



Community Planning Association (COMPASS)
Administrative Modification #17 for FY2020-2026 Transportation Improvement Program (TIP)
Administrative Modification #2 for FY2021-2027 Transportation Improvement Program (TIP)

Key	Project	Sponsor	Scheduled Funding for Project Lifetime			Program/ Funding Source	Funding Year	Revision	Brief Explanation
			*Current Total	*Revised Total	**Percent Change				
20159	Capital Maintenance, Phase 3, Boise Area - FY2021	ACHD	\$391,000	\$993,000	153.96%	Local Participating	2021	Decrease CN by \$144,000.	To mirror the FY2021-2027 TIP and convert local funds to federal-aid, per TMA balancing, RTAC 10/28/2020 (no overall increase to project based on approved FY2021-2027 total).
						STBG-TMA	2021	Increase CN by \$458,000.	
18728	Capital Maintenance, Phase 1, Boise Area - FY2020	ACHD	\$4,718,000	\$4,833,000	2.44%	STBG-TMA	2021	Increase CC by \$109,000.	To cover a cost increase due to governors task force specifications, per TMA balancing, RTAC 10/28/2020.
						STBG-TMA (HIP 2020)	2021	Increase CC by \$6,000.	
13481	State Street and Collister Drive Intersection, Boise	ACHD	\$13,820,000	\$13,705,000	-0.83%	STBG-TMA	2021	Decrease CN by \$115,000.	To release funds, per TMA balancing, RTAC 10/28/2020.
20003	Capital Maintenance, Phase 2, Boise Area - FY2019	ACHD	\$2,200,000	\$2,500,000	13.64%	STBG-TMA (HIP 2020)	2021	Increase CN by \$270,000 and CC by \$30,000.	To cover additional cost of milling, asphalt quantities, and trucking costs based on density testing and the additional consultant costs that accompany the construction increase for additional inspections. Per TMA balancing, RTAC 10/20/2020.
20095	Boise State University, Secure Bike Facility	Boise State University	\$115,000	\$125,500	9.13%	STBG-TMA	2021	Increase CC by \$10,000 and PL by \$500.	To cover construction inspection and oversight by LHTAC, per TMA balancing, RTAC 10/28/2020.
21913	Boise State University, Covered Bike Facility	Boise State University	\$38,000	\$41,500	9.21%	STBG-TMA	2021	Increase CC by \$3,000 and PL by \$500.	To cover construction inspection and oversight by LHTAC, per TMA balancing, RTAC 10/28/2020.
12048	South Cemetery Road, Highland Drive to Willow Creek, Middleton	City of Middleton	\$3,469,000	\$4,683,000	35.00%	STP-U	2021	Increase PE by \$2,000, PC by \$28,000, CL by \$36,303, CC by \$320,000, and CN by \$1,153,636. Decrease PL by \$2,000 and CE by \$323,939.	To mirror the FY2021-2027 TIP, adjust fund categories to match final estimate, and increase PC (\$28,000) to cover purchase of wetland mitigation credits, per Urban Balancing 11/5/2020 (0.60% increase based on approved FY2021-2027 total).
13484	Centennial Way Roundabout, Caldwell	City of Caldwell	\$3,318,000	\$3,380,000	1.87%	STP-U	2023	Increase PC by \$3,000, PE by \$3,000, CL by \$1,000, CE by \$7,000, and CN by \$48,000.	To mirror the FY2021-2027 TIP and increase PE and PC to cover overages, per Urban Balancing 11/5/2020 (0.15% increase based on approved FY2021-2027 total).
13905	10th Avenue ITS and Overlay, Caldwell	City of Caldwell	\$1,446,000	\$1,477,000	2.14%	STP-U	PD	Increase PC by \$7,000, CE by \$3,000, and CN by \$21,000.	To mirror the FY2021-2027 TIP and increase PC to cover design agreement, per Urban Balancing 11/5/2020 (0.48% increase based on approved FY2021-2027 total).
20060	I-84, Sand Hollow Interchange to Farmers Sebree Canal, Seal Coat, Canyon	ITD	\$1,426,000	\$1,847,252	29.54%	IM	2020	Increase PE by \$10,000.	To mirror the FY2021-2027 TIP and adjust amounts to meet final engineers estimate. Correct an advance of PE funds.
						IM	2021	Increase CE by \$56,457 and CN by \$364,795. Decrease PE by \$10,000.	
22016	Midway Road, SH-55 (Karcher Road) to I-84B, Rehabilitation, Canyon County	Canyon HD/City of Caldwell	\$1,413,000	\$1,459,000	3.26%	STP-U	PD	Increase PL by \$25,000, CC by \$44,000, and CN by \$17,000. Decrease CE by \$40,000.	To mirror the FY2021-2027 TIP and increase PL to cover LHTAC oversight, per Urban Balancing 11/5/2020 (1.74% increase based on approved FY2021-2027 total).
22017	Cherry Lane, Franklin Boulevard to 11th Avenue North, Rebuild, Nampa	City of Nampa	\$1,349,000	\$1,400,000	3.78%	STP-U	PD	Increase PL by \$30,000, CC by \$85,000, CN by \$16,000. Decrease CE by \$80,000.	To mirror the FY2021-2027 TIP and increase PL to cover LHTAC oversight, per Urban Balancing 11/5/2020 (2.19% increase based on approved FY2021-2027 total).

Key	Project	Sponsor	Scheduled Funding for Project Lifetime		**Percent Change	Program/ Funding Source	Funding Year	Revision	Brief Explanation
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22132	Holly Street/Northwest Nazarene University Roadway Reconfiguration, Nampa	City of Nampa	\$429,000	\$454,000	5.83%	STP-U	PD	Increase PL by \$20,000, CL by \$11,000, and CN by \$5,000. Decrease CE by \$11,000.	To mirror the FY2021-2027 TIP and increase PL to cover LHTAC oversight, per Urban Balancing 11/5/2020 (4.61% increase based on approved FY2021-2027 total).
20251	I-84, Bridge Repairs, District 3 - FY2021	ITD	\$1,543,000	\$1,251,915	-18.86%	STP-State	2021	Decrease PE by \$58,000, CE by \$312,790, and CN by \$20,295. Increase CC by \$100,000.	To adjust costs to match final estimate in the STIP.
20367	US 20/26 (Chinden), Phyllis Canal Bridge to SH-16, Ada County	ITD	\$5,750,000	\$10,158,000	76.66%	TECM	2021	Increase PE by \$30,000, RW by \$50,000 and LP by \$1,650,000.	To mirror the FY2021-2027 TIP and adjust amounts to match the STIP. Also remove \$1,700,000 in ROW in the FY2021-2027 TIP in State Restoration funds in FY2021. (no change in total based on approved FY2021-2027 total, although funding sources did change).
						TECM	2023	Increase CE by \$378,000 and CN by \$2,300,000.	
20428	SH-21, Technology Way to Surprise Way, Boise	ITD	\$5,300,000	\$4,150,000	-21.70%	HB132 & HB312	2020	Decrease PE by \$146,000 and PC by \$4,000.	To mirror the FY2021-2027 TIP and adjust amounts to match the STIP.
						HB132 & HB312	2022	Decrease CN by \$1,000,000.	
20537	Railroad Crossing, Benjamin Lane, Boise	ACHD	\$320,000	\$330,000	3.13%	Fed RRX	2021	Increase PE by \$10,000.	To adjust costs to match STIP.
20738	I-84, Broadway Avenue to Eisenman Road, Seal Coat, Boise	ITD	\$1,973,000	\$2,009,660	1.86%	IM	2021	Decrease CE by \$1,000, CC by \$77,000. Increase CN by \$114,660.	To adjust costs to match STIP.
21849	SH-45, SH-78 to Melba Road, Canyon and Owyhee Counties	ITD	\$6,500,000	\$6,619,600	1.84%	NHPP	2020	Decrease PE by \$8,600. Increase PC by \$8,600.	To adjust costs to match STIP. Includes correction in FY2021-2027 TIP to increase total cost 9.96%.
						NHPP	2025	Increase CE by \$15,600 and CN by \$104,000.	
21867	SH-55 (Karcher Road), Midway Road to Middleton Road, Nampa	ITD	\$6,210,000	\$6,410,000	3.22%	TECM	2020	Decrease PE by \$250,000. Increase PC by \$200,000.	To adjust costs to match STIP.
						TECM	2021	Increase PE by \$50,000 and PC by \$200,000	
						TECM	2022	Increase PC by \$250,000.	
22237	I-84, East Boise Port of Entry Ramps, Ada County	ITD	\$545,000	\$545,500	0.09%	State	2021	Increase CN by \$500.	To adjust costs to match STIP.
22593	South 4th Avenue, Indian Creek Bridge, Caldwell	LHTAC	\$1,774,000	\$1,772,695	-0.07%	Bridge (Local)-Off System	2021	Decrease PC by \$150,000 CE by \$2,000, and CL by \$48,000. Increase CC by \$50,000 and CN by \$150,000.	To adjust costs to match STIP.
						Bridge (Local)-Discretionary	2020	Decrease PE by \$500, PC by \$159,893, and PL by \$435.	
						Bridge (Local)-Discretionary	2021	Increase CN by \$165,500. Decrease CN by \$5,477.	
						Local Participating	2021	Decrease CN by \$500.	
22619	I-84, Ustick Road Overpass, Canyon County	ITD/City of Caldwell	\$12,111,000	\$8,112,080	-33.02%	State (Restoration)	2020	Decrease CN by \$227,000.	To adjust costs to match STIP.
						State (Restoration)	2021	Increase CN by \$227,305.	
						Local Participating	2020	Decrease CN by \$4,000,000.	
						TECM	2020	Increase CN by \$775.	

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13055	10th Avenue Bridge, Caldwell	City of Caldwell	\$3,436,000	\$3,446,000	0.29%	Bridge - Local	2021	Increase CL \$10,000.	To cover additional inspection costs.
20430	Middleton Road and Cornell Street, Intersection Improvements, Middleton	City of Middleton	\$303,000	\$553,000	82.51%	HSIP (Local)	2020	Decrease PE by \$2,000, PC by \$30,000, and PL by \$10,000.	To mirror and to match final construction estimates. (no increase based on approved FY2021-2027 total).
						HSIP (Local)	2021	Increase CE by \$308, CC by \$33,865, CL by \$8,853, and CN by \$196,974.	
						Previous	N/A	Increase by \$52,000.	
20613	Lone Star Road and Middleton Road, Intersection Improvements, Nampa	City of Nampa	\$2,655,000	\$2,658,300	0.12%	HSIP (Local)	2021	Increase PL by \$3,300, CC by \$67,436. Decrease CN by \$67,436.	To cover overages in oversight and inspections.
22076	Pathway, Grimes Pathway, Nampa	City of Nampa	\$264,000	\$295,829	12.06%	TAP-U	2021	Increase CN by 37,138, CE by \$500, and PL by \$1,917. Decrease CC by \$7,726.	To match construction contract award, offset from KN 20141.
20141	Pathway, Indian Creek, Taffy Drive to Peppermint Drive, Nampa	City of Nampa	\$598,000	\$566,171	-5.32%	TAP-U	2021	Decrease CN by \$31,829.	To release funds to KN 22076.

*Totals are based on amounts used on FY2020-2026 TIP

ACHD = Ada County Highway District
 CC = Construction Engineering Consultant
 CE = Construction Engineering
 CN = Construction
 FY = Fiscal Year
 HB = House Bill
 HD = Highway District
 HSIP = Highway Safety Improvement Program
 I = Interstate
 IM = Interstate Maintenance
 ITD = Idaho Transportation Department

KN = Key Number
 LHTAC = Local Highway Technical Assistance Council
 LP = Land Purchase
 NHPP = National Highway Performance Program
 PC = Preliminary Construction
 PD = Preliminary Development
 PE = Preliminary Engineering
 PL = Preliminary Engineering (LHTAC)
 R = Rural
 RRX = Railroad Crossing
 RW = Right of Way

SH = State Highway
 STBG = Surface Transportation Block Grant
 STIP = Statewide Transportation Improvement Program
 STP = Surface Transportation Program
 TAP = Transportation Alternatives Program
 TECM = Transportation Expansion and Congestion Mitigation
 TIP = Transportation Improvement Program
 TMA = Transportation Management Area
 U = Urban
 US = United States

Staff Recommendation:

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Approval: 
 Matthew J. Stoll, Executive Director
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