

## REGIONAL TRANSPORTATION ADVISORY COMMITTEE

**September 28, 2022 - 8:30 a.m.**  
**COMPASS, First Floor Board Room**  
**700 NE 2nd Street, Meridian, Idaho**

### ZOOM CONFERENCE CALL

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

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

Please specify whether you plan to attend in-person or virtually when RSVPing to Amy Luft at [aluft@compassidaho.org](mailto:aluft@compassidaho.org) or 208-475-2229.

Written comments may be submitted by email to [info@compassidaho.org](mailto:info@compassidaho.org). Comments can also be left by voicemail. Please call 208-475-2229 to record comments. Commenters must provide their name for the record. Comments identified by name that are received by 5:00 pm on September 27, 2022, will be provided to the committee members and read into the record during the meeting.

### **\*\*AGENDA\*\***

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

#### **II. OPEN DISCUSSION/ANNOUNCEMENTS**

#### **III. CONSENT AGENDA**

- Page 3 **A.\* Approve August 24, 2022, RTAC Meeting Minutes**  
Page 6 **B.\* Recommend Support of Priorities for Rural Projects**

#### **IV. ACTION ITEMS**

- 8:40 **A.\* Recommend the FY2023 COMPASS Resource Development Plan** **Joey Schueler**  
Page 9

*Joey Schueler will seek RTAC recommendation of COMPASS Board of Directors' approval of the FY2023 Resource Development Plan, which outlines projects the Resource Development Team may work on to seek funding.*

- 9:00 **B.\* Recommend Adoption of Resolutions Amending Communities in Motion 2040 2.0 (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** **Toni Tisdale**  
Page 10

*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 associated air quality conformity demonstration.*

**V. INFORMATION/DISCUSSION ITEMS**

9:20  
Page 24

**A.\* Review the FY2022 *Communities in Motion* (CIM) Implementation Grants and Project Development Program Projects**

**Joey Schueler**

*Joey Schueler will review the FY2022 projects in the CIM Implementation grants and Project Development Program projects.*

9:35  
Page 2

**B.\* Review the COMPASS Fiscal Impact Tool and Development Review Protocol**

**Lila Klopfenstein**

*Lila Klopfenstein asks for feedback on the Fiscal Impact Tool and proposed changes to the Development Review Checklist*

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

Page 38

**A.\* RTAC Agenda Worksheet**

Page 41

**B.\* Obligation Report**

**VII. OTHER**

**Next Meeting: October 26, 2022**

**VIII. ADJOURNMENT (10:00)**

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

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

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**REGIONAL TRANSPORTATION ADVISORY COMMITTEE  
August 24, 2022  
COMPASS, First Floor Board Room  
ZOOM CONFERENCE CALL**

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

**ATTENDEES:**

Rodney Ashby, City of Nampa, 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  
Gabe Finkelstein, Boise State University, via telephone  
Karen Gallagher, City of Boise, 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  
Devin Krasowski, Canyon County Development Services, via telephone  
Tom Laws, Ada County Highway District, via telephone  
Dan Lister, Canyon County Development Services, via telephone  
Wayne Herbel for 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  
Lenny Riccio, Canyon Highway District No. 4, via telephone  
Darrell Romine, City of Melba, via telephone  
Nichoel Baird Spencer, City of Eagle, via telephone  
Mark Steuer, City of Nampa, via telephone  
Michael Toole, Department of Environmental Quality, via telephone  
Vince Trimboli, Idaho Transportation Department, via telephone  
Hanna Veal, City of Garden City, via telephone  
Stacey Yarrington, Ada County Development Services, via telephone

**MEMBERS ABSENT:** Elizabeth Allen, Canyon County Development Services  
Lara Disney, Public Participation Workgroup  
Samantha Kenney, Central District Health, Ex. Officio  
Leon Letson, Ada County Development Services  
Shawn Nickel, City of Star  
Jessica Szelag, City of Boise  
Jason VanGilder, City of Middleton  
Bill Vaughan, City of Eagle  
Bob Watkins, Golden Gate Highway District

**OTHERS PRESENT:** Teri Gregory, COMPASS, in person  
Lila Klopfenstein, COMPASS, via telephone  
Amy Luft, COMPASS, via telephone  
Sherone Sader, COMPASS, via telephone  
Joey Schueler, COMPASS, via telephone  
Matt Stoll, COMPASS, in person  
Toni Tisdale, COMPASS, in person

### **CALL TO ORDER**

Chair Brent Moore called the meeting to order at 8:34 am.

### **OPEN DISCUSSION/ANNOUNCEMENTS**

Amy Luft announced that the FY2023-2029 Regional Transportation Improvement Program (TIP) is open for public comment through September 13, 2022.

Amy Luft reminded RTAC members that the Leadership in Motion nominations will be open until September 15, 2022.

Stephen Hunt announced the Valley Regional Transit Executive Director position is officially open.

Robb MacDonald introduced Wayne Herbel as the new RTAC representative for the City of Caldwell. He will replace Angela Lively.

### **CONSENT AGENDA**

#### **A. Approve July 27, 2022, RTAC Meeting Minutes**

**Stephen Hunt moved and Nichoel Baird Spencer seconded approval of the Consent Agenda. Motion passed with one abstention.**

## **INFORMATION/DISCUSSION ITEMS**

### **A. Draft *Communities in Motion 2050* Plan and Public Comment**

Liisa Itkonen and Amy Luft reviewed the draft *Communities in Motion 2050* plan and the public comment process for the upcoming September 16 through October 16, 2022, public comment period.

### **B. Planning and Environmental Linkages Workgroup (PELWG) Charter**

Lila Klopfenstein reviewed the PELWG charter. This charter will be presented at the September Executive Committee meeting with a request to recommend COMPASS Board of Director's approval.

### **C. FY2023 Resource Development Plan**

Joey Schueler presented an update on the Safe Streets for All grant application progress and the draft FY2023 Resource Development Plan. The draft FY2023 Resource Development Plan will be brought to RTAC in September to request recommendation of COMPASS Board of Directors' adoption.

**Next Meeting: September 28, 2022**

## **ADJOURNMENT**

**Clair Bowman moved and Nichoel Baird Spencer seconded to adjourn. Motion passed unanimously.**

**Meeting adjourned at 9:25 am.**

## RTAC AGENDA ITEM III-B

Date: September 28, 2022

### Topic: Priorities for Rural Projects

#### Request/Recommendation:

COMPASS staff seeks an RTAC recommendation of COMPASS Board of Directors' adoption of Resolution Xa-2023 (Attachment 1) supporting priorities for applications in rural areas through the Local Highway Technical Assistance Council (LHTAC), as recommended by the Rural Prioritization Workgroup on August 4, 2022.

#### Background/Summary:

On August 20, 2012, the COMPASS Board of Directors approved a process for rural project prioritization. The process states that all rural roadway jurisdictions in Ada and Canyon Counties shall meet annually on a voluntary basis to recommend regional rural project priorities. Starting in 2015, the Rural Prioritization Workgroup was tasked to perform these duties.

The Rural Prioritization Workgroup met on August 4, 2022, and recommended the following rural regional priorities for projects managed by LHTAC:

#### Surface Transportation Block Grant (STBG) Rural Funds

1. City of Notus
  - a. 3<sup>rd</sup> Street, US 20/26 to Tuttle Lane
2. City of Melba
  - a. Carrie Rex Avenue, 4<sup>th</sup> Street to Southside Boulevard
3. Ada County Highway District
  - a. Swan Falls Road, Dedication Point to the end of the road

#### Local Rural Highway Improvement Program (LRHIP) – Construction

1. City of Melba
  - a. 4<sup>th</sup> Street (Murphy Road), Carrie Rex Avenue to Broadway Avenue
2. City of Wilder
  - a. Golden Gate Avenue, US 95 to Batt Corner Road

#### LRHIP – Signs

1. City of Notus

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

COMPASS Board of Directors' adoption of these priorities provides the regional support needed to help make these applications successful by allowing additional points in the LHTAC prioritization process for regional involvement and prioritization.

#### More Information:

- 1) Attachment 1 – Resolution Xa-2023
- 2) For detailed information contact: Toni Tisdale, Principal Planner, at [ttisdale@compassidaho.org](mailto:ttisdale@compassidaho.org).

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**RESOLUTION NO. Xa-2023**

**FOR THE PURPOSE OF SUPPORTING RURAL PROJECT PRIORITIES  
IN ADA AND CANYON COUNTIES**

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

**WHEREAS**, the COMPASS Board of Directors' recognizes the need to prioritize rural project applications in Ada and Canyon Counties;

**WHEREAS**, the Local Highway Technical Assistance Council desires regional coordination prior to agencies submitting rural transportation applications;

**WHEREAS**, representatives of rural transportation jurisdictions in Ada and Canyon Counties met on August 4, 2022, to determine the highest priority rural projects in the region; and

**WHEREAS**, representatives of each rural transportation jurisdiction in Ada and Canyon Counties signed the attached rural prioritization recommendations, dated August 4, 2022, as support for these projects and the priorities.

**NOW, THEREFORE, BE IT RESOLVED**, that the Community Planning Association of Southwest Idaho Board of Directors' supports the rural priorities for Ada and Canyon Counties.

**DATED** this 17<sup>th</sup> day of October 2022.

**APPROVED:**

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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Recommendations from the  
Eleventh Annual Rural Prioritization Work Group  
August 4, 2022

A rural project prioritization process was agreed to by all the rural roadway jurisdictions in Ada and Canyon Counties for approval by the COMPASS Board on October 17, 2022. The process provides regional priorities for the Local Highway Technical Assistance Council's (LHTAC) rural project application process. Regional priorities allow additional points through LHTAC's scoring process. Participation in the rural prioritization process is voluntary.

The 11th Annual Rural Prioritization Work Group meeting was held as a hybrid meeting (in-person and virtual) on August 4, 2022. After negotiations, the following priorities are recommended for consideration in the LHTAC application process:

**Surface Transportation Block Grant (STBG) Rural Funds**

1. City of Notus
  - a. 3<sup>rd</sup> Street, US 20/26 to Tuttle Lane
2. City of Melba
  - a. Carrie Rex, 4<sup>th</sup> Street to Southside Boulevard
3. ACHD
  - a. Swan Falls Road, Dedication Point to the end of the road

**Local Rural Highway Improvement Program (LRHIP) – Construction**

1. City of Melba
  - a. 4<sup>th</sup> Street (Murphy Road), Carrie Rex Avenue to Broadway Avenue
2. City of Wilder
  - a. Golden Gate Avenue, US 95 to Batt Corner Road

**LRHIP – Signs**

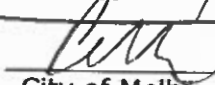
1. City of Notus

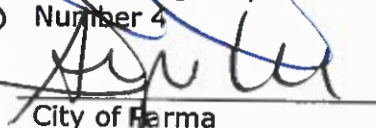
The following agencies support and recommend the priorities and projects, as presented, for approval by the COMPASS Board.

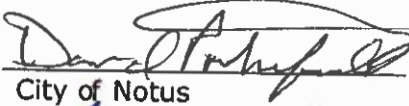
  
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Ada County Highway  
District

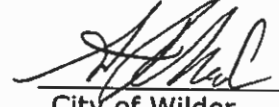
  
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Canyon Highway District  
Number 4

  
\_\_\_\_\_  
City of Greenleaf

  
\_\_\_\_\_  
City of Melba


  
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City of Parma

  
\_\_\_\_\_  
City of Notus

  
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City of Wilder

  
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Golden Gate Highway  
District Number 3

  
\_\_\_\_\_  
Nampa Highway District  
Number 1

  
\_\_\_\_\_  
Notus-Parma Highway  
District Number 2





## RTAC AGENDA ITEM IV-A

Date: September 28, 2022

### Topic: FY2023 Resource Development Plan

#### Request/Recommendation:

COMPASS staff seeks RTAC recommendation of COMPASS Board of Directors' approval of the FY2023 Resource Development Plan, which is provided in "Supplemental Information" on the RTAC meeting web page and linked below.

#### Background/Summary:

The COMPASS Bylaws specify that one of the Board of Directors' primary responsibilities is to "approve the annual development plan which identifies: a) grants and other funding sources for COMPASS; and b) resource development activities which will be pursued by COMPASS staff."

COMPASS staff began soliciting FY2023 funding applications in October 2021. Phase I applications were due December 2021. Phase II applications were due January 2022. A second opportunity to submit Phase I applications for local funding programs was offered in the spring; those applications were due May 2022.

Collectively, those applications form the basis for the Resource Development Plan, which guides COMPASS staff resource development efforts throughout the year. Applications were ranked by RTAC based on funding source eligibility, using a paired comparison process, and were recommended for funding based on the ranked order. However, as needs far exceed resources, many projects remain unfunded or partially funded. Resource development staff will focus their efforts on seeking funding for those projects that were NOT fully programmed for funding.

To ensure the plan is inclusive of long-range transportation studies, planning, and local priorities, the FY2023 Resource Development Plan was updated to include all priorities in [Communities in Motion 2050](#), the [Treasure Valley Transportation Systems Management and Operations Plan](#), and the [I-84 Corridor Operations Plan](#).

COMPASS staff efforts to develop resources around unfunded needs will include finding and sharing grant opportunities, matching projects with funding sources, determining funding eligibility and interpreting guidelines, reviewing grants prepared by members prior to submittal, writing grants, managing grants, and generating letters of support.

#### Implications (policy and/or financial):

This plan furthers *Communities in Motion* goals by increasing opportunities for funding local projects that help meet regional priorities.

#### More Information:

1) Draft FY2023 Resource Development Plan:

[www.compassidaho.org/documents/people/rtac/2022/2023ResDevPlan0920.pdf](http://www.compassidaho.org/documents/people/rtac/2022/2023ResDevPlan0920.pdf)

2) For detailed information, contact: Joey Schueler - Principal Planner, Resource Development at [jschueler@compassidaho.org](mailto:jschueler@compassidaho.org) or (208) 475-2232.

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## RTAC AGENDA ITEM IV-B

DATE: September 28, 2022

**Topic: *Communities in Motion 2040 2.0* Amendment, FY2022-2028 Regional Transportation Improvement Program Amendment, and FY2023-2029 Regional Transportation Improvement Program and Associated Air Quality Conformity Demonstration**

**Request/Recommendation:**

COMPASS staff requests RTAC recommendation of COMPASS Board of Directors' adoption of Resolution Xb-2023 (Attachment 1) amending *Communities in Motion 2040 2.0* (CIM 2040 2.0), Resolution Xc-2023 (Attachment 2) amending the FY2022-2028 Regional Transportation Improvement Program (TIP), and Resolution Xd-2023 (Attachment 3) approving the FY2023-2029 TIP and associated air quality conformity demonstration for Northern Ada County (both provided in supplemental information; see links below). Details of all three actions are included in the attachments and summarized below.

**Background/Summary:**

CIM 2040 2.0 Amendment

Long-range transportation plans, such as CIM 2040 2.0, must be fiscally constrained, meaning they can only include projects that have funding identified to pay for them. When funding is identified to pay for new projects or when funding is removed from future projects that had been identified as "funded," the long-range transportation plan must be amended to reflect these changes. Therefore, COMPASS is proposing to amend CIM 2040 2.0 to mirror updates to funded projects in the Idaho Transportation Department's (ITD's) and local agencies' plans and budgets.

The proposed amendment would update the projects funded in CIM 2040 2.0 by adding 14 new funded projects, divided into short-term projects (through FY2025) and long-term projects (FY2026 – 2040). Two of the projects being added received funding through a nationally competitive grant program. The details of the proposed changes are included in Attachment 1.

FY2022-2028 TIP Amendment

Four projects are proposed to be added to the FY2022-2028 TIP, three funded through a nationally competitive grant program (the same two projects noted above, plus one additional project already listed in CIM 2040 2.0). One project is also proposed to be removed. Details are provided in Attachment 2.

FY2023-2029 TIP and Associated Air Quality Conformity Demonstration

The TIP is updated annually; the draft FY2023-2029 TIP is this annual update. The full FY2023-2029 TIP project list is provided on the COMPASS website under "supplemental information" at the link below. An updated Major Changes List is also linked below. The full project list includes all project changes approved through modifications that have occurred since development of the draft project list.

The air quality conformity demonstration for the FY2023-2029 TIP and proposed amendment to CIM 2040 2.0 is also linked below. The proposed project list conforms to air quality budgets approved for Northern Ada County.

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

### Public Comments

A public comment period was held August 15 through September 13, 2022, to address the proposed amendments, project list, and air quality conformity demonstration. Additional proposed changes were added to the comment period on August 30, 2022, to include the newly awarded competitive grants.

Comments received:

- 16 comments related to projects in the proposed CIM 2040 2.0 amendment
- 5 comments related to additions to the CIM 2040 2.0 amendment and draft FY2023-2029 TIP and amendment to the FY2022-2028 TIP
- 28 comments related to the draft FY2023-2029 TIP
- 10 comments related to the air quality conformity demonstration

Verbatim public comments from the public comment period are linked below. Staff does not recommend changes based on public comments received.

ITD received comments during a July public comment period on the draft FY2023-2029 Idaho Transportation Investment Program (the statewide equivalent of the regional TIP). However, ITD staff does not expect the comments will be analyzed and responses provided until the end of September 2022. When available, these comments will be shared with the COMPASS Board of Directors and posted on the COMPASS website.

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

The amendment to CIM 2040 2.0 ensures that the plan continues to meet federal fiscal constraint requirements and enables work on new short-term funded projects to begin immediately.

The FY2023-2029 TIP and air quality conformity demonstration are not official until adopted by the COMPASS Board of Directors and Idaho Transportation Board and approved by the Federal Highway Administration, Federal Transit Administration, and the Environmental Protection Agency. The current FY2022-2028 TIP will remain in effect, allowing work on projects to continue, until final approval of the FY2023-2029 TIP, anticipated by December 31, 2022. Changes to projects in early FY2023 occur via amendments to both TIPs.

### **More Information:**

- 1) Attachment 1 – Resolution Xb-2023 (CIM 2040 2.0 Amendment)
- 2) Attachment 2 – Resolution Xc-2023 (FY2022-2028 TIP Amendment)
- 3) Attachment 3 – Resolution Xd-2023 (FY2023-2029 TIP and Air Quality Conformity)
- 4) Link to draft FY2023-2029 TIP project list:  
[www.compassidaho.org/documents/people/rtac/2022/220921\\_DRAFT\\_23\\_29\\_TIP-Detail\\_RTAC.pdf](http://www.compassidaho.org/documents/people/rtac/2022/220921_DRAFT_23_29_TIP-Detail_RTAC.pdf)

- 5) Link to Major Changes List:  
[www.compassidaho.org/documents/people/rtac/2022/FY2023-2029MajorChanges\\_RTAC.pdf](http://www.compassidaho.org/documents/people/rtac/2022/FY2023-2029MajorChanges_RTAC.pdf)
- 6) Link to draft Air Quality Conformity Demonstration:  
[www.compassidaho.org/documents/people/rtac/2022/DRAFTFY2329TIPConformity.pdf](http://www.compassidaho.org/documents/people/rtac/2022/DRAFTFY2329TIPConformity.pdf)
- 7) Link to public comments received:  
[www.compassidaho.org/documents/people/rtac/2022/TIP\\_Public\\_Comments\\_Verbatim\\_Final.pdf](http://www.compassidaho.org/documents/people/rtac/2022/TIP_Public_Comments_Verbatim_Final.pdf)
- 8) For detailed information contact: Toni Tisdale, Principal Planner, at 208/475-2238 or [ttisdale@compassidaho.org](mailto:ttisdale@compassidaho.org).

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## RESOLUTION NO. Xb-2023

### FOR THE PURPOSE OF AMENDING *COMMUNITIES IN MOTION 2040 2.0*

**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 prepare regional long-range transportation plans covering a period of no less than 20 years;

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

**WHEREAS**, the amendment to *Communities in Motion 2040 2.0* adds new funded projects to the short-term and long-term funded project lists to mirror the updates to the Idaho Transportation Department's and local agencies' plans and budgets. Details are attached;

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

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

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

**WHEREAS**, a public comment period was held August 15 through September 13, 2022, on the changes to mirror updates to Idaho Transportation Department and local agencies' plans and budgets. Additional proposed changes were added to the comment period on August 30, 2022, to include the newly awarded competitive grants. All comments were shared with the COMPASS Board of Directors for consideration;

**WHEREAS**, the Community Planning Association of Southwest Idaho developed this amendment to *Communities in Motion 2040 2.0* in compliance with all applicable state and federal regulations; and

**NOW, THEREFORE, BE IT RESOLVED**, that the Community Planning Association of Southwest Idaho Board of Directors approves the amendment to *Communities in Motion 2040 2.0*.

**ADOPTED** this 17<sup>th</sup> day of October 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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## ***Communities in Motion 2040 2.0 (CIM 2040 2.0) Proposed Amendment #10***

This proposed amendment adds:

### **Short-Term Funded Projects:**

#### **State Highway 16 – Interstate 84 to US 20/26 (Chinden Boulevard)**

Phase 3 construction with interchanges.

Sponsoring agency: Idaho Transportation Department

Year: 2024 Cost: \$220,500,000

#### **Peckham Road – US 95 to Notus Road**

Roadway rehabilitation, as well as curb, gutter, and sidewalk improvements within the city limits.

Sponsoring agency: Golden Gate Highway District

Year: 2023 Cost: \$3,595,000

#### **Pathway – State Highway 55 (Eagle Road) McMillan to Bristol Heights**

Construct a 10-foot-wide concrete multiuse pathway on the west side of State Highway 55 (Eagle Road) in the City of Boise.

Sponsoring agency: City of Boise

Year: 2023 Cost: \$1,019,000

#### **Pathway – State Highway 55 (Eagle Road) Bristol Heights to US 20/26**

Construct a 10-foot-wide concrete multiuse pathway on the west side of State Highway 55 (Eagle Road) in the City of Boise.

Sponsoring agency: City of Boise

Year: 2025 Cost: \$362,000

#### **Access to Opportunity - Cities of Boise and Garden City**

Plan and design 12 multimodal transportation projects for accessibility, safety, and equity in parts of Cities of Boise and Garden City.

Sponsoring agency: Ada County Highway District

Year: 2023 Cost: \$6,250,000

#### **Reconnecting, Accessibility, and Improving Safety and Equity, Nampa**

Design multimodal improvements for accessibility, safety, and equity in the North Nampa Neighborhood.

Sponsoring agency: City of Nampa

Year: 2023 Cost: \$6,250,000

### **Long-Term Funded Projects:**

#### **Five Mile Road – I-84 Overpass Construction**

Construct overpass with four lanes and enhanced bike lanes.

Sponsoring agencies: Ada County Highway District and Idaho Transportation Department

Year: 2029 Cost: \$9,400,000

**Old Highway 30, Sand Hollow Road to State Highway 44**

Rehabilitate Old Highway 30 from State Highway 44 to Galloway Road, and Goodson Road to south of Sand Hollow Road. Work also includes improvements to the intersections at Farmway Road and Goodson Road.

Sponsoring agency: Canyon Highway District

Year: 2027 Cost: \$3,418,000

**Intersection – I-84B (Garrity Boulevard) and Stamm Lane**

Widen Interstate 84B (Garrity Boulevard) at the Stamm Lane intersection in the City of Nampa.

Sponsoring agency: Idaho Transportation Department

Year: 2027 Cost: \$1,862,000

**Intersection - Northside Boulevard and Karcher Road**

Install a roundabout.

Sponsoring agency: City of Nampa

Year: Preliminary Development Cost: \$5,370,000

**Intersection – State Highway 45 and Locust Lane**

Install a traffic signal.

Sponsoring agency: City of Nampa

Year: 2027 Cost: \$2,556,000

**Linder Road, Overland Road to Franklin Road**

Design work to widen Linder Road from Overland Road to Franklin Road in the City of Meridian. The project includes adding an overpass over Interstate 84.

Sponsoring agencies: Ada County Highway District, City of Meridian, Idaho Transportation Department

Year: Preliminary Development Cost: \$21,421,000

**Pathway, Greenbelt Completion, Boise State**

Design and construct improvements to the Boise River Greenbelt along Cesar Chavez Road (south side of Boise River) between Theatre Lane and Broadway Avenue on the Boise State University campus. Improvements include widening the pathway from 8 feet to 12 feet and adding a well-defined landscaped buffer between the pathway and the street.

Sponsoring agency: Boise State University

Year: 2026 Cost: \$825,000

**Pathway, Grimes City Pathway Extension**

Extend Grimes City Pathway from McDonagh Park to Birch Elementary in the City of Nampa. Project includes 1/2 mile of 12-foot asphalt pathway, lighting, and crosswalk improvements.

Sponsoring agency: City of Nampa

Year: Preliminary Development Cost: \$391,000





**RESOLUTION NO. Xc-2023**

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

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

**WHEREAS**, the Infrastructure Investment and Jobs Act (IIJA), Title 23 United States Code Section 134, and Title 49 United States Code Section 5303 requires 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 requires transportation improvement programs be developed and amended in consultation with all interested parties;

**WHEREAS**, a public comment period was held between August 30 and September 13, 2022, and comments were shared with the COMPASS Board of Directors for consideration;

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

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

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

**NOW, THEREFORE, BE IT RESOLVED**, that the Community Planning Association of Southwest Idaho's Board of Directors approves the amendment to the FY2022-2028 Regional Transportation Improvement Program.

**ADOPTED** this 17<sup>th</sup> day of October 2022.

**By:** \_\_\_\_\_  
**Joe Stear, Chair**  
**Community Planning Association**  
**of Southwest Idaho Board of Directors**

**ATTEST:**

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

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COMPASS Amendment  
Regional Transportation Improvement Program

Grant for Low or No Emissions Vehicles, August 2022

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PC	RW	UT	CE	CN	SUM
NEW	Transit – Replacement Vehicles, Boise Area, VRT	2022							0
	Funding Source: FTA 5339 (c)	2023						ϑ	ϑ
	Procure eight electric expansion vehicles, four depot chargers, and install eight on-route chargers at Main Street Station and associated electrical infrastructure and workforce training for the transit system in the Boise Urbanized Area. (Federal: \$17,386,450).  Add project, as awarded through a FY2022 Low/No grant.	2024							0
		2025							0
		2026							0
		PD							0
		SUM	0	0	0	0	0	0	ϑ
							20000	20000	

Grants for Rebuilding American Infrastructure with Sustainability and Equity (RAISE),  
August 2022

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PC	RW	UT	CE	CN	SUM
ORN 23833*	Access to Opportunity, Boise and Garden City	2022							0
	Funding Source: RAISE	2023		ϑ					ϑ
	Plan and design 12 multimodal transportation projects in the Cities of Boise and Garden City. When constructed, the project will provide low-stress, multimodal links between a community separated by Interstate 184, US 20/26, the Bench, and the Boise River. The project includes filling sidewalk gaps, signaling crossings, implementing Americans with Disabilities Act accessible pedestrian ramps and signals, building multiuse pathways and designated bicycle facilities, upgrading transit bus stops, and evaluating green stormwater infrastructure to prevent runoff from entering the Boise River. Construction is currently unfunded. (Federal = \$5,000,000).  Add project, as awarded through an FY2022 RAISE grant.	2024		6430					6430
		2025							0
		2026							0
		PD							0
		SUM	0	ϑ	6430	0	0	0	0
								6430	
NEW	Reconnecting, Accessibility, and Improving Safety and Equity, Nampa	2022							0
	Funding Source: RAISE	2023		ϑ					ϑ
	Design local and regional connections to benefit residents in the North Nampa Neighborhood. Improvements include sidewalk network expansion and modernization, shared use path	2024		5000					5000
		2025							0
		2026							0
		PD							0

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PC	RW	UT	CE	CN	SUM
	construction, pedestrian pathway extension, a new pedestrian bridge, replacement of an existing vehicle and pedestrian bridge, modernization of two railroad underpasses, and a study of new transit services. The project is expected to increase safety in a high crash area and provide connections to essential services. Construction is currently unfunded. (Federal = \$5,000,000). <b>Add project, as awarded through a FY2022 RAISE grant.</b>	SUM	0	0 <u>5000</u>	0	0	0	0	0 <u>5000</u>
23179*	Transit – State Street Premium Corridor, Part 2, Boise Area, VRT	2022							0
	Funding Source: <del>Local Participating</del> <b>RAISE</b>	2023						<del>5882</del> <b>10571</b>	<del>5882</del> <b>10571</b>
	<del>Project will include deployment of real-time information, off-board fare payment, raised platforms, and necessary pullouts to accommodate all bus stops along State Highway 44 (State Street) between State Highway 55 (Eagle Road) in the City of Eagle and downtown Boise. Improvements will also include bus stop and vehicle branding. Project will construct transit, pedestrian, and bicycle facilities along a six and one-half mile section of State Street (State Highway 44) from Bogart Lane to Downtown Boise in the Cities of Boise and Garden City. The project includes accessible bus stops, on-route charging, real-time bus arrival displays, ticketing machines, lighting, a multiuse pathway, wheelchair ramps and access, and bicycle and additional street crossings. The project will benefit vulnerable populations by improving transit speed and reliability, enhancing accessibility and safety at and near transit stops, and increasing the comfort and ease of non-motorized and transit travel. (Federal = \$8,457,000).</del>	2024							0
		2025							0
		2026							0
		PD							0
		SUM	0	0	0	0	0	<del>5882</del> <b>10571</b>	<del>5882</del> <b>10571</b>
	<b>Change project description and funding source and adjust funding amounts based on award of a FY2022 RAISE grant.</b>								

\*Project is currently in the FY2022-2028 TIP or proposed in the draft FY2023-2029 TIP; however, the funding source and scope are updated in this project.

Idaho Transportation Department (ITD) and City of Nampa, August 2022

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PC	RW	UT	CE	CN	SUM
22034	Railroad Crossing, Midland Boulevard, Nampa	2022	0 <u>-4</u>				0 <u>-11</u>	0 <u>-64</u>	0 <u>-79</u>
	Funding Source: Fed RRX	2023							0
		2024							0
	Upgrade signals at the Midland Boulevard Union Pacific Railroad crossing (Federal: \$71,000).	2025							0
		2026							0
		PD							0
	<b>Remove project at request of ITD and City of Nampa.</b>	SUM	0 <u>-4</u>	0	0	0	0 <u>-11</u>	0 <u>-64</u>	0 <u>-79</u>

5339 (c) = National competitive grant for low and no emission vehicles  
 ADA = Americans with Disabilities Act  
 ACHD = Ada County Highway District  
 CE = Construction Engineering  
 CN = Construction  
 Fed RRX = Federal railroad crossing formula funds  
 FY = Fiscal Year  
 FTA = Federal Transit Administration  
 ITD = Idaho Transportation Department

ORN = Office of Transportation Investment Reference Number (temporary key number)  
 PE = Preliminary Engineering  
 PC = Preliminary Engineering Consultant  
 RAISE = Rebuilding American Infrastructure with Sustainability and Equity  
 RW = Right-of-Way  
 UT = Utilities  
 VRT = Valley Regional Transit

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**RESOLUTION NO. Xd-2023**

**FOR THE PURPOSE OF APPROVING THE  
FY2023-2029 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM AND  
ASSOCIATED AIR QUALITY CONFORMITY DEMONSTRATION**

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

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

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

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

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

**WHEREAS**, a public comment period was held between August 15 and September 13. All comments were shared with the COMPASS Board of Directors for consideration;

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

**WHEREAS**, the Community Planning Association of Southwest Idaho has developed the FY2023-2029 Regional Transportation Improvement Program for Ada and Canyon Counties, and associated air quality conformity demonstration for Northern Ada County, in compliance with all applicable state and federal regulations.

**NOW, THEREFORE, BE IT RESOLVED**, that the Community Planning Association of Southwest Idaho Board of Directors approves the FY2023-2029 Regional Transportation Improvement Program and the associated air quality conformity demonstration.

**ADOPTED** this 17<sup>th</sup> day of October 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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## RTAC AGENDA ITEM V-A

Date: September 28, 2022

### **Topic: *Communities in Motion* Implementation Grants and Project Development Program**

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

This is an information item only.

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

COMPASS *Communities in Motion* (CIM) Implementation Grants and the Project Development Program support COMPASS member agency local priority projects consistent with regional *Communities in Motion* goals. Most FY2022 projects in these programs are complete or nearing completion. The following provides an update on the status of each FY2022 project, as well as projects carried forward from FY2021 in both programs.

#### **CIM Implementation Grant Projects**

##### **Projects carried over from FY2021:**

**City of Eagle** Connecting the Greenbelt to Eagle Island State Park: This project has been delayed by an outstanding easement acquisition and remains incomplete. A request for extension to FY2023 was received and granted by the COMPASS Board of Directors.

**City of Wilder** B Street Sidewalk Project #1: 5<sup>th</sup> Street and B Avenue: The construction of sidewalks along B Avenue between 5<sup>th</sup> Street and 4<sup>th</sup> Street near Wilder Public School is complete.

##### **FY2022 Projects:**

**City of Kuna** Americans with Disabilities Act (ADA) Sidewalk Connector between Downtown Main Street and Kuna Senior Center: This project had been awaiting backlogged permitting. Construction started on September 13, 2022. The City of Kuna anticipates completion on September 27, 2022, for final invoicing and payment in the current fiscal year.

**City of Wilder** Golden Gate Avenue Sidewalk Project: The construction of sidewalks along Golden Gate Avenue is complete.



## **Project Development Program Projects**

### **FY2022 Projects:**

**City of Garden City** 52<sup>nd</sup> Street Pedestrian Bridge: A final pre-concept report was completed by JUB and is posted at the link below.

**City of Star** Safe Routes to School Floating Feather Road to Star Middle School: A final pre-concept report was completed by Alta and is posted at the link below.

**City of Eagle** Grade Separated Bicycle and Pedestrian Crossing of State Highway 44 Phase 2: A final pre-concept report for Phase II of this project was completed by Burgess & Niple and is posted at the link below. The outcome of the study was "no-build." The study did, however, point to continued investigation of an undercrossing at the intersection of Edgewood Lane and State Highway 44, which had no flood plain impacts and possessed no right-of-way impacts.

Final reports can be found here: <https://www.compassidaho.org/prodserv/projectdev.html>

### **More Information:**

For more detailed information, contact Joey Schueler at (208) 475-2232 or [jschueler@compassidaho.org](mailto:jschueler@compassidaho.org).

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## RTAC AGENDA ITEM V-B

Date: September 28, 2022

**Topic: COMPASS**

**Development Review**

**Request/Recommendation:**

COMPASS staff requests feedback on the COMPASS Development Review Process.

**Background/Summary:**

Since late 2014 COMPASS has conducted development reviews (Attachment 1) to better connect local and regional planning efforts. COMPASS' role in development review is limited to evaluating the extent to which a proposed project or plan is consistent with growth forecasts, goals, and objectives in *Communities in Motion*, the long-range transportation plan for Ada and Canyon Counties. COMPASS does not judge the merits of a development nor recommend if it should or should not be approved. In 2021, COMPASS added a fiscal impact analysis report to the development review checklist (Attachment 1, pg. 5), showing the estimated fiscal benefits or burdens to agency budgets from new development. RTAC is charged with overseeing the fiscal impact tool data inputs and outputs to recommend improvements to the process and tool (Attachment 2), as well as providing input into updates to the Development Review Protocol (Attachment 3).

Since the implementation of the COMPASS development review process, agencies in the region have updated their own processes, potentially causing redundancies. Staff seeks to update the Development Review Protocol to ensure that the report is providing useful information to member agencies.

To inform the discussion in RTAC and help COMPASS staff better understand if and how you use the Development Review Checklists, please take this short survey **by 4PM September 27, 2022**. The survey takes one to five minutes to complete: <https://forms.office.com/r/jZ8jpsb9Sr>.

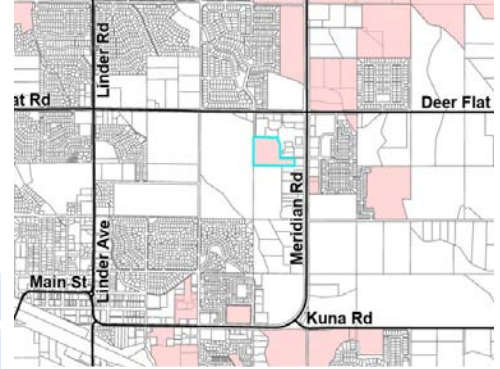
Staff will review the survey feedback in the RTAC meeting for discussion.

**More Information:**

- 1) Attachment 1: CIM 2050 Development Review Checklist and Fiscal Impact Analysis Supplemental
- 2) Attachment 2: COMPASS Fiscal Impact Tool Use Policy
- 3) Attachment 3: COMPASS Development Review Protocol
- 4) For detailed information contact: Lila Klopfenstein, Assistant Planner, at (208) 475-2230 or [lklopfenstein@compassidaho.org](mailto:lklopfenstein@compassidaho.org)

# Communities in Motion 2050 Development Checklist

The Community Planning Association of Southwest Idaho (COMPASS) is the metropolitan planning organization (MPO) for Ada and Canyon Counties. COMPASS has developed this review as a tool for local governments to evaluate whether land developments are consistent with the goals of Communities in Motion 2050 (CIM 2050), the regional long-range transportation plan for Ada and Canyon Counties. This checklist is not intended to be prescriptive, but rather a guidance document based on CIM 2050 goals.



**Development Name:** Name of Development

**CIM Vision Category:** Future Neighborhood **New Jobs:** 0

**CIM Corridor:** none **New Households:** 200



### Safety

Level of Stress measures how safe and comfortable a bicyclist or pedestrian would feel on a corridor and considers multimodal infrastructure number of vehicle lanes and travel speeds.

- Pedestrian level of stress
- Bicycle level of stress



### Economic Vitality

These tools evaluate whether the location of the proposal supports economic vitality by growing near existing public services.

- Activity Center Access
- Farmland Preservation
- Net Fiscal Impact
- Within CIM Forecast



### Convenience

Residents who live or work less than 1/2 mile from critical services have more transportation choices, especially for vulnerable populations.

- Nearest bus stop
- Nearest public school
- Nearest public park



### Quality of Life

Checked boxes indicate that additional information is attached.

- Active Transportation
- Automobile Transportation
- Public Transportation
- Roadway Capacity



**Improves performance**



**Does not improve or reduce performance**



**Reduces performance**

**Comments:**

**Communities in Motion 2050**  
[2020 Change in Motion Report](#)  
[Development Review Process](#)

Web: [www.compassidaho.org](http://www.compassidaho.org)  
 Email: [info@compassidaho.org](mailto:info@compassidaho.org)



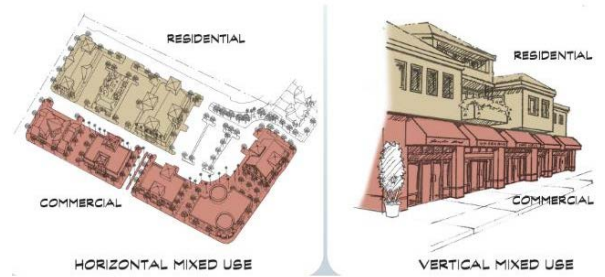
## Land Uses to Support Bicycle and Pedestrian Transportation

Land use decisions can support the safety and comfort of bicyclists and pedestrians. A robust mix of nearby housing, jobs, and services can:

Promote safe and comfortable walking and biking by reducing the number of vehicles on the road

Reduce the distance between housing and services, especially for vulnerable populations

Reduce the requirement for large and costly parking facilities



Credit: Lakeland Village Plan

Land use mix can either be horizontal or vertical. A

horizontal mix indicates a variety of uses across a neighborhood, while vertical mix refers to different uses within the same building or lot. To measure land use mix, consider how many different uses (e.g., residential, office, retail, industrial, service, entertainment, education, health, etc.) are within each community or area. Higher mixes reflect more convenient access to a wide range of jobs and services.

Some steps to take to increase bicycle and pedestrian accommodations are:

- ✓ Provide sidewalks and pathways between horizontal mixed use areas to promote walking and biking between areas.
- ✓ Place residential uses near services such as parks, schools, grocery stores, or employment centers.
- ✓ Place higher-density residential uses close to employment, bus service, schools, or parks.

## Bicycle and Pedestrian Infrastructure

An individual's trip is the entire journey from beginning to end. In many cases, a trip may combine a number of modes. While motorized vehicles will provide longer trips, users complete the first and last portion on their own. For example, almost every vehicle trip includes a walk or bike trip to the parking lot or transit stop. Good street connectivity increase the number of travel options and reduces the distances traveled to reach destinations. One way to measure route directness is take the ratio of the route distance to the straight line-distance. The closer the ratio is to 1, the better for connectivity of the area.

Some steps that can be taken to improve walk/bike infrastructure include:

- ✓ Providing sidewalks, crosswalks, and micropaths to connect destinations
- ✓ Providing an improved pathway along a canal as a transportation and recreational option
- ✓ Siting pathways and sidewalks as directly as conditions allow or provide wayfinding signs
- ✓ Reducing street lengths to discourage speeding on local roads
- ✓ Providing sufficient and covered bike parking near destinations



A disconnected system means more trips onto arterial roads, resulting in fewer cyclists and less efficiency for vehicles.



A connected system provides options, including walking, cycling, or driving. More trips can be taken on local roads, avoiding busier arterials.

## Land Use to Support Public Transportation

Locating higher-density commercial and residential uses close to transit nodes increases the availability and convenience of public transportation. Successful transit-oriented developments often following the 3 Ds: density, diversity, and design. Density places a critical mass of people near trip origins or destinations so that transit ridership becomes practical and economical. Diversity of land uses can help to serve multiple purposes, such as employment centers, retail centers, and recreation. Design encourages safe and comfortable walking and biking between the transit station and the final destination. Other considerations include:

- ✓ Guide new development to areas planned for growth in the long-range plan forecast so that transportation infrastructure can keep up with new demand.
- ✓ Provide more than 8 housing units per acre; or a combination of 25 total persons (population + jobs) per acre, near future transit stops.
- ✓ Orient buildings toward potential transit corridors, with parking on the back side rather than the street side.
- ✓ Where appropriate, cluster buildings near intersections to consolidate transit stops and street crossings.
- ✓ Incorporate retail and other uses into the development, drawing customers both from the transit-oriented development and nearby areas.

The COMPASS-compiled catalog of Transit Oriented Developments in the [\*Communities in Motion Implementation Guidebook\*](#) provides examples of how higher-density development can integrate in existing neighborhoods.

## Public Transportation Infrastructure

Providing safe and comfortable transit stops and appropriate amenities can make public transportation a more convenient and competitive option, reduce the overall cost of housing + transportation, and expand the potential customer base for businesses.

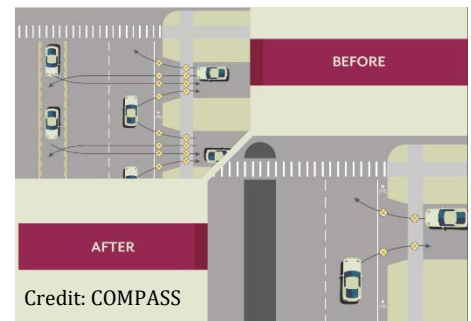
While stop location and spacing will depend on the circumstances of the route, there are some general guidelines to improve the user experience:

- ✓ Locate bus stop amenities in areas that are expected to generate the most ridership, such as near employment centers, residential areas, retail centers, education centers, or major medical facilities.
- ✓ Provide sidewalks and/or bike paths designed to meet the needs of all users (including elderly, children, and individuals with disabilities) to connect development to transit stops.
- ✓ Provide bicycle parking that includes covered bike racks at transit stops; ensure it does not conflict with vehicular or pedestrian travel.
- ✓ Provide shelters, benches, trash receptacles, lighting, and landscaping to enhance the overall comfort and attractiveness of transit; ensure amenities do not block pathways, sidewalks, or bike lanes.
- ✓ Include doors with 32 inches of clear passage space, and at least one zero-step entrance and accessible bathroom on the main floor to support those with limited mobility.
- ✓ Join the Valley Regional Transit group pass program:  
<https://www.valleyregionaltransit.org/group-pass-programs>
- ✓ Use Valley Regional Transit's [\*Bus Stop Location and Transit Amenities Development Guidelines\*](#) for siting new bus stops and reviewing current and bus stops.

## Access Management

Access management is a set of techniques to control vehicular access to roadways. The benefits of access management include improved traffic efficiency, fewer vehicle conflicts, and reduced crashes. Access management can help to improve the safety of cyclists and pedestrians by limiting the number of conflict points and separating the conflict points.

Several steps can be taken to improve efficiency and safety of the transportation network using access management:



- ✓ Space access (driveways or cross streets) to increase the distance between potential conflict points.
- ✓ Provide more access on lower functionally classified roads, such as collectors, instead of arterials, to facilitate efficiency and safety.
- ✓ Provide cross or shared access to reduce the need for excessive access on major roads.
- ✓ Provide stub roads to help enable future connections between properties and reduce the need for access to high-speed, high-volume roadways.
- ✓ Provide adequate driveways and drive-through queues to ensure that when a vehicle leaves a roadway it does not affect traffic on the roadway or access to businesses.

More information is available in the [COMPASS Access Management Toolkit](#) and the [COMPASS Access Management Business Guide](#).

## Parking Management

Getting to the right balance of parking is important. Not enough parking means that parking spills into nearby areas, customers can't get to businesses, and safety is decreased due to illegal parking and increased traveling to find parking spaces.

However, an oversupply of parking can result in less land for businesses and diminished efforts to promote other modes.

Curb space is where people and vehicles intersect.

Increasingly the curb has become a key place to balance needs between conflicting users. While safety is paramount, demand from different users, different days of the week, and different times of the day creates challenges and opportunities.



Several steps can be taken to make parking and curbside management work for communities:

- ✓ Arrange parking near destinations to limit the amount of circling for nearby parking spaces and create multiple smaller parking lots rather than large parking lots.
- ✓ Provide shared parking between multiple users or destinations that have different peak periods.
- ✓ For example, office buildings traditionally need day-time parking while restaurants need space later in the evening.
- ✓ Improve walking and cycling infrastructure to make them feasible alternatives to driving and parking.
- ✓ Add landscape islands and designated walking paths to enable the safe and comfortable paths to businesses.

## ***Fiscal Impact Analysis Supplemental for the Development Review Checklist***

The purpose of the fiscal impact analysis is to better estimate expected revenues and costs to local governments as a result of new development so that the public, stakeholders, and the decision-makers can better manage growth. Capital and operating expenditures are determined by various factors that determine service and infrastructure needs, including persons per household, student generation rates, lot sizes, street frontages, vehicle trip and trip adjustment factors, average trip lengths, construction values, income, discretionary spending, and employment densities.

The COMPASS Development Checklist considers the level of fiscal benefits, how many public agencies benefit or are burdened by additional growth, and how long the proposal will take to achieve a fiscal break-even point, if at all.

More information about the COMPASS Fiscal Impact Tool is available at:

[www.compassidaho.org/prodserv/fiscalimpact.htm](http://www.compassidaho.org/prodserv/fiscalimpact.htm)

### **Overall Net Fiscal Impact Net Fiscal Impact by Agency**



City



County



Highway District



School District

Break Even: 1 year

## POLICY STATEMENT

Attachment 2

### No. Board Policy 2021-02

**Adopted:** June 21, 2021  
**By:** COMPASS Board of Directors  
**Last Revised:** None

### Policy Statement:

#### COMPASS Fiscal Impact Tool Use Policy

##### 1. Background

The Treasure Valley has experienced considerable growth over the last several decades and more growth is anticipated. Growth brings about potential revenues in property taxes and development fees, but obligates public agencies to provide infrastructure and services. COMPASS has developed a fiscal impact tool (FIT) to better estimate expected revenues and costs to local governments as a result of new development so that decision-makers can better manage growth.

The FIT software is proprietary; thus, the tool itself will not be shared with the public. However, the inputs and methodology of the tool are provided in the COMPASS FIT report on the COMPASS website at: [www.compassidaho.org/prodserv/fiscalimpact.htm](http://www.compassidaho.org/prodserv/fiscalimpact.htm). Contact COMPASS staff for additional information.

##### 2. COMPASS Fiscal Impact Tool Use

The FIT was developed as a resource for member agencies to support local decision-making. COMPASS will run analyses for member agencies for large-scale development proposals including subdivisions, annexations, rezones, scenario planning, comprehensive plan changes, and other member agency requests, based on the triggers listed on the following page.

Proposals or other requests not meeting these thresholds may be reviewed for approval upon written request by a COMPASS Board member to the COMPASS Executive Director or as requested by the COMPASS Executive Director.

COMPASS member agencies may opt out of receiving fiscal impact reports, either in general or for specific development applications, via written request by a COMPASS Regional Transportation Advisory Committee member and submitted to the COMPASS Executive Director.



## Fiscal Impact Tool Use Triggers

Application Type	Trigger	Reporting
Subdivision	Receipt of a development application for 50 residential units or more	COMPASS Development Checklist
	Receipt of a development application for 100,000 square feet or more of retail or office or  250,000 square feet or more of industrial space or  Any combination of residential units or retail, office, or industrial space that generates the same equivalent trips as 100,000 square feet or more of retail	COMPASS Development Checklist
	Receipt of a development application for any application that generates the same equivalent daily trips as 50 residential units or more	COMPASS Development Checklist
Annexation and/or Rezones	Receipt of a development application for any application that generates the same equivalent daily trips as 50 residential units or more	COMPASS Development Checklist
Scenario Planning	Upon Request	As negotiated by COMPASS and recipient
Comprehensive Plan Updates	Upon Request	As negotiated by COMPASS and recipient

COMPASS staff will determine the amount of residential and non-residential development in the evaluation. It is imperative that requestors provide clear and accurate information in development proposals to ensure highest quality results.

### 3. Reporting

COMPASS will report FIT results for subdivisions, annexations, and rezones via the COMPASS Development Checklist. An example of the FIT report is shown on the following page.

## Fiscal Impact Analysis

The purpose of the fiscal impact analysis is to better estimate expected revenues and costs to local governments as a result of new development so that the public, stakeholders, and the decision-makers can better manage growth. Capital and operating expenditures are determined by various factors that determine service and infrastructure needs, including persons per household, student generation rates, lot sizes, street frontages, vehicle trip and trip adjustment factors, average trip lengths, construction values, income, discretionary spending, and employment densities.

Capital costs, projected in the model reflect the potential cost to serve new growth, regardless of whether the resources are available to cover the costs and assumes that the jurisdiction will continue to balance their annual budgets considering financial guidelines and policies, applicable operating impacts, and available resources.

The COMPASS Development Checklist considers the level of fiscal benefits, how many public agencies benefit or are burdened by additional growth, and how long the proposal will take to achieve a fiscal break-even point, if at all. More information about the COMPASS Fiscal Impact Tool is available at: [www.compassidaho.org/prodserv/fiscalimpact.htm](http://www.compassidaho.org/prodserv/fiscalimpact.htm)

### Overall Net Fiscal Impact

### Net Fiscal Impact, by Agency



Fiscal Impact Analysis Report included with the COMPASS Development Checklist

## Oversight

The COMPASS Regional Transportation Advisory Committee will oversee the FIT input data assumptions and outputs on a periodic basis to recommend improvements to the process and tool.

## 4. COMPASS Member Agency Use

COMPASS has developed a web-based interface to enable COMPASS member agencies to use the FIT tool themselves, while ensuring integrity of the mechanics and outputs. COMPASS will host periodic trainings to enable member agency personnel to participate; this training is required for each individual prior to receiving access to the online tool. All official analyses and reporting shall be provided by COMPASS; results from the web-based FIT are not official results and should not be published to maintain consistency in reporting. COMPASS will conduct fiscal impact analysis based on official triggers or upon approved written requests.

## Web-based FIT Interface

The web-based graphical interface enables COMPASS member agencies to use the FIT without the obligations of maintaining the data inputs or other updates. The web-based tool can be accessed at:

[www.compassidaho.org/prodserv/fiscalimpact.htm](http://www.compassidaho.org/prodserv/fiscalimpact.htm)

## Conditions for Release

The FIT is proprietary property of COMPASS and Tischler Bise, Inc. COMPASS member agencies using the web-based FIT interface shall agree to the conditions of release described herein:

1. The recipient designee agrees to abide by all copyright use restrictions of the FIT by Tischler Bise, Inc.
2. The recipient will not distribute the FIT or any trade secret information related to fiscal analysis, to any party without the express written permission of COMPASS and Tischler Bise, Inc.
3. To the extent permitted by law, the recipient shall indemnify and hold harmless COMPASS, its officers, employees and agents, against any and all claims, damages, liability and court awards, including all costs, expenses, and attorney's fees, incurred as a result of the recipient's use.

## **5. Disclaimer**

The FIT is a guide and approximation of the fiscal impact of development. It should not be used as an absolute decision-making tool, but as an additional data point in the development review process to help communities understand site-specific fiscal impacts and evaluate how land use changes cumulatively impact the long-term fiscal sustainability of the community. Changing economic conditions, housing values, and development schedules could impact the results of the analysis.

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Fiscal Impact Tool (FIT)  
Phase II - Community Level Analysis



**COMPASS**  
COMMUNITY PLANNING ASSOCIATION  
of Southwest Idaho



**Tischler Bise**  
FISCAL | ECONOMIC | PLANNING

Developer: Colin McAweeney  
999 W Main Street #100  
Boise, ID 83702  
(301) 320-6900  
[www.tischlerbise.com](http://www.tischlerbise.com)

## **COMPASS Development Review Protocol**

(Revised October 29, 2018)

Attachment 3

1. The purpose of the Development Review Protocol is to standardize when and how COMPASS staff conduct technical development reviews as a service to member agencies.
2. COMPASS will conduct development reviews for:
  - a. Developments that will generate more than:
    - 50 residential units,
    - 50,000 square feet of retail, office, or industrial space, or
    - any combination of residential units or retail, office, or industrial space.
  - b. Land development applications such as conditional use permits, preliminary plats, and rezones where specific quantities of households and/or square footage are proposed or can be calculated. COMPASS will not review final plat applications, variances, height exceptions, landscape plans, etc., or applications that do not require land entitlement public hearings.
3. Developments not meeting the thresholds established in section two will be reviewed upon written request.
  - a. A COMPASS Board member may request a development review for any location inside or outside of the jurisdiction of the requesting agency.
  - b. A Demographic Advisory Workgroup member may request a development review for proposals within their jurisdiction.
  - c. A note in the review letter will indicate the requesting agency.
4. Development review requests from member agencies shall be accompanied by a transmittal letter via hard copy or email that includes the name, size, type, and location of the development, relevant information to assist in the review (such as a site plan and/or a copy of the development application), the requested response date, and the scheduled date of public hearing.
5. COMPASS staff will coordinate with other relevant transportation agencies including highway districts, the Idaho Transportation Department, and Valley Regional Transit.
6. COMPASS will copy development review letters to affected agencies such as highway districts, cities, counties, and the Idaho Transportation Department as appropriate.
7. COMPASS staff will complete the development review and transmit correspondence within 14 business days after receipt of a development review request. This deadline may be adjusted per agreement of the requesting member agency and COMPASS staff. Development reviews will be transmitted electronically. If a public hearing is scheduled to take place before the deadline, COMPASS will notify the requesting agency of the conflict.

8. COMPASS staff will be available for verbal testimony at public hearings upon request of the hearing body and contingent upon 5 business days' notice for each application type. COMPASS staff will accommodate late requests whenever possible.
9. The COMPASS Demographic Advisory Workgroup will annually review the list of completed development reviews.

Revision to the COMPASS Development Review Protocol

Recommended by the COMPASS Demographic Advisory Workgroup on October 17, 2018.

Recommended by the COMPASS Regional Transportation Advisory on October 24, 2018.

COMPASS Executive Director Approval

By:  \_\_\_\_\_  
Matthew J. Stoll  
Executive Director

Date: 10/29/2018 \_\_\_\_\_

# RTAC AGENDA WORKSHEET

<i>ID #</i>	<i>Title/Description</i>	<i>Mandatory</i> <small>1</small>	<i>Additional Information</i>	<i>Agenda Type</i> <sup>2</sup>	<i>Time</i>	<i>Presenters</i>	<i>Proposed Agenda</i>	<i>Board Agenda</i>
1.	Approve RTAC Meeting Minutes	Yes		Consent Agenda	5	N/A	Monthly	N/A
2.	Receive Obligation Report	No		Status Report	N/A	N/A	Monthly	N/A
3.	Receive RTAC Agenda Worksheet	No		Status Report	N/A	N/A	Monthly	N/A
<b>UPCOMING AGENDA ITEMS</b>								
4.	Approve Balancing in the Transportation Management Area (TMA)	Yes	Toni Tisdale will seek approval of balancing actions in the TMA (Boise Urbanized Area).	Action	15	Toni Tisdale	October	Dec (if needed)
5.	Status Report – Building Permits and Related Information	No	Mary Ann Waldinger will review how COMPASS uses building permit information.	Information/ Discussion	20	Mary Ann Waldinger	October	N/A
6.	Review the <i>Communities in Motion 2050</i> (CIM 2050) public comments and responses	No	Liisa Itkonen will review the CIM 2050 public comments and staff responses.	Information/ Discussion	20	Liisa Itkonen	October	N/A

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

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

<b>ID #</b>	<b>Title/Description</b>	<b>Mandatory<sub>1</sub></b>	<b>Additional Information</b>	<b>Agenda Type<sup>2</sup></b>	<b>Time</b>	<b>Presenters</b>	<b>Proposed Agenda</b>	<b>Board Agenda</b>
7.	Review the results of the 2021 Change in Motion Scorecard	No	Hunter Mulhall will review the Change in Motion Scorecard and ask for volunteers to review results and develop recommendations.	Information/ Discussion	15	Hunter Mulhall	October	Dec
8.	Approve 2023 RTAC Meeting Dates/Times	Yes	Liisa Itkonen will request RTAC approval of 2023 meeting dates and times.	Consent	0	Liisa Itkonen	November	N/A
9.	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
10.	Recommend Adoption of Resolution Amending the FY2023-2029 Regional Transportation Improvement Program (TIP)	Yes	Toni Tisdale will seek a RTAC recommendation for COMPASS Board of Directors' adoption of an amendment to the FY2023-2029 TIP at the request of the City of Nampa and Valley Regional Transit.	Action	10	Toni Tisdale	November	Dec
11.	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

<i>ID #</i>	<i>Title/Description</i>	<i>Mandatory</i> <sub>1</sub>	<i>Additional Information</i>	<i>Agenda Type</i> <sup>2</sup>	<i>Time</i>	<i>Presenters</i>	<i>Proposed Agenda</i>	<i>Board Agenda</i>
12	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] [District: 3] [MPO: COMPASS]  
[Grouped Project Status: Grouped, Individual] [Details: Include] [Project Property: Ignore Project Properties] [Date Range: 1/1/1900 - 9/15/2022] [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
<b>State Hwy - Pavement Preservation</b>									
20536	3	SH 44, FY26 MICROSEALS: STATE, GLENWOOD, & CHINDEN	2023	Development	100	PE	\$55,000.00	\$55,000.00	\$0.00
							<b>\$55,000.00</b>	<b>\$55,000.00</b>	<b>\$0.00</b>
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
							<b>\$25,000.00</b>	<b>\$25,000.00</b>	<b>\$0.00</b>
23162	3	US 95, WILDER TO PARMA NCL	2028	Development	100	PE	\$50,000.00	\$50,000.00	\$0.00
							<b>\$50,000.00</b>	<b>\$50,000.00</b>	<b>\$0.00</b>
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
							<b>\$25,000.00</b>	<b>\$25,000.00</b>	<b>\$0.00</b>
State Hwy - Pavement Preservation Total							<b>\$155,000.00</b>	<b>\$155,000.00</b>	<b>\$0.00</b>
<b>State Hwy - Pavement Restoration</b>									
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
							<b>\$6,710,054.00</b>	<b>\$6,710,054.00</b>	<b>\$0.00</b>
22665	3	SH 55, EAGLE RD; I 84 TO SH 44, ADA CO	2022	Awarded (or equiv.)	111	PE	\$17,000.00	\$17,000.00	\$0.00
						PC	\$83,000.00	\$83,000.00	\$0.00
						CE	\$176,974.00	\$176,974.00	\$0.00
						CC	\$1,592,767.00	\$1,592,767.00	\$0.00
						CN	\$20,186,223.00	\$20,186,223.00	\$0.00
							<b>\$22,055,964.00</b>	<b>\$22,055,964.00</b>	<b>\$0.00</b>
23167	3	US 95, PARMA NCL TO JCT I 84	2028	Development	111	PE	\$10,000.00	\$10,000.00	\$0.00
						PC	\$100,000.00	\$100,000.00	\$0.00
							<b>\$110,000.00</b>	<b>\$110,000.00</b>	<b>\$0.00</b>
State Hwy - Pavement Restoration Total							<b>\$28,876,018.00</b>	<b>\$28,876,018.00</b>	<b>\$0.00</b>
<b>State Hwy - Bridge Preservation</b>									
20405	3	I 84, FY22 D3 BRIDGE REPAIR	2022	Awarded (or equiv.)	101	PE	\$42,505.00	\$42,505.00	\$0.00
						CE	\$336,700.00	\$336,700.00	\$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
20405	3	I 84, FY22 D3 BRIDGE REPAIR	2022	Awarded (or equiv.)	101	CN	\$3,535,354.00	\$3,535,354.00	\$0.00
							<b>\$3,914,559.00</b>	<b>\$3,914,559.00</b>	<b>\$0.00</b>
State Hwy - Bridge Preservation Total							<b>\$3,914,559.00</b>	<b>\$3,914,559.00</b>	<b>\$0.00</b>
<b>State Hwy - Bridge Restoration</b>									
20227	3	US 20, PHYLLIS CANAL BR, NR MERIDIAN	2023	PS&E (or equiv.)	103	PE	(\$84,000.00)	(\$84,000.00)	\$0.00
							(\$155,000.00)	(\$155,000.00)	\$0.00
							<b>(\$239,000.00)</b>	<b>(\$239,000.00)</b>	<b>\$0.00</b>
23095	3	I 84, FIVE MILE RD OVERPASS & WIDENING (NEPA), BOISE	2025	Development	103	PC	\$400,000.00	\$400,000.00	\$0.00
							<b>\$400,000.00</b>	<b>\$400,000.00</b>	<b>\$0.00</b>
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
							\$400,000.00	\$0.00	\$400,000.00
							<b>\$425,000.00</b>	<b>\$0.00</b>	<b>\$425,000.00</b>
23455	3	I 84, ROBINSON ROAD OVERPASS REPAIR	2022	Development	103	PE	\$20,000.00	\$20,000.00	\$0.00
							\$10,000.00	\$10,000.00	\$0.00
							\$20,000.00	\$20,000.00	\$0.00
							\$150,000.00	\$150,000.00	\$0.00
							<b>\$200,000.00</b>	<b>\$200,000.00</b>	<b>\$0.00</b>
23457	3	I 184, ORCHARD ST OVERPASS REPAIR	2022	PS&E (or equiv.)	103	PE	\$20,000.00	\$20,000.00	\$0.00
							\$5,000.00	\$5,000.00	\$0.00
							\$75,000.00	\$45,985.00	\$29,015.00
							<b>\$100,000.00</b>	<b>\$70,985.00</b>	<b>\$29,015.00</b>
State Hwy - Bridge Restoration Total							<b>\$886,000.00</b>	<b>\$431,985.00</b>	<b>\$454,015.00</b>
<b>State Hwy - Supporting Infrastructure Assets</b>									
22746	3	I 84, COLE & OVERLAND LIGHTING, BOISE	2023	Development	146	PE	\$10,000.00	\$0.00	\$10,000.00
							<b>\$10,000.00</b>	<b>\$0.00</b>	<b>\$10,000.00</b>
State Hwy - Supporting Infrastructure Assets Total							<b>\$10,000.00</b>	<b>\$0.00</b>	<b>\$10,000.00</b>
<b>State Hwy - Safety &amp; Capacity (Safety)</b>									
20428	3	SH 21, TECHNOLOGY WAY TO SURPRISE WAY, BOISE	2022	Awarded (or equiv.)	106	PE	(\$28,000.00)	(\$28,000.00)	\$0.00
							(\$4,200.00)	(\$4,200.00)	\$0.00
							\$100,000.00	\$100,000.00	\$0.00
							\$303,764.00	\$303,764.00	\$0.00
							\$2,177,161.00	\$2,177,161.00	\$0.00
							<b>\$2,548,725.00</b>	<b>\$2,548,725.00</b>	<b>\$0.00</b>
20594	3	US 20, LINDER TO LOCUST GROVE, EAGLE	2024	Development	106	RW	\$200,000.00	\$200,000.00	\$0.00
							\$800,000.00	\$800,000.00	\$0.00
							<b>\$1,000,000.00</b>	<b>\$1,000,000.00</b>	<b>\$0.00</b>

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
22101	3	LOCAL, PECKHAM RD INTERSECTIONS, CANYON CO	2023	Development	135	PL	\$35,000.00	\$35,000.00	\$0.00
							<b>\$35,000.00</b>	<b>\$35,000.00</b>	<b>\$0.00</b>
22102	3	STC-8223, FRANKLIN BLVD & KARCHER RD INT, NAMPA	2023	Development	135	PE	\$6,400.00	\$6,400.00	\$0.00
						PC	\$113,600.00	\$113,600.00	\$0.00
						PL	\$34,000.00	\$34,000.00	\$0.00
							<b>\$154,000.00</b>	<b>\$154,000.00</b>	<b>\$0.00</b>
State Hwy - Safety & Capacity (Safety) Total							<b>\$3,737,725.00</b>	<b>\$3,737,725.00</b>	<b>\$0.00</b>
<b>State Hwy - Safety &amp; Capacity (Capacity)</b>									
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
							<b>\$9,708,783.00</b>	<b>\$9,708,783.00</b>	<b>\$0.00</b>
20266	3	SH 44, INT SH-16 TO LINDER RD, ADA CO	2023	PS&E (or equiv.)	112	PE	\$88,500.00	\$88,500.00	\$0.00
						PC	(\$48,000.00)	(\$48,000.00)	\$0.00
						CN	\$473,151.08	\$473,151.08	\$0.00
							<b>\$513,651.08</b>	<b>\$513,651.08</b>	<b>\$0.00</b>
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
							<b>\$264,000.00</b>	<b>\$264,000.00</b>	<b>\$0.00</b>
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
							<b>(\$1,000,000.00)</b>	<b>(\$1,000,000.00)</b>	<b>\$0.00</b>
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
							<b>\$650,000.00</b>	<b>\$650,000.00</b>	<b>\$0.00</b>
22712	3	I 84B, GARRITY BLVD & STAMM LN INT IMPV, NAMPA	2027	Development	112	PE	\$137,583.00	\$137,583.00	\$0.00
							<b>\$137,583.00</b>	<b>\$137,583.00</b>	<b>\$0.00</b>
22717	3	SH 45, LOCUST LANE INTERSECTION, NAMPA	2027	Development	112	PE	\$146,717.00	\$146,717.00	\$0.00
							<b>\$146,717.00</b>	<b>\$146,717.00</b>	<b>\$0.00</b>
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
							<b>\$460,521.02</b>	<b>\$0.00</b>	<b>\$460,521.02</b>
23095	3	I 84, FIVE MILE RD OVERPASS & WIDENING (NEPA), BOISE	2025	Development	112	PE	\$5,000.00	\$5,000.00	\$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
23095	3	I 84, FIVE MILE RD OVERPASS & WIDENING (NEPA), BOISE	2025	Development	112	PC	\$101,000.00	\$101,000.00	\$0.00
							<b>\$106,000.00</b>	<b>\$106,000.00</b>	<b>\$0.00</b>
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
							<b>\$1,681,213.00</b>	<b>\$1,681,213.00</b>	<b>\$0.00</b>
State Hwy - Safety & Capacity (Capacity) Total							<b>\$12,668,468.10</b>	<b>\$12,207,947.08</b>	<b>\$460,521.02</b>
<b>TECM</b>									
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
							<b>\$2,350,000.00</b>	<b>\$2,350,000.00</b>	<b>\$0.00</b>
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
							<b>\$2,900,000.00</b>	<b>\$2,900,000.00</b>	<b>\$0.00</b>
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
							<b>\$2,023,800.00</b>	<b>\$2,023,800.00</b>	<b>\$0.00</b>
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
							<b>\$1,700,000.00</b>	<b>\$1,700,000.00</b>	<b>\$0.00</b>
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
							<b>\$300,000.00</b>	<b>\$300,000.00</b>	<b>\$0.00</b>
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
							<b>\$23,550,000.00</b>	<b>\$23,550,000.00</b>	<b>\$0.00</b>
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
							<b>\$3,950,000.00</b>	<b>\$3,950,000.00</b>	<b>\$0.00</b>
TECM Total							<b>\$36,773,800.00</b>	<b>\$36,773,800.00</b>	<b>\$0.00</b>
<b>TECM Bonding</b>									
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
							<b>\$37,000,000.00</b>	<b>\$31,198,809.00</b>	<b>\$5,801,191.00</b>
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
							<b>\$4,200,000.00</b>	<b>\$4,200,000.00</b>	<b>\$0.00</b>

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
23337	3	US 20, MIDDLETON RD TO STAR RD, ADA/CANYON COS	2024	Development	150	PC	\$5,000,000.00 <b>\$5,000,000.00</b>	\$5,000,000.00 <b>\$5,000,000.00</b>	\$0.00 <b>\$0.00</b>
23410	3	SH 16, I 84 TO FRANKLIN RD, ADA & CANYON COS	2023	Awarded (or equiv.)	150	CN	\$5,491,967.00 <b>\$5,491,967.00</b>	\$5,491,967.00 <b>\$5,491,967.00</b>	\$0.00 <b>\$0.00</b>
23437	3	I 84, CENTENNIAL IC TO FRANKLIN IC, CANYON CO	2023	Development	150	PC	\$4,000,000.00 <b>\$4,000,000.00</b>	\$4,000,000.00 <b>\$4,000,000.00</b>	\$0.00 <b>\$0.00</b>
TECM Bonding Total							<b>\$55,691,967.00</b>	<b>\$49,890,776.00</b>	<b>\$5,801,191.00</b>
<b>State Hwy - System Support</b>									
22963	3	LOCAL, FY22 GREENLEAF 8 ADA RAMPS	2022	Awarded (or equiv.)	102	CN	\$58,000.00 <b>\$58,000.00</b>	\$58,000.00 <b>\$58,000.00</b>	\$0.00 <b>\$0.00</b>
State Hwy - System Support Total							<b>\$58,000.00</b>	<b>\$58,000.00</b>	<b>\$0.00</b>
<b>State Hwy - Board Unallocated</b>									
23456	3	I 84, MERIDIAN RD IC TO EAGLE RD IC, DESIGN, MERIDIAN	2500	Development	71	PE PC	\$5,000.00 \$1,325,000.00 <b>\$1,330,000.00</b>	\$5,000.00 \$1,325,000.00 <b>\$1,330,000.00</b>	\$0.00 \$0.00 <b>\$0.00</b>
State Hwy - Board Unallocated Total							<b>\$1,330,000.00</b>	<b>\$1,330,000.00</b>	<b>\$0.00</b>
<b>State Hwy - Planning &amp; Scoping</b>									
7827	3	SH 44, CORRIDOR STUDY, JCT I 84 TO EAGLE	2022	Awarded (or equiv.)	104	PC	\$960,000.00 <b>\$960,000.00</b>	\$50,000.00 <b>\$50,000.00</b>	\$910,000.00 <b>\$910,000.00</b>
State Hwy - Planning & Scoping Total							<b>\$960,000.00</b>	<b>\$50,000.00</b>	<b>\$910,000.00</b>
<b>Hwy - Metropolitan Planning</b>									
20640	3	LOCAL, FY22 COMPASS METRO PLANNING	2022	Awarded (or equiv.)	91	PC	\$1,874,758.25 <b>\$1,874,758.25</b>	\$1,874,758.25 <b>\$1,874,758.25</b>	\$0.00 <b>\$0.00</b>
Hwy - Metropolitan Planning Total							<b>\$1,874,758.25</b>	<b>\$1,874,758.25</b>	<b>\$0.00</b>
<b>Local Hwy - Transportation Alternatives</b>									
20841	3	SH 55, BIKE/PED BR OVER BOISE RV, EAGLE	2023	PS&E (or equiv.)	134	CN	\$537,000.00 <b>\$537,000.00</b>	\$537,000.00 <b>\$537,000.00</b>	\$0.00 <b>\$0.00</b>
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 <b>\$461,820.00</b>	\$2,000.00 \$38,820.00 \$15,000.00 \$406,000.00 <b>\$461,820.00</b>	\$0.00 \$0.00 \$0.00 \$0.00 <b>\$0.00</b>
Local Hwy - Transportation Alternatives Total							<b>\$998,820.00</b>	<b>\$998,820.00</b>	<b>\$0.00</b>

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
<b>State Hwy - Freight</b>									
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
							<b>\$959,000.00</b>	<b>\$0.00</b>	<b>\$959,000.00</b>
State Hwy - Freight Total							<b>\$959,000.00</b>	<b>\$0.00</b>	<b>\$959,000.00</b>
<b>Local Hwy - Urban</b>									
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
							<b>\$45,000.00</b>	<b>\$45,000.00</b>	<b>\$0.00</b>
13494	3	STC-7787, OLD HWY 30; W PLYMOUTH ST BR, CANYON CO	2023	Development	46	PL	\$100,000.00	\$100,000.00	\$0.00
							<b>\$100,000.00</b>	<b>\$100,000.00</b>	<b>\$0.00</b>
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
							<b>\$27,000.00</b>	<b>\$27,000.00</b>	<b>\$0.00</b>
19920	3	LOCAL, FY22 COMPASS PLANNING	2022	Development	46	PC	\$99,000.00	\$99,000.00	\$0.00
							<b>\$99,000.00</b>	<b>\$99,000.00</b>	<b>\$0.00</b>
20560	3	LOCAL, FY22/23 COMPASS PLANNING	2023	Development	46	PC	\$99,000.00	\$99,000.00	\$0.00
							<b>\$99,000.00</b>	<b>\$99,000.00</b>	<b>\$0.00</b>
20729	3	LOCAL, FY22 ACHD COMMUTERIDE	2022	Awarded (or equiv.)	46	CN	\$55,000.00	\$55,000.00	\$0.00
							<b>\$55,000.00</b>	<b>\$55,000.00</b>	<b>\$0.00</b>
22015	3	LOCAL, FY23 ACHD COMMUTERIDE	2023	Development	46	CN	\$55,000.00	\$55,000.00	\$0.00
							<b>\$55,000.00</b>	<b>\$55,000.00</b>	<b>\$0.00</b>
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
							<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
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
							<b>\$125,000.00</b>	<b>\$125,000.00</b>	<b>\$0.00</b>
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	\$490,000.00	\$490,000.00	\$0.00
						PL	\$68,000.00	\$68,000.00	\$0.00
							<b>\$563,000.00</b>	<b>\$563,000.00</b>	<b>\$0.00</b>
Local Hwy - Urban Total							<b>\$1,168,000.00</b>	<b>\$1,168,000.00</b>	<b>\$0.00</b>

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
<b>Local Hwy - Transportation Management Area</b>									
19465	3	LOCAL, FY22 PAVEMENT PRESERVATION & ADA, PH 1, BOISE	2023	Awarded (or equiv.)	51	CE	\$10,000.00	\$10,000.00	\$0.00
						CC	\$1,160,500.00	\$1,160,500.00	\$0.00
						CN	\$6,372,549.00	\$3,574,499.00	\$2,798,050.00
							<b>\$7,543,049.00</b>	<b>\$4,744,999.00</b>	<b>\$2,798,050.00</b>
19763	3	LOCAL, FY22 TRANSIT ASSET MANAGEMENT, VRT	2022	Development	51	CN	\$3,499,839.20	\$3,499,839.20	\$0.00
							<b>\$3,499,839.20</b>	<b>\$3,499,839.20</b>	<b>\$0.00</b>
19920	3	LOCAL, FY22 COMPASS PLANNING	2022	Development	51	PC	\$232,000.00	\$232,000.00	\$0.00
							<b>\$232,000.00</b>	<b>\$232,000.00</b>	<b>\$0.00</b>
19993	3	LOCAL, FY23 ROADWAY & ADA IMPROVEMENTS, PT 2, BOISE AREA	2022	PS&E (or equiv.)	51	CE	\$5,000.00	\$5,000.00	\$0.00
						CC	\$138,859.00	\$138,859.00	\$0.00
						CN	\$1,463,051.00	\$1,463,051.00	\$0.00
							<b>\$1,606,910.00</b>	<b>\$1,606,910.00</b>	<b>\$0.00</b>
20129	3	LOCAL, FY21 CAPITAL MAINTENANCE, PH 2, ACHD	2022	Awarded (or equiv.)	51	PE	(\$5,907.00)	(\$5,907.00)	\$0.00
						PC	(\$7,727.00)	(\$7,727.00)	\$0.00
						CE	\$29,634.00	\$29,634.00	\$0.00
						CC	(\$1,136.00)	(\$1,136.00)	\$0.00
						CN	\$362,908.00	\$362,908.00	\$0.00
							<b>\$377,772.00</b>	<b>\$377,772.00</b>	<b>\$0.00</b>
20674	3	LOCAL, FY24 ROADWAY AND ADA IMPROVEMENTS, BOISE	2025	Development	51	PE	\$29,000.00	\$29,000.00	\$0.00
						PC	\$1,233,000.00	\$1,233,000.00	\$0.00
							<b>\$1,262,000.00</b>	<b>\$1,262,000.00</b>	<b>\$0.00</b>
20729	3	LOCAL, FY22 ACHD COMMUTERIDE	2022	Awarded (or equiv.)	51	CN	\$220,000.00	\$220,000.00	\$0.00
							<b>\$220,000.00</b>	<b>\$220,000.00</b>	<b>\$0.00</b>
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
							<b>\$653,922.00</b>	<b>\$653,922.00</b>	<b>\$0.00</b>
23095	3	I 84, FIVE MILE RD OVERPASS & WIDENING (NEPA), BOISE	2025	Development	51	PC	\$1,322,000.00	\$1,322,000.00	\$0.00
							<b>\$1,322,000.00</b>	<b>\$1,322,000.00</b>	<b>\$0.00</b>
23307	3	LOCAL, FEDERAL WAY AND BROADWAY AVE PATHWAY, BOISE	2500	Development	51	PC	\$96,361.00	\$96,361.00	\$0.00
							<b>\$96,361.00</b>	<b>\$96,361.00</b>	<b>\$0.00</b>
23324	3	LOCAL, GARDEN ST PATHWAY, CASSIA PARK TO ALBION, BOISE	2024	Development	51	PE	\$4,000.00	\$4,000.00	\$0.00
						PC	\$207,000.00	\$207,000.00	\$0.00
						PL	\$35,000.00	\$35,000.00	\$0.00
							<b>\$246,000.00</b>	<b>\$246,000.00</b>	<b>\$0.00</b>
Local Hwy - Transportation Management Area Total							<b>\$17,059,853.20</b>	<b>\$14,261,803.20</b>	<b>\$2,798,050.00</b>

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
<b>Local Hwy - Transportation Alternatives; TMA</b>									
20259	3	LOCAL, FY23 ROADWAY & ADA IMPROVEMENTS PART 1, BOISE AREA	2024	Development	133	PC	\$136,000.00	\$136,000.00	\$0.00
							<b>\$136,000.00</b>	<b>\$136,000.00</b>	<b>\$0.00</b>
20841	3	SH 55, BIKE/PED BR OVER BOISE RV, EAGLE	2023	PS&E (or equiv.)	133	PC	\$16,000.00	\$16,000.00	\$0.00
						CC	\$459,000.00	\$459,000.00	\$0.00
						CN	\$441,000.00	\$441,000.00	\$0.00
							<b>\$916,000.00</b>	<b>\$916,000.00</b>	<b>\$0.00</b>
23307	3	LOCAL, FEDERAL WAY AND BROADWAY AVE PATHWAY, BOISE	2500	Development	133	PE	\$5,000.00	\$5,000.00	\$0.00
						PC	\$131,639.00	\$131,639.00	\$0.00
						PL	\$36,000.00	\$36,000.00	\$0.00
							<b>\$172,639.00</b>	<b>\$172,639.00</b>	<b>\$0.00</b>
Local Hwy - Transportation Alternatives; TMA Total							<b>\$1,224,639.00</b>	<b>\$1,224,639.00</b>	<b>\$0.00</b>
<b>Local Hwy - Rural</b>									
13964	3	STC-3798, PECKHAM RD, GOLDEN GATE HD	2023	Development	45	UT	\$25,000.00	\$25,000.00	\$0.00
							<b>\$25,000.00</b>	<b>\$25,000.00</b>	<b>\$0.00</b>
19951	3	STC-3856, OLD HWY 30; SAND HOLLOW RD TO SH-44, CANYON HD	2500	Development	45	RW	\$20,000.00	\$20,000.00	\$0.00
						LP	(\$20,000.00)	(\$20,000.00)	\$0.00
							<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
Local Hwy - Rural Total							<b>\$25,000.00</b>	<b>\$25,000.00</b>	<b>\$0.00</b>
<b>Hwy Safety - Local</b>									
22878	3	SMA-3724, HOMEDALE RD CURVE IMPV, CANYON HD	2024	Development	118	PC	\$151,000.00	\$151,000.00	\$0.00
							<b>\$151,000.00</b>	<b>\$151,000.00</b>	<b>\$0.00</b>
23293	3	LOCAL, PEDESTRIAN ROAD SAFETY AUDIT, NAMPA	2022	Development	118	PE	\$1,000.00	\$1,000.00	\$0.00
						PC	\$55,000.00	\$55,000.00	\$0.00
						PL	\$10,000.00	\$10,000.00	\$0.00
							<b>\$66,000.00</b>	<b>\$66,000.00</b>	<b>\$0.00</b>
Hwy Safety - Local Total							<b>\$217,000.00</b>	<b>\$217,000.00</b>	<b>\$0.00</b>
<b>Hwy Safety - Railroad Crossings</b>									
20606	3	OFFSYS, OLD FORT BOISE RD UPRR RRX, NOTUS-PARMA HD	2023	Development	22	PE	\$10,000.00	\$10,000.00	\$0.00
						PC	\$10,000.00	\$10,000.00	\$0.00
							<b>\$20,000.00</b>	<b>\$20,000.00</b>	<b>\$0.00</b>
23389	3	SMA-9833, N MILWAUKEE ST BVRR RRX 906394X, BOISE	2022	Awarded (or equiv.)	22	PE	\$7,000.00	\$7,000.00	\$0.00
						UT	\$200,000.00	\$200,000.00	\$0.00
						CE	\$5,000.00	\$5,000.00	\$0.00
							<b>\$212,000.00</b>	<b>\$212,000.00</b>	<b>\$0.00</b>
Hwy Safety - Railroad Crossings Total							<b>\$232,000.00</b>	<b>\$232,000.00</b>	<b>\$0.00</b>



KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
<b>Hwy - Federal Lands Access</b>									
22600	3	STC-3787, WESTERN HERITAGE BYWAY (SWAN FALLS RD), ADA CO	2025	Development	59	PC	\$226,000.00 <b>\$226,000.00</b>	\$0.00 <b>\$0.00</b>	\$226,000.00 <b>\$226,000.00</b>
22602	3	STC-3714, INDIANA AND ORCHARD SHARED ROADWAY, CANYON HD #4	2025	Development	59	PC	\$119,000.00 <b>\$119,000.00</b>	\$0.00 <b>\$0.00</b>	\$119,000.00 <b>\$119,000.00</b>
Hwy - Federal Lands Access Total							<b>\$345,000.00</b>	<b>\$0.00</b>	<b>\$345,000.00</b>
<b>Hwy - Non-Participating</b>									
13494	3	STC-7787, OLD HWY 30; W PLYMOUTH ST BR, CANYON CO	2023	Development	69	PC	\$104,000.00 <b>\$104,000.00</b>	\$104,000.00 <b>\$104,000.00</b>	\$0.00 <b>\$0.00</b>
Hwy - Non-Participating Total							<b>\$104,000.00</b>	<b>\$104,000.00</b>	<b>\$0.00</b>
<b>Hwy - Local Partnerships</b>									
20129	3	LOCAL, FY21 CAPITAL MAINTENANCE, PH 2, ACHD	2022	Awarded (or equiv.)	79	CE	\$7,500.00 <b>\$7,500.00</b>	\$7,500.00 <b>\$7,500.00</b>	\$0.00 <b>\$0.00</b>
20367	3	US 20, PHYLLIS CANAL BR TO SH-16, ADA CO	2023	PS&E (or equiv.)	131	PE	\$5,000.00 <b>\$5,000.00</b>	\$0.00 <b>\$0.00</b>	\$5,000.00 <b>\$5,000.00</b>
20542	3	LOCAL, PED IMPROVEMENTS, EAGLE RD, MERIDIAN	2025	Development	79	PL	\$10,000.00 <b>\$10,000.00</b>	\$0.00 <b>\$0.00</b>	\$10,000.00 <b>\$10,000.00</b>
20549	3	US 20, CHINDEN; INT 43RD ST PED IMPRV, GARDEN CITY	2023	Development	79	PC	\$80,000.00 <b>\$80,000.00</b>	\$80,000.00 <b>\$80,000.00</b>	\$0.00 <b>\$0.00</b>
20594	3	US 20, LINDER TO LOCUST GROVE, EAGLE	2024	Development	131	PE	\$30,000.00 <b>\$30,000.00</b>	\$30,000.00 <b>\$30,000.00</b>	\$0.00 <b>\$0.00</b>
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 <b>\$80,000.00</b>	\$9,500.00 \$5,000.00 \$65,500.00 <b>\$80,000.00</b>	\$0.00 \$0.00 \$0.00 <b>\$0.00</b>
21896	3	LOCAL, FY26 ROADWAY AND ADA IMPROVEMENTS, BOISE	2026	Development	79	PE	\$29,000.00 <b>\$29,000.00</b>	\$29,000.00 <b>\$29,000.00</b>	\$0.00 <b>\$0.00</b>
22165	3	US 20/26, I 84 TO MIDDLETON RD, CANYON CO	2024	Development	79	CN	\$207,000.00 <b>\$207,000.00</b>	\$207,000.00 <b>\$207,000.00</b>	\$0.00 <b>\$0.00</b>
23095	3	I 84, FIVE MILE RD OVERPASS & WIDENING (NEPA), BOISE	2025	Development	79	PC	\$200,000.00 <b>\$200,000.00</b>	\$200,000.00 <b>\$200,000.00</b>	\$0.00 <b>\$0.00</b>
23410	3	SH 16, I 84 TO FRANKLIN RD, ADA & CANYON COS	2023	Awarded (or equiv.)	79	CN	\$2,500,000.00 <b>\$2,500,000.00</b>	\$2,500,000.00 <b>\$2,500,000.00</b>	\$0.00 <b>\$0.00</b>
Hwy - Local Partnerships Total							<b>\$3,148,500.00</b>	<b>\$3,133,500.00</b>	<b>\$15,000.00</b>

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
<b>Hwy GARVEE - 2017 Legislative Authorization</b>									
20788	3	SH 16, I 84 TO US 20/26 & SH44 IC, ADA & CANYON COS	2500	Development	142	PE	\$150,000.00	\$150,000.00	\$0.00
						PC	\$5,000,000.00	\$5,000,000.00	\$0.00
						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
							<b>(\$3,497,166.43)</b>	<b>(\$3,497,166.43)</b>	<b>\$0.00</b>
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
							<b>\$1,316,313.00</b>	<b>\$1,316,313.00</b>	<b>\$0.00</b>
Hwy GARVEE - 2017 Legislative Authorization Total							<b>(\$2,180,853.43)</b>	<b>(\$2,180,853.43)</b>	<b>\$0.00</b>
Report Total							<b>\$170,237,254.12</b>	<b>\$158,484,477.10</b>	<b>\$11,752,777.02</b>