



# Working together to plan for the future

## REGIONAL TRANSPORTATION ADVISORY COMMITTEE

November 16, 2022 - 8:30 a.m.  
COMPASS, First Floor Board Room  
700 NE 2nd Street, Meridian, Idaho

### ZOOM CONFERENCE CALL

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

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

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

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

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

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

#### II. OPEN DISCUSSION/ANNOUNCEMENTS

#### III. CONSENT AGENDA

Page 3 A.\* Approve October 26, 2022, RTAC Meeting Minutes

Page 6 B.\* Approve 2023 RTAC Meeting Dates/Times

#### IV. ACTION ITEMS

8:35 Page 7 A.\* Recommend Adoption of *Communities in Motion 2050* (CIM 2050) Liisa Itkonen

*Liisa Itkonen will seek a RTAC recommendation for COMPASS Board of Directors' adoption of CIM 2050.*

8:55 Page 17 B.\* Recommend Adoption of an Amendment to the FY2022-2028 and FY2023-2029 TIPS Toni Tisdale

*Toni Tisdale will seek an RTAC recommendation for COMPASS Board of Directors' adoption of an amendment to the FY2022-2028 and FY2023-2029 TIPS at the request of the City of Nampa and the Local Highway Technical Assistance Council. This action also includes a Board Administrative Modification.*

**C\* Review the Results of the 2021 Change in Motion Scorecard**

**Hunter Mulhall**

*Hunter Mulhall will review the Change in Motion Scorecard and ask for volunteers to review results and develop recommendations.*

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

Page 34 **A.\* RTAC Agenda Worksheet**

Page 42 **B.\* Obligation Report**

**VI. OTHER**

**Next Meeting: December 14, 2022**

**VII. ADJOURNMENT (9:30)**

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

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

**REGIONAL TRANSPORTATION ADVISORY COMMITTEE  
October 26, 2022  
COMPASS, First Floor Board Room  
ZOOM CONFERENCE CALL**

**\*\* MINUTES \*\***

**ATTENDEES:**

Lee Belt, City of Greenleaf, **Vice Chair**, via telephone  
Clair Bowman, City of Nampa, via telephone  
Lara Disney, Public Participation Workgroup, 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  
Wayne Herbel, City of Caldwell, via telephone  
Stephen Hunt, Valley Regional Transit, in person  
Kristy Inselman, Ada County Highway District, via telephone  
Liisa Itkonen, COMPASS, Ex. Officio, via telephone  
Samantha Kenney, Central District Health, Ex. Officio, in person  
Tom Laws, Ada County Highway District, via telephone  
Brian McClure, City of Meridian, via telephone  
Brent Moore, Ada County Development Services, **Chair**, via telephone  
Shawn Nickel, City of Star, via telephone  
Lenny Riccio, Canyon Highway District No. 4, via telephone  
Darrell Romine, City of Melba, via telephone  
Nichoel Baird Spencer, City of Eagle, via telephone  
Mark Steuer, City of Nampa, via telephone  
Michael Toole, Department of Environmental Quality, via telephone  
Vince Trimboli, Idaho Transportation Department, via telephone  
Jason VanGilder, City of Middleton, via telephone  
Hanna Veal, City of Garden City, via telephone

**MEMBERS ABSENT:** Elizabeth Allen, Canyon County Development Services  
Rodney Ashby, City of Nampa  
Miranda Carson, City of Meridian  
Caleb Hood, City of Meridian  
Devin Krasowski, Canyon County Development Services  
Leon Letson, Ada County Development Services  
Dan Lister, Canyon County Development Services  
Robb MacDonald, City of Caldwell  
Jessica Szelag, City of Boise  
Bill Vaughan, City of Eagle  
Stacey Yarrington, Ada County Development Services

**OTHERS PRESENT:** Crystal Craig, City of Nampa, via telephone  
Teri Gregory, COMPASS, in person  
Lila Klopfenstein, COMPASS, via telephone  
Amy Luft, COMPASS, in person  
Sherone Sader, COMPASS, via telephone  
Matt Stoll, COMPASS, in person  
Toni Tisdale, COMPASS, via telephone  
Mary Ann Waldinger, COMPASS, via telephone

## **CALL TO ORDER**

Chair Brent Moore called the meeting to order at 8:35 am.

## **OPEN DISCUSSION/ANNOUNCEMENTS**

Clair Bowman announced this is his last official RTAC meeting and introduced Crystal Craig, the new Director of Transportation for the City of Nampa, who will be taking his seat on RTAC.

Jason VanGlider announced the formation of a Treasure Valley drinking water purveyors' group and invited any water system staff or small city staff to attend the first meeting on November 7, 2022, in Middleton, with meetings every two months at different locations.

## **CONSENT AGENDA**

### **A. Approve September 28, 2022, RTAC Meeting Minutes**

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

## **ACTION ITEMS**

### **A. Approve Balancing in the Transportation Management Area (TMA)**

Toni Tisdale presented balancing actions for the Transportation Management Area (Boise Urbanized Area) for approval.

After discussion, **Karen Gallagher moved and Tom Laws seconded to accept the staff recommendation as presented with one modification to swap \$150,000 in Key Numbers 20259 and 20841 between the Transportation Alternative Program (TAP) and the Surface Transportation Block Grant (STBG) program. Motion passed unanimously.**

## **INFORMATION/DISCUSSION ITEMS**

### **A. Status Report – Canyon County’s Long-Range Planning Functional Classification Map Proposed Update**

Mary Ann Waldinger presented a proposed process and estimated timeline to facilitate the update of Canyon County’s planning functional classification map.

### **B. Status Report – Building Permits and Related Information**

Mary Ann Waldinger presented a status report regarding how COMPASS uses building permit information.

### **C. Request Feedback on Updating the Development Review Process**

Lila Klopfenstein provided a brief overview of proposed changes to the Development Review Checklist and process, including use of the Fiscal Impact Tool, and requested RTAC member feedback regarding the proposed changes.

### **D. Review *Communities in Motion 2050* (CIM 2050) Public Comments and Responses**

Liisa Itkonen reviewed comments received during the public comment period on the draft *Communities in Motion 2050* plan and reviewed the next steps moving forward.

**Next Meeting: November 16, 2022**

## **ADJOURNMENT**

**Lenny Riccio moved and Clair Bowman seconded to adjourn. Motion passed unanimously.**

**Meeting adjourned at 9:48 am.**



**2023 Regional Transportation Advisory Committee Meeting Dates  
COMPASS, 1<sup>st</sup> Floor Board Room  
8:30-10:30 a.m.**

<b>January 25, 2023</b>
<b>Optional Workshop February 8, 2023</b>
<b>February 22, 2023</b>
<b>Optional Workshop March 8, 2023</b>
<b>March 15, 2023</b>
<b>April 26, 2023</b>
<b>May 24, 2023</b>
<b>June 28, 2023</b>
<b>July 26, 2023</b>
<b>August 23, 2023</b>
<b>September 27, 2023</b>
<b>October 25, 2023</b>
<b>November 15, 2023</b>
<b>December 20, 2023</b>

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## RTAC AGENDA ITEM IV-A

DATE: November 16, 2022

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

**Request/Recommendation:**

COMPASS staff seeks RTAC recommendation of COMPASS Board of Directors' adoption of Resolution OX1-2023 (Attachment 1), approving CIM 2050 as the regional long-range transportation plan for Ada and Canyon Counties and the associated air quality conformity demonstration for Northern Ada County.

**Background/Summary:**

The public comment period on the draft CIM 2050 plan was held September 16 through October 16, 2022. COMPASS received 44 comments. Graphs of quantitative results are included in the comment document linked below (Attachment 2). A public comment period for three additional funded projects was held October 25 through November 8, 2022, and COMPASS received 14 comments. Verbatim comments are included in Attachment 3.

Open-ended comments on the draft plan varied widely, but were generally supportive, particularly as related to goals and implementation policies. Comments on project priorities ranged from strong support to strong opposition, with the majority of comments regarding project priorities focusing on the modes themselves and not the discrete priority projects. The comments received included an email from the U.S. Environmental Protection Agency.

Based on comments received and updated information from members, COMPASS staff will incorporate text and format changes into the plan (<https://cim2050.compassidaho.org/>), including:

- Add RAISE grant projects for the Ada County Highway District and the City of Nampa to the short-term funded project list (in Amendment #10 to CIM 2040 2.0, adopted on October 17, 2022).
- Add three short-term funded projects (public comment period October 25 – November 8, 2022).
- Add five long-term funded projects in Nampa that were included in the funded “foundation” but inadvertently left out of the COMPASS Board-approved long-term funded project list. They were included in the draft document for public comment.
- Correct the description of an unfunded Rail with Trail pathway in the City of Nampa.
- Correct the description of a long-term funded project on Northside Boulevard to include two phases.
- Add a brief explanation of common near-roadway air quality health concerns to the “Environmental Considerations and Mitigation Strategies” technical document.
- Add a discussion of the net fiscal impact (revenues minus expenditures) of the CIM 2050 Vision growth allocation as compared to recent growth trends to 2050 to the “Demographic and Economic Changes” technical document.
- Add an explanation of equity index scoring to the online CIM 2050 map.

- Update the financial outlook to show the following:

	<b>Needs</b>	<b>Funding</b>	<b>Shortfall</b>
Total (2022 – 2050)	\$16.5 billion	\$11.1 billion	\$5.4 billion
Annual	\$589 million	\$396 million	\$193 million

- Complete the “Public Participation” technical document and corresponding web page to include a discussion of the public comment period on draft CIM 2050 and the public comment period for three additional funded projects.
- Other minor (non-substantive) format and wording changes.

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

In order to continue receiving federal transportation funding for state and local projects, CIM 2050 must be adopted by the COMPASS Board of Directors no later than December 2022.

**More Information:**

- 1) Attachment 1: Resolution 0X1-2023
- 2) Attachment 2: CIM 2050 public comments verbatim  
[https://www.compassidaho.org/documents/people/rtac/2022/CIM2050\\_Public\\_Comments\\_Verbatim.pdf](https://www.compassidaho.org/documents/people/rtac/2022/CIM2050_Public_Comments_Verbatim.pdf)
- 3) Attachment 3: Public comments on additional funded projects verbatim

For detailed information contact Liisa Itkonen at [litkonen@compassidaho.org](mailto:litkonen@compassidaho.org)





**RESOLUTION NO. 0X1-2023**

**FOR THE PURPOSE OF APPROVING  
*COMMUNITIES IN MOTION 2050* AS THE REGIONAL LONG-RANGE TRANSPORTATION  
PLAN FOR ADA AND CANYON COUNTIES AND THE ASSOCIATED AIR QUALITY  
CONFORMITY DEMONSTRATION FOR NORTHERN ADA COUNTY**

**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 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 that regional long-range transportation plans be financially constrained, a condition that has been demonstrated in *Communities in Motion 2050*;

**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**, the Community Planning Association of Southwest Idaho has performed an air quality conformity demonstration for Northern Ada County and has concluded the recommended plan does comply with applicable state implementation plans;

**WHEREAS**, a 30-day public comment period was held September 16 – October 16, 2022, for *Communities in Motion 2050*, meeting the requirements of the IIJA and the Community Planning Association of Southwest Idaho's Participation Policy. All comments were shared with the COMPASS Board of Directors for consideration;

**WHEREAS**, an additional 15-day public comment period was held October 25 – November 8, 2022, to add three funded projects to *Communities in Motion 2050*, meeting the requirements of the IIJA and the Community Planning Association of Southwest Idaho's Participation Policy. All comments were shared with the COMPASS Board of Directors for consideration;

**WHEREAS**, the Community Planning Association of Southwest Idaho developed *Communities in Motion 2050* 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 finding that *Communities in Motion 2050* conforms to relevant provisions of the state implementation plans for Idaho and hereby adopts *Communities*

*in Motion 2050*, dated December 19, 2022, as the regional long-range transportation plan for Ada and Canyon Counties; and

**BE IT FURTHER RESOLVED**, that the Community Planning Association of Southwest Idaho Board of Directors authorizes the submittal of this plan to the appropriate local, state, and federal agencies for their consideration.

**ADOPTED** this 19<sup>th</sup> day of December 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**

Public Comments Received (Verbatim)**Amendment to the regional long-range transportation plan, *Communities in Motion (CIM)*, and the Regional Transportation Improvement Program (TIP).**

Public Comment Period: October 25 – November 8, 2022

Total number of individuals submitting comments: 14

Email: 14    Online Comment Form: 0    Hard Copy Comment Form: 0    Letter: 0

<b>Comment</b> (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	<b>Staff Response</b>	<b>Name, Zip Code, Affiliation</b>	<b>Format</b>
I feel like the plans are solid and that there always needs to have more walkability and use for public transportation I am grateful that people want to use a light rail and shuttle at some point but there needs to be a bit more ridership wanted I hope that we can find a solid compromise on what should be done for the community at large and that would need to be able to take care of the transport as a whole	Thank you for your comments; they will be shared with the COMPASS Board of Directors and the City of Nampa.	Ian Bott	Email
To whom it may concern Unusual, but I consider all of the amendments worthy of pursuing	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	Hubert Osborne	Email
Please consider building grade seperated intersections on Eagle Rd and major east-west streets, Franklin, Fairview, Ustic, and Chinden	Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Eagle, the City of Boise, the City of Garden City, the City of Meridian, and the Idaho Transportation Department.	NA	Email
I particularly like the study on the future southern connection to the I-84 - SH-16 Interchange Now is the time to take a good look at it	Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.	Mac McOmber	Email
I am not familiar enough to render an opinion on the Nampa projects, although in reading them they look to make a great deal of sense. The "New" Cole road RR Crossing is one of the many needed in the area and would strongly support that addition to	Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Nampa, and Ada County Highway District.	Harold Klein	Email

<p align="center"><b>Comment</b></p> <p align="center"><small>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</small></p>	<p align="center"><b>Staff Response</b></p>	<p align="center"><b>Name, Zip Code, Affiliation</b></p>	<p align="center"><b>Format</b></p>
<p>the work schedule. Don't exactly know how it ranks against the other RR crossing needs, but would rely on your expertise to make that call.</p>			
<p>I would like to express my support for the "Add/extend the scope of the Canyon Street Pathway project in the City of Nampa". In looking at the City of Nampa Bicycle and Pedestrian Master Plan from August 2011, it is clear that this pathway was needed in 2011 and is still needed to get children safely to and from Centennial Elementary School in Nampa. In looking at the Centennial School profile on the Public School Review website, the data provided would lead one to conclude that many of the Centennial students walk and bicycle to school. For instance, the state of Idaho statewide average for students eligible for free lunch is 25% - the students eligible for free lunch at Centennial is 44%. This project is necessary to the safety of the students and the neighborhood and should be expedited. Thank you for the opportunity to provide comments on the proposed amendments to the Communities in Motion.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the City of Nampa.</p>	<p>Mary Beth Nutting</p>	<p>Email</p>
<p>For decades, I lived in a growing region that built a light-rail system. It was very expensive and vastly underutilized by daily riders, rather it was used by people who decided to sleep in it nightly. The net result was no decrease in vehicular traffic on the roads. I believe it would be much more efficient to increase bus service so that schedules and routes can be easily modified in order to serve the greatest number of people, rather than building a fixed light-rail system.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p>	<p>Melanie Johnson</p>	<p>Email</p>
<p>Let's get small rail service going between Caldwell, Nampa, Meridian and Boise, before the land is gone. Coming from Salt Lake &amp; Utah County where we were able to ride light rail to SL Bee's Baseball, Utah Utes Football, Utah Jazz basketball games and many concerts where they attack anywhere from 10,000 to 50,000 spectators. It was great to get in short line to get on the train not too far from our</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Caldwell, the City of Nampa, the City of Meridian, and the City of Boise.</p>	<p>Don Benson</p>	<p>Email</p>

<p align="center"><b>Comment</b></p> <p>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center"><b>Staff Response</b></p>	<p align="center"><b>Name, Zip Code, Affiliation</b></p>	<p align="center"><b>Format</b></p>
<p>home to our destination and ride it back avoiding all the traffic. Thanks again for what you are trying to do.</p>			
<p>I believe that Idaho would benefit from a high-speed rail from Caldwell to Mountain Home. This would reduce the traffic on I84. I84 is constantly being widened and lanes added to deal with the traffic that has increased with exploding development. Increased traffic also means increased repairs on the highway. It would also spread-out development along that corridor instead of concentrating it on the Western side of the Treasure Valley. Yes, a large swath of land would be needed for the track beds, parking facilities &amp; stations but this would be done all at once rather than the piecemeal manner that is happening with widening the highway. A high-speed rail would also reduce the amount of traffic &amp; parking needed in Boise and other cities. It would reduce traffic accidents. It would increase the use of city bus lines from the station to the passenger's final destination. My husband and I have enjoyed the convenience of Metros in other major cities. It's time that the Treasure Valley grows up to it big kid status.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p>	<p align="center">Arlynn Hacker</p>	<p align="center">Email</p>
<p>One point I would like to make regarding Communities In Motion. A major need for infrastructure to create safe ways for pedestrians and bicycles is funding. If the builders and contractors who are putting in all the new construction for residents and businesses were properly and appropriately contributing from the money they are making the funding would cease to be an issue. Please find a way to make these builders and contractors pay for this infrastructure. Not only would the funding issue be resolved, but perhaps they wouldn't be so anxious to keep on with their audacious building that puts no responsibility on them for the resulting population growth.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p align="center">Jim</p>	<p align="center">Email</p>

<p align="center"><b>Comment</b></p> <p>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center"><b>Staff Response</b></p>	<p align="center"><b>Name, Zip Code, Affiliation</b></p>	<p align="center"><b>Format</b></p>
<p>I am commenting on the proposed amendment.</p> <ol style="list-style-type: none"> <li>Regarding the addition of an interchange modification report to investigate a future southern connection at the Interstate 84 and future State Highway 16 interchange: There is a great need for another route to connect NE Nampa and NW Meridian to Highway 16. As the population in Emmett and surrounding communities grows, having a safe route for commuters is essential.</li> <li>Add a roadway widening project on Franklin Road in Nampa: We definitely need to widen Franklin Road in Nampa. This Road is used as a major way to get from NE Nampa to Meridian. The traffic becomes very congested during commute times. All the stop signs and stop lights make the commute miserable. If the Road were widened and Round-a-bouts installed, it would help the flow of traffic.</li> </ol> <p>Since the Population Explosion in Nampa, Meridian, Kuna and Boise, our transportation Department really must find ways to help move all the additional traffic in a safe, expeditious way. Slow, congested traffic can cause drivers to be impatient and increase the number of accidents, both for vehicles and for pedestrians/bike riders. Developers in these new housing areas should be responsible for the cost to improve our Regional Transportation. And homebuyers in these new communities need to share some of the responsibility also. Long time residents should not be taxed for the needs caused by the influx of population.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Nampa, the City of Meridian, the City of Star, the City of Kuna, the City of Boise, and the Idaho Transportation Department.</p>	<p align="center">NA</p>	<p align="center">Email</p>
<p>I live southwest of Lake Lowell and travel Marsing Rd to the Lakeshore/45 intersection (which is becoming a major hazard during busy times and needs a traffic light), then north on 45 through Nampa, ending (via routes that vary by day depending on conditions) near the Garrity exit. I support the environmental study and the interchange modification report amendments. It</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Nampa, and the Idaho Transportation Department.</p>	<p align="center">Alicia Adams</p>	<p align="center">Email</p>

<p style="text-align: center;"><b>Comment</b></p> <p style="font-size: small;">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p style="text-align: center;"><b>Staff Response</b></p>	<p style="text-align: center;"><b>Name, Zip Code, Affiliation</b></p>	<p style="text-align: center;"><b>Format</b></p>
<p>would be ideal to bypass downtown Nampa by connecting Marsing Rd/Lakeshore/45 or Deer Flat/45 to the new State Hwy 16 interchange to the south (Robinson). Doing so could alleviate some traffic on Karcher coming from Marsing, and would provide better freeway access and less Nampa/12 Ave Rd. congestion for residents of south Nampa, Melba, etc. Please don't neglect to include sharrows or sidepaths for bikes/pedestrians on every new road project. Pave and allow bikes and pedestrians on irrigation canals. And please develop a public transit system, such as light rail, connecting all points from Mountain Home to Marsing and points north.</p>			
<p>1. I would like to suggest that a turn lane be put in for west bound traffic onto Lakeshore at the intersection of Hwy 45 and Lakeshore.  2. If not both, at least a traffic light would help improve access onto and across Hwy 45.  3. A traffic light at Hwy 55 and Riverside would also be a great thing.  These are the primary access points for travel around the south side of Lake Lowell and neither of these intersections are safe enough. Thank you for sending the link and an invitation to make sure my comments are included.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Nampa, and the Idaho Transportation Department.</p> <p><b>Forwarded to ITD for a response.</b></p>	<p>Jeanie Amen</p>	<p>Email</p>
<p>To Whom It May Concern, Up until recently, I was on the freeway daily. I have seen a lot of changes over the years. Some good, some not so good. I have seen vehicles lined up on the freeway lanes while trying to take an off-ramp, which creates a dangerous situation for all involved. My biggest question at this time is, who in their (so-called) wisdom decided it was a good idea to close down the original east bound off ramp at the Karcher interchange? I see vehicles lined up onto the freeway lanes on a daily basis trying to take the "new and improved" east bound exit. Why was this done and will you ever open it back up?</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.</p> <p><b>Response from ITD:</b>  Thank you for your comment and ITD understands your frustration. The good news is ITD just opened the second off-ramp lane this morning, November 8<sup>th</sup>, at the Karcher Interchange. This should help with traffic stacking on the interstate. In addition, ITD opened the new auxiliary lane between the Northside and Karcher interchanges. An auxiliary lane is a lane that goes between interchanges and gives people more time to merge or travel to the next exit without merging.</p>	<p>Pamela Hansen</p>	<p>Email</p>

<b>Comment</b> (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	<b>Staff Response</b>	<b>Name, Zip Code,            Affiliation</b>	<b>Format</b>
	<p>ITD is currently designing additional improvements to the Karcher Interchange which are scheduled to start construction next year. The improvements include:</p> <ul style="list-style-type: none"> <li>• Providing an additional westbound lane on Karcher Road (State Highway 55) from the westbound ramps through Caldwell Boulevard.</li> <li>• Widening the interchange bridge to provide a dedicated lane for the westbound off-ramp traffic to travel westbound on SH-55.</li> <li>• Reconfiguring westbound and eastbound off-ramps to improve safety and traffic flow, and increase capacity on these ramps.</li> <li>• Adjusting signals at ramp intersections, Caldwell Boulevard, and Cassia Street to accommodate SH-55 pavement widening and improve congestion.</li> <li>• Adding a third westbound through lane and dedicated right turn lane at the intersection of Karcher Road (SH-55) and Caldwell Boulevard.</li> <li>• Adding a pedestrian flashing beacon at the I-84 eastbound on-ramp.</li> <li>• Widening some sidewalks within project limits.</li> <li>• Repaving Karcher Road (SH-55) from the westbound on-ramps to Middleton Road to extend the pavement life and smooth the surface.</li> </ul> <p>You can find more information about the project at: <a href="http://itdprojects.org/84corridor">itdprojects.org/84corridor</a>. If you would like to sign up for ITD emails regarding the I-84 corridor, you can <a href="#">sign up here</a>.</p>		





## RTAC AGENDA ITEM IV-B

November 16, 2022

### Topic: FY2022-2028 and FY2023-2029 Regional Transportation Improvement Programs (TIPs)

#### Request/Recommendation:

COMPASS staff requests RTAC recommendation of COMPASS Board of Directors' adoption of resolution OX2-2023 (Attachment 1) amending the FY2022-2028 and FY2023-2029 TIPs. Three of the changes in the amendment are included in the final *Communities in Motion 2050* (CIM 2050) project list. The changes to CIM 2050 are discussed in Item IV.A. More details about the proposed changes are provided below.

#### Background/Summary:

Three agencies requested adding and adjusting projects in the TIP:

- The City of Nampa requested to add a study to complete a National Environmental Policy Act (NEPA) study to determine a preferred **State Highway 45** realignment option. Recently, the city finalized a Planning and Environmental Linkages study on this project. The NEPA study is the next step in the environmental approval process and will include significant public involvement. This project will use local funds and is regionally significant.
- The City of Nampa requested to add a study to complete an **Interchange Modification Report** to study a connection from the Interstate 84 and State Highway 16 Interchange to roadways to the south. Currently no connection exists or is planned to the south. This project will use local funds and is regionally significant.
- The City of Nampa requested to add a project to **widen Franklin Road** to five lanes from Star Road to the State Highway 16 alignment. This project will remove a "bottleneck" on this final segment of Franklin Road. This project will use local funds and is regionally significant.
- COMPASS staff requested to add and adjust a project for a **pathway near Canyon Street** in the City of Nampa. In spring 2022, the project was selected by thembandurraga@meridiancity.org Idaho Transportation Department (ITD) and the Local Highway Technical Assistance Council (LHTAC) for funding in two phases. COMPASS staff missed the first phase when developing the FY2023 – 2029 TIP, so it needs to be added. After discussions with LHTAC and the city, it was determined that the two phases would be more efficient if merged into one project. Therefore, the original (phase 2) project is proposed to be removed and included in the phase 1 project as it is added to the TIP.
- ITD proposes to add a safety project on a **railroad crossing at South Cole Road** in Ada County.

ITD also proposes to add a project to remove a **railroad crossing at Deb Lane** near the City of Parma.

A public comment period on the proposed amendment, was held October 25 through November 8, 2022, and COMPASS received 14 comments. Verbatim public comments are included in Attachment 2. Staff does not recommend changes based on public comments received.

In addition, six projects sponsored by three agencies propose significant changes to the program that do not require public comment:

- RTAC approved balancing actions for the Transportation Management Area (TMA) (Boise Urbanized Area) on October 26, 2022. One action proposes to advance the **COMPASS Planning, High-Capacity Corridor Analysis** project from Preliminary Development to FY2024/2025. The project would advance from beyond the first four years of the program, which requires approval by the COMPASS Board of Directors. The title and description of the project will change to a Planning and Environmental Linkages (PEL) study, at the direction of the COMPASS Board of Directors at the June 27, 2022, Board meeting.
- Another TMA balancing action delays construction and increased the total cost of a **pedestrian improvement project at US 20/25 (Chinden Boulevard) and 43<sup>rd</sup> Street** in Garden City (Ada County Highway District project). During design review, ITD requested that ACHD relocate the project. The change in the project increases the total cost by more than 30% and proposes to change the original location of the project, which requires approval by the COMPASS Board of Directors. The exact location is to be determined. The request includes additional design and construction funds, as well as delay of construction from FY2023 to FY2025.
- While reviewing other modifications to ITD's **State Highway 16** project, COMPASS staff found a significant error in reporting regarding the total amount of the project. Due to a glitch in the ITD database, the total amount of the phase 1 project (design and right-of-way) was inaccurate. The correction results in an approximate \$100 million increase to the total cost of the project compared to the FY2023-2029 TIP. There is no change to the scope of work. The correction technically does not require action by the COMPASS Board of Directors; however, due to the significant change in the total amount of the project, staff requests Board action on this correction.
  - ITD also requested to break out Phase 3 (construct interchanges) of the State Highway 16 corridor. The action includes these breakouts, as the funds were originally included in the project described above in the FY2023-2029 TIP.

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

The amendment to both TIPs ensures that the documents continue to meet federal fiscal constraint requirements and enables work to begin as soon as possible on these projects.

The FY2023-2029 TIP is not official until approved by Federal Highway and Federal Transit Administrations. In the meantime, 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 the FY2022-2028 TIP.

#### **More Information:**

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



**RESOLUTION NO. 0X2-2023**

**FOR THE PURPOSE OF AMENDING THE FY2022-2028 AND FY2023-2029  
REGIONAL TRANSPORTATION IMPROVEMENT PROGRAMS**

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

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

**WHEREAS**, a public comment period was held October 25 through November 8, 2022, for items requiring public involvement, 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 and FY2023-2029 Regional Transportation Improvement Programs in compliance with all applicable state and federal regulations; and

**WHEREAS**, the attached table details the amendment to the FY2022-2028 and FY2023-2029 Regional Transportation Improvement Programs.

**NOW, THEREFORE, BE IT RESOLVED**, that the Community Planning Association of Southwest Idaho's Board of Directors approves the amendment to the FY2022-2028 and FY2023-2029 Regional Transportation Improvement Programs.

**ADOPTED** this 19<sup>th</sup> day of December 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**



Idaho Transportation Department and Local Highway Technical Assistance Council, October 2022

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PC	RW	UT	CE	CN	SUM
23915	Pathway, Canyon Street, Nampa	2022							0
	Funding Source: TAP-Urban	2023							0
		2024							0
	Construct a 12-foot pathway in the center of the alley that extends from South State Street to West Roosevelt Avenue connecting to a 10-foot pathway traversing the eastern boundary of Centennial Elementary School (an extension of South State Street) in the City of Nampa. The project includes drainage on both sides of the pathway, speed humps, signage, and a crosswalk with a Rectangular Rapid Flashing Beacon, which will be installed to cross West Roosevelt Avenue. (Federal = \$807,000).	2025	ϑ <u>30</u>	ϑ <u>70</u>					ϑ <u>100</u>
		2026					ϑ <u>110</u>	ϑ <u>671</u>	ϑ <u>781</u>
		PD							0
		SUM	ϑ <u>30</u>	ϑ <u>70</u>	0	0	ϑ <u>110</u>	ϑ <u>671</u>	ϑ <u>881</u>
<b>Add project and combine with KN 23917.</b>									
23917	Pathway, Canyon Street, Phase 2, Nampa	2022							0
	Funding Source: TAP-Urban	2023							0
		2024							0
	Replace a five-foot-wide pathway in the City of Nampa along the eastern boundary of Centennial Elementary School connecting with Lake Lowell Avenue with a ten-foot-wide pathway. The pathway will be extended approximately 700 feet along the eastern portion of the boundary to intersect with the alley that is an extension of South State Street. (Federal = \$0).	2025	<u>15</u> <u>0</u>	<u>30</u> <u>0</u>					<u>45</u> <u>0</u>
		2026					<u>50</u> <u>0</u>	<u>250</u> <u>0</u>	<u>300</u> <u>0</u>
		PD							0
		SUM	<u>15</u> <u>0</u>	<u>30</u> <u>0</u>	0	0	<u>50</u> <u>0</u>	<u>250</u> <u>0</u>	<u>345</u> <u>0</u>
<b>Remove project and combine with KN 23915.</b>									
NEW14	Railroad Crossing, South Cole Road, Ada County	2022							0
	Funding Source: Fed RRX	2023	ϑ <u>75</u>						ϑ <u>75</u>
	Install safety features and improve the southerly roadway approach on a railroad crossing on south Cole Road in Ada County. (Federal = \$68,000).	2024							0
		2025							0
		2026							0
		PD							0
	Overall Project Total = \$477,000	SUM	ϑ <u>75</u>	0	0	0	0	0	ϑ <u>75</u>
NEW14	Railroad Crossing, South Cole Road, Ada County	2022							0
	Funding Source: State	2023				ϑ <u>402</u>		ϑ <u>402</u>	
	<b>Same as above.</b> (Federal = \$0).	2024							0
		2025							0
		2026							0
		PD							0
		SUM	0	0	0	ϑ <u>402</u>	0	0	ϑ <u>402</u>

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PC	RW	UT	CE	CN	SUM
23950	Railroad Crossing, Deb Lane Closure, near Parma	2022							0
	Funding Source: Leading Idaho	2023	ϕ <u>25</u>			ϕ <u>425</u>			ϕ <u>450</u>
	Remove the Union Pacific Railroad crossing at Deb Lane near the City of Parma. (Federal = \$0).  Add project.	2024							0
		2025							0
		2026							0
		PD							0
		SUM		ϕ <u>25</u>	0	0	ϕ <u>425</u>	0	0

Transportation Management Area Balancing, October 2022

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PC	RW	UT	CE	CN	SUM
13046	<del>Planning Study (PEL), High-Capacity Transit Corridor Alternatives Analysis, COMPASS</del>	2022							0
	Funding Source: STBG-TMA	2023							0
	<del>Study to identify and analyze options to improve mobility in a priority corridor to be determined in the regional long-range transportation plan. The study will evaluate all reasonable public transportation alternatives for high-capacity service. Conduct a Planning and Environmental Linkages (PEL) study to conduct high-level environmental and technical analysis on identified public transportation alternatives for high-capacity transit service south of the Boise River to be carried forward to a future federal environmental process. Findings will be incorporated in the regional long-range transportation plan. (Federal: \$926,600).</del>  Advance project from PD to 2024/2025 and change the title and description to a Planning and Environmental Linkages (PEL) study rather than an alternatives analysis, at the request of the COMPASS Board of Directors. No change to total.	2024		ϕ <u>829</u>					ϕ <u>829</u>
		2025		ϕ <u>171</u>					ϕ <u>171</u>
		2026							0
		PD			<del>1000</del> <u>0</u>				<del>1000</del> <u>0</u>
		SUM		ϕ	1000	0	0	0	0

Ada County Highway District, October 2022

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PC	RW	UT	CE	CN	SUM
20549	Pedestrian Improvements, US 20/26 (Chinden) at 43rd Street, Garden City	2022							0
	Funding Source: TAP-TMA	2023		0			35	130	165
	Install a pedestrian hybrid beacon-controlled crossing on US 20/26 (Chinden Boulevard) at 43rd Street in the City of Garden City. (Federal: \$306,704).  Delay construction of the project to determine a new location, as crossing location became a concern during design. Action includes cost increases to cover the new design and construction estimates.  Previous obligations: \$56,000 Overall previous total: \$231,000 New total: \$387,000 Percentage Change: 67.64%	2024			50		0	0	50
		2025					0	0	0
		2026					56	225	281
		PD							0
		SUM		0	0	0	35	130	165
				50		50	225	331	
20549	Pedestrian Improvements, US 20/26 (Chinden) at 43rd Street, Garden City	2022							0
	Funding Source: Local Participating	2023						10	10
	Same as above. (Federal: \$0).  Funds no longer needed.	2024							0
		2025							0
		2026							0
		PD							0
		SUM		0	0	0	0	0	10
							0	0	

Idaho Transportation Department, October 2022

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PC	RW	UT	CE	CN	SUM
20788	SH-16, I-84 to US 20/26 and SH-44, Ada and Canyon Counties	2022	150	5000	-37797	41	0	0	-28497
	Funding Source: GARVEE	2023			-13251	50	39	415	-3497
	Environmental re-evaluation, final design, and right-of-way acquisition to extend State Highway 16 between Interstate 84 and US Highway 20/26 (Chinden Boulevard) and State Highway 44 (State Street) in Ada and Canyon Counties. Work is for Phase 1 <del>2, and 3</del> of this project. Phase 2 construction projects were split out into KN 23408, 23409, and 23410. Phase 3 construction projects were split out into KN 23956, 23957, and 23958. <del>Phase 3 completes the system interchange at Interstate 84 and service interchanges at Franklin Road, Ustick Road, US 20/26, and State Highway 44; construction will be broken out as funding is determined.</del> (Federal = -\$3,240,320).	2024							0
		2025							0
		2026							0
		PD							0
		SUM	150	5000	-37797	415	0	39	415
				-13251				-3497	



Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PC	RW	UT	CE	CN	SUM
	Adjust funds to actual obligations. Previous obligations: \$140,781,000 Overall previous total: \$118,784,000 New total: \$143,784,000 Percentage Change: 21.05%								
20788	SH-16, I-84 to US 20/26 and SH-44, Ada and Canyon Counties	2022			-1000				-1000
	Funding Source: <del>NHPP</del> IM	2023			7500				7500
	Same as above. (federal = \$6,022,900)  No change to this funding source.	2024							0
		2025							0
		2026							0
		PD							0
		SUM	0	0	6500	0	0	0	6500
23956	SH-16, I-84 System Interchange and Franklin Road Interchange, Nampa	2022							0
	Funding Source: State Early Development	2023							0
	Construct improvements on State Highway 16 from Interstate 84 to Franklin Road, including free flowing ramps at Interstate 84, and a new bridge over Franklin Road in the City of Nampa. These improvements complete the system interchange with Interstate 84 and the Franklin Road interchange.  Add key number. Funds were originally proposed to be added to KN 20788 in the FY2023-2029 TIP update.	2024					ϑ	ϑ	ϑ
		2025					5100	40000	45100
		2026					ϑ	ϑ	ϑ
		PD					2100	40000	42100
		SUM	0	0	0	0	ϑ	ϑ	ϑ
23957	SH-16, Ustick Road Interchange and US 20/26 Interchange, Meridian	2022							0
	Funding Source: State Early Development	2023							0
	Construct improvements on State Highway 16 including a bridge over Ustick Road and US 20/26 in the City of Meridian. These improvements will complete the Ustick Road and US 20/26 interchanges.  Add key number. Funds were originally proposed to be added to KN 20788 in the FY2023-2029 TIP update.	2024					ϑ	ϑ	ϑ
		2025					8150	70000	78150
		2026					ϑ	ϑ	ϑ
		PD					50		50
		SUM	0	0	0	0	ϑ	ϑ	ϑ
23958	SH-16 and SH-44 Interchange, Star	2022							0
	Funding Source: State Early Development	2023							0
	Construction improvements on State Highway 16 that includes a new full interchange at State Highway 44 in the City of Star.	2024					ϑ	ϑ	ϑ
		2025					2050	40000	42050
		2026					ϑ	ϑ	ϑ
		PD					3050	10000	13050
		SUM	0	0	0	0	ϑ	ϑ	ϑ

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PC	RW	UT	CE	CN	SUM
	Add key number. Funds were originally proposed to be added to KN 20788 in the FY2023-2029 TIP update.						<u>5100</u>	<u>50000</u>	<u>55100</u>

CE = Construction Engineering  
 CN = Construction  
 Fed = Federal  
 FY = Fiscal Year  
 GARVEE = Grant Anticipation Revenue Vehicle  
 I = Interstate  
 ITD = Idaho Transportation Department  
 IM = Interstate Maintenance  
 KN = Key Number

NEPA = National Environmental Policy Act  
 NHPP = National Highway Performance Program  
 PE = Preliminary Engineering  
 PEL = Planning and Environmental Linkages  
 PC = Preliminary Engineering Consultant  
 RRX = Railroad Crossing  
 RW = Right-of-Way  
 SH = State Highway  
 STBG = Surface Transportation Block Grant

TIP = Transportation Improvement Program  
 TAP = Transportation Alternatives Program  
 TMA = Transportation Management Area  
 Urban = Nampa Urbanized Area  
 US = United States (highway)  
 UT = Utilities

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Public Comments Received (Verbatim)**Amendment to the regional long-range transportation plan, *Communities in Motion (CIM)*, and the Regional Transportation Improvement Program (TIP).**

Public Comment Period: October 25 – November 8, 2022

Total number of individuals submitting comments: 14

Email: 14    Online Comment Form: 0    Hard Copy Comment Form: 0    Letter: 0

<b>Comment</b> (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	<b>Staff Response</b>	<b>Name, Zip Code, Affiliation</b>	<b>Format</b>
I feel like the plans are solid and that there always needs to have more walkability and use for public transportation I am grateful that people want to use a light rail and shuttle at some point but there needs to be a bit more ridership wanted I hope that we can find a solid compromise on what should be done for the community at large and that would need to be able to take care of the transport as a whole	Thank you for your comments; they will be shared with the COMPASS Board of Directors and the City of Nampa.	Ian Bott	Email
To whom it may concern Unusual, but I consider all of the amendments worthy of pursuing	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	Hubert Osborne	Email
Please consider building grade seperated intersections on Eagle Rd and major east-west streets, Franklin, Fairview, Ustic, and Chinden	Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Eagle, the City of Boise, the City of Garden City, the City of Meridian, and the Idaho Transportation Department.	NA	Email
I particularly like the study on the future southern connection to the I-84 - SH-16 Interchange Now is the time to take a good look at it	Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.	Mac McOmber	Email
I am not familiar enough to render an opinion on the Nampa projects, although in reading them they look to make a great deal of sense. The "New" Cole road RR Crossing is one of the many needed in the area and would strongly support that addition to	Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Nampa, and Ada County Highway District.	Harold Klein	Email

<p align="center"><b>Comment</b></p> <p>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center"><b>Staff Response</b></p>	<p align="center"><b>Name, Zip Code, Affiliation</b></p>	<p align="center"><b>Format</b></p>
<p>the work schedule. Don't exactly know how it ranks against the other RR crossing needs, but would rely on your expertise to make that call.</p>			
<p>I would like to express my support for the "Add/extend the scope of the Canyon Street Pathway project in the City of Nampa". In looking at the City of Nampa Bicycle and Pedestrian Master Plan from August 2011, it is clear that this pathway was needed in 2011 and is still needed to get children safely to and from Centennial Elementary School in Nampa. In looking at the Centennial School profile on the Public School Review website, the data provided would lead one to conclude that many of the Centennial students walk and bicycle to school. For instance, the state of Idaho statewide average for students eligible for free lunch is 25% - the students eligible for free lunch at Centennial is 44%. This project is necessary to the safety of the students and the neighborhood and should be expedited. Thank you for the opportunity to provide comments on the proposed amendments to the Communities in Motion.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the City of Nampa.</p>	<p>Mary Beth Nutting</p>	<p>Email</p>
<p>For decades, I lived in a growing region that built a light-rail system. It was very expensive and vastly underutilized by daily riders, rather it was used by people who decided to sleep in it nightly. The net result was no decrease in vehicular traffic on the roads. I believe it would be much more efficient to increase bus service so that schedules and routes can be easily modified in order to serve the greatest number of people, rather than building a fixed light-rail system.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p>	<p>Melanie Johnson</p>	<p>Email</p>
<p>Let's get small rail service going between Caldwell, Nampa, Meridian and Boise, before the land is gone. Coming from Salt Lake &amp; Utah County where we were able to ride light rail to SL Bee's Baseball, Utah Utes Football, Utah Jazz basketball games and many concerts where they attack anywhere from 10,000 to 50,000 spectators. It was great to get in short line to get on the train not too far from our</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Caldwell, the City of Nampa, the City of Meridian, and the City of Boise.</p>	<p>Don Benson</p>	<p>Email</p>

<p style="text-align: center;"><b>Comment</b></p> <p style="text-align: center;">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p style="text-align: center;"><b>Staff Response</b></p>	<p style="text-align: center;"><b>Name, Zip Code, Affiliation</b></p>	<p style="text-align: center;"><b>Format</b></p>
<p>home to our destination and ride it back avoiding all the traffic. Thanks again for what you are trying to do.</p>			
<p>I believe that Idaho would benefit from a high-speed rail from Caldwell to Mountain Home. This would reduce the traffic on I84. I84 is constantly being widened and lanes added to deal with the traffic that has increased with exploding development. Increased traffic also means increased repairs on the highway. It would also spread-out development along that corridor instead of concentrating it on the Western side of the Treasure Valley. Yes, a large swath of land would be needed for the track beds, parking facilities &amp; stations but this would be done all at once rather than the piecemeal manner that is happening with widening the highway. A high-speed rail would also reduce the amount of traffic &amp; parking needed in Boise and other cities. It would reduce traffic accidents. It would increase the use of city bus lines from the station to the passenger's final destination. My husband and I have enjoyed the convenience of Metros in other major cities. It's time that the Treasure Valley grows up to it big kid status.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p>	<p>Arlynn Hacker</p>	<p>Email</p>
<p>One point I would like to make regarding Communities In Motion. A major need for infrastructure to create safe ways for pedestrians and bicycles is funding. If the builders and contractors who are putting in all the new construction for residents and businesses were properly and appropriately contributing from the money they are making the funding would cease to be an issue. Please find a way to make these builders and contractors pay for this infrastructure. Not only would the funding issue be resolved, but perhaps they wouldn't be so anxious to keep on with their audacious building that puts no responsibility on them for the resulting population growth.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p>Jim</p>	<p>Email</p>

<p align="center"><b>Comment</b></p> <p>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center"><b>Staff Response</b></p>	<p align="center"><b>Name, Zip Code, Affiliation</b></p>	<p align="center"><b>Format</b></p>
<p>I am commenting on the proposed amendment.</p> <ol style="list-style-type: none"> <li>Regarding the addition of an interchange modification report to investigate a future southern connection at the Interstate 84 and future State Highway 16 interchange: There is a great need for another route to connect NE Nampa and NW Meridian to Highway 16. As the population in Emmett and surrounding communities grows, having a safe route for commuters is essential.</li> <li>Add a roadway widening project on Franklin Road in Nampa: We definitely need to widen Franklin Road in Nampa. This Road is used as a major way to get from NE Nampa to Meridian. The traffic becomes very congested during commute times. All the stop signs and stop lights make the commute miserable. If the Road were widened and Round-a-bouts installed, it would help the flow of traffic.</li> </ol> <p>Since the Population Explosion in Nampa, Meridian, Kuna and Boise, our transportation Department really must find ways to help move all the additional traffic in a safe, expeditious way. Slow, congested traffic can cause drivers to be impatient and increase the number of accidents, both for vehicles and for pedestrians/bike riders. Developers in these new housing areas should be responsible for the cost to improve our Regional Transportation. And homebuyers in these new communities need to share some of the responsibility also. Long time residents should not be taxed for the needs caused by the influx of population.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Nampa, the City of Meridian, the City of Star, the City of Kuna, the City of Boise, and the Idaho Transportation Department.</p>	<p align="center">NA</p>	<p align="center">Email</p>
<p>I live southwest of Lake Lowell and travel Marsing Rd to the Lakeshore/45 intersection (which is becoming a major hazard during busy times and needs a traffic light), then north on 45 through Nampa, ending (via routes that vary by day depending on conditions) near the Garrity exit. I support the environmental study and the interchange modification report amendments. It</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Nampa, and the Idaho Transportation Department.</p>	<p align="center">Alicia Adams</p>	<p align="center">Email</p>

<p style="text-align: center;"><b>Comment</b></p> <p style="font-size: small;">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p style="text-align: center;"><b>Staff Response</b></p>	<p style="text-align: center;"><b>Name, Zip Code, Affiliation</b></p>	<p style="text-align: center;"><b>Format</b></p>
<p>would be ideal to bypass downtown Nampa by connecting Marsing Rd/Lakeshore/45 or Deer Flat/45 to the new State Hwy 16 interchange to the south (Robinson). Doing so could alleviate some traffic on Karcher coming from Marsing, and would provide better freeway access and less Nampa/12 Ave Rd. congestion for residents of south Nampa, Melba, etc. Please don't neglect to include sharrows or sidepaths for bikes/pedestrians on every new road project. Pave and allow bikes and pedestrians on irrigation canals. And please develop a public transit system, such as light rail, connecting all points from Mountain Home to Marsing and points north.</p>			
<p>1. I would like to suggest that a turn lane be put in for west bound traffic onto Lakeshore at the intersection of Hwy 45 and Lakeshore.  2. If not both, at least a traffic light would help improve access onto and across Hwy 45.  3. A traffic light at Hwy 55 and Riverside would also be a great thing.  These are the primary access points for travel around the south side of Lake Lowell and neither of these intersections are safe enough. Thank you for sending the link and an invitation to make sure my comments are included.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Nampa, and the Idaho Transportation Department.</p> <p><b>Forwarded to ITD for a response.</b></p>	<p>Jeanie Amen</p>	<p>Email</p>
<p>To Whom It May Concern, Up until recently, I was on the freeway daily. I have seen a lot of changes over the years. Some good, some not so good. I have seen vehicles lined up on the freeway lanes while trying to take an off-ramp, which creates a dangerous situation for all involved. My biggest question at this time is, who in their (so-called) wisdom decided it was a good idea to close down the original east bound off ramp at the Karcher interchange? I see vehicles lined up onto the freeway lanes on a daily basis trying to take the "new and improved" east bound exit. Why was this done and will you ever open it back up?</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.</p> <p><b>Response from ITD:</b>  Thank you for your comment and ITD understands your frustration. The good news is ITD just opened the second off-ramp lane this morning, November 8<sup>th</sup>, at the Karcher Interchange. This should help with traffic stacking on the interstate. In addition, ITD opened the new auxiliary lane between the Northside and Karcher interchanges. An auxiliary lane is a lane that goes between interchanges and gives people more time to merge or travel to the next exit without merging.</p>	<p>Pamela Hansen</p>	<p>Email</p>

<b>Comment</b> (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	<b>Staff Response</b>	<b>Name, Zip Code,            Affiliation</b>	<b>Format</b>
	<p>ITD is currently designing additional improvements to the Karcher Interchange which are scheduled to start construction next year. The improvements include:</p> <ul style="list-style-type: none"> <li>• Providing an additional westbound lane on Karcher Road (State Highway 55) from the westbound ramps through Caldwell Boulevard.</li> <li>• Widening the interchange bridge to provide a dedicated lane for the westbound off-ramp traffic to travel westbound on SH-55.</li> <li>• Reconfiguring westbound and eastbound off-ramps to improve safety and traffic flow, and increase capacity on these ramps.</li> <li>• Adjusting signals at ramp intersections, Caldwell Boulevard, and Cassia Street to accommodate SH-55 pavement widening and improve congestion.</li> <li>• Adding a third westbound through lane and dedicated right turn lane at the intersection of Karcher Road (SH-55) and Caldwell Boulevard.</li> <li>• Adding a pedestrian flashing beacon at the I-84 eastbound on-ramp.</li> <li>• Widening some sidewalks within project limits.</li> <li>• Repaving Karcher Road (SH-55) from the westbound on-ramps to Middleton Road to extend the pavement life and smooth the surface.</li> </ul> <p>You can find more information about the project at: <a href="http://itdprojects.org/84corridor">itdprojects.org/84corridor</a>. If you would like to sign up for ITD emails regarding the I-84 corridor, you can <a href="#">sign up here</a>.</p>		





## Working together to plan for the future

### RTAC AGENDA ITEM IV-C

Date: November 16, 2022

#### **Topic: 2022 Change in Motion Scorecard**

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

COMPASS staff seeks RTAC recommendation of COMPASS Board of Directors' acceptance of the 2022 Change in Motion Scorecard (see supplemental link below) and seeks volunteers to form a subcommittee to review the results of the scorecard to develop recommended actions to improve underperforming measures.

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

A key component of COMPASS' performance reporting is a report illustrating regional progress on implementation of the long-range transportation plan. The Change in Motion Scorecard is compiled every other year to illustrate progress toward meeting the goals and targets established in *Communities in Motion* (CIM).

The 2022 scorecard evaluates several performance metrics representing the 4 goals and 18 objectives of CIM 2050. The scorecard highlights a mix of results with 12 metrics "on track" to meet targets, 7 making progress but not at a rate to meet targets, and 13 not making progress and not on track to meet regional targets. Eight metrics have not been assigned targets and are provided for information only until better data are available to set a target.

COMPASS staff is seeking a recommendation of COMPASS Board of Directors' acceptance of the 2022 Change in Motion Scorecard. COMPASS also requests a subcommittee of at least six volunteers with a variety of geographical and organizational responsibilities to review the underperforming metrics and develop recommended actions for improvement. The subcommittee can expect two to three one-hour meetings, but meetings could be held more or less frequently, depending on the direction and complexities of issues raised. Final recommendations will be presented to RTAC at the conclusion of the subcommittee process for recommendation to the COMPASS Board of Directors.

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

The 2022 Change in Motion Scorecard highlights progress and illustrates areas where additional work is needed toward reaching CIM 2050 goals. It can help identify policy issues that need additional resources, funding, or planning efforts.

#### **More Information:**

- 1) Supplemental link:  
[https://www.compassidaho.org/documents/people/rtac/2022/2022Change\\_in\\_Motion\\_Scorecard\\_final.pdf](https://www.compassidaho.org/documents/people/rtac/2022/2022Change_in_Motion_Scorecard_final.pdf)
- 2) For detailed information contact: Hunter Mulhall, Principal Planner, at [hmulhall@compassidaho.org](mailto:hmulhall@compassidaho.org)

# RTAC AGENDA WORKSHEET

<i>ID #</i>	<i>Title/Description</i>	<i>Mandatory</i> <sup>1</sup>	<i>Additional Information</i>	<i>Agenda Type</i> <sup>2</sup>	<i>Time</i>	<i>Presenters</i>	<i>Proposed Agenda</i>	<i>Board Agenda</i>
1.	Approve RTAC Meeting Minutes	Yes		Consent Agenda	5	N/A	Monthly	N/A
2.	Receive Obligation Report	No		Status Report	N/A	N/A	Monthly	N/A
3.	Receive RTAC Agenda Worksheet	No		Status Report	N/A	N/A	Monthly	N/A
<b>UPCOMING AGENDA ITEMS</b>								
4.	Review changes to the Development Review Protocol and Fiscal Impact Tool Update	No	Lila Klopfenstein will present the changes made to the Development Review Protocol Fiscal Impact Tool update for member feedback.	Information/ Discussion	20	Lila Klopfenstein	December	N/A
5.	Project Updates from Member Agencies	No	VRT staff will review the new Transportation Development Plan and City of Nampa staff will review the PEL for SH-45 reroute.	Information/ Discussion	30	Stephen Hunt/ Mark Steuer, Clair Bowman	December	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<sup>1</sup></b>	<b>Additional Information</b>	<b>Agenda Type<sup>2</sup></b>	<b>Time</b>	<b>Presenters</b>	<b>Proposed Agenda</b>	<b>Board Agenda</b>
<b>6.</b>	Status of Idaho Transportation Board Policy on Local Funding	Yes	Toni Tisdale will provide a status report on the Idaho Transportation Department's policy on local funding, as well as updates on new funding programs.	Information/ Discussion	10	Toni Tisdale	December	Dec
<b>7.</b>	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
<b>8.</b>	Recommend the Updated Development Review Protocol	No	Austin Miller will seek RTAC recommendation for COMPASS Board of Directors' approval of the Development Review Protocol.	Action	20	Austin Miller	January	February
<b>9.</b>	Approve Balancing in the Transportation Management Area (TMA)	Yes	Toni Tisdale will seek approval of balancing actions in the TMA (Boise Urbanized Area), if needed.	Action	15	Toni Tisdale	January	Feb (if needed)
<b>10.</b>	Review <i>Communities in Motion</i> (CIM) Implementation Grants and Project Development Program Projects	No	Joey Schueler will review CIM Implementation and Project Development Program Project outcomes.	Information	15	Joey Schueler	January	Feb

<b>ID #</b>	<b>Title/Description</b>	<b>Mandatory<sup>1</sup></b>	<b>Additional Information</b>	<b>Agenda Type<sup>2</sup></b>	<b>Time</b>	<b>Presenters</b>	<b>Proposed Agenda</b>	<b>Board Agenda</b>
<b>11.</b>	Solicit Member Agencies' Requests for FY2024 Unified Planning Work Program (UPWP)	Yes	Mary Ann Waldinger will solicit member agency requests for FY2024 UPWP for projects needing more than five COMPASS workdays.	Information/ Discussion	10	Mary Ann Waldinger	January	N/A
<b>12.</b>	Review COMPASS Phase 2 Applications	No	Toni Tisdale and Sherone Sader will host an optional workshop to provide information about federal-aid-eligible applications and share initial scores.	Information/ Discussion	60	Toni Tisdale and Sherone Sader	February 8 (Optional)	N/A
<b>13.</b>	Status Report on the State Highway 16 Corridor	Yes	Amy Schroeder (Idaho Transportation Department) will provide the status of the State Highway 16 corridor.	Information	10	Amy Schroeder	February	February
<b>14.</b>	Recommend Federal-Aid Rankings for COMPASS Programs	Yes	Toni Tisdale will seek recommendation of federal-aid rankings for all COMPASS federal-aid programs.	Action	15	Toni Tisdale	February	N/A
<b>15.</b>	Request Subcommittee for the FY2025-2031 COMPASS Application Guide	No	Toni Tisdale will seek volunteers to serve on an RTAC subcommittee to determine updates to the FY2025-2031 COMPASS Application Guide.	Action	5	Toni Tisdale	February	N/A

<b>ID #</b>	<b>Title/Description</b>	<b>Mandatory<sup>1</sup></b>	<b>Additional Information</b>	<b>Agenda Type<sup>2</sup></b>	<b>Time</b>	<b>Presenters</b>	<b>Proposed Agenda</b>	<b>Board Agenda</b>
<b>16.</b>	Approve Balancing in the Transportation Management Area (TMA)	Yes	Toni Tisdale will seek approval of balancing actions in the TMA (Boise Urbanized Area), if needed.	Action	15	Toni Tisdale	February	April (if needed)
<b>17.</b>	Review COMPASS Staff Funding Recommendations for Federal-Aid Programs	No	Toni Tisdale and Sherone Sader will host an optional workshop to discuss COMPASS staff funding recommendations based on the RTAC federal-aid ranking recommendations.	Information/ Discussion	60	Toni Tisdale and Sherone Sader	March 8 (optional)	N/A
<b>18.</b>	Recommend Recommendation of Draft Federal-Aid Programs	Yes	Toni Tisdale will seek RTAC recommendation of approval of draft federal-aid programs, based on ranking recommendations from RTAC.	Action	20	Toni Tisdale	March	N/A
<b>19.</b>	Approve Balancing in the Transportation Management Area (TMA)	Yes	Toni Tisdale will seek approval of balancing actions in the TMA (Boise Urbanized Area), if needed.	Action	15	Toni Tisdale	March	April (if needed)
<b>20.</b>	Prioritize and Recommend Member Agencies' Requests for FY2024 Unified Planning Work Program (UPWP)	No	Mary Ann Waldinger will seek prioritization of member agencies' requests and recommendation for inclusion in FY2024 \ UPWP.	Action	20	Mary Ann Waldinger	March	N/A

<b>ID #</b>	<b>Title/Description</b>	<b>Mandatory<sup>1</sup></b>	<b>Additional Information</b>	<b>Agenda Type<sup>2</sup></b>	<b>Time</b>	<b>Presenters</b>	<b>Proposed Agenda</b>	<b>Board Agenda</b>
<b>21.</b>	Review Findings of Housing Analysis and Projections from Regional Housing Coordination Plan	No	Dane Hoskins and/or [consultant] will review insights from the Regional Housing Needs Assessment and present next steps.	Information/ Discussion	15?	Dane Hoskins/ [consultant]	March?	N/A
<b>22.</b>	Approve Balancing in the Transportation Management Area (TMA)	Yes	Toni Tisdale will seek approval of balancing actions in the TMA (Boise Urbanized Area), if needed.	Action	15	Toni Tisdale	April	June (if needed)
<b>23.</b>	Recommend Priorities for the End-of-Year and Redistribution Program	Yes	Toni Tisdale will seek RTAC recommendation for Board of Directors' approval of the End-of-Year and Redistribution Program.	Action	10	Toni Tisdale	May	June
<b>24.</b>	Approve Balancing in the Transportation Management Area (TMA)	Yes	Toni Tisdale will seek approval of balancing actions in the TMA (Boise Urbanized Area), if needed.	Action	15	Toni Tisdale	May	June (if needed)
<b>25.</b>	Review Draft FY2024-2030 Regional Transportation Improvement Program	Yes	Toni Tisdale will seek RTAC review of the Draft FY2024-2030 TIP project list, prior to the public comment period.	Information/ Discussion	15	Toni Tisdale	May	June

<b>ID #</b>	<b>Title/Description</b>	<b>Mandatory<sup>1</sup></b>	<b>Additional Information</b>	<b>Agenda Type<sup>2</sup></b>	<b>Time</b>	<b>Presenters</b>	<b>Proposed Agenda</b>	<b>Board Agenda</b>
<b>26.</b>	Review Findings of Policy Analysis and Present Preliminary Action Plan from Regional Housing Coordination Plan	No	Dane Hoskins and/or [consultant] will review finding of the Policy Analysis and present a preliminary Action Plan for comment.	Information/ Discussion	15?	Dane Hoskins/ [consultant]	May	June (if needed)
<b>27.</b>	Approve Balancing in the Transportation Management Area (TMA)	Yes	Toni Tisdale will seek approval of balancing actions in the TMA (Boise Urbanized Area), if needed.	Action	15	Toni Tisdale	June	August (if needed)
<b>28.</b>	Recommend Updates to the FY2025-2031 COMPASS Application Guide	Yes	Dane Hoskins and Toni Tisdale will seek RTAC recommendation for COMPASS Board of Directors' approval of the FY2025-2031 COMPASS Application Guide.	Action	15	Dane Hoskins and Toni Tisdale	July	August
<b>29.</b>	Recommend FY2024 CIMI and PDP projects	Yes	Joey Schueler will seek RTAC recommendation for COMPASS Board Approval of the FY2024 CIMI and PDP projects	Action	20	Joey Schueler	July	August
<b>30.</b>	Present findings and Recommend Approval of Regional Housing Coordination Plan	Yes	Dane Hoskins and [consultant] will seek RTAC recommendation for COMPASS Board of Directors' approval of the Regional Housing Coordination Plan	Action	20	Dane Hoskins and/or [consultant]	July	August

<b>ID #</b>	<b>Title/Description</b>	<b>Mandatory<sup>1</sup></b>	<b>Additional Information</b>	<b>Agenda Type<sup>2</sup></b>	<b>Time</b>	<b>Presenters</b>	<b>Proposed Agenda</b>	<b>Board Agenda</b>
<b>31.</b>	Recommend the FY2024 COMPASS Resource Development Plan	Yes	Joey Schueler will seek RTAC recommendation of the FY2024 Resource Development Plan, which outlines projects the Resource Development Team may work on to seek funding.	Action	15	Joey Schueler	September	October
<b>32.</b>	Recommend Support of Priorities for Rural Projects	Yes	Toni Tisdale will seek RTAC recommendation of COMPASS Board of Directors' adoption of a resolution supporting priorities for applications in rural areas.	Consent	N/A	Toni Tisdale	September	October
<b>33.</b>	Recommend Adoption of Resolution Approving the Draft FY2024-2030 Regional Transportation Improvement Program and Associated Air Quality Conformity Demonstration	Yes	Toni Tisdale will seek RTAC recommendation for COMPASS Board of Directors' approval of the FY2024-2030 TIP and associated air quality conformity demonstration.	Action	15	Toni Tisdale	September	October
<b>34.</b>	Review the FY2023 <i>Communities in Motion</i> (CIM) Implementation Grants and Project Development Program Projects	No	Joey Schueler will review the FY2023 projects in the CIM Implementation grants and Project Development Program projects.	Information/ Discussion	15	Joey Schueler	September	Oct



<b>ID #</b>	<b>Title/Description</b>	<b>Mandatory<sup>1</sup></b>	<b>Additional Information</b>	<b>Agenda Type<sup>2</sup></b>	<b>Time</b>	<b>Presenters</b>	<b>Proposed Agenda</b>	<b>Board Agenda</b>
35.	Approve 2024 RTAC Meeting Dates/Times	Yes	COMPASS Staff will request RTAC approval of 2024 meeting dates and times.	Consent	0	TBD	November	N/A
36.	Approve Transportation Management Area (TMA) Balancing		Toni Tisdale will seek RTAC approval of balancing actions to program available funds in the STBG and TAP programs in the Transportation Management Area.	Action	10	Toni Tisdale	November	
37.	Elect Chair and Vice Chair	Yes	COMPASS Staff will facilitate the election of Chair and Vice Chair.	Action	10	TBD	January 2024	N/A
38.	Approve Transportation Management Area (TMA) Balancing		Toni Tisdale will seek RTAC approval of balancing actions to program available funds in the STBG and TAP programs in the Transportation Management Area.	Action	10	Toni Tisdale	November 2024	
39.	Approve 2024 RTAC Meeting Dates/Times	Yes	COMPASS Staff will request RTAC approval of 2024 meeting dates and times.	Consent	0	TBD	November	N/A



# Scheduled vs. Obligated for the 2023 Schedule Year



[Group Type:Program] [Group Name:Highway Program (System)] [Major Program: Federal-Aid, State Highway System; Federal-Aid, Local Road System; State Funded Program] [District: 3] [MPO: COMPASS]  
[Grouped Project Status: Grouped, Individual] [Details: Include] [Project Property: Ignore Project Properties] [Date Range: 1/1/1900 - 11/4/2022] [Fiscal Year: 2023] [Obligation Approval Level: FHWA] [Project Status: Development, PS&E (or equiv.), Awarded (or equiv.)] [Fiscal Year: 2023] [Indirect Costs Excluded] [PSS Manager: Ignore] [PSS Owner: Ignore] [PSS Sponsor: Ignore]

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

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
23182	3	SH 44, MP 12.5 RWIS	2024	Development	146	PE	\$25,000.00	\$0.00	\$25,000.00
							<b>\$25,000.00</b>	<b>\$0.00</b>	<b>\$25,000.00</b>
23708	3	I 84, FY23 D3 INTERSTATE STRIPING	2023	PS&E (or equiv.)	146	CE	\$50,000.00	\$50,000.00	\$0.00
						CN	\$509,480.00	\$509,480.00	\$0.00
							<b>\$559,480.00</b>	<b>\$559,480.00</b>	<b>\$0.00</b>
State Hwy - Supporting Infrastructure Assets Total							<b>\$839,280.00</b>	<b>\$559,480.00</b>	<b>\$279,800.00</b>
<b>State Hwy - Safety &amp; Capacity (Safety)</b>									
22101	3	LOCAL, PECKHAM RD INTERSECTIONS, CANYON CO	2023	Development	135	UT	\$80,000.00	\$0.00	\$80,000.00
						CN	\$379,000.00	\$0.00	\$379,000.00
							<b>\$459,000.00</b>	<b>\$0.00</b>	<b>\$459,000.00</b>
22102	3	STC-8223, FRANKLIN BLVD & KARCHER RD INT, NAMPA	2023	Development	135	LP	\$270,000.00	\$0.00	\$270,000.00
						CE	\$10,000.00	\$0.00	\$10,000.00
						CC	\$460,000.00	\$0.00	\$460,000.00
						CL	\$90,000.00	\$0.00	\$90,000.00
						CN	\$2,295,000.00	\$0.00	\$2,295,000.00
							<b>\$3,125,000.00</b>	<b>\$0.00</b>	<b>\$3,125,000.00</b>
State Hwy - Safety & Capacity (Safety) Total							<b>\$3,584,000.00</b>	<b>\$0.00</b>	<b>\$3,584,000.00</b>
<b>State Hwy - Safety &amp; Capacity (Capacity)</b>									
20266	3	SH 44, INT SH 16 TO LINDER RD, ADA CO	2023	PS&E (or equiv.)	112	CE	\$562,219.00	\$562,219.00	\$0.00
						CC	\$582,853.00	\$582,853.00	\$0.00
						CN	\$5,871,644.92	\$5,871,644.92	\$0.00
							<b>\$7,016,716.92</b>	<b>\$7,016,716.92</b>	<b>\$0.00</b>
20367	3	US 20, PHYLLIS CANAL BR TO SH 16, ADA CO	2023	PS&E (or equiv.)	112	PE	\$105,000.00	\$105,000.00	\$0.00
						RW	(\$25,000.00)	(\$25,000.00)	\$0.00
						LP	\$350,000.00	\$350,000.00	\$0.00
						CE	\$404,516.00	\$404,516.00	\$0.00
						CC	\$550,000.00	\$550,000.00	\$0.00
						CN	\$9,057,438.00	\$9,057,438.00	\$0.00
							<b>\$10,441,954.00</b>	<b>\$10,441,954.00</b>	<b>\$0.00</b>
20788	3	SH 16, I 84 TO US 20/26 & SH 44 IC, ADA & CANYON COS	2025	Development	107	RW	\$7,500,000.00	\$0.00	\$7,500,000.00
							<b>\$7,500,000.00</b>	<b>\$0.00</b>	<b>\$7,500,000.00</b>
22717	3	SH 45, LOCUST LANE INTERSECTION, NAMPA	2027	Development	112	RW	\$147,001.00	\$0.00	\$147,001.00
							<b>\$147,001.00</b>	<b>\$0.00</b>	<b>\$147,001.00</b>
23409	3	SH 16, FRANKLIN RD TO USTICK RD, ADA & CANYON COS	2026	Development	112	UT	\$500,000.00	\$0.00	\$500,000.00
						CE	\$200,000.00	\$0.00	\$200,000.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder	
23409	3	SH 16, FRANKLIN RD TO USTICK RD, ADA & CANYON COS	2026	Development	112	CC	\$200,000.00	\$0.00	\$200,000.00	
							<b>\$900,000.00</b>	<b>\$0.00</b>	<b>\$900,000.00</b>	
State Hwy - Safety & Capacity (Capacity) Total							<b>\$26,005,671.92</b>	<b>\$17,458,670.92</b>	<b>\$8,547,001.00</b>	
<b>State Hwy - Early Development (Unfunded Ideas)</b>										
23175	3	SH 16, SH 44 TO JCT SH 52 ENVIRONMENTAL RE-EVAL, EMMETT	2023	Development	148	PE	\$50,000.00	\$0.00	\$50,000.00	
							PC	\$2,950,000.00	\$0.00	\$2,950,000.00
							<b>\$3,000,000.00</b>	<b>\$0.00</b>	<b>\$3,000,000.00</b>	
23336	3	SH 55, MIDDLETON TO KARCHER BYPASS ROAD, CANYON CO	2024	Development	148	CE	\$150,000.00	\$0.00	\$150,000.00	
							CC	\$2,500,000.00	\$0.00	\$2,500,000.00
							CN	\$25,000,000.00	\$0.00	\$25,000,000.00
							<b>\$27,650,000.00</b>	<b>\$0.00</b>	<b>\$27,650,000.00</b>	
23437	3	I 84, CENTENNIAL IC TO FRANKLIN IC, CANYON CO	2024	Development	148	CE	\$400,000.00	\$0.00	\$400,000.00	
							CC	\$10,000,000.00	\$0.00	\$10,000,000.00
							CN	\$100,000,000.00	\$0.00	\$100,000,000.00
							<b>\$110,400,000.00</b>	<b>\$0.00</b>	<b>\$110,400,000.00</b>	
23456	3	I 84, MERIDIAN RD IC TO EAGLE RD IC, DESIGN, MERIDIAN	2500	Development	148	PC	\$175,000.00	\$175,000.00	\$0.00	
							<b>\$175,000.00</b>	<b>\$175,000.00</b>	<b>\$0.00</b>	
23630	3	SH 44, I 84 TO STAR RD PEL AND NEPA STUDY, CANYON CO	2023	Development	148	PC	\$3,000,000.00	\$0.00	\$3,000,000.00	
							<b>\$3,000,000.00</b>	<b>\$0.00</b>	<b>\$3,000,000.00</b>	
State Hwy - Early Development (Unfunded Ideas) Total							<b>\$144,225,000.00</b>	<b>\$175,000.00</b>	<b>\$144,050,000.00</b>	
<b>Leading Idaho</b>										
20536	3	US 20, US 20/26 & SH 44 MILL & INLAY	2023	Development	155	CE	\$178,081.80	\$0.00	\$178,081.80	
							CC	\$400,000.00	\$0.00	\$400,000.00
							CN	\$3,174,467.96	\$0.00	\$3,174,467.96
							<b>\$3,752,549.76</b>	<b>\$0.00</b>	<b>\$3,752,549.76</b>	
23378	3	NHS-8523, CHERRY LANE, UPRR RRX 818670F, NAMPA	2023	Development	155	CN	\$550,000.00	\$0.00	\$550,000.00	
							<b>\$550,000.00</b>	<b>\$0.00</b>	<b>\$550,000.00</b>	
23379	3	STC-8223, KARCHER RD, UPRR RRX 818662N, NAMPA	2023	Development	155	CN	\$550,000.00	\$0.00	\$550,000.00	
							<b>\$550,000.00</b>	<b>\$0.00</b>	<b>\$550,000.00</b>	
23408	3	SH 16, USTICK RD TO US 20/26, ADA & CANYON COS	2024	Development	155	CC	\$36,517.46	\$36,517.46	\$0.00	
							<b>\$36,517.46</b>	<b>\$36,517.46</b>	<b>\$0.00</b>	
Leading Idaho Total							<b>\$4,889,067.22</b>	<b>\$36,517.46</b>	<b>\$4,852,549.76</b>	
<b>TECM</b>										
22165	3	US 20/26, I 84 TO MIDDLETON RD, CANYON CO	2025	Development	149	CC	\$1,000,000.00	\$1,000,000.00	\$0.00	
							<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
22715	3	SH 55, FARMWAY RD TO MIDDLETON RD, CANYON CO	2025	Development	149	PC	\$2,580,000.00	\$2,580,000.00	\$0.00
						RW	\$250,000.00	\$250,000.00	\$0.00
						LP	\$19,970,000.00	\$19,970,000.00	\$0.00
						UT	\$100,000.00	\$100,000.00	\$0.00
							<b>\$22,900,000.00</b>	<b>\$22,900,000.00</b>	<b>\$0.00</b>
23336	3	SH 55, MIDDLETON TO KARCHER BYPASS ROAD, CANYON CO	2024	Development	149	PC	\$1,100,000.00	\$1,100,000.00	\$0.00
						RW	\$100,000.00	\$100,000.00	\$0.00
						UT	\$50,000.00	\$50,000.00	\$0.00
							<b>\$1,250,000.00</b>	<b>\$1,250,000.00</b>	<b>\$0.00</b>
23337	3	US 20, MIDDLETON RD TO STAR RD, ADA/CANYON COS	2025	Development	149	PC	\$3,946,200.00	\$3,946,200.00	\$0.00
						RW	\$250,000.00	\$0.00	\$250,000.00
						LP	\$23,113,785.00	\$23,113,785.00	\$0.00
						UT	\$200,000.00	\$200,000.00	\$0.00
							<b>\$27,509,985.00</b>	<b>\$27,259,985.00</b>	<b>\$250,000.00</b>
23408	3	SH 16, USTICK RD TO US 20/26, ADA & CANYON COS	2024	Development	149	CC	\$2,409,415.00	\$2,409,415.00	\$0.00
						CN	\$73,171,086.00	\$73,171,086.00	\$0.00
							<b>\$75,580,501.00</b>	<b>\$75,580,501.00</b>	<b>\$0.00</b>
23410	3	SH 16, I 84 TO FRANKLIN RD, ADA & CANYON COS	2023	Awarded (or equiv.)	149	CC	\$2,160,015.00	\$2,160,015.00	\$0.00
						CN	\$17,419,499.00	\$17,419,499.00	\$0.00
							<b>\$19,579,514.00</b>	<b>\$19,579,514.00</b>	<b>\$0.00</b>
23437	3	I 84, CENTENNIAL IC TO FRANKLIN IC, CANYON CO	2024	Development	149	PC	\$200,000.00	\$200,000.00	\$0.00
						RW	\$100,000.00	\$0.00	\$100,000.00
						LP	\$2,000,000.00	\$0.00	\$2,000,000.00
						UT	\$50,000.00	\$50,000.00	\$0.00
							<b>\$2,350,000.00</b>	<b>\$250,000.00</b>	<b>\$2,100,000.00</b>
TECM Total							<b>\$150,170,000.00</b>	<b>\$147,820,000.00</b>	<b>\$2,350,000.00</b>
<b>TECM Bonding</b>									
22165	3	US 20/26, I 84 TO MIDDLETON RD, CANYON CO	2025	Development	150	CC	(\$2,800,000.00)	(\$2,800,000.00)	\$0.00
						CN	\$2,800,000.00	\$2,800,000.00	\$0.00
							<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
TECM Bonding Total							<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>State Hwy - Planning &amp; Scoping</b>									
7827	3	SH 44, CORRIDOR STUDY, STAR RD TO EAGLE RD	2023	Awarded (or equiv.)	104	PC	\$960,000.00	\$0.00	\$960,000.00
							<b>\$960,000.00</b>	<b>\$0.00</b>	<b>\$960,000.00</b>
23599	3	STATE, MS4 PERMIT & STORM WATER MGMT PROG, ADA CO	2023	Development	104	PC	\$250,000.00	\$0.00	\$250,000.00
							<b>\$250,000.00</b>	<b>\$0.00</b>	<b>\$250,000.00</b>
State Hwy - Planning & Scoping Total							<b>\$1,210,000.00</b>	<b>\$0.00</b>	<b>\$1,210,000.00</b>



KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
20841	3	SH 55, BIKE/PED BR OVER BOISE RV, EAGLE	2023	PS&E (or equiv.)	51	CN	\$1,290,000.00 <b>\$1,290,000.00</b>	\$0.00 <b>\$0.00</b>	\$1,290,000.00 <b>\$1,290,000.00</b>
21896	3	LOCAL, FY26 ROADWAY AND ADA IMPROVEMENTS, BOISE	2026	Development	51	PC	\$928,000.00 <b>\$928,000.00</b>	\$0.00 <b>\$0.00</b>	\$928,000.00 <b>\$928,000.00</b>
22015	3	LOCAL, FY23 ACHD COMMUTERIDE	2023	Development	51	CN	\$220,000.00 <b>\$220,000.00</b>	\$0.00 <b>\$0.00</b>	\$220,000.00 <b>\$220,000.00</b>
22395	3	LOCAL, FISCAL IMPACT ANALYSIS STUDY, COMPASS	2023	Development	51	PC	\$60,000.00 <b>\$60,000.00</b>	\$0.00 <b>\$0.00</b>	\$60,000.00 <b>\$60,000.00</b>
23667	3	LOCAL, FY23 ROLLING STOCK, INFRA, TECH, VRT	2023	Development	51	CN	\$186,000.00 <b>\$186,000.00</b>	\$0.00 <b>\$0.00</b>	\$186,000.00 <b>\$186,000.00</b>
23674	3	LOCAL, SMART TRIPS TREASURE VALLEY, ACHD	2023	Development	51	PE PC	\$3,000.00 \$388,000.00 <b>\$391,000.00</b>	\$0.00 \$0.00 <b>\$0.00</b>	\$3,000.00 \$388,000.00 <b>\$391,000.00</b>
Local Hwy - Transportation Management Area Total							<b>\$11,797,385.00</b>	<b>\$232,000.00</b>	<b>\$11,565,385.00</b>
<b>Local Hwy - Transportation Alternatives; TMA</b>									
20493	3	LOCAL, FY23 ADA COUNTY SR2S, VRT	2023	Development	133	CN	\$171,000.00 <b>\$171,000.00</b>	\$0.00 <b>\$0.00</b>	\$171,000.00 <b>\$171,000.00</b>
20542	3	LOCAL, PED IMPROVEMENTS, EAGLE RD, MERIDIAN	2500	Development	133	PE PC PL	\$3,000.00 \$78,000.00 \$11,000.00 <b>\$92,000.00</b>	\$0.00 \$0.00 \$0.00 <b>\$0.00</b>	\$3,000.00 \$78,000.00 \$11,000.00 <b>\$92,000.00</b>
20549	3	US 20, CHINDEN; INT 43RD ST PED IMPRV, GARDEN CITY	2023	Development	133	CE CN	\$35,000.00 \$144,000.00 <b>\$179,000.00</b>	\$0.00 \$0.00 <b>\$0.00</b>	\$35,000.00 \$144,000.00 <b>\$179,000.00</b>
20841	3	SH 55, BIKE/PED BR OVER BOISE RV, EAGLE	2023	PS&E (or equiv.)	133	CN	\$35,000.00 <b>\$35,000.00</b>	\$0.00 <b>\$0.00</b>	\$35,000.00 <b>\$35,000.00</b>
23307	3	LOCAL, FEDERAL WAY AND BROADWAY AVE PATHWAY, BOISE	2027	Development	133	PC	\$94,000.00 <b>\$94,000.00</b>	\$0.00 <b>\$0.00</b>	\$94,000.00 <b>\$94,000.00</b>
Local Hwy - Transportation Alternatives; TMA Total							<b>\$571,000.00</b>	<b>\$0.00</b>	<b>\$571,000.00</b>
<b>Local Hwy - Rural</b>									
13964	3	STC-3798, PECKHAM RD, GOLDEN GATE HD	2023	Development	45	CL CN	\$777,000.00 \$2,818,000.00 <b>\$3,595,000.00</b>	\$0.00 \$0.00 <b>\$0.00</b>	\$777,000.00 \$2,818,000.00 <b>\$3,595,000.00</b>
19951	3	STC-3856, OLD HWY 30; SAND HOLLOW RD TO SH-44, CANYON HD	2027	Development	45	RW	\$50,000.00 <b>\$50,000.00</b>	\$0.00 <b>\$0.00</b>	\$50,000.00 <b>\$50,000.00</b>
Local Hwy - Rural Total							<b>\$3,645,000.00</b>	<b>\$0.00</b>	<b>\$3,645,000.00</b>

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
<b>Hwy Safety - Local</b>									
22878	3	SMA-3724, HOMEDALE RD CURVE IMPV, CANYON HD	2024	Development	118	RW	\$21,000.00	\$0.00	\$21,000.00
							<b>\$21,000.00</b>	<b>\$0.00</b>	<b>\$21,000.00</b>
23883	3	SMA-8323, 2ND ST S, SAFETY IMPROVEMENTS	2026	Development	118	PE	\$13,000.00	\$0.00	\$13,000.00
						PC	\$519,000.00	\$0.00	\$519,000.00
						PL	\$117,000.00	\$0.00	\$117,000.00
							<b>\$649,000.00</b>	<b>\$0.00</b>	<b>\$649,000.00</b>
Hwy Safety - Local Total							<b>\$670,000.00</b>	<b>\$0.00</b>	<b>\$670,000.00</b>
<b>Hwy Safety - Railroad Crossings</b>									
20606	3	OFFSYS, OLD FORT BOISE RD UPRR RRX, NOTUS-PARMA HD	2023	Development	22	CN	\$230,000.00	\$0.00	\$230,000.00
							<b>\$230,000.00</b>	<b>\$0.00</b>	<b>\$230,000.00</b>
Hwy Safety - Railroad Crossings Total							<b>\$230,000.00</b>	<b>\$0.00</b>	<b>\$230,000.00</b>
<b>Hwy - Federal Lands Access</b>									
22600	3	STC-3787, WESTERN HERITAGE BYWAY (SWAN FALLS RD), ADA CO	2025	Development	59	PC	\$269,241.00	\$0.00	\$269,241.00
							<b>\$269,241.00</b>	<b>\$0.00</b>	<b>\$269,241.00</b>
22602	3	STC-3714, INDIANA AND ORCHARD SHARED ROADWAY, CANYON HD #4	2025	Development	59	PC	\$249,451.00	\$0.00	\$249,451.00
							<b>\$249,451.00</b>	<b>\$0.00</b>	<b>\$249,451.00</b>
Hwy - Federal Lands Access Total							<b>\$518,692.00</b>	<b>\$0.00</b>	<b>\$518,692.00</b>
<b>Hwy - Local Partnerships</b>									
20006	3	LOCAL, FY23 CAPITAL MAINTENANCE, PH 3, ACHD	2024	Development	79	CN	\$86,000.00	\$0.00	\$86,000.00
							<b>\$86,000.00</b>	<b>\$0.00</b>	<b>\$86,000.00</b>
20259	3	LOCAL, FY23 ROADWAY & ADA IMPROVEMENTS PART 1, BOISE AREA	2024	Development	79	LP	\$150,000.00	\$0.00	\$150,000.00
							<b>\$150,000.00</b>	<b>\$0.00</b>	<b>\$150,000.00</b>
20367	3	US 20, PHYLLIS CANAL BR TO SH 16, ADA CO	2023	PS&E (or equiv.)	79	CN	\$821,347.00	\$821,347.00	\$0.00
							<b>\$821,347.00</b>	<b>\$821,347.00</b>	<b>\$0.00</b>
22165	3	US 20/26, I 84 TO MIDDLETON RD, CANYON CO	2025	Development	79	CN	\$300,763.00	\$300,763.00	\$0.00
							<b>\$300,763.00</b>	<b>\$300,763.00</b>	<b>\$0.00</b>
22712	3	I 84B, GARRITY BLVD & STAMM LN INT IMPV, NAMPA	2027	Development	79	RW	\$385,027.00	\$0.00	\$385,027.00
							<b>\$385,027.00</b>	<b>\$0.00</b>	<b>\$385,027.00</b>
22717	3	SH 45, LOCUST LANE INTERSECTION, NAMPA	2027	Development	79	RW	\$620,257.00	\$0.00	\$620,257.00
							<b>\$620,257.00</b>	<b>\$0.00</b>	<b>\$620,257.00</b>
23095	3	I 84, FIVE MILE RD OVERPASS & WIDENING (NEPA), BOISE	2025	Development	79	RW	\$10,000.00	\$0.00	\$10,000.00
							<b>\$10,000.00</b>	<b>\$0.00</b>	<b>\$10,000.00</b>



KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
23674	3	LOCAL, SMART TRIPS TREASURE VALLEY, ACHD	2023	Development	79	PC	\$62,000.00	\$0.00	\$62,000.00
							<b>\$62,000.00</b>	<b>\$0.00</b>	<b>\$62,000.00</b>
		Hwy - Local Partnerships Total					<b>\$2,435,394.00</b>	<b>\$1,122,110.00</b>	<b>\$1,313,284.00</b>
		Report Total					<b>\$379,668,814.82</b>	<b>\$171,904,647.38</b>	<b>\$207,764,167.44</b>