



REGIONAL TRANSPORTATION ADVISORY COMMITTEE

JULY 22, 2026 - 8:30 A.M.

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

ZOOM CONFERENCE CALL

[YouTube Live Streaming](#)

(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 pm)

II. OPEN DISCUSSION/ ANNOUNCEMENTS

III. CONSENT AGENDA

A. Approve June 24, 2026, RTAC Meeting Minutes (Page 3)

IV. ACTION ITEMS

A. Recommend the FY2028-2034 COMPASS Application Guide

Matt Carlson, 8:35, Page 6

Matt Carlson will seek RTAC recommendation of COMPASS Board of Directors' approval of the FY2028-2034 COMPASS Application Guide.

B. Recommend FY2027 Communities in Motion Implementation Grants and Project Development Program Projects

Matt Carlson, 8:50, Page 7

Matt Carlson will seek RTAC recommendation of COMPASS Board of Directors' approval of the FY2027 Communities in Motion Implementation Grants and Project Development program projects.

C. Recommend Updates to Transportation Improvement Program (TIP) Policies and Procedures

Toni Tisdale, 9:10, Page 11

Toni Tisdale will seek RTAC recommendation of COMPASS Board of Directors' approval of updates and consolidation of all policies affecting the TIP.



D. Recommend *Communities in Motion 2055* Project Prioritization Methodology

Austin Miller, 9:25, Page 13

Austin Miller will seek RTAC recommendation of COMPASS Board of Directors' approval of the Communities in Motion 2055 project prioritization methodology.

V. STATUS REPORTS

A. RTAC Agenda Worksheet (Page 23)

B. Obligation Report (Page 29)

VI. OTHER

A. Next Meeting: August 5, 2026

VII. ADJOURNMENT (9:45 am)

Agenda is subject to change.

YouTube Live Streaming link: <https://www.youtube.com/@COMPASSIdaho>

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

June 24, 2026

COMPASS, First Floor Board Room

ZOOM CONFERENCE CALL

700 NE 2ND STREET

MERIDIAN, IDAHO

****DRAFT MINUTES****

ATTENDEES:

Aaron Bauges, Idaho Transportation Department, in person
Kristy Inselman for Richard Beck, Ada County Development Services, via ZOOM
Troy Behunin, City of Kuna, via ZOOM
Morgan Bessaw, City of Caldwell, via ZOOM
Lee Belt, City of Greenleaf, via ZOOM
Craig Bergman, City of Meridian, via ZOOM
Emily Bunn, Canyon County Development Services, via ZOOM
Miranda Carson, **Chair**, West Ada School District, in person
Crystal Craig, City of Nampa, via ZOOM
Katelyn Davison, City of Eagle, via ZOOM
Deanna Dupuy, City of Boise, via ZOOM
Andrew Glaspell, City of Eagle, via ZOOM
Rob Hartsock, City of Notus, via ZOOM
Cody Homan, Ada County Highway District, via ZOOM
Kate Dahl for Stephen Hunt, Valley Regional Transit, via ZOOM
Tom Laws, Ada County Highway District, via ZOOM
Lindy Lindstrom, Boise County, in person
Dan Lister, Canyon County Development Services, via ZOOM
Curtis Loveless, ex officio, Central District Health, via ZOOM
Marina Lundy, City of Kuna, via ZOOM
Brian McClure, City of Meridian, via ZOOM
Joe McMullin, Highway District No. 4, via ZOOM
Austin Miller, ex officio, COMPASS, in person
Karla Nelson, Canyon County Development Services, via ZOOM
Cindy Tinker for Shawn Nickel, City of Star, via ZOOM
Alexa Roitman, Boise State University, via ZOOM
Michaela Owens, Ada County Development Services, via ZOOM
Darrell Romine, City of Melba, via ZOOM
Clemente Salinas, City of Nampa, via ZOOM
Nina Schaeffer, City of Boise, via ZOOM
Michael Toole, Department of Environmental Quality, via ZOOM
Jason Van Gilder, **Vice Chair**, City of Middleton, in person
Alex Yann, Ada County Highway District, via ZOOM



MEMBERS ABSENT:

Bre Brush, City of Boise
Bob Callahan, Boise County
Bud Corbus, Elmore County
Stacey DuPuis, Ada County Development Services
Hallie Hart, City of Caldwell
Caleb Hood, City of Meridian
Al Hofer, Elmore County
Chelsie Johnson, City of Wilder
Isaac Josifek, Public Participation Workgroup
Cody Lund, ex officio, Greater Boise Auditorium District
Zach Piepmeyer, Capital City Development Corporation
Mac Qualls, City of Parma
Crystal Rodgers, Elmore County
Mark Steuer, City of Nampa
Clay Tucker, Boise County
Hanna Veal, City of Garden City

OTHERS PRESENT:

Matt Carlson, COMPASS, in person
Mark Christianson, Councilmember, City of Middleton, in person
Teri Gregory, COMPASS, in person
John Hardesty, COMPASS, via ZOOM
Amy Luft, COMPASS, via ZOOM
Brent Moore, COMPASS, in person
Abby Peterson, Idaho Transportation Department, via ZOOM
Katie Potts, Federal Highway Administration, via ZOOM
Craig Raborn, Executive Director, COMPASS, via ZOOM
Deb Root, Canyon County Development Services, via ZOOM
Meg Sonnen, COMPASS, via ZOOM
Nicole Stern, Ada County Highway District Commuteride, via ZOOM
Toni Tisdale, COMPASS, in person
Shirley Wentland, Idaho Transportation Department, via ZOOM

CALL TO ORDER

Chair Miranda Carson called the meeting to order at 8:32 am.

OPEN DISCUSSION/ANNOUNCEMENTS

There were no announcements.

CONSENT AGENDA

A. Approve May 27, 2026, RTAC Meeting Minutes

Crystal Craig moved and Troy Behunin seconded to approve the May 27, 2026, meeting minutes as presented. Motion passed unanimously.

ACTION ITEMS

A. Recommend Amendments to *Communities in Motion 2050* (CIM 2050) and the FY2026-2032 Regional Transportation Improvement Program (TIP)

Austin Miller presented proposed amendments to CIM 2050 and the FY2026-2032 TIP.

Alex Yann moved and Troy Behunin seconded to recommend COMPASS Board of Directors adoption of amendments to CIM 2050 and the FY2026-2032 TIP as presented. Motion passed unanimously.

INFORMATION

A. Discuss Development Review Policy

Austin Miller discussed the COMPAS Development Review Policy.

B. Discuss Revisions to the Rural Prioritization Process

Toni Tisdale discussed potential revisions to the rural prioritization process to include Boise and Elmore Counties.

OTHER

Next Meeting: July 22, 2026

ADJOURNMENT

Jason Van Gilder moved and Lindy Lindstrom seconded adjournment of the meeting. Motion passed unanimously.

Chair Miranda Carson adjourned the meeting at 9:26 am.

RTAC AGENDA ITEM IV-A

Date: July 22, 2026

Topic: FY2028-2034 COMPASS Funding Application Guide

Request/Recommendation:

COMPASS staff seek RTAC recommendation of COMPASS Board of Directors' approval of the FY2028-2034 COMPASS Funding Application Guide.

Background/Summary:

Each year, in preparation for soliciting project funding applications, COMPASS staff revise the funding application guide to address changes in the schedule and funding availability, incorporate modifications to the application process, and update other relevant information.

The criteria in the draft FY2028-2034 COMPASS Funding Application Guide will be used to prioritize federal-aid projects by comparing each project's anticipated regional impacts and contributions to the goals of *Communities in Motion*.

The scoring criteria were derived from the *Communities in Motion 2050* goals and objectives, the COMPASS Complete Network Policy, the Regional Safety Action Plan, as well as three recently adopted COMPASS plans: the Carbon Reduction Strategy, Resilience Improvement Plan, and the Coordinated Regional Waterway-Pathway Plan.

The criteria were developed in consultation with an RTAC subcommittee that included representatives from the Cities of Boise, Kuna, Middleton, and Nampa; the Ada County Highway District; and Valley Regional Transit. The proposed scoring process is grounded in a performance-based planning approach, which is a high priority for federal programs.

Implication (policy and/or financial):

Approval of the FY2028-2034 COMPASS Funding Application Guide will allow COMPASS staff to assist member agency staff in applying for projects to further *Communities in Motion* goals.

More Information:

- Draft FY2028-2034 COMPASS Funding Application Guide: https://compassidaho.org/wp-content/uploads/07222026_RTACSupp_DRAFT-Application-Guide-FY2028-2034.pdf
- For detailed information contact: Matt Carlson, Principal Planner, at 208/475-2232 or mcarlson@compassidaho.org



RTAC AGENDA ITEM IV-B

DATE: July 22, 2026

Topic: FY2027 *Communities in Motion* (CIM) Implementation Grants and Project Development Program Projects

Request/Recommendation:

COMPASS staff seeks RTAC recommendation of the COMPASS Board of Directors' approval of FY2027 CIM Implementation Grants and Project Development Program projects.

Background/Summary:

COMPASS solicited applications for CIM Implementation Grants and Project Development Program projects September through November 2025 and in April 2026. Between June 3 and June 17, 2026, RTAC ranked five CIM Implementation Grant applications and three applications for the Project Development Program using a paired comparison process. The resulting rankings and brief project descriptions are shown in the attachment.

CIM Implementation Grants

The CIM Implementation Grant program was developed to support COMPASS member agencies in their efforts to implement *Communities in Motion*, the regional long-range transportation plan. These grant funds are for locally important projects in downtown areas or major activity centers that also help achieve regional goals.

FY2027 CIM Implementation Grants

Five COMPASS member agencies submitted five FY2027 requests: Ada County Highway District, City of Boise, City of Middleton, City of Nampa, and City of Wilder. The proposed FY2027 budget for this program is \$100,000, and the maximum award per project is \$50,000. Therefore, the proposed budget is sufficient to fund up to two projects as submitted.

Project Development Program

The Project Development Program transforms member agency needs into well-defined projects with cost estimates, purpose and need statements, public involvement plans, and environmental scans to ensure readiness for future funding applications.

FY2027 Project Development Program Projects

Three COMPASS member agencies submitted three FY2027 requests: City of Boise, City of Middleton, and Boise State University. The proposed FY2027 budget for this program is \$150,000, with a maximum COMPASS-funded budget of \$50,000 per project. The proposed budget is sufficient to fund all three projects as submitted. Project sponsors may opt to contribute additional funding, if needed.

Next Steps:

The COMPASS Board of Directors will be asked to approve the recommended FY2027 CIM Implementation Grants and Project Development Program project rankings at its August 17, 2026, meeting. The COMPASS Board will be asked to approve the proposed budget in a separate action item. Upon approval, COMPASS staff will develop agreements with the project sponsors to prepare for a start date of October 1, 2026.



Implication (policy and/or financial):

Funding these projects will help “move the needle” toward achieving *Communities in Motion* goals.

More Information:

- Attachment: FY2027 Paired Comparison Selection Results for CIM Implementation Grants and the Project Development Program.
- For detailed information, contact: Matt Carlson, Principal Planner, at (208) 475-2232 or mcarlson@compassidaho.org

MC:tg

Preliminary Ranking of Local-Aid-Eligible Applications

Preliminary Rank	Total Selections	Sponsor	Project ¹
Communities In Motion Implementation Grants			
1	90	City of Middleton	Willis Pedestrian Crosswalk Adjacent to Middleton High School: Construct pedestrian safety improvements, including a pedestrian crosswalk on Willis Road immediately east of Middleton High School. The proposed location is approximately 1,200' east of Emmett Road and 1,450' west of Hartley Lane.
2	64	City of Boise	Alpine and Latah Interim Improvements: Construct quick-build interim operational improvements identified in the FY2026 Latah/Alpine Parking and Pedestrian/Bicycle Safety Plan funded through the COMPASS Project Development Program. The project includes restriping to better organize travel lanes and parking and installing vertical delineators to create interim curb extensions and protect bike lanes, dynamic speed feedback signs on Latah Street, enhanced signage and flashing stop control on Alpine Street, and fencing and signage along the adjacent railroad corridor to formalize parking and improve visibility.
3	52	City of Nampa	Nampa Active Transportation Map Update: Create an updated comprehensive bike and pedestrian map that reflects the city's current infrastructure, as the existing print map has not been updated since the 2020 master plan adoption. In addition to printed maps, the project would produce an interactive/online map to ensure the information remains current and allows for seamless updates.
4	51	City of Wilder	Surface Preservation from A Avenue to 3rd Street East and 5th Street: Chip seal to preserve the current streets.
5	43	Ada County Highway District (ACHD)	Ada County Bike Map Update: Update ACHD's "Ada County Bike Map," a community resource that details the county-wide bicycle network, level of traffic stress (LTS) of streets, rules for safe, effective bicycling, and nearby public facilities and amenities such as parks, libraries, repair stations, and bike shops.

¹ The bolded projects are recommended for funding based on scores and procedural considerations. They are subject to review, change, and final recommendation by RTAC voting members.

Preliminary Rank	Total Selections	Sponsor	Project ¹
Project Development Program			
1	37	City of Middleton	Willis and Hartley Intersection Improvement Concept: Develop a concept for a new intersection configuration at Willis Road and Hartley Lane in Middleton to prepare the project to be application-ready for Surface Transportation Block Grant-Small Urban funding or other funding sources.
2	30	City of Boise	Amity Road Multi-Use Pathway Concept: Develop a concept-level design for a new bicycle and pedestrian facility in southeast Boise, connecting to the Federal Way Pathway and Surprise Way pathway and improving the connectivity of nearby neighborhoods to the Boise River Greenbelt.
3	23	Boise State University	Friendship Bridge Expansion and Safety Concept: Develop a concept and evaluate options for widening the existing Friendship Bridge, replacing it with a wider bridge, constructing a parallel bicycle bridge, and/or adding a bridge closer to Albertsons Stadium.

Procedural Considerations:

- Region-wide Implementation: Every effort will be made to award at least one grant in each county during any fiscal year. If all the awarded grants in a fiscal year are in the same county, applications received from agencies in the other county will receive preference in the next grant cycle.
- Distribution of Funds: Only one project per agency per program should be awarded each year.
- Funding:
 - The total amount proposed for *Communities in Motion* Implementation Grants for FY2027 is \$100,000, making two projects eligible for award upon funding approval.
 - The total amount proposed for the Project Development Program in FY2027 is \$150,000, making three projects eligible for award upon funding approval.

RTAC AGENDA ITEM IV-C

Date: July 22, 2026

Topic: Updates to Transportation Improvement Program (TIP) Policies and Procedures

Request/Recommendation:

COMPASS staff requests RTAC recommendation of COMPASS Board of Directors' approval of updates and consolidation of all policies affecting the TIP.

Background/Summary:

During an annual review of COMPASS' multiple TIP policies and procedures, staff were requested to combine all documents into one for ease of use. To meet this request, the [policies and procedures](#) were updated, they were combined into one document and posted on the RTAC webpage (see URL below).

The [current policies and procedures](#) were also compiled into one document for comparison and are also posted on the RTAC webpage. Since many formatting changes were made, there is not a red-line version of the changes; however, proposed substantive changes are highlighted below for your convenience.

Annual TIP Update Policy

No substantive changes.

Amendment Policy

- Include major changes, advances, or delays in the action referencing exempt projects, which include public comment, but allows approval via staff action (Executive Director) (Table #2). Currently, the policy allows staff to add or remove exempt projects via administrative modification, but not to change an exempt project.
- Add flexibility and clarity by allowing the Executive Director to waive the public comment and/or amendment process if the proposed change does not alter the public's expectations for the project and elevating the action to an amendment would create confusion (notes section "iv").

Balancing Policy

- Added clarifying language
 - Clarify the top priority for construction overruns or project needs to include projects with construction programmed in the current fiscal year (#1A). Currently, the policy states only a project under contract.
 - Clarify language for projects originating in non-STBG, TAP, or CRP to be consistent with the other priorities (#4).

Federal Highway Funding Eligibility Policy

No substantive changes.



Funding Policy

This policy will change from a *Communities in Motion 2050* policy to a TIP policy. The draft updated document includes changes approved by the COMPASS Board of Directors in April 2026.

Rural Prioritization Process Policy (MPO Area)

This policy is for Ada and Canyon Counties only. No substantive changes.

Rural Prioritization Process Policy (non-MPO Area)

This policy is a placeholder for rural areas outside the COMPASS planning area boundary, currently Boise and Elmore Counties. The prioritization process is currently being developed.

Procedure: Changes to the TIP

No substantive changes.

Procedure: Delivery of Federal-Aid Projects

No substantive changes.

Addendum: Urban Balancing Committee Rule Book

This rule book is included for information only. The Urban Balancing Committee members agreed to the rules in this addendum.

Next Steps:

- Mid-July – Staff will request review of the proposed policies by the Federal Highway Administration, Federal Transit Administration, and the Idaho Transportation Department. Staff will provide any feedback from the federal/state review during the RTAC meeting.
- August 17, 2026 – The COMPASS Board of Directors will be requested to approve the updated TIP policies and procedures.

More Information:

- Draft Updated COMPASS Policies and Procedures for the Regional Transportation Improvement Program: https://compassidaho.org/wp-content/uploads/07222026_RTACSupp_UpdatedPoliciesandProceduresTIP.pdf
- Compilation of Current COMPASS Policies, Procedures, and Processes for the Regional Transportation Improvement Program: https://compassidaho.org/wp-content/uploads/07222026_RTACSupp_CompilationCurrentPoliciesandProceduresTIP.pdf
- For detailed information, contact: Toni Tisdale, Resource Development Team Lead, at 208/475-2238 or ttisdale@compassidaho.org

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RTAC AGENDA ITEM IV-D

Date: July 22, 2026

Topic: *Communities in Motion 2055* Project Prioritization Methodology

Request/Recommendation:

COMPASS staff requests RTAC recommendation of COMPASS Board of Directors' approval of the *Communities in Motion 2055* project prioritization methodology.

Background/Summary:

Communities in Motion 2055 will include prioritized regionally significant transportation projects. COMPASS and its members will use these identified priorities to guide funding decisions, including allocating federal formula funding through the Transportation Improvement Program and seeking additional funding through competitive grants. COMPASS will focus its efforts on funding the highest-priority projects on these priority lists. The first step in prioritizing projects is to develop the prioritization methodology.

In April 2024 the COMPASS Board of Directors approved the *Communities in Motion 2055* goal areas of safety, economic vitality, convenience, and quality of life (Attachment 1). In March 2025, COMPASS solicited public feedback on the relative importance of these goal areas through the Move What Matters survey.

Using these [survey results](#) (PDF) (see URL below), COMPASS staff have been working with COMPASS workgroups and a subcommittee of RTAC to identify draft criteria and weighting to be used to prioritize roadway, public transportation, active transportation, and rail crossing projects for *Communities in Motion 2055* (Attachment 2). Projects in each category will be analyzed based on their alignment with the four goal areas and other transportation data.

Upon RTAC recommendation, the methodology will be brought to the COMPASS Board for approval in August. Once the methodology is approved, COMPASS staff will continue to coordinate with workgroups and RTAC to refine the draft priority project lists before bringing them to the COMPASS Board of Directors for action in December 2026.

Implication (policy and/or financial):

The *Communities in Motion 2055* project prioritization methodology provides a data-informed decision-making process that supports the performance-based multimodal transportation planning process required of metropolitan transportation plans in 23 CFR 450.300.

Establishing the methodology allows staff to begin prioritizing transportation projects for inclusion in *Communities in Motion 2055*.

More Information:

- Attachment 1: *Communities in Motion 2055* Goals and Objectives
- Attachment 2: DRAFT *Communities in Motion 2055* Project Prioritization Methodology
- Move What Matters Survey Results: https://compassidaho.org/wp-content/uploads/MoveWhatMatters_ResultsSummary.pdf
- For detailed information contact: Austin Miller, Planning Team Lead, at 208/475-2239 or amiller@compassidaho.org.



Communities in Motion 2055 (CIM 2055) Goals and Objectives

Approved February 24, 2024 – Amended April 15, 2024

Goal	Objectives	Description
Economic Vitality	Economic Vitality ¹	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.
	Preservation ¹ and Reliability ^{1 2}	Provide a reliable transportation system for all users by preserving and maintaining the existing transportation infrastructure .
	Growth Management ³	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.
Safety	Safety ^{1 2} Security ¹ and Resiliency ¹	Provide a safe, secure, and resilient transportation system that minimizes risk and supports transportation options for all users.
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.
	Organized Development	Promote development patterns that minimize travel, improve efficiency , and reduce congestion on the transportation system.
Quality of Life	Environment ^{1 2} and Open Space ³	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 .
	Housing Affordability ³ and Equity ³	Promote development patterns for affordable housing and equitable access to the transportation system for all users.

¹—Federal requirements

²—National goals

³—CIM 2050 goal areas (not noted unless not covered in 1 or 2)

DRAFT Communities in Motion 2055 Project

Prioritization Methodology

Attachment 2

The *Communities in Motion 2055* (CIM 2055) project prioritization methodology will be applied to regionally significant transportation projects identified as needed by the year 2055 to inform which projects best support CIM 2055 goals.

Any project that is regionally significant or seeking federal funding will also be subject to the application and scoring process outlined in the COMPASS Application Guide to compete for funding. Projects identified as priorities for CIM 2055 will receive priority in the funding process, but funding is not guaranteed.

COMPASS staff has been coordinating with COMPASS workgroups and an RTAC subcommittee (Table 1) to develop the methodologies outlined below.

Table 1: Prioritization Coordination

What	By Whom	When
Roadways	RTAC Subcommittee	March 2026; June 2026
Public Transportation	Public Transportation Workgroup	May 2026; June 2026
Active Transportation	Active Transportation Workgroup	June 2025; November 2025; June 2026
Rail Crossing	Freight Advisory Workgroup	December 2025

Once the methodology is approved, COMPASS staff will continue to coordinate with workgroups and RTAC to refine the draft priority project lists before bringing them to the COMPASS Board of Directors for action in December 2026.

Roadways

DRAFT CIM 2055 Roadway Prioritization Methodology

COMPASS will prioritize regionally significant roadway corridors that include principal arterials, state highways, and roadways on the National Highway System using the methodology below.

COMPASS has identified criteria and weighting (Table 2) to prioritize the needed roadway projects that best meet CIM 2055 goals and public priorities as identified in the [Move What Matters survey](#)¹ (PDF), as well as align with the strategies outlined in the COMPASS Congestion Management Process.

Table 2: CIM 2055 Roadway Prioritization Scoring

Area Supported	Scoring Factor	Points Possible
Safety (max 30 points)	High Injury Network	25 points
	Resilience	10 points
	Strategic Highway Network	5 points
Convenience (max 30 points)	Vehicle Miles of Travel	15 points
	Travel Time Index	15 points

¹ https://compassidaho.org/wp-content/uploads/MoveWhatMatters_ResultsSummary.pdf

Area Supported	Scoring Factor	Points Possible
Quality of Life (max 22 points)	Opportunity Areas	12 points
	Environmental Considerations	10 points
Economic Vitality (max 18 points)	Bridges	5 points
	Complete Network: Freight and Transit	8 points
	Complete Network: Bicycle and Pedestrian	8 points
Congestion Management (max 30 points)	Strategy Alignment	30 points

Metric Summary

High Injury Network – The [Regional Safety Action Plan](#)² identified a [high injury network](#)³ (HIN) for Ada and Canyon Counties that scores roadway segments and junctions based on the probability of fatal and serious injury crashes through a combination of need and risk.

Prioritizing projects along roadways identified as having a high probability of serious injuries and crashes will help to improve public safety in the region by addressing the areas of greatest concern. To be eligible for HIN points, a minimum ½-mile of the project corridor must be identified on the HIN. A maximum of 25 points will be awarded based on the highest segment score within the project area using the complete network. Scores can be found on the [HIN map](#)² on the COMPASS website; higher scores indicate greater risk of fatal and serious injury crashes. They will then be allotted HIN points as follows:

6.0+ HIN score = 25 points
 5.5-5.99 HIN score = 20 points
 5.0-5.49 HIN score = 15 points
 4.5-4.99 HIN score = 10 points
 4.0-4.49 HIN score = 5 points
 <4.0 HIN score = 0 points

Resilience – The COMPASS Resilience Improvement Plan (RIP) prioritizes roadway projects that are most critical to the region, as well as most at risk due to extreme weather events prevalent in the region. To be eligible for points, projects must have a portion of the corridor included in the RIP as either high, medium, or low criticality/risk designation and member agencies will be asked to explain how the project addresses identified hazards and will implement recommended countermeasures. If the project will implement countermeasures, roadway projects in CIM 2055 will be prioritized based on the RIP rating within the corridor as follows:

10 pts = Average criticality score between 0.51-0.99
 6 pts = Average criticality score between 0.45-0.50
 3 pts = Average criticality score between 0.36-0.45
 0 = Average criticality score <0.36

Strategic Highway Network – The United States Department of Transportation identified the [Strategic Highway Network](#)⁴ (STRAHNET) for its importance in defense mobility and deployment of military equipment and personnel. Preservation, efficiency, and safety improvements along this network are important to the United States strategic defense. To be eligible for points, projects should have a portion of the corridor included in the STRAHNET. Roadway projects in CIM 2055 will be prioritized based on the STRAHNET as follows:

² <https://compassidaho.org/safety/>

³ <https://compassidaho.maps.arcgis.com/apps/dashboards/aa2067339363456a9fcec94b0d9875fd>

⁴ <https://data-usdot.opendata.arcgis.com/datasets/usdot::strategic-highway-network-strahnet/explore>

5 points = Portion of corridor is part of the STRAHNET
0 points = No portion of the corridor is part of the STRAHNET

Vehicle Miles of Travel – The regional travel demand model will be used to forecast change in weekday vehicle miles of travel. Projects will be scored based on their performance when added to the 2040 funded transportation system, with projects reducing vehicle miles of travel receiving more points. Project scores will be based on a normal distribution.

Travel Time Index – The regional travel demand model will be used to forecast change in the travel time index (TTI). TTI measures the severity of congestion on the transportation system and how congestion impacts travel times. Project will received a normally distributed score based on their performance when added to the 2040 funded transportation system, with projects reducing TTI receiving more points.

Opportunity Areas – COMPASS' Opportunity Index aggregates social and transportation factors that highlight areas in the region that could realize the greatest potential benefit of transportation investments. Roadway projects in CIM 2055 will be prioritized based on the average opportunity score of transportation analysis zones in which 50% of the boundary falls within ¼-mile of the roadway centerline, with a maximum of 12 points based on a normal distribution.

Environmental Considerations – The Environmental Review Workgroup has developed a list of environmental considerations to be included within the long-range transportation plan. Roadway corridors are categorized as having low, medium or high environmental considerations. Roadway projects in CIM 2055 will be prioritized based on the environmental considerations rating within the corridor as follows, with the average points being provided to a corridor with differing levels:

10 points = Low environmental consideration
5 points = Medium environmental consideration
0 points = High environmental consideration

Bridges –Poor bridge condition can impact all CIM 2055 goal areas. The Idaho Transportation Department's [Transportation Asset Management Plan](#)⁵ (TAMP 2022) categorizes bridges as poor or good based on National Bridge Inventory scores. TAMP 2022 also recommends consideration of replacement if a bridge is greater than 50 years old. Roadway projects in CIM 2055 will be prioritized based on the number of bridges along the corridor in poor condition or built prior to 1980 as follows:

5 points = 2+ bridges
3 points = 1 bridge
0 points = No bridges

Complete Network: Freight and Transit – The COMPASS [Complete Network Policy](#)⁶ was adopted by the COMPASS Board of Directors in 2021. A goal of this policy is to help identify and prioritize transportation infrastructure investments that promote the goals and objectives of the regional long-range transportation plan. The policy includes a multi-modal guide, with key considerations and identified priority and secondary routes for each mode. As both freight and transit use roadways, this metric is based on the extent to which freight and/or transit are identified as "primary" or "secondary" uses of a corridor. Roadway projects in CIM 2055 will be prioritized based on the Complete Network Policy as follows:

⁵ https://itd.idaho.gov/wp-content/uploads/2019/06/ITD_TAMP.pdf

⁶ https://compassidaho.org/wp-content/uploads/completenetworkpolicy_final_dec2021_2022.pdf

8 points = Freight + Transit: primary corridor for both modes
 6 points = Freight + Transit: primary corridor for one mode; secondary for the other
 4 points = Freight or Transit: primary corridor for one mode
 4 points = Freight + Transit: secondary corridor for both modes
 2 points = Freight or Transit: secondary corridor for one mode
 0 pts = Not a Freight or Transit corridor in Complete Network Policy

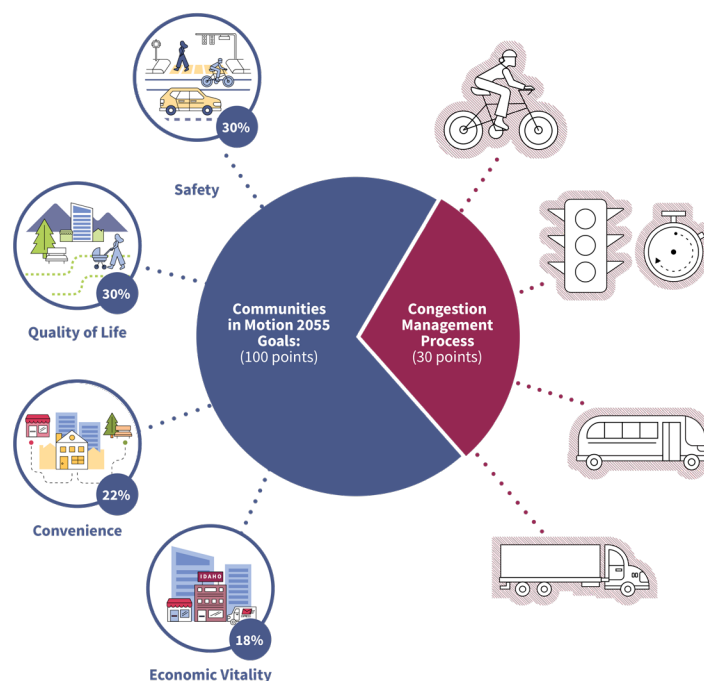
Complete Network: Bicycle and Pedestrian – Assuming that roadways projects are built consistent with the Complete Network Policy and include bicycle and pedestrian facilities, this metric will measure connectivity by counting the number of existing pathways and bicycle facilities included in the Complete Network Policy [web map](#)⁷ along the corridor. Connections include extension as well as crossings, and points will be awarded 1 point per connection, with a maximum of 8 points.

Congestion Management Strategy Alignment – The [2022 Congestion Management System Process](#)⁸ was adopted by the COMPASS Board of Directors in 2022. This process identifies a list of strategies and tactics to manage congestion, aligning the identification of congestion and the prioritization of the transportation needs in the regional transportation plan.

Roadway projects in CIM 2055 will be prioritized based on adherence to, and implementation of, the congestion management process (CMP). A maximum of 30 points are possible.

Points will be awarded based on alignment of specific infrastructure associated with the project to the CMP toolkit of strategies and tactics. Five points will be awarded per strategy implemented with the project, with a maximum of twenty points.

Remaining points will be awarded based on operational and systemic efforts, as well as effectiveness of proposed infrastructure. Member agencies will be asked to explain how project infrastructure addresses identified hazards. The Regional Transportation Advisory Committee will then be asked to compare to CMP alignment, with a maximum of ten points.



⁷ <https://www.arcgis.com/apps/mapviewer/index.html?webmap=15b81c9a92684b6b8c9dfa7fd2d3639&extent=-116.7871,43.4583,-115.9179,43.8052>

⁸ <https://compassidaho.org/wp-content/uploads/2022CongestionManagementSystemTechnicalDocument.pdf>

Public Transportation

DRAFT CIM 2055 Public Transportation Prioritization Methodology

Since the adoption of CIM 2050, Valley Regional Transit (VRT) has been updating the regional transit plan, ValleyConnect, which is anticipated to be adopted at the August 2026 VRT Board meeting.

The update, ValleyConnect 3.0, includes a prioritized transit project list created through a detailed prioritization methodology. As the goals and objectives for ValleyConnect 3.0 are based on CIM 2055 goals and objectives, the project prioritization supports the outcomes identified for CIM 2055.

VRT's prioritization methodology includes some of the same measures used to prioritize transit projects for CIM 2050, such as future jobs and households within ¼-mile of transit stops, and the percentage of people living in poverty within ¼-mile of transit stops. In lieu of travel demand modeling, and race/ethnicity-based measures, additional metrics based on route orientation and number of jurisdictions served by a route have been included in VRT's prioritization methodology.

For these reasons, it is proposed that transit projects in CIM 2055 be scored using the same metrics and process used in ValleyConnect 3.0 to prioritize future routes and route improvements, aligning regional planning efforts.

Due to timing, ValleyConnect 3.0 used 2050 job and household projections for its rankings; however, those projections have since been updated by COMPASS to reflect the horizon year of 2055. The proposed CIM 2055 prioritization methodology would use the updated demographics to be consistent with the CIM 2055 Vision. Proposed project scoring criteria are shown below in Table 3.

Table 3: CIM 2055 Public Transportation Prioritization Scoring

Scoring Factor	Point Possible
2055 forecasted jobs and population within ¼ mile of transit stops (route total)	5 points
2055 forecasted jobs and population within ¼ mile of transit stops (per mile average)	5 points
Percent of persons living in poverty within ¼ mile of transit stops (current data)	6 points
Routes with an east-west orientation	0.5 points
Routes that serve more than one city	0.5 points

Metric Summary

2055 Forecasted Jobs and Population within ¼ Mile of Transit Stops – COMPASS 2055 job and population forecasts will be used to determine the number of jobs and individuals living within ¼ mile of transit stops along each route. Up to five points will be awarded to routes based on the overall number of jobs and population served by the route, and up to five points will be awarded based on the average number of jobs and population per mile. The maximum score of five points will be awarded to the highest scoring routes within each category, and the remainder of the routes will be awarded points based on their percentage of the high scores.

Percent of Persons Living in Poverty within ¼ Mile of Transit Stops – The most recent American Community Survey data will be used to determine the percentage of people living in poverty within ¼ mile of transit stops along each route. The maximum score of six points will be

awarded to the route(s) with the highest percent of people living in poverty, and the remainder of the routes will be awarded points based on their percentage of the high score(s).

Routes with an East-West Orientation – Routes serving the primary east-west traffic pattern within the Treasure Valley will be awarded 0.5 points.

Routes that Serve More than One City – Routes serving more than one city will be awarded 0.5 points.

Scores from each of the categories above will be added together to determine an overall score for each route. Routes will be prioritized based on their overall score, with the highest scoring routes receiving the highest priority.

Active Transportation

When prioritizing active transportation projects, CIM 2055 focuses on regional, off-system pathways. On-system pathways (along roadways) are assumed to be included in roadway design, as appropriate, and thus are not considered separately. As small-scale local connections are not regional in nature, they are also not included in CIM 2055.

For CIM 2055, a regional pathway is defined as a continuous bicycle and pedestrian route located outside the roadway right-of-way, extending more than one mile, and connecting two or more cities or jurisdictions. Regional pathways are scored using a two-step process.

Step 1 – Pathway Prioritization (Tier Multiplier)

Step one scores each regional pathway on two factors — City Connection and Level of Completion.

City Connection: Regional pathways will receive 1-5 points based on the number of jurisdictions the pathway passes through.

5 points = 6 or more jurisdictions

4 points = 4-5 jurisdictions

3 points = 3 jurisdictions

2 points = 2 jurisdictions

1 point = 1 jurisdiction

Level of Completion: To support closing gaps and completing pathways, regional pathways will receive 0-5 points based on the percentage of the planned pathway already built, with points increasing based on level of completion.

The combined score sorts each pathway into a tier that applies a multiplier (Table 4) to its segment scores in Step 2. Tiers are set at natural breaks in the score distribution so pathways with identical scores always share a tier.

Table 4: Regional Pathway Tier Multipliers

Tier	Multiplier
High	1.2×
Medium	1.1×
Low	1.0×

Step 2 – Segment Scoring (Base Score, 24 points)

Within each pathway, the planned (not existing) segments are scored across the four measures listed below with a maximum score of 24 points.

Connectivity

- 6 points = Connects to high amount of existing facilities (pathway, bicycle facility, or sidewalk)
- 3 points = Connects to medium amount of existing facilities
- 0 points = Connects to low amount of existing facilities

First/Last Mile

- 4 points = Connection within ½ mile to both a transit stop and a public school
- 2 points = Connection within ½ mile to either a transit stop or a public school
- 0 points = No connection to a public transportation stop or school within ½ mile

Opportunity Index

- 8 points = Intersects an Opportunity Index area
- 4 points = Within ½ mile of an Opportunity Index area
- 0 points = Not within ½ mile of an Opportunity Index area

Proximity

- 6 points = Within ½ mile of two or more key destinations
- 3 points = Within ½ mile of one key destination (public school, park, or activity node)
- 0 points = More than ½ mile from any key destination

Final Score and Project List

Final Segment Score = Step 1 Tier Multiplier x Step 2 Base Score

Applying the multiplier to the base score, a maximum segment score is 29 on a High-tier pathway, 26 on Medium, and 24 on Low. Because the multiplier is 20 percent, a strong segment on a lower-tier pathway can still outrank a weaker segment on a top-tier pathway — keeping the list driven by segment merit while giving regional pathways a modest priority.

Rail Crossing

DRAFT CIM 2055 Rail Crossing Prioritization Methodology

The rail crossing prioritization approach focuses on public at-grade crossings within the COMPASS planning area. The approach emphasizes exposure and community factors that indicate where risk and future demand are concentrated while balancing safety and convenience. These fall into two groups: core exposure measures and secondary contextual measures.

Core exposure measures:

- Trains per day — Drawn from Federal Railroad Administration crossing inventory data, this measure provides daily rail traffic volume at each crossing. Higher train volumes mean more frequent vehicle-train conflict opportunities.
- Average Annual Daily Traffic — Using the most recent available counts, this measures the vehicle traffic volume at each crossing. Higher vehicle volumes indicate greater exposure and potential for queuing.
- Crossing protection type — This accounts for the type of warning device currently in place (for example gates, flashing lights, or passive signs). This helps identify what type of improvement may be appropriate at a crossing.

Secondary contextual measures:

- Development potential — Drawing from COMPASS GIS records, this uses entitlement activity within a buffer around each crossing as a proxy for future growth and increased crossing demand.

- Pedestrian infrastructure — Drawn from COMPASS GIS data, this indicates whether higher-exposure crossings include sidewalk or pedestrian connections.
- Shortline railroad —This uses the preliminary locally preferred alternative identified in the [Let's Ride Treasure Valley](#)⁹ (PDF) Let's Ride Treasure Valley Planning and Environmental Linkages (PEL) study to identify the potential for increased crossing demand for commuter rail.

Additional factors — such as emergency response route dependency, school bus routes, and longer-term population and employment growth — will be noted qualitatively where relevant and may inform future refinements to the analysis as data become available.

A list of crossings and the corresponding data as listed above will be presented to a subset of the COMPASS Board of Directors for review and discussion to establish a prioritized list of rail crossing improvements in CIM 2055.

Process

Once the methodologies above have been approved by the COMPASS Board of Directors, COMPASS staff will coordinate with workgroups and RTAC to:

- Verify the appropriate list of projects for prioritization in CIM 2055
- Present how each project scores based on approved methodology
- Discuss any necessary refinements to establish draft priority project lists

COMPASS staff will then present the draft list of priority projects to RTAC for recommendation in November 2026, and the COMPASS Board of Directors for action in December 2026.

⁹ https://compassidaho.org/wp-content/uploads/HCTPEL_ES_Jan2026_Final_508.pdf

RTAC AGENDA WORKSHEET

ID #	Title/Description	Mandatory¹	Additional Information	Agenda Type²	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.	Recommend Adoption of Resolutions Amending <i>Communities in Motion 2050</i> and Approving the FY2027-2033 Regional Transportation Improvement Program (TIP)	Yes	Toni Tisdale will seek RTAC recommendation of COMPASS Board of Directors' adoption of resolutions amending <i>Communities in Motion 2050</i> and approving the FY2027-2033 TIP.	Action	15	Toni Tisdale	August	August

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
5.	Recommend an Amendment to the FY2026-2032 Regional Transportation Improvement Program (TIP)	Yes	Toni Tisdale will seek RTAC recommendation of COMPASS Board of Directors' adoption of a resolution amending the FY2026-2032 TIP, if needed.	Action	15	Toni Tisdale	August	August (if needed)
6.	Recommend Balancing in the Transportation Management Area (TMA)	Yes	Toni Tisdale will seek RTAC recommendation of approval of balancing actions in the TMA (Boise Urban Area), if needed.	Action	15	Toni Tisdale	August	October (if needed)
7.	Northeast Canyon County Connectivity Study	No	Mary Ann Waldinger will share the background, process, and results of the Northeast Canyon County Connectivity Study.	Information	25	Mary Ann Waldinger	August	N/A unless requested
8.	Recommend 2025 Transit Asset Management Performance Targets	Yes	COMPASS staff will seek recommendation of COMPASS Board of Directors' acceptance of the regional transit asset management targets.	Consent	N/A	Staff	September	October
9.	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

ID #	Title/Description	Mandatory¹	Additional Information	Agenda Type²	Time	Presenters	Proposed Agenda	Board Agenda
10.	South Ada and Canyon County Connectivity Study	No	<i>Staff from the Idaho Transportation Department and Kittelson & Associates will provide the findings of the South Ada and Canyon County Connectivity Study.</i>	Special Item	20	ITD & Kittelson Staff	September	N/A
11.	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
12.	Recommend an Amendment to the FY2026-2032 Regional Transportation Improvement Program (TIP)	Yes	Toni Tisdale will seek RTAC recommendation of COMPASS Board of Directors' adoption of a resolution amending the FY2026-2032 TIP, if needed.	Action	15	Toni Tisdale	September	October (if needed)
13.	Discuss Revisions to Development Review Policy	No	Austin Miller will discuss revisions to the Development Review Policy (Policy No. 2023-01).	Information	15	Austin Miller	September	December

ID #	Title/Description	Mandatory¹	Additional Information	Agenda Type²	Time	Presenters	Proposed Agenda	Board Agenda
14.	Status Report - SPEARS: Safe Pedestrian Intersection Prioritization for Enhanced Safety Plan	No	Hunter Mulhall and Kittelson and Associates will brief RTAC on projects identified at priority intersections.	Information	15	Hunter Mulhall/ Kittelson and Associates	September	October
15.	Announce the COMPASS Application Cycle	No	Matt Carlson will announce the opening of the FY2027 COMPASS application cycle.	Information	15	Matt Carlson	September	N/A
16.	Status Report - Change in Motion Dashboard	No	Hunter Mulhall will present the contents of the Change in Motion Dashboard.	Information	10	Hunter Mulhall	September	October
17.	Recommend Balancing in the Transportation Management Area (TMA)	Yes	Toni Tisdale will seek RTAC recommendation of approval for balancing actions in the TMA (Boise Urban Area), if needed.	Action	15	Toni Tisdale	October	December (if needed)
18.	Recommend an Amendment to the FY2025-2031 and FY2026-2032 Regional Transportation Improvement Programs (TIPs)	Yes	Toni Tisdale will seek RTAC recommendation of COMPASS Board of Directors' adoption of a resolution amending the FY2025-2031 and FY2026-2032 TIPs, if needed.	Action	10	Toni Tisdale	October	December (if needed)

ID #	Title/Description	Mandatory¹	Additional Information	Agenda Type²	Time	Presenters	Proposed Agenda	Board Agenda
19.	Discuss COMPASS' role	No	COMPASS staff will seek feedback on how COMPASS processes can be refined to ensure value and relevance with member agencies.	Information	20	Austin Miller	October	N/A
20.	Approve 2027 RTAC Meeting Dates/Times	Yes	COMPASS staff will request RTAC approval of 2027 meeting dates and times.	Consent	N/A	N/A	November	N/A
21.	Recommend Balancing in the Transportation Management Area (TMA)	Yes	Toni Tisdale will seek RTAC recommendation of approval of balancing actions in the TMA (Boise Urban Area), if needed.	Action	15	Toni Tisdale	November	December (if needed)
22.	Recommend <i>Communities in Motion 2055</i> funded and unfunded project lists.	Yes	Austin Miller will seek RTAC recommendation of COMPASS Board of Directors' approval of <i>Communities in Motion 2055</i> funded and unfunded project lists.	Action	20	Austin Miller	November	December
23.	Recommend Revisions to Development Review Policy	No	Austin Miller will seek RTAC recommendation of COMPASS Board of Directors' approval of revisions to the Development Review Policy (Policy No. 2023-01).	Action	15	Austin Miller	November	December

ID #	Title/Description	Mandatory¹	Additional Information	Agenda Type²	Time	Presenters	Proposed Agenda	Board Agenda
24.	Recommend Balancing in the Transportation Management Area (TMA)	Yes	Toni Tisdale will seek RTAC recommendation of approval of balancing actions in the TMA (Boise Urban Area), if needed.	Action	15	Toni Tisdale	December	February (if needed)
25.	Recommend an Amendment to the FY2026-2032 Regional Transportation Improvement Program (TIP)	Yes	Toni Tisdale will seek RTAC recommendation of COMPASS Board of Directors' adoption of a resolution amending the FY2026-2032 TIP, if needed.	Action	10	Toni Tisdale	December	February (if needed)
26.	Recommend adoption of SPEARS: Safe Pedestrian Intersection Prioritization for Enhanced Safety Plan	Yes	Hunter Mulhall and Kittelson and Associates will share a draft of the SPEARS plan and seek RTAC recommendation of COMPASS Board of Directors' adoption.	Action	15	Hunter Mulhall/ Kittelson and Associates	December	Feb (2027)

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Scheduled vs. Obligated for the 2026 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 - 7/10/2026] [Fiscal Year: 2026] [Obligation Approval Level: FHWA] [Project Status: Development, PS&E (or equiv.), Awarded (or equiv.)] [Fiscal Year: 2026] [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									
23162	3	US 95, WILDER TO PARMA NCL, CANYON CO	2026	Awarded (or equiv.)	100	PE	(\$28,000.00)	(\$28,000.00)	\$0.00
						CE	\$149,203.38	\$149,203.38	\$0.00
						CN	\$963,809.53	\$963,809.53	\$0.00
							\$1,085,012.91	\$1,085,012.91	\$0.00
24524	3	SH 45, DEER FLAT RD TO I84B, CANYON CO	2030	Development	100	PE	\$46,331.00	\$0.00	\$46,331.00
							\$46,331.00	\$0.00	\$46,331.00
24569	3	US 20, BROADWAY AVE CHIP SEAL, BOISE	2031	Development	100	PE	\$25,000.00	\$25,000.00	\$0.00
							\$25,000.00	\$25,000.00	\$0.00
24769	3	STATE, PEDESTRIAN RAMP IMPROVEMENTS, ADA CO	2027	Development	100	PC	\$270,634.00	\$270,634.00	\$0.00
							\$270,634.00	\$270,634.00	\$0.00
State Hwy - Pavement Preservation Total							\$1,426,977.91	\$1,380,646.91	\$46,331.00
State Hwy - Pavement Restoration									
20212	3	I 84, GARRITY IC TO TEN MILE IC, ADA/CANYON COUNTIES	2027	Awarded (or equiv.)	111	CE	\$50,000.00	\$50,000.00	\$0.00
						CC	\$150,000.00	\$150,000.00	\$0.00
						CN	\$2,140,425.00	\$2,140,425.00	\$0.00
							\$2,340,425.00	\$2,340,425.00	\$0.00
23544	3	I 184, FY26 D3 IC RAMPS, ADA/CANYON COUNTIES	2026	Awarded (or equiv.)	111	CE	\$40,880.00	\$40,880.00	\$0.00
						CC	\$203,296.00	\$203,296.00	\$0.00
						CN	\$1,282,956.53	\$1,282,956.53	\$0.00
							\$1,527,132.53	\$1,527,132.53	\$0.00
24575	3	US 20, N GLENWOOD ST TO I 184	2029	Development	111	PE	\$85,598.00	\$85,598.00	\$0.00
						PC	\$175,000.00	\$175,000.00	\$0.00
							\$260,598.00	\$260,598.00	\$0.00
24981	3	SH 44, EAGLE TO GLENWOOD, ADA COUNTY	2032	Development	111	PE	\$488,838.00	\$0.00	\$488,838.00
							\$488,838.00	\$0.00	\$488,838.00
State Hwy - Pavement Restoration Total							\$4,616,993.53	\$4,128,155.53	\$488,838.00
State Hwy - Bridge Restoration									
23879	3	SH 21, MORES CR BRIDGE REPAIR, ADA COUNTY	2027	Awarded (or equiv.)	103	PC	(\$156,000.00)	(\$156,000.00)	\$0.00
							(\$156,000.00)	(\$156,000.00)	\$0.00
24099	3	SMA-9773, LINDER RD, OVERLAND TO FRANKLIN, ADA CO	2027	Awarded (or equiv.)	103	CC	\$679,857.00	\$679,857.00	\$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
24099	3	SMA-9773, LINDER RD, OVERLAND TO FRANKLIN, ADA CO	2027	Awarded (or equiv.)	103	CN	\$6,339,380.00	\$6,339,380.00	\$0.00
							\$7,019,237.00	\$7,019,237.00	\$0.00
State Hwy - Bridge Restoration Total							\$6,863,237.00	\$6,863,237.00	\$0.00
State Hwy - Safety & Capacity (Safety)									
22715	3	SH 55, FARMWAY RD TO MIDDLETON RD, CANYON CO	2026	Awarded (or equiv.)	106	CC	\$800,000.00	\$800,000.00	\$0.00
							\$10,828,591.00	\$10,828,591.00	\$0.00
							\$11,628,591.00	\$11,628,591.00	\$0.00
State Hwy - Safety & Capacity (Safety) Total							\$11,628,591.00	\$11,628,591.00	\$0.00
State Hwy - Safety & Capacity (Capacity)									
13484	3	SH 19, CENTENNIAL WAY INTERSECTION IMPROVEMENTS, CALDWELL	2028	Development	112	PE	\$15,000.00	\$15,000.00	\$0.00
							PC	\$600,000.00	\$0.00
							\$615,000.00	\$615,000.00	\$0.00
20574	3	SH 44, STAR RD TO SH 16, ADA CO	2027	Development	112	PE	\$139,500.00	\$139,500.00	\$0.00
							PC	\$380,000.00	\$0.00
							RW	\$91,520.00	\$0.00
							LP	\$1,200,000.00	\$0.00
							UT	\$1,200,000.00	\$1,075,000.00
							CE	\$200,000.00	\$0.00
							CC	\$1,000,000.00	\$1,000,000.00
							CN	\$3,800,000.00	\$3,800,000.00
							\$8,011,020.00	\$1,936,020.00	\$6,075,000.00
23456	3	I 84, MERIDIAN RD IC TO EAGLE RD IC, MERIDIAN	2032	Development	112	PE	\$20,000.00	\$20,000.00	\$0.00
							\$20,000.00	\$20,000.00	\$0.00
23638	3	SH 55, BEACON LIGHT RD TO BROOKSIDE LN, ADA CO	2032	Development	112	PC	\$750,000.00	\$750,000.00	\$0.00
							\$750,000.00	\$750,000.00	\$0.00
23956	3	SH 16, I 84 SYSTEM IC AND FRANKLIN RD IC, NAMPA	2026	Awarded (or equiv.)	119	CE	\$100,000.00	\$100,000.00	\$0.00
							CN	\$10,000,000.00	\$0.00
							\$10,100,000.00	\$10,100,000.00	\$0.00
23958	3	SH 16, SH 44 INTERCHANGE, ADA CO	2026	Awarded (or equiv.)	119	CE	\$200,000.00	\$200,000.00	\$0.00
							CC	\$500,000.00	\$0.00
							CN	\$12,445,298.00	\$0.00
							\$13,145,298.00	\$13,145,298.00	\$0.00
24772	3	SH 44, PALMER LANE INTERSECTION, ADA CO	2027	Development	112	PC	\$65,000.00	\$65,000.00	\$0.00
							RW	\$39,493.00	\$0.00
							LP	\$200,000.00	\$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
24772	3	SH 44, PALMER LANE INTERSECTION, ADA CO	2027	Development	112	UT	\$205,159.00	\$205,159.00	\$0.00
							\$509,652.00	\$509,652.00	\$0.00
25008	3	SH 44, S COSMO AVE TO WEST STATE ST, ADA CO	2029	Development	112	PE	\$476,000.00	\$0.00	\$476,000.00
						PC	\$250,000.00	\$0.00	\$250,000.00
							\$726,000.00	\$0.00	\$726,000.00
25077	3	SH 16, SH 44 TO BEACON LIGHT, ADA COUNTY	2027	Development	112	PE	\$150,000.00	\$150,000.00	\$0.00
						PC	\$6,690,000.00	\$3,690,000.00	\$3,000,000.00
						RW	\$20,000.00	\$20,000.00	\$0.00
						LP	\$480,000.00	\$0.00	\$480,000.00
							\$7,340,000.00	\$3,860,000.00	\$3,480,000.00
State Hwy - Safety & Capacity (Capacity) Total							\$41,216,970.00	\$30,935,970.00	\$10,281,000.00
State Hwy - Supporting Infrastructure Assets									
23805	3	STATE, FY26 D3 STRIPING	2026	Awarded (or equiv.)	146	PE	\$1,000.00	\$1,000.00	\$0.00
						CE	\$1,000.00	\$1,000.00	\$0.00
						CN	\$439,519.00	\$439,519.00	\$0.00
							\$441,519.00	\$441,519.00	\$0.00
State Hwy - Supporting Infrastructure Assets Total							\$441,519.00	\$441,519.00	\$0.00
State Hwy - Board Unallocated									
23456	3	I 84, MERIDIAN RD IC TO EAGLE RD IC, MERIDIAN	2032	Development	71	PE	\$13,000.00	\$13,000.00	\$0.00
							\$13,000.00	\$13,000.00	\$0.00
24822	3	SH 69, SOUTH ADA AND CANYON COUNTIES CONNECTIVITY STUDY	2027	Development	71	PC	(\$88,129.00)	(\$88,129.00)	\$0.00
							(\$88,129.00)	(\$88,129.00)	\$0.00
State Hwy - Board Unallocated Total							(\$75,129.00)	(\$75,129.00)	\$0.00
State Hwy - Planning Scoping & Studies									
23630	3	SH 44, I 84 TO STAR RD CORRIDOR STDY, ADA/CANYON COUNTIES	2027	Development	104	PE	\$51,000.00	\$51,000.00	\$0.00
						PC	\$5,990,000.00	\$5,990,000.00	\$0.00
							\$6,041,000.00	\$6,041,000.00	\$0.00
24821	3	I 84, GOWEN RD TO MOUNTAIN HOME EXIT 90, ADA & ELMORE CO	2026	Development	104	PC	\$2,000,000.00	\$2,000,000.00	\$0.00
							\$2,000,000.00	\$2,000,000.00	\$0.00
State Hwy - Planning Scoping & Studies Total							\$8,041,000.00	\$8,041,000.00	\$0.00
State Hwy - Early Development (Unfunded Ideas)									
23630	3	SH 44, I 84 TO STAR RD CORRIDOR STDY, ADA/CANYON COUNTIES	2027	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

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
25068	3	I 84, MOBILITY IMPROVEMENTS	2028	Development	148	PC	\$10,000,000.00	\$0.00	\$10,000,000.00
							\$10,000,000.00	\$0.00	\$10,000,000.00
State Hwy - Early Development (Unfunded Ideas) Total							\$7,000,000.00	(\$3,000,000.00)	\$10,000,000.00
Leading Idaho									
23335	3	SH 55, PEAR LANE TO FARMWAY, CALDWELL	2027	Development	155	LP	(\$19,000,000.00)	(\$19,000,000.00)	\$0.00
							(\$19,000,000.00)	(\$19,000,000.00)	\$0.00
23956	3	SH 16, I 84 SYSTEM IC AND FRANKLIN RD IC, NAMPA	2026	Awarded (or equiv.)	155	CC	\$2,000,000.00	\$2,000,000.00	\$0.00
							\$8,775,257.00	\$8,775,257.00	\$0.00
							\$10,775,257.00	\$10,775,257.00	\$0.00
23958	3	SH 16, SH 44 INTERCHANGE, ADA CO	2026	Awarded (or equiv.)	155	CC	\$1,358,000.00	\$1,358,000.00	\$0.00
							\$1,358,000.00	\$1,358,000.00	\$0.00
Leading Idaho Total							(\$6,866,743.00)	(\$6,866,743.00)	\$0.00
TECM									
23188	3	SH 44, I 84 INTERCHANGE REPLACEMENT, CANYON CO	2032	Development	149	PC	\$1,000,000.00	\$1,000,000.00	\$0.00
							\$1,000,000.00	\$1,000,000.00	\$0.00
25077	3	SH 16, SH 44 TO BEACON LIGHT, ADA COUNTY	2027	Development	149	PE	\$10,000.00	\$10,000.00	\$0.00
							PC	\$470,000.00	\$0.00
							LP	\$2,800,000.00	\$0.00
							\$3,280,000.00	\$3,280,000.00	\$0.00
TECM Total							\$4,280,000.00	\$4,280,000.00	\$0.00
TECM Bonding									
22715	3	SH 55, FARMWAY RD TO MIDDLETON RD, CANYON CO	2026	Awarded (or equiv.)	150	CC	\$1,500,000.00	\$1,500,000.00	\$0.00
							\$1,500,000.00	\$1,500,000.00	\$0.00
23335	3	SH 55, PEAR LANE TO FARMWAY, CALDWELL	2027	Development	150	PC	\$3,000,000.00	\$3,000,000.00	\$0.00
							\$3,000,000.00	\$3,000,000.00	\$0.00
23408	3	SH 16, USTICK RD TO US 20/26, ADA & CANYON COS	2026	Awarded (or equiv.)	150	CC	\$1,010,000.00	\$1,010,000.00	\$0.00
							\$1,010,000.00	\$1,010,000.00	\$0.00
23956	3	SH 16, I 84 SYSTEM IC AND FRANKLIN RD IC, NAMPA	2026	Awarded (or equiv.)	150	CC	\$1,390,000.00	\$1,390,000.00	\$0.00
							\$1,390,000.00	\$1,390,000.00	\$0.00
23958	3	SH 16, SH 44 INTERCHANGE, ADA CO	2026	Awarded (or equiv.)	150	CN	(\$11,600,000.00)	(\$11,600,000.00)	\$0.00
							(\$11,600,000.00)	(\$11,600,000.00)	\$0.00
TECM Bonding Total							(\$4,700,000.00)	(\$4,700,000.00)	\$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
Hwy - Metropolitan Planning									
23401	3	LOCAL, FY26 COMPASS METRO PLANNING	2026	Awarded (or equiv.)	91	PC	\$1,954,782.05	\$1,954,782.05	\$0.00
							\$1,954,782.05	\$1,954,782.05	\$0.00
Hwy - Metropolitan Planning Total							\$1,954,782.05	\$1,954,782.05	\$0.00
Hwy Safety - Railroad Crossings									
20355	3	OFFSYS, LOOK LN, UPRR RRX 819387Y, CALDWELL	2028	Development	54	PE	\$25,000.00	\$0.00	\$25,000.00
						PC	\$50,000.00	\$0.00	\$50,000.00
							\$75,000.00	\$0.00	\$75,000.00
24294	3	SMA-3051, N BLACK CAT RD RRX, UPRR/BVRR, 819582Y, MERIDIAN	2027	Development	54	PE	\$35,000.00	\$35,000.00	\$0.00
						PC	\$40,000.00	\$40,000.00	\$0.00
							\$75,000.00	\$75,000.00	\$0.00
Hwy Safety - Railroad Crossings Total							\$150,000.00	\$75,000.00	\$75,000.00
State Hwy - Freight									
23731	3	STC-8223, NORTHSIDE BLVD & KARCHER RD, NAMPA	2026	Development	139	CN	\$4,515,336.00	\$0.00	\$4,515,336.00
							\$4,515,336.00	\$0.00	\$4,515,336.00
State Hwy - Freight Total							\$4,515,336.00	\$0.00	\$4,515,336.00
AC - State									
20212	3	I 84, GARRITY IC TO TEN MILE IC, ADA/CANYON COUNTIES	2027	Awarded (or equiv.)	34	CE	(\$50,000.00)	(\$50,000.00)	\$0.00
						CC	(\$150,000.00)	(\$150,000.00)	\$0.00
						CN	(\$2,140,425.00)	(\$2,140,425.00)	\$0.00
							(\$2,340,425.00)	(\$2,340,425.00)	\$0.00
20574	3	SH 44, STAR RD TO SH 16, ADA CO	2027	Development	34	CN	\$6,000,000.00	\$0.00	\$6,000,000.00
							\$6,000,000.00	\$0.00	\$6,000,000.00
22715	3	SH 55, FARMWAY RD TO MIDDLETON RD, CANYON CO	2026	Awarded (or equiv.)	34	CC	(\$2,300,000.00)	(\$2,300,000.00)	\$0.00
						CN	(\$11,347,591.00)	(\$11,347,591.00)	\$0.00
							(\$13,647,591.00)	(\$13,647,591.00)	\$0.00
23162	3	US 95, WILDER TO PARMA NCL, CANYON CO	2026	Awarded (or equiv.)	34	CE	\$149,203.38	\$0.00	\$149,203.38
						CN	\$1,566,635.53	\$0.00	\$1,566,635.53
							\$1,715,838.91	\$0.00	\$1,715,838.91
23879	3	SH 21, MORES CR BRIDGE REPAIR, ADA COUNTY	2027	Awarded (or equiv.)	34	CE	\$77,501.00	\$77,501.00	\$0.00
						CC	\$310,002.00	\$310,002.00	\$0.00
						CN	\$5,292,442.00	\$5,292,442.00	\$0.00
							\$5,679,945.00	\$5,679,945.00	\$0.00
23956	3	SH 16, I 84 SYSTEM IC AND FRANKLIN RD IC, NAMPA	2026	Awarded (or equiv.)	34	CE	(\$100,000.00)	(\$100,000.00)	\$0.00
						CC	(\$3,390,000.00)	(\$3,390,000.00)	\$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
23956	3	SH 16, I 84 SYSTEM IC AND FRANKLIN RD IC, NAMPA	2026	Awarded (or equiv.)	34	CN	(\$18,775,257.00) (\$22,265,257.00)	(\$18,775,257.00) (\$22,265,257.00)	\$0.00 \$0.00
23958	3	SH 16, SH 44 INTERCHANGE, ADA CO	2026	Awarded (or equiv.)	34	CC CN	(\$1,858,000.00) (\$14,844,234.00) (\$16,702,234.00)	(\$1,858,000.00) (\$14,844,234.00) (\$16,702,234.00)	\$0.00 \$0.00 \$0.00
25077	3	SH 16, SH 44 TO BEACON LIGHT, ADA COUNTY	2027	Development	34	PC	\$0.00 \$0.00	\$3,000,000.00 \$3,000,000.00	(\$3,000,000.00) (\$3,000,000.00)
AC - State Total							(\$41,559,723.09)	(\$46,275,562.00)	\$4,715,838.91
Carbon Reduction Program									
22715	3	SH 55, FARMWAY RD TO MIDDLETON RD, CANYON CO	2026	Awarded (or equiv.)	157	CN	\$519,000.00 \$519,000.00	\$519,000.00 \$519,000.00	\$0.00 \$0.00
23025	3	LOCAL, GRIMES CITY PATHWAY EXTENSION, NAMPA	2026	PS&E (or equiv.)	157	PL CE CC CL CN	(\$4,264.00) (\$3,131.20) (\$48,053.00) (\$16,142.67) (\$571,829.13) (\$643,420.00)	(\$4,264.00) (\$3,131.20) (\$48,053.00) (\$16,142.67) (\$571,829.13) (\$643,420.00)	\$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00
24230	3	LOCAL, WEST PARK PED IMPROVEMENTS, NAMPA	2026	PS&E (or equiv.)	157	CE CC CL CN	\$2,000.00 \$49,925.00 \$14,000.00 \$216,615.00 \$282,540.00	\$2,000.00 \$49,925.00 \$14,000.00 \$216,615.00 \$282,540.00	\$0.00 \$0.00 \$0.00 \$0.00 \$0.00
24236	3	LOCAL, MATTHEW PELTZER TRAILHEAD AT WILSON PATH, NAMPA	2026	PS&E (or equiv.)	157	CE CC CL CN	\$3,000.00 \$91,000.00 \$24,000.00 \$614,000.00 \$732,000.00	\$3,000.00 \$91,000.00 \$24,000.00 \$614,000.00 \$732,000.00	\$0.00 \$0.00 \$0.00 \$0.00 \$0.00
24337	3	LOCAL, ORR MULTI-USE CITY PATHWAY PHASE 1, NAMPA	2500	Development	157	RW LP	\$5,000.00 \$47,000.00 \$52,000.00	\$5,000.00 \$47,000.00 \$52,000.00	\$0.00 \$0.00 \$0.00
24739	3	LOCAL, ORR MULTI-USE CITY SIDEWALKS PHASE 2, NAMPA	2500	Development	157	RW LP	\$2,000.00 \$36,000.00 \$38,000.00	\$2,000.00 \$36,000.00 \$38,000.00	\$0.00 \$0.00 \$0.00
Carbon Reduction Program Total							\$980,120.00	\$980,120.00	\$0.00
Local Hwy - Transportation Management Area									
21896	3	SMA-7563, OVERLAND RD, OWYHEE ST TO VISTA AVE, BOISE	2500	Development	51	RW	\$132,000.00	\$97,000.00	\$35,000.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
21896	3	SMA-7563, OVERLAND RD, OWYHEE ST TO VISTA AVE, BOISE	2500	Development	51	LP	\$53,000.00 \$185,000.00	\$53,000.00 \$150,000.00	\$0.00 \$35,000.00
22385	3	LOCAL, BOISE STATE GREENBELT PATHWAY COMPLETION, BOISE	2026	PS&E (or equiv.)	51	CC	\$72,000.00 \$72,000.00	\$72,000.00 \$72,000.00	\$0.00 \$0.00
22386	3	LOCAL, FY25-FY26 ACHD COMMUTERIDE, ADA & CANYON COS	2026	PS&E (or equiv.)	51	CN	\$550,000.00 \$550,000.00	\$220,000.00 \$220,000.00	\$330,000.00 \$330,000.00
22390	3	NHS-7433, VISTA AVE, OVERLAND RD TO ROSE HILL ST, BOISE	2026	PS&E (or equiv.)	51	PC	(\$146,632.00)	(\$146,632.00)	\$0.00
						RW	\$50,000.00	\$50,000.00	\$0.00
						LP	\$300,000.00	\$300,000.00	\$0.00
						CE	\$50,000.00	\$50,000.00	\$0.00
						CC	\$784,343.00	\$784,343.00	\$0.00
						CN	\$6,591,829.00 \$7,629,540.00	\$6,591,829.00 \$7,629,540.00	\$0.00 \$0.00
22393	3	LOCAL, FY26 TRANSIT ROLLING STOCK, INFRASTRUCTURE & TECH	2026	Awarded (or equiv.)	51	CN	\$2,690,542.00 \$2,690,542.00	\$2,690,541.77 \$2,690,541.77	\$0.23 \$0.23
22800	3	LOCAL, FY25-FY26 COMPASS PLANNING	2026	Development	51	PC	\$927,118.00 \$927,118.00	\$391,118.00 \$391,118.00	\$536,000.00 \$536,000.00
23095	3	I 84, FIVE MILE RD OVERPASS & WIDENING, BOISE	2030	Development	51	PC	\$100,000.00	\$100,000.00	\$0.00
						RW	\$1,030,079.00	\$0.00	\$1,030,079.00
							\$1,130,079.00	\$100,000.00	\$1,030,079.00
23179	3	TRANSIT, STATE ST PREMIUM CORRIDOR, PART 2, BOISE, VRT	2026	Awarded (or equiv.)	51	CN	\$193,680.12 \$193,680.12	\$193,680.12 \$193,680.12	\$0.00 \$0.00
23307	3	LOCAL, FEDERAL WAY AND BROADWAY AVE PATHWAY, BOISE	2500	Development	51	PC	\$105,000.00 \$105,000.00	\$105,000.00 \$105,000.00	\$0.00 \$0.00
23323	3	LOCAL, COLUMBIA VILLAGE ROADWAY & ADA IMPROVEMENTS, BOISE	2031	Development	51	PE	\$20,000.00	\$0.00	\$20,000.00
						PC	\$850,000.00	\$0.00	\$850,000.00
							\$870,000.00	\$0.00	\$870,000.00
23678	3	LOCAL, TRANS SYSTEM MGMT & OPS PLAN, COMPASS	2026	Development	51	PC	\$400,000.00 \$400,000.00	\$0.00 \$0.00	\$400,000.00 \$400,000.00
23833	3	LOCAL, ACCESS TO OPPORTUNITY, ACHD	2026	Development	51	PC	\$1,194,549.00 \$1,194,549.00	\$1,194,549.00 \$1,194,549.00	\$0.00 \$0.00
23943	3	LOCAL, FY25-FY26 SR2S, ADA CO	2026	Development	51	PC	\$285,600.00 \$285,600.00	\$0.00 \$0.00	\$285,600.00 \$285,600.00
24222	3	LOCAL, GREENBELT CONN PATHWAY NEAR 52ND ST, BOISE	2500	Development	51	PE	\$10,000.00	\$0.00	\$10,000.00
						PC	\$600,000.00	\$0.00	\$600,000.00
						PL	\$40,000.00	\$0.00	\$40,000.00
							\$650,000.00	\$0.00	\$650,000.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
24653	3	LOCAL, SPOILS BANK CANAL PATHWAY, BOISE	2028	Development	51	PC	\$250,000.00 \$250,000.00	\$250,000.00 \$250,000.00	\$0.00 \$0.00
24698	3	STC-3041, DISCOVERY WAY, US 20/26 TO BRIDGER ST, BOISE	2026	PS&E (or equiv.)	51	CE CC CN	\$50,000.00 \$123,483.00 \$1,407,446.00 \$1,580,929.00	\$50,000.00 \$123,483.00 \$1,407,446.00 \$1,580,929.00	\$0.00 \$0.00 \$0.00 \$0.00
24985	3	LOCAL, PED IMPRVMENTS, US 20/26 (CHINDEN) AT 32N, ADA CO	2029	Development	51	PE PC RW	\$5,000.00 \$225,000.00 \$25,000.00 \$255,000.00	\$0.00 \$0.00 \$0.00 \$0.00	\$5,000.00 \$225,000.00 \$25,000.00 \$255,000.00
26539	3	LOCAL, 5TH ST DESIGN ONLY, BOISE	2032	Development	51	PE PC	\$20,000.00 \$999,000.00 \$1,019,000.00	\$0.00 \$0.00 \$0.00	\$20,000.00 \$999,000.00 \$1,019,000.00
Local Hwy - Transportation Management Area Total							\$19,988,037.12	\$14,577,357.89	\$5,410,679.23
Local Hwy - Transportation Alternatives; TMA									
22385	3	LOCAL, BOISE STATE GREENBELT PATHWAY COMPLETION, BOISE	2026	PS&E (or equiv.)	133	PC CC CN	\$11,000.00 \$32,000.00 \$896,000.00 \$939,000.00	\$11,000.00 \$32,000.00 \$896,000.00 \$939,000.00	\$0.00 \$0.00 \$0.00 \$0.00
22390	3	NHS-7433, VISTA AVE, OVERLAND RD TO ROSE HILL ST, BOISE	2026	PS&E (or equiv.)	133	CN	\$16,665.00 \$16,665.00	\$16,665.00 \$16,665.00	\$0.00 \$0.00
23943	3	LOCAL, FY25-FY26 SR2S, ADA CO	2026	Development	133	PC	\$298,000.00 \$298,000.00	\$298,000.00 \$298,000.00	\$0.00 \$0.00
Local Hwy - Transportation Alternatives; TMA Total							\$1,253,665.00	\$1,253,665.00	\$0.00
Carbon Reduction - TMA									
22385	3	LOCAL, BOISE STATE GREENBELT PATHWAY COMPLETION, BOISE	2026	PS&E (or equiv.)	156	CE CC CL	\$5,000.00 \$32,000.00 \$25,000.00 \$62,000.00	\$5,000.00 \$32,000.00 \$25,000.00 \$62,000.00	\$0.00 \$0.00 \$0.00 \$0.00
22390	3	NHS-7433, VISTA AVE, OVERLAND RD TO ROSE HILL ST, BOISE	2026	PS&E (or equiv.)	156	CN	\$2,502,414.00 \$2,502,414.00	\$2,502,414.00 \$2,502,414.00	\$0.00 \$0.00
23095	3	I 84, FIVE MILE RD OVERPASS & WIDENING, BOISE	2030	Development	156	RW LP	\$76,921.00 \$1,107,000.00 \$1,183,921.00	\$0.00 \$0.00 \$0.00	\$76,921.00 \$1,107,000.00 \$1,183,921.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
24698	3	STC-3041, DISCOVERY WAY, US 20/26 TO BRIDGER ST, BOISE	2026	PS&E (or equiv.)	156	CN	\$31,756.00	\$31,756.00	\$0.00
							\$31,756.00	\$31,756.00	\$0.00
Carbon Reduction - TMA Total							\$3,780,091.00	\$2,596,170.00	\$1,183,921.00
Local Hwy - Large Urban									
13905	3	NHS-7773, N 10TH AVE ITS & OVERLAY, CALDWELL	2026	Development	46	PC	\$20,000.00	\$20,000.00	\$0.00
							RW	\$2,000.00	\$0.00
							LP	\$100,000.00	\$0.00
							CE	\$11,220.00	\$11,220.00
							CC	\$115,260.00	\$115,260.00
							CL	\$91,800.00	\$91,800.00
							CN	\$2,405,131.60	\$2,405,131.60
							\$2,745,411.60	\$122,000.00	\$2,623,411.60
22018	3	SMA-7813, MONTANA AVE; PED IMPRV & WIDENING, CALDWELL	2027	Development	46	PC	\$31,000.00	\$31,000.00	\$0.00
							RW	(\$149,000.00)	\$0.00
							LP	\$118,000.00	\$0.00
							\$0.00	\$0.00	\$0.00
22386	3	LOCAL, FY25-FY26 ACHD COMMUTERIDE, ADA & CANYON COS	2026	PS&E (or equiv.)	46	CN	\$55,000.00	\$0.00	\$55,000.00
							\$55,000.00	\$0.00	\$55,000.00
22800	3	LOCAL, FY25-FY26 COMPASS PLANNING	2026	Development	46	PC	\$99,000.00	\$0.00	\$99,000.00
							\$99,000.00	\$0.00	\$99,000.00
22922	3	LOCAL, CANYON CO SRTS COORDINATOR & ACTIVITIES	2030	Awarded (or equiv.)	46	PC	\$50,000.00	\$0.00	\$50,000.00
							\$50,000.00	\$0.00	\$50,000.00
23025	3	LOCAL, GRIMES CITY PATHWAY EXTENSION, NAMPA	2026	PS&E (or equiv.)	46	PE	(\$3.00)	(\$3.00)	\$0.00
							PC	(\$1,232.00)	\$0.00
							(\$1,235.00)	(\$1,235.00)	\$0.00
Local Hwy - Large Urban Total							\$2,948,176.60	\$120,765.00	\$2,827,411.60
Local Hwy - Rural									
19951	3	STC-3856, OLD HWY 30; SAND HOLLOW RD TO SH 44, CANYON HD	2029	Development	45	PC	\$11,800.00	\$1,800.00	\$10,000.00
							\$11,800.00	\$1,800.00	\$10,000.00
Local Hwy - Rural Total							\$11,800.00	\$1,800.00	\$10,000.00
Local Hwy - Transportation Alternatives									
22922	3	LOCAL, CANYON CO SRTS COORDINATOR & ACTIVITIES	2030	Awarded (or equiv.)	134	CN	\$83,000.00	\$83,000.00	\$0.00
							\$83,000.00	\$83,000.00	\$0.00
24682	3	I 84B, PATHWAY (GARRITY BLVD), STAMM LN TO 39TH ST, NAMPA	2027	Development	134	PE	\$3,000.00	\$3,000.00	\$0.00
							PC	\$107,000.00	\$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
24682	3	I 84B, PATHWAY (GARRITY BLVD), STAMM LN TO 39TH ST, NAMPA	2027	Development	134	PL	\$17,000.00	\$17,000.00	\$0.00
							\$127,000.00	\$127,000.00	\$0.00
Local Hwy - Transportation Alternatives Total							\$210,000.00	\$210,000.00	\$0.00
Local Hwy - Bridge									
13494	3	STC-7787, OLD HWY 30; W PLYMOUTH ST BR, CANYON CO	2030	Development	49	PC	\$146,000.00	\$146,000.00	\$0.00
						RW	\$149,000.00	\$0.00	\$149,000.00
							\$295,000.00	\$146,000.00	\$149,000.00
Local Hwy - Bridge Total							\$295,000.00	\$146,000.00	\$149,000.00
Hwy Safety - Local									
23883	3	SMA-8323, 2ND ST S, SAFETY IMPROVEMENTS, NAMPA	2026	Development	118	CE	\$6,000.00	\$0.00	\$6,000.00
						CC	\$120,000.00	\$0.00	\$120,000.00
						CL	\$80,000.00	\$0.00	\$80,000.00
						CN	\$660,000.00	\$0.00	\$660,000.00
							\$866,000.00	\$0.00	\$866,000.00
25045	3	OFFSYS, MARKETPLACE BLVD RSA, NAMPA	2026	Development	118	PC	\$65,000.00	\$65,000.00	\$0.00
						PL	\$10,000.00	\$10,000.00	\$0.00
							\$75,000.00	\$75,000.00	\$0.00
Hwy Safety - Local Total							\$941,000.00	\$75,000.00	\$866,000.00
Hwy - Grants and Earmarks									
23179	3	TRANSIT, STATE ST PREMIUM CORRIDOR, PART 2, BOISE, VRT	2026	Awarded (or equiv.)	27	CN	\$10,571,000.00	\$0.00	\$10,571,000.00
							\$10,571,000.00	\$0.00	\$10,571,000.00
24762	3	STC-3680, NOTUS COLLECTOR ST REBUILD DESIGN ONLY, NOTUS	2026	Development	27	PE	\$5,000.00	\$3,566.00	\$1,434.00
						PC	\$1,191,700.00	\$850,000.00	\$341,700.00
						PL	\$205,300.00	\$146,434.00	\$58,866.00
							\$1,402,000.00	\$1,000,000.00	\$402,000.00
Hwy - Grants and Earmarks Total							\$11,973,000.00	\$1,000,000.00	\$10,973,000.00
Hwy - Federal Lands Access									
22600	3	STC-3787, WESTERN HERITAGE BYWAY (SWAN FALLS RD), ADA CO	2026	Development	59	CN	\$3,607,033.00	\$0.00	\$3,607,033.00
							\$3,607,033.00	\$0.00	\$3,607,033.00
Hwy - Federal Lands Access Total							\$3,607,033.00	\$0.00	\$3,607,033.00
Hwy - Misc. Federal									
24099	3	SMA-9773, LINDER RD, OVERLAND TO FRANKLIN, ADA CO	2027	Awarded (or equiv.)	68	PC	\$50,000.00	\$0.00	\$50,000.00
						RW	\$25,000.00	\$0.00	\$25,000.00
						LP	\$500,000.00	\$0.00	\$500,000.00
						UT	\$200,000.00	\$0.00	\$200,000.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
24099	3	SMA-9773, LINDER RD, OVERLAND TO FRANKLIN, ADA CO	2027	Awarded (or equiv.)	68	CE CN	\$50,000.00 \$10,250,000.00 \$11,075,000.00	\$0.00 \$0.00 \$0.00	\$50,000.00 \$10,250,000.00 \$11,075,000.00
Hwy - Misc. Federal Total							\$11,075,000.00	\$0.00	\$11,075,000.00
Hwy - Non-Participating									
25104	3	SH 45, DEER FLAT RD LAKESHORE DR INTR SCT IMPRV, CANYON CO	2027	Development	69	PE PC	\$5,000.00 \$400,000.00 \$405,000.00	\$0.00 \$0.00 \$0.00	\$5,000.00 \$400,000.00 \$405,000.00
Hwy - Non-Participating Total							\$405,000.00	\$0.00	\$405,000.00
Hwy - Local Partnerships									
20659	3	LOCAL, FY24 TRANSIT ROLLING STOCK, INFRASTRUCTURE & TECH	2026	Development	131	CN	\$1,253,723.00 \$1,253,723.00	\$0.00 \$0.00	\$1,253,723.00 \$1,253,723.00
23179	3	TRANSIT, STATE ST PREMIUM CORRIDOR, PART 2, BOISE, VRT	2026	Awarded (or equiv.)	131	CN	\$1,070,738.00 \$1,070,738.00	\$0.00 \$0.00	\$1,070,738.00 \$1,070,738.00
23335	3	SH 55, PEAR LANE TO FARMWAY, CALDWELL	2027	Development	79	PC	\$36,195.62 \$36,195.62	\$36,195.62 \$36,195.62	\$0.00 \$0.00
23638	3	SH 55, BEACON LIGHT RD TO BROOKSIDE LN, ADA CO	2032	Development	131	LP	\$983,500.00 \$983,500.00	\$561,088.00 \$561,088.00	\$422,412.00 \$422,412.00
23833	3	LOCAL, ACCESS TO OPPORTUNITY, ACHD	2026	Development	79	PC	\$55,451.00 \$55,451.00	\$55,451.00 \$55,451.00	\$0.00 \$0.00
23883	3	SMA-8323, 2ND ST S, SAFETY IMPROVEMENTS, NAMPA	2026	Development	79	CN	\$500,000.00 \$500,000.00	\$0.00 \$0.00	\$500,000.00 \$500,000.00
24221	3	LOCAL, FY25 ORCHARD TRANSIT FACILITY IMPROVEMENTS	2026	Development	131	PC CN	\$500,000.00 \$2,200,000.00 \$2,700,000.00	\$0.00 \$0.00 \$0.00	\$500,000.00 \$2,200,000.00 \$2,700,000.00
24229	3	NHS-8213, MIDDLETON RD, SH 55 TO FLAMINGO AVE, NAMPA	2030	Awarded (or equiv.)	79	PE PL CC CL CN	(\$3,067.00) \$3,067.00 \$636,208.00 \$100,000.00 \$994,787.00 \$1,730,995.00	(\$3,067.00) \$3,067.00 \$636,208.00 \$100,000.00 \$994,787.00 \$1,730,995.00	\$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00
24236	3	LOCAL, MATTHEW PELTZER TRAILHEAD AT WILSON PATH, NAMPA	2026	PS&E (or equiv.)	79	CN	\$99,000.00 \$99,000.00	\$99,000.00 \$99,000.00	\$0.00 \$0.00
24711	3	I 84B, GARRITY BLVD AND STAMM LN IMPROVEMENTS, NAMPA	2500	Development	79	RW	\$600,000.00 \$600,000.00	\$0.00 \$0.00	\$600,000.00 \$600,000.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
25020	3	US 20, BLACKCAT RD RIGHT TURN LANE, MERIDIAN	2028	Development	131	PE	\$25,000.00	\$25,000.00	\$0.00
							\$25,000.00	\$25,000.00	\$0.00
25341	3	SH 16, VALNOVA GRADE SEPARATED INTERSECTION CE&I, ADA CO	2026	Development	131	CE	\$100,000.00	\$100,000.00	\$0.00
						CC	\$400,000.00	\$400,000.00	\$0.00
							\$500,000.00	\$500,000.00	\$0.00
Hwy - Local Partnerships Total							\$9,554,602.62	\$3,007,729.62	\$6,546,873.00
AC - Local									
13494	3	STC-7787, OLD HWY 30; W PLYMOUTH ST BR, CANYON CO	2030	Development	63	CN	\$990,000.00	\$0.00	\$990,000.00
							\$990,000.00	\$0.00	\$990,000.00
23772	3	LOCAL, FY27 COMPASS METRO PLANNING	2027	Development	62	PC	\$1,000.00	\$0.00	\$1,000.00
							\$1,000.00	\$0.00	\$1,000.00
24229	3	NHS-8213, MIDDLETON RD, SH 55 TO FLAMINGO AVE, NAMPA	2030	Awarded (or equiv.)	63	CE	\$9,697.00	\$9,697.00	\$0.00
						CC	\$400,000.00	\$0.00	\$400,000.00
						CL	\$100,000.00	\$0.00	\$100,000.00
						CN	\$1,915,303.00	\$2,415,303.00	(\$500,000.00)
							\$2,425,000.00	\$2,425,000.00	\$0.00
26539	3	LOCAL, 5TH ST DESIGN ONLY, BOISE	2032	Development	63	PC	\$731,000.00	\$0.00	\$731,000.00
							\$731,000.00	\$0.00	\$731,000.00
AC - Local Total							\$4,147,000.00	\$2,425,000.00	\$1,722,000.00
Report Total							\$110,103,336.74	\$35,205,075.00	\$74,898,261.74

Obligation Report - Valley Regional Transit

7/14/2026

Boise Urban Area

	<u>Key #</u>	<u>FY26 TIP Federal</u>	<u>TOTAL</u>	<u>Federal Obligated in FY26</u>
Plan, Mob Man	18854	\$ 2,248,000.00	\$ 2,810,000.00	\$ 1,620,152.00
Stock, Infra	18788	\$ 214,000.00	\$ 268,000.00	\$ 259,000.00
Spec Tran/AOS/Fixed	19041	\$ 3,246,000.00	\$ 4,058,000.00	\$ 3,121,684.00
5339 LU	19122	\$ 440,000.00	\$ 550,000.00	\$ 43,496.00
Prev Main, Parat	19137	\$ 3,010,000.00	\$ 3,763,000.00	\$ 3,000,408.00
RAISE	23179	\$ 8,457,000.00	\$ 10,571,000.00	\$ 1,022,670.00
SR2S	23943	\$ 262,000.00	\$ 283,000.00	
TSM/Buses 5339(b)	24763	\$ 4,221,000.00	\$ 5,274,000.00	\$ 1,200,000.00
Orchard St Phase 2 - STBG	24221	\$ 205,000.00	\$ 256,000.00	\$ 204,779.00
Orchard St Phase 2 - CRP	24221	\$ 2,297,000.00	\$ 2,479,000.00	\$ 2,297,000.00
5310 LU	19691	\$ 1,673,000.00	\$ 2,092,000.00	\$ 551,596.00
STBG FY24	20659	\$ 1,164,000.00	\$ 1,455,000.00	\$ 1,161,956.00
STBG FY25	21903	\$ 1,698,000.00	\$ 1,832,000.00	\$ 305,778.00
STBG FY26	22393	\$ 2,476,000.00	\$ 1,978,000.00	
BSU Replacement	25102	\$ 137,000.00	\$ 172,000.00	\$ 137,293.00
BSU Replacement	25128	\$ 339,000.00	\$ 424,000.00	\$ 157,887.00
CNG Fueling Infrastructure	25217	\$ 860,000.00	\$ 1,075,000.00	

Nampa Urban Area

	<u>Key #</u>	<u>FY26 TIP Federal</u>	<u>TOTAL</u>	<u>Federal Obligated in FY26</u>
Stock, Infra	18781	\$ 1,600,000.00	\$ 2,000,000.00	\$ 172,853.00
Spec Tran/AOS	18786	\$ 1,458,000.00	\$ 1,822,000.00	\$ 1,458,460.00
Plan, Mob Man	18842	\$ 1,492,000.00	\$ 1,320,000.00	\$ 661,984.00
Prev Main, Op Asst	18914	\$ 1,300,000.00	\$ 1,625,000.00	\$ 709,923.00
5310 SU	19464a	\$ 857,000.00	\$ 504,000.00	
5310 R	19464c	\$ 120,000.00	\$ 150,000.00	
TVT	20043	\$ 252,000.00	\$ 252,000.00	\$ 252,000.00
5339 SU	20136e	\$ 258,000.00	\$ 322,000.00	

SR2S	22922	\$ 100,000.00	\$ 108,000.00	
Serenity	25103	\$ 240,000.00	\$ 300,000.00	\$ 240,000.00