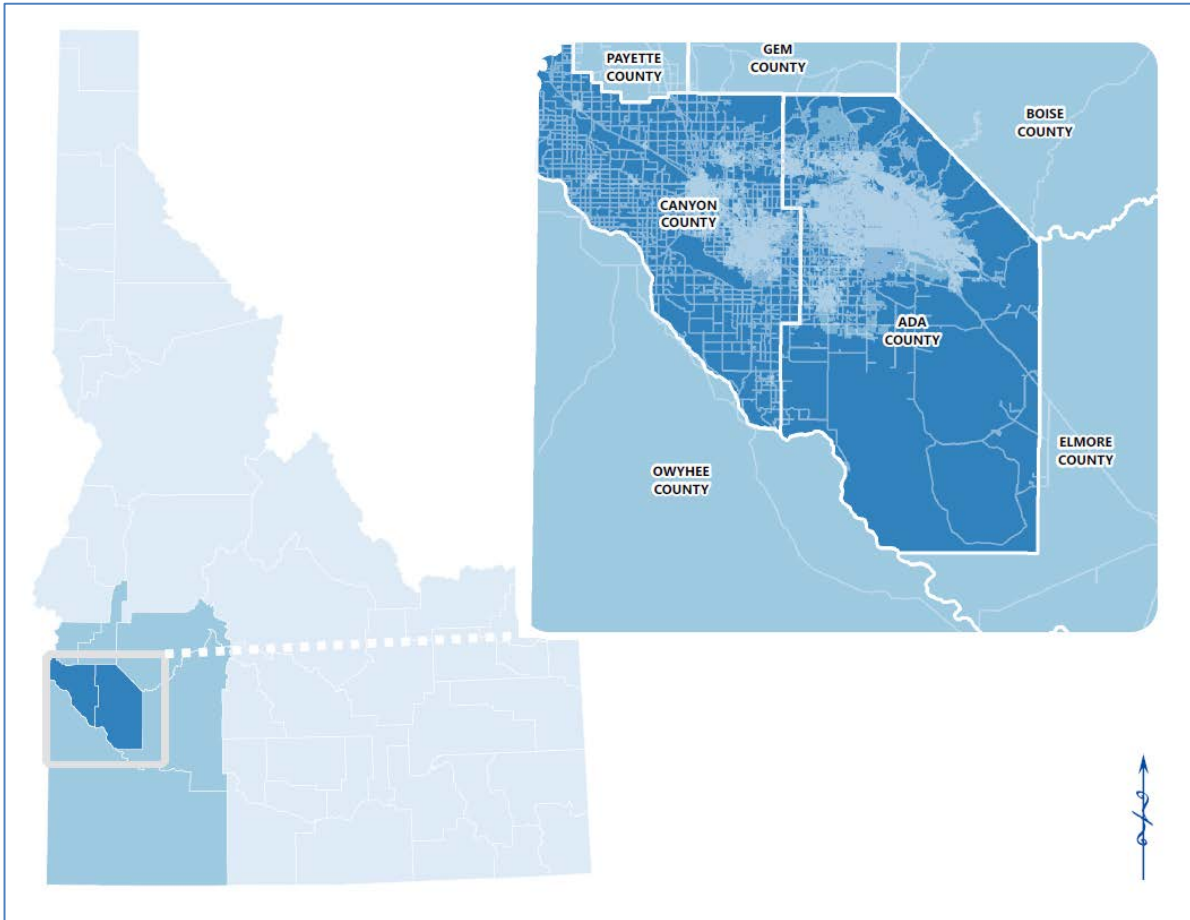


Figure 1: COMPASS Planning Area

Primary transportation corridors in the Treasure Valley are oriented in the east-west direction serving the predominant travel pattern. Interstate-84 (I-84) is the primary east-west route, with Interstate-184 (I-184) serving downtown Boise. Continued population growth<sup>1</sup>, increasing travel demand along east-west corridors, and deteriorating performance in the I-84/I-184 corridor have prompted COMPASS and its member agencies to study high-capacity transit options that connect major activity centers in the Cities of Caldwell, Nampa, Meridian, and Boise, as illustrated in the *Communities in Motion 2050* Vision – the regional growth scenario used in the long-range transportation plan (*Communities in Motion 2050*) (Figure 2). The study area will be refined based on the purpose and need statement.

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<sup>1</sup> According to the Decennial Census, the total population in the Treasure Valley grew by about 25% from 2010-2020 and has since continued to grow.

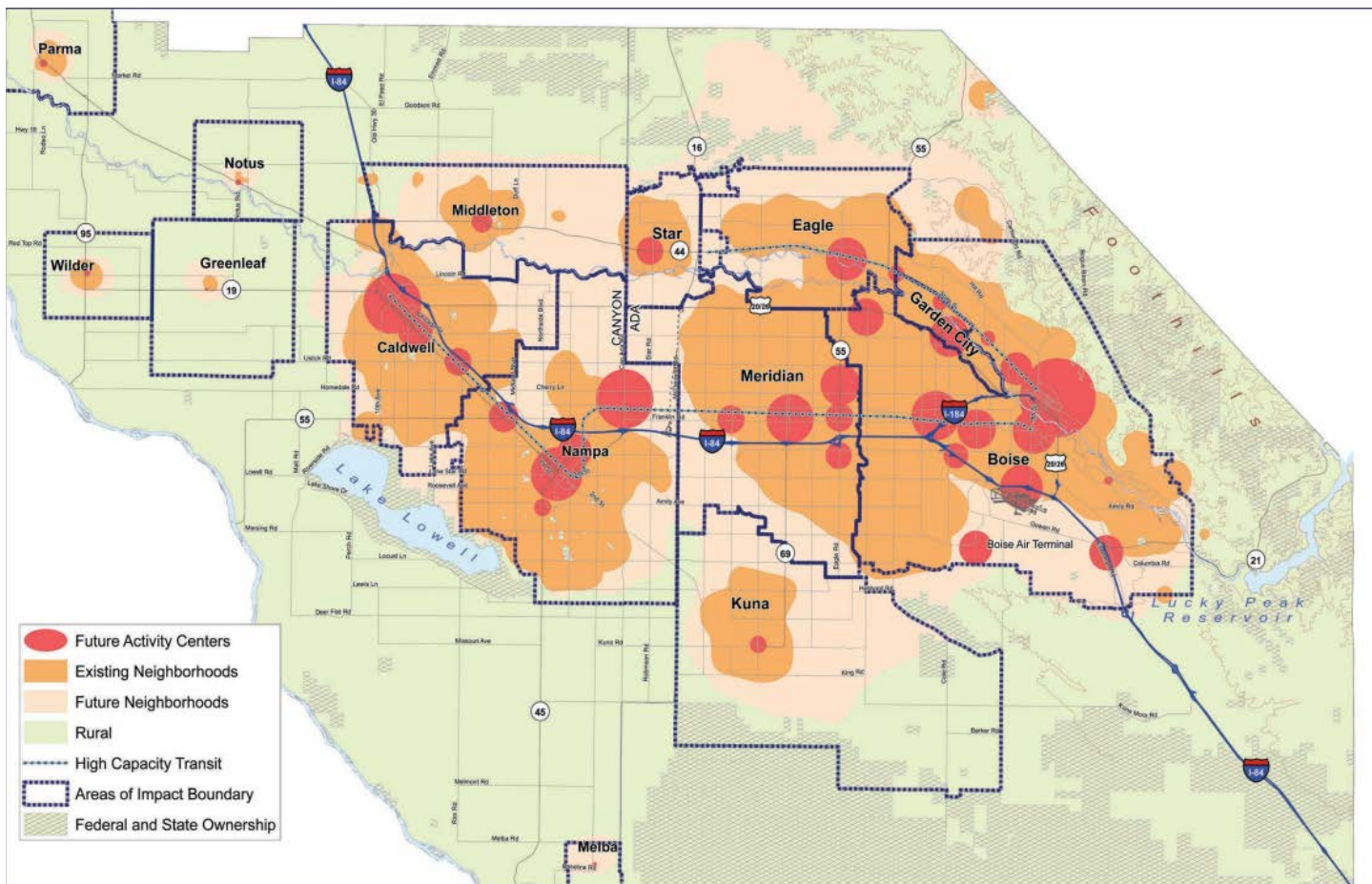


Figure 2: *Communities in Motion 2050 Vision*

In June 2022, the COMPASS Board of Directors directed COMPASS to conduct a high-capacity transit Planning and Environmental Linkages (PEL) study. A PEL study engages stakeholder agencies and conducts planning within the framework of an environmental review process and can be used to narrow the number of alternatives for a future full environmental review.

COMPASS and its member agencies desire to complete the PEL study to identify possible alternatives that meet this study’s purpose and need for a high-capacity transit service, identify next steps for feasible alternatives to move into an environmental review process, and use the results in a future environmental process. This study will be conducted in several phases.

**Phase 1 – Project Development.** Gather stakeholders, analyze current and future corridor information, identify existing and forecasted no-build operational and capacity level of service, develop a public involvement plan, and update a purpose and need statement.

**Phase 2 – Initial Screening Analyses.** Identify and screen alternatives using a multi-tiered approach. This phase includes tier 1 and tier 2. For each tiered screening, create more detailed conceptual plans and conduct more detailed environmental analyses.

**Phase 3 – Tier 3 Screening Analysis.** Screen remaining alternatives using a comprehensive system performance assessment and qualitative and quantitative analysis.



**Phase 4** – Recommendations and Next Steps. Develop a set of recommendations and strategies for remaining alternatives to move into a future environmental review. Prepare final documents for review and approval.

This High-Capacity Transit PEL study will be informed by nearly two decades of planning work, including: [Rail Corridor Evaluation Study Volume 1 Study Report](#) (April 2003)<sup>i</sup>, the [Treasure Valley High Capacity Transit Study Priority Corridor Phase 1 Alternatives Analysis](#) (October 2009)<sup>ii</sup>, and the [Treasure Valley High Capacity Transit Study Update](#) (September 2020)<sup>iii</sup>. Previous studies had suggested removal of three of the original eight alignments. However, a PEL study framework requires that all alternatives that meet project purpose and need and do not have fatal flaws are evaluated in, at least, an initial screening. Please note that a PEL study is not required to screen alternatives down to a single recommendation. Most PEL studies conclude with several recommended alternatives<sup>iv</sup>.

This study is intended to be used in a future environmental process. However, to begin a full National Environmental Policy Act (NEPA) review process, the region must demonstrate that it can fund the operations of a high-capacity transit service. Currently, there is no local dedicated funding source for public transportation.

The resources used to develop this scope of work are listed in Appendix A.

## SCOPE OF WORK

### Phase 1 – Project Development

#### A. Develop Project Schedule/Coordinate Stakeholders

*Develop a detailed schedule for the project that is constrained by available funding<sup>2</sup>. Create a stakeholder registry including the study sponsor, lead agency, cooperating agencies<sup>3</sup>; participating agencies<sup>4</sup>; interested tribes, and the public. Create a schedule showing when technical working group/stakeholder meetings and/or workshops with technical staff from relevant city and county agencies and departments would occur. Use the PEL questionnaire provided by FHWA to track deliverables and summarize/document planning throughout the course of the study. As part of the initial stakeholder outreach hold a training session for key stakeholders and local agency staff describing the PEL process and expected outcomes of the study (“Visioning Workshop”). Ensure that Visioning Workshop materials are available online for stakeholders to reference throughout the study.*

#### Deliverables:

- 1) Project schedule
- 2) Calendar of project schedule/progress updates
- 3) PEL questionnaire<sup>v</sup>
- 4) Stakeholder registry\*
- 5) Responsibility matrix
- 6) Visioning Workshop

*Note: Deliverables with \* require federal agency concurrence.*

#### B. Develop Public Involvement Plan

*Develop a public involvement plan that describes how and when public outreach will be conducted for community working groups, technical working groups, the COMPASS Regional Transportation Advisory Committee (RTAC), the COMPASS Board of Directors, and the public throughout the study. The plan must be developed in alignment with the [COMPASS Participation Plan](#)<sup>vi</sup> and [NEPA Guidance](#)<sup>vii</sup>. The plan should also build upon past public involvement efforts and community preferences, especially from [Communities in Motion 2050](#)<sup>viii</sup>. Develop a social and political risk assessment using media analysis, census data, and participating agency interviews. Mitigation strategies from the risk assessment should be used to inform the public involvement plan and communication materials developed throughout the study. Also, clearly state on the PEL study webpage that this study may be used in a future environmental review.*

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<sup>2</sup> For more information, see Key# 13046 in the [FY2023-2029 Transportation Improvement Program](#).

<sup>3</sup> Cooperating agencies have jurisdiction or special expertise over the environmental impacts of a project [40 CFR 1508.5].

<sup>4</sup> Participating agencies include entities with an interest in the project [23 U.S.C. 139(d)(2)].

Deliverables:

- 1) Public involvement plan\*
- 2) Social and political risk assessment
- 3) Public notice of intent to use planning products in a future environmental review

*Note: Deliverables with \* require federal agency concurrence.*

**C. Update Purpose and Need Statements**

*Update purpose and need statements and goals and objectives from previous studies<sup>5</sup>; all must receive concurrence from federal agencies and be recommended by [RTAC](#) and approved by the [COMPASS Board of Directors](#). Identify all relevant plans in the study area to ensure the study considers existing planning efforts. Clearly document stakeholder and public involvement used to develop the project purpose, need, goals, and objectives. Goals and objectives will be developed from the purpose and need statement and be the foundation for future screening criteria. Also document how decisions were made and agency concurrence on deliverables.*

Deliverables:

- 1) Updated project need statement\*
- 2) Updated project purpose statement\*
- 3) Updated goals and objectives\*
- 4) Summary of all local plans and planning efforts relevant to the project
- 5) Public outreach on the updated project purpose, need, goals, and objectives
- 6) Description of stakeholder/public involvement and agency concurrence on project purpose, need, goals, and objectives

*Note: Deliverables with \* require federal agency concurrence.*

**D. Describe Existing/Future Corridor Conditions**

*Analyze existing corridor conditions using data such as existing traffic information and historic growth patterns. Use the [Communities in Motion 2050](#)<sup>ix</sup> population and job forecasts, forecasted travel conditions, major markets to be served, and unmet transportation needs in the study corridor to analyze future travel conditions. These analyses will be used to describe the “problem” (need) that the project will address (purpose). Deliverable 2.c refers to the travel time analysis under a “no build” scenario. Task J includes an analysis for travel time analyses for tier 3 alternatives.*

Deliverables:

- 1) Existing corridor conditions
  - a) Existing traffic information and historic growth patterns
  - b) Safety issues
  - c) Social, economic, and environmental justice issues
  - d) Travel time analysis

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<sup>5</sup> Reference purpose and need statements from the 2009 and 2020 Treasure Valley High-Capacity Transit Study.

- 2) Future corridor conditions
  - a) Population and jobs forecasts
  - b) Major markets to be served
  - c) Travel time analysis

## Phase 2 – Initial Screening Analyses

### E. Determine Screening Criteria

*Using the project purpose, need, goals, and objectives, determine the screening criteria and develop the process to eliminate alternatives from further analysis. Federal agency concurrence is required on the methodology to eliminate alternatives. Clearly document the screening criteria, methodology for eliminating alternatives, and feedback from participating agencies.*

#### Deliverables:

- 1) List of screening criteria based on study goals and objectives\*
- 2) Methodology to eliminate alternatives\*
- 3) Technical document describing the screening criteria, methodology to eliminate alternatives, and feedback received from participating agencies

*Note: Deliverables with \* require federal agency concurrence.*

### F. Identify Alignment and Mode Options for Initial Screening

*Identify alternatives, including a no-build alternative, that meet the purpose and need and do not have fatal flaws. Consider recommendations from previous studies to alter or conduct additional analysis on several alternatives<sup>6</sup>. Any changes to the previously studied alternatives must be consistent with the purpose and need.*

#### Deliverables:

- 1) List of alternatives that meet the purpose and need and do not have fatal flaws\*
- 2) No-build alternative
- 3) Technical document describing alternatives, alternative identification process, fatal flaws, and feedback from participating agencies

*Note: Deliverables with \* require federal agency concurrence.*

### G. Conduct Tier 1 Screening

*Conduct the initial (tier 1) feasibility screening on the list of alternatives. The tier 1 screening is the least detailed screening and consists of a yes/no scan based on screening criteria.*

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<sup>6</sup> Previous studies state that more study should be conducted on conceptual exclusive guideway connections from the Boise Cutoff and Franklin Road to downtown Boise, conceptual exclusive guideway connections to the Boise Airport, and Bus on Shoulder System (BOSS) for the I-84 BRT- Mixed alternative.

*Alternatives that do not meet the purpose and need will be removed from further analysis. Clearly document alternatives that have been removed and the reasoning behind removal.*

Deliverables:

- 1) Tier 1 screening results, based on screening criteria
- 2) List of alternatives to be removed from further analysis, including justification for removal\*

*Note: Deliverables with \* require federal agency concurrence.*

## **H. Conduct Tier 2 Screening**

*Conduct the tier 2 screening analysis. The tier 2 screening analysis will require development of stop locations, travel time analyses, right-of-way needs, and an environmental scan. Use readily available data to conduct the scan. To the extent possible, consider impacts to infrastructure such as canals, railroads, airports, and utilities. Both tier 2 and 3 screenings must be accompanied by public outreach events. Alternatives that do not meet the purpose and need or have fatal flaws will be removed from further analysis.*

Deliverables:

- 1) Tier 2 screening results, based on screening criteria
- 2) List of alternatives to be removed from further analysis, including justification for removal\*
- 3) List of all resources protected by state or federal laws in the study area including historic places, parks and recreation lands, and other natural resources included in 36 C.F.R. Part 800
- 4) Environmental scan including potential environmental impacts, barriers, and feasible solutions to eliminate or mitigate impacts
- 5) Preliminary land survey to evaluate existing environmental conditions (For example, records search of historical uses)
- 6) Technical document describing the screening results; the process of identifying resources, potential impacts, key environmental barriers, and mitigation strategies; and the feedback received from participating agencies
- 7) Assessment of right-of-way needs for each alignment
- 8) Technical document describing the screening results, the results from the environmental scan and public outreach, and the feedback received from participating agencies

*Note: Deliverables with \* require federal agency concurrence.*

## **Phase 3 – Tier 3 Screening Analysis**

### **I. Conduct Tier 3 Screening**

*The remaining alternatives will enter a tier 3 screening analysis which will require development of more detailed conceptual plans for alternatives, including operational features, maintenance and storage facilities, potential for phased implementation, cost estimates, ridership estimates, and qualitative benefits. A more detailed environmental scan will be conducted on tier 3*

*alternatives, as determined necessary by the study team. The tier 3 screening must also include a comprehensive system performance analysis (task J) and benefits assessment (task K). Conduct public outreach on tier 3 alternatives. Alternatives that do not meet the purpose and need will be removed from further analysis. Required documentation is described in task deliverables.*

Deliverables:

- 1) Tier 3 screening results including recommended NEPA Class of Action
- 2) List of alternatives to be removed from further analysis, including justification for removal\*
- 3) Technical document describing (for the remaining alternatives):
  - a) High-level technical and operational specifications for design, construction, and operation for each alignment and mode
  - b) Cost estimates
  - c) Description of potential for phased implementation
  - d) Key physical constraints, operational issues, and other pertinent challenges related to alignments and implementing any of the modes
  - e) Feedback from participating agencies
  - f) Feedback from the public
  - g) A description of how feedback was used in decision making

*Note: Deliverables with \* require federal agency concurrence.*

**J. Conduct a Comprehensive System Performance Assessment**

*Conduct a performance evaluation of each remaining alternative using the Communities in Motion 2050 funded Public Transportation System. Also include an analysis of household and job access to transit stops, using the [Communities in Motion 2050 Vision](#)<sup>x</sup>. Task I and Task J will be conducted simultaneously, as the performance assessment will be used in the level 3 screening. Alternatives found to not meet the purpose and need will be removed from further analysis. Reasons for removal must be documented in the appropriate technical memoranda.*

Deliverables:

- 1) Methodology for a comprehensive system analysis <sup>7</sup>
- 2) Impact to the 2050 funded public transportation system
- 3) Ridership demand forecast (system and route-level)
- 4) Analysis of household and job access to transit stops
- 5) Preliminary intersection and/or grade crossing analysis
- 6) Travel time analysis
- 7) Technical document describing the methodology for comprehensive system analysis, results of the analysis, the impact of alternative(s) on the future public transportation system, and feedback from participating agencies

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<sup>7</sup> Ensure that the model used is consistent with requirements for Federal Transit Administration's Capital Investment Grants Program

## **K. Benefits Assessment**

*Provide a qualitative and quantitative assessment of the benefits of the remaining high-capacity transit service alternative(s) and the “no-build” alternative. The assessment will include potential impacts to underserved populations, using [COMPASS’ Regional Equity Index](#). Task I and Task K will be conducted simultaneously as the benefits assessment will be used in the tier 3 screening. Alternatives found to not meet the purpose and need will be removed from further analysis. Reasons for removal must be documented in the appropriate technical memoranda.*

### Deliverables:

- 1) Methodology to assess benefits
- 2) Cost estimates for remaining alternative(s)
- 3) Qualitative and quantitative benefits and costs for each alternative. Analysis must include impact to underserved populations
- 4) Potential transit-oriented development opportunities adjacent to potential station locations
- 5) Description of how each alternative achieves the desired benefits of future transportation investments (quantitative and qualitative), based on the project purpose and need, public input, and the technical feasibility of proposed investments.
- 6) Technical document describing the methodology and results as well as agency feedback

## **Phase 4 – Recommendations and Next Steps**

### **L. Recommendations/Strategies**

*Develop recommendations for alternative(s) to advance into a future NEPA environmental review and identify the conditions that are required to enter a NEPA process (i.e., dedicated funding). Include recommendations for local land use plans and decisions in the study corridor to support feasible alternative(s).*

### Deliverables:

- 1) Recommendations for alternatives that should advance into a future environmental review
- 2) Potential funding mechanism(s) for alternative(s)
- 3) Next steps for alternative(s) to move into a NEPA analysis\*
- 4) A set of thresholds/triggers (travel times, congestion levels, etc.) that would allow the region to begin to proactively address transit needs in the corridor
- 5) Technical document detailing reasoning and recommendations as well as agency feedback\*

*Note: Deliverables with \* require federal agency concurrence.*

### **M. Prepare Final Documents**

*Review study findings and develop final documents. Confirm that all decision points and rationale are clearly documented using analyses developed from the technical memoranda. All final documents require a recommendation from RTAC and adoption by the COMPASS Board of Directors.*

Deliverables:

- 1) Executive summary
- 2) Final technical memoranda\*
- 3) PEL study document\*
- 4) Completed PEL Questionnaire<sup>xi</sup>

*Note: Deliverables with \* require federal agency concurrence.*



## APPENDIX A: RESOURCES

- 
- <sup>i</sup> COMPASS, "Rail Corridor Evaluation Study Volume 1 Study Report," April 2003, <https://www.compassidaho.org/documents/planning/studies/RailCorridorStudyFinalReport.pdf>
- <sup>ii</sup> COMPASS, "Treasure Valley High Capacity Transit Study Priority Corridor Phase 1 Alternatives Analysis," October 2009, <https://www.compassidaho.org/documents/specialprojects/HCTFinalReport.pdf>
- <sup>iii</sup> COMPASS, "Treasure Valley High Capacity Transit Study Update," September 2020, [https://www.compassidaho.org/documents/specialprojects/Treasure\\_Valley\\_High\\_Capacity\\_Transit\\_Study\\_2020\\_Update\\_Final0907.pdf](https://www.compassidaho.org/documents/specialprojects/Treasure_Valley_High_Capacity_Transit_Study_2020_Update_Final0907.pdf)
- <sup>iv</sup> Federal Highway Administration, "Federal Highway Administration Planning and Environmental Linkages Questionnaire", April 5, 2011, [https://www.environment.fhwa.dot.gov/env\\_initiatives/pel/pel\\_quest.aspx](https://www.environment.fhwa.dot.gov/env_initiatives/pel/pel_quest.aspx)
- <sup>v</sup> Colorado Department of Transportation, "Planning and Environmental Linkages Questionnaire", 2019, [https://www.environment.fhwa.dot.gov/env\\_initiatives/pel/pel\\_quest.aspx](https://www.environment.fhwa.dot.gov/env_initiatives/pel/pel_quest.aspx)
- <sup>vi</sup> COMPASS, "Public Participation," December 2022, <https://cim2050.compassidaho.org/wp-content/uploads/PublicParticipation.pdf>
- <sup>vii</sup> 23 C.F.R. § 771.111 (2011), <https://www.govinfo.gov/app/details/CFR-2011-title23-vol1/CFR-2011-title23-vol1-sec771-111>
- <sup>viii</sup> COMPASS, "Public Participation," December 2022, <https://cim2050.compassidaho.org/wp-content/uploads/PublicParticipation.pdf>
- <sup>ix</sup> COMPASS, "CIM 2050 Vision," December 2022, <https://cim2050.compassidaho.org/regional-vision/cim-2050-vision/>
- <sup>x</sup> COMPASS, "Communities in Motion 2050 Vision for Growth and Transportation", December 2022, <https://cim2050.compassidaho.org/regional-vision/cim-2050-vision/>
- <sup>xi</sup> Colorado Department of Transportation, "Planning and Environmental Linkages Questionnaire", 2019, <https://www.codot.gov/programs/environmental/planning-env-link-program>

## RTAC AGENDA ITEM IV-F

Date: March 15, 2023

### Topic: FY2023 Statewide Safety Performance Targets

#### Request/Recommendation:

COMPASS staff seeks an RTAC recommendation to the COMPASS Board of Directors to adopt the Idaho Transportation Department (ITD's) FY2023 statewide safety performance targets.

#### Background/Summary:

Transportation Performance Management (TPM) is a strategic data-driven framework developed by the Federal Highway Administration to make effective investment and policy decisions to meet regional, statewide, and national transportation goals. ITD and COMPASS are required by federal regulation to coordinate on setting TPM performance measure targets for the state and the region. The performance measures cover transportation safety, asset management, system performance, and congestion. Targets are set for these measures on an annual basis for safety and on a four-year cycle for the other measures.

The statewide safety targets listed below have been established by the ITD's Office of Highway Safety for the following categories (using five-year averages from 2019-2023):

- 5-Year Average Number of Fatalities: **244**
- 5-Year Fatality Rate per 100 Million Vehicle Miles of Travel (VMT): **1.35**
- 5-Year Average Number of Serious Injuries: **1,279**
- 5-Year Serious Injury Rate per 100 Million VMT: **7.22**
- 5-Year Average Number of Non-motorized Fatalities and Serious Injuries: **125**

COMPASS has the option to support the statewide target or to establish a quantifiable target for the region. Historically, COMPASS has elected to support the statewide safety targets while also identifying aspiration goals in *Communities in Motion 2050* to decrease fatal and serious injuries by 75% over the next 10 years. COMPASS staff recommend supporting ITD's statewide targets for FY2023 as in past years.

#### Implication (policy and/or financial):

If the state does not meet or make significant progress toward these targets, ITD loses flexibility to transfer Highway Safety Improvement Program (HSIP) funds to other federal aid programs and must submit an HSIP implementation plan.

#### More Information:

- 1) TPM Idaho State Performance Dashboard:  
<https://www.fhwa.dot.gov/tpm/reporting/state/state.cfm?state=Idaho>
- 2) For detailed information contact: Hunter Mulhall, Principal Planner, at  
[hmulhall@compassidaho.org](mailto:hmulhall@compassidaho.org)

**RTAC AGENDA ITEM V-A**  
March 15, 2023

**Topic: 2020 Census Urbanized Area Results and Implementation of Idaho Transportation Board Policy 4028**

**Background/Summary:**

Census 2020

The details of the 2020 Census regarding urbanized area populations were released by the U.S. Census Bureau on December 29, 2022.

According to the Census Bureau's website<sup>1</sup>:

"...urban-rural classification is a delineation of geographic areas, identifying both individual urban areas and the rural area of the nation. The Census Bureau's urban areas represent densely developed territory, and encompass residential, commercial, and other non-residential urban land uses. The Census Bureau delineates urban areas after each decennial census by applying specified criteria to decennial census and other data. 'Rural' encompasses all population, housing, and territory not included within an urban area."

"For the 2020 Census, an urban area will comprise a densely settled core of census blocks that meet minimum housing unit density and/or population density requirements. This includes adjacent territory containing non-residential urban land uses. To qualify as an urban area, the territory identified according to criteria must encompass at least 2,000 housing units or a population of at least 5,000."

The requirements in the 2020 Census differ from the requirements of the 2010 Census; therefore, you will notice several changes. The Census Bureau also changed some terminology. The most significant changes for the region and state are listed below.

Changes in criteria/definitions/terms:

Census 2010	Populations	Census 2020	Term used by Federal Highway Administration (FHWA)	Term used by Federal Transit Administration (FTA)
Urbanized Area (UZA)	Any population over 50,000	UZA	UZA	UZA
Transportation Management Area (TMA)	Populations over 200,000	TMA	TMA	Large UZA (or Large Urban)
Urbanized Area*	Populations 50,000 to 200,000	Large Urban**	Large Urban	Small UZA (or Small Urban)
Small Urban Cluster*	Populations 5,000 to 50,000	Small Urban**	Small Urban	Rural
Rural	Populations under 5,000	Rural	Rural	Rural

\*Historically combined.

\*\*In FY2024, these programs will be separated.

<sup>1</sup> <https://www.census.gov/programs-surveys/geography/guidance/geo-areas/urban-rural.html>

Changes that affect our region:

- The City of Middleton is no longer part of the Nampa Urbanized Area
  - The city is now considered “Small Urban.”
  - The Nampa Urbanized Area now consists of the Cities of Nampa and Caldwell, and parts of unincorporated Canyon County.

This change affects which federal programs the City of Middleton is eligible to apply for. There is no change for the Cities of Nampa and Caldwell.

The Census 2020 does not significantly change the Boise Urbanized Area.

Changes that affect the state based on growth and/or changes in criteria:

- The City of Twin Falls (including the City of Kimberly) is now a Large Urban Area. A metropolitan planning organization (MPO) is in the development process.
- New Small Urban Areas throughout the state of Idaho include the Cities of Ketchum, McCall, and Shelley.

This is important because as more areas are eligible for the Large Urban and Small Urban funding, the access to limited federal dollars becomes more competitive.

A table providing the Urbanized Area populations throughout the state of Idaho, as designated by the 2020 Census, is attached.

#### Implementation of Idaho Transportation Board Policy 4028

As discussed at the December 2022 RTAC meeting, the Idaho Transportation Board approved a new policy that determines how federal funding is allocated to urbanized areas in Idaho. ITD staff adjusted the funding portion of the new policy, which resulted in approximately \$1 million in additional funding to the Large Urban and Small Urban areas in FY2023.

Idaho Transportation Department staff decided to wait until FY2024 to incorporate the programming specific to separating funding between Large Urban and Small Urban areas as well as incorporating the new 2020 Census data in the formula, as it will take time to rebalance the programs and determine a structure to manage the new Small Urban program. Small Urban areas within an MPO’s planning area will continue to work with their associated MPO to secure federal funding through the Local Highway Technical Assistance Council. The overall program will be affected, as currently the Large Urban and Small Urban projects are combined. Some projects may need to delay or advance to balance the separated programs.

Staff will provide additional information about Census 2020 geographic areas and specific funding projections for the Large Urban and Small Urban programs during the RTAC meeting.

#### **More Information:**

- 1) Attachment: 2020 Census – Urbanized Area Populations
- 2) For questions, contact Toni Tisdale at 208/475-2238 or [ttisdale@compassidaho.org](mailto:ttisdale@compassidaho.org)

## 2020 Census - Urbanized Area Populations

Attachment

Based on 2020 Census

City	2020 Population
<b>State of Idaho</b>	
Statewide	1,839,106
<b>Transportation Management Area (TMA) (over 200,000)</b>	
Boise UA (including Eagle, Garden City and Meridian)	433,180
<b>Large Urban (50,000 to 200,000)</b>	
Coeur d'Alene UA (including Post Falls, Hayden, Dalton Gardens, Fernan Lake Village, Hauser, Hayden Lake, Huetter, and State Line City)	121,831
Lewiston UA (ID population only - excludes Clarkston, WA)	34,131
Nampa UA (including Caldwell - COMPASS)	177,561
Pocatello UA (including Chubbuck)	72,211
Idaho Falls UA (including Ammon, Iona, Ucon)	105,132
Twin Falls (including Kimberly)	58,808
<b>Small Urban (5,000 to 50,000)</b>	
Blackfoot	14,231
Burley (including Heyburn, Paul, and portion of Minidoka Co.)	17,741
Emmett	10,173
Hailey (including Bellevue)	12,035
Jerome	12,405
Ketchum	6,346
Kuna	23,565
McCall	3,695
Middleton	10,265
Moscow	25,914
Mountain Home	17,799
Payette	14,916
Rathdrum	9,241
Rexburg (including Sugar City)	41,330
Rigby	10,283
Rupert	6,534
Sandpoint (including Dover, Ponderay, and Kootenai)	12,824
Shelley	5,109
Star	10,673
Weiser	5,504

<b>Summary</b>	
Statewide	1,839,106
Population in areas with population 5,000 and larger (all urban)	1,273,437
Population 5,000 to 50,000	270,583
Population 50,000 to 200,000	569,674
Population over 200,000	433,180
Population less than 5,000	565,669

Percent population 5,000 and larger (all urban)	69.24%
Percent Population 5,000 to 50,000	14.71%
Percent Population 50,000 to 200,000	30.98%
Percent Population over 200,000	23.55%
Percent Population less than 5,000	30.76%

## RTAC AGENDA ITEM V-B

DATE: MARCH 15, 2023

### Topic: Draft *Communities in Motion 2055* Workplan Items and Schedule

#### Summary:

The next update of the regional long-range transportation plan is due in 2027. The five-year process to complete that update has already begun.

In February, COMPASS staff presented a high-level overview of the proposed development process (Attachment 1) and work plan for initial comments. COMPASS staff have continued to flesh out the draft work plan. An updated work plan (Attachment 2) and associated schedule (Attachment 3) are attached for review and feedback.

The proposed *Communities in Motion 2055* builds upon the recently approved *Communities in Motion 2050*, which guides the vision of where our community wants to go. *Communities in Motion 2055* will focus on how to get there by revising project prioritization, facilitating discussion on trade-offs, and identifying key policy recommendations to strengthen implementation.

The proposed scope of work includes federally required elements (FR), items needed to accomplish required elements (fr), items based on the 2022 federal certification review of the COMPASS program (CR), and new items (n). The key focus areas of the CIM update will include:

- expanded planning and implementation policy support for multimodal transportation
- integration and implementation of COMPASS' congestion management strategies and tactics, consistent with the [2022 Congestion Management System Process \(see below\)](#)
- project prioritization accounting for various topic areas (e.g., mode, safety, equity, economic activity, etc.)
- discussion of the consequences of failure to implement unfunded transportation needs on different transportation modes, employees and employers, and vulnerable populations

COMPASS staff will coordinate with RTAC throughout the long-range transportation plan update; key deliverables with associated costs and estimated dates will be provided in future meetings.

A revised draft work plan and draft schedule will be presented to the COMPASS Board of Directors in April. In May, the full proposed scope of work and schedule will be presented to RTAC for a recommendation of COMPASS Board of Directors' approval in June.

#### More Information:

- 1) Attachment 1: Proposed *Communities in Motion 2055* Development Process
- 2) Attachment 2: Proposed *Communities in Motion 2055* Work Plan and Task List
- 3) Attachment 3: Proposed *Communities in Motion 2055* Task List Schedule
- 4) For questions, contact Austin Miller at 208/475-2239 or [amiller@compassidaho.org](mailto:amiller@compassidaho.org)

# Proposed CIM 2055 Development Process

## Build Foundation

- Develop demographic forecast
- Quantify resources available
- Consolidate trends, develop Foundation 2055

## Analyze

- Evaluate network
- Identify topic area priorities
- Update performance measures and targets

## Compare and Prioritize

- Develop investment scenarios
- Quantify trade-offs and outcomes
- Discuss trade-offs and develop Values

## Invest and Implement

- Identify priorities for investment
- Update financial and implementation policies
- Present consequences of unmet and unfunded needs

Member Agency Input

CIM 2050:  
 Vision oriented  
*Where do we want to go?*  
*How do we get there?*  
 Choices abstract, values based

CIM 2055:  
 Consequence oriented  
*Where are we headed?*  
*How can we change course?*  
 Highlight trade-offs and tensions

Public Outreach 1: *Review scenarios and findings. How do we resolve trade-offs?*

Public Outreach 2: *Review and approve*

Workplan for *Communities in Motion 2055* (CIM 2055)

**Purpose**

COMPASS will develop an integrated, long-range (20+ year) regional transportation plan to:

- plan for horizon year 2055;
- envision forecasted growth;
- integrate transportation and land use priorities;
- plan for an integrated multimodal regional transportation system;
- improve safety for all users;
- ensure equity in transportation;
- use COMPASS' Congestion Management Process to address congestion;
- understand the consequences of failure to address unfunded needs;
- better coordinate investments;
- analyze long term public transportation investments needed to support a mode shift;
- position the region to compete for federal funding;
- address corrective actions and comments from COMPASS' 2022 Certification Review;
- meet federal requirements for long-range transportation plan.

**Policy**

The Infrastructure Investment and Jobs Act states that metropolitan planning shall consider projects and strategies that will:

- support economic vitality, especially by enabling global competitiveness, productivity, and efficiency;
- increase the safety of the transportation system for motorized and non-motorized users;
- increase the security of the transportation system for motorized and non-motorized users;
- increase the accessibility and mobility of people and freight;
- protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
- enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- promote efficient system management and operation;
- emphasize the preservation of the existing transportation system;
- improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- enhance travel and tourism.

**Legend**

FR = Federal Requirement

fr = needed as part of federal requirement

CR = Certification Review

n = new



## Draft CIM 2055 Task-list

### 0.0 Project Management

- |     |   |       |
|-----|---|-------|
| 0.1 | Program management (scope of work, schedule budget)                 |       |
| 0.2 | Monitor legislative, funding, changes, etc.; revise scope as needed | Fr/FR |

### 1.0 Public Participation Plan

- |     |                                     |    |
|-----|-------------------------------------|----|
| 1.1 | Develop Public Participation Plan   |    |
| 1.2 | Implement Public Participation Plan | FR |

**Deliverables:**

- Public Participation Plan

**Associated Direct Costs**

N/A

**Costs**

N/A

**Build Foundation:** Develop population projections, land use trends, and transportation network to 2055 based on current conditions and trends.

### 2.0 Demographic Forecast

- |     |  |    |
|-----|--|----|
| 2.1 | Demographic forecast to horizon year   | FR |
| 2.2 | Reconcile CIM 2050 Vision/growth allocation based on regional trends and comprehensive plans | fr |
| 2.3 | Buildout analysis  |    |

### 3.0 Regional Resources

- |     |  |    |
|-----|--|----|
| 3.1 | Update financial analysis, quantify public and private funds available for transportation projects | FR |
| 3.2 | Analyze long-term financial sustainability of 2055 transportation system foundation                | fr |

### 4.0 Build 2055 Transportation System Foundation (funded system through 2055)

- |     |  |    |
|-----|--|----|
| 4.1 | Expand CIM 2050 network to 2055 based on new transportation plans and growth allocations | FR |
| 4.2 | Conduct a network deficiency analysis  |    |
| 4.3 | Identify future "regional corridors" using buildout scenarios                            |    |

**Deliverables:**

- 2055 Demographic Projections by TAZ
- Land use/Comprehensive Plan update
- Financial Forecast
- 2055 Transportation System Foundation
- Buildout Analysis

**Associated Direct Costs**

N/A

N/A

N/A

N/A

**Costs**

N/A

N/A

N/A

N/A

**Topic Area Analysis:** Analyze transportation network to identify needs of the current and 2055 transportation system foundation. Quantify consequences of failing to address needs. Define the gap between the deficiency analysis and identified project list. Analyze using topic-areas, such as safety.

<b>5.0 Analyze performance of 2055 transportation system foundation against updated goals</b>		
5.1	Confirm CIM 2055 Goals and Objectives	FR
5.2	Land Use	FR
5.2.1	<i>Review Comprehensive Plans</i>	FR
5.2.2	<i>Develop Regional Housing Coordination Plan</i>	n
5.3	<u>Active Transportation</u>	FR
5.3.1	<i>Update Micromobility</i>	n
5.3.2	<i>Update Regional Pathway Network</i>	FR
5.3.3	<i>Develop Coordinated Regional Waterway-Pathway Plan</i>	N
5.3.4	<i>Integrate Bike/Ped Count Program into CIM 2055</i>	
5.4	<u>Freight</u>	FR
5.4.1	<i>Update Freight Study</i>	
5.4.2	<i>Develop Freight Rail Analysis (part of 5.4.1 Freight Study Update)</i>	n
5.5	<u>Public Transportation</u>	FR
5.5.1	<i>Coordinate High-Capacity Transit Planning and Environmental Linkages (PEL) Study</i>	n
5.5.2	<i>Update Regional Public Transportation Network</i>	FR
5.5.3	<i>Update Coordinated Plan</i>	FR
5.5.4	<i>Coordinate First-and-Last Mile Needs Analysis (Active Transportation Connections)</i>	n/CR
5.5.5	<i>Develop Park and Ride Coordination Plan (part of 5.11.2 EV/Alt Fuels Infrastructure Study)</i>	
5.6	<u>Auto/ Congestion Management</u>	FR
5.6.1	<i>Update Congestion Management Process, Strategies, and Implementation</i>	FR/CR
5.6.2	<i>Update Regional Transportation Demand Management Policy/Strategy</i>	
5.6.3	<i>Analyze Smart Cities/Intelligent Transportation Systems Corridor Integration opportunities</i>	n
5.7	<u>Safety</u>	FR
5.7.1	<i>Develop Regional Safety Action Plan</i>	n
5.8	<u>Equity</u>	FR/CR
5.8.1	<i>Analyze Impacts of Transportation Underfunding</i>	n/CR
5.8.2	<i>Update Disadvantaged Groups Needs Analysis (part of 5.5.2 Coordinated Plan Update)</i>	n/CR
5.9	<u>Environment, Natural Resources, and Resiliency</u>	FR
5.9.1	<i>Update Environmental Mitigation Strategies</i>	fr
5.9.2	<i>Develop Resiliency Improvement Plan</i>	n

5.9.3	<i>Develop Carbon Reduction Strategy</i>	n
5.10	<u>Economic Activity</u>	FR
5.10.1	<i>Update Travel and Tourism</i>	FR
5.11	<u>Emerging Technology and Security</u>	FR
5.11.1	<i>Develop Regional Transportation Security Education and Support</i>	n
5.11.2	<i>Develop Electric Vehicles/Alternative Fuels Infrastructure Deployment Study</i>	n
5.11.3	<i>Develop Autonomous Vehicles Preparedness Study</i>	n

<b>Deliverables:</b>	<b>Associated Direct Costs</b>	<b>Costs</b>
<ul style="list-style-type: none"> <li>• Web map including summaries of mode and topic area existing conditions and deficiencies</li> </ul>	N/A	N/A
<ul style="list-style-type: none"> <li>• Regional Housing Coordination Pan</li> </ul>	Consultant Support	\$100K
<ul style="list-style-type: none"> <li>• High-Capacity Transit PEL Study</li> </ul>	Consultant support	\$1M
<ul style="list-style-type: none"> <li>• Regional Safety Action Plan</li> </ul>	Consultant support	\$490K
<ul style="list-style-type: none"> <li>• Resiliency Improvement Plan</li> </ul>	Consultant support	\$175K
<ul style="list-style-type: none"> <li>• Coordinated Regional Waterway-Pathway Plan</li> </ul>	Consultant support	\$120K
<ul style="list-style-type: none"> <li>• Freight Study Update</li> </ul>	Consultant support/Data	\$380K
<ul style="list-style-type: none"> <li>• Carbon Reduction Plan</li> </ul>	Consultant support	\$180K
<ul style="list-style-type: none"> <li>• EV Infrastructure Deployment Analysis (includes alternative fuels)</li> </ul>	Consultant support	\$80K
<ul style="list-style-type: none"> <li>• Autonomous Vehicles Preparedness Analysis</li> </ul>	Consultant support	TBD

## 6.0 Performance Measures and Trends

6.1	Revise method of quantitatively assessing performance towards regional goals	fr
6.2	Analyze performance trends, including federal performance targets, in relation to regional goals	FR

<b>Deliverables:</b>	<b>Associated Direct Costs</b>	<b>Costs</b>
<ul style="list-style-type: none"> <li>• Updated performance measures and targets</li> </ul>	N/A	N/A
<ul style="list-style-type: none"> <li>• Quantitative assessment of performance trends</li> </ul>	N/A	N/A

**Compare and Prioritize:** Develop and evaluate investment scenarios. Identify and highlight regional priorities but preserve topic-area findings.

## 7.0 Develop Transportation Scenarios

7.1	Identify tensions and trade-offs within regional goals and objectives	n
7.2	Develop scenarios demonstrating how existing transportation funds could address conflicting priorities and goals	n
7.3	Develop project cost estimates	fr

7.4	Analyze transportation investment scenarios. Identify and highlight regional priorities but preserve topic-area findings	n
7.5	Quantify impact of failure to address needs and impacts on residents, employers	CR
7.6	Develop simple comparisons of investment scenarios and outcomes	n
7.6.1	<i>Compare safety and financial performance of scenarios</i>	

## 8.0 Public Outreach 1: Transportation Investment Scenarios

8.1	Transportation Scenario Public Outreach: <ul style="list-style-type: none"> <li>• Which scenario do you prefer?</li> <li>• How do we balance priorities?</li> </ul>	FR
8.2	Member and elected leader outreach on transportation scenarios	
8.3	Regular public check-ins at COMPASS education series	n
8.4	Summarize public outreach from Task 5 activities and Public Outreach 1	n

## 9.0 Prioritize Projects

9.1	Develop funded projects and unfunded needs	fr
9.2	Develop scoring process utilizing public feedback to prioritize funded and unfunded projects	fr
9.3	Identify highly beneficial projects	
9.4	Develop project priority rankings for funded and unfunded projects	FR
9.4.1	<i>Retain topic-area specific priorities</i>	n

Deliverables:	Direct Costs	Costs
• Scenario performance summaries	N/A	N/A
• Summary of consequences of unfunded transportation needs	N/A	N/A
• Public Outreach 1 Public comments and Summary Report	N/A	N/A
• Summaries of trade-off resolutions	N/A	N/A
• Prioritized funded and unfunded needs	N/A	N/A
• Story map describing topic areas needs	N/A	N/A

**Invest and Implement:** Identify transportation investments that best address regional goals/policies to inform implementation policies.

## 10.0 Update Funding and Implementation Policies

10.1	Refine funding analysis and estimates (if needed)	fr
10.2	Complete financial forecast	fr
10.2.1	<i>Review comparable regions' transportation funding sources</i>	n
10.2.2	<i>Identify plausible sources to meet transportation needs (and pursue)</i>	CR
10.3	Update implementation policies	FR
10.3.1	<i>Update funding policy</i>	FR

10.3.2	Update complete network implementation strategies	CR
10.3.3	Update Congestion management implementation strategies	FR/CR
10.4	Identify Transportation Policy Impediments	n

<b>11.0</b>	<b>Compile the Plan</b>	fr
-------------	-------------------------	----

11.1	Draft technical documents	
11.2	Develop maps for CIM 2055	
11.3	Provide graphic, editing, and format support for plan documents	fr

<b>12.0</b>	<b>Public Outreach 2: Public Review</b>	FR
-------------	---	----

12.1	Provide draft plan for member agency review and feedback	
12.1	Provide draft plan for public feedback	FR
12.2	Respond to public feedback	FR
12.3	Revise plan as needed	fr

<b>13.0</b>	<b>Plan Adoption</b>	
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13.1	RTAC recommend the plan	fr
13.2	COMPASS Board adopt the plan	FR
13.3	Publish and distribute the plan	FR

<b>Deliverables:</b>	<b>Associated Direct Costs</b>	<b>Costs</b>
• Financial forecast		
• Summary of transportation funding findings and policy recommendations	N/A	N/A
• Updated Complete Network Implementation Strategies	N/A	N/A
• Updated Funding Policy	N/A	N/A
• Updated Implementation Policy	N/A	N/A
• Congestion Management Implementation Strategies	N/A	N/A
• Draft plan, for review	N/A	N/A
• Summary of public feedback	N/A	N/A
• Final plan, website, maps, technical documents, and printed summary	TBD	TBD

**Total Cost:**

\\cpa.local\dfs\Shared\FY23\600 Projects\661 CIM\CIM 2055\Presentations\RTAC\3.15.23\CIM2055 work plan (draft).docx

**DRAFT Communities in Motion 2055 Task List Schedule**

Tasks		FY2023		FY2024			FY2025			FY2026			FY2027			FY2028			Total			
		- Jun 23	Jul 23 - Sep 23	Oct 23 - Dec 23	Jan 24 - Mar 24	Apr 24 - Jun 24	Jul 24 - Sep 24	Oct 24 - Dec 24	Mar 25	Apr 25 - Jun 25	Jul 25 - Sep 25	Oct 25 - Dec 25	Jan 26 - Mar 26	Apr 26 - Jun 26	Jul 26 - Sep 26	Oct 26 - Dec 26	Jan 27 - Mar 27	Apr 27 - Jun 27		Jul 27 - Sep 27	Oct 27 - Dec 27	Jan 28 - Mar 28
<b>Project Management</b>																						
0.1	Program management (scope of work, schedule, budget)																					
0.2	Monitor legislative, funding, changes, etc.; revise scope as needed	fr/FR																				
<b>1. Public Participation Plan</b>																						
1.1	Develop Public Participation Plan	FR																				
1.2	Implement participation plan	FR																				
<b>BUILD FOUNDATION</b>																						
<b>2. Demographic forecast</b>																						
2.1	Demographic forecast to horizon year	FR																				
2.2	Reconcile 2050 Vision/growth allocation based on regional trends and comprehensive plans	fr																				
2.3	Build-out Analysis																					
<b>3. Regional Resources</b>																						
3.1	Update financial analysis, quantify public and private funds available for transportation projects	FR																				
3.2	Quantify long-term maintenance needs of the 2055 Transportation System Foundation	fr																				
<b>4. Build 2055 Transportation System Foundation</b>																						
4.1	Expand CIM 2050 network to 2055 based on new transportation plans and growth allocations	FR																				
4.2	Conduct a Network Deficiency Analysis																					
4.2.1	Identify future "Regional Corridors" using buildout scenarios																					
<b>TOPIC AREA ANALYSIS</b>																						
<b>5. Analyze performance of 2055 Transportation System Foundation against 2055 goals</b>																						
5.1	Confirm CIM 2055 Goals and Objectives	FR																				
5.2	Land Use																					
5.2.1	Review Comprehensive Plans (same as 2.3)	FR																				
5.2.2	Develop Regional Housing Coordination Plan	n																				
5.3	Active transportation	FR/CR																				
5.3.1	Update Micromobility	n																				
5.3.2	Update Regional Pathway Network	FR																				
5.3.3	Develop Coordinated Regional Waterway-Pathway Plan	n																				
5.3.4	Integrate Bike/Ped count program into LRTP																					
5.4	Freight	FR																				
5.4.1	Update Freight Study																					
5.4.2	Develop freight rail analysis (part of 5.4.1 Freight Study Update)	n																				
5.5	Public transportation	FR/CR																				
5.5.1	Coordinate High-Capacity Transit Planning and Environmental Linkages (PEL) Study	n																				
5.5.2	Update Regional Public Transportation Network	FR																				
5.5.3	Update Coordinated Plan	FR																				
5.5.4	Coordinate First-and-Last Mile needs analysis (i.e., Active Transportation connections)	n/CR																				
5.5.5	Develop Park and Ride Coordination Plan (part of 5.11.2 EV/Alt Fuels Infrastructure Study)																					
5.6	Auto/ Congestion Management	FR/CR																				
5.6.1	Update Congestion Management Process, Strategies, and Implementation	FR/CR																				
5.6.2	Update Regional Transportation Demand Management Policy/Strategy																					
5.6.3	Analyze Smart Cities/Intelligent Transportation Systems Corridor Integration opportunities	n																				
5.7	Spell TDM and ITS	FR																				
5.7.1	Develop Regional Safety Action Plan	n																				
5.8	Equity	FR/CR																				
5.8.1	Analyze Impact of Transportation Underfunding	n/CR																				
5.8.2	Update Disadvantaged Groups Needs Analysis (part of 5.5.2 Coordinated Plan Update)	n/CR																				
5.9	Environment, Natural Resources, and Resiliency	FR																				
5.9.1	Update Environmental Mitigation Strategies	fr																				
5.9.2	Develop Resiliency Improvement Plan	n																				
5.9.3	Develop Carbon Reduction Strategy	n																				
5.10	Economic Activity	FR																				
5.10.1	Update Travel and Tourism	FR																				
5.11	Emerging Technology and Security	FR																				
5.11.1	Develop Regional Transportation Security Education and Support	n																				
5.11.2	Develop Electric Vehicles/Alternative Fuels Infrastructure Deployment Study	n																				
5.11.3	Develop Autonomous Vehicles Preparedness Study	n																				
<b>6. Performance Measures and Trends</b>																						
6.2	Revise method of quantitatively assessing performance towards regional goals	fr																				
6.1	Analyze performance trends, including federal performance targets, in relation to regional goals	FR																				
<b>COMPARE AND PRIORITIZE</b>																						
<b>7. Develop Transportation Scenarios</b>																						
7.1	Identify tensions and trade-offs within regional Goals and Objectives	n																				

Current Authorization Bill Expires

Draft CIM 2055

Identify Unfunded Projects

Regular public check-ins at COMPASS Education Series (part of 8.3)

Unfunded studies will be incorporated as funding allows. Scope of projects are subject to change.

Tasks		FY2023		FY2024				FY2025				FY2026			FY2027				FY2028			Total		
		- Jun 23	Jul 23 - Sep 23	Oct 23 - Dec 23	Jan 24 - Mar 24	Apr 24 - Jun 24	Jul 24 - Sep 24	Oct 24 - Dec 24	Mar 25	Apr 25 - Jun 25	Jul 25 - Sep 25	Oct 25 - Dec 25	Jan 26 - Mar 26	Apr 26 - Jun 26	Jul 26 - Sep 26	Oct 26 - Dec 26	Jan 27 - Mar 27	Apr 27 - Jun 27	Jul 27 - Sep 27	Oct 27 - Dec 27	Jan 28 - Mar 28		Apr 28 - Jun 28	Jul 28 - Sep 28
7.2	Develop scenarios demonstrating how existing transportation funds could address conflicting priorities and goals	n																						
7.3	Develop project cost estimates	fr																						
7.4	Analyze transportation investment scenarios. Identify and highlight regional priorities but preserve topic-area findings	n																						
7.5	Quantify impact of failure to address transportation needs on residents and employers	CR																						
7.6	Develop simple comparisons of investment scenarios and outcomes	n																						
7.6.1	Compare safety and financial performance of scenarios																							
<b>8. Public Outreach 1: Transportation Investment Scenarios</b>																								
8.1	Transportation Scenario Public Outreach	FR																						
8.2	Member and elected leader outreach on transportation scenarios																							
8.3	Regular public check-ins at COMPASS Education Series	n																						
8.4	Summarize public outreach from Task 5 activities and Public Outreach 1	n																						
<b>9. Prioritize Projects</b>																								
9.1	Develop funded projects and unfunded needs	fr																						
9.2	Develop scoring process utilizing public feedback to prioritize funded and unfunded projects	fr																						
9.3	Identify highly beneficial projects																							
9.4	Provide project priority rankings for funded and unfunded projects	FR																						
9.4.1	Retain topic-area specific priorities	n																						
9.5	Reconcile short-term, long-term, and unfunded project lists																							
<b>INVEST AND IMPLEMENT</b>																								
<b>10. Update Funding and Implementation Policies</b>																								
10.1	Refine funding analysis and estimates (if needed)	fr																						
10.2	Reconcile financial forecast	fr																						
10.2.1	Review comparable region's transportation funding sources	n																						
10.2.2	Identify plausible sources for to meet transportation needs (and pursue)	CR																						
10.3	Update Implementation Policies	FR																						
10.3.1	Update Funding Policy	FR																						
10.3.2	Update Complete Network Implementation Strategies	CR																						
10.3.3	Congestion Management Implementation Strategies	FR/CR																						
10.4	Identification of Transportation Policy Impediments	n																						
<b>11. Compile the plan</b>																								
11.1	Draft technical documents	fr																						
11.2	Develop maps for CIM 2055																							
11.3	Provide graphic, editing and format support for plan document	fr																						
<b>12. Public Outreach 2: Public review</b>																								
12.1	Provide draft plan for member agency review and feedback																							
12.2	Provide draft plan for public feedback	FR																						
12.3	Respond to public feedback	FR																						
12.4	Revise plan as needed	fr																						
<b>13. Plan adoption</b>																								
13.1	RTAC recommend the plan	fr																						
13.2	COMPASS Board adopt the plan	FR																						
13.3	Publish and distribute the plan	FR																						

CR = Certification Review  
FR = Federal Requirement  
fr = needed to complete Federal Requirement

\\cpa.local\dfs\Shared\FY23\600 Projects\661 CIM\CIM 2055\Presentations\RTAC\3.15.23\[(Communities in Motion 2055 Task List Schedule (RTAC).xlsx)Tasks

# RTAC AGENDA WORKSHEET

<i>ID #</i>	<i>Title/Description</i>	<i>Mandatory</i> <sup>1</sup>	<i>Additional Information</i>	<i>Agenda Type</i> <sup>2</sup>	<i>Time</i>	<i>Presenters</i>	<i>Proposed Agenda</i>	<i>Board Agenda</i>
1.	Approve RTAC Meeting Minutes	Yes		Consent Agenda	5	N/A	Monthly	N/A
2.	Receive Obligation Report	No		Status Report	N/A	N/A	Monthly	N/A
3.	Receive RTAC Agenda Worksheet	No		Status Report	N/A	N/A	Monthly	N/A
<b>UPCOMING AGENDA ITEMS</b>								
4.	Special Item – Status Report on the Carbon Reduction Program	Yes	Margaret Havey will provide the status of the Carbon Reduction Program, a new formula program managed by the Idaho Transportation Department.	Special Item	20	Margaret Havey	April	N/A
5.	Special Item – Status Report on the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program	Yes	Shirley Wentland will provide the status of the PROTECT program, a new formula program managed by the Idaho Transportation Department.	Special Item	20	Shirley Wentland	April	N/A

<sup>1</sup> No, Yes, N/A (Not Applicable)

<sup>2</sup> Action; Consent Agenda; Executive Director’s Report; Information; Special Item; Committee Reports; Open Discussion/Announcements



<b>ID #</b>	<b>Title/Description</b>	<b>Mandatory<sup>1</sup></b>	<b>Additional Information</b>	<b>Agenda Type<sup>2</sup></b>	<b>Time</b>	<b>Presenters</b>	<b>Proposed Agenda</b>	<b>Board Agenda</b>
<b>6.</b>	Status Report - State Legislative Issues	No	Recap of the Idaho legislative session. MEMO ONLY	Information/ Discussion			April (or May, if session not done)	Each meeting
<b>7.</b>	Recommend Balancing in the Transportation Management Area (TMA)	Yes	Toni Tisdale will seek recommendation of balancing actions in the TMA (Boise Urbanized Area), if needed.	Action	15	Toni Tisdale	April	June (if needed)
<b>8.</b>	Recommend Priorities for the End-of-Year and Redistribution Program	Yes	Toni Tisdale will seek RTAC recommendation for Board of Directors' approval of the End-of-Year and Redistribution Program.	Action	10	Toni Tisdale	May	June
<b>9.</b>	Recommend Draft CIM 2055 Workplan	No	Austin Miller will seek RTAC recommendation for Board of Directors' approval of for CIM 2055 workplan items and timeline.	Action	15	Austin Miller	May	June
<b>10.</b>	Recommend Balancing in the Transportation Management Area (TMA)	Yes	Toni Tisdale will seek recommendation of balancing actions in the TMA (Boise Urbanized Area), if needed.	Action	15	Toni Tisdale	May	June (if needed)

<b>ID #</b>	<b>Title/Description</b>	<b>Mandatory<sup>1</sup></b>	<b>Additional Information</b>	<b>Agenda Type<sup>2</sup></b>	<b>Time</b>	<b>Presenters</b>	<b>Proposed Agenda</b>	<b>Board Agenda</b>
<b>11.</b>	Review Draft FY2024-2030 Regional Transportation Improvement Program	Yes	Toni Tisdale will seek RTAC review of the Draft FY2024-2030 TIP project list, prior to the public comment period.	Information/ Discussion	15	Toni Tisdale	May	June
<b>12.</b>	Review Findings from Regional Housing Coordination Plan	No	Dane Hoskins will review insights from the Regional Housing Needs Assessment and present next steps.	Information/ Discussion	15	Dane Hoskins	May	N/A
<b>13.</b>	Status Report – I-84 Corridor Operations Plan HOV analysis	No	Hunter Mulhall will brief RTAC on the results of the I-84 Corridor Operations plan HOV analysis and discuss next steps	Information/ Discussion	15	Hunter Mulhall	May	June
<b>14.</b>	Recommend Balancing in the Transportation Management Area (TMA)	Yes	Toni Tisdale will seek recommendation of balancing actions in the TMA (Boise Urbanized Area), if needed.	Action	15	Toni Tisdale	June	August (if needed)
<b>15.</b>	Recommend Updates to the FY2025-2031 COMPASS Application Guide	Yes	Dane Hoskins and Toni Tisdale will seek RTAC recommendation for COMPASS Board of Directors' approval of the FY2025-2031 COMPASS Application Guide.	Action	15	Dane Hoskins and Toni Tisdale	July	August

<i>ID #</i>	<i>Title/Description</i>	<i>Mandatory</i> <sup>1</sup>	<i>Additional Information</i>	<i>Agenda Type</i> <sup>2</sup>	<i>Time</i>	<i>Presenters</i>	<i>Proposed Agenda</i>	<i>Board Agenda</i>
16.	Recommend FY2024 Communities in Motion Implementation grants and Project Development Program projects	Yes	Toni Tisdale will seek RTAC recommendation for COMPASS Board Approval of the FY2024 Communities in Motion Implementation grants and Project Development Program projects.	Action	20	Toni Tisdale	July	August
17.	Present findings and Recommend Approval of Regional Housing Coordination Plan	Yes	Dane Hoskins and [consultant] will seek RTAC recommendation for COMPASS Board of Directors' approval of the Regional Housing Coordination Plan	Action	20	Dane Hoskins and/or [consultant]	July	August
18.	Recommend Balancing in the Transportation Management Area (TMA)	Yes	Toni Tisdale will seek recommendation of balancing actions in the TMA (Boise Urbanized Area), if needed.	Action	15	Toni Tisdale	July	August (if needed)
19.	Recommend the FY2024 COMPASS Resource Development Plan	Yes	Toni Tisdale will seek RTAC recommendation of the FY2024 Resource Development Plan, which outlines projects the Resource Development Team may work on to seek funding.	Action	15	Toni Tisdale	September	October

<b>ID #</b>	<b>Title/Description</b>	<b>Mandatory<sup>1</sup></b>	<b>Additional Information</b>	<b>Agenda Type<sup>2</sup></b>	<b>Time</b>	<b>Presenters</b>	<b>Proposed Agenda</b>	<b>Board Agenda</b>
20.	Recommend Support of Priorities for Rural Projects	Yes	Toni Tisdale will seek RTAC recommendation of COMPASS Board of Directors' adoption of a resolution supporting priorities for applications in rural areas.	Consent	N/A	Toni Tisdale	September	October
21.	Recommend Adoption of Resolution Approving the Draft FY2024-2030 Regional Transportation Improvement Program and Associated Air Quality Conformity Demonstration	Yes	Toni Tisdale will seek RTAC recommendation for COMPASS Board of Directors' approval of the FY2024-2030 TIP and associated air quality conformity demonstration.	Action	15	Toni Tisdale	September	October
22.	Review the FY2023 <i>Communities in Motion</i> (CIM) Implementation Grants and Project Development Program Projects	No	Toni Tisdale will review the FY2023 projects in the CIM Implementation grants and Project Development Program projects.	Information/ Discussion	15	Toni Tisdale	September	Oct
23.	Approve 2024 RTAC Meeting Dates/Times	Yes	COMPASS Staff will request RTAC approval of 2024 meeting dates and times.	Consent	0	TBD	November	N/A

<b>ID #</b>	<b>Title/Description</b>	<b>Mandatory<sup>1</sup></b>	<b>Additional Information</b>	<b>Agenda Type<sup>2</sup></b>	<b>Time</b>	<b>Presenters</b>	<b>Proposed Agenda</b>	<b>Board Agenda</b>
24.	Recommend Balancing in the Transportation Management Area (TMA)	Yes	Toni Tisdale will seek recommendation of balancing actions in the TMA (Boise Urbanized Area), if needed.	Action	10	Toni Tisdale	November	Dec (if needed)
25.	Recommend Balancing in the Transportation Management Area (TMA)	No	Toni Tisdale will seek recommendation of balancing actions in the TMA (Boise Urbanized Area), if needed.	Action	15	Toni Tisdale	December	Feb (if needed)
26.	Elect Chair and Vice Chair	Yes	COMPASS Staff will facilitate the election of Chair and Vice Chair.	Action	10	TBD	January 2024	N/A
27.	Recommend Balancing in the Transportation Management Area (TMA)	Yes	Toni Tisdale will seek recommendation of balancing actions in the TMA (Boise Urbanized Area), if needed.	Action	15	Toni Tisdale	January	Feb (if needed)
28.	Review Communities in Motion (CIM) Implementation Grants and Project Development Program Projects	No	Toni Tisdale will review CIM Implementation and Project Development Program Project outcomes.	Information	15	Toni Tisdale	January	Feb

<b>ID #</b>	<b>Title/Description</b>	<b>Mandatory<sup>1</sup></b>	<b>Additional Information</b>	<b>Agenda Type<sup>2</sup></b>	<b>Time</b>	<b>Presenters</b>	<b>Proposed Agenda</b>	<b>Board Agenda</b>
<b>29.</b>	Solicit Member Agencies' Requests for FY2025 Unified Planning Work Program (UPWP)	Yes	Mary Ann Waldinger will solicit member agency requests for FY2025 UPWP for projects needing more than five COMPASS workdays.	Information/ Discussion	10	Mary Ann Waldinger	January	N/A
<b>30.</b>	Status the Long-Range Planning Functional Classification Map Update Process	No	Mary Ann Waldinger will provide an update, status and next steps regarding the update to the Long-Range Planning Functional Classification Map, Canyon County	Information/ Discussion	10	Mary Ann Waldinger	January	N/A
<b>31.</b>	Review COMPASS Phase 2 Applications	No	Toni Tisdale and Sherone Sader will host an optional workshop to provide information about federal-aid-eligible applications and share initial scores.	Information/ Discussion	60	Toni Tisdale and Sherone Sader	February X, 2024 (Optional)	N/A
<b>32.</b>	Recommend Federal-Aid Rankings for COMPASS Programs	Yes	Toni Tisdale will seek recommendation of federal-aid rankings for all COMPASS federal-aid programs.	Action	15	Toni Tisdale	February	N/A
<b>33.</b>	Recommend Balancing in the Transportation Management Area (TMA)	Yes	Toni Tisdale will seek recommendation of balancing actions in the TMA (Boise Urbanized Area), if needed.	Action	15	Toni Tisdale	February	February (if needed)

<b>ID #</b>	<b>Title/Description</b>	<b>Mandatory<sup>1</sup></b>	<b>Additional Information</b>	<b>Agenda Type<sup>2</sup></b>	<b>Time</b>	<b>Presenters</b>	<b>Proposed Agenda</b>	<b>Board Agenda</b>
<b>34.</b>	Review COMPASS Staff Funding Recommendations for Federal-Aid Programs	No	Toni Tisdale and Sherone Sader will host an optional workshop to discuss COMPASS staff funding recommendations based on the RTAC federal-aid ranking recommendations.	Information/ Discussion	60	Toni Tisdale and Sherone Sader	March X, 2024 (optional)	N/A
<b>35.</b>	Recommend Approval of Draft Federal-Aid Programs	Yes	Toni Tisdale will seek RTAC recommendation of approval of draft federal-aid programs, based on ranking recommendations from RTAC.	Action	20	Toni Tisdale	March	N/A
<b>36.</b>	Recommend Balancing in the Transportation Management Area (TMA)	Yes	Toni Tisdale will seek recommendation of balancing actions in the TMA (Boise Urbanized Area), if needed.	Action	15	Toni Tisdale	March	April (if needed)
<b>37.</b>	Prioritize and Recommend Member Agencies' Requests for FY2025 Unified Planning Work Program (UPWP)	No	Mary Ann Waldinger will seek prioritization of member agencies' requests and recommendation for inclusion in FY2025 UPWP.	Action	20	Mary Ann Waldinger	March	N/A

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# Scheduled vs. Obligated for the 2023 Schedule Year



[Group Type:Program] [Group Name:Highway Program (System)] [Major Program: Federal-Aid, State Highway System; Federal-Aid, Local Road System; State Funded Program] [District: 3] [MPO: COMPASS]  
[Grouped Project Status: Grouped, Individual] [Details: Include] [Project Property: Ignore Project Properties] [Date Range: 1/1/1900 - 3/6/2023] [Fiscal Year: 2023] [Obligation Approval Level: FHWA] [Project Status: Development, PS&E (or equiv.), Awarded (or equiv.)] [Fiscal Year: 2023] [Indirect Costs Excluded] [PSS Manager: Ignore] [PSS Owner: Ignore] [PSS Sponsor: Ignore]

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
<b>State Hwy - Pavement Preservation</b>									
20536	3	US 20, US 20/26 & SH 44 MILL & INLAY	2023	PS&E (or equiv.)	100	CE	\$100,000.00	\$0.00	\$100,000.00
						CC	\$1,272,538.00	\$0.00	\$1,272,538.00
						CN	\$15,224,292.00	\$0.00	\$15,224,292.00
							<b>\$16,596,830.00</b>	<b>\$0.00</b>	<b>\$16,596,830.00</b>
22677	3	US 20, FY24 SURFACE TREATMENTS: US 20/26 & SH 44	2024	Development	100	PE	\$160,000.00	\$0.00	\$160,000.00
							<b>\$160,000.00</b>	<b>\$0.00</b>	<b>\$160,000.00</b>
23535	3	SH 21, PAVEMENT PRESERVATION, BOISE	2023	Awarded (or equiv.)	100	PE	\$10,900.00	\$10,900.00	\$0.00
						CE	\$62,664.00	\$62,664.00	\$0.00
						CN	\$662,607.00	\$662,607.00	\$0.00
							<b>\$736,171.00</b>	<b>\$736,171.00</b>	<b>\$0.00</b>
23542	3	SH 55, EAGLE RD; I 84 TO SH 44, ADA CO	2027	Development	100	PE	\$51,600.00	\$0.00	\$51,600.00
						PC	\$120,000.00	\$0.00	\$120,000.00
							<b>\$171,600.00</b>	<b>\$0.00</b>	<b>\$171,600.00</b>
State Hwy - Pavement Preservation Total							<b>\$17,664,601.00</b>	<b>\$736,171.00</b>	<b>\$16,928,430.00</b>
<b>State Hwy - Pavement Restoration</b>									
20506	3	SH 55, SH-44 (STATE ST) TO PAYETTE RV BR, REHABILITATION	2023	PS&E (or equiv.)	111	PE	\$3,000.00	\$3,000.00	\$0.00
						CE	\$638,468.68	\$0.00	\$638,468.68
						CN	\$15,233,000.00	\$0.00	\$15,233,000.00
							<b>\$15,874,468.68</b>	<b>\$3,000.00</b>	<b>\$15,871,468.68</b>
State Hwy - Pavement Restoration Total							<b>\$15,874,468.68</b>	<b>\$3,000.00</b>	<b>\$15,871,468.68</b>
<b>State Hwy - Bridge Restoration</b>									
20227	3	US 20, PHYLLIS CANAL BR, NR MERIDIAN	2023	PS&E (or equiv.)	103	CE	\$370,880.00	\$370,880.00	\$0.00
						CC	\$171,000.00	\$171,000.00	\$0.00
						CN	\$3,894,236.00	\$3,894,236.00	\$0.00
							<b>\$4,436,116.00</b>	<b>\$4,436,116.00</b>	<b>\$0.00</b>
23095	3	I 84, FIVE MILE RD OVERPASS & WIDENING (NEPA), BOISE	2025	Development	103	PC	\$0.00	(\$400,000.00)	\$400,000.00
							<b>\$0.00</b>	<b>(\$400,000.00)</b>	<b>\$400,000.00</b>
23879	3	SH 21, SH 21, MORES CR BR REPAIR	2026	Development	103	PE	\$100,000.00	\$100,000.00	\$0.00
						PC	\$700,000.00	\$700,000.00	\$0.00
							<b>\$800,000.00</b>	<b>\$800,000.00</b>	<b>\$0.00</b>
State Hwy - Bridge Restoration Total							<b>\$5,236,116.00</b>	<b>\$4,836,116.00</b>	<b>\$400,000.00</b>

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
<b>State Hwy - Supporting Infrastructure Assets</b>									
22746	3	I 84, COLE & OVERLAND LIGHTING, BOISE	2023	Development	146	CE	\$11,628.00	\$0.00	\$11,628.00
						CN	\$233,172.00	\$0.00	\$233,172.00
							<b>\$244,800.00</b>	<b>\$0.00</b>	<b>\$244,800.00</b>
23181	3	I 84, FY24 D3 SIGNING	2024	Development	146	PE	\$10,000.00	\$0.00	\$10,000.00
							<b>\$10,000.00</b>	<b>\$0.00</b>	<b>\$10,000.00</b>
23182	3	SH 44, MP 12.5 RWIS	2024	Development	146	PE	\$25,000.00	\$0.00	\$25,000.00
							<b>\$25,000.00</b>	<b>\$0.00</b>	<b>\$25,000.00</b>
23708	3	I 84, FY23 D3 INTERSTATE STRIPING	2023	PS&E (or equiv.)	146	CE	\$50,000.00	\$50,000.00	\$0.00
						CN	\$509,480.00	\$509,480.00	\$0.00
							<b>\$559,480.00</b>	<b>\$559,480.00</b>	<b>\$0.00</b>
State Hwy - Supporting Infrastructure Assets Total							<b>\$839,280.00</b>	<b>\$559,480.00</b>	<b>\$279,800.00</b>
<b>State Hwy - Safety &amp; Capacity (Safety)</b>									
22101	3	LOCAL, PECKHAM RD INTERSECTIONS, CANYON CO	2023	Development	135	UT	\$80,000.00	\$0.00	\$80,000.00
						CN	\$379,000.00	\$0.00	\$379,000.00
							<b>\$459,000.00</b>	<b>\$0.00</b>	<b>\$459,000.00</b>
22102	3	STC-8223, FRANKLIN BLVD & KARCHER RD INT, NAMPA	2023	Development	135	LP	\$270,000.00	\$0.00	\$270,000.00
						CE	\$10,000.00	\$0.00	\$10,000.00
						CC	\$460,000.00	\$0.00	\$460,000.00
						CL	\$90,000.00	\$0.00	\$90,000.00
						CN	\$2,295,000.00	\$0.00	\$2,295,000.00
							<b>\$3,125,000.00</b>	<b>\$0.00</b>	<b>\$3,125,000.00</b>
State Hwy - Safety & Capacity (Safety) Total							<b>\$3,584,000.00</b>	<b>\$0.00</b>	<b>\$3,584,000.00</b>
<b>State Hwy - Safety &amp; Capacity (Capacity)</b>									
20266	3	SH 44, INT SH 16 TO LINDER RD, ADA CO	2023	PS&E (or equiv.)	112	CE	\$562,219.00	\$562,219.00	\$0.00
						CC	\$186,853.00	\$186,853.00	\$0.00
						CN	\$6,267,644.92	\$6,267,644.92	\$0.00
							<b>\$7,016,716.92</b>	<b>\$7,016,716.92</b>	<b>\$0.00</b>
20367	3	US 20, PHYLLIS CANAL BR TO SH 16, ADA CO	2023	Awarded (or equiv.)	112	PE	\$105,000.00	\$105,000.00	\$0.00
						RW	(\$25,000.00)	(\$25,000.00)	\$0.00
						LP	\$350,000.00	\$350,000.00	\$0.00
						CE	\$404,516.00	\$404,516.00	\$0.00
						CC	\$550,000.00	\$550,000.00	\$0.00
						CN	\$9,057,438.00	\$9,057,438.00	\$0.00
							<b>\$10,441,954.00</b>	<b>\$10,441,954.00</b>	<b>\$0.00</b>
20788	3	SH 16, I 84 TO US 20/26 & SH 44 IC, ADA & CANYON COS	2025	Development	107	LP	\$7,500,000.00	\$7,500,000.00	\$0.00
							<b>\$7,500,000.00</b>	<b>\$7,500,000.00</b>	<b>\$0.00</b>

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
22717	3	SH 45, LOCUST LANE INTERSECTION, NAMPA	2027	Development	112	RW	\$147,001.00	\$0.00	\$147,001.00
							<b>\$147,001.00</b>	<b>\$0.00</b>	<b>\$147,001.00</b>
23080	3	I 84, FRANKLIN RD IC TO KARCHER IC - WEST, NAMPA	2500	Awarded (or equiv.)	112	CE	\$0.00	\$20,000.00	(\$20,000.00)
						CC	\$0.00	\$400,000.00	(\$400,000.00)
						CN	\$84,450.00	\$1,084,450.00	(\$1,000,000.00)
							<b>\$84,450.00</b>	<b>\$1,504,450.00</b>	<b>(\$1,420,000.00)</b>
23095	3	I 84, FIVE MILE RD OVERPASS & WIDENING (NEPA), BOISE	2025	Development	112	PC	\$400,000.00	\$400,000.00	\$0.00
							<b>\$400,000.00</b>	<b>\$400,000.00</b>	<b>\$0.00</b>
23409	3	SH 16, FRANKLIN RD TO USTICK RD, ADA & CANYON COS	2026	Development	112	UT	\$500,000.00	\$0.00	\$500,000.00
						CE	\$200,000.00	\$0.00	\$200,000.00
						CC	\$200,000.00	\$0.00	\$200,000.00
							<b>\$900,000.00</b>	<b>\$0.00</b>	<b>\$900,000.00</b>
State Hwy - Safety & Capacity (Capacity) Total							<b>\$26,490,121.92</b>	<b>\$26,863,120.92</b>	<b>(\$372,999.00)</b>
<b>State Hwy - Early Development (Unfunded Ideas)</b>									
23175	3	SH 16, SH 44 TO JCT SH 52 ENVIRONMENTAL RE-EVAL, EMMETT	2023	Development	148	PE	\$50,000.00	\$50,000.00	\$0.00
						PC	\$2,950,000.00	\$2,950,000.00	\$0.00
							<b>\$3,000,000.00</b>	<b>\$3,000,000.00</b>	<b>\$0.00</b>
23336	3	I 84, KARCHER IC, KARCHER TO MIDDLETON ROAD, CANYON CO	2024	Development	148	CE	\$150,000.00	\$0.00	\$150,000.00
						CC	\$2,500,000.00	\$0.00	\$2,500,000.00
						CN	\$25,000,000.00	\$0.00	\$25,000,000.00
							<b>\$27,650,000.00</b>	<b>\$0.00</b>	<b>\$27,650,000.00</b>
23437	3	I 84, CENTENNIAL IC TO FRANKLIN IC, CANYON CO	2024	Development	148	CE	\$400,000.00	\$0.00	\$400,000.00
						CC	\$10,000,000.00	\$0.00	\$10,000,000.00
						CN	\$100,000,000.00	\$0.00	\$100,000,000.00
							<b>\$110,400,000.00</b>	<b>\$0.00</b>	<b>\$110,400,000.00</b>
23456	3	I 84, MERIDIAN RD IC TO EAGLE RD IC, DESIGN, MERIDIAN	2500	Development	148	PC	\$175,000.00	\$175,000.00	\$0.00
							<b>\$175,000.00</b>	<b>\$175,000.00</b>	<b>\$0.00</b>
23630	3	SH 44, I 84 TO STAR RD PEL AND NEPA STUDY	2023	Development	148	PE	\$10,000.00	\$10,000.00	\$0.00
						PC	\$2,990,000.00	\$2,990,000.00	\$0.00
							<b>\$3,000,000.00</b>	<b>\$3,000,000.00</b>	<b>\$0.00</b>
State Hwy - Early Development (Unfunded Ideas) Total							<b>\$144,225,000.00</b>	<b>\$6,175,000.00</b>	<b>\$138,050,000.00</b>
<b>Leading Idaho</b>									
23378	3	NHS-8523, CHERRY LANE, UPRR RRX 818670F, NAMPA	2023	Development	155	PE	\$5,000.00	\$5,000.00	\$0.00
						PC	\$25,000.00	\$25,000.00	\$0.00
						CN	\$525,000.00	\$0.00	\$525,000.00
							<b>\$555,000.00</b>	<b>\$30,000.00</b>	<b>\$525,000.00</b>

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
23379	3	STC-8223, KARCHER RD, UPRR RRX 818662N, NAMPA	2023	Development	155	PE	\$5,000.00	\$5,000.00	\$0.00
						PC	\$25,000.00	\$25,000.00	\$0.00
						CN	\$525,000.00	\$0.00	\$525,000.00
							<b>\$555,000.00</b>	<b>\$30,000.00</b>	<b>\$525,000.00</b>
23408	3	SH 16, USTICK RD TO US 20/26, ADA & CANYON COS	2024	Awarded (or equiv.)	155	CC	\$36,517.46	\$36,517.46	\$0.00
23971	3	OFFSYS, S. COLE RD RRX, UPRR 819327P, ADA COUNTY	2023	Development	155	PE	\$75,000.00	\$75,000.00	\$0.00
						PC	\$25,000.00	\$25,000.00	\$0.00
						UT	\$225,000.00	\$0.00	\$225,000.00
							<b>\$325,000.00</b>	<b>\$100,000.00</b>	<b>\$225,000.00</b>
Leading Idaho Total							<b>\$1,471,517.46</b>	<b>\$196,517.46</b>	<b>\$1,275,000.00</b>
<b>TECM</b>									
20788	3	SH 16, I 84 TO US 20/26 & SH 44 IC, ADA & CANYON COS	2025	Development	149	LP	\$0.00	\$1,084,238.67	(\$1,084,238.67)
22165	3	US 20/26, I 84 TO MIDDLETON RD, CANYON CO	2025	Awarded (or equiv.)	149	CC	\$1,000,000.00	\$1,000,000.00	\$0.00
							<b>\$1,000,000.00</b>	<b>\$1,000,000.00</b>	<b>\$0.00</b>
22715	3	SH 55, FARMWAY RD TO MIDDLETON RD, CANYON CO	2025	Development	149	PC	\$2,580,000.00	\$2,580,000.00	\$0.00
						RW	\$250,000.00	\$250,000.00	\$0.00
						LP	\$19,970,000.00	\$19,970,000.00	\$0.00
						UT	\$100,000.00	\$100,000.00	\$0.00
							<b>\$22,900,000.00</b>	<b>\$22,900,000.00</b>	<b>\$0.00</b>
23336	3	I 84, KARCHER IC, KARCHER TO MIDDLETON ROAD, CANYON CO	2024	Development	149	PC	\$1,100,000.00	\$1,100,000.00	\$0.00
						RW	\$100,000.00	\$100,000.00	\$0.00
						UT	\$50,000.00	\$50,000.00	\$0.00
							<b>\$1,250,000.00</b>	<b>\$1,250,000.00</b>	<b>\$0.00</b>
23337	3	US 20/26, MIDDLETON RD TO STAR RD, ADA/CANYON COS	2025	Development	149	PC	\$3,946,200.00	\$3,946,200.00	\$0.00
						RW	\$250,000.00	\$0.00	\$250,000.00
						LP	\$23,113,785.00	\$23,113,785.00	\$0.00
						UT	\$200,000.00	\$200,000.00	\$0.00
							<b>\$27,509,985.00</b>	<b>\$27,259,985.00</b>	<b>\$250,000.00</b>
23408	3	SH 16, USTICK RD TO US 20/26, ADA & CANYON COS	2024	Awarded (or equiv.)	149	CC	\$2,409,415.00	\$2,409,415.00	\$0.00
						CN	\$72,860,187.12	\$72,860,187.12	\$0.00
							<b>\$75,269,602.12</b>	<b>\$75,269,602.12</b>	<b>\$0.00</b>
23410	3	SH 16, I 84 TO FRANKLIN RD, ADA & CANYON COS	2023	Awarded (or equiv.)	149	CC	\$2,160,015.00	\$2,160,015.00	\$0.00
						CN	\$17,419,499.00	\$17,419,499.00	\$0.00
							<b>\$19,579,514.00</b>	<b>\$19,579,514.00</b>	<b>\$0.00</b>

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
23437	3	I 84, CENTENNIAL IC TO FRANKLIN IC, CANYON CO	2024	Development	149	PC	\$200,000.00	\$200,000.00	\$0.00
						RW	\$100,000.00	\$100,000.00	\$0.00
						LP	\$2,000,000.00	\$2,000,000.00	\$0.00
						UT	\$50,000.00	\$50,000.00	\$0.00
							<b>\$2,350,000.00</b>	<b>\$2,350,000.00</b>	<b>\$0.00</b>
TECM Total							<b>\$149,859,101.12</b>	<b>\$150,693,339.79</b>	<b>(\$834,238.67)</b>
<b>TECM Bonding</b>									
22165	3	US 20/26, I 84 TO MIDDLETON RD, CANYON CO	2025	Awarded (or equiv.)	150	CC	(\$2,800,000.00)	(\$2,800,000.00)	\$0.00
						CN	\$2,799,500.00	\$2,799,500.00	\$0.00
							<b>(\$500.00)</b>	<b>(\$500.00)</b>	<b>\$0.00</b>
TECM Bonding Total							<b>(\$500.00)</b>	<b>(\$500.00)</b>	<b>\$0.00</b>
<b>State Hwy - Planning Scoping &amp; Studies</b>									
7827	3	SH 44, CORRIDOR STUDY, STAR RD TO EAGLE RD	2023	Awarded (or equiv.)	104	PE	\$68,120.00	\$68,120.00	\$0.00
						PC	\$997,392.00	\$997,392.00	\$0.00
							<b>\$1,065,512.00</b>	<b>\$1,065,512.00</b>	<b>\$0.00</b>
23599	3	STATE, MS4 PERMIT & STORM WATER MGMT PROG, ADA & CANYON	2023	Development	104	PE	\$5,000.00	\$5,000.00	\$0.00
						PC	\$245,000.00	\$245,000.00	\$0.00
							<b>\$250,000.00</b>	<b>\$250,000.00</b>	<b>\$0.00</b>
State Hwy - Planning Scoping & Studies Total							<b>\$1,315,512.00</b>	<b>\$1,315,512.00</b>	<b>\$0.00</b>
<b>Hwy - Metropolitan Planning</b>									
22108	3	LOCAL, FY23 COMPASS METRO PLANNING	2023	Awarded (or equiv.)	91	PC	\$1,494,032.50	\$1,494,032.50	\$0.00
							<b>\$1,494,032.50</b>	<b>\$1,494,032.50</b>	<b>\$0.00</b>
Hwy - Metropolitan Planning Total							<b>\$1,494,032.50</b>	<b>\$1,494,032.50</b>	<b>\$0.00</b>
<b>Local Hwy - Transportation Alternatives</b>									
22922	3	LOCAL, FY22 CANYON CO SRTS COORDINATOR & ACTIVITIES	2023	Awarded (or equiv.)	134	CN	\$64,753.00	\$64,753.00	\$0.00
							<b>\$64,753.00</b>	<b>\$64,753.00</b>	<b>\$0.00</b>
22924	3	LOCAL, FY23 CANYON CO SRTS COORDINATOR & ACTIVITIES	2023	Development	134	CN	\$64,753.00	\$0.00	\$64,753.00
							<b>\$64,753.00</b>	<b>\$0.00</b>	<b>\$64,753.00</b>
Local Hwy - Transportation Alternatives Total							<b>\$129,506.00</b>	<b>\$64,753.00</b>	<b>\$64,753.00</b>
<b>State Hwy - Freight</b>									
22103	3	OFFSYS, FRANKLIN BLVD & 3RD N FREIGHT IMPRV, NAMPA	2500	Development	139	RW	\$600,000.00	\$0.00	\$600,000.00
							<b>\$600,000.00</b>	<b>\$0.00</b>	<b>\$600,000.00</b>
State Hwy - Freight Total							<b>\$600,000.00</b>	<b>\$0.00</b>	<b>\$600,000.00</b>

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
<b>Local Hwy - Large Urban</b>									
13487	3	NHS-8213, MIDDLETON & USTICK ROUNDBOUT, CALDWELL	2023	Development	46	CE	\$29,000.00	\$0.00	\$29,000.00
						CC	\$575,000.00	\$0.00	\$575,000.00
						CL	\$115,000.00	\$0.00	\$115,000.00
						CN	\$3,725,000.00	\$0.00	\$3,725,000.00
							<b>\$4,444,000.00</b>	<b>\$0.00</b>	<b>\$4,444,000.00</b>
23025	3	LOCAL, GRIMES CITY PATHWAY EXTENSION, NAMPA	2500	Development	46	PC	\$34,000.00	\$34,000.00	\$0.00
							<b>\$34,000.00</b>	<b>\$34,000.00</b>	<b>\$0.00</b>
23026	3	LOCAL, AUTOMATED BIKE/PED COUNTERS, COMPASS	2023	Development	46	PC	\$39,000.00	\$39,000.00	\$0.00
							<b>\$39,000.00</b>	<b>\$39,000.00</b>	<b>\$0.00</b>
Local Hwy - Large Urban Total							<b>\$4,517,000.00</b>	<b>\$73,000.00</b>	<b>\$4,444,000.00</b>
<b>Local Hwy - Transportation Management Area</b>									
19465	3	LOCAL, FY22 PAVEMENT PRESERVATION & ADA, PH 1, BOISE	2023	Awarded (or equiv.)	51	PC	\$1,194.00	\$1,194.00	\$0.00
						CC	(\$215,562.00)	(\$215,562.00)	\$0.00
						CN	\$3,808,290.00	\$3,808,290.00	\$0.00
							<b>\$3,593,922.00</b>	<b>\$3,593,922.00</b>	<b>\$0.00</b>
20122	3	STC-7133, FY22 PAVEMENT PRESERVATION AND ADA, PH 2, BOISE	2023	Development	51	CE	\$101,000.00	\$0.00	\$101,000.00
						CC	\$202,000.00	\$0.00	\$202,000.00
						CN	\$2,056,000.00	\$0.00	\$2,056,000.00
							<b>\$2,359,000.00</b>	<b>\$0.00</b>	<b>\$2,359,000.00</b>
20259	3	LOCAL, FY23 ROADWAY & ADA IMPROVEMENTS PART 1, BOISE AREA	2024	Development	51	LP	\$150,000.00	\$0.00	\$150,000.00
							<b>\$150,000.00</b>	<b>\$0.00</b>	<b>\$150,000.00</b>
20271	3	LOCAL, COMMUNITIES IN MOTION MINOR UPDATE	2026	Development	51	PC	\$183,000.00	\$183,000.00	\$0.00
							<b>\$183,000.00</b>	<b>\$183,000.00</b>	<b>\$0.00</b>
20560	3	LOCAL, FY22/23 COMPASS PLANNING	2023	Development	51	PC	\$232,000.00	\$232,000.00	\$0.00
							<b>\$232,000.00</b>	<b>\$232,000.00</b>	<b>\$0.00</b>
20841	3	SH 55, BIKE/PED BR OVER BOISE RV, EAGLE	2023	PS&E (or equiv.)	51	CN	\$581,000.00	\$0.00	\$581,000.00
							<b>\$581,000.00</b>	<b>\$0.00</b>	<b>\$581,000.00</b>
21896	3	LOCAL, FY25 ROADWAY AND ADA IMPROVEMENTS, BOISE	2026	Development	51	PC	\$1,526,000.00	\$0.00	\$1,526,000.00
							<b>\$1,526,000.00</b>	<b>\$0.00</b>	<b>\$1,526,000.00</b>
22015	3	LOCAL, FY23 ACHD COMMUTERIDE	2023	Development	51	CN	\$220,000.00	\$220,000.00	\$0.00
							<b>\$220,000.00</b>	<b>\$220,000.00</b>	<b>\$0.00</b>
22390	3	LOCAL, FY27 ROADWAY AND ADA IMPROVEMENTS, BOISE	2027	Development	51	PE	\$29,000.00	\$0.00	\$29,000.00
						PC	\$1,463,000.00	\$0.00	\$1,463,000.00
							<b>\$1,492,000.00</b>	<b>\$0.00</b>	<b>\$1,492,000.00</b>

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
22395	3	LOCAL, FISCAL IMPACT ANALYSIS STUDY, COMPASS	2023	Development	51	PC	\$60,000.00 <b>\$60,000.00</b>	\$60,000.00 <b>\$60,000.00</b>	\$0.00 <b>\$0.00</b>
23667	3	LOCAL, FY23 ROLLING STOCK, INFRA, TECH, VRT	2023	Development	51	CN	\$186,000.00 <b>\$186,000.00</b>	\$0.00 <b>\$0.00</b>	\$186,000.00 <b>\$186,000.00</b>
23674	3	LOCAL, SMART TRIPS TREASURE VALLEY, ACHD	2023	Development	51	PE PC	\$3,000.00 \$388,000.00 <b>\$391,000.00</b>	\$3,000.00 \$388,000.00 <b>\$391,000.00</b>	\$0.00 \$0.00 <b>\$0.00</b>
Local Hwy - Transportation Management Area Total							<b>\$10,973,922.00</b>	<b>\$4,679,922.00</b>	<b>\$6,294,000.00</b>
<b>Local Hwy - Transportation Alternatives; TMA</b>									
20493	3	LOCAL, FY23 ADA COUNTY SR2S, VRT	2023	Development	133	CN	\$171,000.00 <b>\$171,000.00</b>	\$171,000.00 <b>\$171,000.00</b>	\$0.00 <b>\$0.00</b>
20542	3	LOCAL, PED IMPROVEMENTS, EAGLE RD, MERIDIAN	2500	Development	133	PE PC PL	\$3,000.00 \$78,000.00 \$11,000.00 <b>\$92,000.00</b>	\$0.00 \$0.00 \$0.00 <b>\$0.00</b>	\$3,000.00 \$78,000.00 \$11,000.00 <b>\$92,000.00</b>
20549	3	US 20, CHINDEN; INT 43RD ST PED IMPRV, GARDEN CITY	2023	Development	133	PC	\$50,000.00 <b>\$50,000.00</b>	\$0.00 <b>\$0.00</b>	\$50,000.00 <b>\$50,000.00</b>
20841	3	SH 55, BIKE/PED BR OVER BOISE RV, EAGLE	2023	PS&E (or equiv.)	133	CN	\$870,000.00 <b>\$870,000.00</b>	\$0.00 <b>\$0.00</b>	\$870,000.00 <b>\$870,000.00</b>
23095	3	I 84, FIVE MILE RD OVERPASS & WIDENING (NEPA), BOISE	2025	Development	133	RW	\$10,000.00 <b>\$10,000.00</b>	\$0.00 <b>\$0.00</b>	\$10,000.00 <b>\$10,000.00</b>
Local Hwy - Transportation Alternatives; TMA Total							<b>\$1,193,000.00</b>	<b>\$171,000.00</b>	<b>\$1,022,000.00</b>
<b>Local Hwy - Rural</b>									
13964	3	STC-3798, PECKHAM RD, GOLDEN GATE HD	2023	Development	45	CL CN	\$777,000.00 \$2,818,000.00 <b>\$3,595,000.00</b>	\$0.00 \$0.00 <b>\$0.00</b>	\$777,000.00 \$2,818,000.00 <b>\$3,595,000.00</b>
19951	3	STC-3856, OLD HWY 30; SAND HOLLOW RD TO SH-44, CANYON HD	2027	Development	45	RW	\$50,000.00 <b>\$50,000.00</b>	\$0.00 <b>\$0.00</b>	\$50,000.00 <b>\$50,000.00</b>
Local Hwy - Rural Total							<b>\$3,645,000.00</b>	<b>\$0.00</b>	<b>\$3,645,000.00</b>
<b>Hwy Safety - Local</b>									
22878	3	SMA-3724, HOMEDALE RD CURVE IMPV, CANYON HD	2024	Development	118	PC RW	\$52,000.00 \$21,000.00 <b>\$73,000.00</b>	\$52,000.00 \$0.00 <b>\$52,000.00</b>	\$0.00 \$21,000.00 <b>\$21,000.00</b>
23883	3	SMA-8323, 2ND ST S, SAFETY IMPROVEMENTS	2026	Development	118	PE PC	\$13,000.00 \$519,000.00	\$0.00 \$0.00	\$13,000.00 \$519,000.00



KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
23883	3	SMA-8323, 2ND ST S, SAFETY IMPROVEMENTS	2026	Development	118	PL	\$117,000.00	\$0.00	\$117,000.00
							<b>\$649,000.00</b>	<b>\$0.00</b>	<b>\$649,000.00</b>
Hwy Safety - Local Total							<b>\$722,000.00</b>	<b>\$52,000.00</b>	<b>\$670,000.00</b>
<b>Hwy Safety - Railroad Crossings</b>									
20606	3	OFFSYS, OLD FORT BOISE RD UPRR RRX, NOTUS-PARMA HD	2023	Development	22	CN	\$230,000.00	\$0.00	\$230,000.00
							<b>\$230,000.00</b>	<b>\$0.00</b>	<b>\$230,000.00</b>
23971	3	OFFSYS, S. COLE RD RRX, UPRR 819327P, ADA COUNTY	2023	Development	22	UT	\$152,000.00	\$0.00	\$152,000.00
					54	PE	\$75,000.00	\$0.00	\$75,000.00
							<b>\$227,000.00</b>	<b>\$0.00</b>	<b>\$227,000.00</b>
Hwy Safety - Railroad Crossings Total							<b>\$457,000.00</b>	<b>\$0.00</b>	<b>\$457,000.00</b>
<b>Hwy - Discretionary</b>									
23833	3	LOCAL, ACCESS TO OPPORTUNITY, ACHD	2500	Development	39	PC	\$6,430,000.00	\$0.00	\$6,430,000.00
							<b>\$6,430,000.00</b>	<b>\$0.00</b>	<b>\$6,430,000.00</b>
23983	3	LOCAL, FY23 RAISE GRANT, NAMPA	2023	Development	39	PE	\$5,000,000.00	\$0.00	\$5,000,000.00
							<b>\$5,000,000.00</b>	<b>\$0.00</b>	<b>\$5,000,000.00</b>
Hwy - Discretionary Total							<b>\$11,430,000.00</b>	<b>\$0.00</b>	<b>\$11,430,000.00</b>
<b>Hwy - Federal Lands Access</b>									
22600	3	STC-3787, WESTERN HERITAGE BYWAY (SWAN FALLS RD), ADA CO	2025	Development	59	PC	\$269,241.00	\$0.00	\$269,241.00
							<b>\$269,241.00</b>	<b>\$0.00</b>	<b>\$269,241.00</b>
22602	3	STC-3714, INDIANA AND ORCHARD SHARED ROADWAY, CANYON HD #4	2025	Development	59	PC	\$249,451.00	\$0.00	\$249,451.00
							<b>\$249,451.00</b>	<b>\$0.00</b>	<b>\$249,451.00</b>
Hwy - Federal Lands Access Total							<b>\$518,692.00</b>	<b>\$0.00</b>	<b>\$518,692.00</b>
<b>Hwy - Local Partnerships</b>									
20367	3	US 20, PHYLLIS CANAL BR TO SH 16, ADA CO	2023	Awarded (or equiv.)	79	CN	\$821,347.00	\$821,347.00	\$0.00
							<b>\$821,347.00</b>	<b>\$821,347.00</b>	<b>\$0.00</b>
20788	3	SH 16, I 84 TO US 20/26 & SH 44 IC, ADA & CANYON COS	2025	Development	79	LP	\$500.00	\$500.00	\$0.00
							<b>\$500.00</b>	<b>\$500.00</b>	<b>\$0.00</b>
20841	3	SH 55, BIKE/PED BR OVER BOISE RV, EAGLE	2023	PS&E (or equiv.)	79	PE	\$2,674.00	\$2,674.00	\$0.00
						CE	(\$2,674.00)	(\$2,674.00)	\$0.00
							<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
22165	3	US 20/26, I 84 TO MIDDLETON RD, CANYON CO	2025	Awarded (or equiv.)	79	CN	\$300,763.00	\$300,763.00	\$0.00
							<b>\$300,763.00</b>	<b>\$300,763.00</b>	<b>\$0.00</b>
22712	3	I 84B, GARRITY BLVD & STAMM LN INT IMPV, NAMPA	2027	Development	79	RW	\$385,027.00	\$0.00	\$385,027.00
							<b>\$385,027.00</b>	<b>\$0.00</b>	<b>\$385,027.00</b>



KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
22717	3	SH 45, LOCUST LANE INTERSECTION, NAMPA	2027	Development	79	RW	\$620,257.00	\$0.00	\$620,257.00
							<b>\$620,257.00</b>	<b>\$0.00</b>	<b>\$620,257.00</b>
23408	3	SH 16, USTICK RD TO US 20/26, ADA & CANYON COS	2024	Awarded (or equiv.)	79	CN	\$310,898.88	\$310,898.88	\$0.00
							<b>\$310,898.88</b>	<b>\$310,898.88</b>	<b>\$0.00</b>
23674	3	LOCAL, SMART TRIPS TREASURE VALLEY, ACHD	2023	Development	79	PC	\$62,000.00	\$62,000.00	\$0.00
							<b>\$62,000.00</b>	<b>\$62,000.00</b>	<b>\$0.00</b>
Hwy - Local Partnerships Total							<b>\$2,500,792.88</b>	<b>\$1,495,508.88</b>	<b>\$1,005,284.00</b>
<b>Hwy GARVEE - 2017 Legislative Authorization</b>									
20788	3	SH 16, I 84 TO US 20/26 & SH 44 IC, ADA & CANYON COS	2025	Development	142	LP	(\$2,100,000.00)	(\$2,100,000.00)	\$0.00
						UT	\$2,100,000.00	\$2,100,000.00	\$0.00
							<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
23080	3	I 84, FRANKLIN RD IC TO KARCHER IC - WEST, NAMPA	2500	Awarded (or equiv.)	142	CE	\$0.00	(\$20,000.00)	\$20,000.00
						CC	\$0.00	(\$400,000.00)	\$400,000.00
						CN	\$0.00	(\$1,000,000.00)	\$1,000,000.00
							<b>\$0.00</b>	<b>(\$1,420,000.00)</b>	<b>\$1,420,000.00</b>
Hwy GARVEE - 2017 Legislative Authorization Total							<b>\$0.00</b>	<b>(\$1,420,000.00)</b>	<b>\$1,420,000.00</b>
Report Total							<b>\$404,740,163.56</b>	<b>\$197,987,973.55</b>	<b>\$206,752,190.01</b>