



Working together to plan for the future

REGIONAL TRANSPORTATION ADVISORY COMMITTEE

July 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 Teri Gregory at tgregory@compassidaho.org or 208-475-2225.

Written comments may be submitted by email to info@compassidaho.org. Comments can also be left by voicemail. Please call 208-475-2225 to record comments. Commenters must provide their name for the record. Comments identified by name that are received by 5:00 pm on July 26, 2022, will be provided to the committee members and read into the record during the meeting.

** AGENDA **

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

II. OPEN DISCUSSION/ANNOUNCEMENTS

III. CONSENT AGENDA

Page 4 A.* Approve May 25, 2022 RTAC Meeting Minutes

IV. SPECIAL ITEM

8:35 A.* RAISE Grant Application Tom Ferch, ACHD
Page 8 Tom Ferch, ACHD, will present their recent RAISE grant application

V. ACTION ITEMS

8:55 A.* Recommend Modification to the FY2022-2028 Regional Transportation Improvement Program Toni Tisdale
Page 9 Toni Tisdale will seek RTAC recommendation of COMPASS Board of Directors' approval to modify the TIP at the request of the Idaho Transportation Department.

- 9:00
Page 13 **B.* Recommend Changes to the Transportation Improvement Program (TIP) Amendment Policy** **Toni Tisdale**
Toni Tisdale will seek RTAC recommendation of COMPASS Board of Director's approval of changes to the TIP Amendment Policy.
- 9:15
Page 24 **C.* Recommend Approval of Coordinated Public Transit-Human Services Transportation Plan** **Lila Klopfenstein**
Lila Klopfenstein will seek RTAC recommendation for COMPASS Board of Directors' approval of the Coordinated Public Transit-Human Services Transportation Plan.
- 9:30
Page 25 **D.* Recommend Updates to FY2024-2030 COMPASS Application Guide** **Dane Hoskins**
Dane Hoskins will seek RTAC recommendation for COMPASS Board of Directors' approval of FY2024 COMPASS Application Guide.
- 9:45
Page 26 **E.* Recommend FY2023 *Communities in Motion* (CIM) Implementation Grant and Project Development Program Rankings** **Joey Schueler**
Joey Schueler will seek RTAC recommendation of the rankings of the CIM Implementation Grants and Project Development Program.
- 10:00
Page 29 **F.* Safe Streets and Roads for All Safety Action Plan Grant Application** **Joey Schueler**
Joey Schueler will seek volunteers for a subcommittee to help develop the application for Safe Streets and Roads for All Safety Action Plan Grant and request member agencies' support as joint applicants

VI. INFORMATION/DISCUSSION ITEMS

- 10:15
Page 35 **A.* Status Report I-84 Corridor Operations Plan** **Hunter Mulhall**
Hunter Mulhall will present the contents of the I-84 Corridor Operations Plan

VII. STATUS REPORTS (INFORMATION ONLY)

- Page 36 **A.* RTAC Agenda Worksheet**
- Page 39 **B.* Obligation Report**

VIII. OTHER

Next Meeting: August 24, 2022

IX. ADJOURNMENT (10:30)

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

Those needing assistance with COMPASS events or materials, or needing materials in alternate formats, please call 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
May 25, 2022
COMPASS, First Floor Board Room
ZOOM CONFERENCE CALL

**** DRAFT MINUTES ****

ATTENDEES:

Elizabeth Allen, Canyon County Development Services, via telephone
Mark Steuer for 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
Tom Ferch, Ada County Highway District, via telephone
Doug Hanson, City of Kuna, via telephone
Kristi Inselman for Ryan Head, Ada County Highway District, via telephone
Caleb Hood, City of Meridian, via telephone
Stephen Hunt, Valley Regional Transit, in person
Liisa Itkonen, COMPASS, Ex. Officio, via telephone
Samantha Kenney, Central District Health, Ex. Officio, via telephone
Angela Lively, City of Caldwell, via telephone
Robb MacDonald, 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
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: Rodney Ashby, City of Nampa
Becky Crofts, City of Middleton
Lara Disney, Public Participation Workgroup
Gabe Finkelstein, Boise State University
Karen Gallagher, City of Boise
Steve Fultz, Canyon County Development Services
Tom Laws, Ada County Highway District
Leon Letson, Ada County Development Services
Dan Lister, Canyon County Development Services
Dave Rader, City of Boise
Jessica Szelag, City of Boise
Bob Watkins, Golden Gate Highway District

OTHERS PRESENT: Cecilia Arritola, Idaho Transportation Department, via telephone
Josie Gallup, COMPASS, in person
Ken Kanownik, Local Highway Technical Assistance Council, via telephone
Amy Luft, COMPASS, in person
Carl Miller, COMPASS, via telephone
Joey Schueler, COMPASS, via telephone
Matt Stoll, COMPASS, in person
Toni Tisdale, COMPASS, via telephone
Jason VanGuilder, City of Middleton, via telephone
Mary Ann Waldinger, COMPASS, via telephone

CALL TO ORDER

Chair Brent Moore called the meeting to order at 8:32 am.

OPEN DISCUSSION/ANNOUNCEMENTS

Tom Ferch announced that Ryan Head has accepted a position as Deputy Director for Development and Technical Services for the Ada County Highway District (ACHD) and that ACHD is now advertising to fill Ryan's old position as Planning Manager.

Clair Bowman announced that Mark Steuer, Director of Strategic Initiatives, will be the new RTAC representative for the City of Nampa, replacing Jeff Barnes on the committee.

Ken Kanownik, Local Highway Technical Assistance Council, reminded RTAC that applications for the Leading Idaho Bridge Program and the Child Pedestrian Safety Program are due by June 8, 2022.

CONSENT AGENDA

A. Approve April 27, 2022, RTAC Meeting Minutes

Lenny Riccio moved and Clair Bowman seconded approval of the Consent Agenda, with a correction to a spelling error. Motion passed unanimously.

ACTION ITEMS

A. Recommend *Communities in Motion 2050* (CIM 2050) Priorities

Mary Ann Waldinger reviewed six lists of project priorities for CIM 2050. Each list was discussed and recommended individually.

After discussion, **Clair Bowman moved and Aaron Bauges seconded to recommend COMPASS Board of Directors' approval of prioritized state system roadway projects needed by 2030 as presented. Motion passed unanimously.**

After discussion, **Clair Bowman moved and Tom Ferch seconded to recommend COMPASS Board of Directors' approval of prioritized local system roadway projects needed by 2030 as presented. Motion passed unanimously.**

After discussion, **Stephen Hunt moved and Tina Wilson seconded to recommend COMPASS Board of Directors' approval of unfunded public transportation system priorities, with the clarification that the "Frequent," "Express," and "Secondary" networks be prioritized as priority numbers 2, 3, and 4, respectively, with the "Premium" network remaining as priority number 1, as presented. Motion passed unanimously.**

After discussion, **Caleb Hood moved and Stacey Yarrington seconded to recommend COMPASS Board of Directors' approval of unfunded regional pathway priorities, as presented, with the correction that Linder Road be shown as in the City of Meridian. Motion passed unanimously.**

After discussion, **Caleb Hood moved and Tina Wilson seconded to recommend COMPASS Board of Directors' approval of unfunded state and local roadway needs beyond 2030 as presented. Motion passed unanimously.**

After discussion, **Tina Wilson moved and Lenny Riccio seconded to recommend COMPASS Board of Directors' approval of unfunded studies, with the addition of a Northeast Canyon County Connectivity Study and a Boise River Crossing Study in central Canyon County. Motion passed unanimously.**

B. Recommend *Communities in Motion 2050* (CIM 2050) Implementation Policies

Liisa Itkonen reviewed draft CIM 2050 implementation policies, to guide tasks and processes for the implementation of CIM 2050.

Stephen Hunt moved and Tina Wilson seconded to recommend COMPASS Board of Directors' approval of the CIM 2050 implementation policies. Motion passed unanimously.

C. Recommend Resolution Modifying the FY2022-2028 Regional Transportation Improvement Program (TIP)

Toni Tisdale reviewed a proposed Board Administrative Modification to the FY2022-2028 TIP to increase the costs of two Idaho Transportation Department Projects.

Clair Bowman moved and Aaron Bauges seconded to recommend that the COMPASS Executive Committee adopt the resolution modifying the FY2022-2028 TIP as presented. Motion passed unanimously.

D. Recommend Priorities for the End-of-Year and Redistribution Program

Toni Tisdale reviewed proposed projects for the End-of Year and Redistribution Program.

After discussion, **Tom Ferch moved and Nichoel Baird Spencer seconded to recommend COMPASS Board of Directors' approval of the projects including leaving a tie for priority number 1 in the Transportation Management Area, as the tied projects have different funding sources, and breaking a tie for priority number 5 in the Transportation Management Area by prioritizing the projects in the order listed in the packet. Motion passed unanimously.**

E. Recommend Changes to the Transportation Improvement Program (TIP) Amendment Policy

Toni Tisdale reviewed proposed changes to the TIP Amendment Policy to simplify the TIP amendment process and provide more flexibility in approving cost changes due to inflation.

After discussion, **Clair Bowman moved and Aaron Bauges seconded to table action on this item until the June 22, 2022, RTAC meeting. Motion passed unanimously.**

INFORMATION/DISCUSSION ITEMS

A. Safe Streets for All Grant Partnership Opportunities

Joey Schueler shared COMPASS' plans to apply for a Safe Streets for All grant to develop a Regional Safety Action Plan and requested feedback from RTAC on opportunities to partner on the application.

Next Meeting: June 22, 2022

ADJOURNMENT

Stephen Hunt moved and Nichoel Baird Spencer seconded to adjourn at 10:03 am. Motion passed unanimously.

EXECUTIVE SUMMARY

The Ada County Highway District (ACHD) is excited to propose its Access to Opportunity Planning Project for consideration for the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) planning grant program. ACHD believes that the Access to Opportunity project will meet the goals of the RAISE program and truly create access to new opportunities for residents living within three historically disadvantaged communities in Ada County, Idaho. As ACHD completes planning, design, public engagement, and environmental (NEPA) for each of the twelve project locations, the citizens living and working in the disadvantaged communities will be able to use active transportation options to gain new access to employment, schools, healthcare, daycare, healthy food, shopping and recreation, and to create united communities.

This proposal includes descriptions of barriers, natural and man-made, that have impacted these communities for decades. ACHD is committed to use the RAISE planning grant funds to design new bike and pedestrian infrastructure that will begin to break down these barriers in sustainable and equitable ways. Some examples of what you will see include:

- » **The Phillippi and Irving projects will provide bike and pedestrian infrastructure** that connects people to a regional medical center and other regional job centers, while at the same time giving children a safer route to school.
- » **The Fairview and Allumbaugh project will create accessible routes** for individuals with disabilities to fresh food, jobs, and pharmacies. The existing limited pedestrian facilities present known barriers to individuals serving on ACHD's Americans with Disabilities Act Advisory Committee.

- » **New sidewalks and pedestrian crossings in Garden City** along 38th, 40th, 50th, and Ustick Road will give children and adults access to fresh food, medical care, parks, and community centers like Boys and Girls Club of Ada County or Genesis Community Health, two non-profits that provide free or reduced cost childcare and medical care for residents of this area. Additionally, these projects improve access for community members to the Boise River Greenbelt, a key active transportation corridor that runs through the region connecting to jobs and parks, friends in other neighborhoods, and community resources.
- » **The Kent, Glenwood, Franklin, and Mountain View projects will directly address barriers** for people living on the Boise West Bench and in Garden City by providing multi-use pathways to the County Fairgrounds, healthy food, and education opportunities. These projects will improve people's access to a new Boise park (under development) that is converting a historic farm site into a community education and city-sponsored active food production center that will benefit all those who can access it.

These projects are not only good investments, but will make real, sustainable and equitable impacts into the lives of citizens who have been impacted for too long. The RAISE planning grant funds would truly give these citizens "access to opportunity".



RTAC AGENDA ITEM V-A July 27, 2022

Topic: Modification to the FY2022-2028 Regional Transportation Improvement Program (TIP)

Request/Recommendation:

COMPASS staff requests RTAC recommendation of COMPASS Board of Directors' adoption of Resolution X-2022 (attached), modifying the FY2022-2028 TIP to significantly increase the cost of one project, as requested by the Idaho Transportation Department (ITD).

Background/Summary:

ITD requested to increase the cost of a US 20/26 project to cover the final engineer's estimate and final bid. The changes are described below.

- Key Number 20367 – US 20/26 (Chinden), Phyllis Canal Bridge to State Highway 16, Ada County
 - Increase of \$2,485,301 (19%)
 - Funds available from statewide balancing

COMPASS staff will request approval of this action by the COMPASS Board of Directors on August 15, 2022.

Implication (policy and/or financial):

The modification to the TIP ensures that the document continues to meet federal fiscal constraint requirements and enables work to begin as soon as funds are available.

More Information:

- 1) Attachment – Resolution X-2022
- 2) For detailed information contact: Toni Tisdale, Principal Planner at ttisdale@compassidaho.org

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RESOLUTION NO. X-2022

**FOR THE PURPOSE OF MODIFYING 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, 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 Board Administrative Modification to the FY2022-2028 Regional Transportation Improvement Program in compliance with all applicable state and federal regulations; and

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

ADOPTED this 15TH day of August 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 Board Administrative Modification #8
FY2022-2028 Regional Transportation Improvement Program

Idaho Transportation Department, June 2022

| Key No | Project | Scheduled Costs (including Match) (costs in \$1,000) | | | | | | | |
|--|---|--|------------------------------|----|------------------------------|----|------------------------------|--------------------------------|---------------------------------|
| | | Cost year | PE | PC | RW | UT | CE | CN | SUM |
| 20367 | US 20/26 (Chinden), Phyllis Canal Bridge to SH-16, Ada County | 2022 | 150 | 14 | 100 | | | | 264 |
| | Funding Source: TECM HB 132 & 312 | 2023 | 0 105 | | 200 325 | | 778 955 | 7800 9057 | 8778 10442 |
| | Widen US 20/26 (Chinden Boulevard) from the Phyllis Canal Bridge (just west of Star Road) to State Highway 16 in Ada County. The project will add one additional lane in both directions and add bicycle and pedestrian facilities. (Federal = \$0) | 2024 | | | | | | | 0 |
| | | 2025 | | | | | | | 0 |
| | | 2026 | | | | | | | 0 |
| | | PD | | | | | | | 0 |
| | | SUM | 150 255 | 14 | 300 425 | 0 | 778 955 | 7800 9057 | 9042 10706 |
| Change funding source from TECM to House Bill 132 and 312 to match ITD. Adjust funds to reflect bid. Funds from statewide balancing. | | | | | | | | | |
| Previous obligations: \$4,080,000* Original total: \$13,127,000* New total: \$15,612,301* Percent increase: 18.93%* | | | | | | | | | |
| 20367 | US 20/26 (Chinden), Phyllis Canal Bridge to SH-16, Ada County | 2022 | | | | | | | 0 |
| | Funding Source: Local Participation | 2023 | | | | | 0 821 | 0 821 | |
| | Same as above. (Federal = \$0) | 2024 | | | | | | | 0 |
| | | 2025 | | | | | | | 0 |
| | | 2026 | | | | | | | 0 |
| | | PD | | | | | | | 0 |
| | | SUM | 0 | 0 | 0 | 0 | 0 | 0 821 | 0 821 |
| Add funding source to match ITD's budget. | | | | | | | | | |
| 20367 | US 20/26 (Chinden), Phyllis Canal Bridge to SH-16, Ada County | 2022 | 5 | | | | | | 5 |
| | Funding Source: Private Developer | 2023 | | | | | | | 0 |
| | Same as above. (Federal = \$0) | 2024 | | | | | | | 0 |
| | | 2025 | | | | | | | 0 |
| | | 2026 | | | | | | | 0 |
| | | PD | | | | | | | 0 |
| | | SUM | 5 | 0 | 0 | 0 | 0 | 0 | 5 |
| No change to this funding source. | | | | | | | | | |

*Includes costs in all funding sources.

CE = Construction Engineering
 CN = Construction
 FY = Fiscal Year
 HB = House Bill
 ITD = Idaho Transportation Department
 PE = Preliminary Engineering
 PC = Preliminary Engineering Consultant
 RW = Right-of-Way
 SU = Small Urban (Nampa Urbanized Area)
 TECM = Transportation Expansion Congestion Mitigation
 US = United States (Highway)
 UT = Utilities

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RTAC AGENDA ITEM V-B

Date: July 27, 2022

Topic: Regional Transportation Improvement Program Amendment Policy

Request/Recommendation:

COMPASS staff seeks Regional Transportation Advisory Committee (RTAC) recommendation of COMPASS Board of Directors' approval of an update to Policy No. Board 2020-01, COMPASS Regional Transportation Improvement Program (TIP) Amendments (attached).

This item was tabled at the May 25, 2022, RTAC meeting to allow additional time for RTAC members to review the revised policy. Quorum was not met at the June 22, 2022, meeting and the item was delayed again. Review of the draft policy with the Federal Highway Administration (FHWA) resulted in a recommendation to remove the footnote on criterion #1 (shown below).

Background/Summary:

Policies direct staff and RTAC on matters related to management and operations of programs within the TIP. At the March 30, 2022, RTAC meeting, Idaho Transportation Department (ITD) staff requested that COMPASS staff review the TIP Amendment Policy and make recommendations to make the policy more flexible when updating costs based on economic conditions.

The current policy states that COMPASS Board of Directors must approve any cost increase more than \$2 million or 30% of the total cost, whichever is less. However, with new funding opportunities, many projects are underway that are much larger and more expensive than the region has seen historically. With these large projects, a small increase in the percentage cost of a project results in a large dollar amount, triggering the need for COMPASS Board action and delaying projects. This is exacerbated by the current significant inflation, which is causing large cost increases without any changes to the projects themselves. Staff recommends changes to the TIP Amendment Policy to address this issue and proposes other changes to simplify the overall amendment process.

Two versions of the policy are provided in the attachment – one version with changes tracked and one “clean” version of the revised document. A summary of the policy and recommended significant changes is below. Some minor changes are also included in the attached policy for correction or clarification that are not listed below. Number references refer to numbers in the current policy.

• Change Treatment of Non-Federal Regionally Significant Projects

- In the past all regionally significant projects were treated the same regardless of funding source. It is recommended that regionally significant projects without federal funding be treated the same as federal-aid projects for amendments (add, remove, significant scope change), but changes to these types of projects be processed through a staff administrative modification with COMPASS Executive Director approval.
 - The exception would be if the COMPASS Executive Director feels that COMPASS Board of Directors' action is warranted.

- **Change Criteria**
 - ~~Adding small projects - Number 1~~
 - ~~Would change the criteria for requiring public involvement to allow new projects that are continuations of existing projects or services (such as vehicle replacements or operations projects) or small projects less than \$200,000 to be added without public involvement.~~
 - ~~Board of Directors' action would still be required.~~
 - After discussion of changes with the FHWA, this change is no longer recommended.
 - **Board action for increases - Number 7**
 - Would keep the same dollar/percentage thresholds for action on cost increases but alter the trigger requiring action by the COMPASS Board of Directors to include only those project increases due to minor changes to the scope of work; other increases would be approved by the COMPASS Executive Director through a staff administrative modification.
 - Would allow cost changes due to new engineer's estimates or inflationary corrections (e.g., no change to the project scope) to be approved by the COMPASS Executive Director no matter the dollar amount or percentage increase.
 - **Increase in project phase - Number 9**
 - Would simplify the process to allow any cost increase, other than those requiring Board of Directors' approval (Number 7), to be approved by the COMPASS Executive Director.
 - **Release of funds - Number 16**
 - Would simplify the process from requiring COMPASS Executive Director approval to release funds to allowing staff to release funds with no action. If the project is in a local program, the released funds would be included in a balancing action to move the funds to other projects. The requests will remain in a documentation file.
- **Remove Criteria:**
 - **Transfers between federal agencies - Number 6**
 - Remove; criterion not needed. Would allow for transferring funds between federal agencies to occur without Board of Directors' action. Currently, Board action is required if funds are transferred between FHWA and the Federal Transit Administration. However, the *Communities in Motion 2050* Funding Policy supports using FHWA funding for public transportation projects. Additional Board approval for transfers that follow the intent of this Board-approved policy seems overly burdensome.
 - **Conversion of local funds to federal-aid funds - Number 8**
 - Remove; criterion not needed. The intent of most projects including local funding is to convert the local funds to federal-aid funds, if possible, unless specified in the application that local funds will cover a particular part of the project. This type of conversion takes place during the balancing process and is covered under the Transportation Management Area Balancing Policy (No. Board 2021-01) approved by the COMPASS Board of Directors.
 - **Catch all - Number 17**
 - Remove; criterion not needed. Current policy states that any changes not specifically listed do not trigger an amendment. If not specifically listed, the minimum action to process a change will be a staff administrative modification, or the COMPASS Executive Director could choose to process any action at a higher level.

Next Steps:

With RTAC's recommendation, COMPASS staff will seek COMPASS Board of Directors' approval of the revised policy on August 15, 2022.

Implication (policy and/or financial):

The recommended policy updates will help ensure clarity and transparency in funding recommendations and decisions, as well as expedite processing cost changes.

More Information:

- 1) Attachment: Policy 2020-01, COMPASS Regional Transportation Improvement Program (TIP) Amendments, with recommended changes (two versions – with and without tracked changes)
- 2) For detailed information contact: Toni Tisdale, Principal Planner, at 208/475-2238 or ttisdale@compassidaho.org.

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POLICY STATEMENT

No. Board ~~2020-01~~2022-02

Adopted: ~~April 20, 2020~~
By: COMPASS Board of Directors
Last Revision: ~~February 25, 2019~~April 20, 2020

Policy Statement:

COMPASS Regional Transportation Improvement Program (TIP) Amendments

Background:

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

Process:

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

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

Other considerations:

- Included as information item in next COMPASS Board packet
- Emailed to [the](#) Regional Transportation Advisory Committee

For the purposes of TIP [amendments](#), [state or locally funded "regionally significant"¹ projects](#) are treated the same as federal-aid [projects](#). [Changes to projects with no federal funding are processed as staff administrative modifications and are approved by the COMPASS Executive Director unless the Executive Director determines a change warrants review and action by the COMPASS Board of Directors, based on the nature of the change.](#)

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

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

Previous Policy:

This policy replaces the TIP Amendment Policy approved by the COMPASS Board of Directors on [February 25, 2019](#) [April 20, 2020](#), policy number [Board 2019-022020-01](#).

Links to More Information:

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

- Link to Glossary of Terms: <http://www.compassidaho.org/comm/glossary.htm>
- Link to ITD's STIP/TIP Amendment and Administrative Modification Process: <https://itd.idaho.gov/funding/> **Error! Hyperlink reference not valid.**
- Link to Interagency Consultation Committee webpage: <https://www.compassidaho.org/people/icc.htm>
- Link to Public Involvement webpage: <https://www.compassidaho.org/people/publicinvolvement.htm>
- Link to TIP policies and procedures: <http://www.compassidaho.org/prodserv/transimprovement.htm#TIPAmendPol>

¹ [Regionally Significant refers to capacity project on roadway classified as a principal arterial or higher.](#)

| Process Matrix | | | | |
|---|--|--------------------------------------|--|----------------------|
| Type of Action | Amendment | Board Administrative Modification | Staff Administrative Modification | Other |
| Action Required | BOARD ACTION (Includes Public Involvement ²) | BOARD ACTION (No Public Involvement) | STAFF ACTION (No Board Action and No Public Involvement) | No Action Needed |
| Type of Funding | Federal, non-federal | Federal, non-federal, if warranted | Federal, non-federal | Federal, non-federal |
| 1. Add new project | X | X | | |
| 2. Remove project | X | | | |
| 3. Significant ³ change to project termini or scope | X | | | |
| 4. Change that affects air quality conformity demonstration | X | | | |
| 5. Advance or delay funds across fiscal years outside the first four years of the program | | X | | |
| 6. Transfer funding from the Federal Highway Administration (FHWA) to the Federal Transit Administration (FTA) or vice versa | | X | | |
| 7.6. Increase in project cost if associated with a change to the scope of the project. <i>Thresholds: -if project total increases >30% (minimum change > \$50,000 for local projects or \$500,000 for state projects) or \$2,000,000, whichever is less (minimum change > \$50,000 for local projects or \$500,000 for state projects) -</i> | | X | | |
| 8. Conversion of funds from local to federal using limitations in #7 | | X | | |
| 9.7. Increase in project cost Increase in project phase cost (project phase refers to the development of a project (design, right-of-way, or construction), unless total project cost increase meets the limitations in #7 <u>if less than thresholds in #6 or if costs are not associated with a change in scope</u> | | | X | |
| 10.8. Mirror existing TIP with a new TIP to align first quarter obligations, after COMPASS Board of Directors' approval of the new TIP | | | X | |
| 11.9. Changes within a "Suite of Projects" that fit criteria within the overall corridor ⁴ | | | X | |
| 12.10. COMPASS changes through the End-of-Year program and redistribution funded by ITD, after COMPASS Board of Directors' approval of local priorities | | | X | |

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

³ Definition of "significant"

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

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

| Process Matrix | | | | |
|---|--|---|--|-----------------------------|
| Type of Action | Amendment | Board Administrative Modification | Staff Administrative Modification | Other |
| Action Required | BOARD ACTION (Includes Public Involvement ²) | BOARD ACTION (No Public Involvement) | STAFF ACTION (No Board Action and No Public Involvement) | No Action Needed |
| <u>Type of Funding</u> | <u>Federal, non-federal</u> | <u>Federal, non-federal, if warranted</u> | <u>Federal, non-federal</u> | <u>Federal, non-federal</u> |
| 13-11. ITD changes through the End-of-Year program and redistribution ⁵ | | | X | |
| 14-12. Action for an emergency situation ⁶ | | | X | |
| 15-13. Changes needed during the construction phase of a project. If project <u>has a change in scope meets criteria in #7</u> , the request will be forwarded to <u>the COMPASS Board of Directors</u> for a review (three working days) prior to approval through a <u>Staff Administrative Modification</u> , if there are no concerns, with the intent to keep construction activities underway. | | | X | |
| 16-14. Release of funds on any project <u>at the request of the sponsor (reprogram through the balancing process using criteria in #7)</u> | | | X | X |
| 17. Any change not specifically listed above that does not trigger an amendment | | | X | |
| 18-15. Spelling or grammatical corrections | | | | X |
| 19-16. Add detail or clarification to the description, if the scope of the project is not affected | | | | X |
| 20-17. Change match rate, if the total is not affected by the change (if <u>total cost changes</u> , follow <u>thresholds criteria above in #6</u>) | | | | X |
| 21-18. Change status of informational items (such as inflation, performance measure, funding allocation, or project type) | | | | X |
| 22-19. Clarify title of the project if scope is not affected | | | | X |
| 23-20. Move funds within a phase ⁷ of a project, with no change to phase total: | | | | X |

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

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

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

POLICY STATEMENT

No. Board 2022-02

Adopted:

By: COMPASS Board of Directors

Last Revision: April 20, 2020

Policy Statement:

COMPASS Regional Transportation Improvement Program (TIP) Amendments

Background:

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

Process:

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

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

Other considerations:

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

For the purposes of TIP amendments, state or locally funded “regionally significant¹” projects are treated the same as federal-aid projects. Changes to projects with no federal funding are processed as staff administrative modifications and are approved by the COMPASS Executive Director unless the Executive Director determines a change warrants review and action by the COMPASS Board of Directors, based on the nature of the change.

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

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

Previous Policy:

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

Links to More Information:

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

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

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

| Process Matrix | | | | |
|--|---|---|---|-------------------------|
| Type of Action | Amendment | Board Administrative Modification | Staff Administrative Modification | Other |
| Action Required | BOARD ACTION (Includes Public Involvement²) | BOARD ACTION (No Public Involvement) | STAFF ACTION (No Board Action and No Public Involvement) | No Action Needed |
| Type of Funding | Federal, non-federal | Federal, non-federal, if warranted | Federal, non-federal | Federal, non-federal |
| 1. Add new project | X | X | | |
| 2. Remove project | X | | | |
| 3. Significant ³ change to project termini or scope | X | | | |
| 4. Change that affects air quality conformity demonstration | X | | | |
| 5. Advance or delay funds across fiscal years outside the first four years of the program | | X | | |
| 6. Increase in project cost if associated with a change to the scope of the project. <i>Thresholds: if project total increases >30% or \$2,000,000, whichever is less (minimum change > \$50,000 for local projects or \$500,000 for state projects)</i> | | X | | |
| 7. Increase in project cost if less than thresholds in #6 or if costs are not associated with a change in scope | | | X | |
| 8. Mirror existing TIP with a new TIP to align first quarter obligations, after COMPASS Board of Directors' approval of the new TIP | | | X | |
| 9. Changes within a "Suite of Projects" that fit criteria within the overall corridor ⁴ | | | X | |
| 10. COMPASS changes through the End-of-Year program and redistribution funded by ITD, after COMPASS Board of Directors' approval of local priorities | | | X | |
| 11. ITD changes through the End-of-Year program and redistribution ⁵ | | | X | |
| 12. Action for an emergency situation ⁶ | | | X | |

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

³ Definition of "significant"

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

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

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

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

| Process Matrix | | | | |
|---|---|---|---|-------------------------|
| Type of Action | Amendment | Board Administrative Modification | Staff Administrative Modification | Other |
| Action Required | BOARD ACTION (Includes Public Involvement²) | BOARD ACTION (No Public Involvement) | STAFF ACTION (No Board Action and No Public Involvement) | No Action Needed |
| Type of Funding | Federal, non-federal | Federal, non-federal, if warranted | Federal, non-federal | Federal, non-federal |
| 13. Changes needed during the construction phase of a project. If project has a change in scope, the request will be forwarded to the COMPASS Board of Directors for review (three working days) prior to approval through a Staff Administrative Modification, if there are no concerns, with the intent to keep construction activities underway. | | | X | |
| 14. Release of funds on any project at the request of the sponsor | | | | X |
| 15. Spelling or grammatical corrections | | | | X |
| 16. Add detail or clarification to the description, if the scope of the project is not affected | | | | X |
| 17. Change match rate, if the total is not affected by the change (if total cost changes, follow thresholds criteria in #6) | | | | X |
| 18. Change status of informational items (such as inflation, performance measure, funding allocation, or project type) | | | | X |
| 19. Clarify title of the project if scope is not affected | | | | X |
| 20. Move funds within a phase ⁷ of a project, with no change to phase total | | | | X |

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

RTAC AGENDA ITEM V-C

Date: July 27, 2022

Topic: Draft 2022 Coordinated Public Transit-Human Services Transportation Plan

Request/Recommendation:

COMPASS staff seeks Regional Transportation Advisory Committee's recommendation of COMPASS Board of Directors' adoption of the draft *2022 Coordinated Public Transit-Human Services Transportation Plan* ("Coordinated Plan"); provided for your review on the COMPASS website under "supplemental information" at

www.compassidaho.org/documents/people/rtac/2022/DRAFT_CoordinatedPlan_May2022.pdf

Summary:

Federal law requires that all agencies receiving funds from the Federal Transit Administration's Section 5310 program - *Enhanced Mobility of Seniors and Individuals with Disabilities* (49 U.S.C. 5310) develop a *Coordinated Public Transit-Human Services Transportation Plan*. COMPASS, in coordination with VRT, is responsible for developing this plan. VRT's Regional Advisory Council (RAC), a standing committee of the VRT Board of Directors, is charged with oversight of updates to the plan. The current Coordinated Plan was adopted in 2014; the 2022 version is an update to that plan. The RAC recommended adoption of the updated plan in its June meeting.

The plan is designed to understand unmet transportation needs of persons with disabilities, persons with low-incomes, and older adults (65 years old and older) to better coordinate public transportation services to meet their needs. In this update, the RAC recommended the inclusion of persons with limited English proficiency as well. To understand the needs of these underserved communities, COMPASS worked with RAC members and VRT staff to conduct a survey of transportation needs within underserved communities. Survey results, combined with an analysis of demographic changes over the last decade, show that underserved populations are growing and need improved public transportation services. The RAC identified seven "highest priority" needs and strategies to meet those needs in February 2022.

The draft plan was released for a 31-day public comment period from April 15 through May 15, 2022. The maps in the document were changed to full page to improve readability in response to one comment; staff does not recommend any other changes based on the comments received.

Implication (policy and/or financial):

A Coordinated Plan adopted by the COMPASS and Valley Regional Transit Boards of Directors is necessary for VRT to receive federal 5310 funds.

More Information:

- 1) Draft *2022 Coordinated Public Transit-Human Services Transportation Plan*: Provided on the COMPASS website under "supplemental information" at www.compassidaho.org/documents/people/rtac/2022/DRAFT_CoordinatedPlan_May2022.pdf
- 2) For detailed information contact Lila Klopfenstein, Assistant Planner, at 208/475-2230 or lklopfenstein@compassidaho.org.

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RTAC AGENDA ITEM V-D

Date: July 27, 2022

Topic: FY2024-2030 COMPASS Application Guide

Request/Recommendation:

COMPASS staff seeks Regional Transportation Advisory Committee (RTAC) recommendation of COMPASS Board of Directors' approval of the FY2024-2030 COMPASS Funding Application Guide provided on the COMPASS website under "supplemental information" at <https://www.compassidaho.org/documents/people/rtac/2022/FundingApplicationGuideFY2024-2030.pdf> (62 pages).

Background/Summary:

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

The draft FY2024-2030 application guide includes significant changes to the scoring process used to prioritize federal-aid projects to better evaluate projects' anticipated regional impacts and contributions to the goals of *Communities in Motion*. The scoring criteria were derived from the *Communities in Motion 2050* goals and objectives, the Complete Network Policy, and other COMPASS planning products and were developed in consultation with an RTAC subcommittee that included representatives from the City of Nampa, Ada County Highway District, the City of Boise, the City of Eagle, and Valley Regional Transit. The proposed scoring process is grounded in a performance-based planning approach, which is a high priority for federal programs.

The project application portal and project ranking process will function similar to previous years for member agencies. The same online application vendor will be retained. The application will be updated to streamline the application process while ensuring all required information is captured. The ranking worksheet will also function similar to past years, with slight modifications to accommodate the proposed scoring process.

Implication (policy and/or financial):

Approval of the FY2024-2030 COMPASS Funding Application Guide will allow COMPASS staff to assist member agency staff in applying for projects to further *Communities in Motion* goals.

More Information:

- 1) Draft FY2024-2030 COMPASS Funding Application Guide - <https://www.compassidaho.org/documents/people/rtac/2022/FundingApplicationGuideFY2024-2030.pdf>
- 2) For detailed information contact:
Toni Tisdale, Principal Planner, at 208/475-2238 or ttisdale@compassidaho.org or
Dane Hoskins, Assistant Planner, at 208/475-2240 or dhoskins@compassidaho.org

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RTAC AGENDA ITEM V-E

DATE: July 27, 2022

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

Request/Recommendation:

COMPASS staff seeks Regional Transportation Advisory Committee (RTAC) recommendation of COMPASS Board of Directors' approval of FY2023 CIM Implementation Grants and Project Development Program projects.

Background/Summary:

Between May 19 and June 2, 2022, RTAC ranked six CIM Implementation Grant applications and nine applications for the Project Development Program using a paired comparison process. The resulting rankings are shown in the attachment.

FY2022 projects in these programs are complete or nearing completion. Staff will provide an update on the status of each FY2022 project for both the CIM Implementation Grant and Project Development Programs.

CIM Implementation Grants

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

FY2023 CIM Implementation Grants

Three COMPASS member agencies submitted FY2023 requests for six new projects totaling \$150,000. In recent years, \$50,000 has been budgeted for this program, not counting extensions, and the same amount is proposed in the draft FY2023 Unified Planning Work Program and Budget. If \$50,000 is again budgeted for FY2023, the top two ranked projects could be fully funded.

FY2022 CIM Implementation Grants

Four CIM Implementation Grants were funded in FY2022 with two of the four being extensions from FY2021 due to extenuating circumstances.

- **EXTENSION: City of Eagle**, Eagle Island Pathway (design and construct): Design is complete. An additional extension for construction is requested due to an unsettled easement issue.
- **EXTENSION: City of Wilder**, Sidewalk B Phase 1 (design and construct): Design and construction is now complete.
- **City of Kuna**, ADA Sidewalk Connector between Main Street and Kuna Senior Center (design and construct): Design is complete. This project is awaiting ACHD final approval with construction to begin once approved.

- **City of Wilder**, Golden Gate Avenue Sidewalk Project (design and construct): Design is complete. Construction is underway.

Project Development Program

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

FY2023 Project Development Program Projects

Five COMPASS member agencies submitted FY2023 requests for nine projects totaling \$225,000. In recent years, \$75,000 has been budgeted for this program, and the same amount is proposed in the draft FY2023 Unified Planning Work Program and Budget. If \$75,000 is again budgeted for FY2023, the top three ranked projects could be fully funded.

FY2022 Project Development Program Projects

Three Project Development Program projects were funded in FY2022. One is complete and the other two are nearing completion.

- **Garden City**, 52nd Street Pedestrian Bridge: A final report was completed by JUB and can be accessed on the COMPASS website at www.compassidaho.org/prodserv/projectdev.html.
- **City of Eagle**, Grade Separated Bicycle/Pedestrian Crossing of State Highway 44, Phase II: The final report by Burgess & Niple will be complete by September 2022 and posted to the COMPASS website at the link above.
- **City of Star**, Safe Route to School, Floating Feather Road to Star Middle School: The final report by Alta is in process and ahead of schedule for completion before September 2022. It will be posted to the COMPASS website at the link above.

Next Steps:

The COMPASS Board of Directors will be asked to approve the recommended FY2023 CIM Implementation Grants and Project Development Program projects, as well as the FY2023 COMPASS Unified Planning Work Program and Budget which will include the funding for the programs, in its August 15, 2022, meeting.

Implication (policy and/or financial):

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

More Information:

- 1) Attachment: FY2023 Paired Comparison Selection Results for CIM Implementation Grants and the Project Development Program.
- 2) For detailed information, contact: Joey Schueler, Principal Planner, at (208) 475-2232 or jschueler@compassidaho.org

Preliminary Ranking of Local-Aid Eligible Applications

In preliminary rank order by funding program, based on results from online paired comparison process and procedural considerations.

Procedural Considerations:

- **Region-wide Implementation:** Every effort will be made to award at least one grant in each county during any fiscal year. If all the awarded grants in a fiscal year are in the same county, applications received from agencies in the other county will receive preference in the next grant cycle.
- **Distribution of Funds:** Only one project per agency should be awarded within each program each year.
- **Funding:**
 - The total amount proposed for new CIM Implementation Grants for FY2023 is \$50,000, making two projects eligible for award recommendation to the Board of Directors upon funding approval.
 - The total amount proposed for the Project Development Program in FY2023 was \$75,000, making three projects eligible for award recommendation to the Board of Directors upon funding approval.

| Preliminary Rank | Total Selections | Sponsor | Project¹ |
|--|-------------------------|-----------------------|---|
| Communities In Motion Implementation Grants | | | |
| 1 | 52 | City of Wilder | Wilder Americans with Disabilities Act (ADA) Non-Compliant Crosswalks |
| 2 | 47 | City of Wilder | 2 nd Street East Sidewalk Installation |
| 3 | 46 | City of Kuna | ADA Pathway – Nicholson Park |
| 4 | 43 | City of Kuna | Swan Falls Rectangular Rapid Flashing Beacon (RRFB) for Greenbelt Pedestrian Crossing |
| 5 | 31 | City of Wilder | Road Reconstruction following Irrigation Repairs |
| 6 | 21 | City of Boise | Capitol Boulevard Bike Counter with Digital Display |
| Project Development Program | | | |
| 1 | 94 | City of Star | Star Greenbelt Planning |
| 2 | 90 | City of Boise | Eagle Road Pathway Connection, Baldcypress to McMillan – Eastside |
| 3 | 81 | City of Boise | I-184 Liberty Street Bike/Pedestrian Bridge |
| 4 | 80 | City of Nampa | Nampa’s Historic Downtown Master Plan |
| 5 | 66 | City of Notus | Jasper Avenue Rebuild |
| 6 | 57 | City of Nampa | Garrity Boulevard Side Path Design |
| 7 | 47 | City of Star | State Highway 44 Sidewalks Feasibility Study |
| 8 | 45 | City of Star | Star Downtown Parking Study |
| 9 | 16 | City of Star | Park and Ride Feasibility Study |

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¹ The boldened projects represent preliminary ranked awards given procedural considerations, subject to review, change, and final recommendation of RTAC voting members.

RTAC AGENDA ITEM V.F

DATE: July 27, 2022

Topic: Safe Streets and Roads for All Safety Action Plan Grant Joint Applicant Request

Request/Recommendation:

COMPASS staff seeks Regional Transportation Advisory Committee (RTAC) volunteers for a subcommittee to develop the scope of work for a Safe Streets and Roads for All (SS4A) Safety Action Plan.

Background/Summary:

COMPASS is applying for the SS4A Safety Action Plan grant for the Ada and Canyon County region. The executive summary of the grant application is included in Attachment 1.

If awarded, this SS4A Safety Action Plan will be the prerequisite to apply for the remaining four years of available competitive grant funds for prioritized projects "Toward Zero Deaths." Four billion dollars in advanced appropriations have been made available to jurisdictions nationwide over the next four fiscal years to implement projects identified in the plan, and awards will only be granted to those with a comprehensive safety action plan in place.

Next Steps:

Supporting quotes shown in Attachment 2 state that a strong application should be broad geographically and include as many joint applicants as possible. To ensure a strong application, COMPASS encourages individual member agencies join the submission as joint applicants and is requesting that the Idaho Department of Transportation join the submission as a partner. The required action as a joint applicant or partner is the submission of a letter of support in advance of August 31, 2022. A template for the letter of support is provided in Attachment 3. Staff will follow with an email including these attachments. Please inform COMPASS staff if your agency needs a formal request to participate in the grant, and staff will provide a personalized request to your agency.

COMPASS staff requests volunteers to form a subcommittee to build a scope of work for the safety action plan process.

Implication:

Successful submission of a strong SS4A Safety Action Plan grant will support a regional, comprehensive safety action plan while opening future federal grant opportunities for local projects if awarded.

More Information:

- 1) Attachment 1: SS4A Executive Summary
- 2) Attachment 2: SS4A Quotes from Notice of Funding Availability and Webinars
- 3) Attachment 3: Sample Letter of Support
- 4) For detailed information, contact: Joey Schueler, Principal Planner, at (208) 475-2232 or jschueler@compassidaho.org

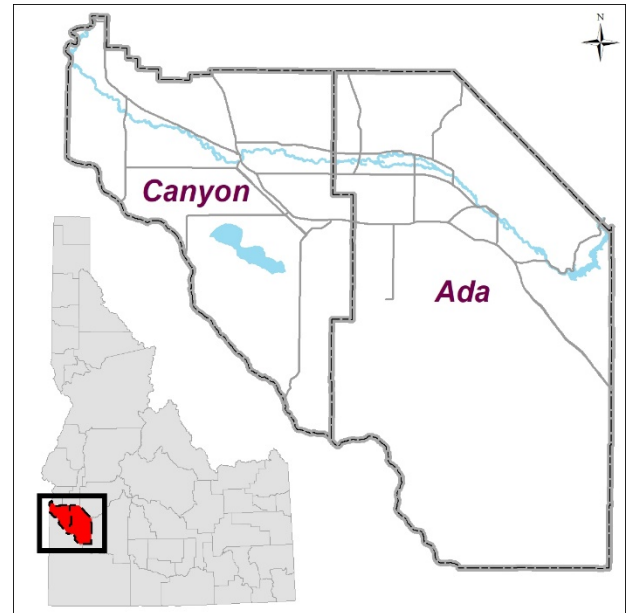
Safe Streets and Roads for All: Executive Summary

Ada and Canyon Counties, Idaho – Regional Safety Action Plan

The Community Planning Association of Southwest Idaho (COMPASS) is seeking a **\$500,000** Safe Streets and Roads for All grant to develop a **Regional Safety Action Plan**.

The proposed plan will significantly improve safety investment analysis and project prioritization, with an implementation goal of reducing transportation-related fatalities and serious injuries, making progress toward meeting state and local safety goals, improving equitable access, unifying regional stakeholders in fulfilling a "complete network" model of transportation adopted in December 2021, and most importantly, providing a safe(r) transportation system for all users through "the elimination of traffic related fatalities, serious injuries, and economic losses"ⁱ.

In 2020, in the State of Idaho, someone was injured in a traffic crash every 46 minutesⁱⁱ. In Ada and Canyon Counties in southwest Idaho, 50,379 traffic crashes (including crashes involving bicyclists and pedestrians) occurred from 2016-2020. Of those crashes, 19,769 involved an injury and resulted in 258 fatalities. Not only do these crashes have sociological impacts, but they also place a large financial burden on drivers and the public through increased insurance premiums, taxes, and healthcare costsⁱⁱⁱ. Using a Federal Highway Administration tool for estimating economic costs based on accident types, the total cost of all crashes in Ada and Canyon Counties from 2016-2020 was more than \$5 billion^{iv}. Serious and fatal crashes made up more than two-thirds of those economic impacts.



Economic Impacts of Serious and Fatal Crashes in Ada and Canyon Counties (2016-2020)

| | 2016 | 2017 | 2018 | 2019 | 2020 | Total |
|---|----------|----------|----------|----------|----------|------------|
| Number of Fatal Crashes | 49 | 49 | 53 | 42 | 38 | 231 |
| Number of Serious Injury Crashes | 460 | 438 | 447 | 376 | 301 | 2022 |
| Estimated Economic Impact | \$732.9M | \$722.0M | \$767.8M | \$619.2M | \$540.8M | \$3,382.7M |

In response, COMPASS member agencies (local jurisdictions in Ada and Canyon Counties) have identified safety as a priority, established safety targets and performance measures, and now, are highlighting the need for a region-wide safety action plan that will help coordinate efforts to bring the region “Toward Zero Deaths.”^v Investments in innovative strategies to minimize roadway user risk, such as corridor access management, crosswalk visibility enhancements, roundabouts, and pavement friction management, possess the duplicative effect of safer streets as well as more efficient travel for all users, economic vibrancy, and a long term return on these upfront investments.

A Safe Roads and Streets for All grant will achieve the following:

- Establish **Leadership, Communication, and Culture**
 - Identify partners and leaders within the region who will champion Safe Streets and Roads for All with an oversight working group and committees.
 - Coordinate local, regional, and state plans for unified alignment and synergy.
 - Establish a culture where traffic deaths or serious injuries are unacceptable normative annual occurrences, working “Toward Zero Deaths.”
- Use a **Data-Driven Planning Process**
 - Collect safety data and present data analysis results.
 - Identify emphasis areas and potential strategies and countermeasures.
 - Use a data-driven safety/equity matrix to identify key locations for maximum safety outcomes.
 - Implement a data-driven process plan that verifies key outcomes are achieved.
- Set **Performance Measures and Targets**
 - Develop immediate, short-term, and long-term actions to address areas of concern.
 - Identify strategies, funding sources, and planning-level projects to address problematic infrastructure and behavioral issues.
- Select **Strategies and Countermeasures**
 - Prioritize and use strategies and countermeasures that will maximize the impact of a comprehensive safety action plan, based on a comprehensive list of all potential strategies and proven countermeasures.
- **Prepare and Implement Safety Plan**
 - Update policies and processes and develop the public-facing safety plan document.
 - Prioritize actions, assign responsibilities for actions, identify funding sources, and develop tracking tools and dashboards.
 - Conduct stakeholder and public outreach while marketing the plan.
- **Evaluate and Update the Plan**
 - Plan, prepare, and perform evaluation and update the plan based on results.

ⁱ Idaho Highway Safety Plan, FFY 2022, Office of Highway Safety, Idaho Transportation Department, <https://apps.itd.idaho.gov/Apps/OHS/Plan/FFY2022HSP.pdf>

ⁱⁱ Idaho Traffic Crashes 2020, Idaho Transportation Department, Office of Highway Safety, <https://apps.itd.idaho.gov/Apps/OHS/Crash/20/Analysis.pdf>

ⁱⁱⁱ Ibid.

^{iv} Ibid.

^v Idaho Highway Safety Plan, FFY 2022, Office of Highway Safety, Idaho Transportation Department, <https://apps.itd.idaho.gov/Apps/OHS/Plan/FFY2022HSP.pdf>

Safe Streets and Roads for All (SS4A) Quotes from Notice of Funding Opportunity and Webinars

The following quotes are made available to provide relevant information regarding the SS4A grant to better understand its purpose and applicability and to provide directional insight into how best to submit a strong application in support of all member agencies.

Notice of Funding Opportunity:

- Joint applications that engage multiple jurisdictions in the same region are encouraged, in order to ensure collaboration across multiple jurisdictions and leverage the expertise of agencies with established financial relationships with DOT [US Department of Transportation] and knowledge of Federal grant administration requirements. (Page 9)
- States are not eligible applicants, but DOT encourages applicants to coordinate with state entities, as appropriate. (Page 11)
- 40% (or \$400 million) of the total FY22 funds made available must be for developing and updating a comprehensive safety action plan, or supplemental action plan activities. (Page 23)

Webinar: How to Apply for SS4A: Action Planning Grants

- This program, safe streets for all, is really a funding mechanism to get us there, we want to support local initiatives, your local projects, and programs. (00:06:38)
- It's a lot of funding, I mean we're looking at... \$5 billion over the next five years and kind of put that into perspective, think about \$1 billion that's going to be available through this fiscal year. (00:06:53)
- You can have multi-jurisdictional groups, you may have a planning organization and a town, or you may have a county and a city that want to apply together so just know that within these three groups, you may want to work together to actually apply for a Safe Streets for All grant. (00:11:12)
- I also wanted to let you all know that there may be some smaller cities or smaller towns out there that maybe don't have the staff or don't have the resources to apply for this grant program and you may want to reach out to other political subdivisions within your state and work with them to apply for grant funding. (00:12:10)
- We love the idea of you all working together we're all in this together, we know that we can't reach our goal without you our stakeholders, and we hope that within your state within your political subdivisions of a state you all can partner and work on applications together. (00:12:10)
- Just be aware that we can only have one application so you may be a joint applicant with maybe an MPO [metropolitan planning organization], and a town, but just know that you're not going to be able to put in multiple applications. You're only allowed to have one application. Now in terms of partners, you can have as many partners as you want. And these may be non-traditional partners, you may want to partner with a state DOT, you may be a city and some of the roadways are actually owned by the state DOT, you may want to partner with them, they will not be the applicant (or a joint applicant), but they could be your partner on this application. (00:13:37)

Webinar: How to Apply for SS4A: 2022 General Overview

- If an eligible applicant is a partner on an application (and not a joint applicant), being a partner on that application does not count as the one application for an eligible applicant. (00:19:34)

- The notice of funding opportunity for FY2022, also referred to as round one, is going to prioritize developing new, safe streets and roads for all comprehensive safety action plans, which will fall into this action plan type grant. Action plans are **foundational**. They will form the basis for identifying and characterizing the safety problem. (00:21:48)
- The process of developing an action plan is just as important, or perhaps more important than the final action plan deliverable itself, and it should engage a multidisciplinary team. (00:22:29)
- For round one funding the application process for Safe Streets and Roads for All action plan grants will be abbreviated to lower the barrier to developing an action plan. The application reviews for action plan grants will be less comprehensive. (00:22:42)
- If you **do** have an action plan, a grant that has the necessary elements, then you are potentially ready for implementation, and we would encourage you to identify projects and strategies that are in your action plan and use those to apply for an implementation grant. (00:30:07)

T:\FY22\600 Projects\685 Resource Development\F- WorkingGroupRTAC&Board\RTAC\2022-07 RTAC Rankings\Attachment - Preliminary Local-Aid Ranking.docx

Date

The Honorable Peter Buttigieg
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, D.C. 20590

RE: SS4A 2022 Idaho Grant Request: Safe Streets and Roads for All

Dear Secretary Buttigieg:

I am writing on behalf of **NAME OF ORGANIZATION/ENTITY** in support of the Safe Streets and Roads for All (SS4A) Safety Action Plan grant application for Ada and Canyon Counties in southwest Idaho. The Community Planning Association of Southwest Idaho (COMPASS) is submitting this application as the lead applicant; **NAME OF ORGANIZATION/ENTITY** is a joint applicant in the submission.

Personalize this letter by explaining how a regional safety action plan is beneficial to your organization or company. Example talking points are provided in the attached Executive Summary.

The need for a regional safety action plan in the southwest Idaho region, one of the fastest growing regions in the nation, cannot be overstated. I appreciate your consideration of this grant application and our shared work "Toward Zero Deaths."

Sincerely,

Name
Title

RTAC AGENDA ITEM VI-A

Date: July 27, 2022

Topic: I-84 Corridor Operations Plan

Summary:

The I-84 Corridor Operations Plan was developed through a collaborative effort led by COMPASS and the Idaho Transportation Department to identify operational challenges and innovative transportation systems operations (TSMO) and intelligent transportation systems (ITS) solutions to improve safety, maximize reliability/capacity, and improve integrated operations along the interstate corridor in Ada and Canyon Counties. The TSMO and ITS strategies in this plan are relatively low-cost options for improving operations and safety on the corridor where additional capacity is not feasible and can extend or preserve the benefits of large high-cost capacity projects such as the widening projects currently taking place from Nampa to Caldwell on I-84.

Transportation, law enforcement, emergency response, and land use agencies spanning the corridor collaborated to identify the current operational challenges, goals, and objectives, and screen and prioritize TSMO and ITS strategies and tactics for implementation.

The final plan (available under "Supplemental Information" on the RTAC webpage and linked below) identifies an operational vision for the corridor and TSMO/ITS tactics that best fit the goals and objectives of the plan, are supported by the project stakeholders, and are technical and fiscally feasible.

An addendum to the plan, to be completed by December 2022, will include a planning-level and benefit-cost analysis of adding high-occupancy vehicle (HOV) or managed lanes to I-84 and I-184 between the Cities of Caldwell and Boise. This analysis assumes additional through lane capacity and **NOT** a redesignation of existing lanes.

Hunter Mulhall will present a summary of the plan and outline next steps toward implementation and the HOV analysis.

More Information:

- 1) I-84 Corridor Operations Plan:
https://www.compassidaho.org/documents/people/rtac/2022/COMPASS_I-84_CorridorOperationsPlan_RTACSupplemental.pdf
- 2) For detailed information contact Hunter Mulhall at 208-475-2231 or hmulhall@compassidaho.org.

RTAC AGENDA WORKSHEET

| <i>ID #</i> | <i>Title/Description</i> | <i>Mandatory</i> ₁ | <i>Additional Information</i> | <i>Agenda Type</i> ² | <i>Time</i> | <i>Presenters</i> | <i>Proposed Agenda</i> | <i>Board Agenda</i> |
|------------------------------|--|----------------------------------|---|---------------------------------|-------------|-------------------|------------------------|---------------------|
| 1. | Approve RTAC Meeting Minutes | Yes | | Consent Agenda | 5 | N/A | Monthly | N/A |
| 2. | Receive Obligation Report | No | | Status Report | N/A | N/A | Monthly | N/A |
| 3. | Receive RTAC Agenda Worksheet | No | | Status Report | N/A | N/A | Monthly | N/A |
| UPCOMING AGENDA ITEMS | | | | | | | | |
| 4. | Recommend the FY2023 COMPASS Resource Development Plan | Yes | Joey Schueler 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 | Joey Schueler | September | Oct |
| 5. | Recommend Support of Priorities for Rural Projects | Yes | Toni Tisdale will seek RTAC recommendation of COMPASS Board of Directors' adoption of a resolution supporting priorities for applications in rural areas. | Consent | N/A | Toni Tisdale | September | Oct |

¹ No, Yes, N/A (Not Applicable)

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

| ID # | Title/Description | Mandatory₁ | Additional Information | Agenda Type² | Time | Presenters | Proposed Agenda | Board Agenda |
|-------------|---|------------------------------|--|--------------------------------|-------------|-------------------|------------------------|---------------------|
| 6. | Recommend Adoption of Resolutions Amending <i>Communities in Motion 2040 2.0</i> (CIM 2040 2.0) and the FY2022-2028 Regional Transportation Improvement Program (TIP) and Approving the Draft FY2023-2029 TIP and Associated Air Quality Conformity Demonstration | Yes | Toni Tisdale will seek RTAC recommendation for COMPASS Board of Directors' adoption of resolutions amending CIM 2040 2.0 and the FY2022-2028 TIP and approval of the FY2023-2029 TIP and association air quality conformity demonstration. | Action | 20 | Toni Tisdale | September | Oct |
| 7. | Status Report - <i>Communities in Motion 2050</i> (CIM 2050) | Yes | Liisa Itkonen will provide a status report on CIM 2050 prior to reporting on public comments in October 2022. | Information | 20 | Liisa Itkonen | September | Oct |
| 8. | Review the FY2022 <i>Communities in Motion</i> (CIM) Implementation Grants and Project Development Program Projects | No | Joey Schueler will review the FY2022 projects in the CIM Implementation grants and Project Development Program projects. | Information/ Discussion | 15 | Joey Schueler | September | Oct |
| 9. | Review the COMPASS Fiscal Impact Tool results and discuss tool calibration process | No | Liisa Itkonen will review the results and use of the Fiscal Impact Tool and discuss tool calibration and next steps. | Information/ Discussion | 20 | Liisa Itkonen | September | N/A |

| ID # | Title/Description | Mandatory₁ | Additional Information | Agenda Type² | Time | Presenters | Proposed Agenda | Board Agenda |
|-------------|---|------------------------------|---|--------------------------------|-------------|--------------------|------------------------|---------------------|
| 10 | Review the <i>Communities in Motion 2050</i> (CIM 2050) public comments and responses | No | Mary Ann Waldinger will review the CIM 2050 public comments and staff responses. | Information/ Discussion | 20 | Mary Ann Waldinger | October | N/A |
| 11 | Recommend Adoption of <i>Communities in Motion 2050</i> (CIM 2050) | Yes | Liisa Itkonen will seek a RTAC recommendation for COMPASS Board of Directors' adoption of CIM 2050. | Action | 20 | Liisa Itkonen | November | Dec |
| 12 | Elect Chair and Vice Chair | Yes | Liisa Itkonen will facilitate the election of Chair and Vice Chair. | Action | 10 | Liisa Itkonen | January 2023 | N/A |
| 13 | Solicit Member Agencies' Requests for FY2024 Unified Planning Work Program (UPWP) | Yes | Liisa Itkonen will solicit member agency requests for FY2024 UPWP for projects needing more than five COMPASS workdays. | Information/ Discussion | 10 | Liisa Itkonen | January | N/A |

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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; Aeronautics; Public Transportation; State Maintenance; Stockpiles; Land & Buildings; Underground Storage Tanks] [District: 3] [MPO: COMPASS] [Grouped Project Status: Grouped, Individual] [Details: Include] [Project Property: Ignore Project Properties] [Date Range: 1/1/1900 - 7/14/2022] [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 | | | | | | | | | |
| 20536 | 3 | SH 44, FY26 MICROSEALS: STATE, GLENWOOD, & CHINDEN | 2026 | Development | 100 | PE | \$5,000.00 | \$5,000.00 | \$0.00 |
| | | | | | | | \$5,000.00 | \$5,000.00 | \$0.00 |
| 22699 | 3 | SH 69, KUNA TO MERIDIAN, ADA CO | 2027 | Development | 100 | PE | \$10,000.00 | \$10,000.00 | \$0.00 |
| | | | | | | PC | \$15,000.00 | \$15,000.00 | \$0.00 |
| | | | | | | | \$25,000.00 | \$25,000.00 | \$0.00 |
| 23162 | 3 | US 95, WILDER TO PARMA NCL | 2028 | Development | 100 | PE | \$50,000.00 | \$50,000.00 | \$0.00 |
| | | | | | | | \$50,000.00 | \$50,000.00 | \$0.00 |
| 23163 | 3 | SH 55, ION JCT TO HOSKINS ROAD | 2028 | Development | 100 | PE | \$10,000.00 | \$10,000.00 | \$0.00 |
| | | | | | | PC | \$15,000.00 | \$15,000.00 | \$0.00 |
| | | | | | | | \$25,000.00 | \$25,000.00 | \$0.00 |
| State Hwy - Pavement Preservation Total | | | | | | | \$105,000.00 | \$105,000.00 | \$0.00 |
| 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 |
| | | | | | | CE | \$100,000.00 | \$100,000.00 | \$0.00 |
| | | | | | | CC | \$403,824.00 | \$403,824.00 | \$0.00 |
| | | | | | | CN | \$6,506,230.00 | \$6,506,230.00 | \$0.00 |
| | | | | | | | \$6,710,054.00 | \$6,710,054.00 | \$0.00 |
| 22665 | 3 | SH 55, EAGLE RD; I 84 TO SH 44, ADA CO | 2022 | PS&E (or equiv.) | 111 | PC | \$100,000.00 | \$100,000.00 | \$0.00 |
| | | | | | | CE | \$200,000.00 | \$176,974.00 | \$23,026.00 |
| | | | | | | CC | \$1,600,000.00 | \$1,592,767.00 | \$7,233.00 |
| | | | | | | CN | \$20,000,000.00 | \$19,998,281.00 | \$1,719.00 |
| | | | | | | | \$21,900,000.00 | \$21,868,022.00 | \$31,978.00 |
| State Hwy - Pavement Restoration Total | | | | | | | \$28,610,054.00 | \$28,578,076.00 | \$31,978.00 |
| State Hwy - Bridge Preservation | | | | | | | | | |
| 20405 | 3 | I 84, FY22 D3 BRIDGE REPAIR | 2022 | PS&E (or equiv.) | 101 | PE | \$40,505.00 | \$40,505.00 | \$0.00 |
| | | | | | | CE | \$200,823.00 | \$0.00 | \$200,823.00 |
| | | | | | | CN | \$2,108,639.00 | \$0.00 | \$2,108,639.00 |
| | | | | | | | \$2,349,967.00 | \$40,505.00 | \$2,309,462.00 |
| State Hwy - Bridge Preservation Total | | | | | | | \$2,349,967.00 | \$40,505.00 | \$2,309,462.00 |

| KeyNo | District | Location | ProgYr | Project Status | ProgNo | Phase | Scheduled | Obligated | Remainder |
|---|----------|--|--------|---------------------|--------|-------|-----------------------|-----------------------|---------------------|
| State Hwy - Bridge Restoration | | | | | | | | | |
| 20227 | 3 | US 20, PHYLLIS CANAL BR, NR MERIDIAN | 2023 | PS&E (or equiv.) | 103 | PE | (\$84,000.00) | (\$84,000.00) | \$0.00 |
| | | | | | | PC | (\$155,000.00) | (\$155,000.00) | \$0.00 |
| | | | | | | | (\$239,000.00) | (\$239,000.00) | \$0.00 |
| 23095 | 3 | I 84, FIVE MILE RD OVERPASS & WIDENING (NEPA), BOISE | 2025 | Development | 103 | PC | \$400,000.00 | \$400,000.00 | \$0.00 |
| | | | | | | | \$400,000.00 | \$400,000.00 | \$0.00 |
| 23188 | 3 | SH 44, I 84 JCT SH 44 IC (MIDDLETON RD), CANYON CO | 2028 | Development | 103 | PE | \$25,000.00 | \$0.00 | \$25,000.00 |
| | | | | | | PC | \$100,000.00 | \$0.00 | \$100,000.00 |
| | | | | | | | \$125,000.00 | \$0.00 | \$125,000.00 |
| 23455 | 3 | I 84, ROBINSON ROAD OVERPASS REPAIR | 2022 | Development | 103 | PE | \$20,000.00 | \$20,000.00 | \$0.00 |
| | | | | | | CE | \$10,000.00 | \$10,000.00 | \$0.00 |
| | | | | | | CC | \$20,000.00 | \$20,000.00 | \$0.00 |
| | | | | | | 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 | PS&E (or equiv.) | 103 | PE | \$20,000.00 | \$20,000.00 | \$0.00 |
| | | | | | | CE | \$5,000.00 | \$5,000.00 | \$0.00 |
| | | | | | | CN | \$75,000.00 | \$45,985.00 | \$29,015.00 |
| | | | | | | | \$100,000.00 | \$70,985.00 | \$29,015.00 |
| State Hwy - Bridge Restoration Total | | | | | | | \$586,000.00 | \$431,985.00 | \$154,015.00 |
| 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 | Awarded (or equiv.) | 106 | PE | (\$28,000.00) | (\$28,000.00) | \$0.00 |
| | | | | | | PC | (\$4,200.00) | (\$4,200.00) | \$0.00 |
| | | | | | | CE | \$100,000.00 | \$100,000.00 | \$0.00 |
| | | | | | | CC | \$303,764.00 | \$303,764.00 | \$0.00 |
| | | | | | | CN | \$2,177,161.00 | \$2,177,161.00 | \$0.00 |
| | | | | | | | \$2,548,725.00 | \$2,548,725.00 | \$0.00 |
| 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 |

| KeyNo | District | Location | ProgYr | Project Status | ProgNo | Phase | Scheduled | Obligated | Remainder |
|---|----------|--|--------|---------------------|--------|-------|-------------------------|-------------------------|-----------------------|
| 22102 | 3 | STC-8223, FRANKLIN BLVD & KARCHER RD INT, NAMPA | 2022 | Development | 135 | LP | \$270,000.00 | \$0.00 | \$270,000.00 |
| | | | | | | CE | \$10,000.00 | \$0.00 | \$10,000.00 |
| | | | | | | CC | \$460,000.00 | \$0.00 | \$460,000.00 |
| | | | | | | CL | \$90,000.00 | \$0.00 | \$90,000.00 |
| | | | | | | CN | \$2,295,000.00 | \$0.00 | \$2,295,000.00 |
| | | | | | | | \$3,274,000.00 | \$149,000.00 | \$3,125,000.00 |
| State Hwy - Safety & Capacity (Safety) Total | | | | | | | \$6,316,725.00 | \$2,732,725.00 | \$3,584,000.00 |
| 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 |
| | | | | | | 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 |
| | | | | | | CN | \$473,151.08 | \$473,151.08 | \$0.00 |
| | | | | | | | \$511,151.08 | \$511,151.08 | \$0.00 |
| 20367 | 3 | US 20, PHYLLIS CANAL BR TO SH-16, ADA CO | 2023 | PS&E (or equiv.) | 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 |
| 20788 | 3 | SH 16, I 84 TO US 20/26 & SH44 IC, ADA & CANYON COS | 2500 | Development | 107 | LP | (\$1,000,000.00) | (\$1,000,000.00) | \$0.00 |
| | | | | | | | (\$1,000,000.00) | (\$1,000,000.00) | \$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 | \$500,000.00 | \$0.00 |
| | | | | | | | \$650,000.00 | \$650,000.00 | \$0.00 |
| 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 | PE | \$5,000.00 | \$5,000.00 | \$0.00 |
| | | | | | | PC | \$101,000.00 | \$101,000.00 | \$0.00 |
| | | | | | | | \$106,000.00 | \$106,000.00 | \$0.00 |

| KeyNo | District | Location | ProgYr | Project Status | ProgNo | Phase | Scheduled | Obligated | Remainder |
|--|----------|--|--------|---------------------|--------|-------|------------------------|------------------------|-----------------------|
| 23099 | 3 | I 84, EXIT 25 IMPROVEMENT, CANYON CO | 2022 | Awarded (or equiv.) | 112 | CE | \$146,019.00 | \$146,019.00 | \$0.00 |
| | | | | | | CN | \$1,535,194.00 | \$1,535,194.00 | \$0.00 |
| | | | | | | | \$1,681,213.00 | \$1,681,213.00 | \$0.00 |
| State Hwy - Safety & Capacity (Capacity) Total | | | | | | | \$12,665,968.10 | \$12,205,447.08 | \$460,521.02 |
| 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 | \$2,100,000.00 | \$2,100,000.00 | \$0.00 |
| | | | | | | | \$2,350,000.00 | \$2,350,000.00 | \$0.00 |
| 23336 | 3 | I 84, KARCHER IC, CANYON CO | 2024 | Development | 149 | PE | \$250,000.00 | \$250,000.00 | \$0.00 |
| | | | | | | PC | \$2,650,000.00 | \$2,650,000.00 | \$0.00 |
| | | | | | | | \$2,900,000.00 | \$2,900,000.00 | \$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 | \$1,773,800.00 | \$1,773,800.00 | \$0.00 |
| | | | | | | | \$2,023,800.00 | \$2,023,800.00 | \$0.00 |
| 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 | \$1,600,000.00 | \$1,600,000.00 | \$0.00 |
| | | | | | | | \$1,700,000.00 | \$1,700,000.00 | \$0.00 |
| 23408 | 3 | SH 16, USTICK RD TO US 20/26, ADA & CANYON COS | 2024 | Development | 149 | CE | \$300,000.00 | \$300,000.00 | \$0.00 |
| | | | | | | | \$300,000.00 | \$300,000.00 | \$0.00 |
| 23410 | 3 | SH 16, I 84 TO FRANKLIN RD, ADA & CANYON COS | 2023 | Awarded (or equiv.) | 149 | CE | \$300,000.00 | \$300,000.00 | \$0.00 |
| | | | | | | CC | \$3,039,985.00 | \$3,039,985.00 | \$0.00 |
| | | | | | | CN | \$20,210,015.00 | \$20,210,015.00 | \$0.00 |
| | | | | | | | \$23,550,000.00 | \$23,550,000.00 | \$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 | \$3,700,000.00 | \$3,700,000.00 | \$0.00 |
| | | | | | | | \$3,950,000.00 | \$3,950,000.00 | \$0.00 |
| TECM Total | | | | | | | \$36,773,800.00 | \$36,773,800.00 | \$0.00 |
| TECM Bonding | | | | | | | | | |
| 22165 | 3 | US 20/26, I 84 TO MIDDLETON RD, CANYON CO | 2024 | Development | 150 | CC | \$2,800,000.00 | \$2,800,000.00 | \$0.00 |
| | | | | | | CN | \$34,200,000.00 | \$28,398,809.00 | \$5,801,191.00 |
| | | | | | | | \$37,000,000.00 | \$31,198,809.00 | \$5,801,191.00 |
| 22715 | 3 | SH 55, FARMWAY RD TO MIDDLETON RD, CANYON CO | 2024 | Development | 150 | PC | \$4,200,000.00 | \$4,200,000.00 | \$0.00 |
| | | | | | | | \$4,200,000.00 | \$4,200,000.00 | \$0.00 |
| 23337 | 3 | US 20, MIDDLETON RD TO STAR RD, ADA/CANYON COS | 2024 | Development | 150 | PC | \$5,000,000.00 | \$5,000,000.00 | \$0.00 |
| | | | | | | | \$5,000,000.00 | \$5,000,000.00 | \$0.00 |

| KeyNo | District | Location | ProgYr | Project Status | ProgNo | Phase | Scheduled | Obligated | Remainder |
|--|----------|---|--------|---------------------|--------|----------------------|---|---|---|
| 23410 | 3 | SH 16, I 84 TO FRANKLIN RD, ADA & CANYON COS | 2023 | Awarded (or equiv.) | 150 | CN | \$5,491,967.00 \$5,491,967.00 | \$5,491,967.00 \$5,491,967.00 | \$0.00 \$0.00 |
| 23437 | 3 | I 84, CENTENNIAL IC TO FRANKLIN IC, CANYON CO | 2023 | Development | 150 | PC | \$4,000,000.00 \$4,000,000.00 | \$4,000,000.00 \$4,000,000.00 | \$0.00 \$0.00 |
| TECM Bonding Total | | | | | | | \$55,691,967.00 | \$49,890,776.00 | \$5,801,191.00 |
| State Hwy - System Support | | | | | | | | | |
| 22963 | 3 | LOCAL, FY22 GREENLEAF 8 ADA RAMPS | 2022 | Awarded (or equiv.) | 102 | CN | \$58,000.00 \$58,000.00 | \$58,000.00 \$58,000.00 | \$0.00 \$0.00 |
| State Hwy - System Support Total | | | | | | | \$58,000.00 | \$58,000.00 | \$0.00 |
| State Hwy - Board Unallocated | | | | | | | | | |
| 23456 | 3 | I 84, MERIDIAN RD IC TO EAGLE RD IC, DESIGN, MERIDIAN | 2022 | Development | 71 | PE PC | \$5,000.00 \$1,325,000.00 \$1,330,000.00 | \$5,000.00 \$1,325,000.00 \$1,330,000.00 | \$0.00 \$0.00 \$0.00 |
| State Hwy - Board Unallocated Total | | | | | | | \$1,330,000.00 | \$1,330,000.00 | \$0.00 |
| State Hwy - Planning & Scoping | | | | | | | | | |
| 7827 | 3 | SH 44, CORRIDOR STUDY, JCT I 84 TO EAGLE | 2022 | Awarded (or equiv.) | 104 | PC | \$960,000.00 \$960,000.00 | \$50,000.00 \$50,000.00 | \$910,000.00 \$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 | Awarded (or equiv.) | 91 | PC | \$1,874,758.25 \$1,874,758.25 | \$1,874,758.25 \$1,874,758.25 | \$0.00 \$0.00 |
| Hwy - Metropolitan Planning Total | | | | | | | \$1,874,758.25 | \$1,874,758.25 | \$0.00 |
| Local Hwy - Transportation Alternatives | | | | | | | | | |
| 20841 | 3 | SH 55, BIKE/PED BR OVER BOISE RV, EAGLE | 2023 | PS&E (or equiv.) | 134 | CN | \$537,000.00 \$537,000.00 | \$0.00 \$0.00 | \$537,000.00 \$537,000.00 |
| 22922 | 3 | LOCAL, FY22 CANYON CO SRTS COORDINATOR & ACTIVITIES | 2022 | Development | 134 | CN | \$64,753.00 \$64,753.00 | \$0.00 \$0.00 | \$64,753.00 \$64,753.00 |
| 22944 | 3 | LOCAL, FY22 STODDARD PATHWAY, NAMPA | 2022 | PS&E (or equiv.) | 134 | CE CC CL CN | \$2,000.00 \$38,820.00 \$15,000.00 \$406,000.00 \$461,820.00 | \$2,000.00 \$38,820.00 \$15,000.00 \$406,000.00 \$461,820.00 | \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 |
| Local Hwy - Transportation Alternatives Total | | | | | | | \$1,063,573.00 | \$461,820.00 | \$601,753.00 |

| KeyNo | District | Location | ProgYr | Project Status | ProgNo | Phase | Scheduled | Obligated | Remainder |
|----------------------------|----------|--|--------|---------------------|--------|-------|---------------------|---------------------|---------------------|
| 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 | | | | | | | | | |
| 13487 | 3 | NHS-8213, MIDDLETON & USTICK ROUNDABOUT, CALDWELL | 2025 | Development | 46 | PC | \$25,000.00 | \$25,000.00 | \$0.00 |
| | | | | | | PL | \$20,000.00 | \$20,000.00 | \$0.00 |
| | | | | | | | \$45,000.00 | \$45,000.00 | \$0.00 |
| 13905 | 3 | NHS-7773, N 10TH AVE ITS & OVERLAY, CALDWELL | 2026 | Development | 46 | PE | \$2,000.00 | \$2,000.00 | \$0.00 |
| | | | | | | PL | \$25,000.00 | \$25,000.00 | \$0.00 |
| | | | | | | | \$27,000.00 | \$27,000.00 | \$0.00 |
| 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 | \$99,000.00 | \$0.00 |
| | | | | | | | \$99,000.00 | \$99,000.00 | \$0.00 |
| 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 | \$55,000.00 | \$0.00 |
| | | | | | | | \$55,000.00 | \$55,000.00 | \$0.00 |
| 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 |
| 22018 | 3 | SMA-7813, MONTANA AVE; PED IMPRV & WIDENING, CALDWELL | 2500 | Development | 46 | PC | \$50,000.00 | \$50,000.00 | \$0.00 |
| | | | | | | PL | \$15,000.00 | \$15,000.00 | \$0.00 |
| | | | | | | RW | \$60,000.00 | \$60,000.00 | \$0.00 |
| | | | | | | | \$125,000.00 | \$125,000.00 | \$0.00 |
| 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 | \$128,000.00 | \$0.00 |
| | | | | | | PL | \$38,000.00 | \$38,000.00 | \$0.00 |
| | | | | | | | \$171,000.00 | \$171,000.00 | \$0.00 |
| Local Hwy - Urban Total | | | | | | | \$676,000.00 | \$676,000.00 | \$0.00 |

| KeyNo | District | Location | ProgYr | Project Status | ProgNo | Phase | Scheduled | Obligated | Remainder |
|---|----------|---|--------|---------------------|--------|-------|------------------------|-----------------------|------------------------|
| Local Hwy - Transportation Management Area | | | | | | | | | |
| 19465 | 3 | LOCAL, FY22 PAVEMENT PRESERVATION & ADA, PH 1, BOISE | 2023 | Development | 51 | CE | \$301,000.00 | \$0.00 | \$301,000.00 |
| | | | | | | CC | \$472,000.00 | \$0.00 | \$472,000.00 |
| | | | | | | CN | \$3,972,000.00 | \$0.00 | \$3,972,000.00 |
| | | | | | | | \$4,745,000.00 | \$0.00 | \$4,745,000.00 |
| 19763 | 3 | LOCAL, FY22 TRANSIT ASSET MANAGEMENT, VRT | 2022 | Development | 51 | CN | \$3,500,000.00 | \$0.00 | \$3,500,000.00 |
| | | | | | | | \$3,500,000.00 | \$0.00 | \$3,500,000.00 |
| 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 |
| 19993 | 3 | LOCAL, FY23 ROADWAY & ADA IMPROVEMENTS, PT 2, BOISE AREA | 2022 | Development | 51 | CE | \$100,000.00 | \$0.00 | \$100,000.00 |
| | | | | | | CC | \$200,000.00 | \$0.00 | \$200,000.00 |
| | | | | | | CN | \$2,005,000.00 | \$0.00 | \$2,005,000.00 |
| | | | | | | | \$2,305,000.00 | \$0.00 | \$2,305,000.00 |
| 20129 | 3 | LOCAL, FY21 CAPITAL MAINTENANCE, PH 2, ACHD | 2022 | Awarded (or equiv.) | 51 | CC | \$24,864.00 | \$24,864.00 | \$0.00 |
| | | | | | | CN | \$352,908.00 | \$352,908.00 | \$0.00 |
| | | | | | | | \$377,772.00 | \$377,772.00 | \$0.00 |
| 20259 | 3 | LOCAL, FY23 ROADWAY & ADA IMPROVEMENTS PART 1, BOISE AREA | 2024 | Development | 51 | RW | \$150,000.00 | \$0.00 | \$150,000.00 |
| | | | | | | | \$150,000.00 | \$0.00 | \$150,000.00 |
| 20674 | 3 | LOCAL, FY24 ROADWAY AND ADA IMPROVEMENTS, BOISE | 2025 | 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 | \$653,922.00 | \$0.00 |
| | | | | | | | \$653,922.00 | \$653,922.00 | \$0.00 |
| 23095 | 3 | I 84, FIVE MILE RD OVERPASS & WIDENING (NEPA), BOISE | 2025 | Development | 51 | PC | \$552,000.00 | \$552,000.00 | \$0.00 |
| | | | | | | | \$552,000.00 | \$552,000.00 | \$0.00 |
| 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 |
| | | | | | | PL | \$35,000.00 | \$0.00 | \$35,000.00 |
| | | | | | | | \$246,000.00 | \$0.00 | \$246,000.00 |
| Local Hwy - Transportation Management Area Total | | | | | | | \$14,036,694.00 | \$3,090,694.00 | \$10,946,000.00 |
| Local Hwy - Transportation Alternatives; TMA | | | | | | | | | |
| 20259 | 3 | LOCAL, FY23 ROADWAY & ADA IMPROVEMENTS PART 1, BOISE AREA | 2024 | Development | 133 | PC | \$136,000.00 | \$136,000.00 | \$0.00 |
| | | | | | | | \$136,000.00 | \$136,000.00 | \$0.00 |
| 20841 | 3 | SH 55, BIKE/PED BR OVER BOISE RV, EAGLE | 2023 | PS&E (or equiv.) | 133 | CC | \$475,000.00 | \$475,000.00 | \$0.00 |

| KeyNo | District | Location | ProgYr | Project Status | ProgNo | Phase | Scheduled | Obligated | Remainder |
|--|----------|--|--------|---------------------|--------|----------------|---|---|--|
| 20841 | 3 | SH 55, BIKE/PED BR OVER BOISE RV, EAGLE | 2023 | PS&E (or equiv.) | 133 | CN | \$441,000.00 \$916,000.00 | \$441,000.00 \$916,000.00 | \$0.00 \$0.00 |
| 23307 | 3 | LOCAL, FEDERAL WAY AND BROADWAY AVE PATHWAY, BOISE | 2500 | Development | 133 | PE PC | \$5,000.00 \$22,000.00 \$27,000.00 | \$0.00 \$0.00 \$0.00 | \$5,000.00 \$22,000.00 \$27,000.00 |
| Local Hwy - Transportation Alternatives; TMA Total | | | | | | | \$1,079,000.00 | \$1,052,000.00 | \$27,000.00 |
| Local Hwy - Rural | | | | | | | | | |
| 13964 | 3 | STC-3798, PECKHAM RD, GOLDEN GATE HD | 2023 | Development | 45 | UT | \$25,000.00 \$25,000.00 | \$25,000.00 \$25,000.00 | \$0.00 \$0.00 |
| 19951 | 3 | STC-3856, OLD HWY 30; SAND HOLLOW RD TO SH-44, CANYON HD | 2500 | Development | 45 | RW LP | \$20,000.00 (\$20,000.00) \$0.00 | \$20,000.00 (\$20,000.00) \$0.00 | \$0.00 \$0.00 \$0.00 |
| Local Hwy - Rural Total | | | | | | | \$25,000.00 | \$25,000.00 | \$0.00 |
| Hwy Safety - Local | | | | | | | | | |
| 22878 | 3 | SMA-3724, HOMEDALE RD CURVE IMPV, CANYON HD | 2024 | Development | 118 | PC | \$151,000.00 \$151,000.00 | \$151,000.00 \$151,000.00 | \$0.00 \$0.00 |
| 23293 | 3 | LOCAL, PEDESTRIAN ROAD SAFETY AUDIT, NAMPA | 2022 | Development | 118 | PE PC PL | \$1,000.00 \$55,000.00 \$10,000.00 \$66,000.00 | \$0.00 \$0.00 \$0.00 \$0.00 | \$1,000.00 \$55,000.00 \$10,000.00 \$66,000.00 |
| Hwy Safety - Local Total | | | | | | | \$217,000.00 | \$151,000.00 | \$66,000.00 |
| Hwy Safety - Railroad Crossings | | | | | | | | | |
| 20537 | 3 | OFFSYS, BENJAMIN LN, BVRR RRX 819604W, BOISE | 2022 | Development | 22 | CN | \$310,000.00 \$310,000.00 | \$0.00 \$0.00 | \$310,000.00 \$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 \$20,000.00 | \$0.00 \$0.00 \$0.00 | \$10,000.00 \$10,000.00 \$20,000.00 |
| 23389 | 3 | SMA-9833, N MILWAUKEE ST BVRR RRX 906394X, BOISE | 2022 | Awarded (or equiv.) | 22 | PE UT CE | \$7,000.00 \$200,000.00 \$5,000.00 \$212,000.00 | \$7,000.00 \$200,000.00 \$5,000.00 \$212,000.00 | \$0.00 \$0.00 \$0.00 \$0.00 |
| Hwy Safety - Railroad Crossings Total | | | | | | | \$542,000.00 | \$212,000.00 | \$330,000.00 |
| Hwy - Federal Lands Access | | | | | | | | | |
| 22600 | 3 | STC-3787, WESTERN HERITAGE BYWAY (SWAN FALLS RD), ADA CO | 2025 | Development | 59 | PC | \$226,000.00 \$226,000.00 | \$0.00 \$0.00 | \$226,000.00 \$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 | | | | | | | | | |
| 20129 | 3 | LOCAL, FY21 CAPITAL MAINTENANCE, PH 2, ACHD | 2022 | Awarded (or equiv.) | 79 | CE | \$7,500.00 | \$7,500.00 | \$0.00 |
| | | | | | | | \$7,500.00 | \$7,500.00 | \$0.00 |
| 20367 | 3 | US 20, PHYLLIS CANAL BR TO SH-16, ADA CO | 2023 | PS&E (or equiv.) | 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 | \$80,000.00 | \$80,000.00 | \$0.00 |
| | | | | | | | \$80,000.00 | \$80,000.00 | \$0.00 |
| 20674 | 3 | LOCAL, FY24 ROADWAY AND ADA IMPROVEMENTS, BOISE | 2025 | Development | 79 | PE PC | \$29,000.00 \$178,000.00 | \$0.00 \$0.00 | \$29,000.00 \$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 CE CL | \$9,500.00 \$5,000.00 \$65,500.00 | \$9,500.00 \$5,000.00 \$65,500.00 | \$0.00 \$0.00 \$0.00 |
| | | | | | | | \$80,000.00 | \$80,000.00 | \$0.00 |
| 21896 | 3 | LOCAL, FY26 ROADWAY AND ADA IMPROVEMENTS, BOISE | 2026 | 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 | \$207,000.00 | \$207,000.00 | \$0.00 |
| | | | | | | | \$207,000.00 | \$207,000.00 | \$0.00 |
| 23095 | 3 | I 84, FIVE MILE RD OVERPASS & WIDENING (NEPA), BOISE | 2025 | Development | 79 | PC | \$970,000.00 | \$200,000.00 | \$770,000.00 |
| | | | | | | | \$970,000.00 | \$200,000.00 | \$770,000.00 |
| 23410 | 3 | SH 16, I 84 TO FRANKLIN RD, ADA & CANYON COS | 2023 | Awarded (or equiv.) | 79 | CN | \$2,500,000.00 | \$2,500,000.00 | \$0.00 |
| | | | | | | | \$2,500,000.00 | \$2,500,000.00 | \$0.00 |
| Hwy - Local Partnerships Total | | | | | | | \$4,095,500.00 | \$3,103,500.00 | \$992,000.00 |
| Hwy GARVEE - 2017 Legislative Authorization | | | | | | | | | |
| 20788 | 3 | SH 16, I 84 TO US 20/26 & SH44 IC, ADA & CANYON COS | 2500 | Development | 142 | PE PC | \$150,000.00 \$5,000,000.00 | \$150,000.00 \$5,000,000.00 | \$0.00 \$0.00 |

| KeyNo | District | Location | ProgYr | Project Status | ProgNo | Phase | Scheduled | Obligated | Remainder |
|---|----------|---|--------|---------------------|--------|-------------------------|-------------------------|-------------------------|------------------------|
| 20788 | 3 | SH 16, I 84 TO US 20/26 & SH44 IC, ADA & CANYON COS | 2500 | Development | 142 | RW | (\$100,000.00) | (\$100,000.00) | \$0.00 |
| | | | | | | LP | (\$13,151,286.43) | (\$13,151,286.43) | \$0.00 |
| | | | | | | UT | \$4,150,000.00 | \$4,150,000.00 | \$0.00 |
| | | | | | | CE | \$39,489.00 | \$39,489.00 | \$0.00 |
| | | | | | | CN | \$414,631.00 | \$414,631.00 | \$0.00 |
| | | | | | | (\$3,497,166.43) | (\$3,497,166.43) | \$0.00 | |
| 23081 | 3 | I 84, FRANKLIN RD IC TO KARCHER IC - EAST, NAMPA | 2022 | Awarded (or equiv.) | 142 | CE | \$100,000.00 | \$100,000.00 | \$0.00 |
| | | | | | | CC | (\$100,000.00) | (\$100,000.00) | \$0.00 |
| | | | | | | CN | \$1,316,313.00 | \$1,316,313.00 | \$0.00 |
| | | | | | | \$1,316,313.00 | \$1,316,313.00 | \$0.00 | |
| Hwy GARVEE - 2017 Legislative Authorization Total | | | | | | | (\$2,180,853.43) | (\$2,180,853.43) | \$0.00 |
| Report Total | | | | | | | \$168,190,152.92 | \$140,766,232.90 | \$27,423,920.02 |