



REGIONAL TRANSPORTATION ADVISORY COMMITTEE
April 26, 2023 - 8:30 a.m.
COMPASS, First Floor Board Room
700 NE 2nd Street, Meridian, Idaho
ZOOM CONFERENCE CALL

Facebook Live Streaming - https://www.facebook.com/COMPASSIdaho
(Subject to availability and functionality of connection.)

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

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

Written comments may be submitted by email to info@compassidaho.org. Comments can also be left by voicemail. Please call 208-475-2225 to record comments. Commenters must provide their name for the record. Comments identified by name that are received by 5:00 pm on April 25, 2023, will be provided to the committee members and read into the record during the meeting.

** AGENDA **

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

II. OPEN DISCUSSION/ANNOUNCEMENTS

III. CONSENT AGENDA

Page 3 A.* Approve March 15, 2023 RTAC Meeting Minutes

IV. SPECIAL ITEMS

A. Status Report - Carbon Reduction Program

Margaret Havey, ITD

Margaret Havey will provide the status of the Carbon Reduction Program, a new formula program managed by the Idaho Transportation Department.

B. Status Report - Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program

Shirley Wentland, ITD

Shirley Wentland will provide the status of the PROTECT program, a new formula program managed by the Idaho Transportation Department.

V. ACTION ITEMS

Page 7

A.* Recommend Adoption of Resolution Amending the FY2023-2029 Regional Transportation Improvement Program (TIP)

Toni Tisdale

Toni Tisdale will seek recommendation for the COMPASS Board of Directors' adoption of a resolution amending the FY2023-2029 TIP, at the request of ITD.

B. Accept Proposal for a Change of Scope to the US 20/26 (Chinden Boulevard) at 43rd Street Pedestrian Crossing Project

**Tom Ferch,
ACHD**

Tom Ferch will request RTAC acceptance of a proposal for a change of scope on the pedestrian crossing at US 20/26 (Chinden Boulevard) and 43rd Street prior to requesting public involvement for an amendment to the FY2023-2029 Regional Transportation Improvement Program. This project is in Garden City.

VI. INFORMATION ITEMS

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A.* Status Report - State Legislative Issues

Memo Only

Jacob Miller will provide a memorandum recapping the 2023 Idaho legislative session.

VII. STATUS REPORTS (INFORMATION ONLY)

Page 22

A.* RTAC Agenda Worksheet

Page 29

B.* Obligation Report

VIII. OTHER

Next Meeting: May 24, 2023

IX. ADJOURNMENT (10:30)

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

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

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**REGIONAL TRANSPORTATION ADVISORY COMMITTEE
March 15, 2023
COMPASS, First Floor Board Room
ZOOM CONFERENCE CALL**

**** DRAFT MINUTES ****

ATTENDEES:

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

MEMBERS ABSENT: Lara Disney, Public Participation Workgroup
Tessa Greeger, City of Boise
Wayne Herbel, City of Caldwell
Kristy Inselman, Ada County Highway District
Chelsie Johnson, City of Wilder
McKenzie Johnson, Governor's Office
Samantha Kenney, Central District Health, Ex. Officio
Devin Krasowski, Canyon County Development Services
Angie Lee, City of Parma
Leon Letson, Ada County Development Services
Dan Lister, Canyon County Development Services
Robb MacDonald, City of Caldwell
Sabrina Minshall, Canyon County Development Services
Bill Vaughan, City of Eagle

OTHERS PRESENT: John Barker, Jacobs, in person
Tori Cale, COMPASS, in person
Matt Carlson, COMPASS, in person
Teri Gregory, COMPASS, in person
Liisa Itkonen, COMPASS, via telephone
Lila Klopfenstein, COMPASS, via telephone
Austin Miller, COMPASS, in person
Hunter Mulhall, COMPASS, via telephone
Dave Rader, ACHD, via telephone
Kâren Sander, HDR Engineering, Inc., in person
Matt Stoll, COMPASS, in person
Toni Tisdale, COMPASS, via telephone
Mary Ann Waldinger, COMPASS, via telephone

CALL TO ORDER

Chair Lee Belt called the meeting to order at 8:33 am.

OPEN DISCUSSION/ANNOUNCEMENTS

Meg Larsen announced the upcoming Education Series: Electric Vehicles, Charging, and the Future on April 11 and 12, 2023.

Stephen Hunt announced Valley Regional Transit has hired a new Programming Planner, Kyle Street.

CONSENT AGENDA

A. Approve the February 22, 2023, RTAC Meeting Minutes

Tom Ferch moved and Brent Moore seconded approval of the Consent Agenda. Motion passed unanimously.

ACTION ITEMS

A. Recommend Balancing in the Transportation Management Area (TMA)

Toni Tisdale presented a proposed balancing action in the TMA to allocate available funding to the City of Boise to advance and combine two pathway improvement projects along State Highway 55.

Karen Gallagher moved and Tom Ferch seconded recommending the balancing action as presented. Motion passed unanimously.

B. Recommend Draft Funding Plans for Federal-Aid Programs

Toni Tisdale presented the recommended draft funding plans for federal-aid programs.

After discussion, **Justin Lucas moved and Doug Hanson seconded the recommended draft funding plans for the Surface Transportation Block Grant (STBG)-TMA, Transportation Alternatives Program (TAP)-TMA, Carbon Reduction Program (CRP)-TMA, STBG-Urban and CRP-Urban programs with one modification, to remove the Pedestrian Improvements at Avalon and Orchard in Kuna as a federal aid project, after discussion and comments by the City of Kuna and the Ada County Highway District.** Motion passed unanimously.

C. Recommend Adoption of Resolution X-2023 Modifying the FY2023-2029 Regional Transportation Improvement Program (TIP)

Toni Tisdale presented a Board administrative modification modifying the FY2023-2029 TIP at the request of Valley Regional Transit to increase the cost of four projects and COMPASS to increase the cost and advance the Regional Safety Action Plan.

Stephen Hunt moved and Karen Gallagher seconded to recommend COMPASS Board of Directors' adoption of Resolution X-2023 modifying the FY2023-2029 TIP. Motion passed unanimously.

D. Prioritize and Recommend Member Agencies' Requests for COMPASS' FY2024 Unified Planning Work Program (UPWP)

Mary Ann Waldinger presented member agency requests for the FY2024 UPWP and requested RTAC prioritization of the projects to assist with budgeting in the FY2024 UPWP.

After discussion, **Stephen Hunt moved and Miranda Carson seconded approval of the FY2024 project requests in the following order:**

- 1. Boise City, Estimating Population Density Needed to Support Regional Transit Goals**
- 2. City of Meridian, Corridor Preservation Analysis to Positively Influence the LRTM (Long Range Transportation Plan)**
- 3. City of Notus, Notus Collector Street Rebuilds**
- 4. Boise City, Online Community Profiles**
- 5. Garden City, Supportive Local Network Plan on State Street**

Motion passed unanimously.

E. Scope of Work for the High-Capacity Transit Planning and Environmental Linkages (PEL) Study

Lila Klopfenstein presented a summary of work conducted by the Planning and Environmental Linkages (PEL) Workgroup and a draft scope of work for a high-capacity transit PEL study to be used in a future request for proposals.

After discussion, **Brent Moore moved and Karen Gallagher seconded to recommend COMPASS Board of Directors' acceptance of the draft scope of work for the high-capacity transit PEL study to be used in a future request for proposals.** Motion passed unanimously.

F. Recommend Adoption of the Idaho Transportation Department's FY2023 Statewide Safety Performance Targets

Hunter Mulhall presented the Idaho Transportation Department's FY2023 statewide safety performance targets.

After discussion, **Vince Trimboli moved and Rodney Ashby seconded to recommend COMPASS Board of Directors' adoption of the Idaho Transportation Department's FY2023 statewide safety targets.** Motion passed unanimously.

INFORMATION ITEMS

A. Status Report – 2020 Census Urbanized Area Results and Implementation of Idaho Transportation (IT) Board Policy 4028

Toni Tisdale presented a status report regarding the 2020 Census results and implementation of the updated IT Board Policy 4028 in the COMPASS planning area.

B. Review Draft *Communities in Motion 2055* (CIM 2055) Workplan Items and Schedule

Austin Miller provided a memorandum and attachments regarding the draft CIM 2055 workplan and schedule.

Next Meeting: April 26, 2023

ADJOURNMENT

Meeting adjourned at 10:55 am.



RTAC AGENDA ITEM V-A
April 26, 2023

Topic: FY2023-2029 Regional Transportation Improvement Program (TIP)

Request/Recommendation:

COMPASS staff requests RTAC recommendation of COMPASS Board of Directors' adoption of Resolution X-2023 (Attachment 1) amending the FY2023-2029 TIP.

Background/Summary:

The Idaho Transportation Department (ITD) proposes to add a project to evaluate signal operations and maintenance practices on state routes in urban areas of the state. ITD staff proposed the initial phase of the evaluation to begin in Ada County to review signal timing objectives and prioritization, as well as communication and coordination practices with local agencies. The project will identify recommendations for improved ITD and local agency cooperation and management of signal operations to improve traffic flow and minimize network delays and will examine current practices compared to other states. ITD staff also anticipate the project will highlight needs for operational software improvements.

A public comment period on the proposed amendment was held April 3 -17, 2023, and COMPASS received 15 comments. Verbatim public comments are included in Attachment 2. Staff does not recommend changes based on public comments received.

If recommended, staff will request adoption of the resolution by the Executive Committee of the COMPASS Board of Directors on May 9, 2023. The full Board will be requested to ratify the action on June 26, 2023.

Implication (policy and/or financial):

The amendment to the TIP ensures that the document continues to meet federal fiscal constraint requirements and enables work to begin as soon as possible on this project.

More Information:

- 1) Attachment 1 – Resolution
- 2) Attachment 2 – Verbatim Public Comments
- 2) For detailed information contact: Toni Tisdale, Principal Planner, at ttisdale@compassidaho.org

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RESOLUTION NO. X-2023

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

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

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

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

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

WHEREAS, a public comment period was held April 3 through April 17, 2023, and comments were shared with the COMPASS Board of Directors for consideration;

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

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

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

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

ADOPTED this 9th day of May 2023.

By: _____
Debbie Kling, Chair
Community Planning Association
of Southwest Idaho Board of Directors

ATTEST:

By: _____
Matthew J. Stoll, Executive Director
Community Planning Association
of Southwest Idaho

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COMPASS Amendment #3 for the FY2023-2029 Regional Transportation Improvement Program (TIP)

ITD, March 2023

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PC	RW	UT	CE	CN	SUM
24002	Study, Traffic Signal Operations and Maintenance Evaluation, Phase 1	2023		ϕ 500					ϕ 500
	Funding Source: State Unallocated	2024							
		2025							0
	Evaluate signal operations and maintenance practices on ITD routes in urban areas of the state. The initial phase of this evaluation (Phase 1) will be in Ada County. (Federal: \$0).	2026							0
		2027							0
		PD							0
		SUM		0	ϕ 500	0	0	0	0
Add project.									

CE = Construction Engineering
 CN = Construction
 FY = Fiscal Year
 ITD = Idaho Transportation Department

KN = Key Number
 PE = Preliminary Engineering
 PC = Preliminary Engineering Consultant
 RW = Right-of-Way

TIP = Transportation Improvement Program
 UT = Utilities

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Public Comments Received (Verbatim)

Amendment #3 to the FY2023-2029 Regional Transportation Improvement Program (TIP)

Public Comment Period: April 3 – April 17
 Total number of comments received by COMPASS: 15

Topics:

The proposed amendment would add one new study in the TIP to evaluate signal operations and maintenance practices on state routes in Ada County.

Comment <small>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</small>	Staff Response	Name, Zip Code, Affiliation
The study to "improve traffic flow and minimize network delays and will examine current practices compared to other states similar to Idaho" is an appropriate study to further improve transportation coordination and planning in Idaho. It is long overdue and further delay will complicate transportation planning and cost much more to remedy in future years.	Thank you for your comments; they will be shared with the Idaho Transportation Department and the COMPASS Board of Directors.	Pike Teinert
I just wanted to voice my opinion that I fully support a transit system from Caldwell to Boise. I remember years ago a train project that was demonstrated, stopping in downtown Nampa, then Idaho Center, downtown Meridian, then near Scentsy, then the mall & on to Boise State. The tracks are already there & they are in very populated areas. I just haven't heard anything about any transit since. This valley has grown & definitely could use something- I do hope that something is in the works. Thank you for taking the time to read this.	Thank you for your comments; they will be shared with the City of Caldwell, the City of Boise, the City of Nampa, the City of Meridian, Valley Regional Transit, and the COMPASS Board of Directors.	Becky
I support COMPASS Amendment #3. Single optimization has the potential to improve traffic flow and volume. Since the cost (at least for the preliminary study) is relatively small compared to the cost of lane addition, it should be strongly considered in the COMPASS plan.	Thank you for your comments; they will be shared with the Idaho Transportation Department and the COMPASS Board of Directors.	Robert M. Neilson, Jr. 83642

<p style="text-align: center;">Comment</p> <p style="text-align: center;">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p style="text-align: center;">Staff Response</p>	<p style="text-align: center;">Name, Zip Code, Affiliation</p>
<p>Hello, I am opposed to this amendment. The cost is just ludicrous, spend your money actually finishing some of the projects instead. If you have to fund a study, figure out how to reduce the traffic in neighborhoods forced off Chinden into Spurwing because of all the ridiculous barriers to turning left into businesses. The highways need more left turn lanes into businesses and streets. A perfect example is Eagle and Chinden - the strip mall on the NE corner used to be so prolific with great businesses, now it's almost impossible to access those businesses. Thank you for the opportunity.</p>	<p>Thank you for your comments; they will be shared with the Idaho Transportation Department and the COMPASS Board of Directors.</p>	<p>Marjorie Dougherty</p>
<p>I want to speak to the huge need for better public transportation for the Treasure Valley. Our communities have grown so fast and without proper planning, that traffic is a MESS! One can no longer ride a bike or walk along most roads now so those who do not drive or don't have a car find it very difficult to get to appointments or errands.</p> <ol style="list-style-type: none"> 1. We need better sidewalks and bike lanes 2. We need buses that run often! Like every half hour so people can get to appointments and back home. And make it safe for teens and kids to use, as well as affordable. 3. Inter-county bus rides or ride share with frequent timing so people can accomplish errands and tasks outside of the town where they live. 	<p>Thank you for your comments; they will be shared with Valley Regional Transit and the COMPASS Board of Directors.</p>	<p>Joy Lewis</p>
<p>Good idea.</p>	<p>Thank you for your comments; they will be shared with the Idaho Transportation Department and the COMPASS Board of Directors.</p>	<p>Mac</p>
<p>Good morning, I wanted to comment on the regional TIP Program. I think that any studies or change at that IDT should include additional public transportation an improved/ increased bike lanes. More specifically, the goal of public transportation should be to run frequently enough and in enough areas to enable people to not need to use cars on a daily basis. Additionally separated bike lanes are safer abd encourage bike communing and should be added throughout the state. Best wishes</p>	<p>Thank you for your comments; they will be shared with the Idaho Transportation Department, Valley Regional Transit, and the COMPASS Board of Directors.</p>	<p>Jane</p>

<p style="text-align: center;">Comment</p> <p style="text-align: center;">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p style="text-align: center;">Staff Response</p>	<p style="text-align: center;">Name, Zip Code, Affiliation</p>
<p>I have two items that I sincerely hope can improve in Idaho (or at least in Ada County). First is a better game plan on designing/building roads with pedestrians and bicyclists in mind. The safety of these two groups of road users is not taken seriously enough and the results are awful and extremely dangerous. The second hope that I have is that there be more responsibility put on the shoulders of the builders/contractors to install infrastructures to help remedy this terrible situation. They take in a LOT of money and none if it is used to keep people safe. The governments (state, county or city) should not be given this financial burden. Please put the onus of safe transportation for pedestrians and bicyclists at the foot of those who are facilitating the growth and make them participate more fully.</p>	<p>Thank you for your comments; they will be shared with the Idaho Transportation Department and the COMPASS Board of Directors.</p>	<p>Jim</p>
<p>Hello, I am concerned that the scope of this project will further de-prioritize the safe movement of pedestrians and people with disabilities on the state highway system in Ada County. This is based on current practices that provide pedestrians the minimum or less than the minimum times to enter crosswalks and widespread failure to comply with ADA requirements in the placement of pedestrian push buttons at signalized intersections on the state highway system. This passage is of particular concern (emphasis added):</p> <ul style="list-style-type: none"> • "The project is expected to identify recommendations for improved ITD and local agency cooperation and management of <u>signal operations to improve traffic flow and minimize network delays</u> and will examine current practices compared to other states similar to Idaho." <p><i>Does that mean all traffic and all networks, or just motorist traffic and motorist networks?</i> I would hope that minimizing delays for pedestrians and improving the flow of their movements would also be a priority, otherwise their safety will be compromised by a study that only views motorist flow and delay as important. Below are more detailed comments. First, studies like this do not typically consider pedestrians as valid road users. They analyze pedestrian movements at signalized intersections as impediments to traffic. This often leads to agencies setting pedestrian "walk interval" and "countdown"</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation Department, and the COMPASS Board of Directors.</p> <p><i>COMPASS staff have reached out to the Idaho Transportation Department regarding a response to the question. The response will be added here and sent to Mr. Kostelec upon receipt.</i></p>	<p>Don Kostelec</p>

<p style="text-align: center;">Comment</p> <p style="text-align: center;">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p style="text-align: center;">Staff Response</p>	<p style="text-align: center;">Name, Zip Code, Affiliation</p>
<p>phases to the minimum, or less than minimum times. Pedestrians are also modeled as delay factors for motorists when such traffic analyses are conducted. I've found in examining recent ACHD signal timing practices that they fail to give pedestrians the MUTCD-prescribed 7-second minimum walk interval. Below is a video of that at a school crossing on Parkcenter where kids are given only 5 seconds of a walk signal and the timing of the signal doesn't account for peak hour pedestrian demand. I have found this elsewhere on Parkcenter. https://youtube.com/shorts/3Bcq4pujPng?feature=share</p> <p>If you look closely at the appendices of any detailed intersection analysis done by traffic engineers you will see this notation: <i>Ped-Bike Adj (A_{pbT})</i> That is the function in a traffic analysis like the one proposed by ITD where pedestrians and bicyclists are factored as impediments to traffic, and thus have their crossing times minimized or worse. For example, if a traffic analysis determines pedestrians using a crosswalk delay motorists, an agency might recommend a dedicated right turn lane so right turning motorists are not delaying the through motorists because of pedestrians or bicyclists using the crosswalk. The addition of that right turn lane to promote motorist convenience had the impact of making the crossing less safe for pedestrians and bicyclists.</p> <p>Second, I hope the COMPASS Board, as a condition of approval of this TIP amendment, mandates ITD look at the degree to which signalized intersections comply with ADA requirements. ITD's own ADA Transition Plan does not catalog pedestrian push buttons and many of ITD's buttons are not accessible to people with disabilities. If every signal is being evaluated for traffic flow, it would only make sense to ensure every signal is also evaluated for ADA compliance. The degree to which pedestrian push buttons are accessible impacts traffic signal timing and I fear that the needs of people with disabilities will be minimized in this analysis in favor of traffic flow if the accessibility of push buttons remains unaddressed.</p> <p>Third, related to both signal timing and push button access, this study must address locations where ITD forces pedestrians to break the law due to a combination of poor pushbutton</p>		

<p style="text-align: center;">Comment</p> <p style="text-align: center;">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p style="text-align: center;">Staff Response</p>	<p style="text-align: center;">Name, Zip Code, Affiliation</p>
<p>placement and timing of pedestrian signals to have minimum walk intervals for pedestrians to legally enter the crosswalk. Below is an example from the I-84 interchange with Garrity Boulevard where the combination of button placement combined with signal timing has the effect of forcing pedestrians to break the law. My guess is this occurs at several other state highway intersections. I would hope that the Idaho Division Office of FHWA would have reviewed things like this given federal funds were used on that and many other interchanges.</p> <ul style="list-style-type: none"> • https://youtu.be/IY12gdrUxU8 <p>Finally, it is worth noting that the Federal Highway Administration doesn't mandate level of service thresholds on the National Highway System, for which all ITD routes in Ada County are designated. As the 2016 FHWA memo linked below states:</p> <ul style="list-style-type: none"> • "FHWA does not have regulations or policies that require specific minimum LOS values for projects on the NHS." <p>I bring that up because bodies like the COMPASS Board will probably hear things like, "we have to do this to meet federal/AASHTO standards." That is commonly used to make things like Level of Service appear to be a sacred mandate and I suspect the outcomes of this study will attempt to do that. There is a great quote from FHWA in this article, which came out when FHWA issued that 2016 memo: <u>"There is no federal mandate for Level of Service."</u></p> <ul style="list-style-type: none"> • https://usa.streetsblog.org/2016/01/28/the-feds-want-to-reform-the-cult-of-level-of-service/ <p>Thank you for your consideration in ensuring this study considers pedestrians and bicyclists as valid road users and ensuring their safety is not compromised in order to prioritize motorist convenience on a system that is already hostile to anyone expressing their freedom to walk or bike.</p>		

<p style="text-align: center;">Comment</p> <p style="text-align: center;">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p style="text-align: center;">Staff Response</p>	<p style="text-align: center;">Name, Zip Code, Affiliation</p>
<p>Dear COMPASS, I am a Canyon County resident with regular business in Ada County. Thank you for asking my opinion. There are so many congested roadways and intersections throughout the Treasure Valley. A study of all of them is probably appropriate. There will be false "hot spots" for awhile as the improvements to Chinden est of Meridian Road, and the Hwy 20-26 / Hwy 16 intersection is being completed. I'm sure alot of the eggs are in that basket. That is a segment I frequent, but there are new subdivisions opening up regularly. Traffic studies (counters?) seem to be a good , low impact method to see where improvements need to be made.</p>	<p>Thank you for your comments; they will be shared with the Idaho Transportation Department and the COMPASS Board of Directors.</p>	<p>Keri Gibbs 83676</p>
<p>I believe it would be beneficial to construct a rail system from Caldwell to Boise with stations in Nampa, Meridian and a spur to the Boise airport. The commute traffic on I 84 would decline substantially saving millions of gallons of gasoline and reduce greenhouse gases.</p>	<p>Thank you for your comments; they will be shared with Valley Regional Transit, the City of Caldwell, the City of Boise, the City of Nampa, the City of Meridian, the COMPASS Board of Directors.</p>	<p>Thomas Clark</p>
<p>Hello, My comment on adding the evaluation of signal operations and maintenance on the state facilities in Ada County: Please ensure this study evaluates the network connection, throughput, and access for pedestrian and bicycle movements in these corridors. Any attached and intersecting bike lanes and sidewalks should be considered when looking at delays. Because people use different modes, all modes should be considered when looking at the minimization of delay. Increasing the pedestrian/bicycle wait times to cross a state facility, such as Front or Myrtle, increases risk taking behavior due to frustration or lack of signal actuation. Most people don't understand the signal timing and the fact that no matter how many times they push a button it will not actuate due to the corridor being timed for maximum throughput. Throughput is not an economic benefit to a community. Thank you,</p>	<p>Thank you for your comments; they will be shared with the Idaho Transportation Department and the COMPASS Board of Directors.</p>	<p>Lisa Brady</p>

<p style="text-align: center;">Comment</p> <p style="text-align: center;">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p style="text-align: center;">Staff Response</p>	<p style="text-align: center;">Name, Zip Code, Affiliation</p>
<p>Some of the Federal Lands Access projects seem to provide marginal benefits to users of public lands. There is a need to consider a new access to Bogus Basin off of Highway 55 perhaps near Avimor. With the population growth of the Treasure Valley and Payette Valley, a new access to Bogus Basin would enhance the safety of the existing Bogus Basin road by taking traffic pressure off and provide an easier way for those in the western side of the valley to access the local ski area. FLAP funds could be used for most of the construction with a local match.</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District and the COMPASS Board of Directors.</p>	<p>Keith Simila</p>
<p>Thanks for allowing me to comment on the proposed amendment to the COMPASS TIP concerning the ITD proposal to add a project to evaluate signal operations and maintenance practices on state routes in urban areas of the state. It is my belief that this proposed study <u>must include evaluation of the adequacy of safety for bike riders and pedestrians</u>. To just identify improvements in "traffic flow design" does an injustice to other important users of ITD's traffic system. It is my belief that ITD does not adequately design projects to support the safety of bike riders and pedestrians including signalized intersections. As the regional transportation organization with oversight of federal funding for local transportation agencies COMPASS can insist that support these types of project reflect the needs of bike riders and pedestrians. <u>I request that this proposed amendment mandate that ITD look at the degree to which signalized intersections comply with ADA requirements as well as the safety of bike riders and pedestrians</u>. There are too many ITD designed intersections in which pedestrians and bike riders are confronted with a combination of poor pushbutton placement, inadequate access points for crossing, bad timing of pedestrian signals, and inadequate signalling to protect users of these crosswalks. ITD published an "Idaho Statewide Bicycle and Pedestrian Study" in September 2014 (see attached). In my judgement ITD has failed to properly evaluate the safety of bike riders and pedestrians in accordance with the "Bicycle Level of Service Thresholds" as outlined Appendix 1 of this Study as it impacts intersections and signal operations. If ITD wants \$500,000 for this study, COMPASS should insist that ITD evaluate it's signal operations that reflect an evaluation of safety for both bike riders and pedestrians. An example of</p>	<p>Thank you for your comments; they will be shared with the Idaho Transportation Department, the Ada County Highway District, and the COMPASS Board of Directors.</p>	<p>Gary Segers</p>

<p style="text-align: center;">Comment</p> <p style="text-align: center;">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p style="text-align: center;">Staff Response</p>	<p style="text-align: center;">Name, Zip Code, Affiliation</p>
<p>inadequate safety for bike riders and pedestrians is the intersection of Eagle Road and SH -44. This issue has been brought up to ITD since 2021 and yet the intersection is still operating in an illogical manner. See the attached email that identifies the problems with this intersection that impacts bike/ped safety. They contend <i>"The observed application is acceptable as drivers with a red light must come to a stop and then yield the right-of-way prior to entering the intersection if turning right on a red light. Illuminating the Yield sign for drivers with a red light is atypical and not practiced locally."</i> ITD is ignoring the logical safety of pedestrians because there is a lack of local practice? Nonsense.</p>		
<p>The idea of spending \$500,000 to evaluate/review signaling to improve traffic flow & minimize network delays seems to me to be an inappropriate use of funds. I would prefer to see Ada County investing in non-motor vehicle planning and infrastructure. More money spent on moving cars quickly through urban and semi-urban zones is wasteful because it makes such spaces unsafe, noisy, dirty, and, ultimately, undesirable places to be.</p>	<p>Thank you for your comments; they will be shared with the Idaho Transportation Department and the COMPASS Board of Directors.</p>	<p>Bryan Passmore</p>

RTAC AGENDA ITEM VI-A

Date: April 26, 2023

Topic: 2023 Legislative Session

Request/Recommendation:

This item is for information only.

Background/Summary:

Below, COMPASS staff provide a review of the transportation-related laws enacted during the 2023 Idaho legislative session. Full text of all bills discussed can be found in Supplemental Information at https://compassidaho.org/wp-content/uploads/042623_RTAC_Compiled-2023-Idaho-Legislative-Session-Transportation-Laws.pdf.

Transportation Funding:

[Idaho Transportation Department \(ITD\) FY2024 Budget Appropriation \(Senate Bill 1189\):](#)

- \$2.85 million for State Planning and Research
- \$36 million for ACHD highway funding for State Highway 16
- \$3.5 million for Statewide and Urban Public Transportation
- \$7.87 million for Statewide Public Transportation from Federal Coronavirus Aid, Relief, and Economic Security (CARES) Act dollars

[\(ITD\) Supplemental Appropriations \(House Bill 354\):](#)

- \$200 million for the Leading Idaho Local Bridge Program
- \$100 million for the Strategic Initiatives Grant Program
- \$96.8 million for Safety and Capacity Improvements
- \$206 million for Transportation Maintenance
- \$10 million for the [Children Pedestrian Safety Program](#)ⁱ

[Strategic Initiatives Grant Program \(House Bill 132\):](#)

House Bill 132 amends Section 40-719, Idaho Code, to establish the Strategic Initiatives Grant Program for local units of government.ⁱⁱ The primary purpose of this program is to address situations that have arisen, such as the one with ACHD and State Highway 16, where projects at the state level require improvements or changes to be made at the local level. There is also a second purpose specified in the law, which is for “economically significant local transportation projects.” This second purpose greatly increases the number and type of projects that may be eligible for this program.

The overall funding for this program is \$136 million, of which \$50 million is dedicated to Large Urban areas with populations over 50,000, \$50 million is dedicated to Small Urban or Rural areas with populations below 50,000, and \$36 million dedicated to ACHD for the local improvements related to State Highway 16.

The legislature directed this appropriation in extremely specific ways that sought to remedy or avoid the issues that plagued the appropriation during last year's session. The bill very clearly states that the funds will be transferred "no later than July 31, 2023" (Senate Bill 1189). In addition, Senate Bill 1189 specifies that the only eligible recipients of the funding are "highway districts established by Chapter 14, Title 40 of Idaho Code." Since ACHD is the only highway district established under Chapter 14, there is only one possible recipient of the funding.

Cap on Local Distribution of Transportation Expansion and Congestion Mitigation Funds (House Bill 292 and House Bill 376):

House Bill 376 amends Section 63-3638, Idaho Code, as amended by Section 15 of House Bill 292, to provide for the distribution of certain sales tax revenues to the Transportation Expansion and Congestion Mitigation (TECM) fund to local units of government. The TECM program and the new property tax relief law (House Bill 292) use almost identical funding mechanisms, namely, dedicating 4.5% of sales tax revenues to specific programs.

Prior to the enactment of House Bills 292 and 376, the first \$80 million in revenues collected were distributed to ITD to fund the TECM program, which was originally designed for financing projects that expand the state system to address and mitigate congestion mitigation. When the legislature expanded the TECM program's revenue distribution from 1% to 4.5% in 2021, the legislature apportioned all TECM funds that exceeded \$80 million to local units of government by using the same distribution formula as the highway distribution account.ⁱⁱⁱ House Bill 376 implements a new cap of \$60 million on local governments' distribution of TECM funds. It is anticipated that the total revenues will first meet this ceiling in FY2026.

Re-assertion of the Primacy of the Motor Vehicle:

There were three different laws enacted during the 2023 session that re-asserted the primacy of motor vehicles within Idaho's transportation system. [House Bill 87](#) restricts local government's use of TECM funds to projects that are for the "primary benefit of motor vehicles." [House Bill 184](#) defined the term Congestion Mitigation similarly, as projects "for the primary benefit of motor vehicles."

The COMPASS Board of Directors adopted an official position on House Bill 184 seeking to amend the definition to include "any state or regionally identified data-driven congestion management strategies." Given that COMPASS is required to continuously update and report upon our regional Congestion Management Process, our proposed change would have created a much clearer, more consistent, and easier-to-implement congestion mitigation planning process. [House Bill 237](#) restricted the uses of highway-user revenues and property taxes to projects that once again "benefit motor vehicles." These three bills taken together cover the majority of state funding sources.

COMPASS was either opposed to or sought amendment to these bills as they restrict local control over transportation planning decision-making and further reduce the sources of funding available for providing local matching funds for federal grants for non-motorized transportation projects.

In response to these concerns, the bill's sponsor contended that the intent of these bills is not to categorically *preclude* any particular type of transportation project but simply to require that local highway jurisdictions *prioritize* projects that benefit primarily motorized vehicles during project selection.

Uses of Sales Tax Revenues by Special Purpose Taxing Districts (House Bill 50):

House Bill 50 amends Section 63-3638, Idaho Code, "to require special taxing districts to expend funds they receive from the sales tax revenue distribution for the specific purpose for which the taxing district was created."^{iv}

Countywide Highway District Van and Carpooling Programs, Ridesharing Platforms, and Park-and-Ride Facilities (House Bill 310):

House Bill 310 amends Section 40-1406, Idaho Code, to provide that a single countywide highway district "may operate and expand an established public van and carpooling program, rideshare platform, or park-and-ride facility." House Bill 310 arose out of discussions related to [House Bill 50](#). Since services such as Commuteride or park-and-ride facilities were not one of the specific purposes for which countywide highway districts were originally authorized, House Bill 310 authorizes them to use funds derived from the sales tax revenue-sharing account for the operation and expansion of those services.

Capitol Roads (House Bill 25aaS):

House Bill 25aaS adds a new Section 67-1605A, Idaho Code, to authorize the Director of the Department of Administration to control vehicular use of the roadways adjoining the Capitol building.

More Information:

1. For detailed information contact: Jacob Miller, Government Affairs Coordinator, at JMiller@COMPASSIdaho.org.
2. Full text of all legislation discussed above can be found under Supplemental Information at https://compassidaho.org/wp-content/uploads/042623_RTAC_Compiled-2023-Idaho-Legislative-Session-Transportation-Laws.pdf

References:

ⁱ Child Pedestrian Safety Program: <https://lhtac.org/programs/cps/>

ⁱⁱ House Bill 132: <https://legislature.idaho.gov/sessioninfo/2023/legislation/H0132/>

ⁱⁱⁱ Idaho Code § 40-709(1)-(3): <https://legislature.idaho.gov/statutesrules/idstat/title40/t40ch7/sect40-709/>

^{iv} House Bill 50: <https://legislature.idaho.gov/sessioninfo/2023/legislation/H0050/>

RTAC AGENDA WORKSHEET

<i>ID #</i>	<i>Title/Description</i>	<i>Mandatory</i> ¹	<i>Additional Information</i>	<i>Agenda Type</i> ²	<i>Time</i>	<i>Presenters</i>	<i>Proposed Agenda</i>	<i>Board Agenda</i>
1.	Approve RTAC Meeting Minutes	Yes		Consent Agenda	5	N/A	Monthly	N/A
2.	Receive Obligation Report	No		Status Report	N/A	N/A	Monthly	N/A
3.	Receive RTAC Agenda Worksheet	No		Status Report	N/A	N/A	Monthly	N/A
UPCOMING AGENDA ITEMS								
4.	Recommend Priorities for the End-of-Year and Redistribution Program	Yes	Toni Tisdale will seek RTAC recommendation for Board of Directors' approval of the End-of-Year and Redistribution Program.	Action	10	Toni Tisdale	May	June
5.	Recommend Draft CIM 2055 Workplan	No	Austin Miller will seek RTAC recommendation for Board of Directors' approval of for CIM 2055 workplan items and timeline.	Action	15	Austin Miller	May	June
6.	Recommend Balancing in the Transportation Management Area (TMA)	Yes	Toni Tisdale will seek recommendation of balancing actions in the TMA (Boise Urbanized Area), if needed.	Action	15	Toni Tisdale	May	June (if needed)

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	Mandatory¹	Additional Information	Agenda Type²	Time	Presenters	Proposed Agenda	Board Agenda
7.	Review Draft FY2024-2030 Regional Transportation Improvement Program	Yes	Toni Tisdale will seek RTAC review of the Draft FY2024-2030 TIP project list, prior to the public comment period.	Information/ Discussion	15	Toni Tisdale	May	June
8.	Review Findings from Regional Housing Coordination Plan	No	Dane Hoskins will review insights from the Regional Housing Needs Assessment and present next steps.	Information/ Discussion	15	Dane Hoskins	May	N/A
9.	Status Report – I-84 Corridor Operations Plan HOV analysis	No	Hunter Mulhall will brief RTAC on the results of the I-84 Corridor Operations plan HOV analysis and discuss next steps	Information/ Discussion	15	Hunter Mulhall	May	June
10.	Recommend Balancing in the Transportation Management Area (TMA)	Yes	Toni Tisdale will seek recommendation of balancing actions in the TMA (Boise Urbanized Area), if needed.	Action	15	Toni Tisdale	June	August (if needed)
11.	Recommend Updates to the FY2025-2031 COMPASS Application Guide	Yes	Dane Hoskins and Toni Tisdale will seek RTAC recommendation for COMPASS Board of Directors' approval of the FY2025-2031 COMPASS Application Guide.	Action	15	Dane Hoskins and Toni Tisdale	July	August

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

ID #	Title/Description	Mandatory¹	Additional Information	Agenda Type²	Time	Presenters	Proposed Agenda	Board Agenda
16.	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
17.	Recommend Adoption of Resolution Approving the Draft FY2024-2030 Regional Transportation Improvement Program and Associated Air Quality Conformity Demonstration	Yes	Toni Tisdale will seek RTAC recommendation for COMPASS Board of Directors' approval of the FY2024-2030 TIP and associated air quality conformity demonstration.	Action	15	Toni Tisdale	September	October
18.	Review the FY2023 <i>Communities in Motion</i> (CIM) Implementation Grants and Project Development Program Projects	No	Toni Tisdale will review the FY2023 projects in the CIM Implementation grants and Project Development Program projects.	Information/ Discussion	15	Toni Tisdale	September	Oct
19.	Approve 2024 RTAC Meeting Dates/Times	Yes	COMPASS Staff will request RTAC approval of 2024 meeting dates and times.	Consent	0	TBD	November	N/A

ID #	Title/Description	Mandatory¹	Additional Information	Agenda Type²	Time	Presenters	Proposed Agenda	Board Agenda
20.	Recommend Balancing in the Transportation Management Area (TMA)	Yes	Toni Tisdale will seek recommendation of balancing actions in the TMA (Boise Urbanized Area), if needed.	Action	10	Toni Tisdale	November	Dec (if needed)
21.	Recommend Balancing in the Transportation Management Area (TMA)	No	Toni Tisdale will seek recommendation of balancing actions in the TMA (Boise Urbanized Area), if needed.	Action	15	Toni Tisdale	December	Feb (if needed)
22.	Elect Chair and Vice Chair	Yes	COMPASS Staff will facilitate the election of Chair and Vice Chair.	Action	10	TBD	January 2024	N/A
23.	Introduction to COMPASS	No	COMPASS staff will provide a brief introduction to COMPASS' work products and RTAC calendar	Information	15	Amy Luft	January	February
24.	Recommend Balancing in the Transportation Management Area (TMA)	Yes	Toni Tisdale will seek recommendation of balancing actions in the TMA (Boise Urbanized Area), if needed.	Action	15	Toni Tisdale	January	Feb (if needed)
25.	Review Communities in Motion (CIM) Implementation Grants and Project Development Program Projects	No	Toni Tisdale will review CIM Implementation and Project Development Program Project outcomes.	Information	15	Toni Tisdale	January	Feb

ID #	Title/Description	Mandatory¹	Additional Information	Agenda Type²	Time	Presenters	Proposed Agenda	Board Agenda
26.	Solicit Member Agencies' Requests for FY2025 Unified Planning Work Program (UPWP)	Yes	Mary Ann Waldinger will solicit member agency requests for FY2025 UPWP for projects needing more than five COMPASS workdays.	Information/ Discussion	10	Mary Ann Waldinger	January	N/A
27.	Status the Long-Range Planning Functional Classification Map Update Process	No	Mary Ann Waldinger will provide an update, status and next steps regarding the update to the Long-Range Planning Functional Classification Map, Canyon County	Information/ Discussion	10	Mary Ann Waldinger	January	N/A
28.	Review COMPASS Phase 2 Applications	No	Toni Tisdale and Sherone Sader will host an optional workshop to provide information about federal-aid-eligible applications and share initial scores.	Information/ Discussion	60	Toni Tisdale and Sherone Sader	February X, 2024 (Optional)	N/A
29.	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
30.	Recommend Balancing in the Transportation Management Area (TMA)	Yes	Toni Tisdale will seek recommendation of balancing actions in the TMA (Boise Urbanized Area), if needed.	Action	15	Toni Tisdale	February	February (if needed)

ID #	Title/Description	Mandatory¹	Additional Information	Agenda Type²	Time	Presenters	Proposed Agenda	Board Agenda
31.	Review COMPASS Staff Funding Recommendations for Federal-Aid Programs	No	Toni Tisdale and Sherone Sader will host an optional workshop to discuss COMPASS staff funding recommendations based on the RTAC federal-aid ranking recommendations.	Information/ Discussion	60	Toni Tisdale and Sherone Sader	March X, 2024 (optional)	N/A
32.	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
33.	Recommend Balancing in the Transportation Management Area (TMA)	Yes	Toni Tisdale will seek recommendation of balancing actions in the TMA (Boise Urbanized Area), if needed.	Action	15	Toni Tisdale	March	April (if needed)
34.	Prioritize and Recommend Member Agencies' Requests for FY2025 Unified Planning Work Program (UPWP)	No	Mary Ann Waldinger will seek prioritization of member agencies' requests and recommendation for inclusion in FY2025 UPWP.	Action	20	Mary Ann Waldinger	March	N/A
35.	Recommend Balancing in the Transportation Management Area (TMA)	Yes	Toni Tisdale will seek recommendation of balancing actions in the TMA (Boise Urbanized Area), if needed.	Action	15	Toni Tisdale	April	June (if needed)



Scheduled vs. Obligated for the 2023 Schedule Year



[Group Type:Program] [Group Name:Highway Program (System)] [Major Program: Federal-Aid, State Highway System; Federal-Aid, Local Road System; State Funded Program] [District: 3] [MPO: COMPASS]
[Grouped Project Status: Grouped, Individual] [Details: Include] [Project Property: Ignore Project Properties] [Date Range: 1/1/1900 - 4/13/2023] [Fiscal Year: 2023] [Obligation Approval Level: FHWA] [Project Status: Development, PS&E (or equiv.), Awarded (or equiv.)] [Fiscal Year: 2023] [Indirect Costs Excluded] [PSS Manager: Ignore] [PSS Owner: Ignore] [PSS Sponsor: Ignore]

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
State Hwy - Pavement Preservation									
20536	3	US 20, US 20/26 & SH 44 MILL & INLAY	2023	Awarded (or equiv.)	100	CE	\$100,000.00	\$100,000.00	\$0.00
						CC	\$1,272,538.00	\$1,272,538.00	\$0.00
						CN	\$8,926,260.00	\$8,926,260.00	\$0.00
							\$10,298,798.00	\$10,298,798.00	\$0.00
22677	3	US 20, FY24 SURFACE TREATMENTS: US 20/26 & SH 44	2024	Development	100	PE	\$160,000.00	\$0.00	\$160,000.00
							\$160,000.00	\$0.00	\$160,000.00
23535	3	SH 21, PAVEMENT PRESERVATION, BOISE	2023	Awarded (or equiv.)	100	PE	\$10,900.00	\$10,900.00	\$0.00
						CE	\$62,664.00	\$62,664.00	\$0.00
						CN	\$662,607.00	\$662,607.00	\$0.00
							\$736,171.00	\$736,171.00	\$0.00
23542	3	SH 55, EAGLE RD; I 84 TO SH 44, ADA CO	2027	Development	100	PE	\$51,600.00	\$0.00	\$51,600.00
						PC	\$120,000.00	\$0.00	\$120,000.00
							\$171,600.00	\$0.00	\$171,600.00
State Hwy - Pavement Preservation Total							\$11,366,569.00	\$11,034,969.00	\$331,600.00
State Hwy - Pavement Restoration									
20506	3	SH 55, SH-44 (STATE ST) TO PAYETTE RV BR, REHABILITATION	2023	PS&E (or equiv.)	111	PE	\$3,000.00	\$3,000.00	\$0.00
						CE	\$638,468.68	\$0.00	\$638,468.68
						CN	\$15,233,000.00	\$0.00	\$15,233,000.00
							\$15,874,468.68	\$3,000.00	\$15,871,468.68
State Hwy - Pavement Restoration Total							\$15,874,468.68	\$3,000.00	\$15,871,468.68
State Hwy - Bridge Restoration									
20227	3	US 20, PHYLLIS CANAL BR, NR MERIDIAN	2023	PS&E (or equiv.)	103	CE	\$370,880.00	\$370,880.00	\$0.00
						CC	\$171,000.00	\$171,000.00	\$0.00
						CN	\$3,894,236.00	\$3,894,236.00	\$0.00
							\$4,436,116.00	\$4,436,116.00	\$0.00
23095	3	I 84, FIVE MILE RD OVERPASS & WIDENING (NEPA), BOISE	2025	Development	103	PC	\$0.00	(\$400,000.00)	\$400,000.00
							\$0.00	(\$400,000.00)	\$400,000.00
23879	3	SH 21, SH 21, MORES CR BR REPAIR	2026	Development	103	PE	\$100,000.00	\$100,000.00	\$0.00
						PC	\$700,000.00	\$700,000.00	\$0.00
							\$800,000.00	\$800,000.00	\$0.00
State Hwy - Bridge Restoration Total							\$5,236,116.00	\$4,836,116.00	\$400,000.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
State Hwy - Supporting Infrastructure Assets									
22746	3	I 84, COLE & OVERLAND LIGHTING, BOISE	2023	Development	146	PE	\$5,000.00	\$5,000.00	\$0.00
						CE	\$11,628.00	\$0.00	\$11,628.00
						CN	\$233,172.00	\$0.00	\$233,172.00
							\$249,800.00	\$5,000.00	\$244,800.00
23181	3	I 84, FY24 D3 SIGNING	2024	Development	146	PE	\$10,000.00	\$0.00	\$10,000.00
							\$10,000.00	\$0.00	\$10,000.00
23182	3	SH 44, MP 12.5 RWIS	2024	Development	146	PE	\$25,000.00	\$0.00	\$25,000.00
							\$25,000.00	\$0.00	\$25,000.00
23708	3	I 84, FY23 D3 INTERSTATE STRIPING	2023	PS&E (or equiv.)	146	CE	\$50,000.00	\$50,000.00	\$0.00
						CN	\$509,480.00	\$509,480.00	\$0.00
							\$559,480.00	\$559,480.00	\$0.00
State Hwy - Supporting Infrastructure Assets Total							\$844,280.00	\$564,480.00	\$279,800.00
State Hwy - Safety & Capacity (Safety)									
22101	3	LOCAL, PECKHAM RD INTERSECTIONS, CANYON CO	2023	Development	135	UT	\$80,000.00	\$0.00	\$80,000.00
						CN	\$379,000.00	\$0.00	\$379,000.00
							\$459,000.00	\$0.00	\$459,000.00
22102	3	STC-8223, FRANKLIN BLVD & KARCHER RD INT, NAMPA	2023	Development	135	LP	\$270,000.00	\$0.00	\$270,000.00
						CE	\$10,000.00	\$0.00	\$10,000.00
						CC	\$460,000.00	\$0.00	\$460,000.00
						CL	\$90,000.00	\$0.00	\$90,000.00
						CN	\$2,295,000.00	\$0.00	\$2,295,000.00
							\$3,125,000.00	\$0.00	\$3,125,000.00
State Hwy - Safety & Capacity (Safety) Total							\$3,584,000.00	\$0.00	\$3,584,000.00
State Hwy - Safety & Capacity (Capacity)									
20266	3	SH 44, INT SH 16 TO LINDER RD, ADA CO	2023	PS&E (or equiv.)	112	CE	\$562,219.00	\$562,219.00	\$0.00
						CC	\$186,853.00	\$186,853.00	\$0.00
						CN	\$6,267,644.92	\$6,267,644.92	\$0.00
							\$7,016,716.92	\$7,016,716.92	\$0.00
20367	3	US 20, PHYLLIS CANAL BR TO SH 16, ADA CO	2023	Awarded (or equiv.)	112	PE	\$105,000.00	\$105,000.00	\$0.00
						RW	(\$25,000.00)	(\$25,000.00)	\$0.00
						LP	\$450,000.00	\$450,000.00	\$0.00
						CE	\$404,516.00	\$404,516.00	\$0.00
						CC	\$550,000.00	\$550,000.00	\$0.00
						CN	\$9,057,438.00	\$9,057,438.00	\$0.00
							\$10,541,954.00	\$10,541,954.00	\$0.00
20788	3	SH 16, I 84 TO US 20/26 & SH 44 IC, ADA & CANYON COS	2025	Development	107	LP	\$7,500,000.00	\$7,500,000.00	\$0.00
							\$7,500,000.00	\$7,500,000.00	\$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
22717	3	SH 45, LOCUST LANE INTERSECTION, NAMPA	2027	Development	112	RW	\$147,001.00	\$0.00	\$147,001.00
							\$147,001.00	\$0.00	\$147,001.00
23080	3	I 84, FRANKLIN RD IC TO KARCHER IC - WEST, NAMPA	2500	Awarded (or equiv.)	112	CE	\$20,000.00	\$20,000.00	\$0.00
						CC	\$400,000.00	\$400,000.00	\$0.00
						CN	\$1,084,450.00	\$1,084,450.00	\$0.00
							\$1,504,450.00	\$1,504,450.00	\$0.00
23095	3	I 84, FIVE MILE RD OVERPASS & WIDENING (NEPA), BOISE	2025	Development	112	PC	\$400,000.00	\$400,000.00	\$0.00
							\$400,000.00	\$400,000.00	\$0.00
23409	3	SH 16, FRANKLIN RD TO USTICK RD, ADA & CANYON COS	2026	Development	112	UT	\$500,000.00	\$0.00	\$500,000.00
						CE	\$200,000.00	\$0.00	\$200,000.00
						CC	\$200,000.00	\$0.00	\$200,000.00
							\$900,000.00	\$0.00	\$900,000.00
State Hwy - Safety & Capacity (Capacity) Total							\$28,010,121.92	\$26,963,120.92	\$1,047,001.00
State Hwy - Early Development (Unfunded Ideas)									
23175	3	SH 16, SH 44 TO JCT SH 52 ENVIRONMENTAL RE-EVAL, EMMETT	2023	Development	148	PE	\$50,000.00	\$50,000.00	\$0.00
						PC	\$2,950,000.00	\$2,950,000.00	\$0.00
							\$3,000,000.00	\$3,000,000.00	\$0.00
23336	3	I 84, KARCHER IC, KARCHER TO MIDDLETON ROAD, CANYON CO	2024	Development	148	CE	\$150,000.00	\$0.00	\$150,000.00
						CC	\$2,500,000.00	\$0.00	\$2,500,000.00
						CN	\$25,000,000.00	\$0.00	\$25,000,000.00
							\$27,650,000.00	\$0.00	\$27,650,000.00
23437	3	I 84, CENTENNIAL IC TO FRANKLIN IC, CANYON CO	2024	Development	148	CE	\$400,000.00	\$0.00	\$400,000.00
						CC	\$10,000,000.00	\$0.00	\$10,000,000.00
						CN	\$100,000,000.00	\$0.00	\$100,000,000.00
							\$110,400,000.00	\$0.00	\$110,400,000.00
23456	3	I 84, MERIDIAN RD IC TO EAGLE RD IC, DESIGN, MERIDIAN	2500	Development	148	PC	\$175,000.00	\$175,000.00	\$0.00
							\$175,000.00	\$175,000.00	\$0.00
23630	3	SH 44, I 84 TO STAR RD PEL AND NEPA STUDY	2023	Development	148	PE	\$10,000.00	\$10,000.00	\$0.00
						PC	\$2,990,000.00	\$2,990,000.00	\$0.00
							\$3,000,000.00	\$3,000,000.00	\$0.00
State Hwy - Early Development (Unfunded Ideas) Total							\$144,225,000.00	\$6,175,000.00	\$138,050,000.00
Leading Idaho									
23378	3	NHS-8523, CHERRY LANE, UPRR RRX 818670F, NAMPA	2023	Development	155	PE	\$5,000.00	\$5,000.00	\$0.00
						PC	\$25,000.00	\$25,000.00	\$0.00
						CN	\$525,000.00	\$0.00	\$525,000.00
							\$555,000.00	\$30,000.00	\$525,000.00

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

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
23437	3	I 84, CENTENNIAL IC TO FRANKLIN IC, CANYON CO	2024	Development	149	PC	\$200,000.00	\$200,000.00	\$0.00
						RW	\$100,000.00	\$100,000.00	\$0.00
						LP	\$2,000,000.00	\$2,000,000.00	\$0.00
						UT	\$50,000.00	\$50,000.00	\$0.00
							\$2,350,000.00	\$2,350,000.00	\$0.00
TECM Total							\$149,859,101.12	\$150,943,339.79	(\$1,084,238.67)
TECM Bonding									
22165	3	US 20/26, I 84 TO MIDDLETON RD, CANYON CO	2025	Awarded (or equiv.)	150	CC	(\$2,800,000.00)	(\$2,800,000.00)	\$0.00
						CN	\$2,799,500.00	\$2,799,500.00	\$0.00
							(\$500.00)	(\$500.00)	\$0.00
TECM Bonding Total							(\$500.00)	(\$500.00)	\$0.00
State Hwy - Board Unallocated									
24106	3	SH 45, ELIJAH CULVERT REPAIR, NAMPA	2023	Development	71	PE	\$5,000.00	\$5,000.00	\$0.00
						PC	\$200,000.00	\$200,000.00	\$0.00
						CN	\$795,000.00	\$795,000.00	\$0.00
							\$1,000,000.00	\$1,000,000.00	\$0.00
State Hwy - Board Unallocated Total							\$1,000,000.00	\$1,000,000.00	\$0.00
State Hwy - Planning Scoping & Studies									
7827	3	SH 44, CORRIDOR STUDY, STAR RD TO EAGLE RD	2023	Awarded (or equiv.)	104	PE	\$68,120.00	\$68,120.00	\$0.00
						PC	\$997,392.00	\$997,392.00	\$0.00
							\$1,065,512.00	\$1,065,512.00	\$0.00
23599	3	STATE, MS4 PERMIT & STORM WATER MGMT PROG, ADA & CANYON	2023	Development	104	PE	\$5,000.00	\$5,000.00	\$0.00
						PC	\$245,000.00	\$245,000.00	\$0.00
							\$250,000.00	\$250,000.00	\$0.00
State Hwy - Planning Scoping & Studies Total							\$1,315,512.00	\$1,315,512.00	\$0.00
Hwy - Metropolitan Planning									
22108	3	LOCAL, FY23 COMPASS METRO PLANNING	2023	Awarded (or equiv.)	91	PC	\$1,494,032.50	\$1,494,032.50	\$0.00
							\$1,494,032.50	\$1,494,032.50	\$0.00
Hwy - Metropolitan Planning Total							\$1,494,032.50	\$1,494,032.50	\$0.00
Local Hwy - Transportation Alternatives									
22922	3	LOCAL, FY22 CANYON CO SRTS COORDINATOR & ACTIVITIES	2023	Awarded (or equiv.)	134	CN	\$64,753.00	\$64,753.00	\$0.00
							\$64,753.00	\$64,753.00	\$0.00
22924	3	LOCAL, FY23 CANYON CO SRTS COORDINATOR & ACTIVITIES	2023	Development	134	CN	\$64,753.00	\$0.00	\$64,753.00
							\$64,753.00	\$0.00	\$64,753.00
Local Hwy - Transportation Alternatives Total							\$129,506.00	\$64,753.00	\$64,753.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
State Hwy - Freight									
22103	3	OFFSYS, FRANKLIN BLVD & 3RD N FREIGHT IMPRV, NAMPA	2500	Development	139	RW	\$600,000.00	\$0.00	\$600,000.00
							\$600,000.00	\$0.00	\$600,000.00
State Hwy - Freight Total							\$600,000.00	\$0.00	\$600,000.00
Local Hwy - Large Urban									
13487	3	NHS-8213, MIDDLETON & USTICK ROUNDABOUT, CALDWELL	2023	PS&E (or equiv.)	46	CE	\$19,144.00	\$19,144.00	\$0.00
						CC	\$304,320.00	\$304,320.00	\$0.00
						CL	\$83,996.00	\$83,996.00	\$0.00
						CN	\$4,036,540.00	\$4,036,540.00	\$0.00
							\$4,444,000.00	\$4,444,000.00	\$0.00
23025	3	LOCAL, GRIMES CITY PATHWAY EXTENSION, NAMPA	2500	Development	46	PC	\$34,000.00	\$34,000.00	\$0.00
							\$34,000.00	\$34,000.00	\$0.00
23026	3	LOCAL, AUTOMATED BIKE/PED COUNTERS, COMPASS	2023	Development	46	PC	\$39,000.00	\$39,000.00	\$0.00
							\$39,000.00	\$39,000.00	\$0.00
Local Hwy - Large Urban Total							\$4,517,000.00	\$4,517,000.00	\$0.00
Local Hwy - Transportation Management Area									
19465	3	LOCAL, FY22 PAVEMENT PRESERVATION & ADA, PH 1, BOISE	2023	Awarded (or equiv.)	51	PC	\$1,194.00	\$1,194.00	\$0.00
						CC	(\$215,562.00)	(\$215,562.00)	\$0.00
						CN	\$3,808,290.00	\$3,808,290.00	\$0.00
							\$3,593,922.00	\$3,593,922.00	\$0.00
20122	3	STC-7133, FY22 PAVEMENT PRESERVATION AND ADA, PH 2, BOISE	2023	PS&E (or equiv.)	51	PE	(\$5,000.00)	(\$5,000.00)	\$0.00
						PC	(\$99,000.00)	(\$99,000.00)	\$0.00
						CE	\$101,000.00	\$101,000.00	\$0.00
						CC	\$205,089.00	\$205,089.00	\$0.00
						CN	\$2,156,911.00	\$2,156,911.00	\$0.00
							\$2,359,000.00	\$2,359,000.00	\$0.00
20259	3	LOCAL, FY23 ROADWAY & ADA IMPROVEMENTS PART 1, BOISE AREA	2024	Development	51	LP	\$150,000.00	\$0.00	\$150,000.00
							\$150,000.00	\$0.00	\$150,000.00
20271	3	LOCAL, COMMUNITIES IN MOTION MINOR UPDATE	2026	Development	51	PC	\$183,000.00	\$183,000.00	\$0.00
							\$183,000.00	\$183,000.00	\$0.00
20560	3	LOCAL, FY22/23 COMPASS PLANNING	2023	Development	51	PC	\$232,000.00	\$232,000.00	\$0.00
							\$232,000.00	\$232,000.00	\$0.00
20841	3	SH 55, BIKE/PED BR OVER BOISE RV, EAGLE	2023	PS&E (or equiv.)	51	CN	\$581,000.00	\$581,000.00	\$0.00
							\$581,000.00	\$581,000.00	\$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
21896	3	LOCAL, FY25 ROADWAY AND ADA IMPROVEMENTS, BOISE	2026	Development	51	PC	\$1,526,000.00 \$1,526,000.00	\$1,526,000.00 \$1,526,000.00	\$0.00 \$0.00
22015	3	LOCAL, FY23 ACHD COMMUTERIDE	2023	Development	51	CN	\$220,000.00 \$220,000.00	\$220,000.00 \$220,000.00	\$0.00 \$0.00
22390	3	LOCAL, FY27 ROADWAY AND ADA IMPROVEMENTS, BOISE	2027	Development	51	PE PC	\$29,000.00 \$1,463,000.00 \$1,492,000.00	\$0.00 \$0.00 \$0.00	\$29,000.00 \$1,463,000.00 \$1,492,000.00
22395	3	LOCAL, FISCAL IMPACT ANALYSIS STUDY, COMPASS	2023	Development	51	PC	\$60,000.00 \$60,000.00	\$60,000.00 \$60,000.00	\$0.00 \$0.00
23667	3	LOCAL, FY23 ROLLING STOCK, INFRA, TECH, VRT	2023	Development	51	CN	\$186,000.00 \$186,000.00	\$0.00 \$0.00	\$186,000.00 \$186,000.00
23674	3	LOCAL, SMART TRIPS TREASURE VALLEY, ACHD	2023	Development	51	PE PC	\$3,000.00 \$388,000.00 \$391,000.00	\$3,000.00 \$388,000.00 \$391,000.00	\$0.00 \$0.00 \$0.00
Local Hwy - Transportation Management Area Total							\$10,973,922.00	\$9,145,922.00	\$1,828,000.00
Local Hwy - Transportation Alternatives; TMA									
20493	3	LOCAL, FY23 ADA COUNTY SR2S, VRT	2023	Development	133	CN	\$171,000.00 \$171,000.00	\$171,000.00 \$171,000.00	\$0.00 \$0.00
20542	3	LOCAL, PED IMPROVEMENTS, EAGLE RD, MERIDIAN	2500	Development	133	PE PC PL	\$3,000.00 \$78,000.00 \$11,000.00 \$92,000.00	\$0.00 \$0.00 \$0.00 \$0.00	\$3,000.00 \$78,000.00 \$11,000.00 \$92,000.00
20549	3	US 20, CHINDEN; INT 43RD ST PED IMPRV, GARDEN CITY	2023	Development	133	PC	\$50,000.00 \$50,000.00	\$0.00 \$0.00	\$50,000.00 \$50,000.00
20841	3	SH 55, BIKE/PED BR OVER BOISE RV, EAGLE	2023	PS&E (or equiv.)	133	CN	\$870,000.00 \$870,000.00	\$870,000.00 \$870,000.00	\$0.00 \$0.00
23095	3	I 84, FIVE MILE RD OVERPASS & WIDENING (NEPA), BOISE	2025	Development	133	RW	\$10,000.00 \$10,000.00	\$0.00 \$0.00	\$10,000.00 \$10,000.00
Local Hwy - Transportation Alternatives; TMA Total							\$1,193,000.00	\$1,041,000.00	\$152,000.00
Local Hwy - Rural									
13964	3	STC-3798, PECKHAM RD, GOLDEN GATE HD	2023	Development	45	CL CN	\$777,000.00 \$2,818,000.00 \$3,595,000.00	\$0.00 \$0.00 \$0.00	\$777,000.00 \$2,818,000.00 \$3,595,000.00
19951	3	STC-3856, OLD HWY 30; SAND HOLLOW RD TO SH-44, CANYON HD	2027	Development	45	RW	\$50,000.00 \$50,000.00	\$0.00 \$0.00	\$50,000.00 \$50,000.00
Local Hwy - Rural Total							\$3,645,000.00	\$0.00	\$3,645,000.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
Hwy Safety - Local									
22878	3	SMA-3724, HOMEDALE RD CURVE IMPV, CANYON HD	2024	Development	118	PC	\$52,000.00	\$52,000.00	\$0.00
						RW	\$21,000.00	\$0.00	\$21,000.00
							\$73,000.00	\$52,000.00	\$21,000.00
23883	3	SMA-8323, 2ND ST S, SAFETY IMPROVEMENTS	2026	Development	118	PE	\$13,000.00	\$13,000.00	\$0.00
						PC	\$519,000.00	\$519,000.00	\$0.00
						PL	\$117,000.00	\$117,000.00	\$0.00
							\$649,000.00	\$649,000.00	\$0.00
Hwy Safety - Local Total							\$722,000.00	\$701,000.00	\$21,000.00
Hwy Safety - Railroad Crossings									
20606	3	OFFSYS, OLD FORT BOISE RD UPRR RRX, NOTUS-PARMA HD	2023	Development	22	CN	\$230,000.00	\$0.00	\$230,000.00
							\$230,000.00	\$0.00	\$230,000.00
23971	3	OFFSYS, S. COLE RD RRX, UPRR 819327P, ADA COUNTY	2023	Development	22	UT	\$152,000.00	\$0.00	\$152,000.00
					54	PE	\$75,000.00	\$0.00	\$75,000.00
							\$227,000.00	\$0.00	\$227,000.00
Hwy Safety - Railroad Crossings Total							\$457,000.00	\$0.00	\$457,000.00
Hwy - Discretionary									
23833	3	LOCAL, ACCESS TO OPPORTUNITY, ACHD	2500	Development	39	PC	\$6,430,000.00	\$0.00	\$6,430,000.00
							\$6,430,000.00	\$0.00	\$6,430,000.00
23983	3	LOCAL, FY23 RAISE GRANT, NAMPA	2023	Development	39	PE	\$5,000,000.00	\$0.00	\$5,000,000.00
							\$5,000,000.00	\$0.00	\$5,000,000.00
Hwy - Discretionary Total							\$11,430,000.00	\$0.00	\$11,430,000.00
Hwy - Federal Lands Access									
22600	3	STC-3787, WESTERN HERITAGE BYWAY (SWAN FALLS RD), ADA CO	2025	Development	59	PC	\$374,241.00	\$0.00	\$374,241.00
							\$374,241.00	\$0.00	\$374,241.00
22602	3	STC-3714, INDIANA AND ORCHARD SHARED ROADWAY, CANYON HD #4	2024	Development	59	PC	\$471,721.00	\$0.00	\$471,721.00
							\$471,721.00	\$0.00	\$471,721.00
Hwy - Federal Lands Access Total							\$845,962.00	\$0.00	\$845,962.00
Hwy - Local Partnerships									
20122	3	STC-7133, FY22 PAVEMENT PRESERVATION AND ADA, PH 2, BOISE	2023	PS&E (or equiv.)	79	CN	\$0.00	\$57,878.00	(\$57,878.00)
							\$0.00	\$57,878.00	(\$57,878.00)
20367	3	US 20, PHYLLIS CANAL BR TO SH 16, ADA CO	2023	Awarded (or equiv.)	79	CN	\$821,347.00	\$821,347.00	\$0.00
							\$821,347.00	\$821,347.00	\$0.00
20788	3	SH 16, I 84 TO US 20/26 & SH 44 IC, ADA & CANYON COS	2025	Development	79	LP	\$500.00	\$500.00	\$0.00
							\$500.00	\$500.00	\$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
20841	3	SH 55, BIKE/PED BR OVER BOISE RV, EAGLE	2023	PS&E (or equiv.)	79	PE CE	\$2,674.00 (\$2,674.00)	\$2,674.00 (\$2,674.00)	\$0.00 \$0.00
							\$0.00	\$0.00	\$0.00
22165	3	US 20/26, I 84 TO MIDDLETON RD, CANYON CO	2025	Awarded (or equiv.)	79	CN	\$300,763.00	\$300,763.00	\$0.00
							\$300,763.00	\$300,763.00	\$0.00
22712	3	I 84B, GARRITY BLVD & STAMM LN INT IMPV, NAMPA	2027	Development	79	RW	\$385,027.00	\$0.00	\$385,027.00
							\$385,027.00	\$0.00	\$385,027.00
22717	3	SH 45, LOCUST LANE INTERSECTION, NAMPA	2027	Development	79	RW	\$620,257.00	\$0.00	\$620,257.00
							\$620,257.00	\$0.00	\$620,257.00
23408	3	SH 16, USTICK RD TO US 20/26, ADA & CANYON COS	2024	Awarded (or equiv.)	79	CN	\$310,898.88	\$310,898.88	\$0.00
							\$310,898.88	\$310,898.88	\$0.00
23674	3	LOCAL, SMART TRIPS TREASURE VALLEY, ACHD	2023	Development	79	PC	\$62,000.00	\$62,000.00	\$0.00
							\$62,000.00	\$62,000.00	\$0.00
Hwy - Local Partnerships Total							\$2,500,792.88	\$1,553,386.88	\$947,406.00
Hwy GARVEE - 2017 Legislative Authorization									
20788	3	SH 16, I 84 TO US 20/26 & SH 44 IC, ADA & CANYON COS	2025	Development	142	PE PC RW LP UT	\$19,622.61 \$73,493.60 (\$5,917.96) (\$2,386,684.86) \$1,904,413.50	\$19,622.61 \$73,493.60 (\$5,917.96) (\$2,386,684.86) \$1,904,413.50	\$0.00 \$0.00 \$0.00 \$0.00 \$0.00
							(\$395,073.11)	(\$395,073.11)	\$0.00
23080	3	I 84, FRANKLIN RD IC TO KARCHER IC - WEST, NAMPA	2500	Awarded (or equiv.)	142	CE CC CN	(\$20,000.00) (\$400,000.00) \$391,286.96	(\$20,000.00) (\$400,000.00) \$391,286.96	\$0.00 \$0.00 \$0.00
							(\$28,713.04)	(\$28,713.04)	\$0.00
Hwy GARVEE - 2017 Legislative Authorization Total							(\$423,786.15)	(\$423,786.15)	\$0.00
Report Total							\$400,870,615.41	\$221,124,863.40	\$179,745,752.01