

COMPASS Amendment #4 for the
FY2020-2026 Regional Transportation Improvement Program (TIP)

City of Nampa, Idaho Transportation Department, and City of Caldwell, April 2020

		Scheduled Costs (including Match) (costs in \$1,000)							
Key No	Project	Cost year	PE	PC	RW	UT	CE	CN	SUM
NEW	Study, SH-45 Realignment Alternatives Analysis, NEPA, Nampa	2020	0 5	0 200					0 205
	Funding Source: Local (Regionally Significant)	2021		0 200					0 200
	Complete a National Environmental Policy Act (NEPA) alternatives analysis study to realign SH-45 (12 th Avenue South) through the City of Nampa from Sheridan Avenue to 1 st Street South, with connections to I-84 on Northside Boulevard (Federal = \$0)	2022							0
		2023							0
		2024							0
		2025							0
		SUM		0 5	0 400	0	0	0	0
	Add new project, using local funds.								
22154	I-84, Middleton and Ustick Road Overpasses, Canyon County (Design)	2020		0 631					0 631
	Funding Source: Local	2021							0
	Rebuild Middleton Road and Ustick Road overpasses at I-84 in Canyon County. This project is part of the GARVEE project to expand I-84 from the City of Nampa to the City of Caldwell (Key Number 20351). Construction is shown under Key Numbers 22618 and 22619. (Federal = \$0)	2022							0
		2023							0
		2024							0
		2025							0
		SUM		0	0 631	0	0	0	0
	Change scope to include additional lanes on Ustick Road overpass at the City of Caldwell's request. Increase PC by \$631,000.								
	Previous obligations = \$1,947,170 Total Program cost = \$2,617,244 Overall total cost = \$4,564,414 16.05% overall increase								
22154	I-84, Middleton and Ustick Road Overpasses, Canyon County (Design)	2020		-1600					-1600
	Funding Source: GARVEE	2021							0
	Same as above. (Federal = \$0) No change to this funding source.	2022							0
		2023							0
		2024							0
		2025							0
		SUM		0	-1600	0	0	0	0
22154	I-84, Middleton and Ustick Road Overpasses, Canyon County (Design)	2020	100	605					705
	Funding Source: Restoration	2021		274					274
	Same as above. (Federal = \$0) No change to this funding source.	2022							0
		2023							0
		2024							0
		2025							0
		SUM		100	879	0	0	0	0

		Scheduled Costs (including Match) (costs in \$1,000)								
Key No	Project	Cost year	PE	PC	RW	UT	CE	CN	SUM	
22154	I-84, Middleton and Ustick Road Overpasses, Canyon County (Design)	2020	20	80	20				120	
	Funding Source: TECM	2021							0	
	Same as above. (Federal = \$0) No change to this funding source.	2022							0	
		2023							0	
		2024							0	
		2025							0	
		SUM		20	80	20	0	0	0	120
22154	I-84, Middleton and Ustick Road Overpasses, Canyon County (Design)	2020	60	321	1084	99			1564	
	Funding Source: INFRA	2021							0	
	Same as above. (Federal = \$1,564,000) No change to this funding source.	2022							0	
		2023							0	
		2024							0	
		2025							0	
		SUM		60	321	1084	99	0	0	1564
22154	I-84, Middleton and Ustick Road Overpasses, Canyon County (Design)	2020		134	60				194	
	Funding Source: Strategic Initiatives	2021							0	
	Same as above. (Federal = \$0) No change to this funding source.	2022							0	
		2023							0	
		2024							0	
		2025							0	
		SUM		0	134	60	0	0	0	194
22154	I-84, Middleton and Ustick Road Overpasses, Canyon County (Design)	2020	20		643	66			729	
	Funding Source: State	2021							0	
	Same as above. (Federal = \$0) No change to this funding source.	2022							0	
		2023							0	
		2024							0	
		2025							0	
		SUM		20	0	643	66	0	0	729
22619	I-84, Ustick Road Overpass, Canyon County	2020						0	0	
	Funding Source: Local Participating	2021						4000	4000	
	Rebuild Ustick Road overpass at I-84 in Canyon County. The overpass will be widened to five lanes and include pedestrian facilities. This project is part of the GARVEE project to expand I-84 from the City of Nampa to the City of Caldwell (Key Number 20351) Design of this project is included in Key Number 22154. (Federal = \$0) Change scope to include additional lanes. Increase construction by \$4,000,000. Previous obligations = \$0 Overall total cost = \$14,637,810 37.61% overall increase	2022							0	
		2023								0
		2024								0
		2025								0
		SUM		0	0	0	0	0	0	0
								4000	4000	

		Scheduled Costs (including Match) (costs in \$1,000)							
Key No	Project	Cost year	PE	PC	RW	UT	CE	CN	SUM
22619	I-84, Ustick Road Overpass, Canyon County	2020					209	2325	2534
	Funding Source: TECM	2021							0
	Same as above. (Federal = \$2,348,004) No change to this funding source.	2022							0
		2023							0
		2024							0
		2025							0
		SUM	0	0	0	0	209	2325	2534
22619	I-84, Ustick Road Overpass, Canyon County	2020						1140	1140
	Funding Source: Restoration	2021							0
	Same as above. (Federal = \$0) No change to this funding source.	2022							0
		2023							0
		2024							0
		2025							0
		SUM	0	0	0	0	0	1140	1140
22619	I-84, Ustick Road Overpass, Canyon County	2020				30	720	6071	6821
	Funding Source: INFRA	2021							0
	Same as above. (Federal = \$6,821,000) No change to this funding source.	2022							0
		2023							0
		2024							0
		2025							0
		SUM	0	0	0	30	720	6071	6821
22619	I-84, Ustick Road Overpass, Canyon County	2020					142		142
	Funding Source: State	2021							0
	Same as above. (Federal = \$0) No change to this funding source.	2022							0
		2023							0
		2024							0
		2025							0
		SUM	0	0	0	0	142	0	142
22246	I-84, Interchange Ramp Rehabilitation, Boise	2020	53				79	529	661
	Funding Source: State Mill and inlay pavement on interchange ramps in the Boise area to preserve the pavement. (Federal = \$0) Remove project. Previous obligations = \$0	2021	0				0	0	0
		2022							
		2023							
		2024							
		2025							
		SUM	53	0	0	0	79	529	661
		0				0	0	0	

COMPASS Board Administrative Modification #1 for the FY2020-2026 TIP
(not included for public comment)

Idaho Transportation Department, May 2020

		Scheduled Costs (including Match) (costs in \$1,000)							
Key No	Project	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	2020		0	50503				50503
	Funding Source: GARVEE 2017	2021		14000	70503				84503
	Preliminary engineering and right-of-way acquisition only on SH-16 between I-84 and US 20/26 (Chinden Boulevard) and SH-44 (State Street) in Ada and Canyon Counties. Funds will be used to update traffic projections, validate right of way needs, account for recent development activity, develop a phasing plan for future construction, update right-of-way and construction costs, and acquire right-of-way the environmental re-evaluation, preliminary design through final design, and right-of-way acquisition. (Right-of-way is partially funded and construction is considered "unfunded.") (Federal = \$0) Increase PC by \$14,000,000 and RW by \$20,000,000. Funds from the I-84, Caldwell to Nampa corridor project. Previous obligations = \$11,522,000 Total program cost = \$121,118,000 Overall total cost = \$132,640,000 34.47% overall increase	2022							
		2023							
		2024							
		2025							
		SUM	0	0	14000	70503	0	0	0
20788	SH-16, I-84 to US 20/26 and SH-44, Ada and Canyon Counties	2020			7615				7615
	Funding Source: State (Significant Projects)	2021							0
	Same as above. (Federal = \$0)	2022							0
		2023							0
		2024							0
		2025							0
		SUM	0	0		7615	0	0	0
20788	SH-16, I-84 to US 20/26 and SH-44, Ada and Canyon Counties	2020			18500				18500
	Funding Source: IM	2021			7500				7500
	Same as above. (Federal = \$24,091,600)	2022							0
		2023							0
		2024							0
		2025							0
		SUM	0	0		26000	0	0	0
20788	SH-16, I-84 to US 20/26 and SH-44, Ada and Canyon Counties	2020			3000				3000
	Funding Source: HB132 and HB312	2021							0
	Same as above. (Federal = \$0)	2022							0
		2023							0
		2024							0
		2025							0
		SUM	0	0		3000	0	0	0

		Scheduled Costs (including Match) (costs in \$1,000)							
Key No	Project	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	2020		100	-100				0
	Funding Source: State (Capacity)	2021							0
	Same as above. (Federal = \$0)	2022							0
		2023							0
		2024							0
		2025							0
		SUM		0	100	-100	0	0	0

Regional Transportation Advisory Committee Balancing, May 2020

		Scheduled Costs (including Match) (costs in \$1,000)							
Key No	Project	Cost year	PE	PC	RW	UT	CE	CN	SUM
19057	Transit Asset Management, VRT - FY2020	2020						1667	1667
	Funding Source: STP-TMA	2021						2244	2244
	Fund capital projects identified in the Transit Asset Management Plan in 2020 in the Boise Urbanized Area. (Federal = \$2,079,000)	2022							0
		2023							0
		2024							0
		2025							0
		SUM		0	0	0	0	0	1667
	Increase CN by \$577,257. Funds from TMA balancing. 43.8% increase							2244	2244
19847	Capital Maintenance, Phase 3, Boise Area - FY2020	2020					39	261	300
	Funding Source: STP-TMA	2021					43	410	453
	Supplement the local pavement preservation program to complete pavement improvements on federal-aid highways in the Boise Urbanized Area. Work includes improvements to meet Americans with Disabilities Act (ADA) requirements to adjoining sidewalks. Segments include: Owyhee Street from Cherry Lane to Overland Road. (Federal = \$420,000)	2022							0
		2023							0
		2024							0
		2025							0
		SUM		0	0	0	0	39	261
	Increase CE by \$4,000 and CN by \$149,000. Funds from TMA balancing. 51% increase						43	410	453

CE = Construction Engineering

CN = Construction

FY = Fiscal Year

GARVEE = Grant Anticipation Revenue Vehicle

HB = House Bill

I = Interstate (highway)

IM = Interstate Maintenance

INFRA = Infrastructure for Rebuilding America (grant)

NEPA = National Environmental Policy Act

PE = Preliminary Engineering

PC = Preliminary Engineering Consultant

RW = Right-of-Way

SH = State Highway

STP = Surface Transportation Program

TECM = Transportation Expansion & Congestion Management

TMA = Transportation Management Area (Boise Urbanized Area)

US = United States Highway UT = Utilities