



Kent Goldthorpe, President
Dave McKinney, Vice-President
Jim D. Hansen, Commissioner
Mary May, Commissioner
Alexis Pickering, Commissioner

April 6, 2021
Matt Stoll, Executive Director
COMPASS
700 NE 2nd Street, Suite 200
Meridian, ID 83642

Dear Mr. Stoll:

ACHD would like to release a portion of the FY2021 STBG/TMA design funding for KN 19993, FY2023 Roadway and ADA Improvements, Part 2. The segment of roadway chosen for this project is Beacon Light Road, from State Highway 16 to Ballantyne Road. This project was previously designed to federal standards in FY2020. Based on the consultant's estimate, KN 19993 will require no more than \$25,000 (PC) to prepare the design documents for bidding. This will allow the release of \$197,000 in PC funds.

Please release funds within KN 19993 like this:

PC - \$222,000 - \$197,000 = \$25,000

In addition, ACHD requests that the \$197,000 in STBG-TMA funds be applied to the FY2021 Capital Maintenance Phase II project (KN 20129). ACHD recently requested \$1,028,000 in STBG/TMA funds to cover an increase in the estimated construction costs for KN 20129.

Please transfer STBG-TMA funds within KN 20129 like this:

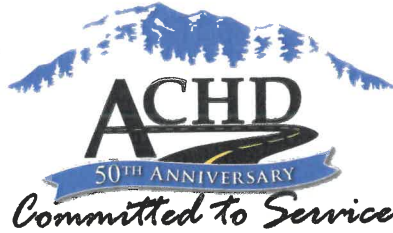
CE - \$184,000 + \$16,000 = \$200,000

CN - \$1,845,000 + \$181,000 = \$2,026,000

If you have any questions, please feel free to contact Tom Ferch, Transportation Funding Coordinator, at tferch@achdidaho.org or 208-387-6157.

Sincerely,

Justin Lucas
Deputy Director, Planning and Projects
Ada County Highway District



Kent Goldthorpe, President
Dave McKinney, Vice-President
Jim D. Hansen, Commissioner
Mary May, Commissioner
Alexis Pickering, Commissioner

March 17, 2021

Matt Stoll, Executive Director
COMPASS
700 NE 2nd Street, Suite 200
Meridian, ID 83642

Dear Mr. Stoll:

ACHD would like to request additional STBG/TMA funds for the FY2021 Capital Maintenance Phase II project (KN 20129). KN 20129 is currently programmed and funded as a \$2,121,000 STBG-TMA construction project. The segments that were selected for this project are:

- Warm Springs Avenue, Starcrest Drive to Starview Drive and from Glacier Drive to State Highway 21
- Edna Street, Five Mile Road to Patton Avenue

ACHD would like to request \$1,028,000 in STBG/TMA funds to cover an increase in the estimated construction costs for the project. The planning level pavement treatment called for a mill and inlay treatment. The pavement treatment recommended by the geotechnical report for the Edna Street segment calls for the removal and replacement of the roadway section and repaving with a 5" layer of asphalt. This more significant pavement treatment increased the cost of the construction.

Please distribute available STBG-TMA funds within the project like this:

CN - \$1,845,000 + \$901,000 = \$2,746,000
CE - \$276,000 + \$127,000 = \$403,000

If you have any questions, please feel free to contact Tom Ferch, Transportation Funding Coordinator, at tferch@achdidaho.org or 208-387-6157.

Sincerely,

A handwritten signature in blue ink that reads 'Justin Lucas'. The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Justin Lucas
Deputy Director, Planning and Project Management
Ada County Highway District



Mary May, President
Kent Goldthorpe, Vice-President
Rebecca W. Arnold, Commissioner
Sara M. Baker, Commissioner
Jim D. Hansen, Commissioner

December 21, 2020
Matt Stoll, Executive Director
COMPASS
700 NE 2nd Street, Suite 200
Meridian, ID 83642

Dear Mr. Stoll: *MATT*

ACHD would like to request additional STP/TMA funds for the FY2022 Pavement Preservation Phase II project (KN 20122). The segment that was selected for this project is Collister Dr., between Quail Ridge Dr. and the terminating cul-de-sac at the north end of the street.

During project development, the residents of Collister Dr. requested that the deteriorated sidewalks be repaired. The design team determined that the sidewalks require full replacement to meet ADA standards. Temporary easements and rights of entry are needed during construction to facilitate sod repairs, sprinkler work, and to tie in some of the existing driveways.

KN 20122 is currently programmed without any right-of-way funds. ACHD would like to request \$10,000 in STP/TMA funds to cover the costs associated with constructing new sidewalks on this segment of Collister Dr.

Please distribute funds within the project like this:

LP - \$0 + \$10,000 = \$10,000

If you have any questions, please feel free to contact Tom Ferch, Transportation Funding Coordinator, at tferch@achdidaho.org or 208-387-6157.

Sincerely,

Justin Lucas
Deputy Director, Planning and Projects
Ada County Highway District



Kent Goldthorpe, President
Dave McKinney, Vice-President
Jim D. Hansen, Commissioner
Mary May, Commissioner
Alexis Pickering, Commissioner

March 23, 2021
Matt Stoll, Executive Director
COMPASS
700 NE 2nd Street, Suite 200
Meridian, ID 83642

Dear Mr Stoll:

As you are aware, the ACHD Commission directed staff to take an integrated maintenance approach to all road projects with an emphasis on accessibility. This integrated approach will require additional design work, which will address existing sidewalks with accessibility issues, eliminating sidewalk gaps, and improving pedestrian crossings. The Commission's requested changes directly affect future Roadway and ADA Improvement projects Parts 1 and 2.

COMPASS staff have already increased the design budget by 100% for future affected Roadway and ADA Improvement projects in the draft FY2022-2028 Transportation Improvement Program (TIP).

Starting with the FY2023 Roadway and ADA Improvement projects, ACHD would like to request that COMPASS increase the budgets in the draft TIP for all future Part 1 and Part 2 projects for the following phases:

1. Please include a Land Purchase (LP) category with the following amounts:
 - a. Place \$500,000 for LP in all Part 1 projects.
 - b. Place \$250,000 for LP in all Part 2 projects.
2. Based on the current ratio, increase existing CE and CN budgets the following amounts:
 - a. Increase construction budget by a total of \$1,000,000 for all Part 1 projects.
 - b. Increase construction budget by a total \$500,000 for all Part 2 projects.

Please list these additional costs as Advance Construct with local funds being eligible for federal reimbursement when funding is available.

If you have any questions, please feel free to contact Tom Ferch, Transportation Funding Coordinator, at tferch@achdidaho.org or 208-387-6157.

Sincerely,

Justin Lucas
Deputy Director, Planning and Projects
Ada County Highway District



City of Eagle

P.O. Box 1520
Eagle, Idaho 83616
208-939-6813

Jason Pierce
Mayor

Council Members:
Charlie Baun
Melissa Gindlesperger
Brad Pike
Kenny Pittman

Via e-mail, Hard Copy to Follow

COMPASS
Attn: Matt Stoll, Director
700 NE 2nd Street, Suite 200
Meridian, Id 83642

March 22, 2021

RE: Key # 20841/Request for additional funding

Dear Director Stoll,

On behalf of the City of Eagle, I would like to request that Key#20841- Eagle Road Pedestrian and Bike Bridge be considered for additional funding for both engineering/design in fiscal year 2021 & 2022 as well as construction in fiscal year 2023.

At the commencement of this project, it was thought the design phase would be 1-year but as we got into the project the hydraulics and floodway issues have extended design to two and a half years. In April of 2020, the Phase 2 Design professional services agreement was negotiated and scoped for \$383,422. Since engaging in this work, the consultant in consultation with ITD has identified additional engineering work to be completed. The City requests an additional \$80,000 to complete the supplemental engineering and design, as well as the required survey work for the project staging areas. The City is currently under contract for the engineering and design services and can commit to the immediate use and expenditure of the additional funds.

Additionally, with new federal funding coming from CRSSAA, the potential increase in federal HIP authorization, and year end sweeps the City would request that additional construction funds be allocated to fiscal year 2023 for construction of the Eagle Pedestrian/Bike Bridge. The latest construction estimate (November 2020) for the project is \$3.18M, oppose to the previous estimate of \$2.14M. The City continues to be dedicated to the construction of this project and has set aside over \$1M in local dollars, has received \$500,000 in TAP-Statewide funding, and will continues to set aside funds over the next two fiscal years for construction, but the cost of construction has escalated as the complexity of the project has changed over time. The City request as much funding as possible be directed to construction in fiscal year 2023, preferably a minimum of \$1.1M to offset the increases in construction costs to date.

This bridge project is local government investing in the increased modality and safety of SH-55. The bridge provides a dedicated pedestrian and bike option across the north channel of the Boise River along SH-55 (a 6 lane, 55-MPH, state highway) that was not provided by ITD when the bridge was constructed in 1999. ITD has no plans for expansion or for the provision of pedestrian and bike facilities on the existing bridge (or within the existing highway ROW). The nearest on-system crossings of the Boise River are Glenwood Street (SH-44) located 4-miles to the east or Linder Road (ACHD roadway) located 3-miles to the west. Increased federal funding will help off se the City's burden of improving safety on the state system.

If you have any questions or concerns please feel free to contact our City representative, Nichoel Baird Spencer at 939-0227 or by email at nbaird@cityofeagle.org. Thank you for your consideration.

Sincerely

A handwritten signature in black ink, appearing to read 'Jason Pierce', with a long horizontal flourish extending to the right.

Jason Pierce
Mayor

CC: Eagle City Council
Toni Tisdale, COMPASS
LHTAC, Amanda LaMott

TO: Matt Stoll, Executive Director, COMPASS
FROM: Kelli Badesheim, Executive Director, VRT
SUBJECT: Request for Surface Transportation Funding
DATE: July 8, 2019

Per COMPASS staff, \$668,747 funded in FY2020
\$945,000 funded in FY2021

Summary:

As the Regional Public Transportation Authority (RPTA) for Ada and Canyon counties, Valley Regional Transit (VRT) is responsible for developing a list of funded and unfunded public transportation capital needs in the region. The VRT Board of Directors adopted the Transit Asset Management (TAM) Plan in 2018. The plan requires an analytical process to prioritize all regional public transportation assets. VRT uses this prioritization process to improve and maintain all public transportation assets in a State of Good Repair (SGR). The following outlines the process for asset management and the findings of our current replacement and maintenance priorities for capital required to support existing services in the region.

VRT adopted a policy to establish the TAM target of 2.5 for most of the asset categories. VRT defines the assets below 2.5 as either delayed replacement or deferred maintenance. VRT completed an analysis to determine the level of investment required to replace all assets under the 2.5 score in a five-year replacement/improvement scale. VRT score assets and update the analysis each year.

VRT staff provided the details of the analysis to the Regional Technical Advisory Committee (RTAC) on June 26, 2019. The information provided in the packet outlined the details of the annual investment required to reach the five-year replacement/improvement goal. The total need to address the capital backlog for the region is \$35 million. VRT has federal funding to address the issues in the small urban area. VRT requires up to \$2 million annually in additional federal funding in the large urban area to meet the replacement goal.

Recommendation/Request:

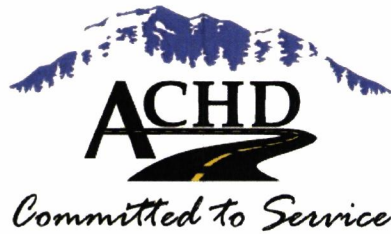
Based on the average annual need, VRT requests up to \$2 million each year to address assets in the Boise system with scores between 0.0 through 2.5. VRT would fund projects identified in the Transit Asset Management Plan including rollingstock replacement, CNG fueling system improvements, and infrastructure improvements. In addition, the projects represented in these categories are “shovel ready” and can be selected and scaled based on the additional federal funding secured. The local match

has been identified and is currently being secured through VRT's annual budgeting process.

Implication (policy and/or financial):

Maintaining public transportation assets in a state of good repair is critical to ensure the continuity and cost effective delivery of regional public transportation services. The asset management system provides a data-drive approach to achieving priorities that ensure assets are replaced at the optimal time.

Please contact me if you have any questions. Thank you in advance for considering this request.



Rebecca W. Arnold, President
Mary May, 1st Vice-President
Sara M. Baker, 2nd Vice-President
Jim D. Hansen, Commissioner
Kent Goldthorpe, Commissioner

April 18, 2019

Matt Stoll, Executive Director
COMPASS
700 NE 2nd Street, Suite 200
Meridian, ID 83642

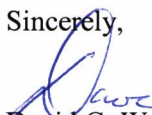
Dear Mr. ^{Matt}Stoll:

ACHD would like to increase the budgeted design cost for all future “Capital Maintenance, Local” projects from \$55,000 to \$80,000. Actual costs for contractors to perform required federal environmental review and a Geotech reports is higher than previously estimated. In addition, design costs are context-sensitive and the higher estimate reflects an average design cost for a typical road segment.

ACHD would also like to request that COMPASS place all Capital Maintenance, Local projects in the Transportation Improvement Program (TIP) on the federal funding needs list. The strategy behind the Capital Maintenance Local projects concept is to capture available federal funding, including funding in future years.

If you have any questions, please feel free to contact Tom Ferch, Transportation Funding Coordinator, at tferch@achdidaho.org or 208-387-6157.

Sincerely,


David G. Wallace
Deputy Director, Planning and Projects
Ada County Highway District



Mayor Robert E. Simison

City Council Members:

Treg Bernt
Joe Borton
Luke Cavener

Brad Hoaglund
Jessica Perreault
Liz Strader

March 17, 2021

Matt Stoll
Executive Director, COMPASS
700 NE 2nd Street, Suite 200
Meridian, ID 83642

Re: KN 13918 – Rail With Trail Pathway

Dear Matt,

The City of Meridian initially applied for and was awarded TAP-TMA funding in 2012 (FY 2013) for the Rail With Trail Pathway between Third and Eighth Streets in Meridian.

Since that time, staff has undertaken numerous good-faith efforts to move this project forward:

- In 2016, the City commissioned construction plans for this pathway which were completed to 95%. These were intended to serve as a local funding match for the project.
- The City purchased a property on Third Street with the objective of not only securing access to Third Street, but also trading a portion of this property to Friends of Children and Families (FOCAF) for a piece of ROW on their property to the west. This trade would have secured all easements necessary to complete the full pathway alignment.

After a formal request and vigorous exchange of information in the attempt to make the land trade, it was determined, due to FOCAF's complex funding structure (that included federally issued bonds), that the City would need to wait for maturation of the bonds in late 2022 before the trade could be executed.

- Since project inception, the City has also proposed to complete two adjoining pathway segments to increase the connectivity impact of this project. These include adding two parcels to the east of the original project, and a half-mile of additional pathway to the west that would connect this pathway to Meridian and Linder Roads, respectively. To that end, staff has already obtained three of six easements needed for the additional pathway, and is working with a real-estate consultant to procure the rest.

The City has worked diligently to advance this project, but has run up against some timing roadblocks. Construction was originally scheduled for FY2018, but the need for a cultural report came up, causing construction to delay to Preliminary Development (PD), as the program was full. In the FY2020 TIP, construction was able to advance to FY 2022. Acknowledging the fact that full ROW must be procured before the project can be constructed, and we cannot accomplish

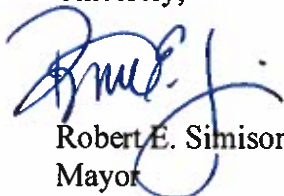
that in time to construct in 2022, the City believes it would be in the best interest of the TAP-TMA program to relinquish these funds, making them available for other projects in the area with more certain near-term timelines.

This request is based on the above project history and a projected timeline that will not allow funding currently allocated for this project to be spent by the program deadline.

The City intends to re-apply for TAP funding to construct the Rail With Trail Pathway once all easements are procured. The City would also have an interest in applying for any CRSSA funds that may become available.

We very much appreciate the support and guidance we've received from Toni Tisdale and Amanda LaMott relative to this, and other project decisions. Thank you for your consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read "R. Simison".

Robert E. Simison
Mayor