



Working together to plan for the future

REGIONAL TRANSPORTATION ADVISORY COMMITTEE

December 14, 2022 - 8:30 a.m.
COMPASS, First Floor Board Room
700 NE 2nd Street, Meridian, Idaho

ZOOM CONFERENCE CALL

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

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

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

Written comments may be submitted by email to info@compassidaho.org. Comments can also be left by voicemail. Please call 208-475-2225 to record comments. Commenters must provide their name for the record. Comments identified by name that are received by 5:00 pm on November 15, 2022, will be provided to the committee members and read into the record during the meeting.

AGENDA

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

II. OPEN DISCUSSION/ANNOUNCEMENTS

III. CONSENT AGENDA

Page 3 A.* Approve November 16, 2022, RTAC Meeting Minutes

IV. ACTION ITEMS

8:35 Page 6 A.* Approve Balancing in the Transportation Management Area (TMA) Toni Tisdale
Toni Tisdale will seek approval of balancing actions in the TMA (Boise Urbanized Area).

V. INFORMATION ITEMS

8:50 Page 15 A.* Review the Draft COMPASS Development Review Policy and Draft Revised Development Review Checklist Lila Klopfenstein
Lila Klopfenstein will present the draft COMPASS Development Review Policy and draft revised checklist for member feedback.

9:10 B. **Project Updates from Valley Regional Transit (VRT) and the City of Nampa**

Stephen
Hunt/Mark
Steuer, Clair
Bowman

VRT staff will review the new Transportation Development Plan and City of Nampa staff will review the PEL for SH-45 reroute.

9:40
Page 24 C.* **Status of Idaho Transportation Board Policy on Local Funding**

Toni Tisdale

Toni Tisdale will provide a status report on the Idaho Transportation Department's policy on local funding, as well as updates on new funding programs.

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

Page 32 A.* **RTAC Agenda Worksheet**

Page 40 B.* **Obligation Report**

VII. **OTHER**

Next Meeting: January 25, 2023

VIII. **ADJOURNMENT**

***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
November 16, 2022
COMPASS, First Floor Board Room
ZOOM CONFERENCE CALL

**** DRAFT MINUTES ****

ATTENDEES:

Lee Belt, City of Greenleaf, **Vice Chair**, via telephone
Clair Bowman, City of Nampa, via telephone
Miranda Carson, City of Meridian, via telephone
Lara Disney, Public Participation Workgroup, via telephone
Edinson Bautista for Tom Ferch, Ada County Highway District, via telephone
Gabe Finkelstein, Boise State University, via telephone
Doug Hanson, City of Kuna, via telephone
Wayne Herbel, City of Caldwell, via telephone
Caleb Hood, City of Meridian, via telephone
Jill Reyes for Stephen Hunt, Valley Regional Transit, via telephone
Kristy Inselman, Ada County Highway District, via telephone
Liisa Itkonen, COMPASS, Ex. Officio, via telephone
Tom Laws, Ada County Highway District, via telephone
Leon Letson, Ada County Development Services, via telephone
Sabrina Minshall for Dan Lister, Canyon County Development Services, via telephone
Brent Moore, Ada County Development Services, **Chair**, via telephone
Shawn Nickel, City of Star, via telephone
Lenny Riccio, Canyon Highway District No. 4, via telephone
Darrell Romine, City of Melba, via telephone
Nichoel Baird Spencer, City of Eagle, via telephone
Mark Steuer, City of Nampa, via telephone
Bre Brush for Jessica Szelag, City of Boise, via telephone
Michael Toole, Department of Environmental Quality, via telephone
Vince Trimboli, Idaho Transportation Department, via telephone
Jason VanGilder, City of Middleton, via telephone
Stacey Yarrington, Ada County Development Services, via telephone

MEMBERS ABSENT: Elizabeth Allen, Canyon County Development Services
Rodney Ashby, City of Nampa
Karen Gallagher, City of Boise
Samantha Kenney, Central District Health, Ex. Officio
Devin Krasowski, Canyon County Development Services
Robb MacDonald, City of Caldwell
Brian McClure, City of Meridian
Bill Vaughan, City of Eagle
Hanna Veal, City of Garden City

OTHERS PRESENT: Cecilia Arritola, ITD, via telephone
Teri Gregory, COMPASS, in person
Amy Luft, COMPASS, in person
Jacob Miller, COMPASS, in person
Hunter Mulhall, COMPASS, via telephone
Joey Scheuler, COMPASS, via telephone
Matt Stoll, COMPASS, in person
Toni Tisdale, COMPASS, via telephone
Shirley Wentland, ITD, via telephone

CALL TO ORDER

Chair Brent Moore called the meeting to order at 8:31 am.

OPEN DISCUSSION/ANNOUNCEMENTS

Amy Luft introduced Jacob Miller, the new COMPASS Government Affairs Coordinator.

CONSENT AGENDA

- A. Approve the October 26, 2022, RTAC Meeting Minutes**
- B. Approve 2023 RTAC Meeting Dates/Times**

Nichoel Baird Spencer moved and Stacey Yarrington seconded approval of the Consent Agenda. Motion passed unanimously.

ACTION ITEMS

A. Recommend Adoption of *Communities in Motion 2050*

Liisa presented *Communities in Motion 2050* for recommendation of Board of Directors' approval.

After discussion, **Clair Bowman moved and Nichoel Baird Spencer seconded to recommend *Communities in Motion 2050* to the Board of Directors for approval. Motion passed unanimously.**

B. Recommend Adoption of Amendments to the FY2022-2028 and FY2023-2029 Regional Transportation Improvement Programs (TIPs)

Toni Tisdale presented amendments to the FY2022-2028 and the FY2023-2029 TIPs for recommendation of Board of Directors' approval.

After discussion, **Mark Steuer moved and Tom Laws seconded to recommend the amendments to the FY2022-2028 and FY2023-2029 TIPs to the Board of Directors for approval. Motion passed unanimously.**

C. Review the Results of the 2022 Change in Motion Scorecard

Hunter Mulhall presented the results of the 2022 Change in Motion Scorecard for recommendation of Board of Directors' acceptance and requested volunteers for a subcommittee to review and develop recommendations for improving underperforming measures.

Bre Brush, Tom Laws, Brent Moore, Jill Reyes for Stephen Hunt, Clair Bowman volunteered an attendee from the City of Nampa, and Miranda Carson volunteered for the subcommittee.

After discussion, **Tom Laws moved and Bre Brush seconded to recommend the 2022 Change in Motion Scorecard to the Board of Directors for acceptance. Motion passed unanimously.**

Next Meeting: December 14, 2022

ADJOURNMENT

Stacey Yarrington moved and Tom Laws seconded to adjourn. Motion passed unanimously.

Meeting adjourned at 9:13 am.

Topic: Transportation Management Area (TMA) Balancing

Request/Recommendation:

COMPASS staff seeks Regional Transportation Advisory Committee (RTAC) approval to balance the Surface Transportation Block Grant (STBG)-TMA program to use funding released from projects entering closeout to cover current funding needs.

Background/Summary:

Balancing the STBG-TMA program allows available funds to be programmed for projects with funding needs. The FY2023 STBG-TMA program currently has \$146,264 available for reprogramming. The needs submitted by sponsoring agencies and needs eligible for conversion from local funding to federal funds 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://www.compassidaho.org/prodserv/resourcedev.html#TIP>.

The proposed changes are shown in detail on the STBG-TMA balancing worksheet (Attachment 2). Letters of request from sponsoring agencies are provided in Attachment 3 (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 program funds in FY2023.

More Information:

- 1) Attachment 1: Funding needs and recommendations in the TMA
- 2) Attachment 2: TMA balancing worksheet (print 11 x 17 paper)
- 3) Attachment 3: Letters of request
- 4) For detailed information contact: Toni Tisdale, Principal Planner, ttisdale@compassidaho.org

TT:tg T:\FY23\600 Projects\685 TIP\FY2228TIP\221214mmoRTACtmaBal.docx

Funding Needs and Recommendations in the TMA

Attachment 1

Policy Priority*	Project	Eligible funds	FY2023 Request	Recommend 2023 STBG-TMA	Notes	
Available (Unprogrammed)				-\$146,264		
18701	1A	Capital Maintenance, Phase 1, Boise Area – FY2021	STBG	\$510,000	\$146,264	Official request pending (will post in December RTAC supplementary, when received). \$510,000 needed for construction cost overrun. Half of the increase is due to fuel and asphalt cost adjustments since April 2021 bid acceptance, plus other small overruns and change orders.
20006	2A	Roadway and ADA Improvements, Part 3, Boise Area - FY2023	STBG	\$100,000		No request needed. Convert \$100,000 in advanced construction, currently scheduled in FY2024.
23667	2C	Transit - Rolling Stock, Infrastructure, and Technology, VRT - FY2023	STBG	\$414,000		Official request received. \$600,000 needed for a software system (Enterprise Resource Planning [ERP]). This project is currently partially funded and scored 0.1 in the Transit Asset Management Plan (5 point scale where 5 is the best). Project currently has \$186,000.
21896	4	Roadway and ADA Improvements, Boise Area - FY2025	STBG	\$598,000		No request needed. Currently advanced construction for design (\$598,000). Scheduled with federal-aid in FY2024.
Balance				\$1,622,000	\$0	

*Priorities based on balancing policy: <https://www.compassidaho.org/prodserv/resourcedev.html#TIP>

Light blue highlight = partially funded

Gray highlight = requests

A negative amount means that funds are available or being released

TMA Balancing Worksheet

ALL TMA PROGRAMS DRAFT FY2023-2029

Attachment 2

(amounts include local match)(Projects in Boise Urbanized Area)

Key No	Project	Prev	STBG-TMA 2023	TAP-TMA 2023	Other /State 2023	CRP-TMA 2023**	A/C Local 2023	Local 2023	RAISE 2022	2024 (2021 CRRSAA)	STBG-TMA 2024	TAP-TMA 2024	CRP-TMA-2024	A/C Local 2024	Local 2024	STBG-TMA 2025	TAP-TMA 2025	CRP-TMA-2025	A/C Local 2025	Local 2025	STBG-TMA 2026	TAP-TMA 2026	CRP-TMA-2026	A/C Local 2026	Local 2026	STBG-TMA 2027	TAP-TMA 2027	CRP-TMA-2027	A/C Local 2027	Local 2027	STBG-TMA2028 2029	TAP-TMA 2028 2029	CRP-TMA-2028 2029	A/C Local 2028 2029	Local 2028 2029	Total	2023 Balancing Changes				
Off-the-Top for STBG-TMA																																									
22015	Commuteride, ACHD (FY2023)	0	220																																		220				
22436	Commuteride, ACHD (FY2024)	0									220																											220			
22386	Commuteride, ACHD (FY2025)	0														220																						220			
22738	Commuteride, ACHD (FY2026)	0																			220																	220			
23328	Commuteride, ACHD (FY2027)	0																									220											220			
23679	Commuteride, ACHD (FY2028)	0																															220					220			
23680	Commuteride, ACHD (FY2029)	0																																220				220			
20560	COMPASS Planning (FY2023)	0	232																																			232			
21889	COMPASS Planning (FY2024)	0									232																												232		
22387	COMPASS Planning (FY2025)	0														232																							232		
22800	COMPASS Planning (FY2026)	0																			232																		232		
23327	COMPASS Planning (FY2027)	0																									232												232		
23681	COMPASS Planning (FY2028)	0																																					232		
23682	COMPASS Planning (FY2029)	0																																					232		
20493	SR2S, VRT Ada County - FY2023	0		171																																			171		
21910	SR2S, VRT Ada County - FY2024	0										206																												206	
23943	SR2S, VRT Ada County - FY2025	0																																					206		
23834	SR2S, VRT Ada County - FY2026	0																																					218		
23306	SR2S, VRT, Ada County - FY2027	0																																					280		
23668	SR2S, VRT, Ada County - FY2028	0																																					280		
23670	SR2S, VRT, Ada County - FY2029	0																																					280		
	SUBTOTAL		452	171	0	0	0	0	0	0	452	206	0	0	0	452	206	0	0	0	452	218	0	0	0	0	732	0	0	0	0	0	1464	0	0	0	0	0			
Roadway Maintenance/Local Network Improvements (82% through 2026 and 72% 2027 and beyond) for STG-TMA																																									
18701	Capital Maintenance, Phase 1, Boise Area - FY2021	5243	146																																			5389	Official request pending. Needs \$510,000 to cover cost overruns in construction. (Dec recommend \$146,264).		
19465	Pavement Preservation and ADA, Phase 1, Boise Area - FY2022	8267	6002																																			14269			
20259	Roadway and ADA Improvements, Part 1, Boise Area - FY2023 (2024)	988	150	0			0	0			6379																											7517	No request needed. Convert \$150,000 in local advanced construction funds to federal-aid (based on delay of phase in FY2022). (Oct Recommend) (Admin Mod #19)		
20122	Pavement Preservation and ADA, Phase 2, Boise Area - FY2022	243	2326				0	0																														2569	No request needed. Needs \$21,000 for construction to cover engineer's estimate. Convert local advanced construction funds to federal-aid (based on shortage of funds). (Oct Recommend) (Admin Mod #19)		
20006	Roadway and ADA Improvements, Part 3, Boise Area - FY2023	94	915				100	0			100																											1109	No request needed. Needs \$86,000 for construction to cover engineer's estimate. Convert \$929,000 local advanced construction funds currently scheduled in FY2024 to federal-aid. (Oct recommend \$915K) (Admin Mod #19)		
23833	Access to Opportunity, Boise and Garden City	0							6430																													6430			
20674	Roadway and ADA Improvements, Boise Area FY2024 (2025)	1262					0	0			400					6167																							7829		
21896	Roadway and ADA Improvements, Boise Area FY2025 (2026)	29	928				598	0			598					350					7629																	9534	No request needed. Currently advanced construction for design (\$598,000). Scheduled with federal-aid in FY2024.		
22390	Roadway and ADA Improvements, Boise Area FY2027	0					29	0			1463					29					450						7317											9259	No request needed. Convert local advance construction funds to federal-aid for design (\$29,000). Correction to allow PE funds to count towards local match. (Oct Recommend for 2025) (Admin Mod #19)		
22816	Roadway and ADA Improvements, Boise Area FY2028	0												29	0	1210					0						350											7611			
23323	Roadway and ADA Improvements, Boise Area FY2029	0																	29	0	1233						0											8146			
	GOAL/AVAILABLE		9612								9587					9612					9612						8067														
	SUBTOTAL		10321	0	0	0	727	0	6430	0	8940	0	0	29	0	7756	0	0	29	0	9312	0	0	0	0	0	7667	0	0	0	0	12964	0	0	0	0	0				
	Difference		709								-646					-1856					-300						-400														
Alternative Transportation Maintenance (15% through 2026) Public Transportation Capital (13% starting in 2027) for STBG-TMA																																									

Key No	Project	Prev	STBG-TMA 2023	TAP-TMA 2023	Other /State 2023	CRP-TMA 2023**	A/C Local 2023	Local 2023	RAISE 2022	2024 (2021 CRRSAA)	STBG-TMA 2024	TAP-TMA 2024	CRP-TMA-2024	A/C Local 2024	Local 2024	STBG-TMA 2025	TAP-TMA 2025	CRP-TMA-2025	A/C Local 2025	Local 2025	STBG-TMA 2026	TAP-TMA 2026	CRP-TMA-2026	A/C Local 2026	Local 2026	STBG-TMA 2027	TAP-TMA 2027	CRP-TMA-2027	A/C Local 2027	Local 2027	STBG-TMA2028 2029	TAP-TMA 2028 2029	CRP-TMA-2028 2029	A/C Local 2027	Local 2028 2029	Total	2023 Balancing Changes
23677	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2023	0	186																																	186	Official request received. \$600,000 needed for a software system (Enterprise Resource Planning [ERP]). This project is currently not funded and scored 0.1 in the Transit Asset Management Plan. Project currently has \$186,000. Official request received. \$1,088,650 need for the Orchard Street Facility. Project currently funded with a competitive grant and has a funding need for the current phase of excavation and electrical expansion. Project scored less than 3 in the Transit Asset Management Plan. (recommended Oct under KN 21903)
20841	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	4377	581	870																																5828	COMPASS staff suggestion - funds are the second year of advanced construction. To better balance the program, transfer \$835K from STBG to TAP. (Oct Recommend) (Admin Mod #19)
20659	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2024	0									1754																									1754	
21903	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2025	0														2847																				2847	Increased FY2025 by \$1,088,650 from October balancing. See KN 23667 for details) (Admin Mod #19)
22393	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2026	0																				1758														1758	
22815	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2027	0																									1457								1457		
23671	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2028	0																													1457				1457		
23673	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2029	0																												1457					1457		
13918	Rail with Trail Pathway, Meridian	195								529																									724		
23324	Garden Street Multi-Use Pathway, Cassia Park to Albion (Boise)	246		0						1093		552																							1891		
	GOAL/AVAILABLE		1758								1754					1758					1758						1457					2913					
	SUBTOTAL	4818	767	870	0	0	0	0	0	1622	1754	552	0	0	0	2847	0	0	0	0	1758	0	0	0	0	0	1457	0	0	0	0	2913	0	0	0	0	
	Difference		-991								0					1089					0					0					0						
Pathways (off-system or off-network) (12% starting 2027 and beyond) for STBG-TMA																																					
20549	Pedestrian Improvements, US 20/26 (Chinden) at 43rd Street, Garden City (ACHD)	128		50				0																												459	Official request received. ACHD requested to delay the construction phase to FY2025 and increase costs to meet new estimate. The increase is shown below under criteria. Official request received. ACHD requested to delay the construction phase from FY2023 to FY2025 and increase costs by \$102,250. *Project does not meet criteria, as the scope will change to move the project to a new location at ITD's request. Official request received. Delaying construction and needs additional \$50,000 in design funds in FY2023. (Oct Recommend All, in process in Dec Amend)
23307	Pathway, Federal Way and Broadway Avenue Multi-Use Pathway, Boise	175		0																		105					1141									1421	No request needed. Funded through End-of-Year. No longer needed in FY2023. (Oct Recommend)
22385	Pathway, Greenbelt Completion, Boise State	0										50																								825	
22931	Pedestrian Improvements, SH-55, Bristol Heights to US 20/26 (Chinden), Boise	0																																		362	
23685	Pathway Improvements, SH-55, McMillan to Bristol Heights, Boise	0										206			10																					1019	
	GOAL/AVAILABLE		0								0					0					0						1344					2689					
	SUBTOTAL		0	50	0	0	0	0	0	0	0	256	0	0	10	0	462	0	0	0	105	775	0	0	0	0	1141	984	0	0	0	0	0	0	0		
	Difference																																				
Studies/Special Projects (3%) for STBG-TMA																																					
13046	High Capacity Corridor Alternatives Analysis	0									829						171																			1000	No request needed. Advance from PD to any future year, at the direction of the COMPASS Board of Directors and change from an alternatives analysis to a planning and environmental linkages study. (Oct Recommend to split in 2024/2025) (in process Dec Amend)
20271	Planning, Communities in Motion Update, COMPASS	0	183								120						58					275														636	
20542	Pedestrian Improvements, SH-55 (Eagle Road), Meridian	0										92																								618	
22394	Study, Big Data Purchase, COMPASS	0														150																				150	

Key No	Project	Prev	STBG-TMA 2023	TAP-TMA 2023	Other /State 2023	CRP-TMA 2023**	A/C Local 2023	Local 2023	RAISE 2022	2024 (2021 CRRSAA)	STBG-TMA 2024	TAP-TMA 2024	CRP-TMA-2024	A/C Local 2024	Local 2024	STBG-TMA 2025	TAP-TMA 2025	CRP-TMA-2025	A/C Local 2025	Local 2025	STBG-TMA 2026	TAP-TMA 2026	CRP-TMA-2026	A/C Local 2026	Local 2026	STBG-TMA 2027	TAP-TMA 2027	CRP-TMA-2027	A/C Local 2027	Local 2027	STBG-TMA2028 2029	TAP-TMA 2028 2029	CRP-TMA-2028 2029	A/C Local 2027	Local 2028 2029	Total	2023 Balancing Changes			
22395	Study, Fiscal Impact Analysis, COMPASS	0	60													0																					60			
23311	Study, Chinden Drainage and Design Plan, Garden City	0														200																						200		
23312	Study, Coordinate Local Waterway-Pathway Plans, COMPASS	0														120																						120		
23313	Bicycle and Pedestrian Permanent Automated Counters, COMPASS	0																				8																8		
23314	Commuteride, Safety and Security Cameras, ACHD	0									48					0																						48		
23674	Smart Trips Treasure Valley, ACHD	0	391					62																														453		
23676	Study, Safety Action Plan, COMPASS	0														0											250											250		
23677	Study, Transportation Demand Management Plan, COMPASS	0														0											150											150		
23678	Study, Transportation System Mgmt and Operations Plan, COMPASS	0																												250								250		
GOAL/AVAILABLE			352								351					352						352					336													
SUBTOTAL			0	634	0	0	0	62	0	0	997	92	0	0	0	699	0	0	0	0	0	283	96	0	0	0	400	0	0	0	0	250	430	0	0	0	0			
Difference			803								646					347						-69					64													
Capital																																								
23095	Five Mile Road Overpass and Widening, NEPA, Boise	2028	0	10				0			0				1073																							4252	No request needed. Convert \$10,000 local funds to federal-aid for right-of-way. (Oct Recommend) (Admin Mod #19)	
15001	Cost increase set aside	0	0													420	442				264	25					539	109										1799		
SUBTOTAL			0	10	0	0	0	0	0	0	0	0	0	0	1073	420	442	0	0	1141	264	25	0	0	0	539	109	0	0	0	0	0	0	0	0	0	0			
Project Closeouts																																								
12368	Franklin Road, Black Cat Road to Ten Mile Road	12233	-73																																			12160		
13479	Capital Maintenanc, ACHD - FY2017	7310	-13																																				7297	
19303	Planning, Travel Survey Data Collection, COMPASS	850	-18																																				832	
20003	Capital Maintenance, Phase 2, ACHD - FY2019	2305	-19																																				2286	
20294	Cole Road and Overland Road, Boise	1493	-23																																				1470	
Total Programmed			12028	1101	0	0	727	62	6430	1622	12143	1106	0	29	1083	12175	1110	0	29	1141	12174	1114	0	0	0	11936	1093	0	0	0	17591	430	0	0	0	0				
*Total available			12174	1100		2830		6430	1622	12143	1105	1387				12174	1110	1333				12174	1114	1256			11936	1093	1161			23872	2186	2322						
Net Difference Programmed vs Available			-146	1	0	-2830	727	62	0	0	0	1	-1387	29	1083	1	0	-1333	29	1141	0	0	-1256	0	0	0	0	-1161	0	0	-6281	-1756	-2322	0	0					
% over (+)/under programmed (-)			-1.2%	0.1%		-100.0%		0.0%	0.0%	0.0%	0.1%	-100.0%				0.0%	0.0%	-100.0%				0.0%	0.0%	-100.0%			0.0%	0.0%	-100.0%			-26.3%	-80.3%	-100.0%						
OA Limitation																																								

red text on last column = recommended actions

Yellow highlight on last column = current discussion items

*available funds based on ITD's Available amounts email (3/18/22). includes reduction of 2% per year to show inflation

**assumes we will be allowed to carry over the FY2022 funds to FY2023.

Bold lines separate project categories



Mary May, President
Alexis Pickering, Vice-President
Jim D. Hansen, 2nd Vice President
Kent Goldthorpe, Commissioner
Dave McKinney, Commissioner

December 6, 2022
Matt Stoll, Executive Director
COMPASS
700 NE 2nd Street, Suite 200
Meridian, ID 83642

Dear Mr Stoll:

ACHD would like to request \$510,000 in additional STBG/TMA CN funds to cover the increased cost to construct the FY2021 Capital Maintenance Project - Phase I (KN 18701). Half of the \$510,000 construction increase was due to fuel and asphalt cost adjustments that occurred after the April 2021 approved bid was accepted. The remaining half of the increases were due to project overruns and change orders.

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

Sincerely,

A handwritten signature in blue ink, appearing to read 'Justin Lucas', is written over a light blue circular stamp.

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



TO: Matt Stoll, Executive Director, COMPASS

FROM: Randall Reese, Grants Administrator, VRT

SUBJECT: Request for Surface Transportation Funding

DATE: 10/17/2022

SUMMARY:

Orchard Street:

As the Regional Public Transportation Authority for Ada and Canyon counties, Valley Regional Transit (VRT) is responsible for developing a list of funded and unfunded public transportation capital needs in the region.

This year's request focuses on improving and upgrading infrastructure and technology management projects that have scored low in the VRT TAM plan, and therefore have become a priority to address.

The main Orchard Street Facility has a multi-year project to upgrade the facilities to accommodate VRT's switch to electric buses, which includes improving site and building limitations and adding needed infrastructure. The current TAM score for the facility is under 3.

The current phase includes rehabilitation and expansion of paved areas to improve drainage, and to prep the site for new power supply and charging infrastructure.

A hoped-for competitive grant did not materialize and will delay the project without additional funds. The requested STBG funds will be used to fund the current phase; specifically, removal of asphalt, excavation, add a cathodic protection system and add electrical connectivity and expansion. The estimate total cost of this project is \$1,088,650

ERP:

The system(s) VRT uses to track the various financial and asset systems (grants, budget, A/P, A/R, asset tracking, etc.) consists mainly of using Excel and an antiquated program called FleetNet. As VRT grows, the current system has become unwieldy and inefficient. VRT has put out a procurement for a new Enterprise Resource Planning (ERP) system that will combine all the different functions into one more efficient system.

The TAM score for our current system is 0.1 We would like to request STBG funds to cover the implantation of the ERP system. Estimated cost of this project is \$600,000.

Total Cost:

Orchard Street	= \$1,088,650
ERP	= <u>\$ 600,000</u>
Total	\$1,688,650
Federal Match	<u>x 92.66%</u>

Total STBG Request \$1,564,703

Sincerely,



Kelli Badesheim
Executive Director







FY23 STBG COMPASS request

Final Audit Report

2022-10-17

Created:	2022-10-17
By:	Randall Reese (rreese@valleyregionaltransit.org)
Status:	Signed
Transaction ID:	CBJCHBCAABAA1ecQR1a3-Z6GviF4W3dWEg2RSU0eUmbu

"FY23 STBG COMPASS request" History

-  Document created by Randall Reese (rreese@valleyregionaltransit.org)
2022-10-17 - 9:07:28 PM GMT- IP address: 74.67.209.217
-  Document emailed to kbadesheim@valleyregionaltransit.org for signature
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-  Signer kbadesheim@valleyregionaltransit.org entered name at signing as Kelli Badesheim
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-  Agreement completed.
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RTAC AGENDA ITEM V-A

Date: December 14, 2022

Topic: Draft Development Review Policy and Draft Revised Development Review Checklist

Request/Recommendation:

This is a discussion item.

Background/Summary:

Currently two documents – the [Development Review Protocol](#) (updated in 2018) and the [Fiscal Impact Tool Policy](#) (adopted in 2021) – provide inconsistent guidance concerning the COMPASS [development review process](#). COMPASS seeks to combine and align these two documents into one COMPASS Development Review Policy (Attachment 1) that would supersede the existing protocol/policy. As part of this update, staff have also revised the Development Review Checklist template (Attachment 2).

Throughout the fall, RTAC, the Demographic Advisory Workgroup, the Public Participation Workgroup, and individual member agencies provided input and reviewed changes to the policy and checklist template. In this RTAC meeting, staff requests member feedback on the draft Development Review Policy and revised Development Review Checklist template:

- Draft Development Review Policy
 - Increased protocol/policy triggers for review from 50 to 100 households and 50,000 to 100,000 square feet of commercial space
 - COMPASS will conduct reviews for all projects in cities under 10,000 people due to the outsized impact of projects in smaller cities
 - Removed language about a Fiscal Impact Tool web-based interface (previously in the Fiscal Impact Tool Use Policy)
 - Appointed RTAC to oversee changes to the policy (previously in the Fiscal Impact Tool Use Policy)
- Changes to the Development Review Checklist
 - Simplified language and formatting throughout
 - Reduced text in the Complete Network Appendix
 - Added a link to the Development Review Checklist User Guide
 - The user guide will be updated to match the revised checklist template upon approval by the COMPASS Board of Directors
 - Added a comment box to provide explanation on the fiscal impact tool outputs

RTAC member input will be used to update the draft Development Review Policy and draft revised Development Review Checklist Template. In January, COMPASS staff will request RTAC's recommendation to the Board for approval.

More Information:

- 1) COMPASS Development Review Protocol: <https://www.compassidaho.org/dashboard/pdfs/COMPASSDevelopmentReviewProtocol.pdf>
- 2) COMPASS Fiscal Impact Tool Use Policy <https://www.compassidaho.org/documents/people/policies/COMPASSFiscalImpactToolPolicyBoard.pdf>
- 3) Development Review User Guide: https://www.compassidaho.org/dashboard/pdfs/FY22-DevelopmentChecklist_UserGuide.pdf
- 4) Attachment 1: Draft COMPASS Development Review Policy
- 5) Attachment 2: Draft Revised *Communities in Motion* Development Review Checklist Template
- 6) For detailed information contact: Lila Klopfenstein, Assistant Planner, at (208) 475-2230 or lklopfenstein@compassidaho.org or Austin Miller, Principal Planner, at (208) 475-2239 or amiller@compassidaho.org

T:\FY23\600 Projects\620 Demographics and Growth Management\Presentations\RTAC12142022 Memo - Review COMPASS draft Development Review Policy.docx

Policy Statement

Board Policy **XXX**

Adopted: TBD
By: COMPASS Board of Directors
Last Revised: None

DRAFT COMPASS Development Review Policy

1. Background

In 2014, COMPASS launched a Development Review Checklist to evaluate whether land developments are consistent with the goals of *Communities in Motion* (CIM), the regional long-range transportation plan for Ada and Canyon Counties. To better estimate expected revenues and costs to local governments as a result of new development COMPASS began providing fiscal impact analyses of projects as part of the development review process in 2021. Depending on the type of development or request, COMPASS may provide both a development review or only a fiscal impact analysis (see Section 2). The information provided as part of COMPASS' Development Review process is not intended to be prescriptive, but to provide input based on regional CIM goals.

2. Triggers for Development Review

COMPASS will run analyses for projects based on triggers described in Table 1.

Table 1: Development Review Triggers

Application Type	Triggers*	Reporting
Subdivision, Conditional Use Permit, Preliminary Plat, Annexation and/or Rezone	Receipt of a development application for 100 residential units or more	COMPASS Development Review Checklist, Fiscal Impact Analysis
	Receipt of a development application for 100,000 square feet or more of retail or office; or 250,000 square feet or more of industrial space; or any combination of residential units, retail, office, or industrial space that does not trigger a review but may impact the regional transportation system, as determined by COMPASS staff.	COMPASS Development Review Checklist, Fiscal Impact Analysis
Scenario Planning, Comprehensive Plan Update	Upon Request (see Section 3.c for more detail)	Fiscal Impact Analysis as negotiated by COMPASS and recipient

Application Type	Triggers*	Reporting
Final plat applications, variances, height exceptions, landscape plans, etc., or applications that do not require land entitlement public hearings	None	None

* COMPASS will complete an additional checklist for a previously analyzed project if changes exceed Table 1 triggers or more than one year has passed since a checklist was last submitted. For cities under 10,000 residents, COMPASS can conduct a Development Review Checklist on all new applications received, regardless of size. A fiscal impact analysis will be conducted based on staff discretion.

3. Requests

- a) Developments not meeting the triggers established in Table 1 will be reviewed upon written request.
 - o A COMPASS Board member may request a development review for any location inside or outside of the jurisdiction of the requesting agency.
 - o COMPASS member agency staff may request a development review for proposals within their jurisdiction.
- b) Development review requests from member agencies shall be accompanied by a transmittal letter via hard copy or email that includes the name, size, type, and location of the development, relevant information to assist in the review (such as a site plan and/or a copy of the development application), the requested response date, and the scheduled date of the public hearing.
- c) Fiscal impact analysis requests from member agencies shall be accompanied by a letter via hard copy or email that includes a project description; specific quantities and location of households and/or non-residential square footage; and the requested analysis date. Additional information may be requested by COMPASS staff as needed. The deliverable will then be negotiated between COMPASS staff and the requesting agency.
- d) COMPASS member agencies may opt out of receiving fiscal impact analyses for all or specific development applications via written request by a COMPASS Board member or Regional Transportation Advisory Committee member and submitted to the COMPASS Executive Director.

4. Fiscal Impact Analysis

A fiscal impact analysis provides an approximation of the fiscal impact of development. It should not be used as an absolute decision-making tool, but as an additional data point in the development review process to help communities understand site-specific fiscal impacts and evaluate how land use changes cumulatively impact the long-term fiscal sustainability of the community. Changing economic conditions, housing values, and development schedules could impact the results of the analysis. The fiscal impact analysis software is proprietary; thus, the software itself cannot be shared. The inputs and methodology are provided on the COMPASS website. COMPASS staff are available to explain the inputs and methodology of the fiscal impact analysis software to member agency staff upon request.

5. Agency Coordination

- a) COMPASS staff will coordinate with other relevant transportation agencies including highway districts, the Idaho Transportation Department, and Valley Regional Transit.
- b) COMPASS will copy development letters to affected agencies such as highway districts, cities, counties, Valley Regional Transit, and the Idaho Transportation Department, as appropriate.
- c) COMPASS will complete the development review and transmit correspondence within 15 business days after receipt of a development review request. This deadline may be adjusted per agreement of the requesting member agency and COMPASS staff. If a public hearing is scheduled to take place before the deadline, COMPASS will notify the requesting agency of the conflict. Development reviews will be transmitted electronically.
- d) COMPASS staff will be available for verbal testimony at public hearings upon request of the hearing body and contingent upon five business days' notice. COMPASS staff will accommodate late requests whenever possible.

6. Oversight

- a) The COMPASS Demographic Advisory Workgroup will annually review the list of completed development reviews.
- b) The COMPASS Regional Transportation Advisory Committee will oversee changes to the COMPASS Development Review Policy and fiscal impact input data assumptions and outputs on a periodic basis to recommend improvements to the process and tool.

Recommended by Regional Transportation Advisory Committee: **XXX**

Communities in Motion Development Review Checklist

Development Name: EXAMPLE

CIM Vision Category: Existing Neighborhood

Consistent with **CIM Vision**? YES

New Households: 100 New Jobs: 0



Safety
How safe and comfortable is the nearest major road (minor arterial or above) for bicyclists and pedestrians? Analysis is limited to existing roadway conditions.

Ustick Road

Pedestrian level of stress

Bicycle level of stress



Economic Vitality
To what extent does the project enable people, government, and businesses to prosper?

Economic Activity Center Access

Impact on Existing Surrounding Farmland

Net Fiscal Impact



Convenience
What services are available within 0.5 miles (green) or 1 mile (yellow) of the project?

Nearest bus stop

Nearest public school

Nearest public park



Quality of Life
Checked boxes indicate that additional information is attached.

Active Transportation

Automobile Transportation

Public Transportation

Roadway Projects



Improves performance



Does not improve or reduce performance



Reduces performance

Comments:

Who we are: The Community Planning Association of Southwest Idaho (COMPASS) is the metropolitan planning organization for Ada and Canyon Counties. This review evaluates whether land developments are consistent with [Communities in Motion \(CIM\)](#), the regional long-range transportation plan for Ada and Canyon Counties. This checklist is not intended to be prescriptive, but rather a guidance document. Past checklists are available [online](#). See the [Development Review User Guide](#) for more information on the red, yellow, and green checklist thresholds.



www.compassidaho.org



info@compassidaho.org



Sent: 12/7/22

Complete Network Appendix

Checkmarks (✓) below indicate suggested changes to a site plan, based on the [COMPASS Complete Network Policy \(No. 2022-01\)](#). Both the Complete Network Policy and site-specific suggestions are intended to better align land use with identified transportation uses in the corridor. Please see the Complete Network [map](#) for primary and secondary uses for every roadway (minor arterial and above) in Ada and Canyon counties.

Corridor Name:	Ustick Road
Primary Use:	N/A
Secondary Use:	Public Transportation, Freight

Bicycle and Pedestrian Infrastructure

- ✓ Provide an improved pathway along a canal or rail corridor as a transportation and recreational option.
- ✓ Apply traffic calming measures to discourage speeding

Public Transportation Infrastructure

- ✓ Site a park and ride facility or set aside several park and ride stalls via a memorandum of understanding (MOU).

Fiscal Impact Analysis

Below are the expected revenues and costs to local governments from this project. The purpose of this analysis is to help the public, stakeholders, and the decision-makers better manage growth.

Capital and operating expenditures are determined based on service and infrastructure needs, including persons per household, student generation rates, lot sizes, street frontages, vehicle trip and trip adjustment factors, average trip lengths, construction values, income, discretionary spending, and employment densities.

Net Fiscal Impact by Agency



City



County



Highway District



School District

Breakeven point across all agencies: 1 year

Additional Information:

- Example comments below:
- The analysis does not include the long-term unfunded project from Chinden Boulevard (Interstate 84 to Linder Road) which is identified as a long-term need in CIM 2050.
- The model assumes **X** number of students per residential unit, totaling **X** number of potential students from this development.

Disclaimer: This tool only looks out 20 years and does not include replacement costs for infrastructure, public utilities, or unfunded transportation needs in the project area. More information about the COMPASS Fiscal Impact Tool is available at:

www.compassidaho.org/prodserv/fiscalimpact.htm

Long-Term Funded and Unfunded Capital Projects

CIM Corridor: Ustick Road (Middleton Road to Ten Mile Road)

Widening Ustick Road (Middleton Road to Ten Mile Road) to five lanes with curb, gutter, sidewalks, and bike lanes is the number 7 unfunded local system priority in *Communities in Motion 2040 2.0*.

More information on transportation needs and projects based on forecasted future growth is available at:

<https://compassidaho.maps.arcgis.com/apps/MapSeries/index.html?appid=c0ed0ea6611846039b2540ab1556927a>

Short-Term Funded Capital Roadway Projects

Middleton Road and Ustick Road, Roundabout, Caldwell

Regionally Significant: Inflated

Key #: 13487

Requesting Agency: City of Caldwell

Project Year: 2025

Total Previous Allocations: \$908

Total Programmed Budget: \$2,288

Total Cost (Prev. + Prog.): \$3,196

Project Description

Construct a roundabout to help traffic flow and congestion at the Middleton Road and Ustick Road intersection in the City of Caldwell.

TIP Achievement:
System Performance
Safety



Funding Source		STBG-U		Program			Local Hwy - Urban		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2022	20	25	0	0	0	0	45	42	3	
2025	0	0	0	0	365	1,878	2,243	2,078	165	
Fund Totals:	\$20	\$25	\$0	\$0	\$365	\$1,878	\$2,288	\$2,120	\$168	

Source: The [COMPASS Transportation Improvement Program \(TIP\)](#). The TIP is a short-range (seven-year) budget of transportation projects for which federal funds are anticipated, along with non-federally funded projects that are regionally significant.

RTAC AGENDA ITEM V-C

December 14, 2022

Topic: Idaho Transportation Board Policy on Local Funding and New Funding Sources

Background/Summary:

The Idaho Transportation Department (ITD) allocates funds to local agencies through the Surface Transportation Block Grant (STBG) program using a formula in Idaho Transportation (IT) Board Policy 4028 and IT Board Policy 4028S Supplemental. The IT Board is currently reviewing the policy to include new federal requirements and make the policy more equitable across the state. ITD is also in the early stages of creating procedures for two new funding sources in the Infrastructure Investment and Jobs Act (IIJA) — the Carbon Reduction Program (CRP) and the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) program.

IT Board Policy 4028

In June 2021, the IT Board directed ITD staff to review Board Policy 4028 and Board Policy 4028S, policies for determining federal Surface Transportation Block Grant (STBG) funding allocations to local agencies, and propose any necessary changes.

The policies were originally developed based on data from the 1990 Census with the intent to allow for an equitable allocation of federal formula funds to local partners. The current IT Board policies (with markups showing proposed ITD staff changes) are provided in Attachment 1. The policies are not easy to translate. Generally, 12.6% of the total federal apportionment to the State of Idaho is allocated to locals. That 12.6% is then further divided equally (one-half each) between urban areas (population 5,000 and above) and rural areas (population below 5,000), based on the population. The 50/50 split between urban and rural reflects the distribution of population as it was in 1990, but does not reflect today's population split.

Since 1990, the population has changed dramatically, including the addition of a Transportation Management Area (TMA) (Boise Urbanized Area), which has a federally required allocation. When the TMA was formed in 2003, the IT Board policy did not change. The policy remained a 50/50 split between urban and rural; however, due to federal requirements, the TMA receives the federally required level of funding and the remaining funding in the "urban" half is shared among all other urban areas 5,000 to 200,000 in population.

In October 2021, the IT Board held a listening session with local stakeholders to hear concerns and proposed improvements to the policy. The five metropolitan planning organizations (MPOs) in Idaho provided a solution to simply use the funding allocation table provided by the Federal Highway Administration for STBG funds. The allocation table succinctly allocates funds by the following geographic area; however, only the TMA area is a direct allocation:

- TMA areas (population over 200,000)
- Large urban (population 50,000 to 200,000)
- Small urban (population 5,000 to 49,999)
- Rural (population under 5,000)

With additional discussions in the spring of 2022 regarding transportation funding in the Idaho Legislative session, as well as releases of additional guidance from the Federal Highway Administration throughout the year, the IT Board decided to wait on making any changes to the funding policies. In June 2022, an IT Board subcommittee reviewed an ITD staff recommendation to update IT Board Policy 4028. ITD staff presented the proposal to the IT Board on November 17, 2022, as an information item. These proposed changes are shown in Attachment 1. The policy remains difficult to interpret.

The new policy does not meet the intent of allowing for an equitable allocation of federal formula funds to local partners. The formula is still based on 12.6% of the total federal formula funding allocated to local agencies and is still split 50% to urban areas and 50% to rural areas, with a caveat that the TMA funds (stated "if" a TMA distribution of funding is federally required) would be allocated at the required amount and the large urban and small urban allocations would be increased slightly. Examples of the STBG split comparisons by funding method and population splits are provided in Attachment 2.

COMPASS joined the other Idaho MPO directors in a letter requesting the IT Board continue to collaborate with local agencies for a more equitable and simple solution. The letter will be shared when it is final. The IT Board is anticipated to act on the proposed policy (Attachment 1) on December 15, 2022. Staff will provide an update of any action taken at the IT Board meeting during the January 25, 2023, RTAC meeting.

CRP Program

The IIJA created a new formula funding program called the CRP. This program provides funds for projects designed to reduce transportation emissions from on-road sources by funding projects such as:

- Building sidewalks
- Replacing street lighting and traffic control devices with energy-efficient alternatives
- Supporting conversions to alternative fuels
- Improving traffic flow, and traffic monitoring, management, and control facilities
- Shifting transportation demand to nonpeak hours or other modes

Like the STBG allocation tables produced by the Federal Highway Administration, the CRP funds have specific allocations for TMA areas, large urban areas, small urban areas, and rural areas. However, the allocation tables for the CRP are even more detailed and provide allocations to each specific MPO area (large urban area). The TMA continues to be the only area federally required to receive a direct allocation. ITD staff's interpretation on allocations in other areas is that funds must be *spent* within the geographic areas, rather than providing a direct allocation to the local agencies in those areas. Federal guidance is nebulous.

ITD staff have shown interest in consulting with MPO staff to develop procedures for CRP funds; however, no meetings have occurred to date. CRP program funds are not part of IT Board Policy 4028, other than the proposal to deduct them from the total apportionment prior to determining the 12.6% of the available share for local agencies. The fact that CRP funds are removed, or set aside, from Board Policy 4028 and 4028S creates the opportunity for future funding for local agencies in this program through a separate policy.

PROTECT Program

Another new funding program under the IIJA is the PROTECT program. The intent of this program is to help make surface transportation more resilient to natural hazards and disasters through support of planning activities, resilient improvements, community resilience, and

evacuation routes. Unlike STBG or CRP funds, the funding allocation table for PROTECT funds only provides detail at the state level; however, PROTECT may fund projects sponsored by local agencies. It is unclear how local agencies would be eligible for these funds. ITD staff has also shown interest in consulting with MPO staff to develop procedures for the PROTECT funds, although no meetings have occurred regarding this program either.

The PROTECT program comes with several sideboards:

- The intent is to “stack” federal funding; PROTECT will only cover the difference between building to current standards and augmenting the improvement to help with an environmental issue.
 - For example, if a bridge replacement will cost \$5M to replace to current standards, and an extra \$1M to raise the bridge by five feet to reduce future opportunities for flooding, PROTECT funds will only cover the \$1M.
- Local match is 20%.
 - ITD is planning to develop a resiliency strategy, which would reduce local match by 7% for a total local match of 13%.
 - If the MPO representing a project incorporates the resiliency strategy into planning documents, the local match is further reduced by 3% for a total local match of 10%.
- There are set asides and limits to the funding.
 - At least 2% must be used for planning activities.
 - New capacity projects are limited to 40% of available funds.
 - Development and other preconstruction activities are limited to 10% of available funds.

PROTECT program funds are not part of IT Board Policy 4028, other than the proposal to deduct them from the total apportionment prior to determining the 12.6% of the available share for local agencies. The fact that PROTECT funds are removed, or set aside, from Board Policy 4028 and 4028S creates the opportunity for future funding for local agencies in this program through a separate policy.

More Information:

- 1) Attachment 1: IT Board Policy 4028 and 4028S (including proposed ITD staff changes)
- 2) Attachment 2: Examples of STBG Split Comparisons by Funding Method and Population Split
- 3) For questions, contact Toni Tisdale at 208/475-2238 or ttisdale@compassidaho.org



**ALLOCATION OF FEDERAL FORMULA HIGHWAY
APPORTIONMENTS TO LOCAL PUBLIC AGENCIES**

Purpose

The purpose of this policy is to authorize the Director to administer the formula apportionments received by Idaho and also to annually allocate a portion for surface transportation to Local Public Agencies. The allocation is designed to retain the same proportion of funds to Local Public Agencies as received prior to the Intermodal Surface Transportation Act of 1992 and to split funds between local rural and urban jurisdictions proportionally to population and lane-miles.

Legal Authority

- Idaho Code 40-310(8) – Board authority to expend funds appropriated for construction, maintenance and improvements of state highways.
- Idaho Code 40-312(2) – Authority of Board to promulgate rules for the expenditure of all moneys appropriated or allocated by law to the Department or the Board.
- Idaho Code 40-317 – Authority to enter into cooperative agreements with the federal government and local governments.

The Director shall administer the federal formula apportionments received by Idaho and shall annually allocate a portion of these apportionments for use by Local Public Agencies (LPAs) having jurisdiction over federal-aid highways. The amount is determined by applying the deductions and calculation methodology, identified as “Option B” (see in supplement 4028S).

LPAs will receive an amount of Surface Transportation Program (STP) apportionments equal to 12.6% plus an Annual Urban Adjustment (AUA), if necessary, of the total annual federal formula apportionments after deductions for:

- State Planning and Research,
- Congestion Mitigation and Air Quality,
- Transportation Alternatives, and
- Recreational Trails.
- Carbon Reduction
- PROTECT

Local High Priority Projects are then deducted from the 12.6% LPAs share and any adjustment for obligation limitation is applied before it is divided equally between urban and rural LPAs.

Distribution between Local Urban and Rural LPAs

Available apportionments, as adjusted for obligation limitation, that are allocated to LPAs shall be divided equally between urban LPAs having jurisdiction over federal-aid highways within urban areas

with a population of 5,000 or greater, and rural LPAs having jurisdiction over federal-aid highways in areas less than 5,000 population.

The funds available to urban LPAs shall ~~be those remaining after the deduction of:~~

- federal funding for statewide ride-sharing coordination,
- the matching costs for the Local Technical Assistance Program Transportation Technology Transfer Center, ~~and~~
- ~~any federally required distribution of funding to a Transportation Management Area (TMA).~~

Remaining available apportionments, as adjusted for obligation limitation, are allocated to urban LPA's according to latest certified population census data in the Transportation Management Area (TMA). Large Urban area, and Small Urban area.

- if a distribution of funding to a TMA is federally required, Any Area funds will be used to supplement Large Urban and Small Urban to their fully calculated share through an Annual Urban Adjustment (AUA)

The funds available to rural LPAs shall be those remaining after the deduction of:

- the matching costs for the Local Technical Assistance Program Transportation Technology Transfer Center, and
- apportionments for the Surface Transportation Program Rural (STPR) Exchange Program (Board policy 4030).

The remaining funds available to rural LPAs shall be used for rural project selection under the Local Federal-Aid Incentive Program.

Project Selection

The director, or a delegate, shall work cooperatively with locally elected public officials, Metropolitan Planning Organizations, and the Local Highway Technical Assistance Council to formulate local jurisdiction project identification and funding recommendation procedures under the Local Federal-Aid Incentive Program which must be consistent with federal project funding regulations and guidelines.

All projects recommended for funding as a result of such procedures are subject to final approval by the Idaho Transportation Board for inclusion in the Idaho Transportation Investment Program (ITIP). Costs for any LPA project, or any phase of the project, incurred prior to inclusion of the project in the federally approved ITIP are not eligible for federal reimbursement.

Full Use Provision

By August 1 of each year, Urban and Rural apportionments that have not been obligated to construction on an LPA project shall be made available to other LPAs or the Department for use on other federally funded projects. Such apportionments obligated to other federal programs will no longer be available to the Urban and Rural Program for use in future years. This provision prevents the loss of federal funds in Idaho.

1
2
3
4 The total annual federal costs for LPA projects shall remain within the applicable total annual available
5 urban or rural apportionments provided under this policy. LPA projects, which have not qualified for
6 federal funds because the projects were not obligated by August 1 of each year, may be deferred to

9
10 another year in the-ITIP, but must be funded within the urban or rural apportionments made available
11 under this policy in the year to which the project is deferred.

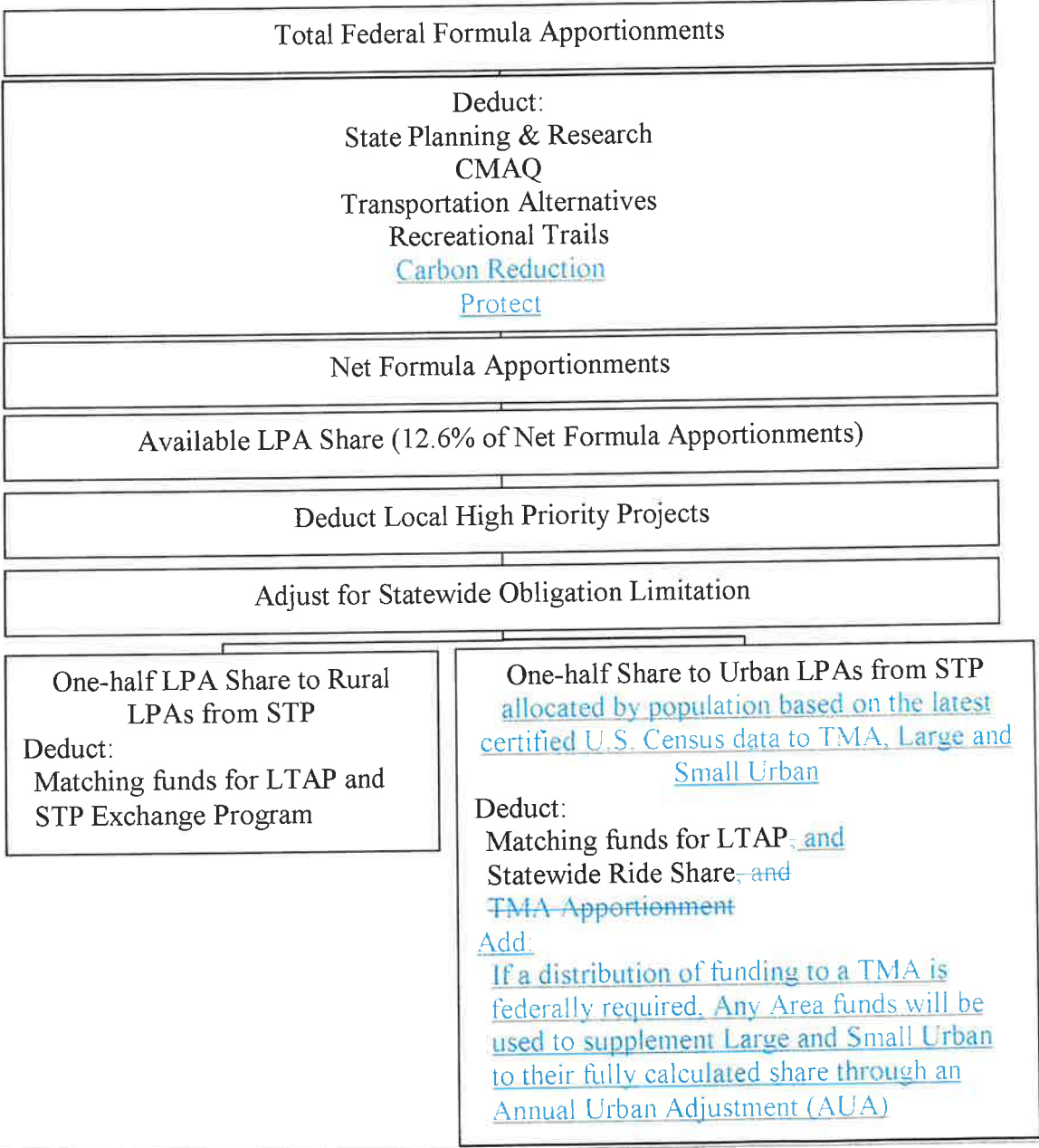
12
13 The continuation of this policy is contingent upon the continued availability of federal funding. This
14 policy is subject to review by the Idaho Transportation Board in the event of changes in state or federal
15 funding or related funding requirements.

16 Approved by the Board on:

17
18
19 Date August 15, 2013 TBD

20 Signed
21 Jerry Whitehead Bill Moad
22 Board Chairman

LOCAL PUBLIC AGENCY SHARE OF FEDERAL HIGHWAY FUNDING
Board-Established Method for Allocation of Apportionments to Local Public Agencies (LPAs)



* 4028 stipulates 12.6% of the total annual federal formula funding to LPAs after deductions. Local High Priority Projects are deducted from the 12.6% share before it is divided equally between urban and rural LPAs.

LPA Programs share in reduced apportionments when there is a reduction in Obligation Authority.

Examples of STBG Split Comparisons by Funding Method and Population Split

Attachment 2

Funding Method	Transportation Management Area (over 200,000 population)	Large Urban (50,000 to 200,000 population)	Small Urban (5,000 to 199,999 population)	Rural (less than 5,000 population)	Anywhere in the State/ State Total
FY2022 Federal Highway Administration Appropriations	\$11,058,279	\$13,982,675	\$7,914,036	\$16,617,650	\$35,512,759
Current ITD Board Policy 4028	\$11,100,000	\$11,299,000*		\$22,362,000	\$40,334,000
Proposed ITD Board Policy 4028	\$11,100,000	\$9,000,000	\$5,050,000	\$21,150,000	\$38,785,000
Population Split					
1990 Population	0	278,200	242,636	485,913	1,006,749
1990 Population Percentage	52%			48%	100%
2010 Population**	349,684	442,159	250,257	525,482	1,567,582
2010 Population Percentage**	66%			34%	100%

All amounts are estimated based on FY2022 splits and shown as federal portion only (no local match included).

*Current policy combines Large Urban and Small Urban funds and rounds estimates.

**The urbanized boundary population numbers are not yet released for the 2020 Census.

RTAC AGENDA WORKSHEET

<i>ID #</i>	<i>Title/Description</i>	<i>Mandatory</i> ¹	<i>Additional Information</i>	<i>Agenda Type</i> ²	<i>Time</i>	<i>Presenters</i>	<i>Proposed Agenda</i>	<i>Board Agenda</i>
1.	Approve RTAC Meeting Minutes	Yes		Consent Agenda	5	N/A	Monthly	N/A
2.	Receive Obligation Report	No		Status Report	N/A	N/A	Monthly	N/A
3.	Receive RTAC Agenda Worksheet	No		Status Report	N/A	N/A	Monthly	N/A
UPCOMING AGENDA ITEMS								
4.	Elect Chair and Vice Chair	Yes	Liisa Itkonen will facilitate the election of Chair and Vice Chair.	Action	10	Liisa Itkonen	January 2023	N/A
5.	Recommend the COMPASS Development Review Policy	No	Austin Miller will seek RTAC recommendation for COMPASS Board of Directors' approval of the Development Review Policy.	Action	20	Austin Miller	January	February
6.	Approve Balancing in the Transportation Management Area (TMA)	Yes	Toni Tisdale will seek approval of balancing actions in the TMA (Boise Urbanized Area), if needed.	Action	15	Toni Tisdale	January	Feb (if needed)

¹ No, Yes, N/A (Not Applicable)

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

ID #	Title/Description	Mandatory¹	Additional Information	Agenda Type²	Time	Presenters	Proposed Agenda	Board Agenda
7.	Review <i>Communities in Motion</i> (CIM) Implementation Grants and Project Development Program Projects	No	Joey Schueler will review CIM Implementation and Project Development Program Project outcomes.	Information	15	Joey Schueler	January	Feb
8.	Solicit Member Agencies' Requests for FY2024 Unified Planning Work Program (UPWP)	Yes	Mary Ann Waldinger will solicit member agency requests for FY2024 UPWP for projects needing more than five COMPASS workdays.	Information/ Discussion	10	Mary Ann Waldinger	January	N/A
9.	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 8 (Optional)	N/A
10.	Status Report on the State Highway 16 Corridor	Yes	Amy Schroeder (Idaho Transportation Department) will provide the status of the State Highway 16 corridor.	Information	10	Amy Schroeder	February	February
11.	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

ID #	Title/Description	Mandatory¹	Additional Information	Agenda Type²	Time	Presenters	Proposed Agenda	Board Agenda
12.	Request Subcommittee for the FY2025-2031 COMPASS Application Guide	No	Toni Tisdale will seek volunteers to serve on an RTAC subcommittee to determine updates to the FY2025-2031 COMPASS Application Guide.	Action	5	Toni Tisdale	February	N/A
13.	Approve Balancing in the Transportation Management Area (TMA)	Yes	Toni Tisdale will seek approval of balancing actions in the TMA (Boise Urbanized Area), if needed.	Action	15	Toni Tisdale	February	April (if needed)
14.	Review Draft CIM 2055 Workplan	No	Austin Miller will review draft CIM 2055 workplan and request member feedback on items and timeline.	Information/ Discussion	15	Austin Miller	February	April
15.	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 8 (optional)	N/A
16.	Recommend Recommendation 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

ID #	Title/Description	Mandatory¹	Additional Information	Agenda Type²	Time	Presenters	Proposed Agenda	Board Agenda
17.	Approve Balancing in the Transportation Management Area (TMA)	Yes	Toni Tisdale will seek approval of balancing actions in the TMA (Boise Urbanized Area), if needed.	Action	15	Toni Tisdale	March	April (if needed)
18.	Prioritize and Recommend Member Agencies' Requests for FY2024 Unified Planning Work Program (UPWP)	No	Mary Ann Waldinger will seek prioritization of member agencies' requests and recommendation for inclusion in FY2024 \ UPWP.	Action	20	Mary Ann Waldinger	March	N/A
19.	Review the draft scope of work for the high-capacity transit Planning and Environmental Linkages (PEL) study.	Yes	Lila Klopfenstein will summarize the activities of the Planning and Environmental Linkages Workgroup (PELWG) and share the draft scope of work for the upcoming high-capacity transit PEL study.	Information/ Discussion	15-20	Lila Klopfenstein	March	April
20.	Review Findings of Housing Analysis and Projections from Regional Housing Coordination Plan	No	Dane Hoskins and/or [consultant] will review insights from the Regional Housing Needs Assessment and present next steps.	Information/ Discussion	15?	Dane Hoskins/ [consultant]	March?	N/A
21.	Approve Balancing in the Transportation Management Area (TMA)	Yes	Toni Tisdale will seek approval of balancing actions in the TMA (Boise Urbanized Area), if needed.	Action	15	Toni Tisdale	April	June (if needed)

ID #	Title/Description	Mandatory¹	Additional Information	Agenda Type²	Time	Presenters	Proposed Agenda	Board Agenda
22.	Recommend Priorities for the End-of-Year and Redistribution Program	Yes	Toni Tisdale will seek RTAC recommendation for Board of Directors' approval of the End-of-Year and Redistribution Program.	Action	10	Toni Tisdale	May	June
23.	Approve Balancing in the Transportation Management Area (TMA)	Yes	Toni Tisdale will seek approval of balancing actions in the TMA (Boise Urbanized Area), if needed.	Action	15	Toni Tisdale	May	June (if needed)
24.	Review Draft FY2024-2030 Regional Transportation Improvement Program	Yes	Toni Tisdale will seek RTAC review of the Draft FY2024-2030 TIP project list, prior to the public comment period.	Information/ Discussion	15	Toni Tisdale	May	June
25.	Review Findings of Policy Analysis and Present Preliminary Action Plan from Regional Housing Coordination Plan	No	Dane Hoskins and/or [consultant] will review finding of the Policy Analysis and present a preliminary Action Plan for comment.	Information/ Discussion	15?	Dane Hoskins/ [consultant]	May	June (if needed)
26.	Review Draft CIM 2055 Workplan	No	Austin Miller will seek RTAC recommendation for CIM 2055 workplan items and timeline.	Action	15	Austin Miller	May	June

ID #	Title/Description	Mandatory¹	Additional Information	Agenda Type²	Time	Presenters	Proposed Agenda	Board Agenda
27.	Approve Balancing in the Transportation Management Area (TMA)	Yes	Toni Tisdale will seek approval of balancing actions in the TMA (Boise Urbanized Area), if needed.	Action	15	Toni Tisdale	June	August (if needed)
28.	Recommend Updates to the FY2025-2031 COMPASS Application Guide	Yes	Dane Hoskins and Toni Tisdale will seek RTAC recommendation for COMPASS Board of Directors' approval of the FY2025-2031 COMPASS Application Guide.	Action	15	Dane Hoskins and Toni Tisdale	July	August
29.	Recommend FY2024 CIMI and PDP projects	Yes	Joey Schueler will seek RTAC recommendation for COMPASS Board Approval of the FY2024 CIMI and PDP projects	Action	20	Joey Schueler	July	August
30.	Present findings and Recommend Approval of Regional Housing Coordination Plan	Yes	Dane Hoskins and [consultant] will seek RTAC recommendation for COMPASS Board of Directors' approval of the Regional Housing Coordination Plan	Action	20	Dane Hoskins and/or [consultant]	July	August
31.	Recommend the FY2024 COMPASS Resource Development Plan	Yes	Joey Schueler will seek RTAC recommendation of the FY2024 Resource Development Plan, which outlines projects the Resource Development Team may work on to seek funding.	Action	15	Joey Schueler	September	October

ID #	Title/Description	Mandatory¹	Additional Information	Agenda Type²	Time	Presenters	Proposed Agenda	Board Agenda
32.	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
33.	Recommend Adoption of Resolution Approving the Draft FY2024-2030 Regional Transportation Improvement Program and Associated Air Quality Conformity Demonstration	Yes	Toni Tisdale will seek RTAC recommendation for COMPASS Board of Directors' approval of the FY2024-2030 TIP and associated air quality conformity demonstration.	Action	15	Toni Tisdale	September	October
34.	Review the FY2023 <i>Communities in Motion</i> (CIM) Implementation Grants and Project Development Program Projects	No	Joey Schueler will review the FY2023 projects in the CIM Implementation grants and Project Development Program projects.	Information/ Discussion	15	Joey Schueler	September	Oct
35.	Approve 2024 RTAC Meeting Dates/Times	Yes	COMPASS Staff will request RTAC approval of 2024 meeting dates and times.	Consent	0	TBD	November	N/A

ID #	Title/Description	Mandatory¹	Additional Information	Agenda Type²	Time	Presenters	Proposed Agenda	Board Agenda
36.	Approve Transportation Management Area (TMA) Balancing		Toni Tisdale will seek RTAC approval of balancing actions to program available funds in the STBG and TAP programs in the Transportation Management Area.	Action	10	Toni Tisdale	November	
37.	Approve Transportation Management Area (TMA) Balancing		Toni Tisdale will seek RTAC approval of balancing actions to program available funds in the STBG and TAP programs in the Transportation Management Area.	Action	10	Toni Tisdale	November 2024	
38.	Approve 2024 RTAC Meeting Dates/Times	Yes	COMPASS Staff will request RTAC approval of 2024 meeting dates and times.	Consent	0	TBD	November	N/A
39.	Approve Balancing in the Transportation Management Area (TMA)	No	Toni Tisdale will seek approval of balancing actions in the TMA (Boise Urbanized Area), if needed.	Action	15	Toni Tisdale	December	Feb (if needed)
40.	Elect Chair and Vice Chair	Yes	COMPASS Staff will facilitate the election of Chair and Vice Chair.	Action	10	TBD	January 2025	N/A

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Scheduled vs. Obligated for the 2023 Schedule Year



[Group Type:Program] [Group Name:Highway Program (System)] [Major Program: Federal-Aid, State Highway System; Federal-Aid, Local Road System; State Funded Program] [District: 3] [MPO: COMPASS]
[Grouped Project Status: Grouped, Individual] [Details: Include] [Project Property: Ignore Project Properties] [Date Range: 1/1/1900 - 12/7/2022] [Fiscal Year: 2023] [Obligation Approval Level: FHWA] [Project Status: Development, PS&E (or equiv.), Awarded (or equiv.)] [Fiscal Year: 2023] [Indirect Costs Excluded] [PSS Manager: Ignore] [PSS Owner: Ignore] [PSS Sponsor: Ignore]

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
State Hwy - Pavement Preservation									
22677	3	US 20, FY24 SURFACE TREATMENTS: US 20/26 & SH 44	2024	Development	100	PE	\$160,000.00	\$0.00	\$160,000.00
							\$160,000.00	\$0.00	\$160,000.00
23535	3	SH 21, TECHNOLOGY WAY TO SURPRISE WAY (HOT SEAL), ADA CO	2023	Development	100	PE	\$75,900.00	\$75,900.00	\$0.00
						CE	\$75,900.00	\$0.00	\$75,900.00
						CN	\$1,065,870.00	\$0.00	\$1,065,870.00
							\$1,217,670.00	\$75,900.00	\$1,141,770.00
23542	3	SH 55, EAGLE RD; I 84 TO SH 44, ADA CO	2027	Development	100	PE	\$51,600.00	\$0.00	\$51,600.00
						PC	\$120,000.00	\$0.00	\$120,000.00
							\$171,600.00	\$0.00	\$171,600.00
State Hwy - Pavement Preservation Total							\$1,549,270.00	\$75,900.00	\$1,473,370.00
State Hwy - Pavement Restoration									
20506	3	SH 55, SH-44 (STATE ST) TO PAYETTE RV BR, REHABILITATION	2023	Development	111	CE	\$638,468.68	\$0.00	\$638,468.68
						CN	\$15,233,000.00	\$0.00	\$15,233,000.00
							\$15,871,468.68	\$0.00	\$15,871,468.68
State Hwy - Pavement Restoration Total							\$15,871,468.68	\$0.00	\$15,871,468.68
State Hwy - Bridge Restoration									
20227	3	US 20, PHYLLIS CANAL BR, NR MERIDIAN	2023	PS&E (or equiv.)	103	CE	\$370,880.00	\$370,880.00	\$0.00
						CC	\$171,000.00	\$171,000.00	\$0.00
						CN	\$3,894,236.00	\$3,894,236.00	\$0.00
							\$4,436,116.00	\$4,436,116.00	\$0.00
23095	3	I 84, FIVE MILE RD OVERPASS & WIDENING (NEPA), BOISE	2025	Development	103	PC	\$400,000.00	\$0.00	\$400,000.00
							\$400,000.00	\$0.00	\$400,000.00
23879	3	SH 21, SH 21, MORES CR BR REPAIR	2026	Development	103	PE	\$100,000.00	\$0.00	\$100,000.00
						PC	\$700,000.00	\$0.00	\$700,000.00
							\$800,000.00	\$0.00	\$800,000.00
State Hwy - Bridge Restoration Total							\$5,636,116.00	\$4,436,116.00	\$1,200,000.00
State Hwy - Supporting Infrastructure Assets									
22746	3	I 84, COLE & OVERLAND LIGHTING, BOISE	2023	Development	146	CE	\$11,628.00	\$0.00	\$11,628.00
						CN	\$233,172.00	\$0.00	\$233,172.00
							\$244,800.00	\$0.00	\$244,800.00
23181	3	I 84, FY24 D3 SIGNING	2024	Development	146	PE	\$10,000.00	\$0.00	\$10,000.00
							\$10,000.00	\$0.00	\$10,000.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
23182	3	SH 44, MP 12.5 RWIS	2024	Development	146	PE	\$25,000.00	\$0.00	\$25,000.00
							\$25,000.00	\$0.00	\$25,000.00
23708	3	I 84, FY23 D3 INTERSTATE STRIPING	2023	PS&E (or equiv.)	146	CE	\$50,000.00	\$50,000.00	\$0.00
						CN	\$509,480.00	\$509,480.00	\$0.00
							\$559,480.00	\$559,480.00	\$0.00
State Hwy - Supporting Infrastructure Assets Total							\$839,280.00	\$559,480.00	\$279,800.00
State Hwy - Safety & Capacity (Safety)									
22101	3	LOCAL, PECKHAM RD INTERSECTIONS, CANYON CO	2023	Development	135	UT	\$80,000.00	\$0.00	\$80,000.00
						CN	\$379,000.00	\$0.00	\$379,000.00
							\$459,000.00	\$0.00	\$459,000.00
22102	3	STC-8223, FRANKLIN BLVD & KARCHER RD INT, NAMPA	2023	Development	135	LP	\$270,000.00	\$0.00	\$270,000.00
						CE	\$10,000.00	\$0.00	\$10,000.00
						CC	\$460,000.00	\$0.00	\$460,000.00
						CL	\$90,000.00	\$0.00	\$90,000.00
						CN	\$2,295,000.00	\$0.00	\$2,295,000.00
							\$3,125,000.00	\$0.00	\$3,125,000.00
State Hwy - Safety & Capacity (Safety) Total							\$3,584,000.00	\$0.00	\$3,584,000.00
State Hwy - Safety & Capacity (Capacity)									
20266	3	SH 44, INT SH 16 TO LINDER RD, ADA CO	2023	PS&E (or equiv.)	112	CE	\$562,219.00	\$562,219.00	\$0.00
						CC	\$186,853.00	\$186,853.00	\$0.00
						CN	\$6,267,644.92	\$6,267,644.92	\$0.00
							\$7,016,716.92	\$7,016,716.92	\$0.00
20367	3	US 20, PHYLLIS CANAL BR TO SH 16, ADA CO	2023	Awarded (or equiv.)	112	PE	\$105,000.00	\$105,000.00	\$0.00
						RW	(\$25,000.00)	(\$25,000.00)	\$0.00
						LP	\$350,000.00	\$350,000.00	\$0.00
						CE	\$404,516.00	\$404,516.00	\$0.00
						CC	\$550,000.00	\$550,000.00	\$0.00
						CN	\$9,057,438.00	\$9,057,438.00	\$0.00
							\$10,441,954.00	\$10,441,954.00	\$0.00
20788	3	SH 16, I 84 TO US 20/26 & SH 44 IC, ADA & CANYON COS	2025	Development	107	RW	\$7,500,000.00	\$0.00	\$7,500,000.00
							\$7,500,000.00	\$0.00	\$7,500,000.00
22717	3	SH 45, LOCUST LANE INTERSECTION, NAMPA	2027	Development	112	RW	\$147,001.00	\$0.00	\$147,001.00
							\$147,001.00	\$0.00	\$147,001.00
23080	3	I 84, FRANKLIN RD IC TO KARCHER IC - WEST, NAMPA	2500	Awarded (or equiv.)	112	CE	\$0.00	\$20,000.00	(\$20,000.00)
						CC	\$0.00	\$400,000.00	(\$400,000.00)
						CN	\$84,450.00	\$1,084,450.00	(\$1,000,000.00)
							\$84,450.00	\$1,504,450.00	(\$1,420,000.00)

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
23409	3	SH 16, FRANKLIN RD TO USTICK RD, ADA & CANYON COS	2026	Development	112	UT	\$500,000.00	\$0.00	\$500,000.00
						CE	\$200,000.00	\$0.00	\$200,000.00
						CC	\$200,000.00	\$0.00	\$200,000.00
							\$900,000.00	\$0.00	\$900,000.00
State Hwy - Safety & Capacity (Capacity) Total							\$26,090,121.92	\$18,963,120.92	\$7,127,001.00
State Hwy - Early Development (Unfunded Ideas)									
23175	3	SH 16, SH 44 TO JCT SH 52 ENVIRONMENTAL RE-EVAL, EMMETT	2023	Development	148	PE	\$50,000.00	\$50,000.00	\$0.00
						PC	\$2,950,000.00	\$2,950,000.00	\$0.00
							\$3,000,000.00	\$3,000,000.00	\$0.00
23336	3	SH 55, MIDDLETON TO KARCHER BYPASS ROAD, CANYON CO	2024	Development	148	CE	\$150,000.00	\$0.00	\$150,000.00
						CC	\$2,500,000.00	\$0.00	\$2,500,000.00
						CN	\$25,000,000.00	\$0.00	\$25,000,000.00
							\$27,650,000.00	\$0.00	\$27,650,000.00
23437	3	I 84, CENTENNIAL IC TO FRANKLIN IC, CANYON CO	2024	Development	148	CE	\$400,000.00	\$0.00	\$400,000.00
						CC	\$10,000,000.00	\$0.00	\$10,000,000.00
						CN	\$100,000,000.00	\$0.00	\$100,000,000.00
							\$110,400,000.00	\$0.00	\$110,400,000.00
23456	3	I 84, MERIDIAN RD IC TO EAGLE RD IC, DESIGN, MERIDIAN	2500	Development	148	PC	\$175,000.00	\$175,000.00	\$0.00
							\$175,000.00	\$175,000.00	\$0.00
23630	3	SH 44, I 84 TO STAR RD PEL AND NEPA STUDY	2023	Development	148	PC	\$3,000,000.00	\$0.00	\$3,000,000.00
								\$3,000,000.00	\$0.00
State Hwy - Early Development (Unfunded Ideas) Total							\$144,225,000.00	\$3,175,000.00	\$141,050,000.00
Leading Idaho									
20536	3	US 20, US 20/26 & SH 44 MILL & INLAY	2023	Development	155	CE	\$178,081.80	\$0.00	\$178,081.80
						CC	\$400,000.00	\$0.00	\$400,000.00
						CN	\$3,174,467.96	\$0.00	\$3,174,467.96
							\$3,752,549.76	\$0.00	\$3,752,549.76
23378	3	NHS-8523, CHERRY LANE, UPRR RRX 818670F, NAMPA	2023	Development	155	PE	\$5,000.00	\$5,000.00	\$0.00
						PC	\$25,000.00	\$25,000.00	\$0.00
						CN	\$525,000.00	\$0.00	\$525,000.00
							\$555,000.00	\$30,000.00	\$525,000.00
23379	3	STC-8223, KARCHER RD, UPRR RRX 818662N, NAMPA	2023	Development	155	PE	\$5,000.00	\$5,000.00	\$0.00
						PC	\$25,000.00	\$25,000.00	\$0.00
						CN	\$525,000.00	\$0.00	\$525,000.00
							\$555,000.00	\$30,000.00	\$525,000.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
23408	3	SH 16, USTICK RD TO US 20/26, ADA & CANYON COS	2024	Awarded (or equiv.)	155	CC	\$36,517.46	\$36,517.46	\$0.00
							\$36,517.46	\$36,517.46	\$0.00
Leading Idaho Total							\$4,899,067.22	\$96,517.46	\$4,802,549.76
TECM									
20788	3	SH 16, I 84 TO US 20/26 & SH 44 IC, ADA & CANYON COS	2025	Development	149	LP	\$0.00	\$1,084,238.67	(\$1,084,238.67)
							\$0.00	\$1,084,238.67	(\$1,084,238.67)
22165	3	US 20/26, I 84 TO MIDDLETON RD, CANYON CO	2025	Development	149	CC	\$1,000,000.00	\$1,000,000.00	\$0.00
							\$1,000,000.00	\$1,000,000.00	\$0.00
22715	3	SH 55, FARMWAY RD TO MIDDLETON RD, CANYON CO	2025	Development	149	PC	\$2,580,000.00	\$2,580,000.00	\$0.00
						RW	\$250,000.00	\$250,000.00	\$0.00
						LP	\$19,970,000.00	\$19,970,000.00	\$0.00
						UT	\$100,000.00	\$100,000.00	\$0.00
							\$22,900,000.00	\$22,900,000.00	\$0.00
23336	3	SH 55, MIDDLETON TO KARCHER BYPASS ROAD, CANYON CO	2024	Development	149	PC	\$1,100,000.00	\$1,100,000.00	\$0.00
						RW	\$100,000.00	\$100,000.00	\$0.00
						UT	\$50,000.00	\$50,000.00	\$0.00
							\$1,250,000.00	\$1,250,000.00	\$0.00
23337	3	US 20, MIDDLETON RD TO STAR RD, ADA/CANYON COS	2025	Development	149	PC	\$3,946,200.00	\$3,946,200.00	\$0.00
						RW	\$250,000.00	\$0.00	\$250,000.00
						LP	\$23,113,785.00	\$23,113,785.00	\$0.00
						UT	\$200,000.00	\$200,000.00	\$0.00
							\$27,509,985.00	\$27,259,985.00	\$250,000.00
23408	3	SH 16, USTICK RD TO US 20/26, ADA & CANYON COS	2024	Awarded (or equiv.)	149	CC	\$2,409,415.00	\$2,409,415.00	\$0.00
						CN	\$73,171,086.00	\$73,171,086.00	\$0.00
							\$75,580,501.00	\$75,580,501.00	\$0.00
23410	3	SH 16, I 84 TO FRANKLIN RD, ADA & CANYON COS	2023	Awarded (or equiv.)	149	CC	\$2,160,015.00	\$2,160,015.00	\$0.00
						CN	\$17,419,499.00	\$17,419,499.00	\$0.00
							\$19,579,514.00	\$19,579,514.00	\$0.00
23437	3	I 84, CENTENNIAL IC TO FRANKLIN IC, CANYON CO	2024	Development	149	PC	\$200,000.00	\$200,000.00	\$0.00
						RW	\$100,000.00	\$0.00	\$100,000.00
						LP	\$2,000,000.00	\$0.00	\$2,000,000.00
						UT	\$50,000.00	\$50,000.00	\$0.00
							\$2,350,000.00	\$250,000.00	\$2,100,000.00
TECM Total							\$150,170,000.00	\$148,904,238.67	\$1,265,761.33

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
TECM Bonding									
22165	3	US 20/26, I 84 TO MIDDLETON RD, CANYON CO	2025	Development	150	CC	(\$2,800,000.00)	(\$2,800,000.00)	\$0.00
						CN	\$2,800,000.00	\$2,800,000.00	\$0.00
							\$0.00	\$0.00	\$0.00
TECM Bonding Total							\$0.00	\$0.00	\$0.00
State Hwy - Planning & Scoping									
7827	3	SH 44, CORRIDOR STUDY, STAR RD TO EAGLE RD	2023	Awarded (or equiv.)	104	PE	\$68,120.00	\$68,120.00	\$0.00
						PC	\$997,392.00	\$37,392.00	\$960,000.00
							\$1,065,512.00	\$105,512.00	\$960,000.00
23599	3	STATE, MS4 PERMIT & STORM WATER MGMT PROG, ADA & CANYON	2023	Development	104	PE	\$5,000.00	\$5,000.00	\$0.00
						PC	\$245,000.00	\$245,000.00	\$0.00
							\$250,000.00	\$250,000.00	\$0.00
State Hwy - Planning & Scoping Total							\$1,315,512.00	\$355,512.00	\$960,000.00
Hwy - Metropolitan Planning									
22108	3	LOCAL, FY23 COMPASS METRO PLANNING	2023	Development	91	PC	\$1,458,964.00	\$0.00	\$1,458,964.00
							\$1,458,964.00	\$0.00	\$1,458,964.00
Hwy - Metropolitan Planning Total							\$1,458,964.00	\$0.00	\$1,458,964.00
Local Hwy - Transportation Alternatives									
22922	3	LOCAL, FY22 CANYON CO SRTS COORDINATOR & ACTIVITIES	2023	Awarded (or equiv.)	134	CN	\$64,753.00	\$64,753.00	\$0.00
							\$64,753.00	\$64,753.00	\$0.00
22924	3	LOCAL, FY23 CANYON CO SRTS COORDINATOR & ACTIVITIES	2023	Development	134	CN	\$64,753.00	\$0.00	\$64,753.00
							\$64,753.00	\$0.00	\$64,753.00
Local Hwy - Transportation Alternatives Total							\$129,506.00	\$64,753.00	\$64,753.00
State Hwy - Freight									
22103	3	OFFSYS, FRANKLIN BLVD & 3RD N FREIGHT IMPRV, NAMPA	2500	Development	139	RW	\$600,000.00	\$0.00	\$600,000.00
							\$600,000.00	\$0.00	\$600,000.00
State Hwy - Freight Total							\$600,000.00	\$0.00	\$600,000.00
Local Hwy - Urban									
13487	3	NHS-8213, MIDDLETON & USTICK ROUNDABOUT, CALDWELL	2023	Development	46	CE	\$29,000.00	\$0.00	\$29,000.00
						CC	\$575,000.00	\$0.00	\$575,000.00
						CL	\$115,000.00	\$0.00	\$115,000.00
						CN	\$2,875,000.00	\$0.00	\$2,875,000.00
							\$3,594,000.00	\$0.00	\$3,594,000.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
23026	3	LOCAL, AUTOMATED BIKE/PED COUNTERS, COMPASS	2023	Development	46	CN	\$39,000.00	\$0.00	\$39,000.00
							\$39,000.00	\$0.00	\$39,000.00
Local Hwy - Urban Total							\$3,633,000.00	\$0.00	\$3,633,000.00
Local Hwy - Transportation Management Area									
19465	3	LOCAL, FY22 PAVEMENT PRESERVATION & ADA, PH 1, BOISE	2023	Awarded (or equiv.)	51	CN	\$6,002,385.00	\$0.00	\$6,002,385.00
							\$6,002,385.00	\$0.00	\$6,002,385.00
20006	3	LOCAL, FY23 CAPITAL MAINTENANCE, PH 3, ACHD	2024	Development	51	CN	\$915,000.00	\$0.00	\$915,000.00
							\$915,000.00	\$0.00	\$915,000.00
20122	3	LOCAL, FY22 CAPITAL MAINTENANCE, PH 2, BOISE	2023	Development	51	CE	\$101,000.00	\$0.00	\$101,000.00
						CC	\$202,000.00	\$0.00	\$202,000.00
						CN	\$2,023,000.00	\$0.00	\$2,023,000.00
							\$2,326,000.00	\$0.00	\$2,326,000.00
20259	3	LOCAL, FY23 ROADWAY & ADA IMPROVEMENTS PART 1, BOISE AREA	2024	Development	51	LP	\$150,000.00	\$0.00	\$150,000.00
							\$150,000.00	\$0.00	\$150,000.00
20271	3	LOCAL, COMMUNITIES IN MOTION MINOR UPDATE	2026	Development	51	PC	\$183,000.00	\$0.00	\$183,000.00
							\$183,000.00	\$0.00	\$183,000.00
20560	3	LOCAL, FY22/23 COMPASS PLANNING	2023	Development	51	PC	\$232,000.00	\$232,000.00	\$0.00
							\$232,000.00	\$232,000.00	\$0.00
20841	3	SH 55, BIKE/PED BR OVER BOISE RV, EAGLE	2023	PS&E (or equiv.)	51	CN	\$455,000.00	\$0.00	\$455,000.00
							\$455,000.00	\$0.00	\$455,000.00
21896	3	LOCAL, FY26 ROADWAY AND ADA IMPROVEMENTS, BOISE	2026	Development	51	PC	\$928,000.00	\$0.00	\$928,000.00
							\$928,000.00	\$0.00	\$928,000.00
22015	3	LOCAL, FY23 ACHD COMMUTERIDE	2023	Development	51	CN	\$220,000.00	\$0.00	\$220,000.00
							\$220,000.00	\$0.00	\$220,000.00
22395	3	LOCAL, FISCAL IMPACT ANALYSIS STUDY, COMPASS	2023	Development	51	PC	\$60,000.00	\$0.00	\$60,000.00
							\$60,000.00	\$0.00	\$60,000.00
23095	3	I 84, FIVE MILE RD OVERPASS & WIDENING (NEPA), BOISE	2025	Development	51	RW	\$10,000.00	\$0.00	\$10,000.00
							\$10,000.00	\$0.00	\$10,000.00
23667	3	LOCAL, FY23 ROLLING STOCK, INFRA, TECH, VRT	2023	Development	51	CN	\$186,000.00	\$0.00	\$186,000.00
							\$186,000.00	\$0.00	\$186,000.00
23674	3	LOCAL, SMART TRIPS TREASURE VALLEY, ACHD	2023	Development	51	PE	\$3,000.00	\$0.00	\$3,000.00
						PC	\$388,000.00	\$0.00	\$388,000.00
							\$391,000.00	\$0.00	\$391,000.00
Local Hwy - Transportation Management Area Total							\$12,058,385.00	\$232,000.00	\$11,826,385.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
Local Hwy - Transportation Alternatives; TMA									
20493	3	LOCAL, FY23 ADA COUNTY SR2S, VRT	2023	Development	133	CN	\$171,000.00	\$0.00	\$171,000.00
							\$171,000.00	\$0.00	\$171,000.00
20542	3	LOCAL, PED IMPROVEMENTS, EAGLE RD, MERIDIAN	2500	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
							\$92,000.00	\$0.00	\$92,000.00
20549	3	US 20, CHINDEN; INT 43RD ST PED IMPRV, GARDEN CITY	2023	Development	133	CE	\$35,000.00	\$0.00	\$35,000.00
						CN	\$144,000.00	\$0.00	\$144,000.00
							\$179,000.00	\$0.00	\$179,000.00
20841	3	SH 55, BIKE/PED BR OVER BOISE RV, EAGLE	2023	PS&E (or equiv.)	133	CN	\$870,000.00	\$0.00	\$870,000.00
							\$870,000.00	\$0.00	\$870,000.00
Local Hwy - Transportation Alternatives; TMA Total							\$1,312,000.00	\$0.00	\$1,312,000.00
Local Hwy - Rural									
13964	3	STC-3798, PECKHAM RD, GOLDEN GATE HD	2023	Development	45	CL	\$777,000.00	\$0.00	\$777,000.00
						CN	\$2,818,000.00	\$0.00	\$2,818,000.00
							\$3,595,000.00	\$0.00	\$3,595,000.00
19951	3	STC-3856, OLD HWY 30; SAND HOLLOW RD TO SH-44, CANYON HD	2027	Development	45	RW	\$50,000.00	\$0.00	\$50,000.00
							\$50,000.00	\$0.00	\$50,000.00
Local Hwy - Rural Total							\$3,645,000.00	\$0.00	\$3,645,000.00
Hwy Safety - Local									
22878	3	SMA-3724, HOMEDALE RD CURVE IMPV, CANYON HD	2024	Development	118	RW	\$21,000.00	\$0.00	\$21,000.00
							\$21,000.00	\$0.00	\$21,000.00
23883	3	SMA-8323, 2ND ST S, SAFETY IMPROVEMENTS	2026	Development	118	PE	\$13,000.00	\$0.00	\$13,000.00
						PC	\$519,000.00	\$0.00	\$519,000.00
						PL	\$117,000.00	\$0.00	\$117,000.00
							\$649,000.00	\$0.00	\$649,000.00
Hwy Safety - Local Total							\$670,000.00	\$0.00	\$670,000.00
Hwy Safety - Railroad Crossings									
20606	3	OFFSYS, OLD FORT BOISE RD UPRR RRX, NOTUS-PARMA HD	2023	Development	22	CN	\$230,000.00	\$0.00	\$230,000.00
							\$230,000.00	\$0.00	\$230,000.00
Hwy Safety - Railroad Crossings Total							\$230,000.00	\$0.00	\$230,000.00
Hwy - Federal Lands Access									
22600	3	STC-3787, WESTERN HERITAGE BYWAY (SWAN FALLS RD), ADA CO	2025	Development	59	PC	\$269,241.00	\$0.00	\$269,241.00
							\$269,241.00	\$0.00	\$269,241.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
22602	3	STC-3714, INDIANA AND ORCHARD SHARED ROADWAY, CANYON HD #4	2025	Development	59	PC	\$249,451.00	\$0.00	\$249,451.00
							\$249,451.00	\$0.00	\$249,451.00
Hwy - Federal Lands Access Total							\$518,692.00	\$0.00	\$518,692.00
Hwy - Local Partnerships									
20367	3	US 20, PHYLLIS CANAL BR TO SH 16, ADA CO	2023	Awarded (or equiv.)	79	CN	\$821,347.00	\$821,347.00	\$0.00
							\$821,347.00	\$821,347.00	\$0.00
22165	3	US 20/26, I 84 TO MIDDLETON RD, CANYON CO	2025	Development	79	CN	\$300,763.00	\$300,763.00	\$0.00
							\$300,763.00	\$300,763.00	\$0.00
22712	3	I 84B, GARRITY BLVD & STAMM LN INT IMPV, NAMPA	2027	Development	79	RW	\$385,027.00	\$0.00	\$385,027.00
							\$385,027.00	\$0.00	\$385,027.00
22717	3	SH 45, LOCUST LANE INTERSECTION, NAMPA	2027	Development	79	RW	\$620,257.00	\$0.00	\$620,257.00
							\$620,257.00	\$0.00	\$620,257.00
23674	3	LOCAL, SMART TRIPS TREASURE VALLEY, ACHD	2023	Development	79	PC	\$62,000.00	\$0.00	\$62,000.00
							\$62,000.00	\$0.00	\$62,000.00
Hwy - Local Partnerships Total							\$2,189,394.00	\$1,122,110.00	\$1,067,284.00
Hwy GARVEE - 2017 Legislative Authorization									
23080	3	I 84, FRANKLIN RD IC TO KARCHER IC - WEST, NAMPA	2500	Awarded (or equiv.)	142	CE	\$0.00	(\$20,000.00)	\$20,000.00
						CC	\$0.00	(\$400,000.00)	\$400,000.00
						CN	\$0.00	(\$1,000,000.00)	\$1,000,000.00
							\$0.00	(\$1,420,000.00)	\$1,420,000.00
Hwy GARVEE - 2017 Legislative Authorization Total							\$0.00	(\$1,420,000.00)	\$1,420,000.00
Report Total							\$380,624,776.82	\$176,564,748.05	\$204,060,028.77