



Working together to plan for the future

REGIONAL TRANSPORTATION ADVISORY COMMITTEE

April 27, 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 Amy Luft at aluft@compassidaho.org or 208-475-2229.

Written comments may be submitted by email to info@compassidaho.org. Comments can also be left by voicemail. Please call 208-475-2229 to record comments. Commenters must provide their name for the record. Comments identified by name that are received by 5:00 pm on April 26, 2022, will be provided to the committee members and read into the record during the meeting.

****AGENDA****

I. CALL TO ORDER (8:30)

II. OPEN DISCUSSION/ANNOUNCEMENTS

III. CONSENT AGENDA

Page 3 ***A. Approve March 30, 2022, RTAC Meeting Minutes**

IV. SPECIAL ITEM

8:35 ***A. Affordable Housing**

Page 7 *Carl Miller will provide a status update on affordable housing activities and next steps.*

Carl Miller

V. ACTION ITEMS

9:05 ***A. Recommend Amendment to the FY2022-2028 Regional Transportation Improvement Program (TIP)**

Toni Tisdale

Page 8

Toni Tisdale will seek recommendation of COMPASS Executive Committee's adoption of a resolution to amend the FY2022-2028 TIP to add a project for Valley Regional Transit and new rural public transportation projects.

9:15 ***B. Recommend Draft Transportation Management Area Programs**

Toni Tisdale

Page 17

Toni Tisdale will seek recommendation of draft Transportation Management Area federal-aid programs.

VI. INFORMATION/DISCUSSION ITEMS

9:30 ***A. Communities in Motion 2050 (CIM 2050) Draft Priorities** Mary Ann Waldinger
Page 20 *Mary Ann Waldinger will review CIM 2050 draft priorities.*

9:50 ***B. Infrastructure Investment and Jobs Act (IIJA)** Toni Tisdale/
Page 21 *Toni Tisdale and Carl Miller will provide an update on Carl Miller
planning requirements and new funding programs in the new
transportation authorization bill.*

VII. STATUS REPORTS (INFORMATION ONLY)

Page 35 ***A. RTAC Agenda Worksheet**

Page 39 ***B. Obligation Report**

VIII. OTHER:

**Next Meeting:
May 25, 2022**

VIX. ADJOURNMENT (10:10)

***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 475-2229 with 48 hours advance notice. Si necesita asistencia con una junta de COMPASS, o necesita un documento en otro formato, por favor llame al 475-2229 con 48 horas de anticipación.

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**REGIONAL TRANSPORTATION ADVISORY COMMITTEE
SPECIAL MEETING
March 30, 2022
COMPASS, First Floor Board Room
ZOOM CONFERENCE CALL**

****MINUTES****

ATTENDEES:

Rodney Ashby, City of Nampa, via telephone
Jeff Barnes, City of Nampa, via telephone
Aaron Bauges, Idaho Transportation Department, via telephone
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
Tom Ferch, Ada County Highway District, in person
Gabe Finkelstein for Drew Alexander, Boise State University, via telephone
Karen Gallagher, City of Boise, via telephone
Doug Hanson for Jace Hellman, City of Kuna, via telephone
Ryan Head, Ada County Highway District, via telephone
Caleb Hood, City of Meridian, via telephone
Stephen Hunt, Valley Regional Transit, via telephone
Liisa Itkonen, COMPASS, Ex. Officio, via telephone
Samantha Kenney, Central District Health, Ex. Officio, via telephone
Tom Laws, Ada County Highway District, via telephone
Leon Letson, Ada County Development Services, via telephone
Dan Lister, Canyon County Development Services, via telephone
Angela Lively, City of Caldwell, via telephone
Brian McClure, City of Meridian, via telephone
Brent Moore, Ada County Development Services, **Chair**, via telephone
Shawn Nickel, City of Star, via telephone
Dave Rader, City of Boise, 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
Michael Toole, Department of Environmental Quality, via telephone
Bill Vaughan, City of Eagle, via telephone
Hanna Veal, City of Garden City, via telephone
Tina Wilson, City of Parma, via telephone
Stacey Yarrington, Ada County Development Services, via telephone

MEMBERS ABSENT: Becky Crofts, City of Middleton
Kate Dahl, Canyon County Development Services
Steve Fultz, Canyon County Development Services
Robb MacDonald, City of Caldwell
Jessica Szelag, City of Boise
Bob Watkins, Golden Gate Highway District

OTHERS PRESENT: Elizabeth Allen, Canyon County Development Services, via telephone
Tessa Greegor, Ada County Highway District, via telephone
Tevrin Fuller, COMPASS, via telephone
Lila Klopfenstein, COMPASS, via telephone
Meg Larsen, COMPASS, in person
Amy Luft, COMPASS, in person
Carl Miller, COMPASS, via telephone
Mitch Skiles, COMPASS, via telephone
Mark Steuer, City of Nampa, via telephone
Matt Stoll, COMPASS, in person
Toni Tisdale, COMPASS, via telephone
Mary Ann Waldinger, COMPASS, via telephone

CALL TO ORDER

Chair Brent Moore called the meeting to order at 8:33 a.m.

OPEN DISCUSSION/ANNOUNCEMENTS

Toni Tisdale announced that COMPASS will be opening a second opportunity for Phase I funding applications from April 6 – May 4, 2022.

CONSENT AGENDA

A. Approve February 23, 2022, RTAC Meeting Minutes

Clair Bowman moved and Tina Wilson seconded approval of the Consent Agenda as presented. Motion passed unanimously.

ACTION ITEMS

A. Prioritize and Recommend Member Agencies' Requests for the FY2023 COMPASS Unified Planning Work Program (UPWP)

Liisa Itkonen reviewed a project submitted by Canyon Highway District No. 4 for the FY2023 COMPASS UPWP.

After discussion, **Ryan Head moved and Nichoel Baird Spencer seconded to recommend Canyon Highway District No. 4's request for consideration by the Finance Committee for the FY2023 UPWP. Motion passed unanimously.**

The Finance Committee will balance the request with available resources and recommend a final FY2023 UPWP for COMPASS Board of Directors' approval in August.

B. Recommend Consideration of a High-Capacity Transit Planning and Environmental Linkages (PEL) Study for the FY2024 UPWP and Draft FY2023-2029 Regional Transportation Improvement Program (TIP)

Lila Klopfenstein reviewed a proposal to conduct a high-capacity transit Planning and Environmental Linkages (PEL) study in FY2024.

After discussion, **Ryan Head moved and Clair Bowman seconded to not recommend COMPASS Board of Directors approve consideration of including a high-capacity transit PEL study in the draft FY2023-2029 TIP and FY2024 COMPASS UPWP.**

After further discussion, **Stephen Hunt moved and Jeff Barnes seconded a substitute motion that RTAC recommend that the COMPASS Board of Directors approve consideration of including a high-capacity transit PEL study for \$1,000,000 in the draft FY2023-2029 TIP and FY2024 COMPASS UPWP, and that COMPASS staff work with RTAC members to fully integrate that study into land use decisions and public outreach.**

Ryan Head called for a roll call vote.

Communication Coordinator Amy Luft called the role. **The substitute motion passed with 20 for and 8 against.**

		Yea	Nay
Ada County	Brent Moore Leon Letson Stacey Yarrington	X X X	
Ada County Highway District	Tom Ferch Ryan Head Tom Laws		X X X
Canyon Highway District #4	Lenny Riccio	X	
City of Boise	Karen Gallagher Dave Rader		X X
City of Caldwell	Angela Lively	X	
City of Eagle	Nichoel Baird Spencer Bill Vaughan		X X
City of Garden City	Hanna Veal	X	
City of Greenleaf	Lee Belt	X	
City of Kuna	Doug Hanson for Jace Hellman		X
City of Melba	Darrell Romine	X	
City of Meridian	Miranda Carson Caleb Hood Brian McClure	X X X	
City of Nampa	Rodney Ashby Jeff Barnes Clair Bowman	X X X	
City of Star	Shawn Nickel	X	
Boise State University	Gabe Finkelstein for Drew Alexander	X	
Idaho Department of Environmental Quality	Michael Toole	X	
Idaho Transportation Department	Aaron Bauges	X	
Public Participation Workgroup	Lara Disney	X	
Valley Regional Transit	Stephen Hunt	X	
	Total	20	8

C. Approve Transportation Management Area (TMA) Balancing

Toni Tisdale reviewed actions to balance the Surface Transportation Block Grant (STBG)-TMA and Transportation Alternatives Program (TAP)-TMA to use funding released through the removal of several projects to cover needs in other projects.

After discussion, **Ryan Head moved and Nichoel Baird Spencer seconded to approve the balancing action, with one change from the staff recommendation to reduce the additional funding for Ada County Highway District's roadway and Americans with Disabilities Act (ADA) project (Key No. 20259) by the amount needed to fully fund the City of Boise's Garden Street multi-use pathway project (Key No. 23324) and allocate it to the Garden Street project. Motion passed unanimously.**

D. Recommend Approval of Draft Federal-Aid Programs

Toni Tisdale reviewed the draft federal-aid programs for the FY2023-2029 Regional Transportation Improvement Program (TIP), based on priority recommendations from RTAC.

After discussion, **Ryan Head moved and Stephen Hunt seconded to approve the FY2023 and FY2025-2029 draft programs for inclusion in the draft FY2023-2029 TIP as presented, and to bring back the draft FY2024 program for further discussion in April. Motion passed unanimously.**

E. Recommend Adoption of a Resolution Modifying the FY2022-2028 Regional Transportation Improvement Program (TIP)

Toni Tisdale reviewed a resolution to modify the FY2022-FY2028 TIP to increase the costs of two Idaho Transportation Department projects.

Ryan Head moved and Stacey Yarrington seconded to recommend COMPASS Executive Committee adoption of a resolution modifying the FY2022-2028 TIP. Motion passed unanimously.

Staff will add an increase for a Valley Regional Transit project, recommended as part of the balancing action (above), to this requested modification, as it requires Board approval.

F. Recommend *Communities in Motion 2050* (CIM 2050) Funded Projects

Mary Ann Waldinger reviewed short-term and long-term funded projects for CIM 2050.

After discussion, **Stephen Hunt moved and Clair Bowman seconded to recommend COMPASS Board of Directors' approval of the short-term and long-term funded transportation capital projects for CIM 2050. Motion passed unanimously.**

Next Meeting: April 27, 2022

ADJOURNMENT

Clair Bowman moved and Stephen Hunt seconded to adjourn at 10:12 am. Motion passed unanimously.



Working together to plan for the future

RTAC AGENDA ITEM IV-A

Date: April 27, 2022

Topic: Affordable Housing

Request/Recommendation

This is a discussion item only.

Background/Summary:

The Infrastructure Investment and Jobs Act (IIJA), commonly referred to as the Bipartisan Infrastructure Law (BIL), was signed into law on November 15, 2021. Per this new law, metropolitan planning organizations that serve Transportation Management Areas (population over 200,000, including the Boise Urbanized Area) should develop "housing coordination plans." This process is meant to address the integration of housing, transportation, and economic development strategies and may include projects and strategies that could be considered in the long-range transportation plan.

At the November 17, 2021, RTAC meeting, Boise State University students provided an overview of how parking requirements can affect the cost of building affordable housing. COMPASS also requested volunteers to establish an RTAC subcommittee to provide input into the integration of affordable housing into COMPASS planning. That subcommittee has met three times to discuss regional housing issues and to guide spring 2022 Boise State University affordable housing research projects.

In the April 27 meeting, Boise State University students will present their research projects on four affordable housing topics: adaptive reuse, financial policies, transitory housing, and the "missing middle" housing gaps. At a later date, COMPASS staff will share the local policy review it is conducting for the City of Greenleaf, which is being designed to serve as a template for small and rural communities throughout Idaho.

This summer, the affordable housing RTAC subcommittee will focus on efforts to develop a request for proposals and select a consultant for developing a regional housing coordination plan, in accordance with IIJA.

More Information:

- 1) For additional information contact: Carl Miller, Principal Planner, at cmiller@compassidaho.org.

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RTAC AGENDA ITEM V-A

April 27, 2022

Topic: Resolution Amending the FY2022-2028 Regional Transportation Improvement Program (TIP)

Request/Recommendation:

COMPASS staff requests RTAC recommendation of COMPASS Executive Committee's adoption of a Resolution X-2022 (Attachment 1) to add seven new projects to the FY2022-2028 TIP.

Background/Summary:

The Idaho Transportation Department (ITD) requested to add six new rural public transportation projects that were selected through a recent application process for Federal Transit Administration funding. In addition, Valley Regional Transit requested to add one bus replacement project awarded through a nationally competitive grant. A summary of each project is provided below, and details are provided in Attachment 1.

- Key Number 19883 – Transit - Fixed Line Service, Rural Areas, Treasure Valley Transit (TVT)
 - Continues fixed line service in rural areas of southwest Idaho
 - \$4,182,000 over FY2023 and FY2024
- Key Number NEW2 – Transit - Operations, Kuna Senior Center
 - Supplements operations costs for the Kuna Senior Center transportation program
 - \$61,000 over FY2023 and FY2024
- Key Number NEW3 - Transit - Preventative Maintenance, Kuna Senior Center
 - Provides routine annual maintenance for the Kuna Senior Center bus
 - \$6,000 in FY2023
- Key Number NEW4 - Transit - Purchase of Service, Rural Areas, Valley Regional Transit (VRT)
 - Coordinates purchase of service to support trips with at least one leg in rural areas of Ada and Canyon Counties
 - \$124,000 over FY2023 and FY2024
- Key Number NEW5 - Transit - Vehicle Replacement, Ada County Highway District
 - Replaces 12 Commuteride vans with 10-passenger hybrid minivans for use in rural areas of Ada and Canyon Counties
 - \$663,000 over FY2023 and FY2024
- Key Number NEW6 - Transit -Vehicle Replacements, TVT
 - Replaces three Americans with Disabilities Act-compliant conversion vans used in the southwest Idaho region
 - \$263,000 over FY2023 and FY2024
- Key Number NEW7 - Transit - Vehicle Replacements, VRT
 - Replaces three compressed natural gas 25-foot cutaway buses with three 35-foot electric buses in the Boise Urbanized Area
 - \$2,400,000 in FY2022
 - Funds through a nationally competitive grant

The first six projects are set up to begin in FY2023 but adding them to the program now allows the start of the projects early in the fiscal year. The last project (NEW7) is ready to obligate.

A public comment period on the proposed amendment was held between March 31 and April 14, 2022. COMPASS received 13 comments. Staff does not recommend changes based on public comments received. Verbatim public comments are provided in Attachment 2.

If recommended, the COMPASS Executive Committee will be requested to adopt the Resolution at its May 10, 2022, meeting. If adopted, the COMPASS Board of Directors will be requested to ratify the action at its June 27, 2022, meeting.

Implication (policy and/or financial):

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

More Information:

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

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RESOLUTION NO. X-2022

**FOR THE PURPOSE OF AMENDING THE FY2022-2028
REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM**

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

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

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 program to be financially constrained;

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

WHEREAS, a public comment period was held between March 31 and April 14, 2022, and comments were shared with the COMPASS Executive Committee for consideration;

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

WHEREAS, the Community Planning Association of Southwest Idaho developed this Amendment to the FY2022-2028 Regional Transportation Improvement Program in compliance with all applicable state and federal regulations; and

WHEREAS, the attached table details the Amendment to the FY2022-2028 Regional Transportation Improvement Program.

NOW, THEREFORE, BE IT RESOLVED, that the Community Planning Association of Southwest Idaho's Executive Committee approves the amendments to the FY2022-2028 Regional Transportation Improvement Program.

ADOPTED this 10th day of May 2022.

By: _____
Joe Stear, Chair
Community Planning Association
of Southwest Idaho Board of Directors

ATTEST:

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

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COMPASS Amendment #3
 FY2022-2028 Regional Transportation Improvement Program

Idaho Transportation Department, March 2022

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PC	RW	UT	CE	CN	SUM
19883	Transit - Fixed Line Service, Rural Areas, TVT	2022							0
	Funding Source: FTA 5311	2023						0	0
	Fixed line service in rural areas of southwest Idaho, including Ada and Canyon Counties for all groups, including but not limited to, older adults, persons with disabilities, youth, low income, non-drivers, minority groups, veterans, and refugee populations. The project includes required demand response service, as well as administration, operations, preventive maintenance, and capital purchases. Various aspects of the project have different local match rates. The match rate shown is an average of the rates combined. Additional details about this program are included in ITD's programming documents. (Federal = \$3,148,000)	2024						0	0
		2025						0	0
		2026						0	0
		PD						0	0
		SUM	0	0	0	0	0	0	0
Add project.									
NEW2	Transit - Operations, Kuna Senior Center	2022							0
	Funding Source: FTA 5310-R	2023						0	0
	To supplement the operations costs for the Kuna Senior Center transportation program in the City of Kuna. Funds will cover the salary for a driver, automobile insurance, fuel, drug testing for the driver, and a phone for scheduling. (Federal = \$30,500)	2024						0	0
		2025						0	0
		2026						0	0
		PD						0	0
		SUM	0	0	0	0	0	0	0
Add project.									
NEW3	Transit - Preventative Maintenance, Kuna Senior Center	2022							0
	Funding Source: VIP (State)	2023						0	0
	Routine annual maintenance for the Kuna Senior Center bus to include oil changes, lights, engine inspection, wipers, lift inspection, and tires to sustain existing services to the senior and residents with disabilities in the City of Kuna. (Federal = \$0)	2024						0	0
		2025						0	0
		2026						0	0
		PD						0	0
		SUM	0	0	0	0	0	0	0
Add project.									

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PC	RW	UT	CE	CN	SUM
NEW4	Transit - Purchase of Service, Rural Areas, VRT	2022							0
	Funding Source: FTA 5310-R	2023						0	0
	Coordinate purchase of service to support trips with at least one leg in rural areas of Ada and Canyon Counties The service area includes the unincorporated areas of the counties, as well as the Cities of Parma, Wilder, Greenleaf, Notus, Melba, Kuna, and Star. (Federal = \$99,000)	2024						0	0
		2025							0
		2026							0
		PD							0
		SUM	0	0	0	0	0	0	0
Add project.							124	124	
NEW5	Transit - Vehicle Replacement, ACHD	2022							0
	Funding Source: FTA 5339-R	2023						0	0
	Replace 12 Ada County Highway District Commuteride vans with 10-passenger hybrid minivans. The vans serve a six-county area of southwest Idaho serving an average of 500 commuters annually. Routes must start, end, or pass-through Ada County. (Federal = \$531,000)	2024						0	0
		2025							0
		2026							0
		PD							0
		SUM	0	0	0	0	0	0	0
Add project.							663	663	
NEW6	Transit -Vehicle Replacements, TVT	2022							0
	Funding Source: FTA 5339-R	2023						0	0
	Replace three Americans with Disabilities Act-compliant conversion vans used in the southwest Idaho region, including Ada and Canyon Counties. (Federal = \$211,000)	2024						0	0
		2025							0
		2026							0
		PD							0
		SUM	0	0	0	0	0	0	0
Add project.							263	263	

Federal Transit Administration, March 2022

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PC	RW	UT	CE	CN	SUM
NEW7	Transit - Vehicle Replacements, VRT	2022						0	0
	Funding Source: 5339(c)	2023						2400	2400
	Replace three compressed natural gas (CNG) 25-foot cutaway buses with three 35-foot electric buses in the Boise Urbanized Area. The project is funded with a nationally competitive grant. (Federal = \$1,920,000)	2024							0
		2025							0
		2026							0
		PD							0
		SUM	0	0	0	0	0	0	0
Add project.							2400	2400	

5310 – Program for the elderly and persons with disabilities
5311 – Program for rural fixed route transit service
5339 – Formula program for bus and bus facilities
ADA=Americans with Disabilities Act
ACHD = Ada County Highway District
CE = Construction Engineering
CN = Construction

CNG = Compressed Natural Gas
FY = Fiscal Year
FTA = Federal Transit Administration
PE = Preliminary Engineering
PC = Preliminary Engineering Consultant
R = Rural
RW = Right-of-Way
UT = Utilities

TVT = Treasure Valley Transit
VIP = Vehicle Investment Program
VRT = Valley Regional Transit

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Public Comments Received (Verbatim)

For amendment to FY2022-2028 Regional Transportation Improvement Program

Public Comment Period: March 31 through April 14, 2022

Total number of comments received by COMPASS: 13

Topic: Add seven new public transportation projects.

Outreach methods: Two email blasts; legal notices placed in *Idaho Statesman* and *Idaho Press Tribune*; public comment information posted to COMPASS website and social media channels

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code (City) Name Affiliation	Format
<p>I support all of these projects. Expanding affordable and useful transportation areas is very important to our state's infrastructure.</p> <ul style="list-style-type: none"> •Support transit administration, operations, and preventative maintenance (Treasure Valley Transit) in rural areas of southwest Idaho •Support transit operations (Kuna Senior Center) •Support preventive maintenance (Kuna Senior Center) •Fund community transit services in rural Ada and Canyon Counties (Valley Regional Transit) •Replace 12 vans serving rural areas (Ada County Highway District Commuteride) •Replace three transit vans for use in rural areas of southwest Idaho (Treasure Valley Transit) •Replace three compressed natural gas 25-foot buses with three 35-foot electric buses (Valley Regional Transit) 	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, Valley Regional Transit, the Kuna Senior Center, Ada County Highway District, and the Idaho Transportation Department.</p>	Danielle Boyd	Email
<p>West of Boise area to airport express route would be nice. Currently, it will take 2+ hours to get to the airport so no one would use it. But if we have an option to park and ride an express bus to the airport, I think more people will take it. Thank you.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p>	Naho Nakashima	Email
<p>I can support all of the items except #4 and #7. You know my feeling that we should not be spending money on VRT buses that have such a low ridership.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, Valley Regional Transit, the Kuna Senior Center, Ada County Highway District, and the Idaho Transportation Department.</p>	Mac	Email
<p>I am aware of the amendment and its proposed projects. I whole-heartedly support them.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, Valley Regional Transit, the Kuna Senior Center, Ada County Highway District, and the Idaho Transportation Department.</p>	Al Schneider District 3 PTAC Representative	Email

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code (City) Name Affiliation	Format
<p>I support all 7 as useful projects that benefit all of us . One concern is, has the past 5 years of building BOOM in all of SW Idaho changed where "rural" areas are?</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, Valley Regional Transit, the Kuna Senior Center, Ada County Highway District, and the Idaho Transportation Department.</p> <p>In response to your question, what is considered "urban" and "rural" is determined by the US Census. We expect to receive updated information from the 2020 Census in the summer 2022.</p>	<p>Anonymous</p>	<p>Email</p>
<p>it all sounds good, please pass this. we need more transportation, more functional transportation and updates to help reduce pollution and traffic. make it better and more convenient for people and people will use it and it will make things better for all of us.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, Valley Regional Transit, the Kuna Senior Center, Ada County Highway District, and the Idaho Transportation Department.</p>	<p>Patricia McDermott</p>	<p>Email</p>
<p>We don't necessarily need electric busses. We just need more busses, more routes, more stops. We need ways to get people to work and activities that do not involve driving all thetime. Seniors who can no longer drive, those without drives license like Youngs need to have reliable SAFE transportation. The Treasure Valley is getting so much growth that traffic is becoming a huge problem. We should make rhe developers pay in part for the needed transportation . Our long time citizens should not have to bear so much of the burden via increasing taxation.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p>	<p>(Nampa) Joy Lewis</p>	<p>Email</p>
<p>I am in full support of the proposed amendment to add seven new public transportation projects to the FY2022-2028 TIP. I hope the board passes this amendment.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, Valley Regional Transit, the Kuna Senior Center, Ada County Highway District, and the Idaho Transportation Department.</p>	<p>Deanna Smith</p>	<p>Email</p>
<p>I am writing to voice my support for the proposed amendment to FY2022-2028 plans for transportation projects. They all address current needs and are forward looking. Thank you</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, Valley Regional Transit, the Kuna Senior Center, Ada County Highway District, and the Idaho Transportation Department.</p>	<p>83703 (Boise) Elaine Garris</p>	<p>Email</p>
<p>I would like to know why Star has been overlooked in any of these road projects. This town is growing by leaps and bounds and the roads are not big enough and will never accommodate the influx of the building going on. We need widening of every road in Star right now. Just drive out here and you can see why it is impossible to drive anywhere without a longer transit time due to the large amount of cars and people.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p> <p>In response to your question, funding is severely limited, and the City of Star competes for funding with other similarly sized jurisdictions across the state. In 2021, the City of Star completed the Cemetery Road project, which was funded with federal funds and totaled \$4.7 million.</p>	<p>(Star) Susan McCleery</p>	<p>Email</p>
<p>Please consider the latest data to reduce light pollution in Idaho. Let us see our starry skies.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p>Margo Szlanic, MSN, RN</p>	<p>Email</p>

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code (City) Name Affiliation	Format
I was able to look at the proposed projects and looks great. I am really happy to see that improvements/additions will be considered for rural areas such of Wilder, Homedale and other small towns. I am really pleased to see that you are including the access for people with disabilities. It is very complicated for them to travel to places they like for medical and other necessities. THANK YOU!	Thank you for your comments; they will be shared with the COMPASS Board of Directors, Valley Regional Transit, the Kuna Senior Center, Ada County Highway District, and the Idaho Transportation Department.	Griselda Camancho Aprendiendo Together, LLC	Email
I think the proposal for the FY 2022-2028 TIP had items that need to be addressed and I approve of the proposal.	Thank you for your comments; they will be shared with the COMPASS Board of Directors, Valley Regional Transit, the Kuna Senior Center, Ada County Highway District, and the Idaho Transportation Department.	Elizabeth Vavricka	Email

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RTAC AGENDA ITEM V-B

Date: April 27, 2022

Topic: Draft Transportation Management Area Programs

Request/Recommendation:

COMPASS staff seeks RTAC recommendation of the revised draft FY2023-2029 Surface Transportation Block Grant – Transportation Management Area (STBG-TMA) program based on the motion at the March 30, 2022, meeting to revisit the FY2024 programming. Items introduced for discussion include other years of the STBG-TMA program as well as one possible change to the Transportation Alternatives Program (TAP) – TMA program.

Background/Summary:

At the March 30, 2022, RTAC meeting, the motion included revisiting the programming of projects in FY2024, as a significant amount of funding was left unprogrammed.

Some balancing items approved on March 30, 2022, also affected requests for the draft FY2023-2029 programs. Those changes were made, and the amounts are denoted in the supplemental document (link below) with red text.

As COMPASS staff started inputting STBG-TMA program changes to the database, we noticed an irregularity in **Key Number 20674, Roadway and Americans with Disabilities Act (ADA) Improvements for FY2024**. The intent for the roadway maintenance/local network improvements category of projects is to maintain the same construction amounts once design is started, even as inflationary increases are made. Design for Key Number 20674 began in FY2022. However, with the increase of the construction funds to also include the right-of-way funds (advanced construction), an error was made. Once corrected, only \$20,000 remains unprogrammed overall in FY2024.

Other anomalies found when inputting the detailed STBG-TMA program changes into the database:

- **Key Number 23307, the City of Boise's Federal Way and Broadway Avenue Multiuse Pathway** project construction funds were advanced from preliminary development to FY2027; however, the total included right-of-way funds. Right-of-way is now advanced to FY2026 in the draft program.
- **Key Number 19950, Valley Regional Transit's (VRT) capital replacement** project was advanced from FY2023 to FY2022, using COVID relief funding. **Key Number 20841, the City of Eagle's bridge project on State Highway 55 (Eagle Road)** partially used the funds that were released in FY2023.
 - VRT has a request for an additional \$2 million per year to help reduce deferred capital replacements, which is not funded. However, a new project for the Ada County Highway District for a three-year pilot program for Smart Trips was added under the special projects category. The amount was adjusted to show a 20% local match (rather than 7.34%), as proposed in the application. This should be further discussed as it relates to programming goals.

- For **Key Number 20841**, an option to consider is moving \$127,000 from STBG-TMA to TAP-TMA to fully balance the TAP-TMA program and make funds available in the STBG-TMA program.

The COMPASS Board of Directors meets on April 18, 2022. The Board will consider advancing and changing Key Number 13046, from the High-Capacity Alternatives Analysis to a Planning and Environmental Linkages (PEL) project, which is estimated to cost \$1 million. If the Board of Directors approves the advancement of the PEL to a funded year, RTAC will need to discuss how the project could be funded. COMPASS staff still believes that the Carbon Reduction Program (CRP) could play a large role in this discussion. There could be a shift in some projects from the STBG-TMA program to the CRP-TMA program; however, it is unclear if studies or capital bus replacement projects are eligible.

The worksheet for all TMA programs is provided in a link on the supplementary tab on the RTAC webpage: www.compassidaho.org/documents/people/rtac/2022/VB_ALLTMASum2023.pdf.

All changes and suggested discussion items are highlighted in yellow highlight in the supplemental document (link above), including the revisions to **Key Number 15001, Cost Increase Set Aside**, which includes the remaining funds for the year for future programming.

A summary of the changes or items for discussion as outlined is provided below (funds in STBG-TMA program, unless noted):

Key Number	Project (abbreviated)	2023	2024	2026	2027
20674	Roadway and ADA FY2024		+\$474K		
19550	Transit – Rolling Stock FY2023	Increase?			
20841	Bike/Ped Bridge over Boise River	Move \$127K from STP-TMA to TAP-TMA?			
23307	Pathway, Federal Way and Broadway Avenue			+\$105K	-\$105K
NEW	Smart Trips Treasure Valley	Reduce?			
13046	High Capacity Alternatives Analysis/PEL		Fund?		
15001	Cost Increase Set Aside (new amounts)		\$20K	\$37K	\$195K

Next Steps

- **May 25, 2022** – RTAC reviews draft FY2023-2029 TIP
- **June 27, 2022** – COMPASS Board of Directors reviews draft FY2023-2029 TIP
- **August 1–31, 2022** (tentative) – Public comment period on draft FY2023-2029 TIP
- **September 28, 2022** – RTAC requested to recommend FY2023-2029 TIP
- **October 19, 2022** – COMPASS Board of Directors requested to approve FY2023-2029 TIP

Implication (policy and/or financial):

The project rankings recommended by RTAC on February 23, 2022, were used to develop the funding plan. The TIP update process allows costs to be updated based on COMPASS Board of Directors' guidance as well as new cost estimates. Today's action will allow the all years of the federal-aid programs managed by COMPASS to be included in the draft FY2023-2029 TIP.

More Information:

- 1) Transportation Management Area Program Worksheet:
www.compassidaho.org/documents/people/rtac/2022/VB_ALLTMASum2023.pdf
- 2) For detailed information contact: Toni Tisdale, Principal Planner, at
ttisdale@compassidaho.org.

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Topic: *Communities in Motion 2050 (CIM 2050) Draft Priorities*

Request/Recommendation:

This is an information item only.

Background/Summary:

The COMPASS Board of Directors approved the project scoring process for CIM 2050 on February 28, 2022. COMPASS staff are completing the technical analyses and compiling supplementary information. Preliminary prioritization results will be posted on the RTAC web page (www.compassidaho.org/people/rtacmeetings.htm) in the supplemental information section prior to the April 27, 2022, RTAC meeting. Staff will notify RTAC members by email when the information has been posted.

CIM 2050 will include multiple lists:

- Short-term budgeted (approved by the COMPASS Board April 18, 2022)
- Long-term funded (approved by the COMPASS Board April 18, 2022)
 - Regional Public Transportation Projects
 - Regional Pathway Projects
 - Regional State System Projects
 - Regional Local System Projects
- Unfunded projects
 - Regional Public Transportation System
 - Regional Pathway System (off network)
 - Regional State System
 - Regional Local System
 - Studies

All roadway projects were placed in a “year of expenditure” bin. Prioritization applies to projects identified as “needed” by 2030 and placed in Bin 1. Bin 1 is a subset of projects from the draft unfunded and approved long-term funded lists. Twenty-one roadway projects and Valley Regional Transit’s funded system, per the draft Transportation Development Plan, were analyzed using the performance measure framework (CIM 2050 goals) and the regional travel demand model per the approved prioritization process.

Prior to the May RTAC meeting, corridor summaries, score sheets, cost estimates, and preliminary rankings for unfunded and long-term funded projects will be provided to RTAC for review.

All projects in Bin 1 will have a “priority ranking” except for Ada County Highway District’s locally funded projects since these projects go through a prioritization process during the development of the Capital Improvements Plan.

More Information:

- 1) For detailed information contact: Toni Tisdale, Principal Planner, ttisdale@compassidaho.org or Mary Ann Waldinger, Principal Planner, mwaldinger@compassidaho.org.



RTAC AGENDA ITEM VI-B

Date: April 27, 2022

Topic: Infrastructure Investment and Jobs Act (IIJA)

Request/Recommendation

This is a discussion item only.

Background/Summary:

The Infrastructure Investment and Jobs Act (IIJA), commonly referred to as the Bipartisan Infrastructure Law (BIL), was signed into law on November 15, 2021. This law replaces the Fixing America's Surface Transportation Act (FAST Act) passed in 2015. The law includes approximately \$2.2 billion over five years in federal highway formula funding for Idaho highways and bridges.

The IIJA includes funding for metropolitan planning organizations (MPOs), such as COMPASS, to support regional transportation planning, and includes additional MPO planning requirements.

IIJA also reauthorizes several surface transportation programs, including the federal-aid highway program, transit programs, and highway safety. IIJA contains approximately \$550 billion for funding infrastructure, including the largest federal investment in public transit in history, largest investment in passenger rail since the creation of Amtrak, and largest dedicated bridge investment since the construction of the interstate system. The bill also directs the US Department of Transportation to establish a pilot program for a national motor vehicle per-mile user fee system to maintain the solvency of the Highway Trust Fund.

Several new funding programs are designed to address climate change, enhance the resilience of the surface transportation system, provide additional flexibility in design guides for locally owned complete streets, improve equity, develop a national electric vehicle charging infrastructure network, and better link housing, economic development, and transportation.

Additional information will be forthcoming on the application of the IIJA regulations; this overview will enable the Regional Transportation Advisory Committee to start considering necessary planning steps and funding opportunities.

A summary of funding sources included in IIJA is provided in the attachment. Staff will continue to research new funding opportunities, review guidelines as they are released, and share information with you as it is available. While provisions in the bill including spending on infrastructure priorities such as seaports, airports, the electric grid, water systems, and internet broadband, COMPASS staff will focus the presentation on surface transportation funding and policies.

More Information:

- 1) Attachment: IIJA Funding Summary
- 2) For additional information contact: Toni Tisdale, Principal Planner at 208/475-2238 or ttisdale@compassidaho.org or Carl Miller, Principal Planner, at 208/475-2239 or cmiller@compassidaho.org.

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Funding Summary

Infrastructure Investment and Jobs Act (IIJA)

[Bipartisan Infrastructure Law (BIL)]

Transportation Authorization Act FY2022-2026

Not all-inclusive

Link to IIJA: <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/>

Attachment

Formula Funding

Bold text = new program

>

Acronym list on final page

Agency	Program (Section numbers provided, when possible, for ease in researching the bill)	FY2022 Funds for Idaho Formula* (FY2021 for comparison, if available)	Purpose/Eligibility	Comments
FHWA	Bridge Formula Program (Section 11118)	\$45,000,000	Replace, rehabilitate, preserve, protect, and construct bridges on public roads.	ITD program. Set asides: 15% for off-system bridges 3% for tribal facility bridges 0.5% for administrative expenses
FTA	Capital Investment Grants (Section 5303, 5307, 5309, 5310, 5311, 5339)	<i>Estimated</i> amounts under comments	Most flexible funding for public transportation. Increases from FY2021: 5303: 30% 5307: 30% 5310: 47.5% 5339: 3.7%	Boise 5303: \$136K 5307: \$6.1M 5310: \$475K 5339: \$551K Nampa 5303: \$59K 5307: \$3.4M 5310: \$397K 5339: \$296K
FHWA	Carbon Reduction Program (Section 11403)	\$9,044,420	Projects that support the reduction of transportation emissions, including the construction, planning, and design of trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, public transportation projects and congestion management technologies.	Areas over 200K - \$1,311,413 50K to 200K - \$1,658,220 Coeur d'Alene - \$368,945 Idaho Falls - \$340,274 Lewiston - \$119,034 Nampa - \$568,164 Pocatello - \$261,803 5K to 50K - \$938,534 Less than 5K - \$1,970,706 Any Area - \$3,165,547

Agency	Program (Section numbers provided, when possible, for ease in researching the bill)	FY2022 Funds for Idaho Formula* (FY2021 for comparison, if available)	Purpose/Eligibility	Comments
FHWA	Congestion Mitigation and Air Quality (CMAQ)	\$13,682,487	Reduce congestion and mobile source emissions for which an area is designated nonattainment or maintenance for ozone, carbon monoxide, and particulate matter by EPA.	ITD does not fund this program.
FHWA	Highway Safety Improvement Program (HSIP) (Section 11111)	\$21,251,190 (\$17,216,666)	Achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-state-owned roads and roads on tribal land. The program requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance.	ITD program.
FHWA	National Electric Vehicle Infrastructure (NEVI)	\$4,425,511	Strategically deploy electric vehicle charging infrastructure and establish an interconnected network to facilitate data collection, access, and reliability.	ITD program.
FHWA	National Freight Program (Section 21102)	\$9,720,954 (\$10,552,605)	Projects that contribute to the efficient movement of freight on the National Highway Freight Network and are identified in a freight investment plan included in the state's freight plan. State may use not more than 30% of total funds for freight intermodal or freight rail projects.	ITD program.
FHWA	National Highway Performance Program (NHPP) (Section 11105)	\$204,330,639 (\$174,725,933)	Highways and bridges, generally on the NHS, plus certain bridges on non-NHS federal-aid highways.	ITD program.
FHWA	Metropolitan Planning (highway)	\$2,135,894	Multimodal transportation planning and programming in metropolitan areas. - Collection and analysis of data on demographics, trends, and system performance - Travel demand and system performance forecasting - Identification and prioritization of transportation system improvement needs - Coordination of planning process and decision making with the public, elected officials, and stakeholder groups	COMPASS program. Set-aside: Safe and Accessible Transportation Options (\$53,397/year) Total for Metro Planning net set-aside - \$2,082,497
FHWA	Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) (Section 11405)	\$10,284,154	Conduct resilience planning, strengthen and protect evacuation routes, and increase the resilience of surface transportation infrastructure from impacts of flooding, wildfires, extreme weather events, and other natural disasters. Highway and transit projects are eligible.	Planning set-aside - \$205,683 Programming - \$10,078,471 (40% may be for construction of new capacity, 10% may be for development phase /other preconstruction activities)

Agency	Program (Section numbers provided, when possible, for ease in researching the bill)	FY2022 Funds for Idaho Formula* (FY2021 for comparison, if available)	Purpose/Eligibility	Comments
FHWA	Rail Grade Crossings	\$1,957,093 (\$1,945,798)	Elimination of hazards at railway-highway crossings. Eligible for all public crossing including roadways, bike trails, and pedestrian paths. 50% of apportionment is dedicated for the installation of protective devices at crossings. The remainder of funds may be used for any hazard elimination project, including installing protective devices and eliminating hazards posed by blocked crossings due to idling trains.	ITD program.
FHWA	State Planning and Research	\$7,109,987 (\$6,188,688)	Planning and research, such as new knowledge areas, adapting findings for practical applications by developing new technologies, and transferring these technologies to users.	ITD program.
FHWA	Surface Transportation Block Grant (STBG) (Section 11109)	\$90,132,072 (\$81,672,075)	<p>Most flexible funding through FHWA. Eligible uses include:</p> <ul style="list-style-type: none"> - Construction of highways, bridges, and tunnels; transit capital; infrastructure-based intelligent transportation systems capital improvements; truck parking facilities - Operational improvements for traffic monitoring, management, and control facilities and programs - Environmental measures - Highway and transit safety infrastructure improvements and programs - Fringe and corridor parking facilities - Recreational trails projects - Planning, design, or construction of boulevards and other roadways largely in the right-of-way of former interstate system routes or other divided highways - Development and implementation of state asset management plan for NHS and performance-based management program for other public roads - Protection for bridges and tunnels on public roads - Surface transportation planning programs - Projects and strategies designed to support congestion pricing 	<p>Areas over 200K - \$11,058,279</p> <p>50K to 200K - \$13,982,675</p> <p>5K to 50K - \$7,914,036</p> <p>Less than 5K - \$16,617,650</p> <p>Any Area - \$35,512,759</p> <p>Off-system bridges - \$5,046,673</p>

Agency	Program (Section numbers provided, when possible, for ease in researching the bill)	FY2022 Funds for Idaho Formula* (FY2021 for comparison, if available)	Purpose/Eligibility	Comments
FHWA	STBG Set-Aside (Transportation Alternatives Program [TAP])	\$9,272,023 (\$5,696,414)	<p>For projects generally for nonmotorized use. Eligible uses include:</p> <ul style="list-style-type: none"> - Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation - Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities - Conversion and use of abandoned railroad corridors for trails - Construction of turnouts, overlooks, and viewing areas - Community improvement activities for inventory, control, or removal of outdoor advertising - Environmental mitigation activities, including pollution prevention or abatement related to highway construction or due to highway runoff - Reduce vehicle-caused wildlife mortality - Restore and maintain connectivity among terrestrial or aquatic habitats 	<p>Recreational Trails - \$1,710,560</p> <p>Areas over 200K - \$995,184</p> <p>50K to 200K - \$1,258,363</p> <p>5K to 50K - \$712,219</p> <p>Less than 5K - \$1,495,597</p> <p>Any Area - \$3,100,200</p> <p>NEW: MPO (non-TMA) is eligible</p> <p>State is eligible at the request of a listed eligible agency</p>

*Amount shown is the federal portion only (no required local match is included)

Competitive Grants

Bold text = new program

Blue text = pilot program

Acronym list on final page

Agency	Program (Section numbers provided, when possible, for ease in researching the bill)	Five Year Total (Approximate Annual Competitive) *	Purpose/Eligibility	Comments
FHWA	Advanced Transportation Technologies and Innovative Mobility Deployment	\$900M (\$180M/Year)	Deploy, install, and operate advanced transportation technologies. Projects should improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure. State or local governments, transit agencies, MPOs, or multi-jurisdictional groups are eligible to apply.	More details are forthcoming.
FAA	Airport Infrastructure Grants	\$15B (\$3B/Year)	For airports eligible for grants under certain sections of title 49 for airport-related projects (47115, 47114, 47102, 47124)	There are many stipulations for this grant program.
FAA	Airport Terminal Program	\$5B (\$1B/Year)	For airport terminal development projects that address the aging infrastructure of the nation's airports.	There are many stipulations for this grant program.
DOE	Battery Manufacturing and Recycling Grants	\$3B (\$600M/Year)	Demonstration projects, construction of commercial-scale facilities, and retrofit or retooling of existing facilities for battery component manufacturing, advanced battery manufacturing, and recycling. Institutions of higher learning, states, local governments, private entities, and others are eligible to apply.	Release expected 3 rd quarter 2022.
DOE	Battery Materials Processing Grants	\$3B (\$600M/Year)	Demonstration projects, construction of commercial-scale facilities, and retrofit or retooling of existing battery materials processing facilities. Institutions of higher learning, states, local governments, private entities, and others are eligible to apply.	Release expected 3 rd quarter 2022.

Agency	Program (Section numbers provided, when possible, for ease in researching the bill)	Five Year Total (Approximate Annual Competitive)*	Purpose/Eligibility	Comments
FHWA	Bridge Investment Program (Section 11118)	\$12.2B (\$2.4B/Year)	Replace, rehabilitate, preserve, or protect one or more bridges on the National Bridge Inventory. Replace or rehabilitate culverts to improve flood control or improve habitat connectivity for aquatic species. States, MPOs, local government, and others are eligible to apply. Construction must begin no later than 18 months after the date of obligation.	Release expected in May 2022. Large project minimum: \$50M with 50% federal maximum share Other project minimum: \$2.5M with 80% federal maximum share Off-system bridges 90% federal maximum and federal assistance other than a grant under the program may be used to satisfy the non-federal share. Set-aside: Grants for Planning, Feasibility Analysis and Revenue Forecasting (\$20M/Year)
FTA	Bus and Bus Facilities	\$1.86B (\$372M/Year)	Replace, rehabilitate, purchase, or lease buses and bus-related equipment and rehabilitate, purchase, construct, or lease bus-related facilities.	Released: March 7, 2022 Deadline: May 31, 2022
FTA	Capital Investment Grants (5309) (30005)	\$8B (\$1.6B/Year)	Transit capital investment, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit.	There are many stipulations for this grant program.
DOE	Carbon Utilization Program	\$310M (\$62M/Year)	Procure and use commercial or industrial products that use or are derived from anthropogenic carbon oxides and demonstrate significant net reductions in lifecycle greenhouse gas emissions compared to incumbent technologies, processes, and products. States, local governments, and public utilities are eligible to apply.	Release expected 4 th quarter 2022.
FHWA	Charging and Fueling Infrastructure Grants (Section 11401)	\$2.5B (\$300M- \$700M/Year)	Strategically deploy publicly accessible electric vehicle charging, hydrogen fueling, propane fueling, and natural gas fueling infrastructure along designated alternative fuel corridors or other accessible locations. Some limitations and targets. Two programs: one for community charging and one for corridor charging.	More details are forthcoming. Maximum: \$15M
EPA	Clean School Bus Program (Section 71101)	\$5B (\$1B/Year)	Convert school bus fleets. 50% of funds available for zero-emission vehicles and 50% for alternative fuels. States, local governments, and nonprofit school transportation associations are eligible to apply.	Release expected spring 2022.

Agency	Program (Section numbers provided, when possible, for ease in researching the bill)	Five Year Total (Approximate Annual Competitive)*	Purpose/Eligibility	Comments
FHWA	Congestion Relief Program (Section 11404)	\$250M (\$50M/Year)	Urbanized areas with populations greater than 1 million.	Idaho agencies are not eligible.
FRA	Consolidated Rail Infrastructure and Safety Improvement Grants (CRISI) (Section 22103)	\$5B (\$1B/Year)	Improve the safety, efficiency, and reliability of intercity passenger and freight rail.	Release expected August 2022.
DOE	Electric Drive Vehicle Battery Recycling and 2nd Life Apps (Section 40208)	\$200M (\$40M/Year)	Conduct research, develop, test, and evaluate solutions to increase the rate and productivity of electric drive vehicle batter recycling. Conduct demonstration projects to create innovative and practical approaches to increase the recycling and second use of electric drive vehicle batteries. States, local governments, non-profits and others are eligible to apply.	Expected release first quarter 2022.
DOE	Energy Efficiency and Conservation block Grant Program (Section 40552)	\$550M (\$110M/Year)	Reduce energy use, reduce fossil fuel emissions, and improve energy efficiency. Eligible uses include: - Develop energy efficiency and conservation strategy - Conduct residential and commercial building energy audits - Establish financial incentive programs for energy efficiency improvements - Energy efficiency retrofits - Develop emergency efficiency and conservation programs for buildings and facilities	Release expected fall 2022.
FTA	Enhanced Mobility Pilot	\$24.1M (\$4.8M/Year)	Improve coordinated access and mobility.	More details are forthcoming.
FAA	Facilities and Equipment (Airport)	\$5B (\$1B/Year)	Enhancements to facilities and equipment at airports. Eligible uses include: - Replace terminal and en route air traffic control facilities - Improve air route traffic control center and combined control facility buildings - Improve air traffic control en route radar facilities - Improve air traffic control tower and terminal radar approach control facilities - National airspace system facilities - Landing and navigational aids - Fuel storage tank replacement/management - Unstaffed infrastructure sustainment Commercial vendors are eligible to apply.	Each project is on its own planning cycle and individual milestones. There are many stipulations for this program.
FHWA	Federal Lands Access Program (FLAP) (Section 11113)	\$1.5B (\$286M-\$309M/Year)	Transportation facilities owned by state, county, local, and tribal governments that provide access to lands owned and operated by the federal government.	More details are forthcoming.

Agency	Program (Section numbers provided, when possible, for ease in researching the bill)	Five Year Total (Approximate Annual Competitive)*	Purpose/Eligibility	Comments
DOE	Grants for Energy Efficiency and Renewable Energy Improvements at Public School Facilities (Section 40541)	\$500M (\$100M/Year)	To make energy efficiency, renewable energy, and alternative fueled vehicle upgrades and improvements at public schools.	Request for information will be published in March 2022. Release expected in fall 2022.
FHWA	Healthy Streets Program (Section 11406)	\$600M (\$100M/Year)	Eligible activities: -Assess urban heat islands to identify hot spot areas of extreme heat or elevated air pollution -Conduct comprehensive tree canopy assessment -Conduct equity assessment by mapping tree canopy gaps, flood-prone locations, and urban heat island hot spots -Planning activities (develop investment plan) -Purchase and deploy cool pavements to mitigate urban heat island hot spots -Purchase and deploy porous pavement to mitigate flooding and stormwater runoff -Purchase, plant, and maintain trees -Assess underground infrastructure and coordinate with local transportation and utility providers	More details are forthcoming. Maximum: \$15M
FMCSA	High Priority Activities Program (Safety Programs)	\$432.5M (\$86.5M/Year)	Carry out activities and projects that augment motor carrier safety including: - Support participation in performance and registration information systems management - Conduct safety data improvement - Increase public awareness and education on commercial vehicle safety - Target unsafe driving in areas identified as high-risk crash corridors - Improve safe and secure movement of hazardous materials - Demonstrate new technologies in improve commercial vehicle safety States and special district governments are eligible to apply.	Released: February 3, 2022 Deadline: March 31, 2022
FHWA	Infrastructure for Rebuilding America (INFRA) Grants	\$8B (\$1.6B/Year)	Multi-modal freight and highway projects of national or regional significance to improve safety, efficiency, and reliability of the movement of freight and people.	Released: March 22, 2022 Deadline: May 23, 2022 Set-aside: State Incentives Pilot Program (\$750M or \$150M/Year)
FHWA	Intelligent Transportation System Program (Section 11304)	\$250M (\$50M/Year)	Innovative research and rapid deployment of applications and tools that facilitate a safe, connected, integrated, and automated transportation system.	More details are forthcoming.

Agency	Program (Section numbers provided, when possible, for ease in researching the bill)	Five Year Total (Approximate Annual Competitive)*	Purpose/Eligibility	Comments
FTA	Low or No Emission Grants	\$5.5B (\$1.5B/Year)	Bus/vehicle replacements or expansion to low or no emission vehicles.	Released March 7, 2022 Deadline: May 31, 2022
OST	National Culvert Removal/Replacement (Section 21203)	\$1B (\$200M/Year)	Replacement, removal, or repair of culverts or weirs that would meaningfully improve or restore fish passage for anadromous fish.	Release expected summer 2022.
OST	National Infrastructure Project Assistance Grants (Megaprojects or MEGA) (Section 21201)	\$5B (\$1B/Year)	Support large, complex projects that are difficult to fund by other means and likely to generate national or regional economic, mobility, or safety benefits. Eligible uses include: - Highway or bridge projects on National Multimodal Freight Network, National Highway Freight Network, or NHS - Freight intermodal (including ports) or freight rail projects that provide a public benefit - Railway-highway grade separation or elimination - Intercity passenger rail projects - Public transportation projects	Released: March 22, 2022 Deadline: May 23, 2022
FHWA	National Motor Vehicle Per-Mile User Fee Pilot (Section 13002)	\$50M (total)	Demonstrate a national motor vehicle per-mile user fee to restore and maintain the long-term solvency of the Highway Trust Fund and to improve and maintain the surface transportation system. Only states are eligible to apply.	More details are forthcoming.
FHWA	National Scenic Byways Program	(\$22M/Year)	Implement eligible projects on highways designated as National Scenic Byways, All-American Roads (collectively America's Byways®), state scenic byways, or Indian tribe scenic byways; plan, design, and develop a state or Indian tribe scenic byway program. States and Indian tribes are eligible to apply; however other entities may partner with a state or tribe to submit an application.	Released: March 16, 2022 Deadline: May 16, 2022
PHMSA	Natural Gas Distribution Infrastructure Safety and Modernization Grants	\$1B (\$200M/Year)	Available to municipalities or community owned utilities (not for-profit entities) to repair, rehabilitate, or replace nature gas distribution pipeline systems or portions thereof or to acquire equipment to reduce incidents, and to avoid economic loss.	More details are forthcoming.
FHWA	Open Challenge and Research Proposal Pilot Program (Section 13006(e))	\$75M (\$15M/Year)	Eligible entities may propose open highway challenges and research proposals linked to identified or potential research needs. State, local governments, universities, others are eligible to apply.	More details are forthcoming. Local match: 20%

Agency	Program (Section numbers provided, when possible, for ease in researching the bill)	Five Year Total (Approximate Annual Competitive)*	Purpose/Eligibility	Comments
PHMSA	Pipeline Technical Assistance Grant (TAG)	(\$2.1M)	Technical assistance for broad range of activities, including improving local pipeline emergency response capabilities, improving safe digging or damage prevention programs, developing pipeline safety information resources, implementing local land use planning practices that enhance pipeline safety, developing community and pipeline awareness campaigns, and public participation. Local governments and others are eligible to apply.	Released: March 17, 2022 Deadline: April 27, 2022 Maximum: \$100K Minimum: \$1K
FHWA	Prioritization Process Pilot Program (Section 11204)	\$50M (\$10M/Year)	Support data-drive approaches to planning that can be evaluated for public benefit.	States and TMAs are eligible
DOE	Program Upgrading Our Electric Grid and Ensuring Reliability and Resiliency	\$5B (\$1B/Year)	Demonstrate innovative approaches to transmission, storage, and distribution infrastructure to harden and enhance resilience and reliability; and demonstrate new approaches to enhance regional grid resilience. States, local governments, and/or public utility commissions are eligible to apply.	Release expected 4 th quarter 2022.
FHWA	Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) (Section 11405)	\$1.4B (\$280M/Year)	Support planning, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure.	More details are forthcoming.
FRA	Railroad Crossing Elimination Program (Section 22104)	\$3B (\$600M/Year)	Mitigate or eliminate hazards at railway-highway crossings.	Expected release June 2022.
OST	Rebuilding American Infrastructure with Sustainability and Equity (RAISE) (formerly BUILD, formerly TIGER) Grants	\$7.5B (\$1.5B/Year)	Provides for surface transportation projects of national and/or regional significance. Eligible uses include: - Highway or bridge projects - Public transportation - Passenger rail or freight rail - Land port-of-entry - Surface transportation component of certain eligible airport projects - Projects to replace or rehabilitate culverts or prevent stormwater runoff to improve habitat for aquatic species	Released February 4, 2022 Due April 14, 2022 Urban Minimum: \$5M Rural Minimum: \$1M (rural = any area outside TMA) Maximum: \$25M Maximum federal share: 80%
FHWA	Reconnecting Communities Pilot Program (Section 11509)	\$1B (\$200M/Year)	Restores community connectivity by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development. Planning grants are eligible.	More details are forthcoming. Minimum capital: \$5M Maximum planning: \$2M Maximum federal share: 80%

Agency	Program (Section numbers provided, when possible, for ease in researching the bill)	Five Year Total (Approximate Annual Competitive)*	Purpose/Eligibility	Comments
FRA	Restoration and Enhancement Grant Program (Rail) (Section 22105)	\$250M (\$50M/Year)	New priority to applications for routes selected under the Corridor Identification and Development Program and operated by Amtrak. Eligible uses: establish new service, additional frequencies, service extensions, new on-board services. Eligible to pay operating assistance graduating from 90% in the first year to 30% in the 6 th year of service.	More details are forthcoming.
FHWA	Rural Surface Transportation Grant Program (Section 11132)	\$1B (\$200M/Year)	Supports projects in rural areas to improve the safety and reliability of the movement of people and freight and generate regional economic growth and improve quality of life. Eligible uses include: <ul style="list-style-type: none"> - Highways, bridges, and tunnels - Freight improvements - Highway safety improvement projects - Improving access to certain facilities that support economy of a rural area (on publicly owned highways/bridges) - Integrated mobility management systems, transportation demand management, or on-demand mobility services May bundle similar projects	Released: March 22, 2022 Deadline: May 23, 2022 Minimum: \$25M (10% may be less than \$25M, at discretion of secretary) (rural = any area outside TMA) Federal share = 80% (Other federal assistance may be used to satisfy the non-federal share)
FHWA	Transportation Infrastructure Finance and Innovation Act (TIFIA) (Title II)	\$75B in lending capacity	<u>This is a loan program.</u> For surface transportation projects including highway, transit, intercity passenger rail, some types of freight rail, intermodal freight transfer facilities, and some modifications inside a port terminal, and electrification of buses, ferries, trains, and associated infrastructure.	More details are forthcoming.
OST	Safe Streets and Roads for All Grant Program (Section 24112)	\$5B (\$1B/Year)	For local and tribal “vision zero” plans and other improvements to reduce crashes and fatalities for drivers, cyclists, pedestrians, and all other roadway users. Also, for planning, design, and construction of projects and strategies identified in a comprehensive safety plan.	Expected to be released May 2022.
FHWA	Strategic Innovation for Revenue Collection (Pilot) (Section 13001)	\$75M (total)	Test the feasibility of a road usage fee and other user-based alternative revenue mechanisms to help maintain the long-term solvency of the Highway Trust Fund, through pilot projects at the state, local and regional level. States, MPOs, and local governments are eligible to apply.	More details are forthcoming.

Agency	Program (Section numbers provided, when possible, for ease in researching the bill)	Five Year Total (Approximate Annual Competitive)*	Purpose/Eligibility	Comments
OST	Strengthening Mobility and Revolutionizing Transportation (SMART) Grants (Section 25005)	\$500M (\$100M/Year)	Conduct demonstration projects focused on advanced smart city or community technologies and systems in a variety of communities to improve transportation efficiency and safety. Eligible uses include: - Coordinate automation - Connected vehicles - Intelligent, sensor-based infrastructure - Systems integration - Commerce delivery and logistics - Leveraging use of innovative aviation technology - Smart grid - Smart technology traffic signals	Release expected September 2022.
FTA	Transit Oriented Development Pilot Program (Section 30009)	\$69M (\$13.8M/Year)	Eligible for site specific and comprehensive planning to examine ways to improve economic development and ridership, foster multimodal connectivity and accessibility, improve transit access for pedestrian and bicycle traffic, engage the private sector, identify infrastructure needs, and enable mixed-use development near transit stations.	Release expected spring 2022.
FHWA	Wildlife Crossings Pilot Program (Section 11123(b))	\$350M (\$70M/Year)	Projects that seek to reduce the number of wildlife-vehicle collisions and improve habitat connectivity.	More details are forthcoming.

*Amount shown is the federal portion only (no required local match is included)

Acronyms:

B = Billions (of dollars)

CRISI = Consolidated Rail Infrastructure and Safety Improvement Grants

EPA = US Environmental Protection Agency

FAA = Federal Aviation Administration

FHWA = Federal Highway Administration

FMCSA = Federal Motor Carrier Safety Administration

FRA = Federal Railroad Administration

FTA = Federal Transit Administration

IIIA = Infrastructure Investment and Jobs Act

ITD = Idaho Transportation Department

M = Millions (of dollars)

MPO = metropolitan planning organization

NEVI = National Electric Vehicle Infrastructure Formula Program

NHS = National Highway System

NHTSA = National Highway Traffic Safety Administration

OST = Office of Secure Transportation

PHMSA = Pipeline and Hazardous Materials Safety Administration

PROTECT = Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation

RAISE = Rebuilding American Infrastructure with Sustainability and Equity Grants

STBG = Surface Transportation Block Grant

TAP = Transportation Alternatives Program

TIFIA = Transportation Infrastructure Finance and Innovation Act

TMA = Transportation Management Area (Boise Urbanized Area)

TOD = Transit Oriented Development

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.	Review Applications for <i>Communities in Motion</i> (CIM) Implementation Grants and Project Development Program	No	Toni Tisdale and Tevrin Fuller will host an optional workshop to present applications eligible for CIM Implementation Grants and the Project Development Program.	Information/ Discussion	60	Toni Tisdale Tevrin Fuller	May	N/A
5.	Recommend the <i>Communities in Motion 2050</i> (CIM 2050) Priorities	No	Toni Tisdale will seek a RTAC recommendation for COMPASS Board of Directors' approval of the CIM 2050 priorities.	Action	20	Toni Tisdale	May	June
6.	Recommend the <i>Communities in Motion 2050</i> (CIM 2050) Implementation Policies	No	Liisa Itkonen will seek a RTAC recommendation for COMPASS Board of Directors' approval of the CIM 2050 implementation policies.	Action	20	Liisa Itkonen	May	June

¹ No, Yes, N/A (Not Applicable)

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

<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>
7.	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
8.	Recommend Changes to the Transportation Improvement Program (TIP) Amendment Policy	Yes	Toni Tisdale will seek recommendation for COMPASS Board of Directors approval of changes to the TIP Amendment Policy to allow flexibility due to high inflation, as requested by the Idaho Transportation Department at the March 30,2022, meeting.	Action	10	Toni Tisdale	May	Jun
9.	Review Draft FY2023-2029 Regional Transportation Improvement Program (TIP)	Yes	Toni Tisdale will seek RTAC review of the Draft FY2023-2029 TIP, prior to the public comment period.	Information/ Discussion	15	Toni Tisdale	May	June
10.	Recommend Approval of Coordinated Public Transit-Human Services Transportation Plan	Yes	Lila Klopfenstein will seek RTAC recommendation for COMPASS Board of Directors' approval of the Coordinated Public Transit-Human Services Transportation Plan.	Action	20	Lila Klopfenstein	July	Aug

ID #	Title/Description	Mandatory₁	Additional Information	Agenda Type²	Time	Presenters	Proposed Agenda	Board Agenda
11	Recommend Updates to FY2023-2030 COMPASS Application Guide	Yes	Toni Tisdale will seek RTAC recommendation for COMPASS Board of Directors' approval of FY2023 COMPASS Application Guide.	Action	15	Toni Tisdale	July	August
12	Recommend Ranks of the FY2023 <i>Communities in Motion</i> (CIM) Implementation Grant and Project Development Program	Yes	Toni Tisdale will seek RTAC recommendation of the rankings of the CIM Implementation Grants and Project Development Program.	Action	15	Toni Tisdale	July	August
13	Recommend the FY2023 COMPASS Resource Development Plan	Yes	Toni Tisdale will seek RTAC recommendation of the FY2023 Resource Development Plan, which outlines projects the Resource Development Team may work on to seek funding.	Action	15	Toni Tisdale	August or September	Oct
14	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	Sept	Oct

ID #	Title/Description	Mandatory₁	Additional Information	Agenda Type²	Time	Presenters	Proposed Agenda	Board Agenda
15	Recommend Adoption of Resolution Approving the Draft FY2023-2029 Regional Transportation Improvement Program (TIP) and Associated Air Quality Conformity Demonstration	Yes	Toni Tisdale will seek RTAC recommendation for COMPASS Board of Directors' approval of the FY2023-2029 TIP and association air quality conformity demonstration.	Action	15	Toni Tisdale	Sept	Oct
16	Review the FY2022 <i>Communities in Motion</i> (CIM) Implementation Grants and Project Development Program Projects	No	Toni Tisdale will review the FY2022 projects in the CIM Implementation grants and Project Development Program projects.	Information/ Discussion	15	Toni Tisdale	September	Oct
17	Recommend Adoption of <i>Communities in Motion 2050</i> (CIM 2050)	Yes	Carl Miller will seek a RTAC recommendation for COMPASS Board of Directors' adoption of CIM 2050.	Action	20	Carl Miller	November	Dec
18	Recommend Approval of <i>Communities in Motion 2050</i> (CIM 2050) Update Policy	Yes	Carl Miller will seek a RTAC recommendation for COMPASS Board of Directors' approval of CIM 2050 update policy.	Action	10	Carl Miller	November	Dec



Scheduled vs. Obligated for the 2022 Schedule Year



[Group Type:Program] [Group Name:Highway Program (System)] [Major Program: Federal-Aid, State Highway System; Federal-Aid, Local Road System; State Funded Program] [District: 3] [MPO: COMPASS]
[Grouped Project Status: Grouped, Individual] [Details: Include] [Project Property: Ignore Project Properties] [Date Range: 1/1/1900 - 4/12/2022] [Fiscal Year: 2022] [Obligation Approval Level: FHWA] [Project Status: Development, PS&E (or equiv.), Awarded (or equiv.)] [Fiscal Year: 2022] [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									
22699	3	SH 69, KUNA TO MERIDIAN, ADA CO	2027	Development	100	PE	\$90,000.00	\$0.00	\$90,000.00
							\$90,000.00	\$0.00	\$90,000.00
State Hwy - Pavement Preservation Total							\$90,000.00	\$0.00	\$90,000.00
State Hwy - Pavement Restoration									
21849	3	SH 45, JCT SH-78 TO DEER FLAT RD, CANYON CO	2022	Awarded (or equiv.)	111	PE	(\$300,000.00)	(\$300,000.00)	\$0.00
							\$100,000.00	\$100,000.00	\$0.00
							\$403,824.00	\$200,000.00	\$203,824.00
							\$6,506,230.00	\$0.00	\$6,506,230.00
							\$6,710,054.00	\$0.00	\$6,710,054.00
22665	3	SH 55, EAGLE RD; I-84 TO SH-44, ADA CO	2022	Development	111	PC	\$100,000.00	\$100,000.00	\$0.00
							\$150,000.00	\$0.00	\$150,000.00
							\$853,375.90	\$0.00	\$853,375.90
							\$8,000,000.00	\$0.00	\$8,000,000.00
							\$9,103,375.90	\$100,000.00	\$9,003,375.90
State Hwy - Pavement Restoration Total							\$15,813,429.90	\$100,000.00	\$15,713,429.90
State Hwy - Bridge Preservation									
20405	3	I 84, FY22 D3 BRIDGE REPAIR	2022	PS&E (or equiv.)	101	PE	\$30,505.00	\$30,505.00	\$0.00
							\$112,200.00	\$0.00	\$112,200.00
							\$1,591,812.00	\$0.00	\$1,591,812.00
							\$1,734,517.00	\$30,505.00	\$1,704,012.00
State Hwy - Bridge Preservation Total							\$1,734,517.00	\$30,505.00	\$1,704,012.00
State Hwy - Bridge Restoration									
20227	3	US 20, PHYLLIS CANAL BR, NR MERIDIAN	2023	Development	103	PE	(\$14,000.00)	(\$14,000.00)	\$0.00
							(\$14,000.00)	(\$14,000.00)	\$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
23188	3	SH 44, I 84 JCT SH 44 IC (MIDDLETON RD), CANYON CO	2028	Development	103	PE	\$225,000.00	\$0.00	\$225,000.00
							\$700,000.00	\$0.00	\$700,000.00
							\$925,000.00	\$0.00	\$925,000.00
23455	3	I 84, ROBINSON ROAD OVERPASS REPAIR	2022	Development	103	PE	\$20,000.00	\$20,000.00	\$0.00
							\$10,000.00	\$10,000.00	\$0.00
							\$20,000.00	\$20,000.00	\$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
23455	3	I 84, ROBINSON ROAD OVERPASS REPAIR	2022	Development	103	CN	\$150,000.00	\$150,000.00	\$0.00
							\$200,000.00	\$200,000.00	\$0.00
23457	3	I 184, ORCHARD ST OVERPASS REPAIR	2022	Development	103	PE	\$20,000.00	\$20,000.00	\$0.00
						CE	\$5,000.00	\$0.00	\$5,000.00
						CN	\$75,000.00	\$0.00	\$75,000.00
							\$100,000.00	\$20,000.00	\$80,000.00
State Hwy - Bridge Restoration Total							\$1,611,000.00	\$206,000.00	\$1,405,000.00
State Hwy - Supporting Infrastructure Assets									
22746	3	I 84, COLE & OVERLAND LIGHTING, BOISE	2023	Development	146	PE	\$10,000.00	\$0.00	\$10,000.00
							\$10,000.00	\$0.00	\$10,000.00
State Hwy - Supporting Infrastructure Assets Total							\$10,000.00	\$0.00	\$10,000.00
State Hwy - Safety & Capacity (Safety)									
20428	3	SH 21, TECHNOLOGY WAY TO SURPRISE WAY, BOISE	2022	PS&E (or equiv.)	106	PE	\$0.00	(\$28,000.00)	\$28,000.00
						PC	\$0.00	(\$4,200.00)	\$4,200.00
						CE	\$100,000.00	\$100,000.00	\$0.00
						CC	\$303,764.00	\$303,764.00	\$0.00
						CN	\$3,189,525.00	\$2,177,161.00	\$1,012,364.00
							\$3,593,289.00	\$2,548,725.00	\$1,044,564.00
22101	3	LOCAL, PECKHAM RD INTERSECTIONS, COUNTY CO	2022	Development	135	PL	\$35,000.00	\$35,000.00	\$0.00
						UT	\$80,000.00	\$0.00	\$80,000.00
						CN	\$379,000.00	\$0.00	\$379,000.00
							\$494,000.00	\$35,000.00	\$459,000.00
22102	3	STC-8223, FRANKLIN BLVD & KARCHER RD INT, NAMPA	2022	Development	135	PE	\$6,400.00	\$6,400.00	\$0.00
						PC	\$113,600.00	\$113,600.00	\$0.00
						PL	\$29,000.00	\$29,000.00	\$0.00
						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
							\$3,274,000.00	\$149,000.00	\$3,125,000.00
State Hwy - Safety & Capacity (Safety) Total							\$7,361,289.00	\$2,732,725.00	\$4,628,564.00
State Hwy - Safety & Capacity (Capacity)									
13476	3	SH 44, SH 55 INTERSECTION IMPROVEMENT, EAGLE	2022	Awarded (or equiv.)	112	PE	\$80,000.00	\$80,000.00	\$0.00
						PC	\$1,062,052.00	\$1,062,052.00	\$0.00
						RW	\$1,000.00	\$1,000.00	\$0.00
						LP	\$192,000.00	\$192,000.00	\$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
13476	3	SH 44, SH 55 INTERSECTION IMPROVEMENT, EAGLE	2022	Awarded (or equiv.)	112	CE	\$224,041.00	\$224,041.00	\$0.00
						CC	\$1,537,753.00	\$1,537,753.00	\$0.00
						CN	\$6,611,937.00	\$6,611,937.00	\$0.00
							\$9,708,783.00	\$9,708,783.00	\$0.00
20266	3	SH 44, INT SH-16 TO LINDER RD, ADA CO	2023	PS&E (or equiv.)	112	PE	\$86,000.00	\$86,000.00	\$0.00
						PC	(\$48,000.00)	(\$48,000.00)	\$0.00
							\$38,000.00	\$38,000.00	\$0.00
20367	3	US 20, PHYLLIS CANAL BR TO SH-16, ADA CO	2023	Development	112	PE	\$150,000.00	\$150,000.00	\$0.00
						PC	\$14,000.00	\$14,000.00	\$0.00
						LP	\$100,000.00	\$100,000.00	\$0.00
							\$264,000.00	\$264,000.00	\$0.00
22165	3	US 20/26, I 84 TO MIDDLETON RD, CANYON CO	2024	Development	112	PE	\$150,000.00	\$150,000.00	\$0.00
						CE	\$500,000.00	\$0.00	\$500,000.00
							\$650,000.00	\$150,000.00	\$500,000.00
22712	3	I 84B, GARRITY BLVD & STAMM LN INT IMPV, NAMPA	2027	Development	112	PE	\$137,583.00	\$137,583.00	\$0.00
							\$137,583.00	\$137,583.00	\$0.00
22717	3	SH 45, LOCUST LANE INTERSECTION, NAMPA	2027	Development	112	PE	\$146,717.00	\$146,717.00	\$0.00
							\$146,717.00	\$146,717.00	\$0.00
23081	3	I 84, FRANKLIN RD IC TO KARCHER IC - EAST, NAMPA	2022	Awarded (or equiv.)	112	CN	\$460,521.02	\$0.00	\$460,521.02
							\$460,521.02	\$0.00	\$460,521.02
23095	3	I 84, FIVE MILE RD OVERPASS & WIDENING (NEPA), BOISE	2025	Development	112	PC	\$101,000.00	\$0.00	\$101,000.00
							\$101,000.00	\$0.00	\$101,000.00
23099	3	I 84, EXIT 25 IMPROVEMENT, CANYON CO	2022	PS&E (or equiv.)	112	CE	\$162,297.00	\$162,297.00	\$0.00
						CN	\$1,706,123.00	\$1,706,123.00	\$0.00
							\$1,868,420.00	\$1,868,420.00	\$0.00
State Hwy - Safety & Capacity (Capacity) Total							\$13,375,024.02	\$12,313,503.00	\$1,061,521.02
TECM									
22715	3	SH 55, FARMWAY RD TO MIDDLETON RD, CANYON CO	2024	Development	149	PE	\$250,000.00	\$250,000.00	\$0.00
						PC	\$10,000,000.00	\$10,000,000.00	\$0.00
							\$10,250,000.00	\$10,250,000.00	\$0.00
23336	3	I 84, KARCHER IC, CANYON CO	2023	Development	149	PE	\$250,000.00	\$250,000.00	\$0.00
						PC	\$2,000,000.00	\$2,000,000.00	\$0.00
							\$2,250,000.00	\$2,250,000.00	\$0.00
23337	3	US 20, MIDDLETON RD TO STAR RD, ADA/CANYON COS	2024	Development	149	PE	\$250,000.00	\$250,000.00	\$0.00
						PC	\$6,773,800.00	\$6,773,800.00	\$0.00
							\$7,023,800.00	\$7,023,800.00	\$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
23341	3	I 84, SH 44 IC TO CENTENNIAL WAY IC, CANYON CO	2022	Development	149	PE	\$100,000.00	\$100,000.00	\$0.00
						PC	\$2,000,000.00	\$2,000,000.00	\$0.00
							\$2,100,000.00	\$2,100,000.00	\$0.00
23410	3	SH 16, I 84 TO FRANKLIN RD, ADA & CANYON COS	2022	Development	149	CE	\$300,000.00	\$300,000.00	\$0.00
						CC	\$1,040,000.00	\$1,040,000.00	\$0.00
						CN	\$10,104,396.00	\$10,104,396.00	\$0.00
							\$11,444,396.00	\$11,444,396.00	\$0.00
23437	3	I 84, CENTENNIAL IC TO FRANKLIN IC, CANYON CO	2023	Development	149	PE	\$250,000.00	\$250,000.00	\$0.00
						PC	\$8,000,000.00	\$8,000,000.00	\$0.00
							\$8,250,000.00	\$8,250,000.00	\$0.00
TECM Total							\$41,318,196.00	\$41,318,196.00	\$0.00
TECM Bonding									
22165	3	US 20/26, I 84 TO MIDDLETON RD, CANYON CO	2024	Development	150	CC	\$2,800,000.00	\$0.00	\$2,800,000.00
						CN	\$34,200,000.00	\$0.00	\$34,200,000.00
							\$37,000,000.00	\$0.00	\$37,000,000.00
23408	3	SH 16, USTICK RD TO US 20/26, ADA & CANYON COS	2022	Development	150	CE	\$500,000.00	\$0.00	\$500,000.00
						CC	\$5,000,000.00	\$0.00	\$5,000,000.00
						CN	\$54,000,000.00	\$0.00	\$54,000,000.00
							\$59,500,000.00	\$0.00	\$59,500,000.00
23409	3	SH 16, FRANKLIN RD TO USTICK RD, ADA & CANYON COS	2022	Development	150	CE	\$500,000.00	\$0.00	\$500,000.00
						CC	\$5,000,000.00	\$0.00	\$5,000,000.00
						CN	\$50,000,000.00	\$0.00	\$50,000,000.00
							\$55,500,000.00	\$0.00	\$55,500,000.00
23410	3	SH 16, I 84 TO FRANKLIN RD, ADA & CANYON COS	2022	Development	150	CE	\$500,000.00	\$0.00	\$500,000.00
						CC	\$5,000,000.00	\$0.00	\$5,000,000.00
						CN	\$51,000,000.00	\$0.00	\$51,000,000.00
							\$56,500,000.00	\$0.00	\$56,500,000.00
TECM Bonding Total							\$208,500,000.00	\$0.00	\$208,500,000.00
State Hwy - System Support									
22963	3	LOCAL, FY22 GREENLEAF 8 ADA RAMPS	2022	Development	102	CN	\$58,000.00	\$0.00	\$58,000.00
							\$58,000.00	\$0.00	\$58,000.00
State Hwy - System Support Total							\$58,000.00	\$0.00	\$58,000.00
State Hwy - Board Unallocated									
23456	3	I 84, MERIDIAN RD IC TO EAGLE RD IC, DESIGN, MERIDIAN	2022	Development	71	PE	\$5,000.00	\$5,000.00	\$0.00
						PC	\$1,325,000.00	\$0.00	\$1,325,000.00
							\$1,330,000.00	\$5,000.00	\$1,325,000.00
State Hwy - Board Unallocated Total							\$1,330,000.00	\$5,000.00	\$1,325,000.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
State Hwy - Planning & Scoping									
7827	3	SH 44, CORRIDOR STUDY, JCT I 84 TO EAGLE	2022	Awarded (or equiv.)	104	PC	\$960,000.00	\$50,000.00	\$910,000.00
							\$960,000.00	\$50,000.00	\$910,000.00
State Hwy - Planning & Scoping Total							\$960,000.00	\$50,000.00	\$910,000.00
Hwy - Metropolitan Planning									
20640	3	LOCAL, FY22 COMPASS METRO PLANNING	2022	Development	91	PC	\$1,199,189.00	\$549,510.04	\$649,678.96
							\$1,199,189.00	\$549,510.04	\$649,678.96
Hwy - Metropolitan Planning Total							\$1,199,189.00	\$549,510.04	\$649,678.96
Local Hwy - Transportation Alternatives									
22922	3	LOCAL, FY22 CANYON CO SRTS COORDINATOR & ACTIVITIES	2022	Development	134	CN	\$64,753.00	\$0.00	\$64,753.00
							\$64,753.00	\$0.00	\$64,753.00
22944	3	LOCAL, FY22 STODDARD PATHWAY, NAMPA	2022	Development	134	CE	\$12,000.00	\$0.00	\$12,000.00
						CC	\$44,000.00	\$0.00	\$44,000.00
						CL	\$10,000.00	\$0.00	\$10,000.00
						CN	\$348,000.00	\$0.00	\$348,000.00
							\$414,000.00	\$0.00	\$414,000.00
Local Hwy - Transportation Alternatives Total							\$478,753.00	\$0.00	\$478,753.00
State Hwy - Freight									
22103	3	OFFSYS, FRANKLIN BLVD & 3RD N FREIGHT IMPRV, NAMPA	2023	Development	139	PE	\$9,000.00	\$0.00	\$9,000.00
						PC	\$900,000.00	\$0.00	\$900,000.00
						PL	\$50,000.00	\$0.00	\$50,000.00
							\$959,000.00	\$0.00	\$959,000.00
State Hwy - Freight Total							\$959,000.00	\$0.00	\$959,000.00
Local Hwy - Urban									
19920	3	LOCAL, FY22 COMPASS PLANNING	2022	Development	46	PC	\$99,000.00	\$99,000.00	\$0.00
							\$99,000.00	\$99,000.00	\$0.00
20560	3	LOCAL, FY22/23 COMPASS PLANNING	2023	Development	46	PC	\$99,000.00	\$0.00	\$99,000.00
							\$99,000.00	\$0.00	\$99,000.00
20729	3	LOCAL, FY22 ACHD COMMUTERIDE	2022	Awarded (or equiv.)	46	CN	\$55,000.00	\$55,000.00	\$0.00
							\$55,000.00	\$55,000.00	\$0.00
22015	3	LOCAL, FY23 ACHD COMMUTERIDE	2023	Development	46	CN	\$55,000.00	\$0.00	\$55,000.00
							\$55,000.00	\$0.00	\$55,000.00
22016	3	STC-7973, MIDWAY RD; KARCHER TO CALDWELL BLVD, CANYON HD	2500	Development	46	PC	(\$25,000.00)	(\$25,000.00)	\$0.00
						PL	\$25,000.00	\$25,000.00	\$0.00
							\$0.00	\$0.00	\$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
22018	3	SMA-7813, MONTANA AVE; PED IMPRV & WIDENING, CALDWELL	2500	Development	46	PC	\$50,000.00	\$0.00	\$50,000.00
						PL	\$15,000.00	\$0.00	\$15,000.00
						RW	\$60,000.00	\$0.00	\$60,000.00
							\$125,000.00	\$0.00	\$125,000.00
22438	3	LOCAL, CHERRY LN; 11TH AVE N TO IDAHO CENTER BLVD, NAMPA	2500	Development	46	PE	\$5,000.00	\$5,000.00	\$0.00
						PC	\$128,000.00	\$30,000.00	\$98,000.00
						PL	\$38,000.00	\$38,000.00	\$0.00
							\$171,000.00	\$73,000.00	\$98,000.00
Local Hwy - Urban Total							\$604,000.00	\$227,000.00	\$377,000.00
Local Hwy - Transportation Management Area									
19465	3	LOCAL, FY22 CAPITAL MAINTENANCE, PH 1, BOISE	2022	Development	51	CE	\$301,000.00	\$0.00	\$301,000.00
						CC	\$472,000.00	\$0.00	\$472,000.00
						CN	\$5,154,000.00	\$0.00	\$5,154,000.00
							\$5,927,000.00	\$0.00	\$5,927,000.00
19763	3	LOCAL, FY22 TRANSIT ASSET MANAGEMENT, VRT	2022	Development	51	CN	\$3,077,000.00	\$0.00	\$3,077,000.00
							\$3,077,000.00	\$0.00	\$3,077,000.00
19920	3	LOCAL, FY22 COMPASS PLANNING	2022	Development	51	PC	\$232,000.00	\$232,000.00	\$0.00
							\$232,000.00	\$232,000.00	\$0.00
20122	3	LOCAL, FY22 CAPITAL MAINTENANCE, PH 2, BOISE	2022	Development	51	CE	\$101,000.00	\$0.00	\$101,000.00
						CC	\$202,000.00	\$0.00	\$202,000.00
						CN	\$2,022,500.00	\$0.00	\$2,022,500.00
							\$2,325,500.00	\$0.00	\$2,325,500.00
20129	3	LOCAL, FY21 CAPITAL MAINTENANCE, PH 2, ACHD	2022	Awarded (or equiv.)	51	CC	\$0.00	\$24,864.00	(\$24,864.00)
						CN	\$0.00	\$352,908.00	(\$352,908.00)
							\$0.00	\$377,772.00	(\$377,772.00)
20259	3	LOCAL, FY23 ROADWAY & ADA IMPROVEMENTS PART 1, BOISE AREA	2023	Development	51	RW	\$430,078.00	\$0.00	\$430,078.00
							\$430,078.00	\$0.00	\$430,078.00
20674	3	LOCAL, FY24, ROADWAY AND ADA IMPROVEMENTS, BOISE	2024	Development	51	PC	\$1,055,000.00	\$1,055,000.00	\$0.00
							\$1,055,000.00	\$1,055,000.00	\$0.00
20729	3	LOCAL, FY22 ACHD COMMUTERIDE	2022	Awarded (or equiv.)	51	CN	\$220,000.00	\$220,000.00	\$0.00
							\$220,000.00	\$220,000.00	\$0.00
20841	3	SH 55, BIKE/PED BR OVER BOISE RV, EAGLE	2023	PS&E (or equiv.)	51	CN	\$653,922.00	\$0.00	\$653,922.00
							\$653,922.00	\$0.00	\$653,922.00
23095	3	I 84, FIVE MILE RD OVERPASS & WIDENING (NEPA), BOISE	2025	Development	51	PC	\$552,000.00	\$0.00	\$552,000.00
							\$552,000.00	\$0.00	\$552,000.00
23324	3	LOCAL, GARDEN ST PATHWAY, CASSIA PARK TO ALBION, BOISE	2024	Development	51	PE	\$4,000.00	\$0.00	\$4,000.00
						PC	\$207,000.00	\$0.00	\$207,000.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
23324	3	LOCAL, GARDEN ST PATHWAY, CASSIA PARK TO ALBION, BOISE	2024	Development	51	PL	\$35,000.00	\$0.00	\$35,000.00
							\$246,000.00	\$0.00	\$246,000.00
Local Hwy - Transportation Management Area Total							\$14,718,500.00	\$1,884,772.00	\$12,833,728.00
Local Hwy - Transportation Alternatives; TMA									
20259	3	LOCAL, FY23 ROADWAY & ADA IMPROVEMENTS PART 1, BOISE AREA	2023	Development	133	PC	\$136,000.00	\$0.00	\$136,000.00
							\$136,000.00	\$0.00	\$136,000.00
20841	3	SH 55, BIKE/PED BR OVER BOISE RV, EAGLE	2023	PS&E (or equiv.)	133	CC CN	\$475,000.00 \$441,000.00	\$0.00 \$153,000.00	\$475,000.00 \$288,000.00
							\$916,000.00	\$153,000.00	\$763,000.00
23307	3	LOCAL, FEDERAL WAY AND BROADWAY AVE PATHWAY, BOISE	2500	Development	133	PE PC PL	\$5,000.00 \$134,000.00 \$36,000.00	\$0.00 \$0.00 \$0.00	\$5,000.00 \$134,000.00 \$36,000.00
							\$175,000.00	\$0.00	\$175,000.00
Local Hwy - Transportation Alternatives; TMA Total							\$1,227,000.00	\$153,000.00	\$1,074,000.00
Local Hwy - Rural									
13964	3	STC-3798, PECKHAM RD, GOLDEN GATE HD	2022	Development	45	UT CC CN	\$25,000.00 \$777,000.00 \$2,818,000.00	\$25,000.00 \$0.00 \$0.00	\$0.00 \$777,000.00 \$2,818,000.00
							\$3,620,000.00	\$25,000.00	\$3,595,000.00
Local Hwy - Rural Total							\$3,620,000.00	\$25,000.00	\$3,595,000.00
Hwy Safety - Railroad Crossings									
20537	3	OFFSYS, BENJAMIN LN, BVRR RRX 819604W, BOISE	2022	Development	22	CN	\$310,000.00	\$0.00	\$310,000.00
							\$310,000.00	\$0.00	\$310,000.00
20606	3	OFFSYS, OLD FORT BOISE RD UPRR RRX, NOTUS-PARMA HD	2023	Development	22	PE UT	\$10,000.00 \$10,000.00	\$0.00 \$0.00	\$10,000.00 \$10,000.00
							\$20,000.00	\$0.00	\$20,000.00
23389	3	SMA-9833, N MILWAUKEE ST BVRR RRX 906394X, BOISE	2022	Development	22	PE CN	\$7,000.00 \$200,000.00	\$7,000.00 \$0.00	\$0.00 \$200,000.00
							\$207,000.00	\$7,000.00	\$200,000.00
Hwy Safety - Railroad Crossings Total							\$537,000.00	\$7,000.00	\$530,000.00
Hwy - Federal Lands Access									
22600	3	STC-3787, WESTERN HERITAGE BYWAY (SWAN FALLS RD), ADA CO	2025	Development	59	PC	\$226,000.00	\$0.00	\$226,000.00
							\$226,000.00	\$0.00	\$226,000.00

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	\$119,000.00	\$0.00	\$119,000.00
							\$119,000.00	\$0.00	\$119,000.00
Hwy - Federal Lands Access Total							\$345,000.00	\$0.00	\$345,000.00
Hwy - Non-Participating									
13494	3	STC-7787, OLD HWY 30; W PLYMOUTH ST BR, CANYON CO	2023	Development	69	PC	\$0.00	\$104,000.00	(\$104,000.00)
							\$0.00	\$104,000.00	(\$104,000.00)
Hwy - Non-Participating Total							\$0.00	\$104,000.00	(\$104,000.00)
Hwy - Local Partnerships									
13918	3	LOCAL, RAIL WITH TRAIL PATHWAY, MERIDIAN	2024	Development	79	RW	\$120,000.00	\$0.00	\$120,000.00
							\$120,000.00	\$0.00	\$120,000.00
20259	3	LOCAL, FY23 ROADWAY & ADA IMPROVEMENTS PART 1, BOISE AREA	2023	Development	79	LP	\$69,922.00	\$0.00	\$69,922.00
							\$69,922.00	\$0.00	\$69,922.00
20367	3	US 20, PHYLLIS CANAL BR TO SH-16, ADA CO	2023	Development	131	PE	\$5,000.00	\$0.00	\$5,000.00
							\$5,000.00	\$0.00	\$5,000.00
20542	3	LOCAL, PED IMPROVEMENTS, EAGLE RD, MERIDIAN	2025	Development	79	PL	\$10,000.00	\$0.00	\$10,000.00
							\$10,000.00	\$0.00	\$10,000.00
20549	3	US 20, CHINDEN; INT 43RD ST PED IMPRV, GARDEN CITY	2023	Development	79	PC	\$72,000.00	\$72,000.00	\$0.00
							\$72,000.00	\$72,000.00	\$0.00
20674	3	LOCAL, FY24, ROADWAY AND ADA IMPROVEMENTS, BOISE	2024	Development	79	PE	\$29,000.00	\$0.00	\$29,000.00
						PC	\$178,000.00	\$0.00	\$178,000.00
							\$207,000.00	\$0.00	\$207,000.00
20841	3	SH 55, BIKE/PED BR OVER BOISE RV, EAGLE	2023	PS&E (or equiv.)	79	PL	\$9,500.00	\$9,500.00	\$0.00
						CE	\$5,000.00	\$5,000.00	\$0.00
						CL	\$65,500.00	\$65,500.00	\$0.00
							\$80,000.00	\$80,000.00	\$0.00
21896	3	LOCAL, FY25 ROADWAY AND ADA IMPROVEMENTS, BOISE	2025	Development	79	PE	\$29,000.00	\$29,000.00	\$0.00
							\$29,000.00	\$29,000.00	\$0.00
22165	3	US 20/26, I 84 TO MIDDLETON RD, CANYON CO	2024	Development	79	CN	\$206,893.00	\$0.00	\$206,893.00
							\$206,893.00	\$0.00	\$206,893.00
23095	3	I 84, FIVE MILE RD OVERPASS & WIDENING (NEPA), BOISE	2025	Development	79	PC	\$970,000.00	\$0.00	\$970,000.00
							\$970,000.00	\$0.00	\$970,000.00
Hwy - Local Partnerships Total							\$1,769,815.00	\$181,000.00	\$1,588,815.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
Hwy GARVEE - 2017 Legislative Authorization									
20788	3	SH 16, I 84 TO US 20/26 & SH44 IC, ADA & CANYON COS	2500	Development	142	PE	(\$50,000.00)	(\$50,000.00)	\$0.00
						RW	(\$100,000.00)	(\$100,000.00)	\$0.00
						LP	(\$6,454,120.00)	(\$6,454,120.00)	\$0.00
						UT	\$1,150,000.00	\$1,150,000.00	\$0.00
						CE	\$39,489.00	\$39,489.00	\$0.00
						CN	\$414,631.00	\$414,631.00	\$0.00
							(\$5,000,000.00)	(\$5,000,000.00)	\$0.00
Hwy GARVEE - 2017 Legislative Authorization Total							(\$5,000,000.00)	(\$5,000,000.00)	\$0.00
Report Total							\$312,619,712.92	\$54,887,211.04	\$257,732,501.88