COMPASS Amendment #6 for the FY2021-2027 Regional Transportation Improvement Program (TIP)

Idaho Transportation Department April 12, 2021

		Scheduled Costs (including Match) (costs in \$1,000)							,000)
Key No	Project	Cost year	PE	PC	RW	UT	CE	CN	SUM
22258	US 20/26 and SH-44, Culvert Replacements Repair, Canyon County	2021					23	237	260
	Funding Source: State	2022							0
	Update and replace deficient culverts on US 20/26 between Knott Road and	2023							0
		2024							0
	Northside Boulevard (milepost 28.975)	2025							0
	and east of Prescott Road (milepost	PD							0
	30.862) Clean and line six culverts on US 20/26 (Chinden Boulevard) near Knott Lane, Northside Road, Madison Road, Prescott Lane (2), and CanAda Road in Canyon County; and one culvert on State Highway 44 (Main Street) near Cemetery Road in the City of Middleton to preserve and maintain the roadway infrastructure. (Federal = \$0)	SUM	0	0	0	0	23	237	260
	Change name, locations, and scope. No change to total cost.								

COMPASS Board Administrative Modification #1 for the FY2021-2027 Regional Transportation Improvement Program (TIP)

Idaho Transportation Department, February 10, 2021

		Scheduled Costs (including Match) (costs in \$1,000)										
Key No	Project	Cost year	PE	PC	RW	UT	CE	CN	SUM			
20136b	Transit – Vehicle Replacements, Rural Areas, TVT	2021						158 473	158 <u>473</u>			
	Funding Source: FTA 5339 R	2022							0			
	Purchase replacement transit vehicles that are currently operating fixed route and demand response services within	2023							0			
		2024							0			
		2025							0			
	rural areas of District 3. Additional	PD							0			
	details about this program are included in ITD's programming documents. (Federal = \$378,000) Correction to the project to match the dollar amount in ITD's program. The scope did not change, but the TIP had an incorrect amount. (199% increase)	SUM	0	0	0	0	0	158 <u>473</u>	158 <u>473</u>			

Regional Transportation Advisory Committee, April 28, 2021 COMPASS Executive Committee, May 11, 2021

		Scheduled Costs (including Match) (costs in \$1,000)									
Key No	Project	Cost year	PE	PC	RW	UT	CE	CN	SUM		
20129	Capital Maintenance, Phase 2, Boise Area - FY2021	2021					276	412 <u>553</u>	688 <u>829</u>		
	Funding Source: STBG-TMA	2022						0 <u>473</u>	0 <u>473</u>		
	Supplement the local pavement	2023									
	preservation program to complete pavement improvements on federal-aid	2024									
	roadways in the Boise Urbanized Area.	2025									
	Work includes improvements to adjoining	PD									
	sidewalks to meet Americans with Disabilities Act (ADA) requirements. Segments include: Warm Springs Avenue, Starcrest Drive to Starview Drive and Glacier Drive to State Highway 21; and Edna Street, Five Mile Road to Patton Avenue. (Federal = \$96,000)	SUM	0	0	0	0	276	412 1026	688 <u>1302</u>		
	Increase CN by \$141,000 in FY2021 and \$473,000 in FY2022 to partially cover the shortfall created by the obligation authority limitation.										
	Previously obligated: \$242,000 Overall total project cost: \$3,390,000 Total percent change: 43.5%										
20129	Capital Maintenance, Phase 2, Boise Area – FY2021	2021						153	153		
	Funding Source: STBG-TMA (2020 HIP)	2022							0		
	Same as above. (Federal = \$11,000)	2023							0		
	·	2024							0		
	No change.	2025							0		
		PD					_		0		
20120	Control Maintenance Phase 2 Pains Asse	SUM	0	0	0	0	0	153	153		
20129	Capital Maintenance, Phase 2, Boise Area – FY2021	2021						1226 1081	1226 <u>1081</u>		
	Funding Source: Local Participating	2022							0		
	Same as above. (Federal = \$0)	2023							0		
		2024							0		
	Original local funds converted to federal funding. Increase local funds by	PD							0		
	\$1,081,000 to cover the final engineer's estimate.	SUM	0	0	0	0	0	1226 <u>1081</u>	1226 1081		
20129	Capital Maintenance, Phase 2, Boise Area - FY2021	2021						0 612	0 <u>612</u>		
	Funding Source: STBG-TMA (2021 HIP)	2022							0		
	Same as above. (Federal = \$45,000)	2023							0		
	Increase CN by \$612,000 to partially	2023							0		
	cover the shortfall created by the obligation authority limitation.	2025							0		
	obligation authority littiliation.	PD							0		
		SUM	0	0	0	0	0	0 <u>612</u>	0 <u>612</u>		

		Scheduled Costs (including Match) (costs in \$1,000)									
Key No	Project	Cost year	PE	PC	RW	UT	CE	CN	SUM		
20841	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	2021							0		
	Funding Source: STBG-TMA	2022							0		
	Design and construct a bicycle and	2023						80 <u>1603</u>	80 <u>1603</u>		
	pedestrian bridge over the north channel	2024						1005	0		
	of the Boise River adjacent to the State Highway 55 (Eagle Road) Bridge. The bicycle and pedestrian bridge will provide critical link between the Boise River Greenbelt, planned pathways, and a rapidly growing residential and commercial core area in the City of Eagle. (Federal = \$118,000)	2025							0		
		PD							0		
		SUM	0	0	0	0	0	80 1603	80 <u>1603</u>		
	Increase CN by \$1,523,000 in FY2023 to partially cover a large cost increase.										
	Previously obligated: \$659,000 (adjusted) Overall total project cost: \$3,704,000 Total overall cost change: 74.7%										
20841	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	2021							0		
	Funding Source: Local Participating	2022							0		
	Same as above. (Federal = \$0)	2023		248 0			121	419 667	790		
	Decrease PC by \$248,000 and increase	2024							0		
	CN by \$248,000 in FY2023 to correct an	2025							0		
	error.	PD		0.10			101	110	0		
		SUM	0	248 <u>0</u>	0	0	121	419 667	790		
20841	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	2021							0		
	Funding Source: TAP-TMA	2022							0		
	Same as above. (Federal = \$3,000)	2023						35	35		
	Same as above. (rederar = \$5,000)	2024							0		
		2025							0		
		PD SUM	0	0	0	0	0	35	35		
20841	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	2021							0		
	Funding Source: TAP-State	2022		00					0		
	Same as above. (Federal = \$45,000)	2023		<u>80</u>				537	<u>80</u> 537		
	·	2024						30.	0		
	Increase PC by \$80,000 in FY2022 to cover additional design work.	2025						_	0		
		PD							0		
		SUM	0	0 80	0	0	0	537	537 <u>617</u>		

		Scheduled Costs (including Match) (costs in \$1,000)								
Key No	Project	Cost year	PE	РС	RW	UT	CE	CN	SUM	
19763	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2022	2021							0	
	Funding Source: STBG-TMA	2022						1533 508	1533 <u>508</u>	
	Fund capital replacement projects, such	2023						<u>300</u>	<u>300</u> 0	
	as rolling stock, infrastructure, and	2024							0	
	technology, identified in the Transit Asset Management Plan in FY2022 in the Boise	2025							0	
	Urbanized Area. (Federal = \$37,000)	PD							0	
	Convert \$1,025,000 from formula STBG-TMA to CRRSAA funds in FY2022. Slight increase in cost due to balancing plan designed using inflated costs in the draft FY2022-2028 TIP.	SUM	0	0	0	0	0	1533 508	1533 <u>508</u>	
	Previous obligations: \$0 Total overall cost: \$3,056,000 Total percent change: 0.7%									
19763	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2022	2021							0	
	Funding Source: STBG-TMA (2021 CRRSAA)	2022						0 <u>2548</u>	0 <u>2548</u>	
	Same as above . (Federal = \$187,000)	2023 2024							0	
	Convert part of FY2022 and FY2023 formula funds to CRRSAA funds in FY2022. No change to overall cost, but allows more flexibility in purchasing large capital equipment.	2024							0	
		PD							0	
		SUM	0	0	0	0	0	0 2548	0 2548	
19950	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2023	2021							0	
	Funding Source: STBG-TMA	2022							0	
	Fund capital replacement projects, such	2023						1502 0	1502 0	
	as rolling stock, infrastructure, and	2024						<u> </u>	0	
	technology, identified in the Transit Asset Management Plan in FY2022 in the Boise	2025							0	
	Urbanized Area. (Federal = \$0)	PD							0	
	Funds moved to KN 19763. No change to overall cost.	SUM	0	0	0	0	0	1502 0	1502 <u>0</u>	
20259	Roadway and ADA Improvements, Part 1, Boise Area – FY2023	2021								
	Funding Source: STBG-TMA	2022								
	Supplement the local pavement preservation program to complete	2023					702	4677	5379	
	pavement improvements on federal-aid	2024					, 52	.0,,	3377	
	roadways in the Boise Urbanized Area.	2025								
	Work includes improvements to adjoining	PD								

	Project	Scheduled Costs (including Match) (costs in \$1,000)									
Key No		Cost year	PE	PC	RW	UT	CE	CN	SUM		
	sidewalks to meet Americans with Disabilities Act (ADA) requirements. Segments include: Allumbaugh Street, Franklin Road to Fairmont Street; Cole Road, Ustick Road to Mountain View Drive; Edgewood Road, Harvey Street to Floating Feather Road; Goldenrod Avenue, western terminus to Cloverdale Road; McDermott Road, McMillan Road to Chinden Boulevard; Orchard Street, Emerald Street to Fairview Avenue and Fairview Avenue to Chinden Boulevard (Federal = \$395,000) No change to this funding source.	SUM	0	0	0	0	702	4677	5379		
	Previously obligated: \$538,000 Overall total project cost: \$6,217,000 Total percent change: 0%										
20259	Roadway and ADA Improvements, Part 1, Boise Area – FY2023	2021							0		
	Funding Source: TAP-TMA	2022		0 136					0 <u>136</u>		
	Same as above. (Federal = \$10,000)	2023		100					0		
	Increase PC by \$136,000 in FY2022.	2024							0		
	Funds may only be used for sidewalk design.	2025 PD							0		
	design.	SUM	0	0 <u>136</u>	0	0	0	0	0 136		
20259	Roadway and ADA Improvements, Part 1, Boise Area – FY2023	2021							0		
	Funding Source: Local Participating	2022		300 164					300 164		
	Same as above. (Federal = \$0)	2023							0		
	Convert \$136,000 in local funds to TAP-	2024							0		
	TMA funds.	2025 PD							0		
		SUM	0	300	0	0	0	0	300		
				<u>164</u>					<u>164</u>		
23095	Five Mile Road Overpass and Widening, NEPA, Boise	2021	5	245					250		
	Funding Source: Local Participating	2022		1204					0 1204		
	To begin preliminary design and National	2023		1204 652					652		
	Environmental Policy Act (NEPA) environmental review to replace the Five	2024			565				565		
	Mile Road overpass over Interstate 84,	2025 PD			566				566		
	widen the bridge from two lanes to four lanes, and widen Five Mile Road from two lanes to five lanes from just north of Overland Road to Franklin Road in the City of Boise. Work includes curb, gutter, sidewalks, and enhanced bike lanes on both sides of the roadway. (Construction is considered "unfunded.") (Federal = \$0)	SUM	5	1449 <u>897</u>	1131	0	0	0	2585 2033		

		Scheduled Costs (including Match) (costs in \$1,000)								
Key No	Project	Cost year	PE	РС	RW	UT	CE	CN	SUM	
	Convert \$552,000 in PC funds from local to federal. No change to total.									
	Previously obligated: \$0 Overall total project cost: \$2,686,000 Total percent change: 0%									
23095	Five Mile Road Overpass and Widening, NEPA, Boise	2021							0	
	Funding Source: STBG-TMA	2022		0 552					0 552	
	Same as above. (Federal = \$41,000)	2023		002					0	
	Convert \$552,000 in PC funds from local	2024							0	
	to federal.	2025 PD							0	
		SUM	0	0 <u>552</u>	0	0	0	0	0 <u>552</u>	
23095	Five Mile Road Overpass and Widening, NEPA, Boise	2021		101					101	
	Funding Source: State	2022							0	
	Same as above. (Federal = \$0)	2023							0	
		2024							0	
	No change to this funding source.	PD							0	
		SUM	0	101	0	0	0	0	101	
13918	Pathway, Rail with Trail, Meridian	2021			120 0				120 0	
	Funding Source: Local Participating	2022			0			138	138	
	Construct a multi-use pathway in the City	2023			<u>120</u>			0	<u>120</u> 0	
	of Meridian parallel to the railroad tracks for approximately ½ mile west towards	2024							0	
	Linder Road from Meridian Road.	2025							0	
	(Federal = \$0)	PD							0	
	Delay ROW from FY2021 to FY2022. Delay construction from FY2022 to FY2024 and convert to CRRSAA funds. This allows more flexibility in design and timing of project. No change to overall cost of the project.	SUM	0	0	0	0	0	0	258 <u>120</u>	
	Previously obligated: \$75,000 (local) Overall total project cost: \$724,000 Total cost change: 0%									
13918	Pathway, Rail with Trail, Meridian	2021					46 <u>0</u>	345 <u>0</u>	391 <u>0</u>	
	Funding Source: STBG-TMA	2022					_		0	
	Same as above. (Federal = \$0)	2023							0	
	Convert formula funds to CRRSAA funds.	2024							0	
	Service and the service of the servi	PD							0	
		SUM	0	0	0	0	46 <u>0</u>	345 <u>0</u>	391 <u>0</u>	

		Scheduled Costs (including Match) (costs in \$									
Key No	Project	Cost year	PE	PC	RW	UT	CE	CN	SUM		
13918	Pathway, Rail with Trail, Meridian	2021							0		
	Funding Source: STBG-TMA (CRRSAA) Same as above. (Federal = \$39,000)	2022							0		
		2023							0		
		2024					0 46	0 575	0 529		
	Convert local and formula construction funds to CRRSAA funds and delay	2025							0		
	construction to FY2024. This allows more	PD							0		
	flexibility in design and timing of project.	SUM	0	0	0	0	0 <u>46</u>	0 <u>575</u>	0 <u>529</u>		

5339 = Bus and Bus Facilities Program ADA = Americans with Disabilities Act
CE = Construction Engineering
CN = Construction CRSAA = Coronavirus Response and Relief Supplemental Appropriations FTA = Federal Transit Administration FY = Fiscal Year HIP = Highway Improvement Program

ITD = Idaho Transportation Department NEPA = National Environmental Policy Act
PE = Preliminary Engineering
PC = Preliminary Engineering Consultant
PD = Preliminary Development

PD = Preliminary Development
R= Rural
RW = Right-of-Way
SH = State Highway
STBG = Surface Transportation Block Program

TAP = Transportation Alternatives Program TIP = Transportation Improvement Program TMA = Transportation Management Area TVT = Treasure Valley Transit

US = United States Highway
UT = Utilities