



# Working together to plan for the future

## REGIONAL TRANSPORTATION ADVISORY COMMITTEE NOVEMBER 15, 2023 - 8:30 a.m. COMPASS, First Floor Board Room 700 NE 2nd Street, Meridian, Idaho ZOOM CONFERENCE CALL

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

Committee members can participate in the meeting in-person or via Zoom conference call.

Please specify whether you plan to attend in-person or virtually when RSVPing to Teri Gregory at [tgregory@compassidaho.org](mailto: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 September 27, 2023, RTAC Meeting Minutes

Page 7 B.\* Approve 2024 RTAC Meeting Dates/Times

#### IV. ACTION ITEMS

8:35 A. Elect Vice Chair for Remainder of 2023 Toni Tisdale  
*Toni Tisdale will facilitate the election of a Vice Chair.*

8:45 Page 8 B.\* Recommend Changes to the Transportation Improvement Program (TIP) Amendment Policy Toni Tisdale  
*Toni Tisdale will seek recommendation of COMPASS Board of Directors' approval of changes to the TIP Amendment Policy.*

9:00 Page 25 C.\* Recommend *Communities in Motion 2055* Goals and Objectives Austin Miller  
*Austin Miller will seek RTAC recommendation of COMPASS Board of Directors' approval of Communities in Motion 2055 goals and objectives.*

9:15 Page 30 D.\* Recommend Transportation Management Area (TMA) Balancing Toni Tisdale  
*Toni Tisdale will seek recommendation of balancing actions in the TMA (Boise Urbanized Area)*

9:30  
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**E.\* Recommend Adoption of Resolution Modifying the FY2023-2029 and FY2024-2030 Regional Transportation Improvement Programs (TIPs)**

**Toni Tisdale/  
ITD/City of  
Nampa**

*Toni Tisdale will seek recommendation for the COMPASS Board of Directors' adoption of a resolution modifying the FY2023-2029 and FY2024-2030 TIPs at the request of the Idaho Transportation Department and the City of Nampa.*

**V. INFORMATION/DISCUSSION ITEMS**

9:40  
Page 42

**A.\* Review COMPASS Funding Procedures**

**Matt Carlson**

*Matt Carlson will present a refresher on the COMPASS funding procedures (Transportation Improvement Plan, Communities in Motion Implementation Grants, and Project Development Program Grants).*

9:55  
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**B.\* Status Report: FY2023 Communities in Motion (CIM) Implementation Grants and Project Development Program Projects**

**Matt Carlson**

*Matt Carlson will review the FY2023 CIM Implementation Grants and Project Development Program projects.*

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

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**A.\* RTAC Agenda Worksheet**

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**B.\* Obligation Report**

**VII. OTHER**

**Next Meeting: December 20, 2023**

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

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

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

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**REGIONAL TRANSPORTATION ADVISORY COMMITTEE  
September 27, 2023  
COMPASS, First Floor Board Room  
ZOOM CONFERENCE CALL**

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

**ATTENDEES:**

Rodney Ashby, City of Nampa, via ZOOM  
Lee Belt, City of Greenleaf, **Chair**, via ZOOM  
Miranda Carson, City of Meridian, **Vice Chair**, via ZOOM  
Crystal Craig, City of Nampa, via ZOOM  
Tom Ferch, Ada County Highway District, in person  
Gabe Finkelstein, Boise State University, via ZOOM  
Tessa Greegor, City of Boise, via ZOOM  
Doug Hanson, City of Kuna, via ZOOM  
Caleb Hood, City of Meridian, via ZOOM  
Kate Dahl for Stephen Hunt, Valley Regional Transit, via ZOOM  
Tom Laws, Ada County Highway District, via ZOOM  
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, Highway District No. 4, in person  
Darrell Romine, City of Melba, via ZOOM  
Nichoel Baird Spencer, City of Eagle, via ZOOM  
Mark Steuer, City of Nampa, via ZOOM  
Toni Tisdale, COMPASS, Ex officio, in person  
Michael Toole, Department of Environmental Quality, via ZOOM  
Vince Trimboli, Idaho Transportation Department, via ZOOM  
Jason VanGilder, City of Middleton, via ZOOM  
Stacey Yarrington, Ada County Development Services, via ZOOM

**MEMBERS ABSENT:**

Michelle Barron, Canyon County Development Services  
Bre Brush, City of Boise  
Lara Disney, Public Participation Workgroup  
Wayne Herbel, City of Caldwell  
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  
Deb Root, Canyon County Development Services  
Bill Vaughan, City of Eagle  
Hanna Veal, City of Garden City

**OTHERS PRESENT:**

Matt Carlson, COMPASS, in person  
Ashley Cannon, COMPASS, in person  
Teri Gregory, COMPASS, in person  
Meg Larsen, COMPASS, in person  
Gus Loeffelholz, FHWA, via ZOOM  
Amy Luft, COMPASS, via ZOOM  
Austin Miller, COMPASS, via ZOOM  
Alexa Roitman, COMPASS, in person  
Nicole Stern, ACHD Commuteride, via ZOOM  
Mary Ann Waldinger, COMPASS, in person

**CALL TO ORDER**

Chair Lee Belt called the meeting to order at 8:30 am.

**OPEN DISCUSSION/ANNOUNCEMENTS**

Vince Trimboli announced Caleb Lakey is leaving ITD in late October.

Amy Luft reminded everyone the Leadership in Motion nominations close at noon on September 29.

Rodney Ashby announced the City of Nampa Planning and Zoning team with JUB, received the Kenneth G Wigel Award from the Western Planner Association.

**CONSENT AGENDA**

**A. Approve the August 9, 2023, RTAC Meeting Minutes**

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

## **ACTION ITEMS**

### **A. Recommend the FY2024 COMPASS Resource Development Plan**

Matt Carlson presented the FY2024 COMPASS Resource Development Plan including two modifications that occurred after the meeting packet was provided to RTAC. The first was to update the cost estimate for the Eagle Road Pathway Connection, Phase 3, Baldycypress Drive to McMillan Road (east side) project to be \$1.6 million. The second modification was to change the location of the Eagle Road Ten-foot Pathway, River Valley Street to Ustick Road, east side project from the City of Boise to the City of Meridian.

**Lenny Riccio moved and Tom Ferch seconded to recommend COMPASS Board of Directors' approval of the FY2024 COMPASS Resource Development Plan with modifications as presented.** Motion passed unanimously.

### **B. Recommend *Communities in Motion 2055* Goals and Objectives**

Austin Miller presented the *Communities in Motion 2055* goals and objectives.

After discussion, **Lenny Riccio moved to recommend COMPASS Board of Director's adoption of the proposed *Communities in Motion 2055* goals and objectives with an added amendment to the Convenience goal to include an objective titled Organized Transportation and Development with the description "To promote development patterns that provide for an organized transportation system."** Vince Trimboli seconded the motion.

After further discussion, **Nichoel Baird Spencer proposed an alternative motion to recommend COMPASS Board of Director's adoption of the proposed *Communities in Motion 2055* goals and objectives as presented with the consideration and development of a potential additional objective relating to Organized Transportation and Development at a later date.** Rodney Ashby seconded the motion. Motion passed.

**Nichoel Baird Spencer then made a motion to defer a decision regarding the *Communities in Motion 2055* goals and objectives until a subcommittee can be formed to review and discuss the items presented by members of RTAC.** Lenny Riccio seconded the motion. Motion passed. **Lenny Riccio, Nichoel Baird Spencer, and Tom Laws volunteered to be on the committee.**

### **C. Recommend Adoption of a Resolution Amending *Communities in Motion 2050* and the FY2023-2029 and FY2024-2030 Regional Transportation Improvement Programs (TIPs)**

Austin Miller and Toni Tisdale, with assistance from Jason VanGilder, City of Middleton, and Tom Laws, Ada County Highway District, presented resolutions amending *Communities in Motion 2050* (CIM 2050) and the FY2023-2029 and FY2024-2030 TIPs.

After discussion, **Crystal Craig moved and Tessa Gregor seconded to recommend the COMPASS Board of Directors adopt resolutions amending CIM 2050 to add the realignment of Middleton Road and the FY2023-2029 and FY2024-2030 TIPs to add the realignment of Middleton Road, the Fairview Avenue bridge replacement, and the Emerald Street bridge replacement.** Motion passed unanimously.

#### **D. Recommend Adjusted Urban Area Boundaries**

Mary Ann Waldinger reviewed the US Census urban areas and adjustment process and presented the adjusted urban area boundaries.

After discussion, **Tom Laws moved and Lenny Riccio seconded to recommend the COMPASS Board of Director's adopt a resolution approving the adjusted urban area boundaries.** Motion passed unanimously.

**Next Meeting: October 25, 2023**

#### **ADJOURNMENT**

**Lenny Riccio moved and Miranda Carson seconded to adjourn the meeting.** Motion passed unanimously.

**Chair Lee Belt adjourned the meeting at 9:59 am.**

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**2024 Regional Transportation Advisory Committee Meeting Dates  
COMPASS, 1<sup>st</sup> Floor Board Room  
8:30-10:30 a.m.**

<b>January 24, 2024</b>
<b>Optional Workshop February 7, 2024</b>
<b>February 28, 2024</b>
<b>Optional Workshop March 6, 2024</b>
<b>March 27, 2024</b>
<b>April 24, 2024</b>
<b>May 22, 2024</b>
<b>Optional Workshop June 5, 2024</b>
<b>June 26, 2024</b>
<b>July 24, 2024</b>
<b>August 7, 2024</b>
<b>September 25, 2024</b>
<b>October 23, 2024</b>
<b>November 20, 2024</b>
<b>December 18, 2024</b>

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### Topic: Transportation Improvement Program Amendment Policy

#### Request/Recommendation:

COMPASS staff requests RTAC recommendation of COMPASS Board of Directors' approval of updates to the COMPASS Regional Transportation Improvement Program (TIP) Amendment Policy (Attachment 1) to match the Idaho Transportation Department's (ITD) statewide transportation improvement program (STIP) amendment policy (Attachment 2) more closely for consistency.

#### Background/Summary

Both COMPASS and ITD have policies that guide when and how changes to the agencies' TIP/STIP should be made. Federal Highway Administration staff suggested that steps be taken to make the policies more consistent. To that end, COMPASS is proposing changes to its current TIP amendment policy (Attachment 3) to align more closely with ITD's STIP amendment policy.

After discussion with Federal Highway Administration (FHWA) staff for clarification, sweeping changes are proposed. Changes requested by FHWA staff are denoted with an asterisk (\*). Changes to better align with ITD policy are denoted with a caret (^). The most substantive changes are described below.

- The Board Administrative Modification process was removed\*. The current policy allows COMPASS to process cost increases that do not change the public's perception of the project through Board Administrative Modifications, which do not include public involvement.
  - The Federal Highway Administration requires cost changes of more than 30%\* to include public involvement.
  - ITD's policy requires public involvement if an increase is \$5,000,000^ or more, or 30% AND at least \$1,000,000^.
  - Changes that meet these thresholds would be processed as amendments, which include public involvement.
- A process for exempt projects was added^. Types of projects identified as "exempt" in federal code would not require Board approval for any type of action, including adding or removing projects.
  - Most public transportation, safety, operational, and bicycle/pedestrian projects are considered exempt.
  - Adding or removing exempt projects would still require public involvement.
- The process to enable swift approval of end-of-year actions was removed\*. End-of-year actions will follow the policy the same as at any other time of the year.
- Clarification was added to specify no action is required for:
  - Any change less than \$100,000^
  - Projects that meet the Emergency Relief Program requirements^
  - Release of funds^
  - Changes to projects after construction is obligated\*



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

Timing will be critical for many cost changes, as public involvement will be required more often than in the current policy, such as for cost increases of over 30% and \$1,000,000. However, exemptions are now included, which will allow for changing, adding, and removing projects at a staff level for sidewalk, planning, and most public transportation projects.

**More Information:**

- 1) Attachment 1: Draft Updated TIP Amendment Policy
- 2) Attachment 2: ITD's STIP Amendment Policy
- 3) Attachment 3: Current TIP Amendment Policy
- 4) For detailed information contact: Toni Tisdale Principal Planner, at 208/475-2238 or [ttisdale@compassidaho.org](mailto:ttisdale@compassidaho.org).

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## DRAFT POLICY STATEMENT

### Board Policy No. TBD

**Adopted:** TBD  
**By:** COMPASS Board of Directors  
**Last Revision:** August 15, 2022

### Policy Statement:

#### COMPASS Regional Transportation Improvement Program (TIP) Amendments

#### Background:

COMPASS updates the TIP on an annual basis, similar to the Idaho Transportation Department's (ITD's) Statewide Transportation Improvement Program (STIP) update schedule. COMPASS works closely with ITD, Valley Regional Transit, and other member agencies to keep the TIP as accurate as possible throughout the fiscal year, as changes to projects are certain to occur.

#### Process:

A change is processed through an amendment, which requires approval by the COMPASS Board of Directors and public involvement, or an administrative modification, which requires approval by the COMPASS Executive Director.

- Amendments
  - Triggered by:
    - Notification of changes from ITD, the Local Highway Technical Assistance Council (LHTAC), Valley Regional Transit, or local agencies.
    - Balancing actions, following Urban or Transportation Management Area (TMA) balancing guidelines.
  - Other considerations:
    - Need a recommendation by the Regional Transportation Advisory Committee (RTAC) in most cases. The RTAC recommendation may be waived by the COMPASS Board of Directors or Executive Committee if the timing is limited.
    - Require a public comment period as noted in the attached matrix (page 3) and following procedures outlined in the COMPASS Participation Plan.
    - Require proof of programmatic financial constraint.
- Administrative Modifications
  - Triggered by:
    - Notification of changes from ITD, LHTAC, Valley Regional Transit, or local agencies.
    - Balancing actions, following Urban or TMA balancing guidelines.
  - Other considerations:
    - Could need a recommendation by RTAC.
    - Require proof of programmatic financial constraint.
    - Included as information items in next COMPASS Board packet.
    - Emailed to RTAC.

**For the purposes of this policy, state or locally-funded “regionally significant” projects are treated the same as federal-aid projects.** See the definition developed by the Interagency Consultation Committee (ICC) on Endnote iii, page 4.

The matrix on the following pages provides criteria that outline how COMPASS will process requested changes to one or more TIPs.

**Previous Policy:**

This policy replaces the TIP Amendment Policy approved by the COMPASS Board of Directors on August 15, 2022, policy number Board 2022-02.

**Links to More Information:**

Additional and related information can be found online.

- ITD’s STIP/TIP Amendment and Administrative Modification Process: <https://itd.idaho.gov/funding/>
- COMPASS Public Involvement Process: <https://compassidaho.org/public-involvement-plans/>
- TIP Policies and Procedures: <https://compassidaho.org/resourcedevelopment/#FundPol>

Type of Action		Amendment	Administrative Modification
Action Required	Includes Public Involvement <sup>i</sup>	BOARD ACTION	STAFF ACTION (No Board Action)
1. <b>Add</b> or <b>remove</b> a regionally significant, non-exempt project to/from any year in the TIP	X	X	
2. <b>Add</b> or <b>remove</b> non-regionally significant, exempt a project to/from any year in the TIP, if the project is considered "exempt" per <a href="#">40 USC 93.126<sup>ii</sup></a> and is not regionally significant <sup>iii</sup>	X		X
3. Make <b>major changes</b> to any project in any year in the TIP using the following guidelines: a. The project's total project cost changes by at least \$5,000,000 <u>OR</u> the percentage change is at least 30% <u>AND</u> at least \$1,000,000. b. Major <sup>iv</sup> change to project scope. c. Major <sup>v</sup> change to project location limits.	X	X	
4. <b>Advance</b> or <b>delay</b> funds if all funds are not within the first four years of the program. <sup>vi</sup>	X	X	
5. <b>Add</b> or <b>remove</b> a project to/from a current TIP during the period between approval of a new TIP by the COMPASS Board and federal agencies. Additional public comment is not required if the project was provided for public comment during the development of the new TIP. <sup>vii</sup> Proof of fiscal constraint is required.	X	X	
6. <b>Changes</b> other than those categorized as major changes in #3 above, such as minor cost changes, advances, and delays to projects within the first four years of the TIP; name changes; and advanced construction in the year prior to the programmed year.			X
7. <b>Changes</b> within a "Suite of Projects" that fit criteria within the overall corridor <sup>viii</sup>			X

**No action is needed** in the following circumstances:

- Changes less than \$100,000.
- Projects that fall under the Emergency Relief Program ([23 USC 125<sup>ix</sup>](#)) for Permanent Repair within the first 270 days post-disaster. After that time, they follow the modification criteria above.
- Changes to an improvement type that do not impact funding, scope of project, or trigger an amendment.
- Release of funds due to project closeout, reconciling differences between engineer's estimate and award amounts, and project cost savings.
- Projects funded through the Federal Lands Access Program or Federal Lands Transportation Program, unless administered by ITD or LHTAC, will be included in the TIP.
- After construction funds are obligated.

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## Endnotes

<sup>i</sup> If ITD is soliciting public comment for the same changes to be made to the STIP or if the sponsoring agency has already solicited public comment on the project, an additional public comment period may not be required. The need for public comment is determined by the COMPASS Executive Director after review of a description of the sponsoring agency's process. If approved by the Executive Director, a description of ITD's or the sponsoring agency's public comment process and comments received will be provided with the action.

<sup>ii</sup> Definition of "exempt" – generally roadway projects that are operational in nature, most public transportation projects, bicycle and pedestrian facilities, and other activities that are not directly related to roadway construction. (Additional detail provided in 40 USC 93.126: <https://www.ecfr.gov/current/title-40/chapter-I/subchapter-C/part-93/subpart-A/section-93.126>)

### <sup>iii</sup> **Regionally Significant Projects**

Regional emissions analyses, for the purpose of demonstrating transportation conformity of a TIP or long-range plan, must include all regionally significant and/or federally funded projects in the nonattainment or maintenance area.

40 CFR 93.10115 defines a regionally significant project as:

... a transportation project (other than an exempt project) that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area's transportation network, including at a minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel.

Idaho Administrative Code (IDAPA 58.01.01.566) further defines a regionally significant project as:

A transportation project, other than an exempt project, that is on a facility which serves regional transportation needs... and would normally be included in the modeling of a metropolitan area's transportation network, including, at a minimum:

- a. All principal arterial highways;
- b. All fixed guideway transit facilities that offer an alternative to regional highway travel; and
- c. Any other facilities determined to be regionally significant through Section 570, interagency consultation.

The ICC maintains discretionary authority in interpreting and applying these definitions to the area's transportation programs, plans, and projects. Definitions for regionally significant road projects and regionally significant transit projects, as developed by the ICC, are below. For the purposes of this conformity determination, all applicable roadway projects, despite their significance, were included in the travel demand model networks.

#### Regionally Significant Roadway Project Definition

On January 30, 2002, the ICC developed the following definition of a "Regionally Significant" transportation project:

A transportation project in Ada County, Idaho is designated "Regionally Significant" if:

- (a) the project is for the improvement of either:
  - (i) a principal arterial or higher functional classification; or
  - (ii) a minor arterial which will have a twenty (20) year projected traffic volume of at least 45,000 vehicles a day after completion of the project; and
- (b) the project will add at least one new continuous vehicular lane which either:
  - (i) extends from one intersecting principal or minor arterial to another intersecting principal or minor arterial; or
  - (ii) in the case of an interstate, extends from the on-ramp of one interstate interchange to a point beyond the off-ramp of the next adjacent interstate interchange.

#### Regionally Significant Transit Project Definition

On August 31, 2005, the ICC adopted the following definition of a "Regionally Significant" transit project:

A transit project in Ada County, Idaho is designated "Regionally Significant" if the transit project:

- (a) has the potential to change the vehicle demand of an existing roadway classified as a principal arterial or higher by 400 vehicles per hour, or 4,000 vehicles per weekday; and
- (b) is a transit service or facility that provides services to (or connects) at a minimum:
  - (i) two counties and;
  - (ii) three incorporated cities

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### Exempt Projects

Pursuant to 40 CFR 93.12617 (Exempt Projects), certain projects listed in a TIP or long-range transportation plan may proceed even in the absence of a conformity finding/demonstration. Exempt projects include highway safety or mass transit projects, landscaping projects, roadway rehabilitation and repair projects, transportation enhancement projects, and transportation planning activities that do not lead directly to construction. However, the exempt projects listed in 40 CFR 93.126 are not considered exempt if the ICC concludes that they may have an adverse impact on air quality.

In addition, 40 CFR 93.12718 (Projects Exempt from Regional Emissions Analyses) considers projects, such as intersection signalization, changes in alignment, bus terminals, and transit transfer points, exempt from regional emissions analyses. However, these projects must demonstrate project-level conformity if they meet the requirements of 40 CFR 93.123(b)(1)19. This is determined through consultation. As with the types of exempt projects listed in 40 CFR 93.126, the projects listed in 40 CFR 93.127 may not be considered exempt if the ICC concludes they may have an adverse impact on air quality.

### Transportation Control Measures

As per 40 CFR 93.113(c)20, in order for a TIP or long-range transportation plan to be conforming, it cannot interfere with the implementation of any transportation control measures. There are no transportation control measures requiring implementation in the PM10 maintenance plan. Therefore, the TIP and long-range transportation plan meet the requirements of 40 CFR 93.113(c).

#### <sup>iv</sup> Definition of "major" –

- Construction: scope change that is inconsistent with the National Environmental Policy Act (NEPA) documentation or will alter the NEPA determination, or that would be functionally different from current expectations, such as, but not limited to, a change in multi-modal improvements, increase or decrease in number of lanes, or change the type of intersection (e.g., traditional vs. roundabout).
- If the significance is unclear, the COMPASS Executive Director will determine.

#### <sup>v</sup> Definition of "major" –

- Construction: termini change greater than ¼ mile or the location does not meet the expectations of the public.
- If the significance is unclear, the COMPASS Executive Director will determine.

<sup>vi</sup> Beyond the first four years – federal agencies only acknowledge the program's first four years; therefore, any changes to funds into or out of the program's first four years are considered a major change and require public comment and Board action.

<sup>vii</sup> Public comment on these projects would be solicited as part of the public comment period on the new TIP. These projects are highlighted in the "major changes list," provided to the public during the public comment period to showcase significant changes between a current TIP and the proposed new TIP.

<sup>viii</sup> A "Suite of Projects" includes projects that started as one key number for improvements to an overall corridor and later were split into multiple key numbers for efficiency in design and management.

<sup>ix</sup> Details about qualifications of emergency relief provided in 23 USC 125:

<https://www.govinfo.gov/content/pkg/USCODE-2021-title23/pdf/USCODE-2021-title23-chap1-sec125.pdf>.

## STIP Modification Process Program Control - Idaho Transportation Department

Revised March 23, 2023

### **Purpose**

This document establishes the **process** followed by the Idaho Transportation Department in amending the Statewide Transportation Improvement Program (STIP). Included are **criteria** considered in determining whether a STIP change is handled as an **amendment** or an **administrative modification**. Criteria may include limits or thresholds that help dictate the handling of the change. This document also shows the processing workflow for changes to projects both within and outside of metropolitan planning areas.

### **Legal Authorities and Guidance**

<a href="#">23 CFR §450.104</a>	<b>Definitions</b>
<a href="#">23 CFR §450.206</a>	<b>Scope of the statewide and non-metropolitan transportation <i>planning process</i></b>
<a href="#">23 CFR §450.208</a>	<b>Coordination of planning process activities</b>
<a href="#">23 CFR §450.210</a>	<b>Interested parties, public involvement, and consultation</b>
<a href="#">23 CFR §450.216</a>	<b>Development and content of the long-range statewide transportation plan</b>
<a href="#">23 CFR §450.218</a>	<b>Development and content of the statewide transportation improvement program (STIP)</b>
<a href="#">23 CFR §450.220</a>	<b>Self-certifications, Federal findings, and Federal approvals</b>
<a href="#">23 CFR §450.222</a>	<b>Project selection from the STIP</b>
<a href="#">ITD Policy 4001</a>	<b>Authority to Sign Contracts, Agreements, and Grants and Requirement to Report Certain Contracts</b> (updated 5-17-18)
<a href="#">ITD Policy 4011</a>	<b>Idaho Transportation Investment Program</b> (updated 1-21-21)

### **Definitions** (from 23 CFR §450.104)

**Amendment** - means a revision to a long-range statewide or metropolitan transportation plan, TIP, or STIP that involves a major change to a project included in a metropolitan transportation plan, TIP, or STIP, including the addition or deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes or changing the number of stations in the case of fixed guideway transit projects). Changes to projects that are included only for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment, re-demonstration of fiscal constraint, or a conformity determination (for metropolitan transportation plans and TIPs involving “non-exempt” projects in nonattainment and maintenance areas). In the context of a long-range statewide transportation plan, an amendment is a revision approved by the State in accordance with its public involvement process.

**Administrative modification** - means a minor revision to a long-range statewide or metropolitan transportation plan, Transportation Improvement Program (TIP), or Statewide Transportation Improvement Program (STIP) that includes minor changes to project/project phase costs, minor changes to funding sources of previously-included projects, and minor changes to project/project phase initiation dates. An administrative modification is a revision that does not require public review and comment, re-demonstration of fiscal constraint, or a conformity determination (in nonattainment

and maintenance areas).

**Design scope** - means the aspects that will affect the proposed facility's impact on the region, usually as they relate to vehicle or person carrying capacity and control (e.g., number of lanes or tracks to be constructed or added, length of project, signalization, safety features, access control including approximate number and location of interchanges, or preferential treatment for high-occupancy vehicles).

### **Criteria for STIP Amendments vs Administrative Modifications**

A key feature of a process document regarding changes to the STIP is that it includes clear criteria to guide the decision whether to process a STIP change as an amendment or an administrative modification.

Coupled with this is an understanding that ITD's criteria for determining the processing of a STIP change is **independent** of the criteria used by a metropolitan planning organization (MPO) for treating changes to TIP's for projects in their planning areas. In other words, the process followed by the state DOT – whether amendment or administrative modification – may differ from the handling chosen by the MPO through application of their policy.

### **Processing of Changes to the STIP**

The processing of changes to the STIP is categorized based on whether they are for projects inside or outside of a metropolitan planning area, and whether the change to the STIP meets the criteria for an Amendment or an Administrative Modification.

All changes are placed in the Office of Transportation Investment System (OTIS). Changes to projects inside of a Metropolitan Planning Area are communicated to the Metropolitan Organization (MPO) by the ITD District Engineer or the Local Highway Technical Assistance Council (LHTAC) dependent on who is making the request. **All obligations regardless of program year follow the same requirements.**

### **Change Steps**

1. The originator initiates an Obligation or Change Request in OTIS.
2. The Obligation or Change Request is sent to necessary sections for review and action and eventually to Program Control (PC).
3. If the request is for an unscheduled budget the criteria must be considered for STIP modification.

### **MPO Processing**

4. If the project is within an MPO area, the MPO evaluates the project change and considers TIP modification.
5. Based on their TIP modification criteria, the MPO decides whether to process the change as an Amendment or an Administrative Modification. If an Administrative Modification, the MPO's Executive Director or delegate follows their handling procedures for this type of change.
6. If an Amendment, the MPO prepares a proposed agenda item, applies their Public Involvement process, redemonstrates fiscal constraint, and presents the item to their policy board for approval.



7. The MPO Policy Board approves the TIP Amendment.
8. Following the process of their TIP Amendment or Administrative Modification, the MPO updates their TIP.
9. The MPO then notifies ITD's PC of the approved change.

### **ITD Processing**

10. Based on overarching ITD policies, PC determines whether Idaho Transportation Board (ITB) approval is required.
  - A. If ITB approval is required, a Board Item is prepared and presented at the upcoming Board meeting.
  - B. The Board item is approved during the meeting, either as part of the consent calendar or the resolution of an agenda item.
11. Based on ITD's modification criteria (see table below), PC determines whether to process the change as an Amendment or Administrative Modification.
  - A. If an Administrative Modification is required, PC adds the Administrative Modification to the ongoing summary list.
  - B. If an Amendment is required, ITD begins the Public Involvement Process below:
    - (i) Review agenda items submitted on Board website along with requests from other sources (OTIS changes/updates, MPO's, etc.) and identify projects that require FHWA notification. After submission deadline for Board items closes, compile project(s) specifics into table to be posted on STIP Public Involvement portion of ITD website.
    - (ii) Public notice is then posted (via social media) to alert the general public, stakeholders, local counties/public officials of the upcoming proposed Amendment including information on where to view project details and methods of submitting comments; duration of public comment period will also be specified (10 calendar days).
    - (iii) Projects included in Amendment will be posted under "Public Involvement" tab on STIP portion of ITD website for public comment.
    - (iv) Once comment period is closed (after 10 calendar days from initial posting), comments received will be collected and replied to. If Board approval is required, the comments will be sent to Board Executive Assistant Lorraine Dennis to be shared with Board members and included for discussion at the upcoming Board meeting.
    - (v) After the Public Involvement period and/or the Board meeting concludes, Amendment letter and table will then be drafted and submitted to FHWA/FTA for review and approval.
12. The FHWA/FTA approve the STIP Request and forwards their approval to ITD/PC.
13. PC notifies all stakeholders of approval.
14. PC completes processing of the change request (OTIS) or the obligation (FMIS).
15. The summary of approved Amendments and Administrative Modifications is maintained on the website:  
[https://apps.itd.idaho.gov/Apps/Fund/stip2021/amendments/Summary\\_All\\_AdMod\\_Amend.pdf](https://apps.itd.idaho.gov/Apps/Fund/stip2021/amendments/Summary_All_AdMod_Amend.pdf).

16. PC updates budget/schedule in OTIS to match requested changes.

<b>ITD Criteria for STIP Modifications</b> <i>Revised May 9, 2023</i>	<b>Amendment</b>	<b>Administrative Modification</b>	<b>No Action Required</b>
1. Adding a new non-grouped project (includes ER) into the 4-year STIP	X		
2. Removing a non-grouped project within first four years of the approved STIP	X		
3. Adding or removing projects that:	X		
a. Are not exempt (per Title 40 §93.126)			
b. Have been determined to trigger air quality conformity action			
c. Are funded by GARVEE bonds or TECM funds			
4. Make major changes to one or more projects using the following guidelines:	X		
a. Either an individual projects' Total Project Cost changes by at least <b>\$5,000,000</b> or the percentage change is at least <b>30%</b> and at least <b>\$1,000,000</b> .			
b. Either the changes to one or more grouped projects result in a dollar cost change to the group control total of at least <b>\$5,000,000</b> or the percentage change is at least <b>30%</b> and at least <b>\$1,000,000</b> .			
c. Major changes in project scope (e.g. number of through traffic lanes).			
d. Major changes in project location limits, where the increase triggers a NEPA re-evaluation.			
5. Changes other than those categorized as major changes in (4)(a) and (4)(b) above. <i>Such as: minor cost changes, advances and delays to projects in the current approved STIP, name changes, and advanced construction in year prior to programmed year.</i>		X	
6. Projects added to a current STIP during the period between new STIP review and approval by FHWA, that need to be added to new STIP once approved.		X	
7. No action will be required for cost increases that are <b>&lt;\$100,000</b> as a minimum threshold.			X
8. Projects that fall under the Emergency Relief Program (ER) for Permanent Repair following the 270 days post disaster event are not required to be in the STIP. After that time period, they follow modification criteria above.			X
9. Changes to improvement type that does not impact funding, scope of project, or trigger an Amendment.			X
10. Exempting action on any release of funds due to project closeouts, reconciling differences between engineers estimate and awarded amounts, and project cost savings.			X
11. Exempting action on the following programs: The Bureau of Indian Affairs (BIA) Indian Reservation Roads Program (IRR), the State Planning and Research Program (SPR), and the Federal Lands Access Program (FLAP) throughout the life of the project, unless administered by ITD or LHTAC. However, all three programs will continue to be included in the STIP.			X

The following guidance is used to determine whether a STIP Amendment requires ITD Board approval.

<b>Type of Change</b>	<b>IT Board Consent*</b>	<b>STIP Amendment Request</b>
a. Addition/deletion of individually identified projects	Yes	Yes
b. Major work type or location (scope) and costs changes <i>(Not required if the project was previously approved under another key number and is now being broke out)</i>	Yes	Yes
c. Major changes to Group Control Totals	No	Yes
d. Project advance/delay within first 4 years	Yes	Yes
e. Project advance/delay outside of first four years	Yes	Yes

\*Note: as per Idaho Transportation Board Policy 4011, IT Board Consent is not required for changes to projects in the Pavement, Bridge, Supporting Asset Infrastructure, or Safety and Capacity Programs. Changes to projects in these programs may be approved by the ITD Director or his delegate. Federal considerations still apply regarding the processing of STIP amendments for these changes.

## **Correspondence Regarding STIP Changes**

Requests to modify the STIP through **Amendments** are made in writing to the administrators of the Federal Highway Administration and Federal Transit Administration or their delegates. These requests from ITD to the FHWA/FTA are signed by the Idaho Transportation Department Director or delegate.

--Administrative Modifications to the STIP are communicated via the website.

--Board items referencing Amendments originating within the metropolitan planning organizations will reference the relevant MPO Policy Board action or executive director action, whichever pertains.

--Amendment request letters reference review and decisions made by the perspective MPO Policy Board, executive directors, and/or IT Board as appropriate.

The ITD Board Policy 4001 titled "Authority to Sign Contracts, Agreements, and Grants and Requirement to Report Certain Contracts" states:

### ***Delegated Authority***

*The Director or delegate shall approve contracts, agreements, and grants, and is authorized to sign all contracts, agreements, and grants required for the proper functioning of the Idaho Transportation Department. Signing authority may be delegated to Executive Officers, Division Administrators, District Engineers, and Section Managers when acting within their jurisdictional duties. Any authority so delegated shall conform to all applicable laws, rules, and regulations. Such authority shall not be exercised by the delegate in the event of a conflict of interest or if apparent personal gain is evidence.*

For the purposes of the administrative handling of STIP amendment requests, the ITD Director delegates signatory authority to the Section Manager responsible for the development and upkeep of the STIP.

## POLICY STATEMENT

### No. Board 2022-02

**Adopted:** August 15, 2022  
**By:** COMPASS Board of Directors  
**Last Revision:** April 20, 2020

### Policy Statement:

#### COMPASS Regional Transportation Improvement Program (TIP) Amendments

#### Background:

COMPASS updates the TIP on an annual basis, similar to the Idaho Transportation Department's (ITD's) Statewide Transportation Investment Program (STIP) update schedule. COMPASS works closely with ITD, Valley Regional Transit, and member agencies to keep the TIP as accurate as possible throughout the fiscal year, as changes to projects are certain to occur.

#### Process:

Changes are processed through an amendment, which requires approval by the COMPASS Board of Directors and public involvement; a Board administrative modification, which requires approval by the COMPASS Board of Directors; or a staff administrative modification, which requires approval by the COMPASS Executive Director.

- Amendments
  - Triggered by:
    - Notification of changes from ITD, the Local Highway Technical Assistance Council (LHTAC), or Valley Regional Transit
    - Balancing actions, following Urban or Transportation Management Area (TMA) balancing guidelines
  - Other considerations:
    - Could require notification of the Interagency Consultation Committee, if change triggers an amendment to the air quality conformity demonstration – up to 60 days
    - Could require a public comment period – open for a minimum of 15 days
      - Public comment follows the procedures outlined in the COMPASS Participation Plan
- Administrative Modifications
  - Triggered by:
    - Notification of changes from ITD, LHTAC, or Valley Regional Transit
    - Balancing actions, following Urban or TMA balancing guidelines

Other considerations:

- Included as information item in next COMPASS Board packet
- Emailed to the Regional Transportation Advisory Committee

**For the purposes of TIP amendments, state or locally funded “regionally significant<sup>1</sup>” projects are treated the same as federal-aid projects. Changes to projects with no federal funding are processed as staff administrative modifications** and are approved by the COMPASS Executive Director unless the Executive Director determines a change warrants review and action by the COMPASS Board of Directors, based on the nature of the change.

Changes to projects obligated in previous years, but not included in the current TIP, will be processed as existing projects.

The process matrix on the next page provides criteria to determine how to amend the TIP as well as how to process a requested change to the TIP.

### **Previous Policy:**

This policy replaces the TIP Amendment Policy approved by the COMPASS Board of Directors on April 20, 2020, policy number Board 2020-01.

### **Links to More Information:**

Additional information about related information can be found on the COMPASS website.

- Link to Glossary of Terms: <http://www.compassidaho.org/comm/glossary.htm>
- Link to ITD’s STIP/TIP Amendment and Administrative Modification Process: <https://itd.idaho.gov/funding/>
- Link to Interagency Consultation Committee webpage: <https://www.compassidaho.org/people/icc.htm>
- Link to Public Involvement webpage: <https://www.compassidaho.org/people/publicinvolvement.htm>
- Link to TIP policies and procedures: <http://www.compassidaho.org/prodserv/transimprovement.htm#TIPAmendPol>

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<sup>1</sup> Regionally Significant refers to capacity project on roadway classified as a principal arterial or higher.

<b>Process Matrix</b>				
Type of Action	Amendment	Board Administrative Modification	Staff Administrative Modification	Other
Action Required	BOARD ACTION (Includes Public Involvement <sup>2</sup> )	BOARD ACTION (No Public Involvement)	STAFF ACTION (No Board Action and No Public Involvement)	No Action Needed
Type of Funding	Federal, non-federal	Federal, non-federal, if warranted	Federal, non-federal	Federal, non-federal
1. Add new project	X			
2. Remove project	X			
3. Significant <sup>3</sup> change to project termini or scope	X			
4. Change that affects air quality conformity demonstration	X			
5. Advance or delay funds across fiscal years outside the first four years of the program		X		
6. Increase in project cost if associated with a change to the scope of the project. <i>Thresholds: if project total increases &gt;30% or \$2,000,000, whichever is less (minimum change &gt; \$50,000 for local projects or \$500,000 for state projects)</i>		X		
7. Increase in project cost if less than thresholds in #6 or if costs are not associated with a change in scope			X	
8. Mirror existing TIP with a new TIP to align first quarter obligations, after COMPASS Board of Directors' approval of the new TIP			X	
9. Changes within a "Suite of Projects" that fit criteria within the overall corridor <sup>4</sup>			X	
10. COMPASS changes through the End-of-Year program and redistribution funded by ITD, after COMPASS Board of Directors' approval of local priorities			X	
11. ITD changes through the End-of-Year program and redistribution <sup>5</sup>			X	
12. Action for an emergency situation <sup>6</sup>			X	

<sup>2</sup> If the sponsoring agency has already solicited public comment on the project, an additional public comment period may not be required. The need for public comment is determined by the COMPASS Executive Director after review of a description of the sponsoring agency's process. If approved by the Executive Director, a description of the sponsoring agency's public comment process and comments received will be provided with the action.

<sup>3</sup> Definition of "significant"

- Construction: termini change greater than ¼ mile, or scope change that is inconsistent with the National Environmental Policy Act (NEPA) documentation or will alter the NEPA determination, or that would be functionally different from current expectations, such as a change in multi-modal improvements, increase or decrease in number of lanes, or change the type of intersection (traditional vs. roundabout).
- Public transportation: change in use of funds, such as changing from a capital project to an operations project.
- If significance is unclear, the COMPASS Executive Director will determine.

<sup>4</sup> A "Suite of Projects" includes projects that started as one key number for improvements to an overall corridor and later was split into multiple key numbers for efficiency in design and management.

<sup>5</sup> ITD changes for the End-of-Year and Redistribution program could fluctuate until the last minute. This policy allows for waiver of possible amendment criteria in order to allow flexibility at the end of the fiscal year. The COMPASS Board of Directors will be notified of action via email.

<sup>6</sup> Emergency situation to be determined by COMPASS Executive Director. An example: action taken to begin work on a project due to extenuating circumstances, such as damage to a facility due to extreme weather or a vehicle crash. The COMPASS Board of Directors will be notified of action via email.

<b>Process Matrix</b>				
<b>Type of Action</b>	<b>Amendment</b>	<b>Board Administrative Modification</b>	<b>Staff Administrative Modification</b>	<b>Other</b>
<b>Action Required</b>	<b>BOARD ACTION (Includes Public Involvement<sup>2</sup>)</b>	<b>BOARD ACTION (No Public Involvement)</b>	<b>STAFF ACTION (No Board Action and No Public Involvement)</b>	<b>No Action Needed</b>
Type of Funding	Federal, non-federal	Federal, non-federal, if warranted	Federal, non-federal	Federal, non-federal
13. Changes needed during the construction phase of a project. If project has a change in scope, the request will be forwarded to the COMPASS Board of Directors for review (three working days) prior to approval through a Staff Administrative Modification, if there are no concerns, with the intent to keep construction activities underway.			X	
14. Release of funds on any project at the request of the sponsor				X
15. Spelling or grammatical corrections				X
16. Add detail or clarification to the description, if the scope of the project is not affected				X
17. Change match rate, if the total is not affected by the change (if total cost changes, follow thresholds criteria in #6)				X
18. Change status of informational items (such as inflation, performance measure, funding allocation, or project type)				X
19. Clarify title of the project if scope is not affected				X
20. Move funds within a phase <sup>7</sup> of a project, with no change to phase total				X

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<sup>7</sup> Moving funds between parts of a specific phase, such as between preliminary engineering (PE) and preliminary engineering consultant (PC) (both part of the design phase), may be completed with no official action, if there is no change in total cost.



## RTAC AGENDA ITEM IV-C

Date: November 15, 2023

### **Topic: *Communities in Motion 2055* Goals and Objectives**

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

COMPASS staff seeks RTAC recommendation of COMPASS Board of Directors' approval of *Communities in Motion 2055* (CIM 2055) goals and objectives.

#### **Summary:**

The goals and objectives of the long-range transportation plan, *Communities in Motion 2050* (CIM 2050), were developed using results from two public surveys. The "A Lot Can Change in 30 Years" survey, conducted in the fall of 2019, received public input on how the region may evolve over the next 30 years, considering demographic, technological, and societal changes. The "Where Do We Grow From Here?" survey, conducted in the summer of 2020, received public input on the trade-offs involved with the regional values, growth and transportation scenarios, and implementation strategies needed to achieve the public's vision for the future. The results of these surveys, combined with feedback from both RTAC and the COMPASS Board of Directors, informed and refined the goals and objectives of CIM 2050.

Using these as a starting point, draft goals and objectives were developed for CIM 2055 and presented in the September 2023 RTAC meeting. In that meeting, a subcommittee was created to revise and streamline the draft goals and objectives for CIM 2055. The subcommittee met twice and developed the attached edits (Attachments 1, 2, and 3).

Pending RTAC's recommendation, the draft CIM 2055 goals and objectives will be presented to the COMPASS Board of Directors for action at its December 18, 2023, meeting.

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

The adoption of the CIM 2055 goals and objectives will guide the development of *Communities in Motion 2055*.

#### **More Information:**

- 1) Attachment 1: Original draft *Communities in Motion 2055* (CIM 2055) Goals and Objectives
- 2) Attachment 2: Revised draft *Communities in Motion 2055* (CIM 2055) Goals and Objectives (redline version)
- 3) Attachment 3: Revised draft *Communities in Motion 2055* (CIM 2055) Goals and Objectives (clean version)
- 4) For detailed information contact: Austin Miller, Principal Planner, at [amiller@compassidaho.org](mailto:amiller@compassidaho.org).

Goal	Objectives	Description
Economic Vitality	Economic Vitality <sup>1</sup>	Develop a transportation system that promotes <b>economic vitality</b> to enable people and business to prosper.
	Freight Accessibility and Mobility <sup>1 2</sup>	Promote <b>freight accessibility and mobility</b> via truck and rail improvements to support the efficient movement of goods and encourage economic development.
	Preservation <sup>1</sup> and Infrastructure Condition <sup>2</sup>	<b>Preserve</b> and maintain existing transportation <b>infrastructure</b> .
	Reliability <sup>1 2</sup>	Provide for a <b>reliable</b> transportation system to ensure all users can count on consistent travel times for all modes.
	Travel and Tourism <sup>1</sup>	Promote transportation improvements that support the Treasure Valley as a regional hub for <b>travel and tourism</b> .
	Growth Management <sup>3</sup>	Develop and implement a regional vision to <b>manage</b> the impacts of <b>growth</b> through quantitative tools and objective feedback.
	Farmland Preservation <sup>3</sup>	Protect and <b>preserve farmland</b> to support the region’s economy, provide a local and sustainable food supply, and retain the cultural heritage of the valley.
Safety	Safety <sup>1 2</sup>	Provide a <b>safe</b> transportation system for all users.
	Security <sup>1</sup>	Proactively assess risks and safeguard the <b>security</b> of all transportation users and infrastructure.
	Resiliency <sup>1</sup>	Support a <b>resilient</b> transportation system by anticipating societal, climatic, and other changes; maintaining plans for response and recovery; and adapting to changes as they arise.
Convenience	Accessibility and Mobility <sup>1</sup>	Develop a regional transportation system that provides <b>access and mobility</b> for all users via safe, efficient, and convenient transportation options.
	Connectivity <sup>1</sup>	Develop a transportation system with high <b>connectivity</b> that preserves capacity of the regional system and encourages walk and bike trips.
	Efficiency <sup>1</sup> and Congestion Reduction <sup>2</sup>	Reduce <b>congestion</b> with cost-effective solutions to improve <b>efficiency</b> of the transportation system.
Quality of Life	Environment <sup>1 2</sup>	Develop and implement a regional vision and transportation system that protects and preserves the natural <b>environment</b> .
	Health <sup>3</sup>	Develop and implement a regional vision and transportation system that enhances <b>public health</b> .
	Open Space <sup>3</sup>	Develop and implement a regional vision and transportation system that preserves open space and promotes connectivity to <b>open space</b> areas, natural resources, and trails.
	Housing and Affordability <sup>3</sup>	Promote development patterns and a transportation system that provide for <b>affordable housing and transportation</b> options for all residents.
	Equity <sup>3</sup>	Provide <b>equitable</b> access to safe, affordable, and reliable transportation options.

<sup>1</sup>—Federal requirements

<sup>2</sup>—National goals

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

Goal	Objectives	Description
Economic Vitality	Economic Vitality <sup>1</sup>	Develop a transportation system that promotes <b>economic vitality</b> <del>to enable people and business to prosper by promoting travel and tourism and the movement of freight.</del>
	<del>Freight Accessibility and Mobility<sup>1,2</sup></del>	<del>Promote <b>freight accessibility and mobility</b> via truck and rail improvements to support the efficient movement of goods and encourage economic development.</del>
	Preservation <sup>1</sup> and <del>Infrastructure Condition<sup>2</sup></del> <u>Reliability<sup>1,2</sup></u>	<del>Provide a <b>reliable</b> transportation system for all users by <b>preserving and maintaining the existing transportation infrastructure and level of service</b></del> <b>Preserve</b> and maintain existing transportation <b>infrastructure</b> .
	<del>Reliability<sup>1,2</sup></del>	<del>Provide for a <b>reliable</b> transportation system to ensure all users can count on consistent travel times for all modes.</del>
	<del>Travel and Tourism<sup>1</sup></del>	<del>Promote transportation improvements that support the Treasure Valley as a regional hub for <b>travel and tourism</b>.</del>
	Growth Management <sup>3</sup>	Develop and implement a regional vision to <b>manage</b> the impacts of <b>growth</b> through quantitative tools and objective feedback <u>that protects and preserves farmland and the agrarian economy of the valley.</u>
	<del>Farmland Preservation<sup>3</sup></del>	<del>Protect and <b>preserve farmland</b> to support the region's economy, provide a local and sustainable food supply, and retain the cultural heritage of the valley.</del>
Safety	Safety <sup>1,2</sup> <u>Security<sup>1</sup> and Resiliency<sup>1</sup></u>	<del>Provide a <b>safe, secure, and resilient</b> transportation system for all users that minimizes risk. Provide a <b>safe</b> transportation system for all users.</del>
	<del>Security<sup>1</sup></del>	<del>Proactively assess risks and safeguard the <b>security</b> of all transportation users and infrastructure.</del>
	<del>Resiliency<sup>1</sup></del>	<del>Support a <b>resilient</b> transportation system by anticipating societal, climatic, and other changes; maintaining plans for response and recovery; and adapting to changes as they arise.</del>
Convenience	<del>Accessibility and Mobility<sup>1</sup></del>	<del>Develop a regional transportation system that provides <b>access and mobility</b> for all users via safe, efficient, and convenient transportation options.</del>
	<del>Organized Transportation and Organized Development</del> <u>Connectivity<sup>1</sup></u>	<del>Promote development patterns that provide for <b>access, mobility, and connectivity</b>, while <b>reducing congestion</b> and improving <b>efficiency</b> of the transportation system. Develop a transportation system with high <b>connectivity</b> that preserves capacity of the regional system and encourages walk and bike trips.</del>
	<del>Efficiency<sup>1</sup> and Congestion Reduction<sup>2</sup></del>	<del>Reduce <b>congestion</b> with cost-effective solutions to improve <b>efficiency</b> of the transportation system.</del>
Quality of Life	Environment <sup>1,2</sup> <u>and Open Space<sup>3</sup></u>	Develop and implement a regional vision <del>and transportation system that protects, and preserves, and connects residents to</del> the natural <b>environment</b> <u>and open space while promoting public health.</u>
	<del>Health<sup>3</sup></del>	<del>Develop and implement a regional vision and transportation system that enhances <b>public health</b>.</del>

	Open Space <sup>3</sup>	<del>Develop and implement a regional vision and transportation system that preserves open space and promotes connectivity to <b>open space</b> areas, natural resources, and trails.</del>
	Housing and Affordability <sup>3</sup> Equity <sup>3</sup>	Promote development patterns and a transportation system that provide for <del><b>equitable access to</b></del> <b>affordable housing and transportation options</b> for all residents.
	Equity <sup>3</sup>	Provide <del><b>equitable</b></del> access to safe, affordable, and reliable transportation options.

<sup>1</sup>—Federal requirements

<sup>2</sup>—National goals

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

Goal	Objectives	Description
Economic Vitality	Economic Vitality <sup>1</sup>	Develop a transportation system that promotes <b>economic vitality</b> by promoting <b>travel and tourism</b> and the movement of freight.
	Preservation <sup>1</sup> and Reliability <sup>1 2</sup>	Provide a <b>reliable</b> transportation system for all users by <b>preserving</b> and maintaining the existing transportation <b>infrastructure</b> and level of service.
	Growth Management <sup>3</sup>	Develop and implement a regional vision to <b>manage</b> the impacts of <b>growth</b> through quantitative tools and objective feedback that protects and preserves farmland and the agrarian economy of the valley.
Safety	Safety <sup>1 2</sup> , Security <sup>1</sup> , and Resiliency <sup>1</sup>	Provide a <b>safe, secure, and resilient</b> transportation system for all users that minimizes risk.
Convenience	Organized Transportation and Organized Development	Promote development patterns that provide for <b>access, mobility, and connectivity</b> , while <b>reducing congestion</b> and improving <b>efficiency</b> of the transportation system.
Quality of Life	Environment <sup>1 2</sup> and Open Space <sup>3</sup>	Develop and implement a regional vision that protects, preserves, and connects residents to the natural <b>environment</b> and <b>open space</b> while promoting <b>public health</b> .
	Equity <sup>3</sup>	Promote development patterns and a transportation system that provide for <b>equitable</b> access to <b>housing and transportation</b> for all residents.

<sup>1</sup>—Federal requirements

<sup>2</sup>—National goals

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

## RTAC AGENDA ITEM IV-D

November 15, 2023

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

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

COMPASS staff requests RTAC approval to balance the Surface Transportation Block Grant (STBG)-TMA and Transportation Alternatives Program (TAP)-TMA programs to use funding released from projects entering closeout and through the End-of-Year and Redistribution program at the end of FY2023.

#### **Background/Summary**

Balancing the STBG-TMA and TAP-TMA programs allows available funds to be programmed for projects with funding needs. The FY2024 STBG-TMA program currently has \$1,862,000 available and the TAP-TMA program has \$329,000 available. The needs submitted by sponsoring agencies are provided in Attachment 1, along with funding recommendations from COMPASS staff.

COMPASS staff recommendations are based on priorities outlined in Board Policy 2021-01, "Balancing Policy for the Surface Transportation Block Grant Program and Transportation Alternatives Program Funds," approved by the COMPASS Board of Directors on February 22, 2021. The policy is available on the COMPASS website: [https://compassidaho.org/wp-content/uploads/BalancingPolicy\\_FINAL\\_210222.pdf](https://compassidaho.org/wp-content/uploads/BalancingPolicy_FINAL_210222.pdf).

The proposed changes are shown in detail on the TMA balancing worksheet, provided in the RTAC supplemental due to the large page size (see link below). Letters of request from sponsoring agencies are provided in Attachment 2 (note that converting local funds to federal funds does not require an official request).

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

The recommended staff actions allow full obligation of available STGB-TMA and TAP-TMA program funds in FY2024. The recommendations do not fully use all available funding. Additional recommendations will be provided as project needs arise.

One recommended increase requires approval by the COMPASS Board of Directors, as the amount of the increase is more than 30%. If recommended, this increase would be added to the Board Administrative Modification in the December Board packet.

#### **More Information:**

- 1) Attachment 1: Balancing Needs and Staff Recommendation
- 2) Attachment 2: Letters of Request
- 3) Link to the TMA Balancing Worksheet: [https://compassidaho.org/wp-content/uploads/11152023\\_RTACSupp\\_ALLTMAFY2024-2030.pdf](https://compassidaho.org/wp-content/uploads/11152023_RTACSupp_ALLTMAFY2024-2030.pdf)
- 4) For detailed information contact: Toni Tisdale, Principal Planner, at 208/475-2238 or [ttisdale@compassidaho.org](mailto:ttisdale@compassidaho.org).

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# Funding Needs and Recommendations in the Transportation Management Area

Key No.	Policy Priority*	Project	Eligible funds	FY2024 Request	Recommend 2024 STBG-TMA	Recommend 2024 TAP-TMA	Notes
<b>Available (Unprogrammed or Over Programmed)</b>					<b>-\$1,862,000</b>	<b>-\$329,000</b>	
<u>21910</u>	1A	SR2S, VRT, Ada County – FY2024	TAP-TMA, STBG-TMA	\$80,000		\$80,000	<b>Official request received.</b> Needs additional funding, as anticipated sponsorship funding did not materialize, leaving program with a shortfall. (39% increase)
20259	2A 2B	Roadway and ADA Improvements, Part 1, Boise Area - FY2023 (2024)	STBG-TMS	\$1,400,000	\$1,151,000	\$249,000	<b>No request is needed.</b> Replace advanced construction funds. (\$1.1 million programmed in FY2025 and \$300,000 delayed from FY2023 and not yet federally programmed.) (0% increase)
13046	6	High Capacity Corridor Alternatives Analysis, COMPASS	STBG-TMA	\$100,000	\$100,000		<b>Official request received.</b> Needs additional funding to cover the negotiated contract. (10% increase)
Balance				\$1,580,000	-\$611,000	\$0	

\*Priorities based on balancing policy: [https://compassidaho.org/wp-content/uploads/BalancingPolicy\\_FINAL\\_210222.pdf](https://compassidaho.org/wp-content/uploads/BalancingPolicy_FINAL_210222.pdf)

Gray highlight = requests

A negative amount means that funds are available or being released

Underlined key number = requires board approval.

June 15, 2023

Matt Stoll, Executive Director  
COMPASS  
700 NE 2<sup>nd</sup> Street, Suite 200  
Meridian, ID 83642

Re: Additional funds for Safe Routes to School

Dear Matt,

Valley Regional Transit is requesting additional funds for the Safe Routes to School program in Ada County for FY2024.

Some of anticipated sponsorship money didn't not materialize, leaving the program with an \$80,000 shortfall for FY2024. Any assistance would be appreciated.

Please contact me if you have any questions about this request. Thank you in advance for your consideration.

Sincerely,

  
Elaine Clegg (Jun 19, 2023 14:30 MDT)

Elaine Clegg  
VRT Chief Executive Officer



November 3, 2023

Matt Stoll  
Executive Director  
Community Planning Association of Southwest Idaho  
700 NE 2<sup>nd</sup> Street Suite 200  
Meridian, ID 83642

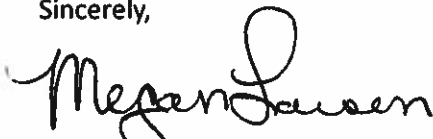
RE: KN 13046 Planning Study (PEL), High-Capacity Transit Corridor Funding Increase

COMPASS is requesting additional funds for KN 13046 Planning Study (PEL), High-Capacity Transit Corridor to cover increases in costs that became apparent in contract negotiations with the selected consultant. The additional funds will be used to ensure a robust public outreach plan, which is vital to the success of the project.

The requested increase is \$100,000, bringing the total project cost to \$1,100,000. We understand that additional local match funds of 7.34% of the total will be required with this request.

Thank you for your consideration of this request.

Sincerely,



Megan Larsen  
Director of Operations

cc: Toni Tisdale, Resource Development Team Lead

## RTAC AGENDA ITEM IV-E

November 15, 2023

### Topic: **FY2023-2029 and FY2024-2030 Regional Transportation Improvement Programs (TIPs)**

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

COMPASS staff requests RTAC recommendation of COMPASS Board of Directors' adoption of Resolution X-2024 (attached) modifying the FY2023-2029 and FY2024-2030 TIPs.

#### **Background/Summary**

Two agencies propose increasing the cost of four projects in the regional transportation improvement programs. Some of these changes were added late in the development of the FY2024-2030 program update and were not included in the final draft FY2024-2030 TIP approved by the COMPASS Board of Directors in August. Action is needed from the COMPASS Board of Directors when cost increases are more than \$2 million and/or 30% of the total project cost.

#### Idaho Transportation Department (ITD) projects:

- ITD proposes to increase the cost of its **State Highway 55 project between Farmway Road and Middleton Road** in Canyon County (Key Number 22715) to cover an increased design agreement to remove through-turns from the design, a redesign of the Middleton Road intersection, and add the pedestrian underpass for the City of Caldwell's pathway. The right-of-way costs increased, and construction oversight decreased during the development of the FY2024-2030 TIP to match current estimates. Total increase: \$19,020,000, or 10.74%.
- ITD proposes to increase the cost of its **Interstate 84 project between Franklin Interchange and Karcher Interchange (Eastbound)** in the City of Nampa (Key Number 23081) to cover the cost of additional fencing. The cost of construction was also adjusted during the development of the FY2024-2030 TIP. Total increase: \$2,788,418, or 6.32%.
- ITD proposes to increase the cost of its **US Highway 20/26 project between Middleton Road and Star Road** in Ada and Canyon Counties (Key Number 23337) for new estimated right-of-way costs, which were updated during the development of the FY2024-2030 TIP. Total increase: \$6,620,985, or 8.06%.

#### City of Nampa project:

- The City of Nampa added the **Interchange Modification Report at Interstate 84 and State Highway 16 project** (Key Number 24237) during the FY2024-2030 TIP development and recently requested to add the project to the FY2023-2029 TIP and increase the project to cover the cost of the negotiated contract. The city also requested to remove all federal funding on the project, as it will be funded with local funds. Total increase: \$1,050,000, or 262%.

Public comment is not required on any of these requested changes.

If recommended, staff will request the adoption of the resolution by the COMPASS Board of Directors on December 18, 2023.

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

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

**More Information:**

- 1) Attachment: Resolution
- 2) For detailed information contact: Toni Tisdale, Principal Planner, at 208/475-2238 or [ttisdale@compassidaho.org](mailto:ttisdale@compassidaho.org).

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**RESOLUTION NO. X-2024**

**FOR THE PURPOSE OF MODIFYING THE FY2023-2029 AND FY2024-2030  
REGIONAL TRANSPORTATION IMPROVEMENT PROGRAMS**

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

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

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

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

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

**WHEREAS**, the Community Planning Association of Southwest Idaho developed these modifications to the FY2023-2029 and FY2024-2030 Regional Transportation Improvement Programs in compliance with all applicable state and federal regulations; and

**WHEREAS**, the attached table details the modifications to the FY2023-2029 and FY2024-2030 Regional Transportation Improvement Programs.

**NOW, THEREFORE, BE IT RESOLVED**, that the Community Planning Association of Southwest Idaho Board of Directors approves these modifications to the FY2023-2029 and FY2024-2030 Regional Transportation Improvement Programs.

**ADOPTED** this 18<sup>th</sup> day of December 2023.

**By:** \_\_\_\_\_  
**Debbie Kling, Chair**  
**Community Planning Association**  
**of Southwest Idaho Board of Directors**

**ATTEST:**

**By:** \_\_\_\_\_  
**Matthew J. Stoll, Executive Director**  
**Community Planning Association**  
**of Southwest Idaho**

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COMPASS Board Administrative Modification #4 for the FY2023-2029 Regional Transportation Improvement Program (TIP) and #1 for the FY2024-2030 TIP

October 2023

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000*)							
		Cost year	PE	PC	RW	UT	CE	CN	SUM
22715	SH-55 (Karcher Road), Farmway Road to Middleton Road, Canyon County	2023		<del>3580</del> <u>3745</u>	45220	100			<del>48900</del> <u>49065</u>
	Funding Source: TECM	2024		0 <u>520</u>					0 <u>520</u>
	Widen State Highway 55 (Karcher Road) from Farmway Road to Middleton Road in Canyon County. The project will add one travel lane in each direction to improve mobility and reduce crashes along the corridor. Work includes a continuous median traffic separation, with signalized intersections at each mile, and u-turn opportunities at the signals. (Federal: \$0).  To cover increased design agreement to remove through-turns from the design, a redesign of the Middleton Road intersection, and adding the pedestrian underpass for the City of Caldwell's pathway. Funds from KN 23608 (outside the COMPASS area) and 23338 (statewide project). Also increase right-of-way and decrease construction oversight, which was adjusted during development of the FY2024-2030 TIP.  Previous obligations: \$6,550,000 Previous Overall total: \$177,050,000 Modified overall total: \$196,070,000 Overall Increase: \$19,020,000 (10.74%)	2025			0 <u>20030</u>				0 <u>20030</u>
		2026							0
		2027							0
		PD							0
		SUM	0	<del>3580</del> <u>4265</u>	<del>45220</del> <u>65250</u>	100	0	0	<del>48900</del> <u>69615</u>
22715	SH-55 (Karcher Road), Farmway Road to Middleton Road, Canyon County	2023						0	
Funding Source: Leading Idaho  Same as above. (Federal: \$0).	2024			0 <u>505</u>		100		<del>400</del> <u>605</u>	
	2025							0	
	2026							0	
	2027							0	
	PD							0	
	SUM	0	0 <u>505</u>	0	100	0	0	<del>400</del> <u>605</u>	
22715	SH-55 (Karcher Road), Farmway Road to Middleton Road, Canyon County	2023					<del>11500</del> <u>9300</u>	110000	<del>121500</del> <u>119300</u>
Funding Source: State Early Development  Same as above. (Federal: \$0).	2024							0	
	2025							0	
	2026							0	
	2027							0	
	PD							0	
	SUM	0	0	0	0	0	<del>11500</del> <u>9300</u>	110000	<del>121500</del> <u>119300</u>

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000*)							
		Cost year	PE	PC	RW	UT	CE	CN	SUM
23081	I-84, Franklin Interchange to Karcher Interchange, Widen Eastbound, Nampa Funding Source: TECM  Reconstruct and widen the eastbound lanes of Interstate 84 from the Franklin Interchange to the Karcher/Midland Road Interchange between the City of Caldwell and the City of Nampa in Canyon County. The project includes widening the existing four-lane section (two lanes each direction) to a six-lane section (three lanes each direction). This project includes replacement of the Notus Canal bridge structure just west of Ustick Road. Design was programmed under Key Number 22196. (Federal: \$0).  To cover additional fencing and the cost of construction was adjusted during the development of the FY2024-2030 TIP.  Previous obligations: \$47,365,987 Previous Overall total: \$44,108,000 Modified overall total: \$46,896,405 Overall Increase: \$2,788,418 (6.32%)	2023							0
		2024					ϑ 1934	ϑ 206	ϑ 2140
		2025							0
		2026							0
		2027							0
		PD							0
		SUM	0	0	0	0	ϑ 1934	ϑ 206	ϑ 2140
23081	I-84, Franklin Interchange to Karcher Interchange, Widen Eastbound, Nampa Funding Source: Leading Idaho  Same as above. (Federal: \$0).	2023						0	
		2024					ϑ 650	ϑ 650	
		2025							0
		2026							0
		2027							0
		PD							0
		SUM	0	0	0	0	0	ϑ 650	ϑ 650
23081	I-84, Franklin Interchange to Karcher Interchange, Widen Eastbound, Nampa Funding Source: State Capacity  Same as above. (Federal: \$0).  No change to this fund source.	2023					184	(84)	100
		2024							0
		2025							0
		2026							0
		2027							0
		PD							0
		SUM	0		0	0	184	(84)	100
23081	I-84, Franklin Interchange to Karcher Interchange, Widen Eastbound, Nampa Funding Source: GARVEE 2017  Same as above. (Federal: \$0).  No change to this fund source.	2023					(420)	(2939)	(3359)
		2024					(1374)	1374	0
		2025							0
		2026							0
		2027							0
		PD							0
		SUM	0	0	0	0	(1794)	(1565)	(3359)

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000*)							
		Cost year	PE	PC	RW	UT	CE	CN	SUM
23337	US 20/26, Middleton Road to Star Road, Ada and Canyon Counties	2023		5446	48364	200			54010
	Funding Source: TECM	2024			<del>18100</del> 24151				<del>18100</del> 24151
	Preliminary engineering and right-of-way acquisition to widen US 20/26 from Middleton Road in the City of Caldwell to Star Road in Ada County. Work will include widening the corridor from two lanes to five lanes (two through lanes each direction and a center turn lane). Intersection improvements will include signalization at the mile. Construction funding is included in KN 24309 and 24310. (Federal: \$0).  To cover the cost of estimated right-of-way costs, which were updated during the development of the FY2024-2030 TIP.  Previous obligations: \$7,024,000 Previous Overall total: \$82,134,000 Modified overall total: \$88,754,785 Overall Increase: \$6,620,985 (8.06%)	2025							0
		2026							0
		2027							0
		PD							0
		SUM	0	5446	<del>66464</del> 72515	200	0	0	<del>72110</del> 78161
23337	US 20/26, Middleton Road to Star Road, Ada and Canyon Counties	2023							0
	Funding Source: Leading Idaho	2024			0 570	3000			<del>3000</del> 3570
	Same as above. (Federal: \$0)	2025							0
		2026							0
		2027							0
		PD							0
		SUM	0	0	0 570	3000	0	0	<del>3000</del> 3570



Key No	Project	Scheduled Costs (including Match) (costs in \$1,000*)							
		Cost year	PE	PC	RW	UT	CE	CN	SUM
24237	Study, Interchange Modification Report, I-84 and SH-16, Nampa	2023	0	0					0
	Funding Source: Local Non-Participating (City of Nampa)  Conduct a study to complete an Interchange Modification Report (IMR) and National Environmental Policy Act (NEPA) study for southerly access to the new Interstate 84 and State Highway 16 Interchange in the City of Nampa. The IMR was prioritized in the East Nampa Connectivity Plan. The NEPA is anticipated to require an environmental impact statement (EIS). (Federal: \$0).  Add project, which was included in the FY2024-2030 TIP update. The City of Nampa requested to remove all federal funds and increase the cost to cover the negotiated contract.  Original cost: \$400,000 Overall increase: \$1,050,000 (262%)	2024		0					0
		2025							0
		2026							0
		2027							0
		PD							0
		SUM	0	0	0	0	0	0	0

\*Totals may not be exact due to rounding.

ADA = Americans with Disabilities Act  
CE = Construction Engineering  
CN = Construction  
EIS = Environmental Impact Statement  
FY = Fiscal Year  
GARVEE = Grant Anticipation Revenue Vehicle  
I = Interstate  
ITD = Idaho Transportation Department

IMR = Interstate Modification Report  
KN = Key Number  
NEPA = National Environmental Policy Act  
PE = Preliminary Engineering  
PC = Preliminary Engineering Consultant  
PD = Preliminary Development  
RW = Right-of-Way  
SH = State Highway

TECM = Transportation Expansion and Congestion Mitigation  
TIP = Transportation Improvement Program  
US = United States (highway)  
UT = Utilities

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### **Topic: COMPASS Funding Procedures**

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

Information/discussion.

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

COMPASS follows detailed procedures for managing its multiple funding programs. Those procedures are summarized below; the full procedures are located on the COMPASS Resource Development web page at <https://compassidaho.org/resourcedevelopment/>.

#### Resource Development Plan Procedure

Annually, COMPASS compiles identified needs from member agency applications and regional plans into a Resource Development Plan. The plan is used to direct COMPASS' resource development efforts and is approved annually by the COMPASS Board of Directors. The Resource Development Plan procedure guides this process.

#### Local Funding Procedures

The Project Development Program transforms member agency needs into well-defined projects with cost estimates, purpose and need statements, environmental scans, and public involvement plans to ensure readiness for funding applications. COMPASS member agencies may apply for Project Development Program assistance by submitting Phase I applications; applications are accepted in both the fall and spring. The Project Development Program procedure describes the program's intent and project eligibility.

*Communities in Motion* Implementation Grants assist member agencies with local projects that further the goals of *Communities in Motion*. Any COMPASS general or special member agency may apply for a grant under this program. Other agencies may participate in a project but are not eligible as lead applicants. The *Communities in Motion* Implementation Grant procedure describes the program's intent and project eligibility.

#### Federal Funding Procedures

Multiple federal funding sources for a variety of types of transportation projects are budgeted annually in the regional transportation improvement program (TIP). The TIP also includes regionally significant transportation projects regardless of funding source and can be amended throughout the year as needed. Both Phase I and Phase II applications are required for projects seeking federal funding. Two procedures guide funding decisions.

COMPASS Resource Development staff is available to offer assistance on any of these funding procedures.

#### **More Information:**

- 1) Link to COMPASS Resource Development Funding Procedures page:  
<https://compassidaho.org/resourcedevelopment/>
- 2) For assistance, contact: Matt Carlson, Principal Planner, at (208) 475-2232 or [mcarlson@compassidaho.org](mailto:mcarlson@compassidaho.org)

## RTAC AGENDA ITEM V-B

DATE: November 15, 2023

### Topic: **FY2023 *Communities in Motion* (CIM) Implementation Grants and Project Development Program Status Report**

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

Information/discussion.

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

##### CIM Implementation Grants

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

##### *FY2023 CIM Implementation Grants*

Three CIM Implementation Grants were funded in FY2023 with one of the three being an extension from FY2021 due to extenuating circumstances.

- **EXTENSION: City of Eagle**, Eagle Island Pathway (design and construct): City of Eagle's extension for construction was requested to be withdrawn due to an unsettled easement issue.
- **City of Kuna**, ADA Pathway – Nicholson Park Project (construct): Construct an ADA pathway at Nicholson Park, providing access from the parking lot to the floating fishing dock and picnic area. Construction is complete.
- **City of Wilder**, ADA Non-Compliant Crosswalks Project (construct): Construct three ADA-compliant curb ramps on South 5<sup>th</sup> Street. City of Wilder has requested an extension due to contractor issues. Construction is delayed to Summer 2024.

##### Project Development Program

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

##### *FY2023 Project Development Program Projects*

Three Project Development Program projects were funded and completed in FY2023.

- **City of Star**, Star Greenbelt Planning: Develop a pre-concept report to formalize a pathway from east of Star Road along the north side of the Boise River to the west side of Highway 16 as part of the Boise River Greenbelt trail system. The final report by Kittleson and Associates was completed in July 2023 and posted to the COMPASS website: [https://compassidaho.org/wp-content/uploads/FinalCOMPASS-Star\\_GreenbeltPre-ConceptReport.pdf](https://compassidaho.org/wp-content/uploads/FinalCOMPASS-Star_GreenbeltPre-ConceptReport.pdf)

- **City of Boise**, State Highway 55 Pathway Connection, Baldcypress to McMillan – East Side: Develop a pre-concept report for pathway segments on the east side of Eagle Road (State Highway 55) between Baldcypress Street and McMillan Road. The Eagle Road Multi-Use Pathway will provide a comfortable, safe, and direct access between residential areas and a variety of commercial, educational, and recreational destinations along this section of Eagle Road. The final report by Consor was completed in September 2023 and posted to the COMPASS website: [https://compassidaho.org/wp-content/uploads/COMPASS-SH55Pathway\\_Baldcypress-McMillan\\_September2023.pdf](https://compassidaho.org/wp-content/uploads/COMPASS-SH55Pathway_Baldcypress-McMillan_September2023.pdf)
- **City of Nampa**, Nampa’s Historic Downtown Master Plan: Develop a pre-concept report to create design standards for streets, sidewalks, and curbs, incorporate the current streetscape plan, and identify a project plan for achieving revitalization goals over 5 - 10 years. The final report by Keller Associates was completed in September 2023 and posted to the COMPASS website: [https://compassidaho.org/wp-content/uploads/COMPASS-NampaHistoricDowntownMasterPlan\\_September2023.pdf](https://compassidaho.org/wp-content/uploads/COMPASS-NampaHistoricDowntownMasterPlan_September2023.pdf)

**More Information:**

- 1) For detailed information, contact: Matt Carlson, Principal Planner, at (208) 475-2232 or [mcarlson@compassidaho.org](mailto:mcarlson@compassidaho.org)

# RTAC AGENDA WORKSHEET

<i>ID #</i>	<i>Title/Description</i>	<i>Mandatory</i> <sup>1</sup>	<i>Additional Information</i>	<i>Agenda Type</i> <sup>2</sup>	<i>Time</i>	<i>Presenters</i>	<i>Proposed Agenda</i>	<i>Board Agenda</i>
1.	Approve RTAC Meeting Minutes	Yes		Consent Agenda	5	N/A	Monthly	N/A
2.	Receive Obligation Report	No		Status Report	N/A	N/A	Monthly	N/A
3.	Receive RTAC Agenda Worksheet	No		Status Report	N/A	N/A	Monthly	N/A
<b>UPCOMING AGENDA ITEMS</b>								
4.	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)
5.	Recommend Changes to the Transportation Management Area (TMA) Funding Eligibility Policy	No	Toni Tisdale and MaryAnn Waldinger will seek recommendation of COMPASS Board of Directors' approval of changes to the TMA Funding Eligibility Policy.	Action	15	Toni Tisdale/ Mary Ann Waldinger	December	December

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

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

<b>ID #</b>	<b>Title/Description</b>	<b>Mandatory<sup>1</sup></b>	<b>Additional Information</b>	<b>Agenda Type<sup>2</sup></b>	<b>Time</b>	<b>Presenters</b>	<b>Proposed Agenda</b>	<b>Board Agenda</b>
6.	Review the 2022 Treasure Valley Annual Congestion Management System Report	No	Hunter Mulhall will review the contents and congestion performance measures in the annual congestion management system report.	Information/ Discussion	15	Hunter Mulhall	December	Feb
7.	Review Scope of Carbon Reduction Strategy	No	Hunter Mulhall will review the scope of the COMPASS carbon reduction strategy	Information/ Discussion	10	Hunter Mulhall	December	N/A
8.	Introduction to COMPASS	No	COMPASS staff will provide a brief introduction to COMPASS' work products and RTAC calendar	Information	15	Amy Luft	January 2024	February
9.	Elect Chair and Vice Chair	Yes	COMPASS staff will facilitate the election of Chair and Vice Chair.	Action	10	Meg Larsen	January	N/A
10.	Recommend Balancing in the Transportation Management Area (TMA)	Yes	Toni Tisdale will seek recommendation of balancing actions in the TMA (Boise Urbanized Area), if needed.	Action	15	Toni Tisdale	January	Feb (if needed)

<b>ID #</b>	<b>Title/Description</b>	<b>Mandatory<sup>1</sup></b>	<b>Additional Information</b>	<b>Agenda Type<sup>2</sup></b>	<b>Time</b>	<b>Presenters</b>	<b>Proposed Agenda</b>	<b>Board Agenda</b>
11.	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
12.	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
13.	Review COMPASS Bike and Pedestrian and Data Bike Annual Report.	No	Tori Cale and Alexa Roitman will review the 2023 annual report for the bike and pedestrian counter and data bike programs.	Information/ Discussion	15	Tori Cale and Alexa Roitman	February	N/A
14.	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
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	February	April (if needed)

<b>ID #</b>	<b>Title/Description</b>	<b>Mandatory<sup>1</sup></b>	<b>Additional Information</b>	<b>Agenda Type<sup>2</sup></b>	<b>Time</b>	<b>Presenters</b>	<b>Proposed Agenda</b>	<b>Board Agenda</b>
<b>16.</b>	Review COMPASS Staff Funding Recommendations for Federal-Aid Programs	No	Toni Tisdale and Sherone Sader will host an optional workshop to discuss COMPASS staff funding recommendations based on the RTAC federal-aid ranking recommendations.	Information/ Discussion	60	Toni Tisdale and Sherone Sader	March 6, 2024 (optional)	N/A
<b>17.</b>	Recommend Approval of Draft Federal-Aid Programs	Yes	Toni Tisdale will seek RTAC recommendation of approval of draft federal-aid programs, based on ranking recommendations from RTAC.	Action	20	Toni Tisdale	March	N/A
<b>18.</b>	Recommend Balancing in the Transportation Management Area (TMA)	Yes	Toni Tisdale will seek recommendation of balancing actions in the TMA (Boise Urbanized Area), if needed.	Action	15	Toni Tisdale	March	April (if needed)
<b>19.</b>	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
<b>20.</b>	Recommend Balancing in the Transportation Management Area (TMA)	Yes	Toni Tisdale will seek recommendation of balancing actions in the TMA (Boise Urbanized Area), if needed.	Action	15	Toni Tisdale	April	June (if needed)



<b>ID #</b>	<b>Title/Description</b>	<b>Mandatory<sup>1</sup></b>	<b>Additional Information</b>	<b>Agenda Type<sup>2</sup></b>	<b>Time</b>	<b>Presenters</b>	<b>Proposed Agenda</b>	<b>Board Agenda</b>
21.	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
22.	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
23.	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
24.	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
25.	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

<b>ID #</b>	<b>Title/Description</b>	<b>Mandatory<sup>1</sup></b>	<b>Additional Information</b>	<b>Agenda Type<sup>2</sup></b>	<b>Time</b>	<b>Presenters</b>	<b>Proposed Agenda</b>	<b>Board Agenda</b>
26.	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
27.	Recommend Balancing in the Transportation Management Area (TMA)	Yes	Toni Tisdale will seek recommendation of balancing actions in the TMA (Boise Urbanized Area), if needed.	Action	15	Toni Tisdale	July	August (if needed)
28.	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
29.	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

<b>ID #</b>	<b>Title/Description</b>	<b>Mandatory<sup>1</sup></b>	<b>Additional Information</b>	<b>Agenda Type<sup>2</sup></b>	<b>Time</b>	<b>Presenters</b>	<b>Proposed Agenda</b>	<b>Board Agenda</b>
<b>30.</b>	Recommend the FY2025 COMPASS Resource Development Plan	Yes	Matt Carlson will seek RTAC recommendation of COMPASS Board of Directors' approval of the FY2025 Resource Development Plan, which outlines projects the Resource Development Team may work on to seek funding.	Action	15	Matt Carlson	September	October
<b>31.</b>	Approve 2024 RTAC Meeting Dates/Times	Yes	COMPASS staff will request RTAC approval of 2024 meeting dates and times.	Consent	0	N/A	November	N/A
<b>32.</b>	Recommend Balancing in the Transportation Management Area (TMA)	Yes	Toni Tisdale will seek recommendation of balancing actions in the TMA (Boise Urbanized Area), if needed.	Action	15	Toni Tisdale	November	Dec (if needed)

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# Scheduled vs. Obligated for the 2024 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 - 11/3/2023] [Fiscal Year: 2024] [Obligation Approval Level: FHWA] [Project Status: Development, PS&E (or equiv.), Awarded (or equiv.)] [Fiscal Year: 2024] [Indirect Costs Excluded] [PSS Manager: Ignore] [PSS Owner: Ignore] [PSS Sponsor: Ignore]

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
<b>State Hwy - Pavement Preservation</b>									
20536	3	US 20, US 20/26 & SH 44 MILL & INLAY	2024	Awarded (or equiv.)	100	CN	\$2,000,000.00 <b>\$2,000,000.00</b>	\$0.00 <b>\$0.00</b>	\$2,000,000.00 <b>\$2,000,000.00</b>
22677	3	US 20, FY24 SURFACE TREATMENTS: US 20/26 & SH 44	2024	Development	100	PE CE CC CN	\$40,000.00 \$422,590.00 \$117,600.00 \$9,179,780.00 <b>\$9,759,970.00</b>	\$40,000.00 \$0.00 \$0.00 \$0.00 <b>\$40,000.00</b>	\$0.00 \$422,590.00 \$117,600.00 \$9,179,780.00 <b>\$9,719,970.00</b>
23626	3	SH 45, JCT SH78 TO DEER FLAT RD SEALCOAT, CANYON CO	2025	Development	100	PE	\$50,000.00 <b>\$50,000.00</b>	\$0.00 <b>\$0.00</b>	\$50,000.00 <b>\$50,000.00</b>
24062	3	US 20, I 84 TO EAGLE RD, CANYON/ADA CO	2027	Development	100	PE	\$40,000.00 <b>\$40,000.00</b>	\$0.00 <b>\$0.00</b>	\$40,000.00 <b>\$40,000.00</b>
24117	3	SH 44, I 84 TO STAR RD, ADA/CANYON CO	2027	Development	100	PE	\$10,000.00 <b>\$10,000.00</b>	\$0.00 <b>\$0.00</b>	\$10,000.00 <b>\$10,000.00</b>
State Hwy - Pavement Preservation Total							<b>\$11,859,970.00</b>	<b>\$40,000.00</b>	<b>\$11,819,970.00</b>
<b>State Hwy - Pavement Restoration</b>									
23167	3	US 95, PARMA NCL TO JCT I 84	2026	Development	111	PE	\$350,000.00 <b>\$350,000.00</b>	\$0.00 <b>\$0.00</b>	\$350,000.00 <b>\$350,000.00</b>
23544	3	I 84, D3 IC RAMPS, ADA/CANYON COUNTIES	2030	Development	111	PE PC	\$107,400.00 \$195,000.00 <b>\$302,400.00</b>	\$0.00 \$0.00 <b>\$0.00</b>	\$107,400.00 \$195,000.00 <b>\$302,400.00</b>
23546	3	SH 19, SIMPLOT BLVD TO I84, CANYON CO	2028	Development	111	PE PC	\$107,400.00 \$65,000.00 <b>\$172,400.00</b>	\$0.00 \$0.00 <b>\$0.00</b>	\$107,400.00 \$65,000.00 <b>\$172,400.00</b>
23561	3	SH 45, DEER FLAT RD TO I84B, CANYON CO	2030	Development	111	PE PC	\$107,300.00 \$520,000.00 <b>\$627,300.00</b>	\$0.00 \$0.00 <b>\$0.00</b>	\$107,300.00 \$520,000.00 <b>\$627,300.00</b>
State Hwy - Pavement Restoration Total							<b>\$1,452,100.00</b>	<b>\$0.00</b>	<b>\$1,452,100.00</b>
<b>State Hwy - Bridge Restoration</b>									
23095	3	I 84, FIVE MILE RD OVERPASS & WIDENING (NEPA), BOISE	2029	Development	103	PE PC	\$200,000.00 \$400,000.00 <b>\$600,000.00</b>	\$0.00 \$0.00 <b>\$0.00</b>	\$200,000.00 \$400,000.00 <b>\$600,000.00</b>
State Hwy - Bridge Restoration Total							<b>\$600,000.00</b>	<b>\$0.00</b>	<b>\$600,000.00</b>

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
<b>State Hwy - Supporting Infrastructure Assets</b>									
23181	3	I 84, FY24 D3 SIGNING	2024	Development	146	CE	\$1,000.00	\$0.00	\$1,000.00
						CN	\$485,555.00	\$0.00	\$485,555.00
							<b>\$486,555.00</b>	<b>\$0.00</b>	<b>\$486,555.00</b>
23182	3	SH 44, MP 12.5 RWIS	2024	Development	146	CE	\$1,000.00	\$0.00	\$1,000.00
						CN	\$469,949.00	\$0.00	\$469,949.00
							<b>\$470,949.00</b>	<b>\$0.00</b>	<b>\$470,949.00</b>
23803	3	STATE, FY24 D3 STRIPING	2024	Development	146	CN	\$739,500.00	\$0.00	\$739,500.00
							<b>\$739,500.00</b>	<b>\$0.00</b>	<b>\$739,500.00</b>
State Hwy - Supporting Infrastructure Assets Total							<b>\$1,697,004.00</b>	<b>\$0.00</b>	<b>\$1,697,004.00</b>
<b>State Hwy - Safety &amp; Capacity (Safety)</b>									
19944	3	US 20/26, CHINDEN; LOCUST GROVE TO EAGLE	2024	Awarded (or equiv.)	106	LP	\$0.00	\$366,546.00	(\$366,546.00)
							<b>\$0.00</b>	<b>\$366,546.00</b>	<b>(\$366,546.00)</b>
20594	3	US 20, LINDER TO LOCUST GROVE, EAGLE	2024	Development	106	LP	\$1,450,000.00	\$1,450,000.00	\$0.00
					135	LP	\$1,250,000.00	\$1,250,000.00	\$0.00
							<b>\$2,700,000.00</b>	<b>\$2,700,000.00</b>	<b>\$0.00</b>
State Hwy - Safety & Capacity (Safety) Total							<b>\$2,700,000.00</b>	<b>\$3,066,546.00</b>	<b>(\$366,546.00)</b>
<b>State Hwy - Safety &amp; Capacity (Capacity)</b>									
19944	3	US 20/26, CHINDEN; LOCUST GROVE TO EAGLE	2024	Awarded (or equiv.)	112	LP	\$600,000.00	\$600,000.00	\$0.00
						CN	(\$600,000.00)	(\$600,000.00)	\$0.00
							<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
20367	3	US 20, PHYLLIS CANAL BR TO SH 16, ADA CO	2024	Awarded (or equiv.)	112	LP	\$31,489.00	\$31,489.00	\$0.00
						CC	\$250,000.00	\$250,000.00	\$0.00
							<b>\$281,489.00</b>	<b>\$281,489.00</b>	<b>\$0.00</b>
22717	3	SH 45, LOCUST LANE INTERSECTION, NAMPA	2027	Development	112	PC	\$15,000.00	\$15,000.00	\$0.00
							<b>\$15,000.00</b>	<b>\$15,000.00</b>	<b>\$0.00</b>
23336	3	I 84, KARCHER IC, KARCHER TO MIDDLETON RD, CANYON CO	2024	PS&E (or equiv.)	119	CN	\$3,928,581.00	\$0.00	\$3,928,581.00
							<b>\$3,928,581.00</b>	<b>\$0.00</b>	<b>\$3,928,581.00</b>
State Hwy - Safety & Capacity (Capacity) Total							<b>\$4,225,070.00</b>	<b>\$296,489.00</b>	<b>\$3,928,581.00</b>
<b>State Hwy - Early Development (Unfunded Ideas)</b>									
22715	3	SH 55, FARMWAY RD TO MIDDLETON RD, CANYON CO	2025	Development	148	CE	\$500,000.00	\$0.00	\$500,000.00
						CC	\$8,800,000.00	\$0.00	\$8,800,000.00
						CN	\$110,000,000.00	\$0.00	\$110,000,000.00
							<b>\$119,300,000.00</b>	<b>\$0.00</b>	<b>\$119,300,000.00</b>
23638	3	SH 55, BEACON LIGHT RD TO BROOKSIDE LN, BOISE	2029	Development	148	PE	\$25,000.00	\$0.00	\$25,000.00
						PC	\$250,000.00	\$0.00	\$250,000.00
							<b>\$275,000.00</b>	<b>\$0.00</b>	<b>\$275,000.00</b>

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
23956	3	SH 16, I 84 SYSTEM IC AND FRANKLIN RD IC	2025	Development	148	CE	\$100,000.00	\$0.00	\$100,000.00
						CC	\$5,000,000.00	\$0.00	\$5,000,000.00
						CN	\$40,000,000.00	\$0.00	\$40,000,000.00
							<b>\$45,100,000.00</b>	<b>\$0.00</b>	<b>\$45,100,000.00</b>
23957	3	SH 16, USTICK RD IC AND US 20/26 IC	2025	Development	148	CE	\$150,000.00	\$0.00	\$150,000.00
						CC	\$5,600,000.00	\$0.00	\$5,600,000.00
						CN	\$70,000,000.00	\$0.00	\$70,000,000.00
							<b>\$75,750,000.00</b>	<b>\$0.00</b>	<b>\$75,750,000.00</b>
23958	3	SH 16, SH 44 INTERCHANGE, ADA CO	2025	Development	148	CE	\$50,000.00	\$0.00	\$50,000.00
						CC	\$2,000,000.00	\$0.00	\$2,000,000.00
						CN	\$40,000,000.00	\$0.00	\$40,000,000.00
							<b>\$42,050,000.00</b>	<b>\$0.00</b>	<b>\$42,050,000.00</b>
24099	3	SMA-9773, LINDER RD OVERLAND TO FRANKLIN	2500	Development	148	PE	\$10,000.00	\$0.00	\$10,000.00
							<b>\$10,000.00</b>	<b>\$0.00</b>	<b>\$10,000.00</b>
24309	3	US 20/26, MIDDLETON RD TO STAR RD - WEST, ADA/CANYON COS	2024	Development	148	CE	\$300,000.00	\$0.00	\$300,000.00
						CC	\$6,240,000.00	\$0.00	\$6,240,000.00
						CN	\$78,000,000.00	\$0.00	\$78,000,000.00
							<b>\$84,540,000.00</b>	<b>\$0.00</b>	<b>\$84,540,000.00</b>
24310	3	US 20/26, MIDDLETON RD TO STAR RD - EAST, ADA/CANYON COS	2024	Development	148	CE	\$300,000.00	\$0.00	\$300,000.00
						CC	\$4,160,000.00	\$0.00	\$4,160,000.00
						CN	\$52,000,000.00	\$0.00	\$52,000,000.00
							<b>\$56,460,000.00</b>	<b>\$0.00</b>	<b>\$56,460,000.00</b>
State Hwy - Early Development (Unfunded Ideas) Total							<b>\$423,485,000.00</b>	<b>\$0.00</b>	<b>\$423,485,000.00</b>
<b>Leading Idaho</b>									
22165	3	US 20/26, I 84 TO MIDDLETON RD, CANYON CO	2024	Awarded (or equiv.)	155	CC	\$771,000.00	\$0.00	\$771,000.00
						CN	\$8,601,000.00	\$0.00	\$8,601,000.00
							<b>\$9,372,000.00</b>	<b>\$0.00</b>	<b>\$9,372,000.00</b>
22715	3	SH 55, FARMWAY RD TO MIDDLETON RD, CANYON CO	2025	Development	155	UT	\$100,000.00	\$0.00	\$100,000.00
							<b>\$100,000.00</b>	<b>\$0.00</b>	<b>\$100,000.00</b>
23335	3	SH 55, PEAR LANE TO FARMWAY, DESIGN	2026	Development	155	PC	\$4,000,000.00	\$0.00	\$4,000,000.00
							<b>\$4,000,000.00</b>	<b>\$0.00</b>	<b>\$4,000,000.00</b>
23336	3	I 84, KARCHER IC, KARCHER TO MIDDLETON RD, CANYON CO	2024	PS&E (or equiv.)	155	UT	\$500,000.00	\$0.00	\$500,000.00
						CE	\$200,000.00	\$200,000.00	\$0.00
						CC	\$1,300,000.00	\$1,300,000.00	\$0.00
						CN	\$5,842,000.00	\$5,842,000.00	\$0.00
							<b>\$7,842,000.00</b>	<b>\$7,342,000.00</b>	<b>\$500,000.00</b>

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
23337	3	US 20/26, MIDDLETON RD TO STAR RD, ADA/CANYON COS	2025	Development	155	UT	\$3,000,000.00 <b>\$3,000,000.00</b>	\$0.00 <b>\$0.00</b>	\$3,000,000.00 <b>\$3,000,000.00</b>
23341	3	I 84, SH 44 IC TO CENTENNIAL WAY IC, CANYON CO	2024	Development	155	PC	\$2,650,000.00 <b>\$2,650,000.00</b>	\$2,650,000.00 <b>\$2,650,000.00</b>	\$0.00 <b>\$0.00</b>
23408	3	SH 16, USTICK RD TO US 20/26, ADA & CANYON COS	2025	Awarded (or equiv.)	155	CC	\$2,454,000.00 <b>\$2,454,000.00</b>	\$2,454,000.00 <b>\$2,454,000.00</b>	\$0.00 <b>\$0.00</b>
23409	3	SH 16, FRANKLIN RD TO USTICK RD, ADA & CANYON COS	2024	PS&E (or equiv.)	155	UT	\$1,260,000.00 <b>\$1,260,000.00</b>	\$1,260,000.00 <b>\$1,260,000.00</b>	\$0.00 <b>\$0.00</b>
23437	3	I 84, CENTENNIAL IC TO FRANKLIN IC, CANYON CO	2025	PS&E (or equiv.)	155	UT CE CC CN	\$500,000.00 \$300,000.00 \$4,600,000.00 \$11,382,000.00 <b>\$16,782,000.00</b>	\$500,000.00 \$300,000.00 \$4,600,000.00 \$11,382,000.00 <b>\$16,782,000.00</b>	\$0.00 \$0.00 \$0.00 \$0.00 <b>\$0.00</b>
Leading Idaho Total							<b>\$47,460,000.00</b>	<b>\$30,488,000.00</b>	<b>\$16,972,000.00</b>
<b>TECM</b>									
23080	3	I 84, FRANKLIN RD IC TO KARCHER IC - WEST, NAMPA	2024	Awarded (or equiv.)	149	CC CN	\$1,067,000.00 \$762,000.00 <b>\$1,829,000.00</b>	\$1,067,000.00 \$762,000.00 <b>\$1,829,000.00</b>	\$0.00 \$0.00 <b>\$0.00</b>
23081	3	I 84, FRANKLIN RD IC TO KARCHER IC - EAST, NAMPA	2024	Awarded (or equiv.)	149	CC CN	\$1,344,000.00 \$205,800.00 <b>\$1,549,800.00</b>	\$1,934,200.00 \$205,800.00 <b>\$2,140,000.00</b>	(\$590,200.00) \$0.00 <b>(\$590,200.00)</b>
23336	3	I 84, KARCHER IC, KARCHER TO MIDDLETON RD, CANYON CO	2024	PS&E (or equiv.)	149	LP UT CC CN	\$2,200,000.00 \$500,000.00 \$1,000,000.00 \$1,185,940.00 <b>\$4,885,940.00</b>	\$2,200,000.00 \$500,000.00 \$1,000,000.00 \$1,184,141.00 <b>\$4,884,141.00</b>	\$0.00 \$0.00 \$0.00 \$1,799.00 <b>\$1,799.00</b>
23337	3	US 20/26, MIDDLETON RD TO STAR RD, ADA/CANYON COS	2025	Development	149	LP	\$24,151,000.00 <b>\$24,151,000.00</b>	\$0.00 <b>\$0.00</b>	\$24,151,000.00 <b>\$24,151,000.00</b>
23409	3	SH 16, FRANKLIN RD TO USTICK RD, ADA & CANYON COS	2024	PS&E (or equiv.)	149	PE CE CC CN	\$1,000.00 \$500,000.00 \$1,700,000.00 \$12,350,000.00 <b>\$14,551,000.00</b>	\$1,000.00 \$500,000.00 \$1,700,000.00 \$10,378,658.00 <b>\$12,579,658.00</b>	\$0.00 \$0.00 \$0.00 \$1,971,342.00 <b>\$1,971,342.00</b>
TECM Total							<b>\$46,966,740.00</b>	<b>\$21,432,799.00</b>	<b>\$25,533,941.00</b>
<b>TECM Bonding</b>									
23409	3	SH 16, FRANKLIN RD TO USTICK RD, ADA & CANYON COS	2024	PS&E (or equiv.)	150	CC	\$4,100,000.00	\$4,100,000.00	\$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
23409	3	SH 16, FRANKLIN RD TO USTICK RD, ADA & CANYON COS	2024	PS&E (or equiv.)	150	CN	\$66,000,000.00 <b>\$70,100,000.00</b>	\$66,000,000.00 <b>\$70,100,000.00</b>	\$0.00 <b>\$0.00</b>
23437	3	I 84, CENTENNIAL IC TO FRANKLIN IC, CANYON CO	2025	PS&E (or equiv.)	150	CC CN	\$2,700,000.00 \$62,000,000.00 <b>\$64,700,000.00</b>	\$2,700,000.00 \$62,000,000.00 <b>\$64,700,000.00</b>	\$0.00 \$0.00 <b>\$0.00</b>
TECM Bonding Total							<b>\$134,800,000.00</b>	<b>\$134,800,000.00</b>	<b>\$0.00</b>
<b>Hwy - Metropolitan Planning</b>									
22494	3	LOCAL, FY24 COMPASS METRO PLANNING	2024	Development	91	PC	\$1,465,870.00 <b>\$1,465,870.00</b>	\$0.00 <b>\$0.00</b>	\$1,465,870.00 <b>\$1,465,870.00</b>
Hwy - Metropolitan Planning Total							<b>\$1,465,870.00</b>	<b>\$0.00</b>	<b>\$1,465,870.00</b>
<b>Local Hwy - Transportation Alternatives</b>									
22922	3	LOCAL, CANYON CO SRTS COORDINATOR & ACTIVITIES	2025	Awarded (or equiv.)	134	CN	\$100,000.00 <b>\$100,000.00</b>	\$0.00 <b>\$0.00</b>	\$100,000.00 <b>\$100,000.00</b>
23915	3	LOCAL, CANYON ST BICYCLE & PED PATHWAY	2026	Development	134	PE PC	\$15,000.00 \$40,000.00 <b>\$55,000.00</b>	\$0.00 \$0.00 <b>\$0.00</b>	\$15,000.00 \$40,000.00 <b>\$55,000.00</b>
Local Hwy - Transportation Alternatives Total							<b>\$155,000.00</b>	<b>\$0.00</b>	<b>\$155,000.00</b>
<b>Local Hwy - Large Urban</b>									
21889	3	LOCAL, FY24 COMPASS PLANNING	2024	Development	46	PC	\$99,000.00 <b>\$99,000.00</b>	\$0.00 <b>\$0.00</b>	\$99,000.00 <b>\$99,000.00</b>
22436	3	LOCAL, FY24 ACHD COMMUTERIDE	2024	Development	46	PC	\$55,000.00 <b>\$55,000.00</b>	\$0.00 <b>\$0.00</b>	\$55,000.00 <b>\$55,000.00</b>
Local Hwy - Large Urban Total							<b>\$154,000.00</b>	<b>\$0.00</b>	<b>\$154,000.00</b>
<b>Local Hwy - Transportation Management Area</b>									
20006	3	LOCAL, FY23 CAPITAL MAINTENANCE, PH 3, ACHD	2024	Development	51	CN	\$1,015,000.00 <b>\$1,015,000.00</b>	\$0.00 <b>\$0.00</b>	\$1,015,000.00 <b>\$1,015,000.00</b>
20259	3	LOCAL, FY23 ROADWAY & ADA IMPROVEMENTS PART 1, BOISE AREA	2025	Development	51	CE CC CN	\$234,000.00 \$468,000.00 \$6,212,000.00 <b>\$6,914,000.00</b>	\$0.00 \$0.00 \$0.00 <b>\$0.00</b>	\$234,000.00 \$468,000.00 \$6,212,000.00 <b>\$6,914,000.00</b>
20659	3	LOCAL, FY24 TRANSIT ROLLING STOCK, INFRASTRUCTURE & TECH	2024	Development	51	CN	\$1,754,000.00 <b>\$1,754,000.00</b>	\$0.00 <b>\$0.00</b>	\$1,754,000.00 <b>\$1,754,000.00</b>
20674	3	LOCAL, FY24 ROADWAY AND ADA IMPROVEMENTS, BOISE	2025	Development	51	RW	\$400,000.00 <b>\$400,000.00</b>	\$0.00 <b>\$0.00</b>	\$400,000.00 <b>\$400,000.00</b>
21889	3	LOCAL, FY24 COMPASS PLANNING	2024	Development	51	PC	\$174,352.00 <b>\$174,352.00</b>	\$0.00 <b>\$0.00</b>	\$174,352.00 <b>\$174,352.00</b>



KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
22385	3	LOCAL, PATHWAY, GREENBELT COMPLETION, BOISE STATE	2026	Development	51	PE	\$4,000.00	\$0.00	\$4,000.00
						PC	\$72,000.00	\$0.00	\$72,000.00
						PL	\$32,000.00	\$0.00	\$32,000.00
							<b>\$108,000.00</b>	<b>\$0.00</b>	<b>\$108,000.00</b>
22436	3	LOCAL, FY24 ACHD COMMUTERIDE	2024	Development	51	PC	\$220,000.00	\$0.00	\$220,000.00
							<b>\$220,000.00</b>	<b>\$0.00</b>	<b>\$220,000.00</b>
23095	3	I 84, FIVE MILE RD OVERPASS & WIDENING (NEPA), BOISE	2029	Development	51	RW	\$533,000.00	\$0.00	\$533,000.00
							<b>\$533,000.00</b>	<b>\$0.00</b>	<b>\$533,000.00</b>
Local Hwy - Transportation Management Area Total							<b>\$11,118,352.00</b>	<b>\$0.00</b>	<b>\$11,118,352.00</b>
<b>Local Hwy - Transportation Alternatives; TMA</b>									
20542	3	LOCAL, PED IMPROVEMENTS, EAGLE RD, MERIDIAN	2028	Development	133	PE	\$3,000.00	\$0.00	\$3,000.00
						PC	\$78,000.00	\$0.00	\$78,000.00
						PL	\$11,000.00	\$0.00	\$11,000.00
							<b>\$92,000.00</b>	<b>\$0.00</b>	<b>\$92,000.00</b>
21910	3	LOCAL, FY24 ADA COUNTY SR2S, VRT	2024	Development	133	CN	\$206,000.00	\$0.00	\$206,000.00
							<b>\$206,000.00</b>	<b>\$0.00</b>	<b>\$206,000.00</b>
22385	3	LOCAL, PATHWAY, GREENBELT COMPLETION, BOISE STATE	2026	Development	133	PC	\$50,000.00	\$0.00	\$50,000.00
							<b>\$50,000.00</b>	<b>\$0.00</b>	<b>\$50,000.00</b>
23095	3	I 84, FIVE MILE RD OVERPASS & WIDENING (NEPA), BOISE	2029	Development	133	RW	\$165,000.00	\$0.00	\$165,000.00
							<b>\$165,000.00</b>	<b>\$0.00</b>	<b>\$165,000.00</b>
24222	3	LOCAL, GREENBELT CONN PATHWAY NEAR 52ND ST, BOISE	2028	Development	133	PE	\$7,000.00	\$0.00	\$7,000.00
						PC	\$220,000.00	\$0.00	\$220,000.00
						PL	\$58,000.00	\$0.00	\$58,000.00
							<b>\$285,000.00</b>	<b>\$0.00</b>	<b>\$285,000.00</b>
Local Hwy - Transportation Alternatives; TMA Total							<b>\$798,000.00</b>	<b>\$0.00</b>	<b>\$798,000.00</b>
<b>Hwy Safety - Local</b>									
22878	3	SMA-3724, HOMEDALE RD CURVE IMPV, CANYON HD	2024	Development	118	RW	\$21,000.00	\$0.00	\$21,000.00
						CE	\$4,000.00	\$0.00	\$4,000.00
						CC	\$168,000.00	\$0.00	\$168,000.00
						CL	\$28,000.00	\$0.00	\$28,000.00
						CN	\$662,000.00	\$0.00	\$662,000.00
							<b>\$883,000.00</b>	<b>\$0.00</b>	<b>\$883,000.00</b>
Hwy Safety - Local Total							<b>\$883,000.00</b>	<b>\$0.00</b>	<b>\$883,000.00</b>

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
<b>Hwy Safety - Railroad Crossings</b>									
24293	3	OFFSYS, S 4TH AVE RRX CLOSURE, UPRR, 819382P, CALDWELL	2024	Development	58	UT CN	\$200,000.00 \$30,000.00	\$0.00 \$0.00	\$200,000.00 \$30,000.00
							<b>\$230,000.00</b>	<b>\$0.00</b>	<b>\$230,000.00</b>
Hwy Safety - Railroad Crossings Total							<b>\$230,000.00</b>	<b>\$0.00</b>	<b>\$230,000.00</b>
<b>Hwy - Discretionary</b>									
23833	3	LOCAL, ACCESS TO OPPORTUNITY, ACHD	2024	Development	39	PE PC	\$30,000.00 \$6,400,000.00	\$0.00 \$0.00	\$30,000.00 \$6,400,000.00
							<b>\$6,430,000.00</b>	<b>\$0.00</b>	<b>\$6,430,000.00</b>
23983	3	LOCAL, RECONNECT, ACCESS, & IMPRV SAFTY & EQUITY, NAMPA	2024	Development	39	PE	\$5,000,000.00	\$0.00	\$5,000,000.00
							<b>\$5,000,000.00</b>	<b>\$0.00</b>	<b>\$5,000,000.00</b>
Hwy - Discretionary Total							<b>\$11,430,000.00</b>	<b>\$0.00</b>	<b>\$11,430,000.00</b>
<b>Hwy - Federal Lands Access</b>									
22600	3	STC-3787, WESTERN HERITAGE BYWAY (SWAN FALLS RD), ADA CO	2025	Development	59	PC	\$50,000.00	\$0.00	\$50,000.00
							<b>\$50,000.00</b>	<b>\$0.00</b>	<b>\$50,000.00</b>
22602	3	STC-3714, INDIANA AND ORCHARD SHARED ROADWAY, CANYON HD #4	2024	Development	59	CC CN	\$374,841.00 \$4,665,912.00	\$0.00 \$0.00	\$374,841.00 \$4,665,912.00
							<b>\$5,040,753.00</b>	<b>\$0.00</b>	<b>\$5,040,753.00</b>
Hwy - Federal Lands Access Total							<b>\$5,090,753.00</b>	<b>\$0.00</b>	<b>\$5,090,753.00</b>
<b>Hwy - Misc. Federal</b>									
24099	3	SMA-9773, LINDER RD OVERLAND TO FRANKLIN	2500	Development	68	PC RW	\$165,000.00 \$2,500,000.00	\$0.00 \$0.00	\$165,000.00 \$2,500,000.00
							<b>\$2,665,000.00</b>	<b>\$0.00</b>	<b>\$2,665,000.00</b>
Hwy - Misc. Federal Total							<b>\$2,665,000.00</b>	<b>\$0.00</b>	<b>\$2,665,000.00</b>
<b>Hwy - Local Partnerships</b>									
23336	3	I 84, KARCHER IC, KARCHER TO MIDDLETON RD, CANYON CO	2024	PS&E (or equiv.)	79	CN	\$28,000.00	\$29,799.00	(\$1,799.00)
							<b>\$28,000.00</b>	<b>\$29,799.00</b>	<b>(\$1,799.00)</b>
23437	3	I 84, CENTENNIAL IC TO FRANKLIN IC, CANYON CO	2025	PS&E (or equiv.)	79	CN	\$357,880.00	\$0.00	\$357,880.00
							<b>\$357,880.00</b>	<b>\$0.00</b>	<b>\$357,880.00</b>
24099	3	SMA-9773, LINDER RD OVERLAND TO FRANKLIN	2500	Development	79	PC	\$1,700,000.00	\$0.00	\$1,700,000.00
							<b>\$1,700,000.00</b>	<b>\$0.00</b>	<b>\$1,700,000.00</b>
24229	3	NHS-8213, MIDDLETON RD, SH 55 TO FLAMINGO AVE, NAMPA	2500	Development	79	PE PC	\$17,000.00 \$172,000.00	\$0.00 \$0.00	\$17,000.00 \$172,000.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
24229	3	NHS-8213, MIDDLETON RD, SH 55 TO FLAMINGO AVE, NAMPA	2500	Development	79	PL	\$137,000.00	\$0.00	\$137,000.00
							<b>\$326,000.00</b>	<b>\$0.00</b>	<b>\$326,000.00</b>
Hwy - Local Partnerships Total							<b>\$2,411,880.00</b>	<b>\$29,799.00</b>	<b>\$2,382,081.00</b>
<b>Hwy GARVEE - 2017 Legislative Authorization</b>									
20788	3	SH 16, I 84 TO US 20/26 & SH 44 IC, ADA & CANYON COS	2024	Development	142	PE	(\$133,173.71)	(\$133,173.71)	\$0.00
							PC	(\$2,000,000.00)	(\$2,000,000.00)
							LP	(\$862,767.00)	(\$862,767.00)
							<b>(\$2,995,940.71)</b>	<b>(\$2,995,940.71)</b>	<b>\$0.00</b>
23081	3	I 84, FRANKLIN RD IC TO KARCHER IC - EAST, NAMPA	2024	Awarded (or equiv.)	142	CE	\$0.00	(\$29,639.13)	\$29,639.13
							CC	(\$1,344,000.00)	\$1,344,000.00
							CN	\$1,373,639.13	(\$1,373,639.13)
							<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
23336	3	I 84, KARCHER IC, KARCHER TO MIDDLETON RD, CANYON CO	2024	PS&E (or equiv.)	142	CN	\$3,744,619.00	\$3,744,619.00	\$0.00
							<b>\$3,744,619.00</b>	<b>\$3,744,619.00</b>	<b>\$0.00</b>
23437	3	I 84, CENTENNIAL IC TO FRANKLIN IC, CANYON CO	2025	PS&E (or equiv.)	142	CN	\$20,000,000.00	\$20,000,000.00	\$0.00
							<b>\$20,000,000.00</b>	<b>\$20,000,000.00</b>	<b>\$0.00</b>
Hwy GARVEE - 2017 Legislative Authorization Total							<b>\$20,748,678.29</b>	<b>\$20,748,678.29</b>	<b>\$0.00</b>
<b>Carbon Reduction - TMA</b>									
23095	3	I 84, FIVE MILE RD OVERPASS & WIDENING (NEPA), BOISE	2029	Development	156	LP	\$1,320,000.00	\$0.00	\$1,320,000.00
							<b>\$1,320,000.00</b>	<b>\$0.00</b>	<b>\$1,320,000.00</b>
24221	3	LOCAL, FY25 ORCHARD TRANSIT FACILITY IMPROVEMENTS	2025	Development	156	PC	\$500,000.00	\$0.00	\$500,000.00
							CN	\$659,000.00	\$659,000.00
							<b>\$1,159,000.00</b>	<b>\$0.00</b>	<b>\$1,159,000.00</b>
24233	3	LOCAL, CARBON REDUCTION STRATEGY STUDY, COMPASS	2024	Development	156	PC	\$180,000.00	\$0.00	\$180,000.00
							<b>\$180,000.00</b>	<b>\$0.00</b>	<b>\$180,000.00</b>
Carbon Reduction - TMA Total							<b>\$2,659,000.00</b>	<b>\$0.00</b>	<b>\$2,659,000.00</b>
<b>Carbon Reduction - Large Urban</b>									
22018	3	SMA-7813, MONTANA AVE; PED IMPRV & WIDENING, CALDWELL	2024	Development	157	CE	\$48,000.00	\$0.00	\$48,000.00
							CC	\$24,000.00	\$24,000.00
							CL	\$19,000.00	\$19,000.00
							CN	\$506,000.00	\$506,000.00
							<b>\$597,000.00</b>	<b>\$0.00</b>	<b>\$597,000.00</b>
24230	3	LOCAL, WEST PARK PED IMPROVEMENTS, NAMPA	2026	Development	157	PC	\$46,000.00	\$0.00	\$46,000.00
							<b>\$46,000.00</b>	<b>\$0.00</b>	<b>\$46,000.00</b>

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
24236	3	LOCAL, MATTHEW PELTZER TRAILHEAD AT WILSON PK PATH, NAMPA	2028	Development	157	PC	\$118,000.00 <b>\$118,000.00</b>	\$0.00 <b>\$0.00</b>	\$118,000.00 <b>\$118,000.00</b>
24337	3	LOCAL, ORR MULTI-USE CITY PATHWAY, NAMPA	2027	Development	157	PC	\$324,000.00 <b>\$324,000.00</b>	\$0.00 <b>\$0.00</b>	\$324,000.00 <b>\$324,000.00</b>
Carbon Reduction - Large Urban Total							<b>\$1,085,000.00</b>	<b>\$0.00</b>	<b>\$1,085,000.00</b>
Report Total							<b>\$736,140,417.29</b>	<b>\$210,902,311.29</b>	<b>\$525,238,106.00</b>