REGIONAL TRANSPORTATION ADVISORY COMMITTEE
APRIL 23, 2025 - 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.

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

AGENDA

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

II. OPEN DISCUSSION/ANNOUNCEMENTS

III. CONSENT AGENDA

Page 3 **A.* Approve March 26, 2025, RTAC Meeting Minutes**

IV. ACTION ITEM

8:35 Page 7 **A.* Recommend Balancing in the Transportation Management Area (TMA)** — **Toni Tisdale**

Toni Tisdale will seek recommendation of balancing actions in the TMA (Boise Urban Area).

V. INFORMATION/DISCUSSION ITEMS

8:50 Page 14 **A.* Communities in Motion 2055 Public Outreach Results** — **Alexa Roitman**

Alexa Roitman will summarize the results of Communities in Motion 2055 *public outreach.*

9:05 Page 16 **B.* High-Capacity Transit (Let's Ride Treasure Valley) PEL Study Tier 2 Public Outreach Summary** — **Lila Klopfenstein**

Lila Klopfenstein will provide a summary of comments received during the Tier 2 public outreach opportunity.

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9:20 **Page 18** **C.*** **Briefing on COMPASS Carbon Reduction Strategy** — **Hunter Mulhall/ Aaron Berger, DKS**

Hunter Mulhall, COMPASS and Aaron Berger, DKS will brief RTAC on the Carbon Reduction Strategy.

9:35 **Page 36** **D.*** **Statewide Functional Classification System Update within the COMPASS Planning Area** — **Mary Ann Waldinger**

Mary Ann Waldinger will provide a summary of the process and draft recommended changes to the Statewide Functional Classification System map.

VI. STATUS REPORTS (INFORMATION ONLY)

Page 37 **A.*** **RTAC Agenda Worksheet**

Page 48 **B.*** **Obligation Report**

VII. OTHER

Next Meeting: May 28, 2025

VIII. ADJOURNMENT (9:50)

***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 asestencia 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
March 26, 2025
COMPASS, First Floor Board Room
ZOOM CONFERENCE CALL

****DRAFT MINUTES****

ATTENDEES:

Nichoel Baird Spencer, City of Eagle, **Vice Chair**, in person
Aaron Bauges, Idaho Transportation Department, in person
Troy Behunin, City of Kuna, via ZOOM
Bre Brush, City of Boise, via ZOOM
Miranda Carson, West Ada School District, via ZOOM
Crystal Craig, **Chair**, City of Nampa, in person
Stacey DuPuis, Ada County Development Services, via ZOOM
Deanna Dupuy, City of Boise, via ZOOM
Gabe Finkelstein, Boise State University, via ZOOM
Andrew Glaspell, City of Eagle, in person
Doug Hanson, City of Kuna, via ZOOM
Hallie Hart, City of Caldwell, in person
Rob Hartsock, City of Notus, via ZOOM
Hether Hill, City of Meridian, via ZOOM
Caleb Hood, City of Meridian, via ZOOM
Stephen Hunt, Valley Regional Transit, in person
Tom Laws, Ada County Highway District, in person
Curtis Loveless, Central District Health, via ZOOM
Brian McClure, City of Meridian, via ZOOM
Joe McMullin, Highway District No. 4, via ZOOM
Austin Miller, COMPASS, ex officio, in person
Brent Moore, Ada County Development Services, via ZOOM
Shawn Nickel, City of Star, via ZOOM
Elie Kawmy for Dave Rader, Ada County Highway District, in person
Clemente Salinas, City of Nampa, via ZOOM
Toby Griffin for Mark Steuer, City of Nampa, via ZOOM
Michael Toole, Department of Environmental Quality, via ZOOM
Jason VanGilder, City of Middleton, via ZOOM
Hanna Veal, City of Garden City, via ZOOM
Jason Wilde, Public Participation Workgroup, in person
Alex Yann, Idaho Transportation Department, in person

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MEMBERS ABSENT:

Brent Arte, City of Melba
Michelle Barron, Canyon County Development Services
Lee Belt, City of Greenleaf
Bob Callahan, Boise County
Chelsie Johnson, City of Wilder
Brett Laird, City of Parma
Leon Letson, Ada County Development Services
Lindy Lindstrom, Boise County
Dan Lister, Canyon County Development Services
Cody Lund, Greater Boise Auditorium District, Ex officio
Jamie Neill, Governor's Office, Ex officio
Zach Piepmeyer, Capital City Development Corporation
Deb Root, Canyon County Development Services
Clay Tucker, Boise County

OTHERS PRESENT:

Ashley Cannon, COMPASS, via ZOOM
Matt Carlson, COMPASS, in person
Mark Christiansen, City of Middleton, in person
Teri Gregory, COMPASS, in person
Amy Luft, COMPASS, in person
Walter Olin, City of Nampa, via ZOOM
Abby Peterson, Idaho Transportation Department, via ZOOM
Craig Raborn, COMPASS, in person
Nichole Stern, Ada County Highway District Commuteride, via ZOOM
Toni Tisdale, COMPASS, in person
Mary Ann Waldinger, COMPASS, in person
Shirley Wentland, Idaho Transportation Department, via ZOOM

CALL TO ORDER

Chair Crystal Craig called the meeting to order at 8:32 am.

OPEN DISCUSSION/ANNOUNCEMENTS

- Amy Luft reminded RTAC members to take the Move What Matters survey.
- Toni Tisdale announced a public comment period is open for an amendment to the FY2025-2031 Transportation Improvement Program at the request of the Idaho Transportation Department. RTAC will not receive the amendment for recommendation as it is an expedited request.

CONSENT AGENDA

A. Approve February 26, 2025, RTAC Meeting Minutes

Tom Laws moved and Nichoel Baird Spencer seconded approval of the Consent Agenda as presented. Motion passed unanimously.

ACTION ITEMS

A. Elect Vice Chair

Austin Miller facilitated the election of a new Vice Chair.

Aaron Bauges nominated Nichoel Baird Spencer and Bre Brush seconded the nomination. Motion passed unanimously.

B. Recommend Draft Federal-Aid Programs

Toni Tisdale presented draft federal-aid program rankings as recommended by RTAC.

After discussion, **Alex Yann moved and Stephen Hunt seconded to approve the rankings as recommended by staff.** Motion passed unanimously.

C. Recommend Amendments to *Communities in Motion 2050* and the FY2025-2031 Regional Transportation Improvement Program (TIP)

Austin Miller presented two resolutions to amend *Communities in Motion 2050* and the FY2025-2031 TIP.

After discussion, **Nichoel Baird Spencer moved and Doug Hansen seconded to recommend COMPASS Board of Directors' adoption of the resolutions amending *Communities in Motion 2050* and the FY2025-2031 TIP as presented.** Motion passed unanimously.

D. Recommend Approval to Extend Delivery Deadlines for Local Federal-Aid Projects

Toni Tisdale presented the recommended delivery deadline extensions for local federal-aid projects.

Stephen Hunt moved and Nichoel Baird Spencer seconded recommending extending the delivery deadlines as recommended. Motion passed unanimously.

INFORMATION/DISCUSSION ITEM

A. Discuss Transition to a New Process to Request COMPASS Staff Time over Five Days

Mary Ann Waldinger discussed the transition to a new process to request COMPASS staff time over five days.

OTHER

Next Meeting: April 23, 2025

ADJOURNMENT

Stephen Hunt moved and Alex Yann seconded adjournment of the meeting. Motion passed unanimously.

Chair Crystal Craig adjourned the meeting at 9:15 am.

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RTAC AGENDA ITEM IV-A
April 23, 2025

Topic: Balancing in the Transportation Management Area (TMA)

Request/Recommendation:
COMPASS staff requests RTAC recommendation to balance the Surface Transportation Block Grant (STBG)-TMA program to make adjustments at the request of the Ada County Highway District (ACHD) and COMPASS.

Background/Summary
The STBG-TMA program has a balance of $500,000 from funding released from projects that are being removed or delayed. These funds are available to meet the needs of other projects through the balancing process.

Staff track project needs throughout the year on the Needs List (Attachment 1). The current needs and recommended balancing actions are summarized below.

- **Study, Big Data Purchase, COMPASS** (Key Number 22394)
  - Staff requested withdrawal of the project, as it is no longer needed.
  - Release of $150,000 in STBG-TMA funds in FY2025.
- **Overland Road, Orchard Street to Vista Avenue, Boise** (ACHD) (Key Number 21896)
  - Staff requested to delay right-of-way funding from FY2025 to FY2026.
  - Release of $350,000 in STBG-TMA funds in FY2025.
  - Federal funding is not available in FY2026 to cover this request. Right-of-way funds will be budgeted in FY2026 using local advanced construction funding.
- **Fairview Avenue, North Garden Street to Whitewater Park Boulevard, and Bridge Replacement** (ACHD) (Key Number 24382)
  - Needs $339,261 to convert local advanced construction funds for design to federal funds.
  - The original request was for a total of $1,800,000 and was partially funded in December 2024 and February 2025.
  - Staff recommend funding the remainder of this request using available STBG-TMA funds.
- **Transit – State Street Premium Corridor, Part 2, Boise Area, Valley Regional Transit** (Key Number 23179)
  - Requested $354,420 to cover a shortfall of construction funds.
  - The original request was for a total of $1,264,420 and was partially funded in FY2024.
  - Staff recommend partially funding $160,739 using the remaining available STBG-TMA funds.

Priorities are based on Board Policy 2024-03, "Balancing Surface Transportation Block Grant Program (STBG), Transportation Alternatives Program (TAP), and Carbon Reduction Program (CRP) Funds," approved by the COMPASS Board of Directors on August 19, 2024. The policy is available on the COMPASS website (link provided below).

The proposed changes are shown in detail on the TMA balancing worksheet, provided in the RTAC supplemental (link below). Letters of request for FY2025 needs, including more details about the requests, are provided in Attachment 2.

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Implication (policy and/or financial):
The recommended actions allow the obligation of available STGB-TMA program funds in FY2025 to occur and provide additional funding to meet (or mostly meet) estimated costs on two local projects.

More Information:
1) Attachment 1: Needs List
2) Attachment 2: Letters of Request
3) Balancing Policy: https://compassidaho.org/wp-content/uploads/2024_STBG-TAP-CRP_2024-03.pdf
4) TMA Balancing Worksheet: https://compassidaho.org/wp-content/uploads/04232025_RTACSupp_TMABalancingWorksheetFY2025-2031.pdf
5) For detailed information contact: Toni Tisdale, Principal Planner, at 208/475-2238 or ttisdale@compassidaho.org.

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Funding Needs and Recommendations in the Transportation Management Area

April 2025 Attachment 1

Key Number	Policy Priority*	Project	Eligible funds	FY2025 Request	Recommend Feb 2025 STBG-TMA	Recommend Feb 2025 TAP-TMA	
Available (Unprogrammed or Over Programmed)					$0	$0	
22394	N/A	Study, Big Data Purchase, COMPASS	STBG-TMA	($150,000)	($150,000)		**Official request received.** Withdraw project, as it is no longer needed.
21896	N/A	Overland Road, Orchard Street to Vista Avenue, Boise	STBG-TMA	($350,000)	($350,000)		**Official request received.** Delay ROW from FY2025 to FY2026. Federal funds are not available in FY2026. The delay will be covered by advanced construction local funding.
24382	2A	Fairview Avenue, North Garden to Whitewater Park and Bridge Replacement (ACHD)	STBG-TMA, TAP-TMA, CRP-TMA	$339,261	$339,261		**No official request needed.** Convert advanced construction (local) funds to federal-aid for design. Original request of $1.8 M was partially funded in December 2024 and February 2025.
23179	4A	Transit - State Street Premium Corridor, Part 2, Boise Area, VRT	STBG-TMA	$354,420	$160,739		**Official request received.** Cover shortfall for construction funds in the RAISE grant. Original request of $1,264,420 was partially funded in FY2024.
Balance				$193,681	$0	$0	

A negative amount means that funds are available or being released

*Priorities based on balancing policy: https://compassidaho.org/wp-content/uploads/2024_STBG-TAP-CRP_2024-03.pdf

Gray highlight = requests

Blue highlight = recommended action based on available funds

Funding Acronyms:

CRP - Carbon Reduction Program

STBG - Surface Transportation Block Grant

TAP - Transportation Alternatives Program

TMA - Transportation Management Area (Boise Urban Area)

Attachment 2

MEMORANDUM

Date: March 13, 2025

To: Craig Raborn, COMPASS Executive Director

RE: Request to withdraw the COMPASS Big Data Study (Key Number 22394) from the FY2025-2031 TIP

COMPASS staff request to withdraw the COMPASS Big Data project (Key Number 22394) from the FY2025-2031 Regional Transportation Improvement Program (TIP).

This project was added to the TIP in October 2019, but since then other methods of data collection have become available and affordable. This project for additional "big data" is no longer needed.

Thank you,

Mary Ann Waldinger
Technical Services Team Lead

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Miranda Gold, President
Alexis Pickering, Vice-President
Kent Goldthorpe, Commissioner
Dave McKinney, Commissioner
Patricia Nilsson, Commissioner

April 2, 2025

Craig Raborn, Executive Director
COMPASS
700 NE 2nd Street, Suite 200
Meridian, ID 83642

Dear Director Raborn,

To best support ACHD's success in designing and constructing projects in the FY2026-2032 Transportation Improvement Program, ACHD is requesting a schedule change of several projects, as well as a request to separate KN 21896 (Overland Road, Orchard to Vista) into three segments. With these requested changes, ACHD is confident in its ability to successfully navigate the completion of these projects.

The following list details the changes for each project, including where and how much ACHD would like to fund specific phases,

- KN 22390 (Vista Avenue, Overland Road to Rose Hill Street):
    - Construction: $10,664,000 in STBG-TMA funds and $1,727,000 in advance construction in FY2026
- KN 21896 (Overland Road, Vista Avenue to Orchard Street): ACHD would like to split this project into the following three separate segments, with costs listed for design, ROW, and construction
    - KN 21896 (Overland Road, Vista Avenue to Owyhee Street):
        - ROW: $150,000 in STBG-TMA funds in FY26
        - Construction: $7,611,000 in STBG-TMA funds, $32,000 in CRP-TMA funds, and $257,000 in advance construction in FY2027
    - KN 24640 (Overland Road, Owyhee Street to Roosevelt Street):
        - ROW: $150,000 in STBG-TMA funds in FY27
        - Construction: $7,542,000 in STBG-TMA funds and $458,000 in advance construction in FY2028
    - KN XXXXX (Overland Road, Roosevelt Street to Orchard Street):
        - ROW: $150,000 in STBG-TMA funds in FY28
        - Construction: $8,100,000 in STBG-TMA funds in FY29
- KN 22816 (Cole Road, Ustick Road to Kettering Avenue):

    - ROW: $350,000 in STBG-TMA funds in FY28
    - Construction: $7,998,000 in STBG-TMA funds in FY30
- KN 23323 (Columbia Village, Roadway and ADA Improvements):
    - Design: $870,000 in STBG-TMA funds in FY28
    - ROW: $350,000 in STBG-TMA funds in FY29
    - Construction: $7,463,000 in STBG-TMA funds in FY31
- KN 24698 (Discovery Way, US 20/26 to Bridger Street):
    - Construction: $1,340,000 in STBG-TMA funds in FY27
- KN 24219 (Orchard, Emerald Street to Fairview Avenue):
    - ROW: $350,000 in STBG-TMA funds in FY30
    - Construction: $7,282,000 in STBG-TMA funds in FY32
- KN 24382 (Fairview Avenue, North Garden Street to Whitewater Park Boulevard and Bridge Replacement):
    - ROW: Our PM stated that the $10K ROW is no longer needed for this project, so we are asking this to be reprogrammed to KN 22390.
- FY 24640 (Roadway and ADA Improvements, Boise Area FY2031):
    - This project will be removed, and the key number will be assigned to Overland Road, Owyhee Street to Roosevelt Street
    - FY 27 Design funds for this are requested to be put toward the construction of KN 21896 Segment #2
    - FY30 ROW funds for this are requested to be put toward the construction of KN 22816

If you have any questions, please feel free to contact Alex Yann, Transportation Funding Coordinator, at ayann@achdidaho.org or (208) 387-6157.

Sincerely,

Dyan Bevins

Dyan Bevins, PE
Deputy Director, Projects
Ada County Highway District

valleyregionaltransit

TO: Matt Stoll, Executive Director, COMPASS

FROM: Elaine Clegg, Chief Executive Officer, VRT

SUBJECT: Request for Surface Transportation Funding

DATE: 01/12/2024

SUMMARY:

VRT included improved pedestrian facilities and bus stop infrastructure at State and 23rd and State Street and 27th in its FY2022 RAISE grant application (Key number 23179). The cost estimates in the RAISE grant were based on high level concepts and focused on the transit amenities. As VRT worked with the City of Boise and ACHD to complete preliminary engineering it has became clear that there would be additional costs not anticipated in the original RAISE grant. These additional scope items include a complete signal replacement, which will result in upgraded signal equipment to meet current standards and upgrading pedestrian ramps and ADA facilities on all corners. These changes also resulted in additional right of way impacts and stormwater facility impacts.

VRT anticipates being able to cover some of these additional costs by rebalancing the RAISE funds however, the current cost estimate will exceed RAISE funding for these two projects by an estimated $1,264,420 and is requesting STBG funds to cover this short fall. Any amount towards this shortfall will be useful to advance the project.

State and 23rd Street

There are sufficient RAISE funds for $1,370,650 to go to State and 23rd. The current cost estimate is $1,889,580 leaving a $518,930 shortfall.

State and 27th Street

There are sufficient RAISE funds for $903,000 to go to State and 27th. The current cost estimate for State and 23rd is $1,648,490 leaving a $745,490 shortfall.

Total Request

	Project Total	Shortfall
State and 23rd	$1,370,650	$518,930
State and 27th	$1,648,490	$745,490
Total	$2,019,140	$1,264,420

Sincerely,

Elaine Clegg
Chief Executive Officer

RTAC AGENDA ITEM V-A
Date: April 23, 2025

Topic: *Communities in Motion 2055* (CIM 2055) Public Outreach Results

Request/Recommendation:
This is an information item only.

Background/Summary:
COMPASS staff are working to update *Communities in Motion*, the regional long-range transportation plan for Ada and Canyon Counties. The updated plan, CIM 2055, is anticipated to be complete by December 2027. In your February 2025 meeting COMPASS staff shared a draft public survey designed to better understand the public's transportation priorities. During this meeting, COMPASS staff will provide a summary of responses received from that survey.

COMPASS conducted the "Move What Matters" survey from March 3 to April 3, 2025. The survey was designed to provide insight to COMPASS staff, workgroups, Regional Transportation Advisory Committee (RTAC), and Board regarding public priorities to guide the development of the CIM 2055 funding policy and project prioritization process. Specifically, survey results will provide insight on the relative importance of the CIM 2055 goal areas and the most important outcomes of transportation projects.

In total over 1,400 individuals participated in the survey (not all answered all questions). Results are summarized below. A more detailed analysis and interpretation of the results is forthcoming.

Question #1: My most important goals… (n = 1,353)
When presented with the four CIM 2055 goal areas and asked to rank them, respondents average rank was:

1. Convenience – 2.91
2. Safety – 2.80
3. Quality of Life – 2.25
4. Economic Vitality – 1.83

Common themes in open-ended comments from this question include: (n = 506)

- Safety should be most important.
- Fix congestion.
- Focus only on roads; no one wants transit or bicycle/pedestrian infrastructure.
- The region needs more/better/safer transit and bicycle/pedestrian infrastructure.
- All of the goals are interrelated; improving one should improve the others.
- All of the goals are important and need to be accomplished.

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Question #2: Choices, choices, choices… (n = 774)
When presented with eight potential outcomes of transportation projects, and asked which were their top three, respondents answered:

1. Keep the transportation system in good shape – 59%
2. Give me options beyond driving a car - 51%
3. Improve transportation safety – 40%
4. Make my commute reliable – 37%
5. Add room for more vehicles – 33%
6. Reduce air pollution – 32%
7. Make the existing transportation system more efficient – 27%
8. Support emerging technologies – 12%

Common themes in open-ended comments from this question include: (n = 227)

- Maintenance and safety should be "givens."
- Support for high-occupancy vehicle lanes.
- Against new technology.
- Need safer bicycle/pedestrian infrastructure.
- Need more travel options.

Question #3: What else should COMPASS know? (n = 155)
Participants were also asked for additional comments. Common themes from that question included:

- Want more transit; especially light rail.
- Want more bicycle/pedestrian infrastructure.
- Do not want bike lanes.
- Focus only on roads.
- Do not want roundabouts/traffic calming measures.
- The region needs to plan better for growth/reduce the amount of growth.
- Praise for COMPASS.
- Complaints about COMPASS.

Next Steps
- April 23: Review the survey results with RTAC.
- May – July: Review the survey results with COMPASS workgroups and use them to inform the CIM 2055 project prioritization process.
- August – September: Request RTAC review and recommendation of the CIM 2055 project prioritization process to the COMPASS Board.
- October 20: Request Board approval of the CIM 2055 project prioritization process.
- November-December: Begin prioritizing projects for CIM 2055 based on approved process.

More Information:

1) For detailed information contact: Alexa Roitman, Assistant Planner, at 208/475-2241 or aroitman@compassidaho.org or Amy Luft, Communication Team Lead, at 208/475-2229 or aluft@compassidaho.org.

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COMPASS RTAC AGENDA ITEM V-B

Date: April 23, 2025

Topic: High-Capacity Transit (Let's Ride Treasure Valley) Planning and Environmental Linkages (PEL) Study Tier 2 Public Outreach Summary

Request/Recommendation:
This is an information item only.

Background/Summary:
In January 2024, COMPASS began the High-Capacity Transit (Let's Ride Treasure Valley) PEL study. This study aligns with the regional vision and goals outlined in *Communities in Motion 2050*, examining a future high-capacity transit connection west to east across Canyon and Ada Counties, south of the Boise River. The study includes three tiers of successively more detailed screening of alternative high-capacity transit routes and modes. Each tier includes public involvement.

From February 10 to March 2, 2025, COMPASS held a public comment period on the Tier 2 screening results. Public meetings were held in Meridian on February 18, 2025, and in Nampa on February 19, 2025, and all public comment materials were available online throughout the comment period. The Tier 2 screening proposed the following:

Proposed to be Removed

- Light rail
- Bus rapid transit (BRT) - mixed traffic
- Franklin Road

Proposed to Advance

- Fairview Avenue/Cherry Lane: BRT – exclusive guideway (center)
- I-84/I-184: BRT – Business Access and Transit lanes (side)
- Boise Cutoff: Regional – commuter rail

A detailed summary of the public comments received is linked below. In total, COMPASS received 98 responses via a comment form and eight comments via email. In general:

- More than 70 percent of respondents agreed or mostly agreed with advancing the high-capacity transit modes and routes presented.
- The Boise Cutoff Commuter Rail option was the preferred route. The I-84/184 BRT and Fairview Avenue/Cherry Lane BRT were second and third in order of preference.
- Some respondents expressed support for combining the Fairview Avenue and Franklin Road BRT routes to maximize the interaction with land uses along the two corridors.
- Most respondents emphasized the importance of serving Micron and the Boise Airport for the success of the high-capacity transit service, with slightly stronger support for the Boise Airport.
- Some respondents expressed concern about the cost and long-term viability of rail systems, while others expressed strong preference for light rail and commuter rail modes over BRT.

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Based on the public comments received, the project team has determined that making a change to the Fairview Avenue/Cherry Lane route to run on Franklin Road between Meridian Road and Idaho Center Boulevard is warranted and will be analyzed in Tier 3. Additional analyses on the feasibility and benefit of extending to Micron and the Boise Airport will also be conducted in the Tier 3 screening analysis.

More Information:

1) Engagement Phase Two Summary: https://compassidaho.org/wp-content/uploads/RTACSupp_4232025_LetsRideTV_PhaseIISummary.pdf
2) For detailed information contact: Lila Klopfenstein, Principal Planner, at lklopfenstein@compassidaho.org.

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RTAC AGENDA ITEM V-C
Date: April 23, 2025

Topic: Carbon Reduction Strategy

Background/Summary:
The Federal Highway Administration's (FHWA's) Carbon Reduction Program was authorized as part of the Infrastructure Investment and Jobs Act/Bipartisan Infrastructure Law to "reduce on-road transportation emissions through the development of carbon reduction strategies and by funding projects designed to reduce transportation emissions."[1] The Idaho Transportation Department (ITD) recently completed and adopted a statewide Carbon Reduction Strategy (CRS) that aligns with the department's statewide priorities.

COMPASS is working to develop a regional CRS for Ada and Canyon Counties. The primary objective of this project is to develop region-specific carbon reduction strategies and tactics that support the goals and objectives in *Communities in Motion,* and ITD's CRS, and can be implemented through FHWA Carbon Reduction Program funds.

COMPASS staff and DKS, the consultant leading the strategy, will update RTAC on the following items:

- Review of the overall purpose of the CRS
- Project timeline
- Baseline carbon emissions analysis for Ada and Canyon Counties (Attachment 1)
- Goals, objectives, and performance measures for the CRS (Attachment 2)
- Next steps

Implication (policy and/or financial):
Analysis done to develop the CRS will be used to inform how projects eligible for Carbon Reduction Funds will be prioritized.

More Information:
1) Attachment 1: COMPASS Carbon Reduction Strategy Baseline Emissions
2) Attachment 2: COMPASS Carbon Reduction Strategy Goals, Objectives, and Performance Measures
3) For detailed information contact: Hunter Mulhall, Principal Planner, at hmuhall@compassidaho.org or Olivia Vielstich McKinnon, Assistant Planner, at ovielstichmckinnon@compassidaho.org.

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[1] 23 U.S.C. 175 as established by the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the "Bipartisan Infrastructure Law" (BIL)) (BIL § 11403).

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TECHNICAL MEMORANDUM #1 – COMPASS CARBON REDUCTION STRATEGY BASELINE EMISSIONS

DATE: February 28, 2025

TO: Hunter Mulhall | COMPASS

FROM: Aaron Berger, PE; Eileen Chai, EIT | DKS Associates

SUBJECT: COMPASS Carbon Reduction Strategy
Baseline Emissions

Project #24747-000

INTRODUCTION

The Community Planning Association of Southwest Idaho (COMPASS) is developing a regional Carbon Reduction Strategy (CRS) to align with the Federal Highway Administration's (FHWA) Carbon Reduction Program (CRP) and the Idaho Transportation Department of Transportation's (ITD) CRS. The goal of this Carbon Reduction Strategy is to provide a data-driven evaluation and prioritization process to allocate CRP funds towards qualified applicant projects from member agencies throughout COMASS. The details of which project types are qualified for the CRP funds will be defined in more detail further into the Carbon Reduction Strategy, but from a high level would include non-capacity enhancement transportation projects that provide health benefits by improving air quality, encouraging use of active transportation modes, and providing residents of the region with affordable transportation options.

The overarching goal of the CRP is to reduce carbon emissions from on-road transportation by creating actionable strategies and supporting projects that lower transportation-related emissions. This memorandum documents the baseline emissions levels, specifically in Ada and Canyon Counties, to provide a comparison to statewide and national emissions levels to offer valuable context for understanding the regional emission trends. Data from the Environmental Protection Agency (EPA) through the National Emissions Inventory (NEI) was used to support the evaluation. A specific focus was placed on transportation-related emissions, with additional analysis of the contributions from various transportation modes to the overall emissions. This analysis identifies the primary contributors to regional carbon emissions and supports the development of the reduction strategies.

COMPASS EXISTING EMMISSIONS – PLANNING CONTEXT

The Community Planning Association of Southwest Idaho (COMPASS) is an association of local governments working together to plan for the future of Ada, Canyon, and (recently added) Boise Counties in Southwest Idaho. COMPASS serves as the metropolitan planning organization, or MPO, for Ada and Canyon Counties. The COMPASS Planning Area encompasses all of Ada and Canyon

Counties. This area includes the Boise Urban Area (designated a TMA, or Transportation Management Area, due to a population of greater than 200,000), the Nampa Urban Area (designated large urban), Middleton, Star and Kuna (designated as small urban) and rural areas.

Some key transportation characteristics of COMPASS include:

- 5,559.4 centerline miles of roadway
- 619 miles of trails and paths

For purposes of the COMPASS Carbon Reduction Strategy, Canyon County and Ada County will be evaluated separately, as Canyon County will be competing for statewide funding, and therefore must align with the Idaho Department of Transportations' Carbon Reduction Strategy, while jurisdictions within Ada County, which includes the TMA, will be competing for CRP federal funds dedicated to the TMA from the state.

COUNTY POPULATION DENSITY AND GROWTH

Ada and Canyon counties are the two largest counties by population within the State of Idaho, as summarized in Table 1.

TABLE 1: COUNTY POPULATION TRENDS[1]

COUNTY	2010	2020	2023	POPULATION DENSITY (2023)	ANNUAL GROWTH RATE (2010-2023)
ADA	392,365	494,967	524,673	438.9 pop/mile^2	2.3%/year
CANYON	188,923	231,105	257,674	498.7 pop/mile^2	2.4%/year
STATE OF IDAHO	1,567,582	1,839,106	1,964,726	22.8 pop/mile^2	1.8%/year
UNITED STATES	**308,745,538**	**331,449,281**	**334,914,895**	**94.8 pop/mile^2**	**0.6%/year**

Both counties have grown faster than both the national and statewide average since 2010, and 40% of the population of Idaho reside in Ada or Canyon County. The four largest cities in the state are in these counties, including:

- Boise (Ada County)
- Meridian (Ada County)
- Nampa (Canyon County)
- Caldwell (Canyon County)

[1] Data sourced from: https://www.census.gov/quickfacts/fact/table/canyoncountyidaho,ID,adacountyidaho/PST045224

Both counties also have some of the highest population densities in Idaho due to the large urban areas in and around these cities.

The Ada and Canyon counties also provide 45% of the employment in the State of Idaho, as summarized in Table 2.

TABLE 2: COUNTY EMPLOYMENT INFORMATION[2]

COUNTY	2023
ADA	237,667
CANYON	66,729
STATE OF IDAHO	**689,589**

The urbanized areas within Ada and Canyon counties are unique to the State of Idaho, bringing different challenges and opportunities related to emissions and carbon reduction strategies.

From a commute standpoint, Table 3 summarizes the 2023 American Community Survey (ACS) average travel time to work and mode usage for workers in the two counties, compared against the statewide and national averages.

TABLE 3: COUNTY COMMUTE AND MODE SPLIT DATA[3]

MEASURE	CANYON COUNTY	ADA COUNTY	IDAHO	UNITED STATES
AVERAGE TRAVEL TIME TO WORK (MIN) FOR WORKSER AGE 16 YEAR+, 2019-2023	25.8 min	21.2 min	21.9 min	26.8 min
DROVE ALONE	69.6%	68.5%	71.0%	69.2%
CARPOOLED	11.3%	8.6%	10.2%	9.0%
PUBLIC TRANSPORTATION (EXCLUDING TAXICAB)	0.0%	0.5%	0.6%	3.5%
WALKED	2.5%	2.0%	2.8%	2.4%
OTHER MEANS	2.0%	2.1%	1.9%	2.0%
WORKED FROM HOME	14.6%	18.3%	13.5%	13.8%

[2] Data sourced from: https://www.census.gov/quickfacts/fact/table/canyoncountyidaho,ID,adacountyidaho/PST045224

[3] Data sourced from: https://data.census.gov/table?q=DP03

As shown in Table 3, Ada County has a significantly higher percentage of work from home than the national average. And both Ada and Canyon County have a much lower percentage of transit users than the national average, indicative of the limited transit service available in the region.

COMPASS EXISTING EMISSIONS

This analysis utilizes data from the EPA Greenhouse Gas Reporting Program (GHGRP) to assess carbon emissions in Ada and Canyon Counties. The Idaho DEQ conducts emissions inventories that represent the types and amounts of air pollutants released from various sources. To meet EPA's Air Emissions Reporting Requirements, the Idaho DEQ submits periodic emissions inventories (PEI) at both the county and statewide levels. The EPA uses PEI submissions from Idaho and other states to build the National Emissions Inventory (NEI), which provides a comprehensive estimate of annual air emissions across the United States[4].

Note that the ITD Carbon Reduction Strategy (CRS)[5] document reports the State of Idaho total emissions using the Inventory of US Greenhouse Gas Emissions and Sinks. This is the most comprehensive emissions data source but is not available at the county level. Therefore, the GHGRP data from the NEI was used to establish the baseline conditions for Ada and Canyon counties.

The NEI categorizes emission sources into the following key groups:

- Point Sources: Large, stationary sources such as factories and power plants.
- Nonpoint Sources: Smaller, stationary sources like residential heating and small industrial sites.
- On-road Sources: Mobile sources, including cars, trucks, and motorcycles traveling on public roads.
- Non-road Sources: Other mobile sources such as aircraft, trains, and construction equipment.
- Fire Sources: Fire sources include wild and prescribed fires, and agricultural fires.

The latest NEI release was in 2020, with the next release of the 2023 NEI scheduled for publication in March 2026.

For this analysis, the Green House Gas (GHG) emission types available from the 2020v1 EDRT were used. These are summarized in Table 4. Different emission types have different GHG properties. For example, methane has much stronger heat trapping properties than CO_2. For comparative purposes, these emissions were converted to CO_2 equivalents using the conversion factors[6] included in Table 4.

[4] https://www.epa.gov/air-emissions-inventories/national-emissions-inventory-nei

[5] Idaho Department of Transportation. Carbon Reduction Strategy. 2024.

[6] Data Sourced from: https://www.epa.gov/energy/greenhouse-gas-equivalencies-calculator

TABLE 4: GHG EMMISSION AND CONVERSION FACTORS

GHG	CONVERSION FACTOR TO CO_2 EQUIVALENTS
CARBON DIOXIDE (CO_2)	1 metric ton of CO_2 = 1 metric ton of CO_2
METHANE (CH_4)	1 metric ton of CH_4 = 25 metric tons of CO_2
NITROGEN OXIDE (N_2O)	1 metric ton of N_2O = 298 metric tons of CO_2
SULFUR HEXAFLUORIDE (SF_6)	1 metric ton of SF_6 = 23,500 metric ton of CO_2

Specifically for this analysis, the 2020 GHG contributing emissions (measured in metric tons of CO_2 equivalents) are extracted for Ada and Canyon Counties, and the State of Idaho. These emissions are categorized by source type to enable comparisons and provide insights into transportation-related contributions.

The total amounts of Carbon Dioxide (CO_2) equivalent produced by Canyon and Ada Counties are summarized and compared against the State of Idaho totals in Table 4. These quantities are based on 2020 NEI data.[7]

TABLE 5: STATE AND COUNTY 2020 EMMISSIONS SUMMARY

MEASURE	UNIT	CANYON COUNTY	ADA COUNTY	STATE OF IDAHO
2020 TOTAL EMISSIONS	Million equivalent Metric Tons (MMT) of CO_2	1.7 MMT	2.6 MMT	28.3 MMT
2020 ON-ROAD EMISSIONS		1.1 MMT	2.1 MMT	11.5 MMT
ON-ROAD % OF TOTAL EMISSIONS	Percent	61%	80%	41%
2020 TOTAL EMISSIONS/CAPITA	Metric Tons (MT)/Person	7.6 MT	5.3 MT	15.4 MT
2020 ON-ROAD EMISSIONS/CAPITA		4.6 MT	4.3 MT	6.2 MT
% OF TOTAL STATE EMISSIONS	Percent	9%	18%	-
% OF ON-ROAD STATE EMISSIONS		6%	9%	-

[7] Data Sourced from: https://awsedap.epa.gov/public/single/?appid=20230c40-026d-494e-903f-3f112761a208&sheet=5d3fdda7-14bc-4284-a9bb-cfd856b9348d&opt=ctxmenu,currsel

As noted previously, the ITD CRS document referenced a different data source, the Inventory of US Greenhouse Gas Emissions and Sinks, that includes more emissions data. This data source indicates total emissions of 35.9 MMT of CO_2 equivalent in the year 2020 for the State of Idaho, about 27% higher than the 28.3 MMT reported by GHGRP.

As shown in Table 5, despite housing nearly 40% of the population of the state, Canyon and Ada counties only contribute 27% of the total emissions, and only 15% on the statewide on-road emissions. Individually, the large agricultural point sources in Canyon County contribute more non-road emissions than non-road sources in Ada County, although not to the level typical across the state. With the majority of both Ada and Canyon counties' emissions caused by on-road sources, the data indicates ample opportunity to target carbon reduction with the transportation system.

The main sources of mobile on-road emissions for the two counties and the State of are summarized and compared in Table 6.

TABLE 6: PERCENT ON-ROAD EMISSIONS BY VEHICLE TYPE

VEHICLES	CANYON COUNTY	ADA COUNTY	IDAHO	UNITED STATES
TRUCKS				
COMBINATION LONG-HAUL TRUCK	15.0%	12.4%	22.7%	12.5%
COMBINATION SHORT-HAUL TRUCK	4.1%	4.7%	5.4%	6.9%
SINGLE UNIT LONG-HAUL TRUCK	1.2%	1.1%	1.2%	1.0%
SINGLE UNIT SHORT-HAUL TRUCK	6.5%	6.9%	6.3%	6.0%
LIGHT COMMERCIAL TRUCK	3.5%	5.3%	3.9%	4.4%
REFUSE TRUCK	0.2%	0.2%	0.2%	0.2%
TRUCKS SUBTOTAL	***30.5%***	***30.6%***	***39.7%***	***31.0%***
BUSES				
SCHOOL BUS	0.2%	0.2%	0.2%	0.6%
TRANSIT BUS	0.1%	0.1%	0.1%	0.4%
OTHER BUSES	0.1%	0.1%	0.2%	0.3%
BUSES SUBTOTAL	***0.5%***	***0.4%***	***0.5%***	***1.3%***
PERSONAL VEHICLES				
MOTOR HOME	0.2%	0.2%	0.1%	0.3%
PASSENGER CAR	21.4%	21.6%	16.3%	25.5%
PASSENGER TRUCK	46.9%	46.6%	43.0%	41.5%
MOTORCYCLE	0.5%	0.6%	0.4%	0.4%
PERSONAL VEHICLES SUBTOTAL	***69.0%***	***68.9%***	***59.8%***	***67.7%***

Higher than national percentage Lower than national percentage

As shown in Table 6, trucks contribute to the total emissions in both Canyon and Ada counties at a significantly lower percentage than at the statewide level. Overall, the distribution of truck versus personal vehicle emissions in both the counties is more closely aligned with the national averages

than the state average, again highlighting the influences of urban areas within both counties. Therefore, some strategies particularly targeting truck emissions at the statewide level may not have as significant a benefit to Canyon County or Ada County.

Overall, the existing conditions emissions data for the counties indicate lower than statewide emissions per capita, higher than average on-road emissions compared to total emissions, and a higher share of personal vehicle emissions when compared to the statewide average. These findings set the stage for the elements for the COMPASS Carbon Reduction Strategy unique to the region.

TECHNICAL MEMORANDUM #2 – GOALS, OBJECTIVES, AND PERFORMANCE MEASURES

DATE: April 2, 2025

TO: Hunter Mulhall | COMPASS

FROM: Aaron Berger, PE | DKS Associates
Colby GeDeros, PE, PTOE | DKS Associates

SUBJECT: COMPASS Carbon Reduction Strategy
Goals, Objectives, and Performance Measures

Project #24747-000

INTRODUCTION

The Community Planning Association of Southwest Idaho (COMPASS) is developing a regional Carbon Reduction Strategy (CRS) to align with the Federal Highway Administration's (FHWA) Carbon Reduction Program (CRP) and the Idaho Transportation Department of Transportation's (ITD) CRS. The over-arching goal of the CRS is to reduce carbon emissions from on-road transportation by creating actionable strategies and supporting projects that lower transportation-related emissions.

This memorandum documents the specific Goals, Objectives, and Performance Measures for the COMPASS Carbon Reduction Strategy. The document also includes review of the CRP goals and a summary of the Idaho Transportation Department (ITD) CRS goals.

CARBON REDUCTION PROGRAM GOALS

The Federal Highway Administration (FHWA) Carbon Reduction Program (CRP) aims to reduce transportation-related carbon emissions across the United States by supporting projects that decrease greenhouse gas emissions from highway transportation.

The key goals of the FHWA CRP include:

- **Lower Carbon Emissions:**
  - Encourage the adoption of strategies and technologies that lead to measurable reductions in transportation-related carbon emissions.
- **Promote Sustainable Transportation Infrastructure:**
  - Support the development of low-carbon transportation alternatives, such as public transit, biking, and walking infrastructure.
- **Encourage Alternative Fuels and Vehicles:**

- Fund initiatives that expand the use of electric vehicles (EVs), hydrogen-powered transportation, and other clean energy solutions.

- **Improve Traffic Flow and Congestion Management:**
  - Invest in intelligent transportation systems (ITS) and other measures that reduce vehicle idling and improve efficiency.
- **Support Local and State-Level Carbon Reduction Efforts:**
  - Provide funding and guidance to state and local governments to implement carbon reduction strategies tailored to their unique needs.
- **Enhance Multimodal Transportation Options:**
  - Increase investment in transit systems, rail, and active transportation options to reduce dependency on single-occupancy vehicles.
- **Encourage Energy-Efficient Transportation Infrastructure:**
  - Promote the use of energy-efficient and sustainable materials in transportation projects.

The program is part of the Bipartisan Infrastructure Law (BIL) and provides funding to states and localities for eligible projects that align with these goals.

ITD CRS GOALS

The ITD CRS was developed to align with and promote existing state and regional focus areas. The MPOs throughout the state provided input as to which goals were best aligned with their region. The statewide CRS developed the ten goal categories summarized in Table 1, with COMPASS prioritizing nine of the categories, and ITD prioritizing six.

TABLE 1: ITD CRS GOAL CATEGORIES AND PRIORITIES

GOAL CATEGORY	ITD	COMPASS
PROMOTE/IMPROVE FREIGHT	X	X
CONGESTION REDUCTION/PROJECT OPERATIONS/TECHNOLOGY	X	X
INFRASTRUCTURE STATE OF GOOD REPAIR	X	X
PROMOTE/IMPROVE TRANSIT		X
ACTIVE TRANSPORTATION/SHARED MOBILITY	X	X
SAFETY/PUBLIC HEALTH	X	X
ENVIRONMENTAL STEWARDSHIP/RESILIENCY		X
LAND USE SUSTAINABILITY/EFFICIENCY		X
ECONOMIC VITALITY	X	X

GOAL CATEGORY	ITD	COMPASS
PROJECT EFFICIENCY		

The full MPO and ITD goal prioritization information is included in Table 3-1 of the ITD CRS.

The ITD CRS further prioritized project types for CRP investment into the following three tiers:

- Tier 1: Truck Parking and Freight Amenities Improvements
- Tier 2: Traffic Operations and Technology Solutions
- Tier 3: Other potential carbon reduction strategies including:
  - zero emission vehicles
  - carpool
  - transit and electrification of transit
  - sidewalks
  - pathways
  - shoulder lanes
  - passenger and freight rail

These ITD statewide priorities are of critical importance to the non-TMA member agencies within COMPASS, as these are the priorities that will be used to allocate CRP funds to these jurisdictions.

CRS GOALS, OBJECTIVES, AND PERFORMANCE MEASURES

The CRS uses the same goals and objectives as the COMPASS 2055 *Communities in Motion*.. These goals and objectives were developed through robust member agency and community outreach efforts by COMPASS and represent the values and priorities of the Treasure Valley region.

The performance measures for the CRS were selected based on the following three criteria:

- The measure is indicative of some form of reduced carbon emissions, reflecting the overarching goal of the CRP
- The measure indicates advancement towards a *Communities in Motion 2055* objective
- The measure can be readily quantified from the tools available to COMPASS, including the VisionEval model developed to support this CRS

The CRS/*Communities in Motion 2055* Goals and Objective are summarized in Table 2, along with the corresponding CRS performance measures. Note that some performance measures are repeated under multiple relevant objectives. More detail related to each specific performance measure's relevance to both the overarching CRP goal and the corresponding *Communities in Motion 2055* Objective is included in the following sections.

TABLE 2: COMPASS CRS GOALS, OBJECTIVES, AND PERFORMANCE MEASURES

GOAL	OBJECTIVES	PERFORMANCE MEASURES
ECONOMIC VITALITY	**Economic Vitality:** Develop a transportation system that promotes economic vitality by providing local residents multi-modal access to jobs and housing, serving local businesses, promoting travel and tourism, and the movement of freight	• Decrease in heavy truck delay • Increase in public transit trips • Increase in walk trips • Increase in bike trips
	Preservation and Reliability: Provide a reliable transportation system for all users by preserving and maintaining the existing transportation infrastructure	• Reduction in heavy truck Vehicle Miles Traveled (VMT) • Decrease in arterial roadway delay • Decrease in freeway delay • Decrease in heavy truck delay
	Growth Management: Develop and implement a regional vision that guides growth where it can be cost-effectively served by infrastructure, services, and amenities, to protect and preserve farmland and the agrarian economy of the valley.	• Reduced VMT per capita
SAFETY	**Safety, Security, and Resiliency:** Provide a safe, secure, and resilient transportation system that minimizes risk and supports transportation options for all users.	• Reduced crash rate on congested and non-/or unreliable corridors • Improved Level of Traffic Stress (LTS) for bicycles and/or pedestrians, using the methodology detailed in the ACHD *Livable Streets – Performance Measures*[1]
CONVENIENCE	**Organized Transportation:** Develop a regional transportation system that provides access and mobility for all users through a highly connected network that encourages travel choices and preserves future transportation options.	• Increase in public transit trips • Increase in walk trips • Increase in bike trips • Increase in trips diverted to 'low-speed' travel modes
	Organized Development: Promote development patterns that minimize travel, improve efficiency, and reduce congestion on the transportation system.	• Decrease in arterial roadway delay • Reduced VMT per capita

[1] Ada County Highway District. Livable Streets Performance Measures. Adopted December 2024.

GOAL	OBJECTIVES	PERFORMANCE MEASURES
QUALITY OF LIFE	**Environment and Open Space:** Develop and implement a regional vision that protects, preserves, and connects residents to the natural environment and open space while minimizing the impact of the transportation system on the environment and promoting public health.	• Increase in walk trips • Increase in bike trips
	Housing Affordability and Equity: Promote development patterns for affordable housing and equitable access to the transportation system for all users.	• Decrease in vehicle travel cost

PERFORMANCE MEASURE CROSSWALK

This section details the relationships between the CRS performance measures and the CRS/*Communities in Motion 2055* Goals and Objectives. Each performance measure is defined, the analysis tool is identified, and the links to carbon reduction and the associated CRS objectives are outlined. Note that VisionEval is a regional scenario modeling tool, and a VisionEval model of the COMPASS planning area is being developed to support this CRS.

DECREASE IN HEAVY TRUCK DELAY

Definition: This performance measure is defined as the reduction in daily vehicle hours of delay incurred by heavy trucks on roadways throughout the COMPASS planning area.

Measurement Tool: VisionEval

Carbon Reduction Link: Reductions in travel delay reflect reduced carbon emissions due to idling vehicles.

Relevant CRS Objectives:

- Economic Vitality – reducing truck delay promotes the "movement of freight" throughout the region
- Preservation and Reliability - reducing truck delay provides "a reliable transportation system for all users" by improving reliability for freight throughout the region

INCREASE IN PUBLIC TRANSIT TRIPS

Definition: This performance measure is defined as the increase in the average number of public transit trips per year by household members within either the entirety of the COMPASS planning area, or sub-regions within the area.

Measurement Tool: VisionEval

Carbon Reduction Link: Increases in transit travel at the household level indicate decreases in higher emission modes of travel such as single occupant vehicles, thereby reducing carbon emissions.

Relevant CRS Objectives:

- Economic Vitality – increased transit trips indicate local residents are being provided "multi-modal access to jobs and housing"
- Organized Transportation - increased transit trips indicate "a highly connected network that encourages travel choices" for users

INCREASE IN WALK TRIPS

Definition: This performance measure is defined as the increase in the average number of walk trips per year by household members within either the entirety of the COMPASS planning area, or sub-regions within the area. This measure would also be provided as a change in walking trips per capita to track changes between existing and future conditions.

Measurement Tool: VisionEval

Carbon Reduction Link: Increases in walking trips at the household level indicate decreases in higher emission modes of travel such as single occupant vehicles, thereby reducing carbon emissions.

Relevant CRS Objectives:

- Economic Vitality – increased walking trips indicate local residents are being provided "multi-modal access to jobs and housing"
- Organized Transportation - increased walking trips indicate "a highly connected network that encourages travel choices" for users
- Environment and Open Space – increased walking trips reflects a transportation system that is "promoting public health"

INCREASE IN BIKE TRIPS

Definition: This performance measure is defined as the increase in the average number of bicycle trips per year by household members within either the entirety of COMPASS, or sub-regions within the area. This measure would also be provided as a change in bicycle trips per capita to track changes between existing and future conditions.

Measurement Tool: VisionEval

Carbon Reduction Link: Increases in bicycle trips at the household level indicate decreases in higher emission modes of travel such as single occupant vehicles, thereby reducing carbon emissions.

Relevant CRS Objectives:

- Economic Vitality – increased bicycle trips indicate local residents are being provided "multi-modal access to jobs and housing"

- Organized Transportation - increased bicycle trips indicate "a highly connected network that encourages travel choices" for users
- Environment and Open Space – increased bicycle trips reflect a transportation system that is "promoting public health"

REDUCTION IN HEAVY TRUCK VMT

Definition: This performance measure is defined as the reduction in heavy truck daily vehicle miles of travel within the region on non-freeway facilities.

Measurement Tool: VisionEval

Carbon Reduction Link: Reduced truck travel on non-freeway routes reduces truck delay incurred at signals and other at-grade intersections, reducing heavy vehicle idling time and thereby reducing carbon emissions.

Relevant CRS Objectives:

- Preservation and Reliability – reducing heavy truck VMT on non-freeway facilities extends pavement life, "preserving and maintaining the existing transportation infrastructure"

DECREASE IN ARTERIAL ROADWAY DELAY

Definition: This performance measure is defined as the decrease in average arterial delay (hours per mile) occurring throughout the region under the following five levels of congestion:

- no congestion
- moderate congestion
- heavy congestion
- severe congestion
- extreme congestion

Measurement Tool: VisionEval

Carbon Reduction Link: Decreases in travel delay indicates reduced carbon emissions due to idling vehicles.

Relevant CRS Objectives:

- Preservation and Reliability – decreasing arterial delay provides "a reliable transportation system for all users" by improving reliability on the regional arterial system
- Organized Development - decreasing arterial delay helps to "reduce congestion on the transportation system"

DECREASE IN FREEWAY DELAY

Definition: This performance measure is defined as the decrease in average freeway delay (hours per mile) occurring throughout the region under the following five levels of congestion:

- no congestion
- moderate congestion

- heavy congestion
- severe congestion
- extreme congestion

Measurement Tool: VisionEval

Carbon Reduction Link: Decreases in travel delay indicates reduced carbon emissions due to idling vehicles.

Relevant CRS Objectives:

- Preservation and Reliability – decreasing freeway delay provides "a reliable transportation system for all users" by improving reliability on the region's freeway system

REDUCED VMT PER CAPITA

Definition: This performance measure is defined as daily vehicle miles of travel of residents divided by population.

Measurement Tool: VisionEval

Carbon Reduction Link: Reduced VMT per person broadly indicates reduced emissions due to less overall vehicle travel within the region.

Relevant CRS Objectives:

- Growth Management – reduced VMT per person indicates that growth is "cost-effectively served by infrastructure" with a well-connected, accessible system
- Organized Development - reduced VMT per person indicates a system that is designed to support "development patterns that minimize travel"

REDUCED CRASH RATE ON CONGESTED AND NON-/OR UNRELIABLE CORRIDORS

Definition: This performance measure is defined as the expected percent reduction in crashes on corridors within COMPASS with a travel time reliability index that indicates un-reliable conditions.

Measurement Tool: Highway Safety Manual (HSM) Crash Modification Factors (CMFs) and COMPASS travel time reliability index on regional corridors

Carbon Reduction Link: Decreased crashes on congested/unreliable corridors reduce non-recurring delay events and vehicle idling time, ultimately reducing carbon emissions.

Relevant CRS Objectives:

- Safety, Security, and Resiliency – improving safety on a congested/unreliable corridor helps to "provide a safe, secure, and resilient transportation system"

IMPROVED LEVEL OF TRAFFIC STRESS (LTS) FOR BICYCLES AND/OR PEDESTRIANS

Definition: This performance measure is defined as miles of transportation facility where the bicycle or pedestrian Level of Traffic Stress (LTS) is improved at least one level. This measure

would follow the LTS definitions and performance levels detailed in the ACHD *Livable Streets - Performance Measures*[2].

Measurement Tool: Bicycle and pedestrian segment Level of Traffic Stress spreadsheet tools

Carbon Reduction Link: Improvements to bicycle and pedestrian LTS encourage more roadway users to switch to these modes due to increased comfort, thereby reducing auto travel and ultimately carbon emissions.

Relevant CRS Objectives:

- Safety, Security, and Resiliency – improving safety on a congested/unreliable corridor helps to "provide a safe, secure, and resilient transportation system that minimizes risk and supports transportation options for all users"

INCREASE IN TRIPS DIVERTED TO 'LOW-SPEED' TRAVEL MODES

Definition: This performance measure is defined as the increase in the proportion of household daily VMT diverted to bicycling, electric bikes, or other 'low-speed' travel modes.

Measurement Tool: VisionEval

Carbon Reduction Link: Increases in non-auto modes at the household level indicate decreases in higher emission modes of travel such as single occupant vehicles, thereby reducing carbon emissions.

Relevant CRS Objectives:

- Organized Transportation - increased non-auto modes of travel indicate "a highly connected network that encourages travel choices" for users

DECREASE IN VEHICLE TRAVEL COST

Definition: This performance measure is defined as the reduction in average out-of-pocket cost in dollars per mile of vehicle travel throughout the COMPASS planning area.

Measurement Tool: VisionEval

Carbon Reduction Link: Reductions in travel cost may indicate improved vehicle efficiency, either through improved fuel efficiency or use of alternative fuels or power sources that reduce carbon emissions.

Relevant CRS Objectives:

- Housing Affordability and Equity – reductions in travel cost promote "equitable access to the transportation system for all users"

[2] Ada County Highway District. Livable Streets Performance Measures. Dec. 2024.

PERFORMANCE MEASURE APPLICATION

The performance measures outlined in this document will initially be used to evaluate project types anticipated to qualify for CRP funds. Some examples of the likely groupings of project types include logical groupings such as:

- Different types of Transportation Systems Management and Operations (TSMO) strategies such as variable speeds, integrated corridor management infrastructure, corridor signal timing optimization, ramp meters, etc.
- Active Transportation improvements such as new bike lanes, new multi-use paths, sidewalks, or other active transportation treatments
- Freight improvements such as new truck parking facilities

These project types will be evaluated using the tools and performance measures discussed in the prior section, providing quantified performance results. These findings would then be used to create unit benefits for project types, likely differing by geography. For example, 1 mile of new mixed-use path in Ada County might be anticipated to add X new walking and Y new cycling trips by the year 2050.

Once the project types have been quantified against the performance measures, the CRS stakeholder group will develop prioritization scoring. The scoring will vary between the TMA and non-TMA member jurisdictions, as the non-TMA areas must align with the ITD Statewide CRS to compete for funding, while member jurisdictions within the TMA will likely prioritize based on the COMPASS Communities in Motion 2055 Goals. With the performance-based prioritization process in place, member jurisdictions will have the ability to submit and score projects against the CRS Goals and Objectives, providing an open, objective process for allocating CRP funds.

RTAC AGENDA ITEM V-D
Date: April 23, 2025

Topic: Statewide Functional Classification System Update within the COMPASS Planning Area

Request/Recommendation:
This is an information item only.

Background/Summary:
The functional classification system groups roads and highways into classes based on how they serve traffic. A comprehensive review and update to the Statewide Functional Classification System map typically occurs after each decennial Census.

The process to update Idaho's Statewide Functional Classification System map began in mid-January 2025. The statewide effort is being led by the Idaho Transportation Department (ITD), and the metropolitan planning organizations (MPOs, such as COMPASS) throughout Idaho are working with jurisdictions in their planning areas to compile needed updates. COMPASS anticipates completing its process and submitting the requested changes to ITD by August 2025.

The primary purpose of the Statewide Functional Classification System map is to determine federal highway fund eligibility and generally applies to the Surface Transportation Block Grant funds.

COMPASS staff will update RTAC on the following items:

- Recap the purpose of the Statewide Functional Classification System
- Resources and processes used to identify requested changes to the system
- Outreach and feedback from agencies with roadway authority
- Next steps and timeline

Implication (policy and/or financial):
The Statewide Functional Classification System determines which roadways are eligible for federal highway funds.

More Information:
1) For additional information contact: Mary Ann Waldinger, Principal Planner, at 208/475-2242 or mwaldinger@compassidaho.org.

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RTAC AGENDA WORKSHEET

ID #	*Title/Description*	*Mandatory*[1]	*Additional Information*	*Agenda Type*[2]	*Time*	*Presenters*	*Proposed Agenda*	*Board Agenda*
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
UPCOMING AGENDA ITEMS								
4.	Boise Valley Canal Design Presentation	No	Joe Guenther (VRT) will present on the coordination efforts and project status of the Boise Valley Canal design project.	Special	15	Joe Guenther (VRT)	May/June	N/A
5.	Recommend Priorities for the End-of-Year and Redistribution Program	Yes	Toni Tisdale will seek RTAC recommendation of COMPASS Board of Directors' approval of End-of-Year and Redistribution Program priorities.	Action	15	Toni Tisdale	May	June

[1] No, Yes, N/A (Not Applicable)
[2] Action; Consent Agenda; Executive Director's Report; Information; Special Item; Committee Reports; Open Discussion/Announcements

ID #	Title/Description	Mandatory[1]	Additional Information	Agenda Type[2]	Time	Presenters	Proposed Agenda	Board Agenda
6.	Recommend Balancing in the Transportation Management Area (TMA)	Yes	Toni Tisdale will seek recommendation for balancing actions in the TMA (Boise Urban Area), if needed.	Action	15	Toni Tisdale	May	June (if needed)
7.	Recommend Statewide Functional Classification System update within the COMPASS Planning Area	Yes	Mary Ann will seek RTAC recommendation of COMPASS Board of Directors' approval of the Statewide Functional Classification System update within the COMPASS Planning Area	Action	10	Mary Ann Waldinger	May	June or August
8.	Review the Draft FY2025-2031 Regional Transportation Improvement Program (TIP)	Yes	Toni Tisdale will seek RTAC review of the draft FY2025-2031 TIP project list, prior to the public comment period.	Information/ Discussion	15	Toni Tisdale	May	June
9.	Review the draft roadways prioritization process for *Communities in Motion 2055*	No	Austin Miller will present the draft roadways prioritization process for *Communities in Motion 2055*.	Information/ Discussion	20	Austin Miller	May	August
10.	Review *Communities in Motion* Implementation Grants and Project Development Program Project Applications	No	Matt Carlson will host an optional workshop to discuss *Communities in Motion* Implementation Grants and Project Development Program project applications.	Information/ Discussion	60	Matt Carlson	June (optional)	N/A

ID #	Title/Description	Mandatory[1]	Additional Information	Agenda Type[2]	Time	Presenters	Proposed Agenda	Board Agenda
11.	Recommend Balancing in the Transportation Management Area (TMA)	Yes	Toni Tisdale will seek recommendation of balancing actions in the TMA (Boise Urban Area), if needed.	Action	15	Toni Tisdale	June	August (if needed)
12.	Recommend an Amendment to the FY2025-2031 Regional Transportation Improvement Program (TIP)	Yes	Toni Tisdale will seek recommendation of a resolution amending the FY2025-2031 TIP, if needed.	Action	10	Toni Tisdale	June	August (if needed
13.	Share alternatives analysis methodology and findings for the High-Capacity Transit (Let's Ride Treasure Valley) PEL Study		The project team will share the alternatives analysis methodology and findings for the High-Capacity Transit (Let's Ride Treasure Valley) PEL Study.	Information	15	Lila Klopfenstein and HDR/Jacobs	June	June
14.	Recommend the FY2027-2033 COMPASS Application Guide	Yes	Matt Carlson will seek RTAC recommendation of COMPASS Board of Directors' approval of the FY2027-2033 COMPASS Application Guide.	Action	15	Matt Carlson	July	August

ID #	Title/Description	Mandatory[1]	Additional Information	Agenda Type[2]	Time	Presenters	Proposed Agenda	Board Agenda
15.	Recommend alternatives analysis methodology and findings for the High-Capacity Transit (Let's Ride Treasure Valley) PEL Study		The project team will seek recommendation of the alternatives analysis methodology and findings for the High-Capacity Transit (Let's Ride Treasure Valley) PEL Study.	Action	15	Lila Klopfenstein and HDR/Jacobs	July	August
16.	Recommend Balancing in the Transportation Management Area (TMA)	Yes	Toni Tisdale will seek recommendation for balancing actions in the TMA (Boise Urban Area), if needed.	Action	15	Toni Tisdale	July	August (if needed)
17.	Recommend FY2026 *Communities in Motion* Implementation Grants and Project Development Program Projects	Yes	Matt Carlson will seek RTAC recommendation of COMPASS Board of Directors' approval of the FY2026 *Communities in Motion* Implementation Grants and Project Development Program projects.	Action	20	Matt Carlson	July	August
18.	Recommend an Amendment to the FY2025-2031 Regional Transportation Improvement Program (TIP)	Yes	Toni Tisdale will seek recommendation of a resolution amending the FY2025-2031 TIP, if needed.	Action	10	Toni Tisdale	July	August (if needed)

ID #	Title/Description	Mandatory[1]	Additional Information	Agenda Type[2]	Time	Presenters	Proposed Agenda	Board Agenda
19.	Recommend Adoption of the COMPASS Carbon Reduction Strategy	Yes	Hunter Mulhall/DKS will see recommendation to adopt the Carbon Reduction Strategy	Action	15	Hunter Mulhall/DKS	July	August
20.	Recommend Adoption of the FY2026-2032 Regional Transportation Improvement Program (TIP)	Yes	Toni Tisdale will seek RTAC recommendation of COMPASS Board of Directors' adoption of a resolution approving the FY2026-2032 TIP.	Action	10	Toni Tisdale	August	August
21.	Recommend an Amendment to the FY2025-2031 Regional Transportation Improvement Program (TIP)	Yes	Toni Tisdale will seek recommendation of a resolution amending the FY2025-2031 TIP, if needed.	Action	10	Toni Tisdale	August	August (if needed)
22.	Review draft *Communities in Motion 2055* project prioritization process	Yes	COMPASS planning team staff will review the draft *Communities in Motion 2055* project prioritization process for information/discussion.	Information/ Discussion	20	Austin Miller/ Lila Klopfenstein/ Alexa Roitman	August	October
23.	Recommend 2025 Transit Asset Management Performance Targets	Yes	Lila Klopfenstein will seek recommendation of COMPASS Board of Directors' acceptance of the regional transit asset management targets.	Consent	N/A	Lila Klopfenstein	September	October

ID #	Title/Description	Mandatory[1]	Additional Information	Agenda Type[2]	Time	Presenters	Proposed Agenda	Board Agenda
24.	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
25.	Recommend the FY2026 COMPASS Resource Development Plan	Yes	Matt Carlson will seek RTAC recommendation of COMPASS Board of Directors' approval of the FY2026 Resource Development Plan, which outlines projects the Resource Development Team may work on to seek funding.	Action	15	Matt Carlson	September	October
26.	Recommend the *Communities in Motion 2055* project prioritization process	Yes	Austin Miller will seek recommendation of the *Communities in Motion 2055* project prioritization process.	Action	20	Austin Miller	September	October
27.	Recommend an Amendment to the FY2025-2031 and FY2026-2032 Regional Transportation Improvement Programs (TIPs)	Yes	Toni Tisdale will seek recommendation of a resolution amending the FY2025-2031 and FY2026-2032 TIPs, if needed.	Action	10	Toni Tisdale	September	October (if needed)

ID #	Title/Description	Mandatory[1]	Additional Information	Agenda Type[2]	Time	Presenters	Proposed Agenda	Board Agenda
28.	Recommend Balancing in the Transportation Management Area (TMA)	Yes	Toni Tisdale will seek recommendation for balancing actions in the TMA (Boise Urban Area), if needed.	Action	15	Toni Tisdale	October	December (if needed)
29.	Recommend an Amendment to the FY2025-2031 and FY2026-2032 Regional Transportation Improvement Programs (TIPs)	Yes	Toni Tisdale will seek recommendation of a resolution amending the FY2025-2031 and FY2026-2032 TIPs, if needed.	Action	10	Toni Tisdale	October	December (if needed)
30.	Approve 2026 RTAC Meeting Dates/Times	Yes	COMPASS staff will request RTAC approval of 2026 meeting dates and times.	Consent	N/A	N/A	November	N/A
31.	Recommend Balancing in the Transportation Management Area (TMA)	Yes	Toni Tisdale will seek recommendation of balancing actions in the TMA (Boise Urban Area), if needed.	Action	15	Toni Tisdale	November	Dec (if needed)
32.	Recommend an Amendment to the FY2026-2032 Regional Transportation Improvement Program (TIP)	Yes	Toni Tisdale will seek recommendation of a resolution amending the FY2026-2032 TIP, if needed.	Action	10	Toni Tisdale	November	December (if needed)

ID #	Title/Description	Mandatory[1]	Additional Information	Agenda Type[2]	Time	Presenters	Proposed Agenda	Board Agenda
33.	Recommend Balancing in the Transportation Management Area (TMA)	Yes	Toni Tisdale will seek recommendation of balancing actions in the TMA (Boise Urban Area), if needed.	Action	15	Toni Tisdale	December	February (if needed)
34.	Recommend an Amendment to the FY2026-2032 Regional Transportation Improvement Program (TIP)	Yes	Toni Tisdale will seek recommendation of a resolution amending the FY2026-2032 TIP, if needed.	Action	10	Toni Tisdale	December	February (if needed)
35.	Introduction to COMPASS	No	COMPASS staff will provide a brief introduction to COMPASS' work products and RTAC calendar	Special Item	15	Amy Luft	January 2026	February
36.	Elect Chair and Vice Chair	Yes	COMPASS staff will facilitate the election of the Chair and Vice Chair.	Action	10	Austin Miller	January	N/A
37.	Recommend Balancing in the Transportation Management Area (TMA)	Yes	Toni Tisdale will seek recommendation of balancing actions in the TMA (Boise Urban Area), if needed.	Action	15	Toni Tisdale	January	Feb (if needed)

ID #	Title/Description	Mandatory[1]	Additional Information	Agenda Type[2]	Time	Presenters	Proposed Agenda	Board Agenda
38.	Recommend an Amendment to the FY2026-2032 Regional Transportation Improvement Program (TIP)	Yes	Toni Tisdale will seek recommendation of a resolution amending the FY2026-2032 TIP, if needed.	Action	10	Toni Tisdale	January	Feb (if needed)
39.	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, 2026 (Optional)	N/A
40.	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
41.	Recommend Balancing in the Transportation Management Area (TMA)	Yes	Toni Tisdale will seek recommendation of balancing actions in the TMA (Boise Urban Area), if needed.	Action	15	Toni Tisdale	February	April (if needed)
42.	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, 2026 (optional)	N/A

ID #	Title/Description	Mandatory[1]	Additional Information	Agenda Type[2]	Time	Presenters	Proposed Agenda	Board Agenda
43.	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
44.	Recommend Balancing in the Transportation Management Area (TMA)	Yes	Toni Tisdale will seek recommendation of balancing actions in the TMA (Boise Urban Area), if needed.	Action	15	Toni Tisdale	March	April (if needed)
45.	Recommend Approval to Extend Delivery Deadlines for Local Federal-Aid Projects	No	Toni Tisdale will seek RTAC recommendation of COMPASS Board of Directors' approval to extend the deadlines on local federal-aid projects, if needed.	Action	10	Toni Tisdale	March	April
46.	Recommend an Amendment to the FY2026-2032 Regional Transportation Improvement Program (TIP)	Yes	Toni Tisdale will seek recommendation of a resolution amending the FY2026-2032 TIP, if needed.	Action	10	Toni Tisdale	March	April
47.	Recommend Balancing in the Transportation Management Area (TMA)	Yes	Toni Tisdale will seek recommendation of balancing actions in the TMA (Boise Urban Area), if needed.	Action	15	Toni Tisdale	April	June (if needed)

ID #	Title/Description	Mandatory[1]	Additional Information	Agenda Type[2]	Time	Presenters	Proposed Agenda	Board Agenda
48.	Recommend an Amendment to the FY2026-2032 Regional Transportation Improvement Program (TIP)	Yes	Toni Tisdale will seek recommendation of a resolution amending the FY2026-2032 TIP, if needed.	Action	10	Toni Tisdale	April	June (if needed)
49.	Recommend an Amendment to the FY2026-2032 Regional Transportation Improvement Program (TIP)	Yes	Toni Tisdale will seek recommendation of a resolution amending the FY2026-2032 TIP, if needed.	Action	10	Toni Tisdale	April	June
50.	Recommend Priorities for the End-of-Year and Redistribution Program	Yes	Toni Tisdale will seek RTAC recommendation of COMPASS Board of Directors' approval of End-of-Year and Redistribution Program priorities.	Action	15	Toni Tisdale	May	June
51.	Recommend Balancing in the Transportation Management Area (TMA)	Yes	Toni Tisdale will seek recommendation for balancing actions in the TMA (Boise Urban Area), if needed.	Action	15	Toni Tisdale	May	June (if needed)
52.	Recommend an Amendment to the FY2026-2032 Regional Transportation Improvement Program (TIP)	Yes	Toni Tisdale will seek recommendation of a resolution amending the FY2026-2032 TIP, if needed.	Action	10	Toni Tisdale	May	June

Report Id: OTIS024
v.24.07.09

Scheduled vs. Obligated for the 2025 Schedule Year

Your Safety • Your Mobility
Your Economic Opportunity

[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 - 4/15/2025] [Fiscal Year: 2025] [Obligation Approval Level: FHWA] [Project Status: Development, PS&E (or equiv.), Awarded (or equiv.)] [Fiscal Year: 2025] [Indirect Costs Excluded] [PSS Manager: Ignore] [PSS Owner: Ignore] [PSS Sponsor: Ignore]

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
State Hwy - Pavement Preservation									
22699	3	SH 69, KUNA TO MERIDIAN, ADA CO	2025	PS&E (or equiv.)	100	PE	$65,000.00	$65,000.00	$0.00
						PC	($15,000.00)	($15,000.00)	$0.00
						CE	$194,243.54	$0.00	$194,243.54
						CC	$40,000.00	$0.00	$40,000.00
						CN	$3,271,300.00	$0.00	$3,271,300.00
							$3,555,543.54	**$50,000.00**	**$3,505,543.54**
23163	3	SH 55, ION JCT TO HOSKINS ROAD, CANYON/OWYHEE COS	2025	PS&E (or equiv.)	100	PE	$15,000.00	$15,000.00	$0.00
						PC	($15,000.00)	($15,000.00)	$0.00
						CE	$65,000.00	$84,985.00	($19,985.00)
						CC	$40,000.00	$0.00	$40,000.00
						CN	$1,872,555.00	$892,341.00	$980,214.00
							$1,977,555.00	**$977,326.00**	**$1,000,229.00**
23542	3	SH 55, EAGLE RD; I 84 TO SH 44, ADA CO	2025	PS&E (or equiv.)	100	PE	$0.00	($25,000.00)	$25,000.00
						PC	$0.00	($120,000.00)	$120,000.00
						CE	$107,161.20	$25,000.00	$82,161.20
						CC	$187,272.00	$120,000.00	$67,272.00
						CN	$4,018,761.00	$0.00	$4,018,761.00
							$4,313,194.20	**$0.00**	**$4,313,194.20**
23626	3	SH 45, JCT SH78 TO DEER FLAT RD SEALCOAT, CANYON CO	2025	Awarded (or equiv.)	100	PE	($29,000.00)	($29,000.00)	$0.00
						CE	$83,048.78	$29,000.00	$54,048.78
						CN	$1,450,000.00	$0.00	$1,450,000.00
							$1,504,048.78	**$0.00**	**$1,504,048.78**
24054	3	SH 55, STATE ST TO PAYETTE RV BR, BOISE/ADA CO	2030	Development	100	PE	$83,347.00	$0.00	$83,347.00
							$83,347.00	**$0.00**	**$83,347.00**
24058	3	US 95, PARMA NCL TO JCT I 84, CANYON/PAYETTE CO	2029	Development	100	PE	$60,513.00	$60,513.00	$0.00
							$60,513.00	**$60,513.00**	**$0.00**
24118	3	SH 44, STAR TO EAGLE, ADA CO	2029	Development	100	PE	$50,000.00	$0.00	$50,000.00
							$50,000.00	**$0.00**	**$50,000.00**
24511	3	I 184, FY27 D3 IC RAMPS, ADA/CANYON COUNTIES	2027	Development	100	PE	$28,458.00	$0.00	$28,458.00
							$28,458.00	**$0.00**	**$28,458.00**

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
24568	3	SH 44, CHINDEN BLVD TO STATE ST, GARDEN CITY	2029	Development	100	PE	$14,815.00	$0.00	$14,815.00
							$14,815.00	**$0.00**	**$14,815.00**
24570	3	US 20, PHYLLIS CANAL TO NORTH MOUNTAIN VIEW RD, ADA CO	2029	Development	100	PE	$58,090.00	$0.00	$58,090.00
							$58,090.00	**$0.00**	**$58,090.00**
24571	3	SH 55, FARMWAY RD TO MIDDLETON RD, CANYON CO	2029	Development	100	PE	$12,856.00	$0.00	$12,856.00
							$12,856.00	**$0.00**	**$12,856.00**
24769	3	STATE, PEDESTRIAN RAMP IMPROVEMENTS, ADA CO	2026	Development	100	PE	$10,000.00	$10,000.00	$0.00
						PC	$390,000.00	$390,000.00	$0.00
							$400,000.00	**$400,000.00**	**$0.00**
	State Hwy - Pavement Preservation Total						**$12,058,420.52**	**$1,487,839.00**	**$10,570,581.52**
State Hwy - Pavement Restoration									
20506	3	SH 55, SH 44 (STATE ST) TO PAYETTE RV BR, REHABILITATION	2025	Awarded (or equiv.)	111	CC	$0.00	$485,272.47	($485,272.47)
						CN	$124,465.00	$124,465.00	$0.00
							$124,465.00	**$609,737.47**	**($485,272.47)**
24526	3	SH 44, LINDER TO GLENWOOD, ADA CO	2028	Development	111	PE	$1,975,500.00	$0.00	$1,975,500.00
							$1,975,500.00	**$0.00**	**$1,975,500.00**
	State Hwy - Pavement Restoration Total						**$2,099,965.00**	**$609,737.47**	**$1,490,227.53**
State Hwy - Safety & Capacity (Capacity)									
22715	3	SH 55, FARMWAY RD TO MIDDLETON RD, CANYON CO	2028	Development	119	CE	$400,000.00	$0.00	$400,000.00
						CC	$4,000,000.00	$0.00	$4,000,000.00
						CN	$2,117,555.00	$0.00	$2,117,555.00
							$6,517,555.00	**$0.00**	**$6,517,555.00**
22717	3	SH 45, LOCUST LANE INTERSECTION, NAMPA	2025	Awarded (or equiv.)	112	PE	($55,000.00)	($55,000.00)	$0.00
						PC	($13,900.00)	($13,900.00)	$0.00
						CE	$55,000.00	$55,000.00	$0.00
						CC	$209,287.00	$209,287.00	$0.00
						CN	$843,311.00	$843,311.00	$0.00
							$1,038,698.00	**$1,038,698.00**	**$0.00**
23175	3	SH 16, JCT SH 44 TO JCT SH 52, ADA/GEM CO	2028	Development	112	PE	$250,000.00	$250,000.00	$0.00
						PC	$2,000,000.00	$2,000,000.00	$0.00
							$2,250,000.00	**$2,250,000.00**	**$0.00**
24772	3	SH 44, PALMER LANE INTERSECTION, ADA CO	2025	Development	112	PE	$15,000.00	$15,000.00	$0.00
						PC	$385,000.00	$385,000.00	$0.00
							$400,000.00	**$400,000.00**	**$0.00**
	State Hwy - Safety & Capacity (Capacity) Total						**$10,206,253.00**	**$3,688,698.00**	**$6,517,555.00**

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
State Hwy - Supporting Infrastructure Assets									
23804	3	STATE, FY25 D3 STRIPING	2025	Awarded (or equiv.)	146	PE	$1,000.00	$1,000.00	$0.00
						CE	$0.00	$1,000.00	($1,000.00)
						CN	$754,290.00	$554,576.00	$199,714.00
							$755,290.00	**$556,576.00**	**$198,714.00**
24079	3	US 95, FY25 SIGN FACE REPLACEMENT	2025	Development	146	PE	$1,000.00	$1,000.00	$0.00
						CE	$1,000.00	$0.00	$1,000.00
						CN	$830,000.00	$0.00	$830,000.00
							$832,000.00	**$1,000.00**	**$831,000.00**
	State Hwy - Supporting Infrastructure Assets Total						**$1,587,290.00**	**$557,576.00**	**$1,029,714.00**
State Hwy - Board Unallocated									
24821	3	I 84, GOWEN RD TO MOUNTAIN HOME, ADA & ELMORE COS	2025	Development	71	PE	$5,000.00	$5,000.00	$0.00
						PC	$400,000.00	$400,000.00	$0.00
							$405,000.00	**$405,000.00**	**$0.00**
24822	3	SH 69, SOUTHERN EXT TO I 84 BLACKS CR IC STUDY, ADA CO	2025	Development	71	PE	$5,000.00	$5,000.00	$0.00
						PC	$400,000.00	$400,000.00	$0.00
							$405,000.00	**$405,000.00**	**$0.00**
	State Hwy - Board Unallocated Total						**$810,000.00**	**$810,000.00**	**$0.00**
State Hwy - Early Development (Unfunded Ideas)									
23638	3	SH 55, BEACON LIGHT RD TO BROOKSIDE LN, ADA CO	2029	Development	148	PC	($3,200.00)	($3,200.00)	$0.00
						LP	$3,200.00	$3,200.00	$0.00
							$0.00	**$0.00**	**$0.00**
23957	3	SH 16, USTICK RD INTERCHANGE	2025	Development	148	CE	$200,000.00	$0.00	$200,000.00
						CC	$1,000,000.00	$0.00	$1,000,000.00
						CN	$10,000,000.00	$0.00	$10,000,000.00
							$11,200,000.00	**$0.00**	**$11,200,000.00**
	State Hwy - Early Development (Unfunded Ideas) Total						**$11,200,000.00**	**$0.00**	**$11,200,000.00**
Leading Idaho									
22165	3	US 20/26, I 84 TO MIDDLETON RD, CANYON CO	2025	Awarded (or equiv.)	155	UT	$20,000.00	$20,000.00	$0.00
							$20,000.00	**$20,000.00**	**$0.00**
23188	3	SH 44, I 84 INTERCHANGE REPLACEMENT, CANYON CO	2031	Development	155	RW	$25,000.00	$0.00	$25,000.00
						LP	$1,000,000.00	$0.00	$1,000,000.00
							$1,025,000.00	**$0.00**	**$1,025,000.00**
23335	3	SH 55, PEAR LANE TO FARMWAY, CALDWELL	2500	Development	155	PE	$200,000.00	$200,000.00	$0.00
						PC	$4,000,000.00	$4,000,000.00	$0.00
						RW	$200,000.00	$200,000.00	$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
23335	3	SH 55, PEAR LANE TO FARMWAY, CALDWELL	2500	Development	155	LP	$20,000,000.00	$20,000,000.00	$0.00
							$24,400,000.00	**$24,400,000.00**	**$0.00**
23408	3	SH 16, USTICK RD TO US 20/26, ADA & CANYON COS	2026	Awarded (or equiv.)	155	CC	$1,200,000.00	$1,200,000.00	$0.00
						CN	$20,000,000.00	$0.00	$20,000,000.00
							$21,200,000.00	**$1,200,000.00**	**$20,000,000.00**
23437	3	I 84, CENTENNIAL IC TO FRANKLIN IC, CANYON CO	2025	Awarded (or equiv.)	155	CC	$5,500,000.00	$5,500,000.00	$0.00
						CN	$4,967,470.00	$4,967,470.00	$0.00
							$10,467,470.00	**$10,467,470.00**	**$0.00**
23958	3	SH 16, SH 44 INTERCHANGE, ADA CO	2026	Development	155	CE	$100,000.00	$0.00	$100,000.00
						CC	$2,642,000.00	$0.00	$2,642,000.00
							$2,742,000.00	**$0.00**	**$2,742,000.00**
	Leading Idaho Total						**$59,854,470.00**	**$36,087,470.00**	**$23,767,000.00**
TECM									
22715	3	SH 55, FARMWAY RD TO MIDDLETON RD, CANYON CO	2028	Development	149	PE	$70,000.00	$70,000.00	$0.00
						RW	($70,000.00)	($70,000.00)	$0.00
						CE	$25,000.00	$25,000.00	$0.00
							$25,000.00	**$25,000.00**	**$0.00**
23408	3	SH 16, USTICK RD TO US 20/26, ADA & CANYON COS	2026	Awarded (or equiv.)	149	CC	$750,000.00	$750,000.00	$0.00
							$750,000.00	**$750,000.00**	**$0.00**
23409	3	SH 16, FRANKLIN RD TO USTICK RD, ADA & CANYON COS	2025	Awarded (or equiv.)	149	CC	$1,000,000.00	$1,000,000.00	$0.00
						CN	$10,000,000.00	$10,000,000.00	$0.00
							$11,000,000.00	**$11,000,000.00**	**$0.00**
23410	3	SH 16, I 84 TO FRANKLIN RD, ADA & CANYON COS	2025	Awarded (or equiv.)	149	CN	$1,379,000.00	$1,379,000.00	$0.00
							$1,379,000.00	**$1,379,000.00**	**$0.00**
23437	3	I 84, CENTENNIAL IC TO FRANKLIN IC, CANYON CO	2025	Awarded (or equiv.)	149	PC	($1,938,700.00)	($1,938,700.00)	$0.00
						LP	$1,938,700.00	$1,938,700.00	$0.00
							$0.00	**$0.00**	**$0.00**
23956	3	SH 16, I 84 SYSTEM IC AND FRANKLIN RD IC	2027	PS&E (or equiv.)	149	CE	$100,000.00	$100,000.00	$0.00
							$100,000.00	**$100,000.00**	**$0.00**
	TECM Total						**$13,254,000.00**	**$13,254,000.00**	**$0.00**
TECM Bonding									
22715	3	SH 55, FARMWAY RD TO MIDDLETON RD, CANYON CO	2028	Development	150	CC	$2,500,000.00	$2,500,000.00	$0.00
						CN	$84,800,000.00	$84,800,000.00	$0.00
							$87,300,000.00	**$87,300,000.00**	**$0.00**
23409	3	SH 16, FRANKLIN RD TO USTICK RD, ADA & CANYON COS	2025	Awarded (or equiv.)	150	CN	$6,000,000.00	$6,000,000.00	$0.00
							$6,000,000.00	**$6,000,000.00**	**$0.00**

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
23437	3	I 84, CENTENNIAL IC TO FRANKLIN IC, CANYON CO	2025	Awarded (or equiv.)	150	PC	($171,316.97)	($171,316.97)	$0.00
						CC	$171,316.97	$171,316.97	$0.00
							$0.00	**$0.00**	**$0.00**
23956	3	SH 16, I 84 SYSTEM IC AND FRANKLIN RD IC	2027	PS&E (or equiv.)	150	CC	$3,100,000.00	$3,100,000.00	$0.00
						CN	$66,400,000.00	$66,400,000.00	$0.00
							$69,500,000.00	**$69,500,000.00**	**$0.00**
23958	3	SH 16, SH 44 INTERCHANGE, ADA CO	2026	Development	150	CC	$2,000,000.00	$0.00	$2,000,000.00
						CN	$57,600,000.00	$0.00	$57,600,000.00
							$59,600,000.00	**$0.00**	**$59,600,000.00**
	TECM Bonding Total						**$222,400,000.00**	**$162,800,000.00**	**$59,600,000.00**
Hwy - Metropolitan Planning									
22998	3	LOCAL, FY25 COMPASS METRO PLANNING	2025	Awarded (or equiv.)	91	PC	$1,486,995.00	$672,203.71	$814,791.29
							$1,486,995.00	**$672,203.71**	**$814,791.29**
	Hwy - Metropolitan Planning Total						**$1,486,995.00**	**$672,203.71**	**$814,791.29**
State Hwy - Freight									
23731	3	STC-8223, NORTHSIDE BLVD & KARCHER RD, NAMPA	2026	Development	139	RW	$1,030,000.00	$0.00	$1,030,000.00
							$1,030,000.00	**$0.00**	**$1,030,000.00**
	State Hwy - Freight Total						**$1,030,000.00**	**$0.00**	**$1,030,000.00**
Carbon Reduction Program									
24230	3	LOCAL, WEST PARK PED IMPROVEMENTS, NAMPA	2026	Development	157	PC	$7,000.00	$7,000.00	$0.00
						PL	($7,000.00)	($7,000.00)	$0.00
							$0.00	**$0.00**	**$0.00**
24236	3	LOCAL, MATTHEW PELTZER TRAILHEAD AT WILSON PK PATH, NAMPA	2025	Development	157	CE	$3,000.00	$0.00	$3,000.00
						CC	$91,000.00	$0.00	$91,000.00
						CL	$24,000.00	$0.00	$24,000.00
						CN	$507,000.00	$0.00	$507,000.00
							$625,000.00	**$0.00**	**$625,000.00**
	Carbon Reduction Program Total						**$625,000.00**	**$0.00**	**$625,000.00**
Local Hwy - Transportation Management Area									
20549	3	LOCAL, CHINDEN; INT 43RD ST PED IMPRV, GARDEN CITY	2025	Development	51	CN	$190,390.00	$0.00	$190,390.00
							$190,390.00	**$0.00**	**$190,390.00**
20674	3	LOCAL, FY24 ROADWAY AND ADA IMPROVEMENTS, BOISE	2025	Development	51	RW	$20,000.00	$0.00	$20,000.00
						LP	$130,000.00	$0.00	$130,000.00
						CE	$50,000.00	$0.00	$50,000.00
						CC	$862,000.00	$0.00	$862,000.00
						CN	$8,621,000.00	$0.00	$8,621,000.00
							$9,683,000.00	**$0.00**	**$9,683,000.00**

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
21896	3	SMA-7563, OVERLAND RD, ORCHARD ST TO VISTA AVE, BOISE	2026	Development	51	RW	$350,000.00	$0.00	$350,000.00
							$350,000.00	**$0.00**	**$350,000.00**
21903	3	LOCAL, FY25 TRANSIT ROLLING STOCK, INFRASTRUCTURE & TECH	2025	Development	51	CN	$1,832,000.00	$0.00	$1,832,000.00
							$1,832,000.00	**$0.00**	**$1,832,000.00**
22387	3	LOCAL, FY25/FY26 COMPASS PLANNING	2025	Development	51	PC	$26,357.00	$26,357.00	$0.00
							$26,357.00	**$26,357.00**	**$0.00**
22394	3	LOCAL, BIG DATA PURCHASE STUDY, COMPASS	2025	Development	51	PC	$150,000.00	$0.00	$150,000.00
							$150,000.00	**$0.00**	**$150,000.00**
22800	3	LOCAL, FY25-FY30 COMPASS PLANNING	2030	Development	51	PC	$232,000.00	$0.00	$232,000.00
							$232,000.00	**$0.00**	**$232,000.00**
23312	3	LOCAL, COORDINATE LOCAL WATERWAY-PATHWAY PLANS STUDY	2025	Development	51	PC	$120,000.00	$120,000.00	$0.00
							$120,000.00	**$120,000.00**	**$0.00**
23313	3	LOCAL, BICYCLE AND PEDESTRIAN AUTOMATED COUNTERS, COMPASS	2025	Awarded (or equiv.)	51	CN	$8,000.00	$8,000.00	$0.00
							$8,000.00	**$8,000.00**	**$0.00**
24382	3	NHS-7345, FAIRVIEW AVE, GARDEN ST TO WHITEWATER BLVD BR REPL	2500	Development	51	PC	$1,461,037.00	$560,702.00	$900,335.00
							$1,461,037.00	**$560,702.00**	**$900,335.00**
24632	3	LOCAL, COMMUTERIDE WEBSITE DESIGN, ACHD	2025	Development	51	CN	$70,000.00	$0.00	$70,000.00
							$70,000.00	**$0.00**	**$70,000.00**
	Local Hwy - Transportation Management Area Total						**$14,122,784.00**	**$715,059.00**	**$13,407,725.00**
Local Hwy - Transportation Alternatives; TMA									
13918	3	LOCAL, RAIL WITH TRAIL PATHWAY, MERIDIAN	2025	Development	133	CE	$1,000.00	$0.00	$1,000.00
						CC	$36,000.00	$0.00	$36,000.00
						CL	$10,000.00	$0.00	$10,000.00
						CN	$504,000.00	$0.00	$504,000.00
							$551,000.00	**$0.00**	**$551,000.00**
20549	3	LOCAL, CHINDEN; INT 43RD ST PED IMPRV, GARDEN CITY	2025	Development	133	CE	$5,000.00	$0.00	$5,000.00
						CC	$78,053.00	$0.00	$78,053.00
						CN	$356,557.00	$0.00	$356,557.00
							$439,610.00	**$0.00**	**$439,610.00**
23095	3	SMA-9463, FIVE MILE RD OVERPASS & WIDENING, BOISE	2030	Development	133	PC	$100,000.00	$100,000.00	$0.00
							$100,000.00	**$100,000.00**	**$0.00**
	Local Hwy - Transportation Alternatives; TMA Total						**$1,090,610.00**	**$100,000.00**	**$990,610.00**
Carbon Reduction - TMA									
13918	3	LOCAL, RAIL WITH TRAIL PATHWAY, MERIDIAN	2025	Development	156	CN	$500,000.00	$0.00	$500,000.00
							$500,000.00	**$0.00**	**$500,000.00**

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
24653	3	LOCAL, SPOILS BANK CANAL PATHWAY, BOISE	2028	Development	156	PE	$13,000.00	$0.00	$13,000.00
						PC	$402,000.00	$0.00	$402,000.00
						PL	$107,000.00	$0.00	$107,000.00
							$522,000.00	**$0.00**	**$522,000.00**
24702	3	LOCAL, GLENWOOD BRIDGE TO RIVERSIDE PATHWAY, GARDEN CITY	2029	Development	156	PE	$2,000.00	$0.00	$2,000.00
						PC	$137,000.00	$0.00	$137,000.00
						PL	$17,000.00	$0.00	$17,000.00
							$156,000.00	**$0.00**	**$156,000.00**
	Carbon Reduction - TMA Total						**$1,178,000.00**	**$0.00**	**$1,178,000.00**
Local Hwy - Large Urban									
13494	3	STC-7787, OLD HWY 30; W PLYMOUTH ST BR, CANYON CO	2027	Development	46	PC	$250,000.00	$250,000.00	$0.00
							$250,000.00	**$250,000.00**	**$0.00**
22017	3	NHS-8523, CHERRY LN; FRANKLIN BLVD TO 11TH AVE N, NAMPA	2027	Development	46	PE	($2,000.00)	($2,000.00)	$0.00
						PL	$2,000.00	$2,000.00	$0.00
							$0.00	**$0.00**	**$0.00**
22386	3	LOCAL, FY25-FY30 ACHD COMMUTERIDE, ADA & CANYON COS	2030	Development	46	PC	$12,621.00	$0.00	$12,621.00
							$12,621.00	**$0.00**	**$12,621.00**
22800	3	LOCAL, FY25-FY30 COMPASS PLANNING	2030	Development	46	PC	$198,000.00	$198,000.00	$0.00
							$198,000.00	**$198,000.00**	**$0.00**
	Local Hwy - Large Urban Total						**$460,621.00**	**$448,000.00**	**$12,621.00**
Local Hwy - Transportation Alternatives									
22922	3	LOCAL, CANYON CO SRTS COORDINATOR & ACTIVITIES	2028	Awarded (or equiv.)	134	CN	$77,722.00	$77,722.00	$0.00
							$77,722.00	**$77,722.00**	**$0.00**
23917	3	LOCAL, CANYON ST BICYCLE & PED PATHWAY, PH 2	2027	Development	134	PE	$15,000.00	$15,000.00	$0.00
						PC	$30,000.00	$30,000.00	$0.00
							$45,000.00	**$45,000.00**	**$0.00**
	Local Hwy - Transportation Alternatives Total						**$122,722.00**	**$122,722.00**	**$0.00**
Hwy - Discretionary									
24762	3	STC-3680, NOTUS COLLECTOR ST REBUILD DESIGN ONLY, NOTUS	2025	Development	27	PE	$5,000.00	$0.00	$5,000.00
						PC	$1,191,700.00	$0.00	$1,191,700.00
						PL	$205,300.00	$0.00	$205,300.00
							$1,402,000.00	**$0.00**	**$1,402,000.00**
	Hwy - Discretionary Total						**$1,402,000.00**	**$0.00**	**$1,402,000.00**

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
Hwy - Misc. Federal									
24099	3	SMA-9773, LINDER RD, OVERLAND TO FRANKLIN	2026	Development	68	RW	$3,000,000.00	$0.00	$3,000,000.00
							$3,000,000.00	**$0.00**	**$3,000,000.00**
	Hwy - Misc. Federal Total						**$3,000,000.00**	**$0.00**	**$3,000,000.00**
Hwy - Non-Participating									
24237	3	LOCAL, I 84 & SH 16 INTERCHANGE STUDY, NAMPA	2025	Development	69	PE	$4,000.00	$4,000.00	$0.00
						PC	$550,000.00	$0.00	$550,000.00
							$554,000.00	**$4,000.00**	**$550,000.00**
	Hwy - Non-Participating Total						**$554,000.00**	**$4,000.00**	**$550,000.00**
Hwy - Local Partnerships									
22165	3	US 20/26, I 84 TO MIDDLETON RD, CANYON CO	2025	Awarded (or equiv.)	79	CN	$94,944.00	$94,944.00	$0.00
							$94,944.00	**$94,944.00**	**$0.00**
22715	3	SH 55, FARMWAY RD TO MIDDLETON RD, CANYON CO	2028	Development	79	PC	($60,745.00)	($60,745.00)	$0.00
						CN	$5,055,200.15	$5,055,200.15	$0.00
							$4,994,455.15	**$4,994,455.15**	**$0.00**
22717	3	SH 45, LOCUST LANE INTERSECTION, NAMPA	2025	Awarded (or equiv.)	79	CN	$888,038.00	$888,038.00	$0.00
							$888,038.00	**$888,038.00**	**$0.00**
23179	3	TRANSIT, STATE ST PREMIUM CORRIDOR, PART 2, BOISE, VRT	2025	Development	131	CN	$910,000.00	$0.00	$910,000.00
							$910,000.00	**$0.00**	**$910,000.00**
23336	3	I 84, KARCHER IC, KARCHER TO MIDDLETON RD, CANYON CO	2025	Awarded (or equiv.)	79	CN	$76,000.00	$76,000.00	$0.00
							$76,000.00	**$76,000.00**	**$0.00**
23638	3	SH 55, BEACON LIGHT RD TO BROOKSIDE LN, ADA CO	2029	Development	131	PE	$225,000.00	$0.00	$225,000.00
						PC	$480,000.00	$0.00	$480,000.00
						RW	$212,600.00	$0.00	$212,600.00
							$917,600.00	**$0.00**	**$917,600.00**
24229	3	NHS-8213, MIDDLETON RD, SH 55 TO FLAMINGO AVE, NAMPA	2500	Development	79	CN	$1,674,000.00	$0.00	$1,674,000.00
							$1,674,000.00	**$0.00**	**$1,674,000.00**
24236	3	LOCAL, MATTHEW PELTZER TRAILHEAD AT WILSON PK PATH, NAMPA	2025	Development	79	CN	$99,000.00	$0.00	$99,000.00
							$99,000.00	**$0.00**	**$99,000.00**
24337	3	LOCAL, ORR MULTI-USE CITY PATHWAY, NAMPA	2027	Development	79	PC	$200,000.00	$200,000.00	$0.00
							$200,000.00	**$200,000.00**	**$0.00**
24383	3	SMA-9577, EMERALD ST, CAMELOT DR TO RAYMOND ST & BR REPL	2500	Development	79	PC	$300,000.00	$0.00	$300,000.00
						RW	$500,000.00	$0.00	$500,000.00
							$800,000.00	**$0.00**	**$800,000.00**

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
24711	3	I 84B, GARRITY BLVD AND STAMM LN IMPROVEMENTS, NAMPA	2500	Development	79	PE	$30,000.00	$0.00	$30,000.00
						PC	$700,000.00	$0.00	$700,000.00
						PL	$238,000.00	$0.00	$238,000.00
							$968,000.00	**$0.00**	**$968,000.00**
	Hwy - Local Partnerships Total						**$11,622,037.15**	**$6,253,437.15**	**$5,368,600.00**
Report Total							**$370,165,167.67**	**$227,610,742.33**	**$142,554,425.34**