



Working together to plan for the future

REGIONAL TRANSPORTATION ADVISORY COMMITTEE SPECIAL MEETING

August 9, 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.

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

** AGENDA **

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

II. OPEN DISCUSSION/ANNOUNCEMENTS

III. CONSENT AGENDA

Page 3 A.* Approve July 26, 2023, RTAC Meeting Minutes

IV. ACTION ITEMS

8:35
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A.* Recommend Adoption of Resolutions Approving an Amendment to *Communities in Motion 2050*, the Draft FY2024-2030 Regional Transportation Improvement Program (TIP), and the Associated Air Quality Conformity Demonstration

Toni Tisdale/
Austin Miller

Austin Miller and Toni Tisdale will seek RTAC recommendation of COMPASS Board of Directors' approval of an Amendment to Communities in Motion 2050, the draft FY2024-2030 Regional Transportation Improvement Program (TIP), and the associated Air Quality Conformity Demonstration for northern Ada County.

8:50
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B.* Accept Proposal to Add Three Projects

Toni Tisdale/
ACHD/City of
Middleton

Ada County Highway District and the City of Middleton will request RTAC acceptance of a proposal to add three projects to the regional transportation improvement program prior to requesting public involvement.

V. INFORMATION/DISCUSSION

9:05
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A. * Status Report – Present Findings of the Regional Housing Coordination Plan

**Austin Miller/
Lorelei
Juntunen**

Austin Miller and Lorelei Juntunen will review findings of the Regional Housing Coordination Plan.

VI. STATUS REPORTS (INFORMATION ONLY)

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A. * RTAC Agenda Worksheet

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B. * Obligation Report

VII. OTHER

Next Meeting: September 27, 2023

VIII. ADJOURNMENT (10:00)

***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
July 26, 2023
COMPASS, First Floor Board Room
ZOOM CONFERENCE CALL**

**** DRAFT MINUTES ****

ATTENDEES:

Madelyn Vander Veen for Michelle Barron, Canyon County Development Services, via ZOOM
Bre Brush, City of Boise, via ZOOM
Miranda Carson, City of Meridian, **Vice Chair**, via ZOOM
Crystal Craig, City of Nampa, via ZOOM
Margaret Szeles for Tom Ferch, Ada County Highway District, via ZOOM
Gabe Finkelstein, Boise State University, via ZOOM
Tessa Greegor, City of Boise, via ZOOM
Doug Hanson, City of Kuna, via ZOOM
Wayne Herbel, City of Caldwell, via ZOOM
Caleb Hood, City of Meridian, via ZOOM
Alissa Taysom for Stephen Hunt, Valley Regional Transit, via ZOOM
Tom Laws, Ada County Highway District, via ZOOM
Amy Luft, COMPASS, Ex Officio, in person
Brian McClure, City of Meridian, via ZOOM
Brent Moore, Ada County Development Services, via ZOOM
Shawn Nickel, City of Star, via ZOOM
Dave Rader, Ada County Highway District, via ZOOM
Lenny Riccio, Canyon Highway District No. 4, in person
Darrell Romine, City of Melba, via ZOOM
Deb Root, Canyon County Development Services, via ZOOM
Mark Steuer, City of Nampa, via ZOOM
Michael Toole, Department of Environmental Quality, via ZOOM
Vince Trimboli, Idaho Transportation Department, via ZOOM
Jason VanGilder, City of Middleton, via ZOOM
Bill Vaughan, City of Eagle, via ZOOM
Hanna Veal, City of Garden City, via ZOOM
Stacey Yarrington, Ada County Development Services, via ZOOM

MEMBERS ABSENT:

Rodney Ashby, City of Nampa
Lee Belt, City of Greenleaf, **Chair**
Lara Disney, Public Participation Workgroup
Chelsie Johnson, City of Wilder
Samantha Kenney, Central District Health, Ex. Officio
Angie Lee, Mayor, City of Parma
Leon Letson, Ada County Development Services
Dan Lister, Canyon County Development Services
Robb MacDonald, City of Caldwell
Hayden Rogers, Governor's Office, Ex Officio
Nichoel Baird Spencer, City of Eagle

OTHERS PRESENT:

Matt Carlson, COMPASS, in person
Teri Gregory, COMPASS, in person
Meg Larsen, COMPASS, in person
Scott Luekenga, Idaho Transportation Department, in person
Lauren Locklear, City of Nampa, via ZOOM
Gus Loeffelholz, Federal Highway Administration, via ZOOM
Justin Lucas, Ada County Highway District, via ZOOM
Austin Miller, COMPASS, in person
Grant Pelly, Ada County Highway District - Commuteride, via ZOOM
Abby Peterson, Idaho Transportation Department, via ZOOM
Alexa Roitman, COMPASS, in person
Mary Ann Waldinger, COMPASS, in person
Bob Watkins, Golden Gate Highway District, via ZOOM
Shirley Wentland, Idaho Transportation Department, via ZOOM

CALL TO ORDER

Vice Chair Miranda Carson called the meeting to order at 8:30 am.

OPEN DISCUSSION/ANNOUNCEMENTS

Amy Luft announced that a public comment period is open for the FY2024-2030 Regional Transportation Improvement Program until July 31, 2023 and there will be an upcoming educational series item on Safety in August please RSVP to Josie Gallup if you wish to attend.

Tom Laws announced the Ada County Highway District's Integrated Five-Year Workplan is currently open for public comment through August 16, 2023.

CONSENT AGENDA

A. Approve the June 28, 2023, RTAC Meeting Minutes

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

SPECIAL ITEM

A. Status Report – Strategic Initiatives

Scott Luekenga with the Idaho Transportation Department provided an update on the local Strategic Initiatives Grant program. Applications are currently being accepted through September 1, 2023; grants are expected to be awarded October 19-27, 2023.

ACTION ITEMS

A. Recommend Adoption of a Board Administrative Modification to the FY2023-2029 Regional Transportation Improvement Program (TIP)

Matt Carlson, COMPASS, and Bob Watkins, Golden Gate Highway District, presented a modification to the FY2023-2029 TIP to combine and increase the cost of two projects.

After discussion, **Vince Trimboli moved and Mark Steuer seconded to recommend COMPASS Executive Committee's approval of a resolution modifying the FY2023-2029 TIP.** Motion passed unanimously.

B. Recommend Approval of the FY2025-2031 COMPASS Application Guide

Matt Carlson presented the draft FY2025-2031 COMPASS Application Guide.

Crystal Craig moved and Tessa Greigor seconded to recommend COMPASS Board of Directors' approval of the FY2025-2031 COMPASS Application Guide. Motion passed unanimously.

C. Recommend FY2024 *Communities in Motion* Implementation Grants and Project Development Program Projects

Matt Carlson, with assistance from the cities of Nampa and Kuna, presented the FY2024 *Communities in Motion* Implementation Grant and Project Development Program rankings for local projects.

After discussion, **Mark Steuer moved and Doug Hanson seconded to recommend COMPASS Board of Directors' approval of the FY2024 *Communities in Motion* Implementation Grants and Project Development Program projects as presented.** Motion passed unanimously.

INFORMATION/DISCUSSION ITEM

A. Status Report – Update of the Draft of the Long-Range Planning Functional Classification Map

Mary Ann Waldinger reviewed the process used to update the Long-Range Planning Functional Classification Map and presented the resulting updated map.

Next Meeting: August 9, 2023

ADJOURNMENT

Tom Laws moved and Alissa Taysom seconded to adjourn the meeting. Motion passed unanimously.

Vice Chair Miranda Carson adjourned the meeting at 9:36 am.

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RTAC AGENDA ITEM IV-A

DATE: August 9, 2023

Topic: *Communities in Motion 2050* Amendment, FY2024-2030 Regional Transportation Improvement Program, and Associated Air Quality Conformity Demonstration

Request/Recommendation:

COMPASS staff requests RTAC recommendation of COMPASS Board of Directors' adoption of Resolution Xa-2023 (Attachment 1) amending *Communities in Motion 2050* (CIM 2050), and Resolution Xb-2023 (Attachment 2) approving the FY2024-2030 Regional Transportation Improvement Program (TIP) and associated air quality conformity demonstration for Northern Ada County.

Background/Summary:

CIM 2050 Amendment

Long-range transportation plans, such as CIM 2050, must be fiscally constrained, meaning they can only include projects that have funding identified to pay for them. When funding is identified to pay for new projects or when funding is removed from future projects that had been identified as "funded," the long-range transportation plan must be amended to reflect these changes. To that end, COMPASS is proposing to amend CIM 2050 to add five new funded projects. The details of the proposed changes are included in Attachment 1.

FY2024-2030 TIP

The TIP is updated annually; the draft FY2024-2030 TIP is this annual update. The full FY2024-2030 TIP project list is provided on the COMPASS website under "supplemental information" at the link below. The full project list includes all project changes approved through modifications that have occurred since development of the draft project list. An updated Major Changes List, which lists all major changes as compared to the FY2023-2029 TIP, is provided in Attachment 3.

Staff is working on the TIP document that includes a description of federal requirements and explains the effect of projects in the TIP project list on the overall transportation system. This document will be posted on the COMPASS website when complete.

Associated Air Quality Conformity Demonstration

The draft air quality conformity demonstration for Northern Ada County for the draft FY2024-2030 TIP and proposed amendment to CIM 2050 is also provided on the COMPASS website under "supplemental information" and linked below. The proposed TIP project list and CIM 2050 amendment conform to air quality budgets approved for Northern Ada County.

Public Comments

A public comment period was held June 30 through July 31, 2023, to address the proposed amendment, TIP project list, and air quality conformity demonstration.

A total of 29 individuals commented:

- 9 comments related to projects in the proposed CIM 2050 amendment
- 27 comments related to the draft FY2024-2030 TIP
- 6 comments related to the air quality conformity demonstration

Verbatim public comments from the public comment period are provided in “supplemental information” and linked below. Staff does not recommend changes based on public comments received.

ITD received comments during a July public comment period on the draft FY2024-2030 Idaho Transportation Investment Program (the statewide equivalent of the regional TIP). ITD is still in the process of reviewing the comments it received, so they are not yet ready for distribution. When available, these comments will be shared with the COMPASS Board of Directors and posted on the COMPASS website.

Implication (policy and/or financial):

The amendment to CIM 2050 and associated air quality conformity demonstration ensures that the plan continues to meet federal fiscal constraint requirements and enables work on new short-term funded projects to begin immediately.

The FY2024-2030 TIP and air quality conformity demonstration are not official until adopted by the COMPASS Board of Directors and Idaho Transportation Board and approved by the Federal Highway Administration, Federal Transit Administration, and the Environmental Protection Agency. The current FY2023-2029 TIP will remain in effect, allowing work on projects to continue, until final approval of the FY2024-2030 TIP, anticipated by December 31, 2023. Changes to projects in early FY2024 occur via amendments to both TIPs.

More Information:

- 1) Attachment 1 – Resolution Xa-2023 (CIM 2050 Amendment)
- 2) Attachment 2 – Resolution Xb-2023 (FY2024-2030 TIP and Air Quality Conformity)
- 3) Attachment 3 – Major Changes Report for the FY2024-2030 TIP
- 4) Link to draft FY2024-2030 TIP project list: https://compassidaho.org/wp-content/uploads/RTAC_Draft_AQConformity_080923.pdf
- 5) Link to draft Air Quality Conformity Demonstration: https://compassidaho.org/wp-content/uploads/080923_RTAC_Draft_AQConformity.pdf
- 6) Link to public comments received: https://compassidaho.org/wp-content/uploads/24-30_PublicCommentsVerbatim.pdf
- 7) For detailed information contact: Austin Miller, Principal Planner, at 208/475-2239 or amiller@compassidaho.org; or Toni Tisdale, Principal Planner, at 208/475-2238 or ttisdale@compassidaho.org.

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RESOLUTION NO. Xa-2023

FOR THE PURPOSE OF AMENDING *COMMUNITIES IN MOTION 2050*

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

WHEREAS, the Infrastructure Investment and Jobs Act (IIJA), Title 23 United States Code Section 134, and Title 49 United States Code Section 5303 requires metropolitan planning organizations to prepare regional long-range transportation plans covering a period of no less than 20 years;

WHEREAS, IIJA, Title 23 United States Code Section 134 and Title 49 United States Code Section 5303 require projects contained in regional long-range transportation plans to be financially constrained;

WHEREAS, the amendment to *Communities in Motion 2050* adds five new funded projects to the plan. Details are attached;

WHEREAS, the 1990 Clean Air Act Amendment requires all transportation plans and programs in nonattainment or maintenance areas demonstrate conformity to applicable state implementation plans for air quality improvement;

WHEREAS, COMPASS has performed an air quality conformity demonstration and has concluded the proposed amendment complies with applicable state implementation plans;

WHEREAS, IIJA, Title 23 United States Code Section 134 and Title 49 United States Code Section 5303 require the long-range transportation plan be developed and amended in consultation with all interested parties;

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

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

WHEREAS, the Community Planning Association of Southwest Idaho has developed this amendment to *Communities in Motion 2050* in compliance with all applicable state and federal regulations.

NOW, THEREFORE, BE IT RESOLVED, that the Community Planning Association of Southwest Idaho Board of Directors approves this amendment to *Communities in Motion 2050*.

ADOPTED this 21st day of August 2023.

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

ATTEST:

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

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**Communities in Motion 2050
Proposed Amendment #1**

The proposed amendment would add five new funded projects:

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

Conduct high-level environmental and technical analyses on identified public transportation alternatives for high-capacity transit service south of the Boise River to be carried forward to a future federal environmental process.

Sponsoring Agency: COMPASS

Year: 2024-2025

Cost: \$1,000,000

Pathway – Greenbelt Connection near 52nd Street, City of Garden City

Design and construct a pathway and bicycle/pedestrian bridge to alleviate the need for an existing ½-mile Boise River Greenbelt detour between 52nd Street and Remington Street in the City of Garden City. The pathway will connect the Greenbelt with existing pathways on Plantation Island approximately 230 feet upriver from the intersection of the Greenbelt and 52nd Street.

Sponsoring Agency: City of Garden City

Year: 2028

Cost: \$2,118,000

State Highway 55 – Beacon Light Road to Brookside Lane, Ada County

Widen State Highway 55 from Beacon Light Road just north of the City of Eagle to Brookside Lane in Ada County.

Sponsoring Agency: Idaho Transportation Department

Year: 2029

Cost: \$14,357,000

Study – State Highway 55, State Highway 44 to Brookside Lane, City of Eagle

Evaluate the environmental impacts and operational improvements of adding capacity to the State Highway 55 corridor from State Highway 44 to Brookside Lane in the City of Eagle.

Sponsoring Agency: City of Eagle

Year: Preliminary Development

Cost: \$3,000,000

Study – I-84 and Ustick Road Interchange Justification Report, City of Caldwell

Complete an Interchange Justification Report (IJR) for a possible future interchange at Interstate 84 and Ustick Road in the City of Caldwell.

Sponsoring Agency: City of Caldwell

Year: 2024

Cost: \$700,000

RESOLUTION NO. Xb-2023

**FOR THE PURPOSE OF APPROVING THE
FY2024-2030 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM AND
ASSOCIATED AIR QUALITY CONFORMITY DEMONSTRATION**

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

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

WHEREAS, the 1990 Clean Air Act Amendment requires all transportation plans and programs in nonattainment or maintenance areas demonstrate conformity to applicable state implementation plans for air quality improvement;

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

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

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

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

WHEREAS, the Community Planning Association of Southwest Idaho has developed the FY2024-2030 Regional Transportation Improvement Program for Ada and Canyon Counties, and associated air quality conformity demonstration for Northern Ada County, in compliance with all applicable state and federal regulations.

NOW, THEREFORE, BE IT RESOLVED, that the Community Planning Association of Southwest Idaho Board of Directors approves the FY2024-2030 Regional Transportation Improvement Program and the associated air quality conformity demonstration.

ADOPTED this 21st day of August 2023.

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

ATTEST:

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

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Major Changes List

Draft FY2024-2030 Regional Transportation Improvement Program (TIP)

For this report, “major changes” are defined as new or removed projects, projects with advanced or delayed construction, and projects with major changes in scope, as compared to the FY2023-2029 TIP. Projects are listed in alphabetical order of project name by funding program.

Bridge Preservation/Restoration

Key Number	Project	Year of Funding	Total Programmed Cost
New			
ORN24099	Linder Road Overpass, Overland Road to Franklin Road, Meridian [^]	PD	\$25,325,000
Delayed			
23188	I-84 and SH-44 Interchange Replacement, Canyon County	FY2028 to FY2029-2030	\$34,020,000
23879	SH-21, Mores Creek Bridge Repair, Ada County	FY2026 to FY2027	\$5,750,000

[^]Project is funded with multiple funding sources.

Competitive Grants (Federal Funds)

Key Number	Project	Year of Funding	Total Programmed Cost
Delayed			
23179	Transit - State Street Premium Corridor, Part 2, Boise Area, VRT	FY2023 to FY2024-2025	\$10,572,000
23970	Transit, Vehicle Replacements, VRT	FY2023 to FY2024-2025	\$20,000,000

Freight

Key Number	Project	Year of Funding	Total Programmed Cost
Advanced			
23731	Northside Boulevard and Karcher Road, Intersection Improvements, Nampa	PD to FY2026	\$5,370,000

Local Highway Local Partnerships (Local Funds)

Key Number	Project	Year of Funding	Total Programmed Cost
New			
ORN24237	I-84, Interchange Modification Report, Nampa [^] (started as KN NEW13)	FY2023-2024	\$400,000
ORN24099	Linder Road Overpass, Overland Road to Franklin Road, Meridian [^]	PD	\$25,325,000
ORN24229	Middleton Road, SH-55 (Karcher) to Flamingo Avenue, Nampa [^]	PD	\$4,427,000
ORN24236	Pathway, Matthew Peltzer Trailhead at Wilson Park, Nampa [^]	PD	\$842,000
ORN24182	Pedestrian Underpass, SH-55, Caldwell	FY2030	\$2,500,000
23638	SH-55, Beacon Light Road to Brookside Lane, Ada County	FY2029	\$14,357,000
NEW2	Study, Interchange Justification Report, I-84 and Ustick Road, Caldwell	FY2024	\$700,000
ORN24237	Study, Interchange Modification Report, I-84 and SH-16, Nampa [^] (started as KN NEW13)	FY2023-2024	\$400,000
ORN24238	Study, SH-45 Realignment NEPA, Nampa [^] (started as KN NEW12)	FY2023-PD	\$600,000
102502	Ustick Road, McDermott Road to Black Cat Road	FY2027	\$10,818,000

Key Number	Project	Year of Funding	Total Programmed Cost
Change in Scope			
23095	Five Mile Road Overpass and Widening, Boise ^{^*}	FY2029	\$29,759,000
Removed			
RD203-04	Five Mile Road, Overland Road to Franklin Road Construction, Boise (merged with KN 23095 above)	FY2029	\$18,145,000
RC0207	Linder Road, Overland Road to Franklin Road, Widen and Overpass, Meridian (moved to KN ORN24099)	PD	\$21,221,000
NEW12	Study, SH-45 NEPA, Nampa [^] (moved to KN ORN24238)	PD	\$200,000

[^]Project is funded with multiple funding sources.

*Existing project was environmental only, added construction costs.

Local Highway Transportation Management Area (TMA) (Federal Funds)

Key Number	Project	Year of Funding	Total Programmed Cost
New			
ORN24215	Commuteride, ACHD – FY2030	FY2030	\$220,000
ORN24222	Pathway, Greenbelt Connection near 52nd Street, Garden City	FY2028	\$2,118,000
ORN24227	Pathway, SH-55 (Eagle Road), Jasmine to McMillan, West Side, Boise	PD	\$1,258,000
ORN24234	Pathway, SH-55 (Eagle Road), McMillan to US 20/26 (Chinden) East Side, Boise	PD	\$1,108,000
ORN24228	Pedestrian Crossing Safety Access, ACHD	PD	\$2,357,000
ORN24223	Planning, Communities in Motion Update, COMPASS	PD	\$650,000
ORN24216	Planning, COMPASS – FY2030	FY2030	\$232,000
ORN24219	Roadway and ADA Improvements, Boise Area – FY2030	FY2030	\$7,581,000
ORN24217	SR2S, VRT, Ada County – FY2030	FY2030	\$280,000
ORN24233	Study, Carbon Reduction Strategy, COMPASS	FY2024	\$180,000
ORN24224	Study, Travel Characteristics Study, COMPASS	PD	\$1,500,000
ORN24221	Transit - Orchard Transit Facility Improvements, VRT, Boise	FY2024-2025	\$2,700,000
ORN24220	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY2030	FY2030	\$1,457,000
Advanced			
20542	Pathway, SH-55 (Eagle Road), Franklin Road to Pine Avenue, Meridian	PD to FY2028	\$627,000
23678	Study, Transportation System Management and Operations Plan, COMPASS	PD to FY2028	\$250,000
Delayed			
23324	Garden Street Multi-Use Pathway, Cassia Park to Albion Street, Boise	FY2024 to FY2025	\$1,712,000
13918	Pathway, Rail with Trail, Meridian	FY2024 to FY2025	\$540,000
22931	Pathway, SH-55 (Eagle Road), McMillan Road to US 20/26, Boise	FY2027 to PD	\$1,423,000
Change in Scope			
20259	Roadway and ADA Improvements, Part 1, Boise Area – FY2023 (Reduced number of segments to match budget. Remaining segments will be included in future projects.)	FY2024-2025	\$8,314,000

Local Highway Large Urban (Federal Funds)

Key Number	Project	Year of Funding	Total Programmed Cost
New			
ORN24229	Middleton Road, SH-55 (Karcher) to Flamingo Avenue, Nampa ^	PD	\$4,427,000
23917	Pathway, Canyon Street Phase 2, Nampa (split into two projects KN 23915 and 23917)	FY2026	\$345,000
ORN24236	Pathway, Matthew Peltzer Trailhead at Wilson Park, Nampa ^	FY2025	\$842,000
NEW1	Pathway, Orr Multi-Use Pathway, Nampa	FY2027-2028	\$2,416,000
ORN24230	Pedestrian Improvements, West Park, Nampa	FY2026	\$323,000
ORN24239	SR2S, VRT, Canyon County – FY2028	FY2028	\$50,000
ORN24237	Study, Interchange Modification Report, I-84 and SH-16, Nampa ^ (started as KN NEW13)	PD	\$400,000
ORN24238	Study, SH-45 Realignment NEPA, Nampa ^ (started as KN NEW12)	PD	\$600,000
Advanced			
22017	Cherry Lane, Franklin Boulevard to 11th Avenue North, Nampa	PD to FY2027	\$1,631,000
23025	Pathway, Grimes City Pathway Extension, Nampa	PD to FY2024	\$650,000
22018	Pedestrian Improvements and Widening, Montana Avenue, Caldwell	PD to FY2027	\$596,000
23320	Study, Smart Corridors, Nampa Area, COMPASS	PD to FY2027	\$140,000
Change in Scope			
22438	Cherry Lane, 11 th Avenue North to Idaho Center Boulevard, Nampa (corrected description to match intent of project)	PD	\$1,665,000
23915	Pathway, Canyon Street Phase 1, Nampa (split into two projects: KN 23915 and 23917)	FY2026	\$536,000

^Project is funded with multiple funding sources.

Pavement Preservation/Restoration

Key Number	Project	Year of Funding	Total Programmed Cost
New			
ORN24117	SH-44, I-84 to Star Road, Ada and Canyon Counties	FY2027	\$1,542,000
ORN24118	SH-44, SH-16 to SH-55 (Eagle Road), Canyon and Ada Counties	FY2030	\$2,054,000
ORN24054	SH-55, SH-44 (State Street) to Payette River Bridge, Ada and Boise Counties	FY2030	\$4,593,000
ORN24062	US 20, I-84 to SH-55 (Eagle Road), Canyon and Ada Counties	FY2027	\$4,609,000
ORN24058	US-95, Parma North City Limit to Junction I-84, Canyon and Payette Counties	FY2029	\$1,852,000
Advanced			
23626	SH-45, Junction SH-78 to Deer Flat Road, Sealcoat, Canyon County	FY2027 to FY2025	\$1,220,000
23542	SH-55 (Eagle Road), I-84 to SH-44, Sealcoat, Ada County	FY2027 to FY2025	\$2,945,000
23163	SH-55, Pavement Preservation, Sealcoat, Owyhee and Canyon Counties	FY2027 to FY2025	\$899,000
23167	US-95, Parma North City Limit to I-84, Canyon and Payette Counties	FY2027 to FY2026	\$9,039,000
23162	US-95, Pavement Preservation, Canyon County	FY2027 to FY2026	\$1,469,000
Delayed			
23544	I-84, Interchange Ramps, Ada and Canyon Counties	FY2027 to FY2030	\$5,800,000
20612	SH-21, Pavement Preservation, Ada and Boise Counties	FY2026 to FY2027	\$5,362,000
23561	SH-45, Deer Flat Road to I-84B, Canyon County	FY2029 to FY2030	\$10,489,000
22699	SH-69, Pavement Preservation, Sealcoat, Kuna to Meridian	FY2024 to FY2025	\$3,149,000

Public Transportation

Key Number	Project	Year of Funding	Total Programmed Cost
New FTA 5303			
19144	Planning, FTA Metropolitan Planning Funds, COMPASS	Added FY2028	\$458,000
New FTA 5307			
18854	Planning and Mobility Implementation, Boise Area, VRT	Added FY2028	\$1,585,000
18842	Planning and Mobility Implementation, Nampa Area, VRT	Added FY2028	\$609,000
20043	Transit – Above and Beyond ADA Paratransit, Nampa Area	Added FY2028	\$500,000
18786	Transit – Operations – Fixed Route and Mobility Management, Nampa Area, VRT	Added FY2028	\$1,508,000
19041	Transit – Operations – Mobility Management, Boise Area, VRT	Added FY2028	\$4,188,000
18914	Transit – Preventive Maintenance and Demand Response, Nampa Area, VRT	Added FY2028	\$819,000
19137	Transit – Preventive Maintenance and Paratransit, Boise Area, VRT	Added FY2028	\$2,029,000
18788	Transit – Rolling Stock, Infrastructure, and Technology, Boise Area, VRT	Added FY2028	\$268,000
18781	Transit – Rolling Stock, Infrastructure, and Technology, Nampa Area, VRT	Added FY2028	\$1,320,000
Change FTA 5307			
20043	Transit – Above and Beyond ADA Paratransit, Nampa Area*	Removed FY2025-2028	\$762,000
New FTA 5310			
19691	Transit – Acquisition of Service, Boise Area, VRT	Added FY2028	\$625,000
19464a	Transit – Acquisition of Service, Nampa Area, VRT	Added FY2028	\$504,000
New FTA 5311			
19380c	Transit – Marketing, Planning, and Preventive Maintenance, TVT	FY2024	\$663,000
New FTA 5339			
19122	Transit – Rolling Stock, Infrastructure, and Technology, Boise Area, VRT	Added FY2028	\$663,000
20136e	Transit – Rolling Stock, Infrastructure, and Technology, Nampa Area, VRT	Added FY2028	\$323,000

*Increased FY2024 funding and removed FY2025-2028, as a study is in process to determine needs for future years.

Safety

Key Number	Project	Year of Funding	Total Programmed Cost
New			
ORN24294	Railroad Crossing, North Black Cat Road, Meridian	FY2029	\$660,000
ORN24293	Railroad Crossing, South 4th Avenue Closure, Caldwell	FY2024	\$230,000
ORN24079	US-95, Sign Face Replacement – FY2024	FY2024	\$816,000
Delayed			
20537	Railroad Crossing, Benjamin Lane, Boise	FY2024 to FY2026	\$350,000
20358	Railroad Crossing, Lemp Lane, Canyon County	FY2024 to FY2027	\$280,000
Removed			
23806	I-84, Striping – FY2027	FY2027	\$740,000
23807	I-84, Striping – FY2028	FY2028	\$740,000
23808	I-84, Striping – FY2029	FY2029	\$740,000

State Highway Capacity

Key Number	Project	Year of Funding	Total Programmed Cost
New			
ORN24099	Linder Road Overpass, Overland Road to Franklin Road, Meridian (construction overpass only)	PD	\$6,500,000
23566	Study, SH-55, Junction SH-44 to Brookside Lane, Eagle	PD	\$3,000,000

Key Number	Project	Year of Funding	Total Programmed Cost
ORN24310	US 20, Middleton Road to Star Road, Eastbound, Ada and Canyon Counties	FY2024	\$56,460,000
ORN24309	US 20, Middleton Road to Star Road, Westbound, Ada and Canyon Counties	FY2024	\$84,720,000
Delayed			
23437	I-84 Centennial Interchange to Franklin Interchange, Caldwell	FY2023 to FY2024-2025	\$34,020,000
23408	SH-16, Ustick Road to US 20/26, Ada County	FY2023 to FY2024-2026	\$126,604,000
20574	SH-44 (State Street), Star Road to SH-16, Ada County	FY2027 to FY2028	\$24,449,000
23335	SH-55 (Karcher Road), Pear Lane to Farmway Road, Design, Canyon County	FY2025 to FY2026	\$58,400,000
Changed Scope			
23095	Five Mile Road Overpass and Widening, Boise^*	FY2029	\$31,759,000
23337	US 20/26, Middleton Road to Star Road, Ada and Canyon Counties (moved construction to KN ORN24310 and ORN24309)	FY2024	\$174,100,000
Removed			
23591	Five Mile Road, I-84 Overpass Construction, Boise (merged with KN 23095 above)	FY2029	\$9,400,000

^Project is funded with multiple funding sources.

*Existing project was environmental only, added construction costs.

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RTAC AGENDA ITEM IV-B

August 9, 2023

Topic: Proposal to Add Three Funded Projects to the Regional Transportation Improvement Program (TIP)

Request/Recommendation:

Ada County Highway District (ACHD) and the City of Middleton request RTAC acceptance to open public comment to start the amendment process to add three funded projects to the TIP. Future action would amend *Communities in Motion 2050*, as necessary, and the TIP.

Background/Summary

COMPASS staff received requests (attached) to add three new projects to the TIP. Each of the projects will use local funding for the initial stages of project development. Two of the three projects may apply for federal funding in the future.

- Replacement of the Fairview Avenue Bridge in the City of Boise (ACHD)
 - Phase: design
- Replacement of the Emerald Avenue Bridge in the City of Boise (ACHD)
 - Phase: design
- Realignment of Middleton Road, Sawtooth Drive to Boise/Murphy Street, in the City of Middleton
 - Phase: construction

Representatives from ACHD and the City of Middleton will present summaries of the projects and request acceptance to open public comment to start the TIP amendment process.

Timeline:

- September 1-15 – public comment period
- September 27 – RTAC requested to recommend a TIP amendment
- October 16 – COMPASS Board of Directors requested to adopt a TIP amendment

Implication (policy and/or financial):

Public comment is required prior to adding new projects to the TIP. So that COMPASS members are aware of and have the opportunity to provide input into upcoming projects before public comment is requested, RTAC is being requested to accept the proposals for release for public comment.

More Information:

- 1) Attachment: Request letters
- 2) For detailed information contact: Toni Tisdale, Principal Planner, at 208/475-2238 or ttisdale@compassidaho.org.



Alexis Pickering, President
Jim D. Hansen, Vice-President
David McKinney, Commissioner
Kent Goldthorpe, Commissioner
Miranda Gold, Commissioner

July 10, 2023

To: Matt Stoll, Executive Director
COMPASS
700 NE 2nd Street, Suite 200
Meridian, ID 83642

Dear Mr. Stoll:

ACHD would like to request the addition of the Fairview Avenue Bridge Replacement project to the Transportation Improvement Program. The project's extents are from N. Garden Street to Whitewater Park Boulevard and includes two bridge structures (2196 and 2197) over the Boise River. The new facility will accommodate up to four travel lanes for vehicle traffic, and bike facilities and greenbelt connections that meet ACHD's livable streets design metrics for a 1 or 2 level of traffic stress.

ACHD is preparing to start the initial scope phase of this project, which will include concept design and NEPA approval and may conclude with final design and PS&E.

If you have any questions, please feel free to contact Tom Ferch, Transportation Funding Coordinator, at tferch@achdidaho.org or 208-387-6157.

Sincerely,

A handwritten signature in black ink, appearing to read 'Justin Lucas', with a long horizontal line extending to the right.

Justin Lucas
Deputy Director, Planning and Projects
Ada County Highway District

connecting you to more



Matt Stoll
 Executive Director
 Community Planning Association of Southwest Idaho (COMPASS)
 700 NE 2nd Street
 Meridian Idaho 83642

Dear Director Stoll,

The Ada County Highway District (ACHD), the Idaho Transportation Department, District 3, and the City of Boise have growing concerns regarding the safety of the Emerald Bridge. In its current configuration, this critical bridge does not adequately provide a safe passage and commute to all users. Upcoming commercial and residential developments being considered in the area have a compounding effect, increasing the need for this structure to serve a variety of modes.

This concept has been shared with the elected leadership for ACHD, City of Boise, and the ITD Board Members. All agree that this issue needs to be fully addressed and have formed a partnership, with ACHD in the lead, to begin exploratory actions.

As such, we the undersigned are asking that COMPASS take steps to place an Emerald Bridge expansion project into the TIP at the earliest opportunity.

Sincerely,

Alexis Pickering
 President, Ada County Highway District
 Commission

Lauren McLean
 Mayor, City of Boise

J. Caleb Lakey

Digitally signed by J. Caleb Lakey
 DN: C=US, E="caleb.lakey@itd.idaho.gov",
 O=Idaho Transportation Department,
 OU=District 3, CN=J. Caleb Lakey
 Location: District 3, ITD
 Reason: I am approving this document
 Contact Info: District Administrator
 Date: 2023.07.14 15:50:16-06'00'

Caleb Lakey, P.E.
 District 3 Administrator
 Idaho Transportation Department

CC: Bruce Wong, Bre Bush



CITY OF MIDDLETON
1103 W. MAIN STREET, MIDDLETON, ID 83644
208-585-3133, 208-585-9601 FAX
WWW.MIDDLETONCITY.COM

July 19, 2023

Toni Tisdale
Principal Planner, Resource Development Team Lead
Community Planning Association (COMPASS)
700 NE 2nd Street, Suite 200
Meridian, ID 83642

Sent via email to: ttisdale@compassidaho.org

RE: Draft FY2024-2030 Regional Transportation Improvement Program

Toni,

The City of Middleton requests that the Middleton Road Realignment Project be added to the FY2024-2030 Regional Transportation Improvement Program.

This project consists of the extension of Middleton Road from the roundabout currently being constructed at Sawtooth Drive and South Middleton Road, north to the intersection of SH44 and North Middleton Road.

The City of Middleton is presently completing the right-of-way acquisition associated with this project. The first phase of the project, construction of a north and south travel lane between Sawtooth Drive and the intersection of Boise Street and Murphy Street (Murphy Street being immediately south of SH44 in the alignment of North Middleton Road), is anticipated to be constructed in 2024 as frontage improvements for an adjacent development. The cost of the overall project has been estimated at \$6.7M (Nov 2022, ENR CCI = 13,175).

Please contact me at 208-585-3133 if you have any further questions.

Jason Van Gilder
Public Works Director

Topic: Regional Housing Coordination Plan

Background/Summary:

The Infrastructure Investment and Jobs Act (IIJA), commonly referred to as the Bipartisan Infrastructure Law (BIL), was signed into law on November 15, 2021. Per this new law, metropolitan planning organizations that serve Transportation Management Areas (population over 200,000, including the Boise Urbanized Area) should develop “housing coordination plans.” This process is meant to address the integration of housing, transportation, and economic development strategies and may include projects and strategies that could be considered in the long-range transportation plan. In summer 2022, the affordable housing RTAC subcommittee developed a request for proposals and established selection criteria for a consultant to develop a Regional Housing Coordination Plan, in accordance with IIJA.

In October 2022, COMPASS reviewed proposals and selected ECONorthwest and Agnew::Beck to produce a Regional Housing Coordination Plan. The development of the plan kicked off in December 2022 and created a Regional Housing Coordination Workgroup comprised of:

- Cities and other local governments
- Housing organizations and partners
- Developers and real estate professionals
- Transportation agencies and partners
- Schools and educational partners
- Other (ex: healthcare partners)

The workgroup met on three occasions. At the first meeting, March 17, 2023, the workgroup discussed how housing markets work, reviewed a local housing market analysis (see Web App, below), identified local housing needs and impediments, and set a shared vision and goals moving forward. At the second meeting, May 22, 2023, the workgroup reviewed policy best practices (Attachment 1) and discussed what efforts are being done in the Treasure Valley to help frame key findings and guide recommended actions. At the third meeting, July 25, 2023, the workgroup reviewed the draft Action Sheets (Attachment 2), provided feedback on near-term implementation, and prioritized long-term strategies.

At the August 9, 2023, RTAC meeting COMPASS staff and ECONorthwest will review findings of the Regional Housing Coordination Plan, discuss next steps, and seek RTAC feedback. COMPASS staff and ECONorthwest will then present the Regional Housing Coordination Plan to the COMPASS Board of Directors in October 2023.

More Information:

- 1) Web App: https://econw.shinyapps.io/compass_regional_housing_app/
- 2) Attachment 1: Best Practices Memo
- 3) Attachment 2: DRAFT Action Sheets
- 4) For questions, contact Austin Miller at 208/475-2239 or amiller@compassidaho.org

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DATE: May 17, 2023
TO: COMPASS
FROM: Madeline Baron, Lorelei Juntunen, ECONorthwest
SUBJECT: COMPASS HOUSING POLICY BEST PRACTICES MEMORANDUM

Background

The Community Planning Association of Southwest Idaho (COMPASS) has contracted with ECONorthwest and Agnew::Beck Consulting to facilitate a regional housing coordination workgroup and Regional Housing Coordination Plan (the “plan”). This plan will be built on a common understanding of the affordability challenges that the Treasure Valley (here, defined as Ada and Canyon Counties) faces. It will foster regional coordination on housing production issues across the various regional entities and will offer solutions that respond to differing levels of need, staff capacity, land availability, and market conditions, among other considerations.

To guide the creation of the plan and eventually help implement it, COMPASS has created a Regional Housing Coordination Workgroup (the “workgroup”) consisting of local planners, public sector staff, housing developers, nonprofit service providers, researchers, and real estate and other experts. Understanding that the workgroup has numerous different perspectives represented, the first meeting included a level-setting presentation summarizing how housing markets function as well as data from an [interactive web-based data tool](#)¹ describing trends and snapshots of housing and population data for all sixteen jurisdictions in the Treasure Valley and the region as a whole.

This memorandum summarizes the housing market overview presentation including barriers to housing production, the importance of supply to healthy functioning markets, and the opportunities to unlock housing supply at different levels of government. Together, the data and this memorandum provide critical context for the workgroup stakeholders as they contemplate actions in the Regional Housing Coordination Plan that can help ameliorate the housing challenges facing Treasure Valley residents.

This memorandum has four sections. The first section steps through high-level housing challenges in the region. The second describes how housing markets should function as well as the importance of supply. The third evaluates how housing markets fail and the government interventions available to address market failures. And the fourth section highlights housing policies in place in the Treasure Valley region as a way to provide a foundation for discussion about coordinated action going forward.

¹ Link to data tool: https://econw.shinyapps.io/compass_regional_housing_app/#section-existing-housing

1) What are the Housing Challenges in the Treasure Valley?

Treasure Valley communities have been building a lot of housing in recent years (nearly 50,000 units have been permitted since 2019), but housing affordability pressures have barely lessened, as evidenced by dramatic rises in prices and rents, and steep declines in vacancy. These factors – the run-up in prices and rents, low vacancies, and the lagging impact of new development – can all be understood through the lenses of development feasibility and housing market fundamentals. Fundamentally, the region grew dramatically before and during the pandemic and has long been failing to build enough housing units to meet demand.

Key Takeaways



Treasure Valley communities are growing FAST and in uncoordinated ways. Housing supply has not kept pace with demand.



Every community has housing need at every income level.



Every community has a role to play in meeting housing need at every income level.



There are many ways to meet housing needs and regional coordination is needed.

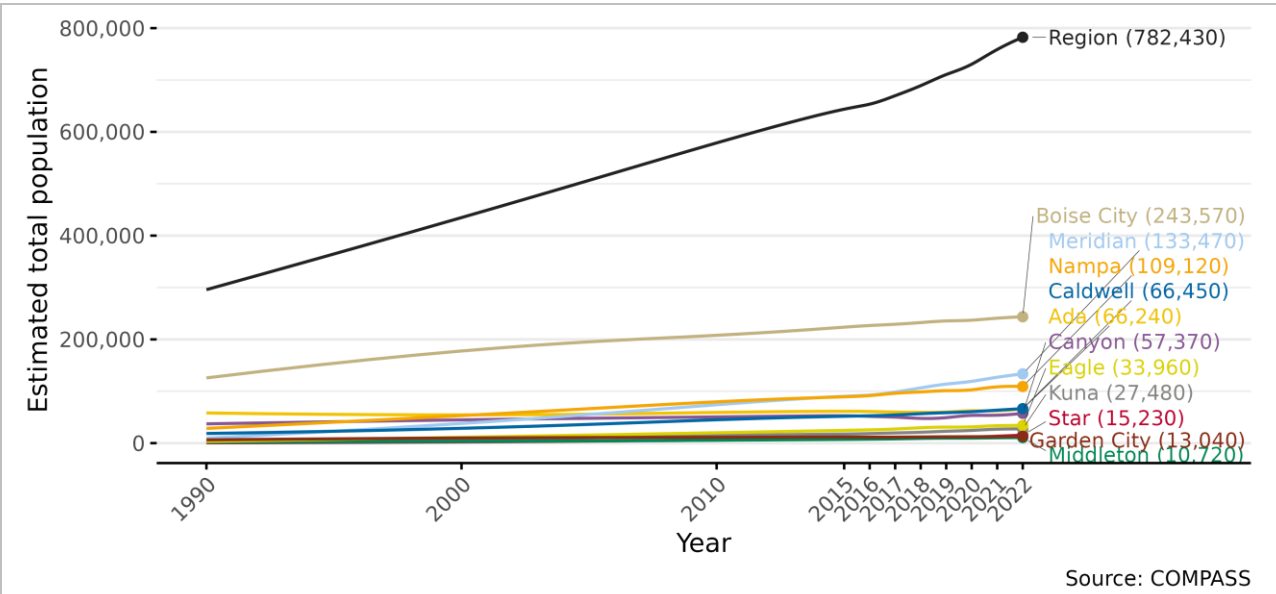
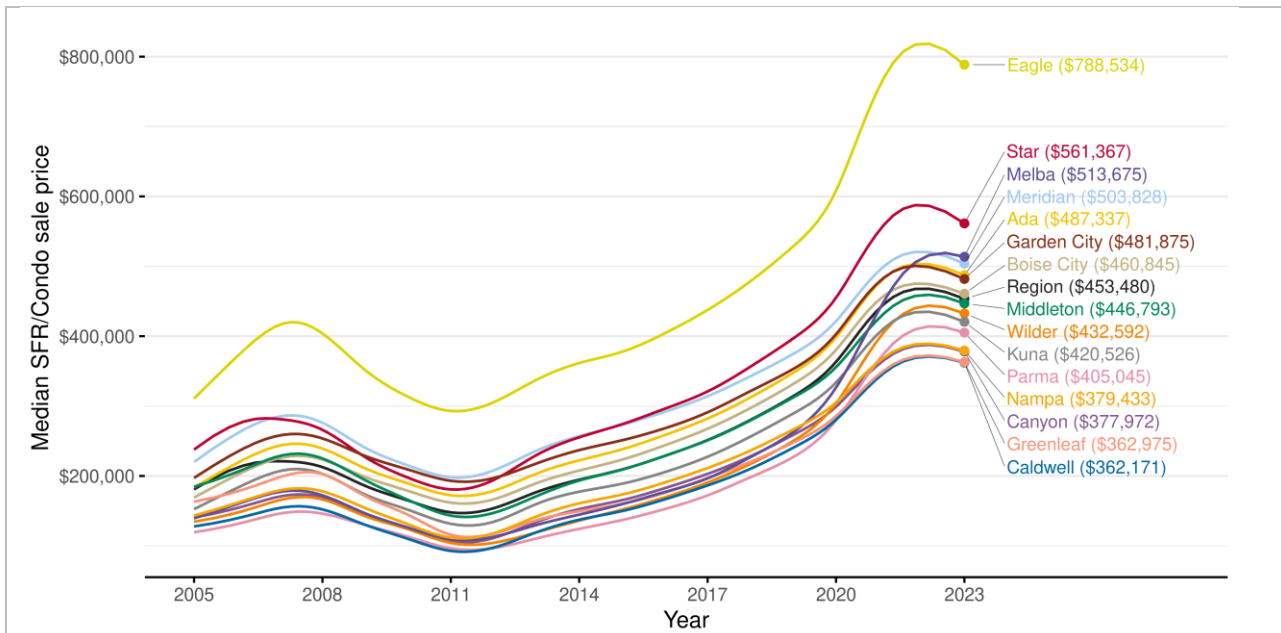


Figure 1. Population Growth, Treasure Valley Communities, 1990-2022

Source: ECONorthwest Analysis of COMPASS data

Figure 1 shows the region’s population growth. Between 2019 and 2021 the region’s population grew by nearly 75,000 people (or ~30,000 households based on blended 2021 household sizes).

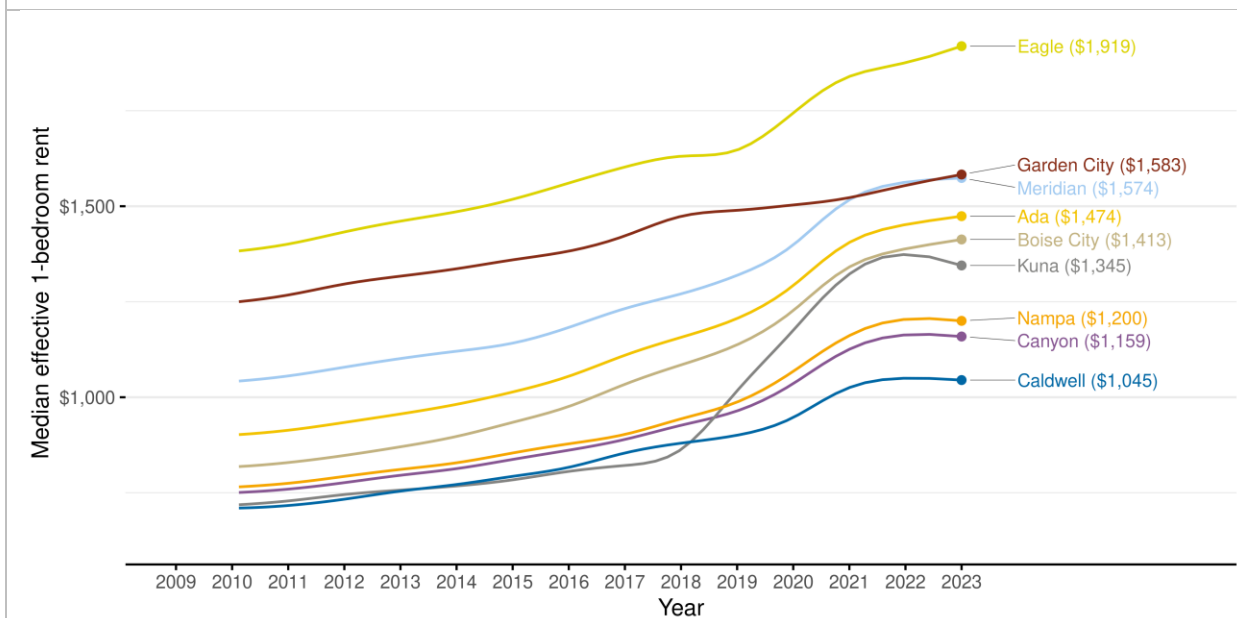


Source: Zillow
 Ada and Canyon prices include incorporated areas here

Figure 2. Zillow Median Single Family / Condominium Prices, Treasure Valley, 2005-2023

Source: ECONorthwest Analysis of Zillow data

Figure 2 shows the dramatic increase in median sales prices in different Treasure Valley communities over time.



Source: CoStar
 Notes: CoStar does not track apartment data in all study area geographies,
 Ada and Canyon rents include incorporated areas here

Figure 3. Zillow Median 1-Bedroom Monthly Rents, Select Treasure Valley, 2010-2023

Source: ECONorthwest Analysis of CoStar data

Figure 3 shows the steady increase in median monthly rents over time for selected communities.

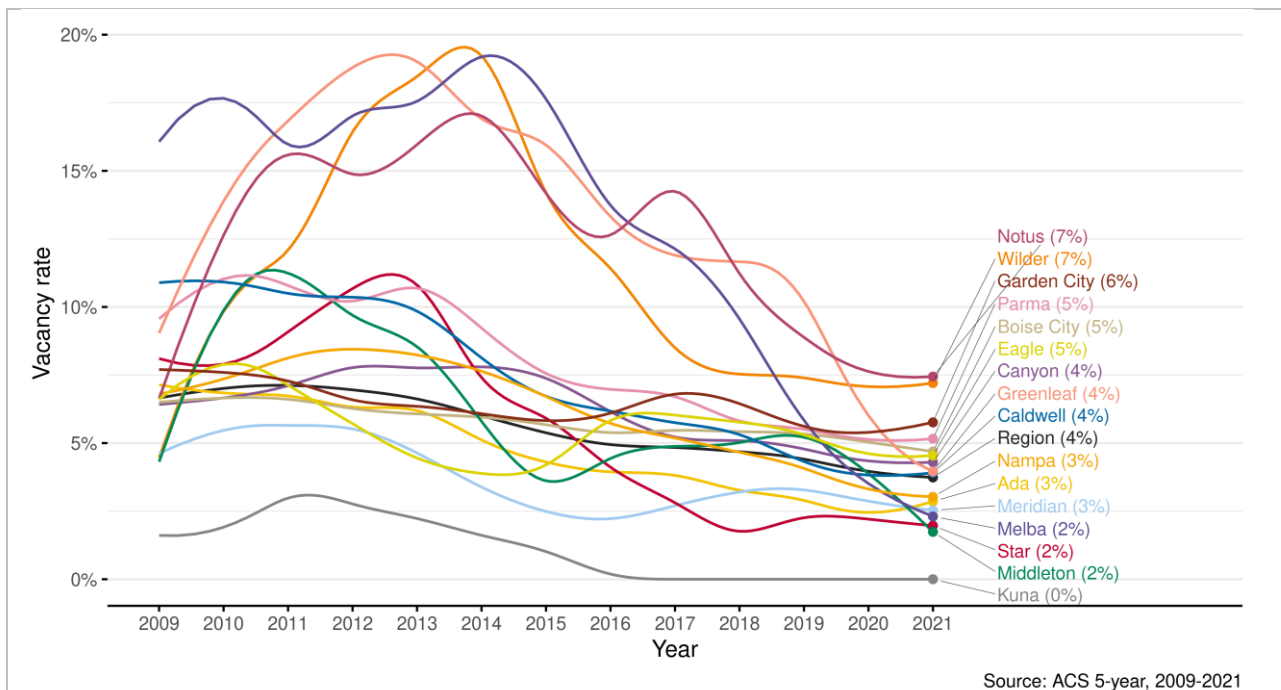


Figure 4. Rental Vacancy Rate, Treasure Valley, 2009-2021

Source: ECONorthwest Analysis of American Community Survey (ACS) data

Figure 4 shows the steep declines in rental vacancy rates in nearly every area in the Treasure Valley.

2) How are Housing Markets Supposed to Function?

In all cities in the U.S., the majority of new housing is delivered by the private market and is therefore influenced by economic and market factors. Housing markets operate under the laws of supply and demand, though they are greatly influenced by government interventions and market constraints.

- A region’s **housing supply** reflects the current housing stock, including the types and tenures of units, size, characteristics, location, and access to amenities.
- Collective **housing demand** reflects the number of households that have preferences for certain housing types in certain locations and at certain prices. This housing demand is the aggregate result of individual housing preferences that are unique to a given household and their needs, incomes, and characteristics.
- The **housing prices and rents** in a region reflect the number of households in a market (demand) and the amount and type of housing available (supply). Prices, rents, and vacancies may vary between neighborhoods but are reflective of entire regional housing markets.

Changing prices can indicate that supply and demand are imbalanced: rising prices and low vacancy rates typically signal that demand outpaces supply, whereas falling prices and high vacancy rates can indicate the opposite. In addition, the amenities of a particular housing type, like size, bedroom count, or quality of finishes, will affect its price. The demand for particular

housing types, such as three-bedroom rentals, can be imbalanced with the supply of those unit types, thereby affecting the market price and vacancy rate.

Generally, the supply of housing increases in response to rising prices and rents, and the new supply can help to meet demand and slow the rate of price increases. However, just as observed in Treasure Valley, many regional housing markets face constraints that make it challenging to build new units and quickly increase supply.

A healthy housing market needs a wide array of housing types available in different locations, tenures (ownership and rental), offering different sizes, features, and prices affordable across the entire income spectrum. A healthy housing market has enough stock to meet demand (including demand for second and vacation homes) and to allow for a natural rate of vacancy, demolition, and turnover.

Unfortunately, housing markets rarely function the way they are supposed to and the private sector housing market does not generate enough housing supply or choice to meet the diverse needs of a given community. Every state² and nearly every city in the country has too few affordably priced units to meet the needs of low-income households. And households of color are disproportionately paying too much of their incomes on housing costs, and systematically face discrimination in housing across the country.³ Public supports – from fair housing laws to rent assistance to subsidies for affordable housing development – are necessary even in housing markets that are producing adequate amounts of housing supply.

How Does New Supply Enter a Regional Market?

Most new housing enters the housing market at high prices, driven by the costs of building and financing new housing products and, to a lesser extent, by the investment returns sought by for-profit developers. A smaller share of new subsidized housing that is regulated to be affordable to low-income households enters the market at lower prices. Over time, housing depreciates and becomes relatively more affordable as it ages and as housing preferences and standards change. As new housing becomes available, perhaps meeting new standards or preferences, it is typically occupied by households with incomes at the higher end of the market. As these households move, their old housing becomes vacant for a household with a lower income to occupy. This creates a “migration chain” (or filtering) where housing depreciates and becomes more affordable over time and is occupied by lower-income households over time.

² National Low Income Housing Coalition. 2022. “The Gap: A shortage of affordable homes.”

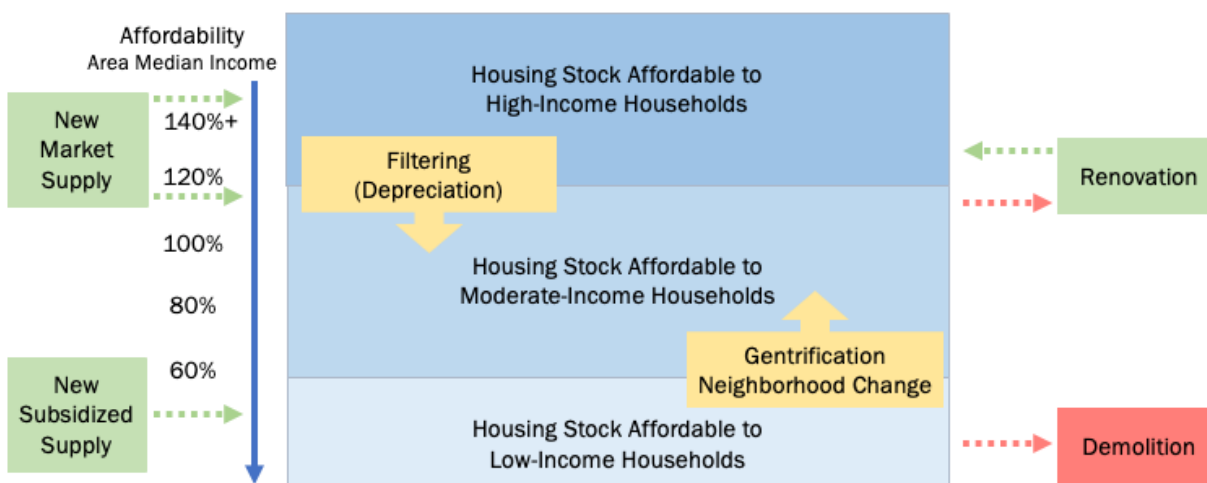
https://nlihc.org/sites/default/files/gap/Gap-Report_2022.pdf

³ Harvard Joint Center for Housing Studies. 2022. “The State of the Nation’s Housing 2022.”

https://www.jchs.harvard.edu/sites/default/files/reports/files/Harvard_JCHS_State_Nations_Housing_2022.pdf

Figure 5. Illustration of Housing Market Filtering

Source: ECONorthwest



New housing supply is essential to replace depreciated units and modernize the stock to changing preferences, and to meet increased demand for housing and maintain relative affordability in a market. Increased housing demand comes from household growth, either as in-migration (e.g., new entrants to a region), new household formation (e.g., young people moving out of family homes or roommates becoming individual households), or both.

However, on its own, filtering is not a solution (neither near-term nor long-term) to housing affordability challenges in a market. Because of the long lifespan of residential properties, the filtering process can take decades, or even generations. Further, it does not guarantee housing will become affordable, particularly for households with low incomes for the following reasons:

- When there is no development happening in a region, filtering does not occur.
- When a market is undersupplied and demand outpaces supply (marked by rapidly rising prices), filtering can operate in reverse, resulting in the gentrification of places and potential displacement of existing residents.
- Even when filtering is occurring according to theory, and new supply is lowering the average price of housing in a market, market-rate housing is unlikely to meet the needs of a region’s lowest-income residents because of the fundamentals of development feasibility relating to meeting investment return requirements and / or generating profits (see page 8 for more information on development feasibility).

How Does New Supply Get Built on a Site?

A region’s housing supply is built one project at a time, be it a single unit in a detached home, a multi-unit apartment, or a new planned development. Housing development relies on inputs set by numerous interrelated markets and players, and each input to development functions in its own market with supply and demand factors constantly in flux. Figure 6 illustrates the high-level factors that must align for a developer to be able to develop housing.

On a parcel of **land**, landowners and property developers evaluate a site for the economically highest and best use allowed, be that office, residential, commercial, or vacant land, depending on the parcel's unique characteristics. Nonprofit or government actors will also consider uses that are mission oriented.

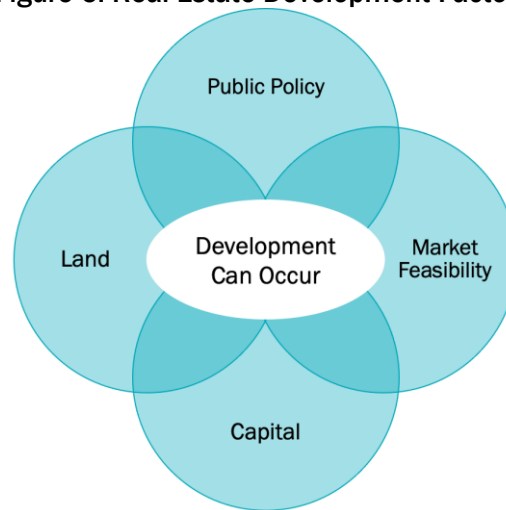
Public policies, like land use restrictions or zoning, dictate what types of development can occur and where, usually for aesthetic, health, safety, or economic reasons. Through public infrastructure (e.g., fire service boundaries) and regulations (e.g. septic tank restrictions), public policies can also dictate the parcels that can be developed based on road access, sewer and water infrastructure, insurance coverage, and other factors.

Market feasibility is a robust process that assesses the demand for development – comparing the expected revenues against the investment costs (e.g., labor and materials) – for the desired types of development (see Figure 7). If a development project is not feasible, it will not be built without a subsidy.

The availability of **capital** is necessary to pay for the costs of development, and influences market feasibility through the financing terms set by the lender and the returns expected by the investor. When real estate development cannot meet return requirements, return-seeking capital will flow to other sectors such as stocks and bonds.

Development occurs when all these factors align: land is available and properly zoned, regulations allow the desired type of development, the product is financially feasible, and capital can be deployed for an investment return. Changes to any of these four factors can affect when, where, and whether a project can be developed, as well as the types of development that can occur. Influencing development – either encouraging or prohibiting it – can take many forms and can come from government, the general public, the private sector, or others.

Figure 6. Real Estate Development Factors



Source: ECONorthwest.

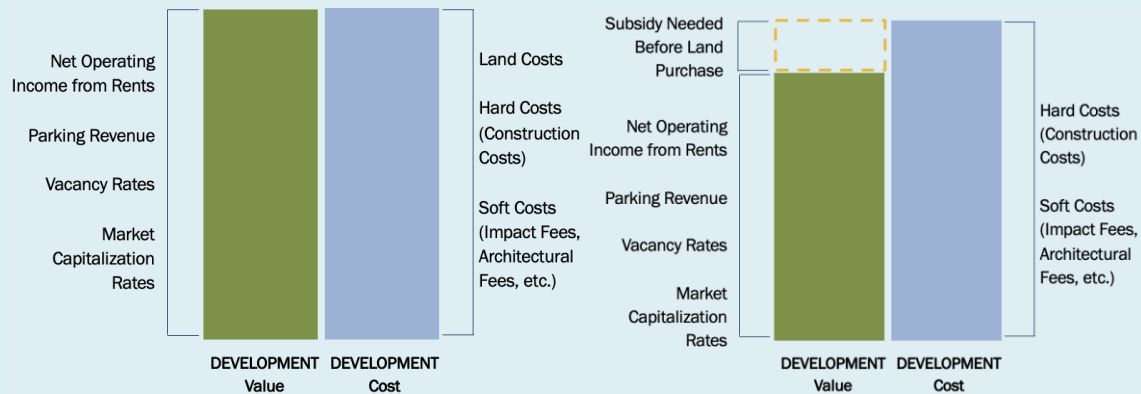
What is Financial Feasibility?

Figure 7 below illustrates one method of evaluating financial feasibility for a new development project, showing both feasibility and infeasibility. In evaluating financial feasibility developers will compare the total costs to build the project (shown in blue) including the hard construction costs and soft costs such as the architecture, engineering, and entitlement fees, against the total value that comes from the project (shown in green) derived from rental revenue, net of any operating expenses and vacancy costs.

If the green column is equal to or greater than the blue column, the project is likely feasible. If the green column is smaller than the blue column, then a subsidy is needed to get the project to be feasible (shown in a dashed outline)

Figure 7. Illustration of Financial Feasibility

Source: ECONorthwest



Building rent or income-restricted affordable housing adds complexity—public policies may not support the development, neighbors may oppose or delay the project, and securing the appropriate capital to meet financial feasibility can be challenging. In many instances, rents or purchase prices that would be affordable to the intended tenants are below what it costs to build—these properties face a “funding gap” that typically requires different types of financial capital to overcome, such as public subsidies, free or low-cost financing, or reduced development costs. This complexity can slow or delay development and typically increases the overall cost of development.

Importantly, the macroeconomy and lending environment can directly influence the housing supply by way of influencing development feasibility. Because most housing development is financed by debt, factors like interest rates, the availability of capital, return requirements, or risk tolerances can influence the cost of development and hurt or help feasibility.

How Can Governments Help Healthy Housing Markets?

Governments can support healthy housing markets by undertaking comprehensive planning efforts, ensuring their zoning codes are updated and aligned with their comprehensive plan and housing plan goals, and ensuring that there is sufficient land capacity that has the proper infrastructure to support new development. These efforts build from the site level (proper

zoning, proper infrastructure, land stewardship) to form the regional land inventory with adequate capacity to absorb new development.

Without longer term, regional planning efforts, the housing market can grow unchecked, in uneven, and ad hoc ways. This growth often occurs parcel by parcel or project by project, without a holistic view of how each new project fits together with the needs and goals of the region, local government, or immediate community. Adequate transit and transportation planning play large roles in ensuring housing development is available and accessible to all types of households, and that land and other resources are used efficiently.

3) How Do Housing Markets Fail?

Housing markets typically fail when there is a mismatch between the quantities, types, and characteristics of housing units that are available (the supply) and the number of households that can afford them and prefer them (the demand). Housing market failures can take a variety of forms:

- When households pay too much for housing (effectively an undersupply of affordably priced units)
- When households cannot live near good schools, jobs, or amenities (effectively an undersupply in high-demand areas)
- When housing is built in environmentally fragile areas, such as wildland urban interfaces, wetlands, or polluted areas near dumps or airports (effectively an oversupply on low-demand land due to a scarcity of high demand land)
- When housing price increases fail to result in new supply (imbalances in demand and supply, or underproduction)

Housing market failures are most obvious at the lower end of the price/rent spectrum and have the greatest impact on lower-income households. This may be because the market is supplying too few housing units relative to the distribution of household incomes, or too many luxury or large units in high demand areas (inefficiently allocating land).

What Happens with Market Failures in a Regional Context?

One of the largest examples of market failure is a price/rent increase that is met with too little new supply. Many states and regions, including many in Idaho, are facing housing affordability challenges because housing market failures have accumulated over time. When too few units are supplied to meet demand, the prices/rents of existing and new units increase. Housing is typically considered to be affordable to a household when it spends less than 30% of its pre-tax income on housing. Households spending more than 30% on housing costs are considered to be cost burdened.

Other challenges that can arise from a mismatch in supply and demand include declining vacancy rates, steep competition for buying or renting, and increasing rates of cost burdening, housing instability, and homelessness. Researchers have empirically shown that the rise in a

region's rate of homelessness can be directly linked to its housing market.⁴ Controlling for weather, unemployment, and a region's share of people with a disability, median rents and vacancy rates in the local rental market are positively related (and statistically significantly) to the rate of homelessness in that region.

In addition to household level challenges, undersupplied housing markets have lower rates of filtering, leading to fewer market (unsubsidized) units becoming affordable to lower-income households over time.⁷ Researchers have indicated that filtering alone is insufficient to produce an adequate supply of safe, stable, and affordable housing for low-income households.⁸ The market can supply some unregulated units at lower price points when functioning properly, to allow for enough vacancy and income sorting. But markets do not produce enough regulated affordable housing to meet demand. Therefore, households unable to secure regulated affordable units or federal rent assistance are left to manage on their own in the market. If the market is also constrained and limiting the rate of filtering, these households have even fewer options that are affordable at their income level.

Regional housing markets need to supply enough new units to meet future need (such as units needed to accommodate population growth or household formation) while also catching up to unmet existing need (such as units for people experiencing homelessness, units for households who are cost burdened). Undersupply can be very challenging to dig out from and the myriad of jurisdictions within a region need to work together. Housing overproduction in one area does not help underproduction in another area.

In 2001, economists found that a 10% increase in rent leads to a 13.6% increase in a metro area's rate of homelessness, and a 10% increase in the vacancy rate leads to a 6% decline in the rate of homelessness.⁵

In 2020, the U.S. Government Accountability Office found that a \$100 increase in rent leads to a 9% increase in the rate of homelessness.⁶

⁴ See for example: Quigley and Raphael, 2001; Maria Hanratty, "Do Local Economic Conditions Affect Homelessness? Impact of Area Housing Market Factors, Unemployment, and Poverty on Community Homeless Rates," *Housing Policy Debate* 27, no. 4 (March 20, 2017): 1-16, <https://doi.org/10.1080/10511482.2017.1282885>; Chris Glynn and Emily B. Fox (2017). "Dynamics of homelessness in urban America," (Durham, NH: College of Business and Economics, University of New Hampshire).

⁵ John M. Quigley and Steven Raphael, "The Economics of Homelessness: The Evidence from North America." *European Journal of Housing Policy* 1, no. 3 (2001): 323-336.

⁶ U.S. Government Accountability Office, "Better HUD Oversight of Data Collection Could Improve Estimates of Homeless Population," GAO-20-433 July 2020, Available from: <https://www.gao.gov/products/gao-20-433>.

⁷ See for example: Zuk and Chapple, 2016; Stuart S. Rosenthal, "Are Private Markets and Filtering a Viable Source of Low-Income Housing? Estimates from a 'Repeat Income' Model," *American Economic Review* 104, no. 2 (2014): 687-706, <https://www.aeaweb.org/articles?id=10.1257/aer.104.2.687>; Liu, McManus, and Yannopoulos, 2020.

⁸ Zuk and Chapple, 2016; Karen Chapple et al., "Housing Market Interventions and Residential Mobility in the San Francisco Bay Area" (Federal Reserve Bank of San Francisco Community Development Working Paper No. 2022-1, San Francisco, CA 2022), <https://www.frbsf.org/community-development/wp-content/uploads/sites/3/housing-market-interventions-and-residential-mobility-in-the-san-francisco-bay-area.pdf>.

What Happens with Market Failures at the Site Level?

On a particular site, market failures can occur when the four development factors do not align and residential development is not feasible, perhaps even no development is feasible. In these cases, the barrier is likely zoning or market rents/prices.

If zoning is the barrier, a site that would be appropriate for residential but is not zoned for housing may see other types of development occur. Some cities have seen non-residential developments permitted on sites that were about to go through a rezoning process to allow residential. It is important that rezoning processes happen quickly and comprehensively if a city wants to maximize housing production or rebalance supply and demand.

Alternatively, it could be that housing is allowed but the specific rents or prices that housing could generate on the site are below the rents of other allowed uses, such as office, industrial, or commercial. In this case, a developer may opt to construct a non-residential project that will maximize the value on the land, even if housing is in high demand and would have been allowed on a site. It could also be that no type of rent – office, industrial, commercial, or residential – is high enough to offset the costs of development. In this case, a site will remain vacant or underdeveloped until market factors change.

How Can Governments Intervene in Market Failures?

Unlike many other markets, housing market failures typically cannot fix themselves via supply and demand – housing markets need government interventions. As housing markets are built one project at a time, government interventions can begin at the site level and build to regional efforts. If the local jurisdiction can ensure that it has reasonable entitlement processes to avoid unnecessary delays, housing that would be built by the market can be built. If that is not enough, local governments can offer incentives or subsidies to get their desired outcomes. These must be calibrated to ensure that the public good offsets the added cost of development.

And if incentives and subsidies are not enough to correct the market failure, governments should establish mitigation measures to reduce the consequences of market failures such as affordable housing and mobile home park preservation programs, emergency homeless shelters, fair housing laws, tenant rights and supports, or rent assistance. These important mechanisms help to address unhealthy housing markets, where racism or discrimination affect access to housing, or when an undersupplied market gives too much leverage to landlords.

Figure 8. Local Government Interventions on Housing Development & Housing Supply

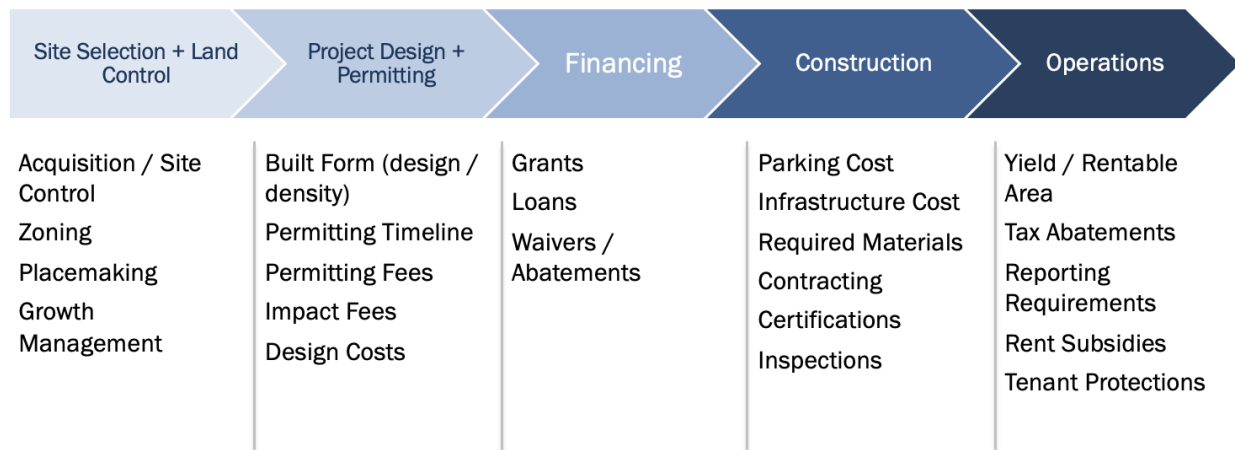
Group	Intervention	Impact on Development	Scale of Impact
Planning	Land Supply and Growth Management	Influences whether or not housing can be built; influences cost of land which impacts development costs and overall feasibility	Region wide
	Infrastructure	Influences where housing can be built quickly; influences cost of land which impacts development costs and overall feasibility	Region wide
	Placemaking & Amenities	Influences desirability and cost of land which impacts development costs and overall feasibility	Region wide
	Transit & Parking Availability	Influences desirability and cost of land which impacts development costs and overall feasibility; transit and parking infrastructure influence transit use, overall vehicle miles travelled, greenhouse gas emissions, and combined housing and transportation costs	Region wide
	Property Tax Laws	Influences ongoing costs of operating a property, which impacts development feasibility	Jurisdiction wide
Regulations	Zoning	Influences what types and how many units can be built on a site which impacts development feasibility	Jurisdiction wide
	Parking Requirements	Requiring a certain amount of parking per unit influences what types and how many units can be built on a site which impacts development feasibility	Jurisdiction wide
	Infrastructure Requirements	Requiring a development to pay for infrastructure (sidewalks, road improvements, etc.) impacts total development costs which influences what types and how many units can be built on a site	Jurisdiction wide
	Permitting & Impact Fees	Influences the total cost of development which impacts overall feasibility	Jurisdiction wide
	Permitting & Design Review Processes	Influences the time to complete a project which typically requires debt servicing which influences the total cost of development and overall feasibility	Jurisdiction wide
	Materials or Building Requirements	Influences the total cost of development which impacts overall feasibility	Jurisdiction wide
	Requirements for Contracting	Influences the supply of contractors, impacting the total cost of development which impacts overall feasibility	Jurisdiction wide
	Inspections & Certifications	Influences ongoing costs of operating a property, which impacts development feasibility	Jurisdiction wide
Funding & Incentives	Loans or Grants	Influences availability of funds, impacting the total cost of development which impacts overall feasibility	Specific project or type of project
	Tax Abatements	Influences ongoing costs of operating a property, which impacts development feasibility	Specific project, type of project, or location
	Rental Subsidies	Influences ongoing costs of operating a property, which impacts development feasibility	Specific project or type of project
	Incentives	Influences what types and how many units can be built on a site, can directly or indirectly influence total cost of development which impacts overall feasibility	Specific project, type of project, or location
	Land Write Downs	Influences the total cost of development which impacts overall feasibility	Specific project or type of project

If a local government wants to influence housing outcomes, it often needs to look “upstream” to see if there are market failures or structural barriers in place that are preventing development from occurring. Local governments must also understand what types of products the market would build if left unchecked and identify which regulations can help the market deliver the products desired by the community. If there are housing products that would *almost* be feasibly developed by the market, governments can step in and remove barriers or subsidize feasibility to bring that product to market.

Without ensuring that “upstream” processes and housing supply writ large are working well, targeted interventions that are focused on specific development types or units affordable to certain income levels will be more expensive and less effective. Without ample housing supply there will not be enough vacancy for people to self-sort and targeted interventions (like programs for people exiting homelessness) will be working against the larger forces driven by undersupply (rising rents, low vacancies, etc.).

Figure 9 below realigns the Figure 8 interventions along the housing development process. Generally, these interventions make it easier, faster, or less expensive to build housing.

Figure 9. Local Government Interventions Across the Development Timeframe



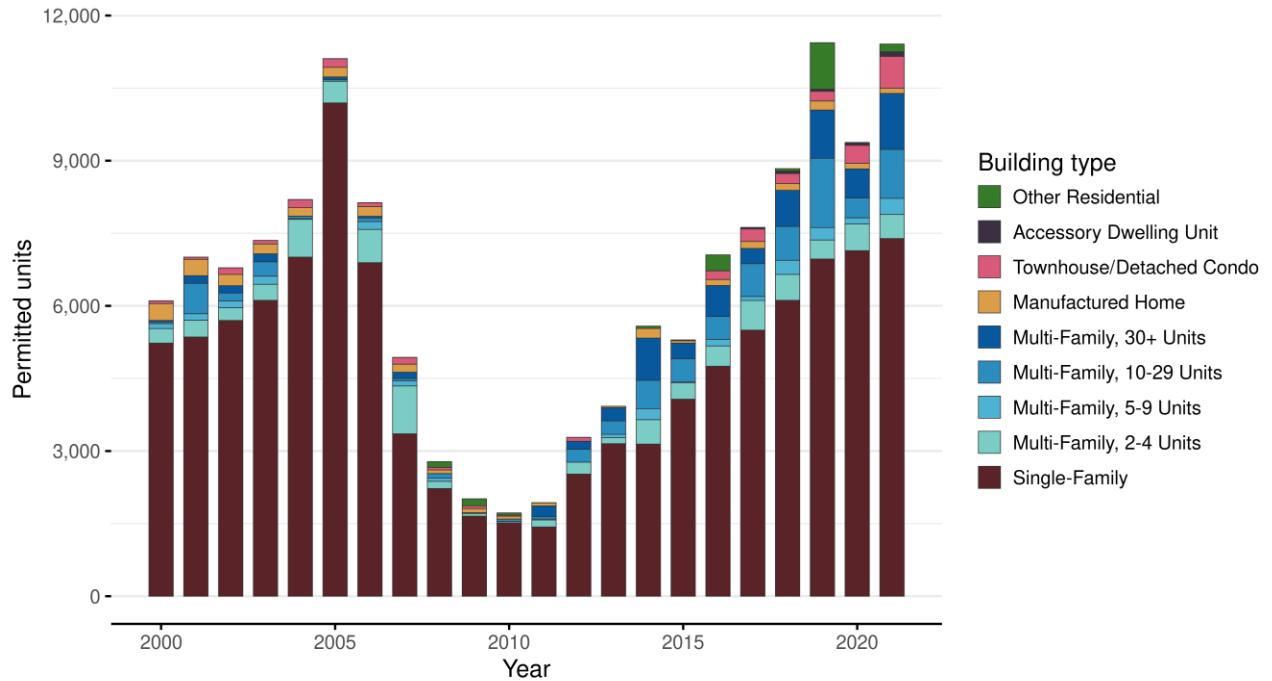
Regulations that impede the market or reduce its efficiency (such as conditional use permits, discretionary review processes, or downzoning), typically result in lower supply and higher costs. Sometimes well-intentioned policies that are not written or implemented well can have the opposite of their intended impact on the housing market; poorly calibrated inclusionary housing policies and rent control programs that are too strict are two examples.

4) What are the Most Encouraging Housing Policies in the Treasure Valley?

Data on the number of permits approved in recent years in Treasure Valley communities makes it clear that many cities are doing a lot of good work to encourage and steward housing development.

Figure 10. Total Development Permits in Treasure Valley Jurisdictions by Type

Source: ECONorthwest analysis of COMPASS permit data



Source: COMPASS

Information gathered from the early 2023 Housing Solutions Survey, discussion at the workgroup, and targeted interviews with housing experts identified several encouraging policies that are working to promote housing production in the Treasure Valley (see Figure 11).

Figure 11. Encouraging Housing Policies in the Treasure Valley

Encouraging Policy	Areas Currently in Use (not comprehensive)	Other Applicable Areas
Identifying housing needs via comprehensive plans and long-range planning	Canyon County, City of Boise, City of Nampa	All jurisdictions
Rezoning efforts or overlay zones, including allowing ADUs, allowing gentle density, encouraging more housing choices, and/or reducing administrative and permitting requirements for low-income housing developments	City of Boise, City of Greenleaf includes ADUs in ordinance, Cities of Notus and Caldwell are exploring policies, City of Kuna is working with specific developers	Any low-density neighborhood
Strong partnerships with non-profit developers, service providers, and housing authorities	City of Boise, City of Caldwell	All jurisdictions
Working with Urban Renewal Agencies to identify land, identify infrastructure needs, secure funding, move development along	City of Boise, City of Meridian, City of Garden City	All jurisdictions
Providing financial resources and incentives for development gap funding	City of Boise	Larger jurisdictions
Affordable housing density bonus	City of Boise	All jurisdictions
Waiving fees for affordable housing development	City of Meridian, City of Boise (starting Oct 1)	Larger jurisdictions
Creating rental housing and mobile home park preservation programs	City of Boise	All jurisdictions
Providing recreational vehicle (RV) parking for moderate- to low-income persons owning older-model RVs	Canyon County and City of Caldwell are exploring options	All jurisdictions
Land banking surplus publicly owned land for affordable housing	City of Boise	All jurisdictions
Transferring tax-deeded properties from County to housing authorities for development of low-income housing	Canyon County, Caldwell	All jurisdictions
Adopting stratified rent structures for non-subsidized units to ensure continued affordability	Canyon County, Caldwell	All jurisdictions
Housing Authority performing community development activities on behalf of the city to generate funding for low-income housing development	Canyon County, Caldwell	All jurisdictions
Operating Continuums of Care to assist people at risk of or experiencing homelessness	Boise City / Ada County	N/A

It is also important to note the regional planning work already being done by COMPASS on population projections, multimodal transit and transportation planning, and increasingly on housing planning. COMPASS’s role as a regional planning body allows it to provide data and resources to guide Treasure Valley cities and counties as they grow, and to encourage growth in

ways that maintain natural resources, agricultural lands, air quality, and quality of life. COMPASS's past planning efforts include the transportation system management, current and historical population projections, development monitoring report, and housing preference surveys. The formation of the workgroup and the launch of the Regional Housing Coordination Plan builds on these past efforts and will provide further information, education, and data for cities as they grapple with newly urgent housing affordability challenges.

What Additional Housing Policy Work is Needed in the Treasure Valley?

The Regional Housing Coordination Plan will build on the good work already in place by offering jurisdictions a variety of policy recommendations to improve regional planning and coordination and to ensure that they are removing barriers to the production of units required to meet the region's needs. The plan will recognize that different cities in the Treasure Valley have different starting places – from the opinions of elected officials and staff leadership to their planning department capacity to process permits and undertake zoning changes – and offer an array of policy options that can help boost housing production from many perspectives. Among others, the following housing policy topics are likely to be explored in the Regional Housing Coordination Plan:

1. Expanding the number of communities undertaking comprehensive planning efforts to protect open spaces, forestlands, and agricultural areas, including
 - a. Aligning zoning codes with comprehensive plan goals
 - b. Developing buildable lands inventories, including inventory of publicly owned sites
2. Expanding the number of jurisdictions identifying areas designated for transit and mixed uses and allow increased density
3. Establishing regional housing coalitions with common goals and messaging
4. Continuing to provide educational information on housing policies, consequences
5. Advocating for state policies and dedicated resources for affordable housing development

DATE: July 19, 2023
 TO: Austin Miller, COMPASS
 FROM: Madeline Baron, Lorelei Juntunen, ECONorthwest
 SUBJECT: COMPASS REGIONAL HOUSING COORDINATION PLAN - **DRAFT** ACTION SHEETS

Overview and Project Context

COMPASS has contracted with ECONorthwest and Agnew::Beck to produce a Regional Housing Coordination Plan that can help it determine its role in supporting housing production in the Treasure Valley. The Treasure Valley encompasses two counties and 14 cities with a wide range in population, geographic size, and housing planning needs. COMPASS seeks to help coordinate housing production issues across the various entities, responding to differing levels of need, staff capacity, land availability, and market conditions, among others.

The Regional Housing Coordination Plan will play a key role in helping quantify the regional need for housing, the trade-offs inherent in land use planning for housing development, and the actions and strategies COMPASS and its member agencies can pursue to improve housing choice, affordability, and connections to transit for current and future residents.

Near-term and Long-Term Strategies

Chapter 5 of the Housing Coordination Plan will include a Housing Action Plan with *Action Sheets* describing the most promising near-term strategies prioritized by the Workgroup. These Action Sheets will describe and evaluate each strategy based on their potential implementation steps, key decisions needed, COMPASS' role, potential partners, and metrics that can be used to evaluate progress and success. The Housing Action Plan will also include longer-term strategies that COMPASS and its partners can pursue to improve regional housing coordination.

This Housing Coordination Plan is an initial phase of work that will set the foundation and understanding of how the different actors in the region can move toward regional housing production in a coordinated way. This first phase of work is focused on building relationships, framing the conversation, developing a shared understanding of the issue and solutions, and establishing a Workgroup that will guide the work to come. This initial phase of work offers COMPASS, local governments, and housing and service provider partners the time and space to establish roles, responsibilities, and a shared vision for housing in the region.

Most of these early foundational actions will be taken by COMPASS. As the long-term regional transportation planning agency, it is in a unique position of being the convener, coordinator, and supporter of regional development.

Since COMPASS does not build housing, zone for housing, or control many of the factors that influence where and what types of housing is built, its ability to boost housing development requires coordination and collaboration. In subsequent phases of this work, COMPASS, local jurisdictions, and housing partners can implement the longer-term strategies designed to increase housing production. Most of these long-term actions will need to be taken by the local

jurisdictions that have authority and control. In this first phase of work, COMPASS can help set up regional housing success by acting where it does have authority and control, such as advocating for state-level change, improving regional coordination, and enhancing funding opportunities.

DRAFT Near-Term Priorities

At the second Workgroup meeting in May 2023, representatives generally agreed that the Treasure Valley needs more housing, and more affordable housing. Key agreements are summarized through the following overarching “problem” statements:



Supply and demand are imbalanced. Treasure Valley communities are growing FAST and in uncoordinated ways. Housing supply has not kept pace with demand.



Affordability is at risk. Every community has housing needs at every income level. Safe, healthy, and affordable housing is essential to community and household stability.



Every partner is needed. Every community has a role to play in meeting housing needs at every income level.



Regional coordination is a missing piece. There are many ways to meet housing needs and regional coordination is needed.

Reflecting on these key findings, Workgroup members prioritized the following near-term strategies that they felt could set the foundation for improved regional coordination on issues relating to housing production and affordability.

1. **Continue convening the Workgroup** to promote housing production and affordable housing development.
2. Identify ways to **redirect housing growth** from unincorporated areas, areas to be annexed, or other impact areas and toward areas that are already developed and have suitable infrastructure, zoning, and access to transit.
3. Adjust the **population forecast methodology** to direct population growth in already developed areas that have suitable infrastructure, zoning, and access to transit.
4. Continue **offering education and training opportunities** relating to housing development, affordable housing development, and housing market fundamentals.
5. Advocate for **state affordable housing gap funding** to support regulated affordable housing development.
6. Advocate for **state policy change** relating to local option levies and local taxing authority.

1 Continue Convening the Workgroup

Description and Need

COMPASS should continue convening the Regional Housing Coordination Workgroup to discuss housing policy solutions, regional coordination needs, and guide COMPASS' decision-making relating to the colocation of housing near transit investments. The Treasure Valley region is likely to see continued strong population growth and demand for housing. The region needs to continue discussing how different levels of government and housing actors can work together to achieve affordability in the market, and how COMPASS's role can best help to achieve that goal. The Workgroup can create the space to coordinate these conversations.

Considerations to Explore

- The COMPASS team should have internal discussions with its leadership to clarify COMPASS' role in supporting housing production across the region. To successfully convene and host the Workgroup, the COMPASS team should understand the outcomes leadership desires from the Workgroup and the steps it can take to reach those outcomes.
- COMPASS should consider dedicating a staff person to housing issues, including handling the Workgroup logistics, tracking and monitoring data, and hosting educational and training programs (Strategy 3). This person would help COMPASS coordinate the various housing issues and solutions.

Implementation Steps

- The Workgroup should continue to meet monthly or bi-monthly.
- COMPASS should guide the Workgroup in creating a charter that outlines the roles and responsibilities of members, tenure on the Workgroup, member alternates, and expectations for participation. The charter should identify the number of members, and outline ways to secure representation and commitment from a variety of cities, nonprofits, developers, funders, and service providers across the region. It should set expectations for the number of meetings per year, and overall operating structure of the Workgroup.
- COMPASS should dedicate a staff person to managing the Workgroup, creating agendas, coordinating meeting logistics, and overseeing membership.
- COMPASS and the Workgroup could produce a "State of Housing and Transportation" report each year monitoring progress and renewing regional housing coordination goals.
- The Regional Housing Coordination Plan and the Housing Action Plan chapter can act as a workplan for the Workgroup's first few years.

Metrics to Evaluate Success

The Workgroup should create housing production metrics.

COMPASS's Role

Convener and guide; monitor housing production metrics

Potential Partners

Existing Workgroup members, local governments, housing nonprofits, developers, homeless service providers, transit providers, etc.

2 Redirect Housing Growth in Impact Areas

Description and Need

COMPASS and the cities and counties in the Treasure Valley should identify ways to redirect housing growth from unincorporated areas, areas to be annexed, or other impact areas and toward areas that are already developed and have suitable infrastructure, zoning, and access to transit. To protect farmland, forestland, and natural open spaces, and to prevent unfunded infrastructure costs, the region should identify ways to direct housing growth away from unincorporated areas, building up existing commercial centers and transit corridors. Directing growth in these ways could also help to enhance placemaking efforts and walkable mixed-use areas, and also reduce commute times, traffic congestion, and greenhouse gas emissions.

Considerations to Explore

- COMPASS should build strong relationships with the Counties responsible for managing unincorporated areas and the cities likely to annex new land into their jurisdictions.
- COMPASS and these jurisdictions should have ongoing discussions about housing development in unincorporated areas, including how land is zoned.
- COMPASS and these jurisdictions should work to ensure that housing in newly annexed or newly developed areas has a range of types and allows for mixed income communities.
- COMPASS and these jurisdictions should consider transit access when developing housing in unincorporated areas, which will impact the types of households who can occupy and afford this housing, as well as congestion and greenhouse gas emissions from car travel.
- COMPASS and these jurisdictions should discuss how Counties can provide incentives that direct growth and development toward cities and developed areas, and/or support housing programs within cities.

Implementation Steps

- COMPASS should have discussions internally about access to transit in greenfield development in unincorporated areas.
- COMPASS should task the Workgroup with establishing guidelines for the co-location of housing and transit in these areas.

Metrics to Evaluate Success	COMPASS's Role	Potential Partners
Number of units (and type and regulated / unregulated) developed in unincorporated areas	Convener, educator, and guide	Counties and cities on the edges of the region, real estate developers, transit agencies

3

Adjust Population Forecast Methodology in Unincorporated Areas

Description and Need

As the regional long-term transportation agency, COMPASS is responsible for forecasting population growth for the region and jurisdictions. The population forecasts are developed in three components, guided by the COMPASS Demographic Advisory Workgroup (DAWG). After establishing a control total forecast, a critical step is to allocate the growth to different subregions in Ada and Canyon Counties. This allocation directs where and how growth should occur and is largely driven by community input on various scenarios developed by COMPASS and the DAWG. Each year COMPASS and the DAWG adjust the forecasts to account for newly entitled developments while maintaining the control total.

In light of the housing development and transportation challenges of building housing in greenfield and unincorporated areas, and the high cost of newly detached single-dwelling units in these areas, COMPASS and the DAWG could adjust the methodology for allocating growth across the region. It could offer scenarios that direct more of the population to already developed areas that have suitable infrastructure, zoning, and access to transit. Within cities, it could also direct population growth to city centers and transportation corridors for the public to consider. Changing the population forecasts could lead to less development in greenfield and unincorporated areas.

Considerations to Explore

- Similar to Strategy 1, the COMPASS team should have internal discussions with its leadership to clarify COMPASS' role in influencing housing production in certain areas across the region.
- COMPASS staff and leadership should understand and compare the political and financial implications of changing population forecast methods compared to those associated with housing development trends in unincorporated and greenfield areas (such as traffic congestion, greenhouse gas emissions, lack of housing diversity, and housing costs, among other considerations).
- COMPASS staff and the Demographic Advisory Workgroup will need to explore the allocation methodology behind the scenarios presented to the public and understand the influences that different methodological assumptions may have on the resulting population forecasts for each subregion and or jurisdiction.

Implementation Steps

- COMPASS' long range planning work is updated every five years and work has already begun on *Communities in Motion 2055* (the five-year update to *Communities in Motion 2050*). *Communities in Motion 2055* is scheduled for adoption by the COMPASS Board of Directors by December 2027.
- COMPASS will be hosting one-on-one conversations with all member jurisdictions in fall 2023 so changes to the methodology used in *Communities in Motion* in the next year or 18 months would be appropriate.

Metrics to Evaluate Success

Number of units (and type and regulated / unregulated) developed in unincorporated areas

COMPASS's Role

The COMPASS Demographic Advisory Committee would oversee adjustments to the methodology.

Potential Partners

Counties and cities on the edges of the region, real estate developers, transit agencies

4 Continue Education and Training Programs

Description and Need

COMPASS should continue offering and/or partnering to offer educational and training programs that expand and focus on housing production issues. While general housing education programs already exist, the goal of COMPASS's new housing production focused training would be to go a level deeper into housing market fundamentals, housing development basics, the nuances of affordable housing development and financing, and the consequences of undersupply. These training opportunities would be differentiated by (a) being open to a cross-sectional audience, (b) being focused on housing production solutions across the region, and (c) including relevant and recent market data. These opportunities should be open to any local government planning, housing, or development staff; local developers; nonprofit housing providers; homeless service providers; advocates; and other interested parties.

Considerations to Explore

- Training opportunities could help overcome barriers and resistance to development by ensuring local planners, elected officials, and members of local design review or planning commissions understand the fundamentals of how housing markets operate and the consequences of undersupply.
- Training opportunities focused on how zoning differences across jurisdictions contributes to ad-hoc, uncoordinated, and or low-quality development can help the region achieve high-quality, mixed-use, placemaking successes from the development already happening by the market.
- Training opportunities could help reduce financing and funding barriers that contribute to the undersupply of regulated affordable housing units by ensuring that market-rate real estate professionals, lenders, and public sector staff understand the specific nuances and challenges facing affordable housing development.

Implementation Steps

- COMPASS should ensure that its leadership and planning teams agree with key concepts relating to the equitable distribution of affordable housing and housing access to opportunity—two fundamental aspects of planning for housing production region-wide.
- COMPASS could create a “planning academy” program that helps newly elected officials and interested parties gain a basic understanding of housing issues facing the region.
- COMPASS should expand the housing market data and development trends information it already provides to the region to include more nuanced information on the rates of cost burdening by jurisdiction by income level, the housing + transit burdens facing many households, the scarcity of regulated or low-cost housing compared to the need, and the loss of greenfield areas, open spaces, agricultural lands and industrial areas that are developed or redeveloped into single-dwelling unit housing. .
- COMPASS might want to consider dedicating a staff person to housing issues including tracking and monitoring data and managing these educational and training programs. This person would help COMPASS coordinate the various housing issues and solutions.

Metrics to Evaluate Success	COMPASS's Role	Potential Partners
Number of training opportunities held; number of participants	Educator and trainer	Local governments, elected officials, housing nonprofits, developers, homeless service providers, transit providers, etc.

5

Advocate for State Affordable Housing Gap Funding

Description and Need

COMPASS and interested jurisdictions should advocate for state affordable housing gap funding to support regulated affordable housing development. Until pandemic-related affordable housing funding arrived, Idaho did not dedicate any state funding to affordable housing gap financing, contributing to the undersupply of regulated affordable housing for low-income households across the state.

In 2022 the Idaho State Legislature created the Idaho Workforce Housing Fund (IWHF) using part of Idaho’s allocation of federal American Rescue Plan Act funding. The IWHF received initial funding of \$50 million and is likely to help fund about 1,400 regulated affordable housing units for households earning less than 80% of the Area Median Income (AMI). The funding needed to be dedicated to affordable housing projects by June 2023 and is not set to renew.

Conversations with staff in the Idaho Housing Finance Agency which oversees the IWHF demonstrated that this state gap funding was uniquely helpful in boosting affordable housing development, allowing for greater leverage of other funding sources, such as the Low-Income Housing Tax Credit (LIHTC) program. However, as the funding source is set to expire, additional advocacy to the state to renew and expand the program is needed.

Considerations to Explore

- COMPASS should clarify the role it can play in fostering or supporting a coalition that advocates for a specific policy.
- COMPASS staff team and Workgroup members should have conversations with leadership on its willingness to take a position on housing-related topics.
- COMPASS and advocates should clarify the specific housing-related policies they intend to support.
- COMPASS and advocates should identify the ideal amount of gap funding needed or targeted from public and private sources.

Implementation Steps

- Identify and work with existing coalitions already advocating for similar affordable housing policy changes at the state.
- Draft a policy paper/position on need for affordable housing gap financing and potential solutions across a range of incomes, from permanent supportive housing units for people experiencing homelessness to workforce rentals for households over traditional affordable housing income limits.

Metrics to Evaluate Success

Percent increase in state affordable housing gap funding; percent increase in regulated affordable housing units by income level

COMPASS’s Role

Convener, educator, supporter

Potential Partners

Local governments, affordable housing developers, or nonprofit organizations working in housing, homelessness, anti-poverty efforts, or early childhood education

6

Advocate for State Policy Change Allowing Local Taxing Authority

Description and Need

COMPASS and interested jurisdictions should advocate for state policy change relating to local option levies and local taxing authority. At present, local governments in non-resort communities do not have the authority to levy non-property taxes for infrastructure projects, including affordable housing development. This limitation hampers local governments' ability to provide development gap funding to affordable housing developments and overcome insufficient state gap funding.

Considerations to Explore

- COMPASS will need to clarify the role it can play in fostering or supporting a coalition that advocates for a specific policy.
- COMPASS and advocates will need to clarify the specific policies they intend to support.

Implementation Steps

- Identify and work with existing coalitions already advocating for similar affordable housing policy changes at the state.

Metrics to Evaluate Success	COMPASS's Role	Potential Partners
N/A	Convener, educator, supporter	Local governments, affordable housing developers, or nonprofit organizations working in housing, homelessness, anti-poverty efforts, or early childhood education

Longer-Term Strategies

In addition to the five near-term strategies, the Workgroup agreed with the following longer-term solutions that can be implemented by both COMPASS and local jurisdictions. Many jurisdictions in the region are already implementing some of these policies, but more can work to adopt them and plan for more housing and more affordable housing development.

1. Increase planning for accessible housing and identify funding for accessibility retrofitting as homeowners age and increasingly age-in-place.
2. Increase efforts and investments in homelessness solutions and coalitions.
3. Undertake comprehensive planning efforts to protect open spaces, forestlands, and agricultural areas, by aligning zoning codes with comprehensive plan goals.
4. Undertake comprehensive planning efforts to protect open spaces, forestlands, and agricultural areas, by developing buildable lands inventories, including inventory of publicly-owned sites.

5. Identify areas designated for transit and mixed uses and increase the allowable zoned housing density in these areas.
6. Encourage local jurisdictions to adjust land use regulations to incentivize and increase the amount of housing and affordable housing in more “naturally occurring” ways. For example, rezone or establish overlay zones, including allowing ADUs, allowing gentle density, encouraging more housing choices, and/or reducing administrative and permitting requirements for low-income housing developments.
7. Develop strong partnerships with non-profit developers, service providers, and housing authorities.
8. Work with local Urban Renewal Agencies to identify land, identify infrastructure needs, secure funding, and encourage more walkable/transit-oriented and mixed-use housing development.
9. Provide financial resources and incentives for development gap funding including affordable housing density bonuses or fee waiver programs for affordable housing.
10. Create regional rental housing and mobile home park preservation programs.
11. Provide recreational vehicle (RV) parking for moderate- to low-income persons owning older-model RVs.
12. Land bank surplus publicly-owned land for affordable housing.
13. Transfer tax-deeded properties from County to housing authorities for development of low-income housing.
14. Adopt stratified rent structures for non-subsidized units to ensure continued affordability.
15. Operate and fund Continuums of Care to assist people at risk of or experiencing homelessness.
16. Allow creation of housing within commercial development, i.e., increase mixed-use development that incorporates a variety of housing types.

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 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
5.	Recommend the FY2024 COMPASS Resource Development Plan	Yes	Matt Carlson will seek RTAC recommendation of COMPASS Board of Directors' approval 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

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
6.	Recommend Changes to the Transportation Improvement Program (TIP) Amendment Policy	No	Toni Tisdale will seek recommendation of COMPASS Board of Directors' approval of changes to the TIP Amendment Policy.	Action	15	Toni Tisdale	September	October
7.	Recommend <i>Communities in Motion 2055</i> goals and objectives	Yes	Austin Miller will seek RTAC recommendation of COMPASS Board of Directors' approval of <i>Communities in Motion 2055</i> goals and objectives.	Action	20	Austin Miller	September	October
8.	Recommend adoption of a resolution amending the FY2023-2029 and FY2024-2030 Regional Transportation Improvement Programs (TIPs)	Yes	Toni Tisdale will seek RTAC recommendation for COMPASS Board of Directors' adoption of Resolution X-2024 amending the FY2023-2029 and FY2024-2030 TIPs, at the request of the Ada County Highway District and the City of Middleton.	Action	10	Toni Tisdale	September	October
9.	Status Report: FY2023 <i>Communities in Motion</i> (CIM) Implementation Grants and Project Development Program Projects	No	Matt Carlson will review the FY2023 CIM Implementation Grants and Project Development Program projects.	Information/ Discussion	15	Matt Carlson	October	October (Memo Only)

ID #	Title/Description	Mandatory¹	Additional Information	Agenda Type²	Time	Presenters	Proposed Agenda	Board Agenda
10.	Approve 2024 RTAC Meeting Dates/Times	Yes	COMPASS staff will request RTAC approval of 2024 meeting dates and times.	Consent	0	NA	November	N/A
11.	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	November	Dec (if needed)
12.	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	December	Feb (if needed)
13.	Elect Chair and Vice Chair	Yes	COMPASS staff will facilitate the election of Chair and Vice Chair.	Action	10	Meg Larsen	January 2024	N/A
14.	Introduction to COMPASS	No	COMPASS staff will provide a brief introduction to COMPASS' work products and RTAC calendar	Information	15	Amy Luft	January	February
15.	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)

ID #	Title/Description	Mandatory¹	Additional Information	Agenda Type²	Time	Presenters	Proposed Agenda	Board Agenda
16.	Solicit Member Agencies' Requests for the FY2025 Unified Planning Work Program and Budget (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
17.	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 7, 2024 (Optional)	N/A
18.	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
19.	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	April (if needed)
20.	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 6, 2024 (optional)	N/A

ID #	Title/Description	Mandatory¹	Additional Information	Agenda Type²	Time	Presenters	Proposed Agenda	Board Agenda
21.	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
22.	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)
23.	Prioritize and Recommend Member Agencies' Requests for the FY2025 Unified Planning Work Program and Budget (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
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	April	June (if needed)
25.	Status Report - State Legislative Issues	No	Jacob Miller will provide a recap of the Idaho legislative session.	Memo Only	0	Jacob Miller	April	Each meeting during session

ID #	Title/Description	Mandatory¹	Additional Information	Agenda Type²	Time	Presenters	Proposed Agenda	Board Agenda
26.	Recommend Priorities for the End-of-Year and Redistribution Program	Yes	Toni Tisdale will seek RTAC recommendation of COMPASS Board of Directors' approval of End-of-Year and Redistribution Program priorities.	Action	15	Toni Tisdale	May	June
27.	Review Draft FY2025-2031 Regional Transportation Improvement Program (TIP)	Yes	Toni Tisdale will seek RTAC review of the draft FY2025-2031 TIP project list, prior to the public comment period.	Information/ Discussion	15	Toni Tisdale	May	June
28.	Review <i>Communities in Motion</i> Implementation Grant and Project Development Program Applications	No	Matt Carlson will host an optional workshop to discuss <i>Communities in Motion</i> Implementation Grant and Project Development Program applications.	Information/ Discussion	60	Matt Carlson	June 2024 (optional)	N/A
29.	Recommend the FY2026-2032 COMPASS Application Guide	Yes	Matt Carlson will seek RTAC recommendation of COMPASS Board of Directors' approval of the FY2026-2032 COMPASS Application Guide.	Action	15	Matt Carlson	July	August

ID #	Title/Description	Mandatory¹	Additional Information	Agenda Type²	Time	Presenters	Proposed Agenda	Board Agenda
30.	Recommend FY2025 <i>Communities in Motion</i> Implementation Grants and Project Development Program Projects	Yes	Matt Carlson will seek RTAC recommendation of COMPASS Board of Directors' approval of the FY2025 <i>Communities in Motion</i> Implementation Grants and Project Development Program projects.	Action	20	Matt Carlson	July	August
31.	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)
32.	Recommend Adoption of Resolutions Approving an Amendment to <i>Communities in Motion 2050</i> (if needed) and the Draft FY2025-2031 Regional Transportation Improvement Program (TIP)	Yes	Austin Miller and Toni Tisdale will seek RTAC recommendation of COMPASS Board of Directors' approval of an Amendment to <i>Communities in Motion 2050</i> (if needed) and the draft FY2025-2031 TIP.	Action	15	Austin Miller/ Toni Tisdale	August	August

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Scheduled vs. Obligated for the 2023 Schedule Year



[Group Type:Program] [Group Name:Highway Program (System)] [Major Program: Federal-Aid, State Highway System; Federal-Aid, Local Road System; State Funded Program] [District: 3] [MPO: COMPASS]
[Grouped Project Status: Grouped, Individual] [Details: Include] [Project Property: Ignore Project Properties] [Date Range: 1/1/1900 - 7/31/2023] [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	\$300,000.00	\$300,000.00	\$0.00
						CC	\$472,538.00	\$472,538.00	\$0.00
						CN	\$9,526,260.00	\$9,526,260.00	\$0.00
							\$10,298,798.00	\$10,298,798.00	\$0.00
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	\$51,600.00	\$0.00
						PC	\$120,000.00	\$120,000.00	\$0.00
							\$171,600.00	\$171,600.00	\$0.00
State Hwy - Pavement Preservation Total							\$11,206,569.00	\$11,206,569.00	\$0.00
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	\$129,911.29	\$508,557.39
						CN	\$15,233,000.00	\$0.00	\$15,233,000.00
							\$15,874,468.68	\$132,911.29	\$15,741,557.39
State Hwy - Pavement Restoration Total							\$15,874,468.68	\$132,911.29	\$15,741,557.39
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	(\$400,000.00)	(\$400,000.00)	\$0.00
							(\$400,000.00)	(\$400,000.00)	\$0.00
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							\$4,836,116.00	\$4,836,116.00	\$0.00
State Hwy - Supporting Infrastructure Assets									
20536	3	US 20, US 20/26 & SH 44 MILL & INLAY	2023	Awarded (or equiv.)	146	CN	\$500,000.00	\$500,000.00	\$0.00
							\$500,000.00	\$500,000.00	\$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder	
22746	3	I 84, COLE & OVERLAND LIGHTING, BOISE	2023	PS&E (or equiv.)	146	PE	\$5,000.00	\$5,000.00	\$0.00	
						CE	\$11,628.00	\$11,628.00	\$0.00	
						CN	\$192,189.00	\$192,189.00	\$0.00	
							\$208,817.00	\$208,817.00	\$0.00	
23708	3	I 84, FY23 D3 INTERSTATE STRIPING	2023	Awarded (or equiv.)	146	CE	\$50,000.00	\$50,000.00	\$0.00	
						CN	\$582,547.00	\$582,547.00	\$0.00	
							\$632,547.00	\$632,547.00	\$0.00	
State Hwy - Supporting Infrastructure Assets Total							\$1,341,364.00	\$1,341,364.00	\$0.00	
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	\$110,000.00	\$110,000.00	\$0.00	
						RW	(\$25,000.00)	(\$25,000.00)	\$0.00	
						LP	\$1,885,999.00	\$1,885,999.00	\$0.00	
						UT	\$36,400.00	\$36,400.00	\$0.00	
						CE	\$399,516.00	\$399,516.00	\$0.00	
						CC	\$550,000.00	\$550,000.00	\$0.00	
						CN	\$9,057,438.00	\$9,057,438.00	\$0.00	
						\$12,014,353.00	\$12,014,353.00	\$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	
						119	PE	\$102,533.00	\$0.00	\$102,533.00
						PC	\$2,000,000.00	\$0.00	\$2,000,000.00	
						\$9,602,533.00	\$7,500,000.00	\$2,102,533.00		
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	

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
23080	3	I 84, FRANKLIN RD IC TO KARCHER IC - WEST, NAMPA	2024	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
23081	3	I 84, FRANKLIN RD IC TO KARCHER IC - EAST, NAMPA	2024	Awarded (or equiv.)	112	CE	(\$216,113.08)	(\$216,113.08)	\$0.00
						CC	\$400,000.00	\$400,000.00	\$0.00
						CN	(\$84,238.67)	(\$84,238.67)	\$0.00
							\$99,648.25	\$99,648.25	\$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
23336	3	I 84, KARCHER IC, KARCHER TO MIDDLETON ROAD, CANYON CO	2024	Development	119	CN	\$4,300,000.00	\$4,300,000.00	\$0.00
							\$4,300,000.00	\$4,300,000.00	\$0.00
State Hwy - Safety & Capacity (Capacity) Total							\$35,084,702.17	\$32,835,168.17	\$2,249,534.00
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
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							\$6,175,000.00	\$6,175,000.00	\$0.00
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
							\$30,000.00	\$30,000.00	\$0.00
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
						UT	\$750,000.00	\$750,000.00	\$0.00
							\$780,000.00	\$780,000.00	\$0.00
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
							\$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	\$377,000.00	\$377,000.00	\$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
23971	3	OFFSYS, S. COLE RD RRX, UPRR 819327P, ADA COUNTY	2023	Development	155	CN	\$300,000.00	\$300,000.00	\$0.00
							\$777,000.00	\$777,000.00	\$0.00
Leading Idaho Total							\$1,623,517.46	\$1,623,517.46	\$0.00
TECM									
20788	3	SH 16, I 84 TO US 20/26 & SH 44 IC, ADA & CANYON COS	2025	Development	149	LP	\$1,084,238.67	\$1,084,238.67	\$0.00
							\$1,084,238.67	\$1,084,238.67	\$0.00
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	\$2,745,000.00	\$2,745,000.00	\$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
							\$23,065,000.00	\$23,065,000.00	\$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	(\$2,580,501.00)	(\$2,580,501.00)	\$0.00
							(\$420,486.00)	(\$420,486.00)	\$0.00
23437	3	I 84, CENTENNIAL IC TO FRANKLIN IC, CANYON CO	2025	Development	149	PC	(\$800,000.00)	(\$800,000.00)	\$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
							\$1,350,000.00	\$1,350,000.00	\$0.00
TECM Total							\$130,108,339.79	\$130,108,339.79	\$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
TECM Bonding									
22165	3	US 20/26, I 84 TO MIDDLETON RD, CANYON CO	2025	Awarded (or equiv.)	150	CC CN	(\$2,800,000.00) \$7,799,500.00	(\$2,800,000.00) \$7,799,500.00	\$0.00 \$0.00
							\$4,999,500.00	\$4,999,500.00	\$0.00
22715	3	SH 55, FARMWAY RD TO MIDDLETON RD, CANYON CO	2025	Development	150	PC LP	\$1,000,000.00 \$25,000,000.00	\$1,000,000.00 \$25,000,000.00	\$0.00 \$0.00
							\$26,000,000.00	\$26,000,000.00	\$0.00
23337	3	US 20/26, MIDDLETON RD TO STAR RD, ADA/CANYON COS	2025	Development	150	PC LP	\$1,500,000.00 \$25,000,000.00	\$1,500,000.00 \$25,000,000.00	\$0.00 \$0.00
							\$26,500,000.00	\$26,500,000.00	\$0.00
23410	3	SH 16, I 84 TO FRANKLIN RD, ADA & CANYON COS	2023	Awarded (or equiv.)	150	CN	\$20,000,000.00	\$20,000,000.00	\$0.00
							\$20,000,000.00	\$20,000,000.00	\$0.00
23437	3	I 84, CENTENNIAL IC TO FRANKLIN IC, CANYON CO	2025	Development	150	PC	\$1,000,000.00	\$1,000,000.00	\$0.00
							\$1,000,000.00	\$1,000,000.00	\$0.00
TECM Bonding Total							\$78,499,500.00	\$78,499,500.00	\$0.00
State Hwy - Board Unallocated									
24106	3	SH 45, ELIJAH CULVERT REPAIR, NAMPA	2023	Development	71	PE PC CN	\$5,000.00 \$200,000.00 \$795,000.00	\$5,000.00 \$200,000.00 \$795,000.00	\$0.00 \$0.00 \$0.00
							\$1,000,000.00	\$1,000,000.00	\$0.00
24245	3	I 84, E BOISE POE SIGN REPAIR	2023	Development	71	PE CN	\$20,000.00 \$430,000.00	\$20,000.00 \$430,000.00	\$0.00 \$0.00
							\$450,000.00	\$450,000.00	\$0.00
State Hwy - Board Unallocated Total							\$1,450,000.00	\$1,450,000.00	\$0.00
State Hwy - Planning Scoping & Studies									
7827	3	SH 44, CORRIDOR STUDY, STAR RD TO WEST STATE STREET	2023	Awarded (or equiv.)	104	PE PC	\$68,120.00 \$997,392.00	\$68,120.00 \$997,392.00	\$0.00 \$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 PC	\$5,000.00 \$245,000.00	\$5,000.00 \$245,000.00	\$0.00 \$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

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
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
State Hwy - Freight									
22103	3	OFFSYS, FRANKLIN BLVD & 3RD N FREIGHT IMPRV, NAMPA	2500	Development	139	PC	\$900,000.00	\$0.00	\$900,000.00
							\$900,000.00	\$0.00	\$900,000.00
State Hwy - Freight Total							\$900,000.00	\$0.00	\$900,000.00
Local Hwy - Large Urban									
13484	3	STP-719, CENTENNIAL WAY ROUNDABOUT, CALDWELL	2026	Development	46	PE	\$6,000.00	\$6,000.00	\$0.00
						PC	(\$6,000.00)	(\$6,000.00)	\$0.00
							\$0.00	\$0.00	\$0.00
13487	3	NHS-8213, MIDDLETON & USTICK ROUNDABOUT, CALDWELL	2023	Awarded (or equiv.)	46	CE	\$19,144.00	\$19,144.00	\$0.00
						CC	\$422,837.00	\$422,837.00	\$0.00
						CL	\$83,996.00	\$83,996.00	\$0.00
						CN	\$3,918,023.00	\$3,918,023.00	\$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
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

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
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
21896	3	LOCAL, FY25 ROADWAY AND ADA IMPROVEMENTS, BOISE	2026	Development	51	PC	\$1,526,000.00	\$1,526,000.00	\$0.00
							\$1,526,000.00	\$1,526,000.00	\$0.00
22015	3	LOCAL, FY23 ACHD COMMUTERIDE	2023	Development	51	CN	\$220,000.00	\$220,000.00	\$0.00
							\$220,000.00	\$220,000.00	\$0.00
22390	3	LOCAL, FY27 ROADWAY AND ADA IMPROVEMENTS, BOISE	2027	Development	51	PE	\$29,000.00	\$29,000.00	\$0.00
						PC	\$1,463,000.00	\$1,463,000.00	\$0.00
							\$1,492,000.00	\$1,492,000.00	\$0.00
22395	3	LOCAL, FISCAL IMPACT ANALYSIS STUDY, COMPASS	2023	Development	51	PC	\$60,000.00	\$60,000.00	\$0.00
							\$60,000.00	\$60,000.00	\$0.00
23667	3	LOCAL, FY23 ROLLING STOCK, INFRA, TECH, VRT	2023	Development	51	CN	\$1,689,000.00	\$1,688,999.57	\$0.43
							\$1,689,000.00	\$1,688,999.57	\$0.43
23674	3	LOCAL, SMART TRIPS TREASURE VALLEY, ACHD	2023	Development	51	PE	\$3,000.00	\$3,000.00	\$0.00
						PC	\$388,000.00	\$388,000.00	\$0.00
							\$391,000.00	\$391,000.00	\$0.00
Local Hwy - Transportation Management Area Total							\$12,326,922.00	\$12,326,921.57	\$0.43
Local Hwy - Transportation Alternatives; TMA									
20493	3	LOCAL, FY23 ADA COUNTY SR2S, VRT	2023	Development	133	CN	\$171,000.00	\$171,000.00	\$0.00
							\$171,000.00	\$171,000.00	\$0.00
20549	3	US 20, CHINDEN; INT 43RD ST PED IMPRV, GARDEN CITY	2023	Development	133	PC	\$50,000.00	\$50,000.00	\$0.00
							\$50,000.00	\$50,000.00	\$0.00
20841	3	SH 55, BIKE/PED BR OVER BOISE RV, EAGLE	2023	PS&E (or equiv.)	133	CN	\$870,000.00	\$870,000.00	\$0.00
							\$870,000.00	\$870,000.00	\$0.00
Local Hwy - Transportation Alternatives; TMA Total							\$1,091,000.00	\$1,091,000.00	\$0.00
Local Hwy - Rural									
13964	3	STC-3798, PECKHAM RD, GOLDEN GATE HD	2023	Development	45	PE	(\$1,000.00)	(\$1,000.00)	\$0.00
						LP	\$15,000.00	\$15,000.00	\$0.00
						UT	\$1,000.00	\$1,000.00	\$0.00
						CC	\$532,549.00	\$0.00	\$532,549.00
							\$547,549.00	\$15,000.00	\$532,549.00
19951	3	STC-3856, OLD HWY 30; SAND HOLLOW RD TO SH-44, CANYON HD	2027	Development	45	PL	\$28,000.00	\$28,000.00	\$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
19951	3	STC-3856, OLD HWY 30; SAND HOLLOW RD TO SH-44, CANYON HD	2027	Development	45	LP	\$50,000.00	\$50,000.00	\$0.00
							\$78,000.00	\$78,000.00	\$0.00
Local Hwy - Rural Total							\$625,549.00	\$93,000.00	\$532,549.00
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
							\$52,000.00	\$52,000.00	\$0.00
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							\$701,000.00	\$701,000.00	\$0.00
Hwy Safety - Railroad Crossings									
20606	3	OFFSYS, OLD FORT BOISE RD UPRR RRX, NOTUS-PARMA HD	2023	Development	22	PE	\$0.00	(\$10,000.00)	\$10,000.00
						PC	\$0.00	(\$10,000.00)	\$10,000.00
						CN	\$230,000.00	\$0.00	\$230,000.00
							\$230,000.00	(\$20,000.00)	\$250,000.00
Hwy Safety - Railroad Crossings Total							\$230,000.00	(\$20,000.00)	\$250,000.00
Hwy - Discretionary									
23676	3	LOCAL, SAFETY ACTION PLAN STUDY, COMPASS	2027	Development	39	PC	\$490,000.00	\$0.00	\$490,000.00
							\$490,000.00	\$0.00	\$490,000.00
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							\$5,490,000.00	\$0.00	\$5,490,000.00
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)
20259	3	LOCAL, FY23 ROADWAY & ADA IMPROVEMENTS PART 1, BOISE AREA	2024	Development	79	PC	\$50,000.00	\$0.00	\$50,000.00
							\$50,000.00	\$0.00	\$50,000.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
20367	3	US 20, PHYLLIS CANAL BR TO SH 16, ADA CO	2023	Awarded (or equiv.)	79	CN	\$821,347.00 \$821,347.00	\$821,347.00 \$821,347.00	\$0.00 \$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	\$500.00 \$500.00	\$0.00 \$0.00
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) \$0.00	\$2,674.00 (\$2,674.00) \$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	\$300,763.00 \$300,763.00	\$0.00 \$0.00
22712	3	I 84B, GARRITY BLVD & STAMM LN INT IMPV, NAMPA	2027	Development	79	RW	\$385,027.00 \$385,027.00	\$0.00 \$0.00	\$385,027.00 \$385,027.00
22717	3	SH 45, LOCUST LANE INTERSECTION, NAMPA	2027	Development	79	RW	\$620,257.00 \$620,257.00	\$0.00 \$0.00	\$620,257.00 \$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	\$310,898.88 \$310,898.88	\$0.00 \$0.00
23674	3	LOCAL, SMART TRIPS TREASURE VALLEY, ACHD	2023	Development	79	PC	\$62,000.00 \$62,000.00	\$62,000.00 \$62,000.00	\$0.00 \$0.00
Hwy - Local Partnerships Total							\$2,550,792.88	\$1,553,386.88	\$997,406.00
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 CE CN	\$19,622.61 \$73,493.60 (\$5,917.96) (\$8,909,209.44) \$1,904,413.50 (\$39,489.00) (\$414,631.00) (\$7,371,717.69)	\$19,622.61 \$73,493.60 (\$5,917.96) (\$8,909,209.44) \$1,904,413.50 (\$39,489.00) (\$414,631.00) (\$7,371,717.69)	\$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00
23080	3	I 84, FRANKLIN RD IC TO KARCHER IC - WEST, NAMPA	2024	Awarded (or equiv.)	142	CE CC CN	(\$20,000.00) (\$400,000.00) \$391,286.96 (\$28,713.04)	(\$20,000.00) (\$400,000.00) \$391,286.96 (\$28,713.04)	\$0.00 \$0.00 \$0.00 \$0.00
23081	3	I 84, FRANKLIN RD IC TO KARCHER IC - EAST, NAMPA	2024	Awarded (or equiv.)	142	CE CC	\$0.00 \$0.00	(\$20,000.00) (\$400,000.00)	\$20,000.00 \$400,000.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
23081	3	I 84, FRANKLIN RD IC TO KARCHER IC - EAST, NAMPA	2024	Awarded (or equiv.)	142	CN	\$0.00	(\$2,939,231.50)	\$2,939,231.50
							\$0.00	(\$3,359,231.50)	\$3,359,231.50
Hwy GARVEE - 2017 Legislative Authorization Total							(\$7,400,430.73)	(\$10,759,662.23)	\$3,359,231.50
Report Total							\$314,600,422.75	\$280,585,429.43	\$34,014,993.32