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 <u>5</u>	0 200					0 205		
	Funding Source: Local (Regionally Significant)	2021	_	0 200					0 200		
		2022							0		
	Complete a National Environmental Policy Act (NEPA) alternatives analysis study to	2023							0		
	realign SH-45 (12 th Avenue South)	2024							0		
	through the City of Nampa from Sheridan	2025							0		
	Avenue to 1st Street South, with	SUM	θ	θ	0	0	0	0	θ		
	connections to I-84 on Northside Boulevard (Federal = \$0)	3017	5	400					405		
			= = = = = = = = = = = = = = = = = = = =								
22151	Add new project, using local funds.	2022									
22154	I-84, Middleton and Ustick Road Overpasses, Canyon County (Design)	2020		0 <u>631</u>					0 <u>631</u>		
	Funding Source: Local	2021		001					0.51		
	Tanana ada ada ada	2022							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	2023							0		
		2024							0		
		2025							0		
		SUM	0	0	0	0	0	0	0		
	the City of Caldwell (Key Number 20351). Construction is shown under Key			631					631		
	Numbers 22618 and 22619. (Federal = \$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										
V.							1 1				
S.				2.							
<u> </u>	16.05% overall increase										
22154	I-84, Middleton and Ustick Road	2020		-1600					-1600		
8	Overpasses, Canyon County (Design)	2021				<u> </u>					
	Funding Source: GARVEE	2021							0		
	Same as above. (Federal = \$0)	2022	-						0		
	(1.000.0	2023	-	_		_			0		
	No change to this funding source.	2025				ļ			0		
		SUM	. 0	-1600	0	0	0	0	-1600		
				1000	Ů			ŭ			
22154	I-84, Middleton and Ustick Road	2020	100	605					705		
	Overpasses, Canyon County (Design)					<u> </u>					
	Funding Source: Restoration	2021		274		ļ			274		
	Same as above. (Federal = \$0)	2022	-						_0		
		2023							.0		
	No change to this funding source.	2024	-			_			0		
8		2025 SUM	100	070					070		
		SUM	100	879	0	0	0	0	979		
						L					

		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)	2022							0		
	Same as above. (Federal – \$0)	2023 2024	1						0		
	No change to this funding source.	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		
	Samo as above (Fodoral - \$1 564 000)	2022							0		
	Same as above . (Federal = \$1,564,000)	2023							0		
	No change to this funding source.	2024 2025				-			0 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)	2022							0		
	Same as above. (Federal – \$0)	2023 2024							0		
	No change to this funding source.	2025									
		SUM	0	134	60	0	0	0	194		
22154	I-84, Middleton and Ustick Road Overpasses, Canyon County (Design)	2020	20		643	66		5	729		
	Funding Source: State	2021							0		
		2022							0		
	Same as above. (Federal = \$0)	2023							0		
	No change to this funding source.	2024 2025	\vdash						0		
		SUM	20	0	643	66	0	0	729		
22619	I-84, Ustick Road Overpass, Canyon County	2020		-				0 4000	0 4000		
,	Funding Source: Local Participating	2021						1000	0		
		2022							0		
	Rebuild Ustick Road overpass at I-84 in Canyon County. The overpass will be	2023							0		
	widened to five lanes and include	2024 2025							0		
	pedestrian facilities. This project is part of	SUM	0	0	0	0	0	0	θ		
	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)	30H			ŭ	J	J	4000	<u>4000</u>		
	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										

		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			
		2022							0			
	Same as above . (Federal = \$2,348,004)	2023							0			
		2024							Ō			
	No change to this funding source.	2025							0			
le .		SUM	0	0	0	0	209	2325	2534			
22619	I-84, Ustick Road Overpass, Canyon County	2020						1140	1140			
	Funding Source: Restoration	2021							0			
		2022							0			
	Same as above. (Federal = \$0)	2023							0			
	l., , , , , , , , , , , , , , , , , , ,	2024							0			
	No change to this funding source.	2025							0			
		SUM	0	0	0	0	0	1140	1140			
22619	I-84, Ustick Road Overpass, Canyon	2020				30	720	6071	6821			
	County Funding Source: INFRA	2021					-+		-			
	I unding Source. IN KA								0			
	Same as above. (Federal = \$6,821,000) No change to this funding source.	2022	-						0			
		2023 2024	-						0			
		2024							0			
		SUM	0	0	0	30	720	6071	6821			
22619	I-84, Ustick Road Overpass, Canyon	2020					142		142			
	County											
	Funding Source: State	2021							0			
		2022							0			
	Same as above. (Federal = \$0)	2023							0			
	Ala ahanaa ka khis firmdina aarraa	2024							0			
	No change to this funding source.	2025							0			
		SUM	0	0	0	0	142	0	142			
22246	I-84, Interchange Ramp Rehabilitation,	2020	53				79	529	661			
	Boise		<u>0</u>				0	0	<u>0</u>			
	Funding Source: State	2021										
	Mill and inlay pavement on interchange	2022										
	ramps in the Boise area to preserve the	2023										
	pavement. (Federal = \$0)	2024										
	F = 1 = 1 = 1 = 1	2025		-			-+	+				
	Remove project.		F 2	_			70	F20				
	Previous obligations = \$0	SUM	53 0	0	0	0	79 0	529 <u>0</u>	661 0			

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

Idaho Transportation Department, May 2020

and Ca Fundin Prelimi acquisi and US SH-44 Countitival constructivity constructivity constructivity constructivity consider Way the prelimi and rig way is consider Increase \$20,00 Caldwee Previou Total p Overal 34.479 20788 SH-16, and Ca Fundin Project Same 20788 SH-16, and Ca Fundin Project Same	Project 16, I-84 to US 20/26 and SH-44, Ada Canyon Counties Ing Source: GARVEE 2017 minary engineering and right-of-way isition only on SH-16 between I-84 US 20/26 (Chinden Boulevard) and I4 (State Street) in Ada and Canyon Inties. Funds will be used to update ic projections, validate right of way is, account for recent development wity, develop a phasing plan for future truction, update right-of-way and truction costs, and acquire right of the environmental re-evaluation, minary design through final design,	2020 2021 2022 2023 2024 2025 SUM	PE	PC 14000 14000	50503 70503 50503 70503	UT	CE	CN	50503 84503
and Ca Fundin Prelimi acquisi and US SH-44 Countitivaffic needs, activity constructionstructions way the prelimi and rig way is conside Increas \$20,00 Caldwe Previou Total p Overal 34.479 20788 SH-16, and Ca Fundin Project Same 20788 SH-16, and Ca Fundin Project Same	Canyon Counties ding Source: GARVEE 2017 minary engineering and right-of-way hisition only on SH-16 between I-84 US 20/26 (Chinden Boulevard) and H4 (State Street) in Ada and Canyon hites. Funds will be used to update ic projections, validate right of way Hs, account for recent development wity, develop a phasing plan for future truction, update right-of-way and truction costs, and acquire right of the environmental re-evaluation,	2021 2022 2023 2024 2025	0	14000	70503 50503	0			
Fundin Prelimi acquisi and US SH-44 Counti- traffic- needs, activity constri constri way th prelimi and rig way is conside Increas \$20,00 Caldwe Previou Total p Overal 34.479 20788 SH-16, and Ca Fundin Project Same 20788 SH-16, and Ca Fundin Project Same	minary engineering and right-of-way hisition only on SH-16 between I-84 US 20/26 (Chinden Boulevard) and 14 (State Street) in Ada and Canyon hites. Funds will be used to update ic projections, validate right of way 15, account for recent development wity, develop a phasing plan for future truction, update right of way and truction costs, and acquire right of the environmental re-evaluation,	2022 2023 2024 2025	0	0	50503	0			84503
Prelimi acquisi and US SH-44 Counting traffic needs, activity constructions and rig way is consider and right and ri	minary engineering and right-of-way isistion only on SH-16 between I-84 US 20/26 (Chinden Boulevard) and I4 (State Street) in Ada and Canyon nties. Funds will be used to update ic projections, validate right of way is, account for recent development rity, develop a phasing plan for future truction, update right-of-way and truction costs, and acquire right of the environmental re-evaluation,	2022 2023 2024 2025	0			0			
acquisi and US SH-44 Countil traffic needs, activity constructions and rig way is consider and right and right and right and right and right and Callet and Call	usisition only on SH-16 between I-84 US 20/26 (Chinden Boulevard) and H4 (State Street) in Ada and Canyon Inties. Funds will be used to update ic projections, validate right of way Hs, account for recent development rity, develop a phasing plan for future truction, update right of way and truction costs, and acquire right of the environmental re-evaluation,	2023 2024 2025	0			0			
acquisi and US SH-44 Countil traffic needs, activity constructions and rig way is consider and right and right and right and right and right and Callet and Call	usisition only on SH-16 between I-84 US 20/26 (Chinden Boulevard) and H4 (State Street) in Ada and Canyon Inties. Funds will be used to update ic projections, validate right of way Hs, account for recent development rity, develop a phasing plan for future truction, update right of way and truction costs, and acquire right of the environmental re-evaluation,	2024 2025	0			0			
and US SH-44 Counti- traffic- needs, activity constructionstructionstructionstructions way the preliminal and rig way is conside Increas \$20,00 Caldwee Previous Total p Overal 34.479 20788 SH-16, and Ca Fundin Project Same 20788 SH-16, and Ca Fundin Project Same	US 20/26 (Chinden Boulevard) and 44 (State Street) in Ada and Canyon nties. Funds will be used to update ic projections, validate right of way as, account for recent development rity, develop a phasing plan for future truction, update right of way and truction costs, and acquire right of the environmental re-evaluation,	2025	0			0	-	-	
SH-44 Countiterafficeneeds, activity constructions and rig way is considered and right way is consid	44 (State Street) in Ada and Canyon nties. Funds will be used to update ic projections, validate right of way account for recent development vity, develop a phasing plan for future truction, update right of way and truction costs, and acquire right of the environmental re-evaluation,		0			0			
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needs, activity construction way the preliminal and rigg way is consider Increase \$20,000 Caldwee Previous Total previous Tota	Is, account for recent development vity, develop a phasing plan for future truction, update right-of-way and truction costs, and acquire right-of-the environmental re-evaluation,			14000	/0503 1		0	0	50503
activity construction construction construction construction construction construction and rig way is conside Increas \$20,00 Caldwe Previou Total p Overal 34.479 20788 SH-16, and Ca Fundin Project Same 20788 SH-16, and Ca Fundin Same \$24,09	rity, develop a phasing plan for future truction, update right-of-way and truction costs, and acquire right-of-the environmental re-evaluation,								<u>84503</u>
construction of the constr	truction, update right-of-way and truction costs, and acquire right-of- the environmental re-evaluation,								
construence way the preliminand rig way is considered increases \$20,000 Caldwered Previous Total properation of the previous same \$24,090 construction of the previous same \$24,090 construction of the previous same and the previous same in the previous same and t	truction costs, and acquire right of the environmental re-evaluation,	1.							
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prelimi and rig way is consider and rig way is consider and rig way is consider and right and ri									
and rig way is conside Increas \$20,00 Caldwe Previou Total p Overal 34.479 20788 SH-16, and Ca Fundin Project Same 20788 SH-16, and Ca Fundin Same \$24,09	mmary design uniodan mar design.								
way is consider a second of the second of th	right-of-way acquisition. (Right-of-								
consider state of the state of	is partially funded and construction is								
Increas \$20,00 Caldwer Previous Total properties Same 20788 SH-16, and Cale Fundin Project Same 20788 SH-16, and Cale Fundin Same \$24,09	idered "unfunded.") (Federal = \$0)								
\$20,00 Caldwe Previou Total p Overal 34.479 20788 SH-16, and Ca Fundin Project Same 20788 SH-16, and Ca Fundin Same \$24,09	(add a (a (a da (a))) (a da (a))				8				
Caldwe Previous Total proveral 34.47% SH-16, and Caldwe Fundin Project Same SH-16, and Caldwe Fundin Same \$24,09	ease PC by \$14,000,000 and RW by								
Previous Total proversing 134.47% 20788 SH-16, and Carbon Same 20788 SH-16, and Carbon Same \$24,09	000,000. Funds from the I-84,								
20788 SH-16, and Ca Fundin Project Same SH-16, and Ca Fundin Project Same SH-16, and Ca Fundin Same \$24,09	well to Nampa corridor project.								
20788 SH-16, and Ca Fundin Project Same SH-16, and Ca Fundin Same \$24,09	ious obligations = \$11,522,000								
20788 SH-16, and Ca Fundin Project Same 20788 SH-16, and Ca Fundin Same \$24,09	l program cost = \$121,118,000								
20788 SH-16, and Ca Fundin Project Same 20788 SH-16, and Ca Fundin Same \$24,09	rall total cost = \$132,640,000								
and Ca Fundin Project Same 20788 SH-16, and Ca Fundin Same \$24,09	7% overall increase	2020			7645	_			
Fundin Project Same 20788 SH-16, and Ca Fundin Same \$24,09	16, I-84 to US 20/26 and SH-44, Ada Canyon Counties	2020			7615				7615
Project Same 20788 SH-16, and Ca Fundin Same \$24,09	Funding Source: State (Significant Projects) Same as above. (Federal = \$0)	2021	,						0
Same 20788 SH-16, and Ca Fundin Same \$24,09		2022							0
20788 SH-16, and Ca Fundin Same \$24,09		2023							0
and Ca Fundin Same \$24,09		2024			1				0
and Ca Fundin Same \$24,09		2025				1			0
and Ca Fundin Same \$24,09		SUM	0	0	7615	0	0	0	7615
and Ca Fundin Same \$24,09									
Fundin Same \$24,09	.6, I-84 to US 20/26 and SH-44, Ada Canyon Counties	2020			18500				18500
Same \$24,09	ling Source: IM	2021			7500				7500
\$24,09	-	2022							0
	Same as above. (Federal =	2023		-	1				0
20788 SH-16		2024							0
20788 SH-16	ne as above. (Federal = 091,600)						\neg		0
20788 SH-16		2025	0	0	26000	0	0	0	26000
20788 SH-16		SUM							
	091,600)	SUM	Ŭ		2000	T T			3000
	091,600) .6, I-84 to US 20/26 and SH-44, Ada				3000				
	091,600)	2020 2021			3000				0
Same	091,600) 16, I-84 to US 20/26 and SH-44, Ada Canyon Counties ling Source: HB132 and HB312	2020 2021 2022			3000				0
	091,600) 6, I-84 to US 20/26 and SH-44, Ada Canyon Counties	2020 2021 2022 2023			3000				0
	091,600) 16, I-84 to US 20/26 and SH-44, Ada Canyon Counties ling Source: HB132 and HB312	2020 2021 2022 2023 2024			3000				0
	091,600) 16, I-84 to US 20/26 and SH-44, Ada Canyon Counties ling Source: HB132 and HB312	2020 2021 2022 2023	0	0	3000	0			0

	Project	Scheduled Costs (including Match) (costs in \$1,000)								
Key No		Cost year	PE	РС	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) Same as above. (Federal = \$0)	2021		ĺ					0	
		2022							0	
		2023							0	
		2024							0	
		2025							0	
		SUM	0	100	-100	0	0	0	0	

Regional Transportation Advisory Committee Balancing, May 2020

	Project	Scheduled Costs (including Match) (costs in \$1,000)									
Key No		Cost year	PE	PC	RW	UT	CE	CN	SUM		
19057	Transit Asset Management, VRT - FY2020	2020						1667 2244	1667 <u>2244</u>		
	Funding Source: STP-TMA	2021							0		
	Fund capital projects identified in the	2022					 		0		
		2023							0		
	Transit Asset Management Plan in 2020 in	2024							0		
	the Boise Urbanized Area. (Federal = \$2,079,000)	2025							0		
1		SUM	0	0	0	0	0	1667 2244	1667 2244		
	Increase CN by \$577,257. Funds from TMA balancing. 43.8% increase										
19847	Capital Maintenance, Phase 3, Boise Area – FY2020	2020					39 43	261 410	300 453		
	Funding Source: STP-TMA 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)	2021							0		
		2022							0		
		2023							0		
		2024							0		
		2025							0		
		SUM	0	0	0	0	39 43	261 <u>410</u>	300 453		
	Increase CE by \$4,000 and CN by \$149,000. Funds from TMA balancing. 51% increase										

CE = Construction Engineering
CN = Construction
FY = Fiscal Year
GARVEE = Grant Antidipation 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 HighwayUT = Utilities