

**REGIONAL TRANSPORTATION ADVISORY COMMITTEE**  
**May 22, 2019 - 8:30 a.m.**  
**COMPASS, 1st Floor Board Room**  
**700 NE 2nd Street, Meridian, Idaho**

**\*\* AGENDA \*\***

**I. CALL TO ORDER (8:30)**

**II. OPEN DISCUSSION/ANNOUNCEMENTS**

**III. CONSENT AGENDA**

Page 3 **\*A. Approve April 24, 2019, RTAC Meeting Minutes**

**IV. ACTION ITEMS**

8:45 **\*A. Recommend the Work Plan for the Next Long-Range Transportation Plan** **Liisa Itkonen**  
Page 6

*Liisa Itkonen will seek an RTAC recommendation for COMPASS Board of Directors' approval of the work plan for the next long-range transportation plan update.*

9:05 **\*B. Recommend Adoption of Resolution X-2019 Amending the FY2019-2023 Regional Transportation Improvement Program (TIP)** **Toni Tisdale**  
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*Toni Tisdale will seek an RTAC recommendation for COMPASS Board of Directors' adoption a resolution amending the FY2019-2023 TIP to add rural public transportation projects for Valley Regional Transit and Treasure Valley Transit; and remove an ACHD project.*

9:15 **\*C. Recommend End-of-Year Program and Redistribution Priorities and Balancing** **Toni Tisdale**  
Page 22

*Toni Tisdale will seek an RTAC recommendation for COMPASS Board of Directors' approval of End-of-Year Program and redistribution priorities and could adjust previous balancing actions.*

9:30 **\*D. Recommend Updates to FY2021-2027 COMPASS Funding Application Guide** **Toni Tisdale**  
Page 44 **Kathy Parker**

*Toni Tisdale and Kathy Parker will seek an RTAC recommendation for COMPASS Board of Directors' approval of updates to the FY2021-2027 COMPASS Funding Application Guide.*

9:50 **\*E. Recommend Requested Changes to Critical Freight Corridors** **Liisa Itkonen**  
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*Liisa Itkonen will seek an RTAC recommendation for COMPASS Board of Directors' approval of requested changes to the critical rural and urban freight corridors to be submitted to the Idaho Transportation Department for consideration.*

**V. INFORMATION/DISCUSSION ITEMS**

10:00 \*A. Review Draft FY2020-2026 Regional Transportation  
Page 85 Improvement Program (TIP) Project List  
*Toni Tisdale will seek RTAC review of the details of the draft  
FY2020-2026 TIP, prior to public comment.*

**Toni Tisdale**

**VI. STATUS REPORTS (INFORMATION ONLY)**

Page 94 \*A. RTAC Agenda Worksheet  
Page 97 \*B. Obligation Report

**VII. OTHER:**

Next Meeting: June 26, 2019, RTAC Meeting

**VIII. ADJOURNMENT (10:10)**

\*Enclosures Times are approximate. Agenda is subject to change.

*Those needing assistance with COMPASS events or materials, or needing materials in alternate formats, please call 475-2229 with 48 hours advance notice.*

*Si necesita asistencia con una junta de COMPASS, o necesita un documento en otro formato, por favor llame al 475-2229 con 48 horas de anticipación.*

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**REGIONAL TRANSPORTATION ADVISORY COMMITTEE  
APRIL 24, 2019  
COMPASS, 1<sup>ST</sup> FLOOR BOARD ROOM  
MERIDIAN, IDAHO**

**\*\*MINUTES\*\***

**ATTENDEES:**

Nichoel Baird Spencer, City of Eagle  
Phil Bandy, City of Melba  
Jeff Barnes, City of Nampa  
Gordon Bates, Golden Gate Highway District #3  
Lee Belt, City of Greenleaf  
Clair Bowman, City of Nampa  
Tom Ferch, Ada County Highway District  
Karen Gallagher, City of Boise  
Maureen Gresham, Commuteride, **Vice Chair**  
Caleb Hood, City of Meridian  
Wendy Howell, City of Kuna  
Rhonda Jalbert, Valley Regional Transit  
Caleb Lakey, Idaho Transportation Department  
Nathan Leigh, Mayor, City of Parma  
Justin Lucas, Ada County Highway District  
Robb MacDonald, City of Caldwell, **Chair**  
Brian McClure, City of Meridian  
Mitra Mehta-Cooper, Ada County Development Services  
Shawn Nickel, City of Star  
Patricia Nilsson, Canyon County Development Services  
Sam Patterson for Drew Alexander, Boise State University  
Deanna Smith, Public Participation Workgroup  
Kelly Woodworth, Ada County Development Services

**MEMBERS ABSENT:**

De Enrico, City of Wilder  
Daren Fluke, City of Boise  
Rob Howarth, Central District Health, Ex. officio  
Megan Leatherman, Ada County Development Services  
Lenny Riccio, Canyon Highway District No. 4  
Robert Simison, City of Meridian  
Jenah Thornborrow, City of Garden City  
Sajonara Tipuric, City of Caldwell  
Michael Toole, Department of Environmental Quality  
Bill Vaughan, City of Eagle  
Rick Wallace, Jr., Councilman, City of Notus  
Zach Piepmeyer, City of Boise

**OTHERS PRESENT:** Morgan Andrus, COMPASS  
Rod Ashby, City of Nampa  
Nancy Brecks, COMPASS  
Jacob Hassard, Valley Regional Transit  
Daniel Hernandez, COMPASS  
Liisa Itkonen, COMPASS  
Kelly Jakovac, VRT  
Amy Luft, COMPASS  
Carl Miller, COMPASS  
Kathy Parker, COMPASS  
Amy Schroeder, Idaho Transportation Department  
Matt Stoll, COMPASS  
Toni Tisdale, COMPASS

**CALL TO ORDER:**

Chair Robb MacDonald called the meeting to order at 8:33 a.m.

**OPEN DISCUSSION/ANNOUNCEMENTS**

General announcements were made.

**CONSENT AGENDA**

**A. Approve March 13, 2019, RTAC Meeting Minutes**

Clair Bowman moved and Maureen Gresham seconded approval of the Consent Agenda as presented. Motion passed unanimously.

**SPECIAL ITEM**

**A. Multi-Media Outreach Tools for Interstate 84 in Canyon County**

Amy Schroeder, Idaho Transportation Department, presented new multi-media tools for outreach about I-84 improvements in Canyon County.

**ACTION ITEMS**

**A. Recommend Adoption of Resolution x-2019, Amending the FY2019-2023 Regional Transportation Improvement Program (TIP)**

Toni Tisdale presented an amendment to the FY2019-2023 TIP.

After discussion, **Patricia Nilsson moved and Nichoel Baird Spencer seconded to recommend Executive Committee adoption of Resolution x-2019, amending the FY2019-2023 Regional Transportation Improvement Program as presented. Motion passed unanimously.**

**B. Approve Transportation Management Area (TMA) Balancing**

Toni's Tisdale requested approval to balance the TMA programs as requested by Ada County Highway District.

After discussion, **Justin Lucas moved and Wendy Howell seconded approval to balance the TMA programs as requested. Motion passed unanimously.**

**INFORMATION/DISCUSSION ITEMS**

**A. Review Draft Work Plan for the Next Long-Range Transportation Plan**

Liisa Itkonen reviewed a draft work plan and schedule for the next long-range Transportation plan update.

**B. Review Update Process for FY2021-2025 COMPASS Funding Application Guide**

Toni Tisdale reviewed the process to update the FY2021-2025 COMPASS Funding Application Guide.

**C. Review Transit Asset Management Targets**

Rhonda Jalbert, VRT, reviewed regional transit asset management targets.

**Next Meeting: May 22, 2019**

**ADJOURNMENT**

**Karen Gallagher moved and Clair Bowman seconded adjournment at 10:10 a.m. Motion passed unanimously.**



## RTAC AGENDA ITEM IV-A

Date: May 22, 2019

### Topic: Work Plan for the *Communities in Motion* Update

#### Request/Recommendation:

COMPASS staff seeks an RTAC recommendation of COMPASS Board of Directors' approval of the work plan for the next update of the regional long-range transportation plan for Ada and Canyon Counties, *Communities in Motion 2050*.

#### Summary:

The regional long-range transportation plan, *Communities in Motion* (CIM), is due to be updated by December 2022. COMPASS staff developed the draft work plan and budget based on the previously-presented process and discussion with RTAC. The draft work plan and schedule were reviewed by the COMPASS Board of Directors at its April 15, 2019, meeting, and RTAC at its April 24, 2019, meeting.

The revised draft work plan and budget (attachment 1) and schedule (attachment 2) incorporate the feedback received from the COMPASS Board and RTAC. Changes based on feedback are shown as tracked changes in the work plan and in red font in the schedule. The focus areas for the CIM update include a clear integration among the transportation modes in the regional transportation system, a detailed look at the transportation/land use nexus, and the use of the congestion management process and congestion reduction measures to address regional needs. The plan will be based on an updated growth forecast and updated financial information. The future transportation needs and options will be refined by evaluating robust transportation scenarios that include all modes. Other key topics will include an analysis of long-term public transportation funding needs to support a significant mode shift and the consequences of significant unfunded long-term regional needs.

Updated budget information includes the addition of a consultant-led I-84 corridor operations study to explore strategies for I-84 corridor operation enhancements.

The work plan includes four public involvement opportunities – three that will inform the planning process and one requesting feedback on the draft plan. In addition, stakeholders, such as freight, public transportation, environmental, business, school districts, active transportation, and more, will be engaged at various stages throughout the planning process.

#### Implication (policy and/or financial):

The work plan for the CIM update will be presented to the COMPASS Board for approval following RTAC's recommendation. In order to continue receiving federal transportation funding for state and local projects, the next CIM update must be adopted by the COMPASS Board by December 2022.

#### More Information:

- 1) Attachment 1: Draft CIM 2050 Work Plan and Budget
- 2) Attachment 2: Draft CIM 2050 Task Gantt Chart
- 3) For detailed information contact Liisa Itkonen at 208/475-2241 or [litkonen@compassidaho.org](mailto:litkonen@compassidaho.org)

LI:AL:ma T:\FY19\600 Projects\661 CIM\2. New Plan\CIM2050 RTAC Recommend Work Plan mmo May22 2019.docx

# DRAFT

## Work Plan for Regional Long-Range Transportation Plan *Communities in Motion 2050 (CIM 2050)*

### Purpose

COMPASS will develop an integrated, long-range (20+ year) regional transportation plan to:

- Plan for horizon year 2050
- Envision what forecasted growth ~~in the region should~~ would look like considering regional values and trends
- Include a detailed look at the transportation/land use nexus
- Plan a regional transportation system that meets the future needs with a clear integration among the transportation modes
- Use the congestion management process and congestion reduction measures to address regional needs
- Analyze long-term public transportation funding needs to support a significant mode shift
- Better coordinate investments
- Position the region to compete for federal funding
- Analyze consequences of significant long-term unfunded needs for the region
- Meet federal requirements for a long-range transportation plan

The FAST Act (2015) states metropolitan planning shall consider projects and strategies that will:

1. support economic vitality, especially by enabling global competitiveness, productivity, and efficiency;
2. increase the safety of the transportation system for motorized and non-motorized users;
3. increase the security of the transportation system for motorized and non-motorized users;
4. increase the accessibility and mobility of people and freight;
5. protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
6. enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. promote efficient system management and operation;
8. emphasize the preservation of the existing transportation system;
9. improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. enhance travel and tourism.

### DRAFT CIM 2050 Work Plan

#### Project Management/Implementation

- 0.1 Program management (-work plan, schedule, budget)
- 0.2 Monitor changes (legislative, funding, etc.); revise work plan as needed

#### Public Involvement

1. **Participation**
  - 1.1 Develop Public Participation Plan (FR)
  - 1.2 Implement participation plan (FR)

#### Deliverables:

- Participation plan

### Explore

2. **Demographic forecast**
  - 2.1 Develop population and employment forecast for a horizon year of 2050 (FR)
  - 2.2 Base forecasts on comprehensive plans, reconciled growth allocations by TAZs, demographic areas, and city areas of impact (fr)

## 2.3 Develop a “build-out” scenario as a bookend

### Deliverables:

- 2050 growth forecast
- Regional “build-out” growth scenario

### Direct Dollars:

- Data for demographic forecast \$ ~~2,000~~ 500

## 3. Regional trends

- 3.1 Engage the public to help identify changes that may affect future transportation needs (public involvement #1)

### Deliverables:

- Regional trends

### Direct Dollars:

- Survey software and tablets, outreach, graphics, translation \$68,600

## 4. Existing ~~(and future)~~ conditions (FR) – developed working with stakeholders and topical experts

- 4.1 Land use (FR)/comprehensive plans
- 4.2 Transportation plans (FR)
- 4.3 Active transportation (FR/CR)
- Develop the regional bicycle/pedestrian pathway plan
  - Manage bicycle/pedestrian counters and data (fr)
  - Complete Rails with Trails costing study
  - Develop a Rails with Trails plan/strategy
- 4.4 Freight (FR)
- 4.5 Public transportation (FR/CR)
- Explore transit-supportive infrastructure needs as part of overall public transportation system (CR)
  - Develop fixed guideway options
  - Conduct park-and-ride study
- 4.6 Roadways/congestion management process (FR/CR)
- 4.7 Complete Streets policy update (fr)
- 4.8 Environment and natural resources (FR)
- 4.9 Safety (FR)
- 4.10 Security (FR)
- 4.11 Resiliency and reliability of the transportation system and reduced or mitigated stormwater impacts of surface transportation (FR)
- 4.12 Travel and tourism (FR)
- 4.13 Economic activity (FR)
- 4.14 Asset management (roads, bicycle/pedestrian, public transportation) (FR)
- Pavement scoring calibration (fr)
- 4.15 Emerging technologies (fr)
- 4.16 Community infrastructure (schools, water, sewer) (fr)

### Deliverables:

- Summary of where we are today (existing conditions)
- Description of future conditions/needs (by topic area)
- Rails with Trails concept design, costs, and implementation plan/strategies
- Regional bicycle/pedestrian pathway plan
- Park-and-ride plan
- Pavement scoring method

### Direct Dollars:

- Rails with Trails study

\$28,695 (in FY2019)



- Park-and-Ride study \$~~20~~15,000
- Consultant support for fixed guideway options \$50,000
- Consultant support for pavement scoring calibration \$15,000
- ~~Bicycle/pedestrian counters/data bike/data processing~~ ~~\$45,160~~
- New sensor-based bicycle/pedestrian counter \$ 7,500

## 5. "What-if" scenarios

- 5.1 Using information from public involvement opportunity #1, dDevelop "what if" scenarios for 2050 with workgroups and RTAC (fr)
- 5.2 Assess impacts of transportation and land use scenarios (fr)
  - Conduct fiscal impact analysis
  - Conduct performance measure framework (PMF) analysis
- 5.3 Engage public to refine regional values and goals and gain feedback on future transportation/land use scenario(s) and policies to support them (fr) (public involvement #2)
  - Review and refine regional goals, including any goals for mode shift

### Deliverables:

- Regional values and goals, transportation/land use scenario(s) and policies
- Summary of fiscal impact and performance results of transportation and land use scenario(s)

### Direct Dollars:

- Outreach, graphics, translation \$31,800
- Consultant support for "what-if" scenarios \$10,000
- Consultant support for fiscal impact analysis \$60,000

## Choose

### 6. Transportation needs and criteria for investments

- 6.1 Determine current and projected transportation demand of persons and goods (FR)
  - Conduct I-84 corridor operations study
- 6.2 Consider results and trends of the congestion management process/congestion reduction measures, including Intelligent Transportation Systems (ITS) (FR/CR)
- 6.3 Engage public for input into criteria for prioritizing projects (fr) (public involvement #3)
- 6.4 Identify locally favored fixed guideway option (fr) (with public involvement)
- 6.5 Identify environmental mitigation strategies (FR)
- 6.6 Describe needed/proposed transportation investments (FR)

### Deliverables:

- Strategies for I-84 corridor operations enhancement
- Description of needed transportation improvements
- Locally favored fixed guideway option
- Criteria for prioritizing projects

### Direct Dollars:

- Consultant-led I-84 corridor operations study \$250,000
- Cost estimate review \$ 12,000
- Survey software, outreach, translation \$ 60,800
- Fixed guideway outreach \$ 30,000

### 7. Performance trends

- 7.1 Assess capital investments and other strategies to preserve existing and projected future transportation infrastructure and provide for multimodal capacity increases (FR)
- 7.2 Analyze performance trends, including federal performance targets, in relation to regional goals (FR)
- 7.3 Analyze consequences of unfunded needs (CR)

Deliverables:

- Comparison of different investment strategies
- Outcome of unfunded needs

## Prioritize

### **8. Financial analysis**

- 8.1 Update financial analysis and revenue/expenditure forecast (FR)
- 8.2 Estimate project costs ("benefit/cost" analysis) (fr)
- 8.3 Update funding policy (fr)
- 8.4 Research additional funding mechanisms (FR)

Deliverables:

- Financial forecast
- Funding policy

### **9. Prioritize unfunded needs**

- 9.1 Prioritize unfunded needs
- 9.2 Develop a financial plan (FR)
- 9.3 Develop implementation strategies and actions

Deliverables:

- Prioritized needs
- Financial plan
- Implementation strategies and actions

### **10. Compile the plan**

- 10.1 Draft technical documents (fr)
- 10.2 Provide graphic, editing, and format support for plan document
- 10.3 Make air quality conformity determination (FR)
- 10.4 Member agency review of the draft plan
- 10.5 Revise plan as needed based on member feedback
- 10.6 Public review of draft plan (FR) (public involvement #4)
- 10.7 Respond to public feedback and revise plan as needed (FR)

Deliverables:

- Air quality conformity determination
- Technical documents
- Draft regional long-range transportation plan

Direct Dollars:

- Graphics and editing \$40,000
- Outreach, translation ~~\$30,800~~ 31,200

### **11. Plan Adoption**

- 11.1 RTAC recommend the plan
- 11.2 COMPASS Board adopt plan (FR)
- 11.3 Publish and distribute plan (FR)

Deliverables:

- A final regional long-range transportation plan that meets all federal requirements

Direct Dollars:

- Printing \$ 2,000

**Total direct dollars** **~~\$491,855~~ 713,095**

**CIM 2050 Work Plan DRAFT**

Tasks	FY2019		FY2020				FY2021			FY2022				FY2023				
	Apr 19 - Jun 19	Jul 19 - Sep 19	Oct 19 - Dec 19	Jan 20 - Mar 20	Apr 20 - Jun 20	Jul 20 - Sep 20	Oct 20 - Dec 20	Jan 21 - Mar 21	Apr 21 - Jun 21	Jul 21 - Sep 21	Oct 21 - Dec 21	Jan 22 - Mar 22	Apr 22 - Jun 22	Jul 22 - Sep 22	Oct 22 - Dec 22	Jan 23 - Mar 23	Apr 23 - Jun 23	Jul 23 - Sep 23
<b>Project Management/Implementation</b>																		
0.1 Program management (scope of work, schedule, budget)																		
0.2 Monitor legislative, funding, etc changes; revise scope as needed	fr	FR																
<b>1. Public Participation Plan</b>																		
1.1 Develop Public Participation Plan																		
1.2 Implement participation plan	FR																	
<b>EXPLORE</b>																		
<b>2. Demographic forecast</b>																		
2.1 Demographic forecast to horizon year	FR																	
2.2 Growth allocation based on comprehensive plans	fr																	
2.3 Build-out as a "bookend"																		
<b>3. Regional trends</b>																		
3.1 Engage the public to help identify changes that may affect future transportation needs	fr		PI#1															
<b>4. Existing (and future) conditions</b>																		
4.1 Land use (FR)/comprehensive plans	FR																	
4.2 Transportation plans	FR																	
4.3 Active transportation	FR/CR																	
4.3.1 Develop the regional bicycle/pedestrian pathway plan	FR/CR																	
4.3.2 Manage bike/ped counters and data																		
4.3.3 Complete Rails with Trails costing study																		
4.3.4 Develop a Rails with Trails plan/strategy	fr																	
4.4 Freight	FR																	
4.5 Public transportation	FR/CR																	
4.5.1 Explore transit-supportive infrastructure needs	CR																	
4.5.2 Develop fixed guideway options	fr																	
4.5.3 Conduct park-and-ride study																		
4.6 Roadways/congestion management process	FR/CR																	
4.7 Complete Streets policy update	fr																	
4.8 Environment and natural resources	FR																	
4.9 Safety	FR																	
4.10 Security	FR																	
4.11 Resiliency	FR																	
4.12 Travel and tourism	FR																	
4.13 Economic activity	FR																	
4.14 Asset management (roads, bicycle/pedestrian, public transportation)	FR																	
4.14.1 Pavement scoring calibration	fr																	
4.15 Emerging technologies	fr																	
4.16 Community infrastructure (schools, water, sewer)	fr																	
<b>5. "What-If" scenarios</b>																		
5.1 Develop "what if" scenarios with workgroups	fr																	
5.2 Assess impacts of transportation and land use scenario(s)	fr																	
5.2.1 Conduct fiscal impact analysis																		
5.2.2 Conduct performance measure framework (PMF) analysis																		
5.3 Engage public to refine future transportation/land use scenario(s)	fr																	
5.3.1 Review and refine regional goals, including any goals for mode shift																		
<b>CHOOSE 11</b>																		
<b>6. Transportation needs and criteria for investments</b>																		

2050

Transportation/  
land use nexus

Transit-  
supportive  
infrastructure

Active  
transportation as  
unique modes

Work groups and  
focus groups

Congestion  
management/  
strategies

Integration  
of all modes

Tasks		FY2019		FY2020				FY2021				FY2022				FY2023			
		Apr 19 - Jun 19	Jul 19 - Sep 19	Oct 19 - Dec 19	Jan 20 - Mar 20	Apr 20 - Jun 20	Jul 20 - Sep 20	Oct 20 - Dec 20	Jan 21 - Mar 21	Apr 21 - Jun 21	Jul 21 - Sep 21	Oct 21 - Dec 21	Jan 22 - Mar 22	Apr 22 - Jun 22	Jul 22 - Sep 22	Oct 22 - Dec 22	Jan 23 - Mar 23	Apr 23 - Jun 23	Jul 23 - Sep 23
6.1	Determine current and projected transportation demand of persons and goods	FR																	
6.1.1	Conduct I-84 corridor operations study																		
6.2	Consider results and trends of the congestion management process/congestion reduction measures, including ITS	FR/CR																	
6.3	Engage public for input into criteria for prioritizing projects	fr								PI#3									
6.4	Identify locally favored fixed guideway option	fr																	
6.5	Identify environmental mitigation strategies	FR																	
6.6	Describe needed/proposed transportation investments	FR																	
<b>7. Performance trends</b>																			
7.1	Assess capital investments and other strategies to preserve existing and projected future transportation infrastructure and provide for multimodal capacity increases	FR																	
7.2	Analyze performance trends, including federal performance targets, in relation to regional goals)	FR																	
7.3	Analyze consequences of unfunded needs	CR																	
<b>PRIORITIZE</b>																			
<b>8. Financial analysis</b>																			
8.1	Update financial analysis and revenue/expenditure forecast	FR																	
8.2	Estimate project costs ("b/c" analysis)	fr																	
8.3	Update funding policy	fr																	
8.4	Research additional funding mechanisms	FR																	
<b>9. Prioritize unfunded needs</b>																			
9.1	Prioritize unfunded needs																		
9.2	Develop a financial plan	FR																	
9.3	Develop implementation strategies and actions																		
<b>10. Compile the plan</b>																			
10.1	Draft technical documents	fr																	
10.2	Provide graphic, editing and format support for plan document																		
10.3	Make air quality conformity determination	FR																	
10.4	Member agencies review of draft plan	fr																	
10.5	Revise plan as needed based on member feedback																		
10.6	Public involvement (review of draft plan)	FR																	
10.7	Respond to public feedback and revise plan as needed	FR																	
<b>11. Plan adoption</b>																			
11.1	RTAC recommend the plan	fr																	
11.2	COMPASS Board adopt the plan	FR																	
11.3	Publish and distribute the plan	FR																	

Funding needed for mode shift

Consequences of unfunded needs

Agency review before public

CR = Certification Review  
FR = Federal Requirement  
fr = needed to complete Federal Requirement

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## RTAC AGENDA ITEM IV-B

Date: May 22, 2019

### **Topic: Amendment to the FY2019-2023 Regional Transportation Improvement Program (TIP)**

#### **Request/Recommendation:**

COMPASS staff seeks Regional Transportation Advisory Committee recommendation of COMPASS Board of Directors' adoption of Resolution X-2019 (Attachment 1) amending the FY2019-2023 TIP.

#### **Background/Summary:**

A summary of the actions in the amendment are provided below; financial details are provided in Attachment 1.

The Idaho Transportation Department has rural transit funds available for "one-time" uses. Two projects in the COMPASS planning area were selected for funding with these funds:

- Valley Regional Transit (VRT) was approved for funding to purchase a replacement vehicle for use by the Parma Senior Center.
- Treasure Valley Transit (TVT) was approved for funding to design, complete an environmental evaluation, and acquire property for a new transit facility in the City of Nampa. The project includes an integrated system of bicycle and pedestrian improvements to help revitalize the adjacent neighborhoods and downtown center to help drive the economic resurgence of the city and region. Construction of this facility is currently considered "unfunded."

The Ada County Highway District (ACHD) requests to remove a technology project, as the project will not provide the anticipated safety and congestion relief benefits due to faulty assumptions in the original concept and project application. ACHD's letter requesting removal of the project is provided in Attachment 2.

A public comment period was open May 1-15, 2019. Verbatim comments are provided in Attachment 3. Six comments were received; staff does not recommend changes based on public comment.

COMPASS staff will seek COMPASS Board of Directors' adoption of Resolution X-2019 on June 17, 2019.

#### **Implication (policy and/or financial):**

This amendment allows the obligation of funds for two projects and removal of one project.

#### **More Information:**

- 1) Attachment 1: Resolution X-2019
- 2) Attachment 2: Request letter
- 3) Attachment 3: Public comments
- 4) For detailed information contact: Toni Tisdale, Principal Planner, at 208/475-2238 or [ttisdale@compassidaho.org](mailto:ttisdale@compassidaho.org).

**RESOLUTION NO. X-2019**

**FOR THE PURPOSE OF AMENDING THE FY2019-2023 REGIONAL  
TRANSPORTATION IMPROVEMENT PROGRAM**

**WHEREAS**, the Community Planning Association of Southwest Idaho has been designated by the Governor of Idaho as the metropolitan planning organization responsible for transportation planning in Ada and Canyon Counties;

**WHEREAS**, the Fixing America's Surface Transportation (FAST) Act, Title 23 United States Code Section 134, and Title 49 United States Code Section 5303 requires metropolitan planning organizations to develop and approve a Transportation Improvement Program;

**WHEREAS**, the FAST Act, Title 23 United States Code Section 134, and Title 49 United States Code Section 5303 require projects contained in the Transportation Improvement Program to be financially constrained;

**WHEREAS**, the 1990 Clean Air Act Amendments requires all transportation plans and programs in nonattainment or maintenance areas demonstrate conformity to applicable state implementation plans for air quality improvement;

**WHEREAS**, no additional review for air quality conformity is necessary for this action;

**WHEREAS**, the FAST Act, Title 23 United States Code Section 134, and Title 49 United States Code Section 5303 requires Transportation Improvement Programs be developed and amended in consultation with all interested parties;

**WHEREAS**, a public comment period was held May 1-15, 2019;

**WHEREAS**, the Community Planning Association of Southwest Idaho desires to take timely action to ensure the availability of federal funds;

**WHEREAS**, the Community Planning Association of Southwest Idaho developed this amendment to the FY2019-2023 Regional Transportation Improvement Program in compliance with all applicable state and federal regulations; and

**WHEREAS**, the attached table details the amendment to the FY2019-2023 Regional Transportation Improvement Program.

**NOW, THEREFORE, BE IT RESOLVED**, that the Community Planning Association of Southwest Idaho's Board of Directors approves the amendment to the FY2019-2023 Regional Transportation Improvement Program.

**ADOPTED** this 17th day of June 2019.

**By:** \_\_\_\_\_  
**Tom Dale, Chair**  
**Community Planning Association**  
**of Southwest Idaho Board of Directors**

**ATTEST:**

**By:** \_\_\_\_\_  
**Matthew J. Stoll, Executive Director**  
**Community Planning Association**  
**of Southwest Idaho**

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COMPASS Amendment #6  
FY2019-2023 Regional Transportation Improvement Program

Per ITD Board, April 17, 2019

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)								
		Cost year	PE	PEC	RW	UT	CE	CN	SUM	
19981c	Transit – Replacement Vehicle, Parma Senior Center, VRT	2019							0	
	Funding Source: FTA 5310 R	2020		0					0	
	Replace a transit vehicle used by the Parma Senior Center for services for persons who are elderly or disabled. Additional details about this program are included in ITD's programming documents (Federal = \$54,000)  Add project using "one-time" rural funds. Previous expenditures = \$0 Total cost = \$68,000	2021		68					68	
		2022							0	
		2023							0	
		PD							0	
		SUM	0	0	68	0	0	0	0	68
20789	Transit – Nampa Transit Oriented Development, Planning, TVT	2019		310					310	
	Funding Source: FTA 5307 SU	2020							0	
	Design and construct a transit oriented development using an existing building to create administrative offices for Treasure Valley Transit, and a central transportation and community services hub in an economically depressed area in the City of Nampa. Other aspects of the project include an expanded network of local complete streets, pedestrian and bicycle improvements, and transit linkages. Funds are currently for design and environmental work only. Construction is considered "unfunded." Construction funding will be added as costs and the location are determined, and funds become available (approximately \$1,400,000). Companioned with KN 19380a and KN 20136d. (Federal = \$248,000)  No change to this funding source. (486% overall increase)  Previous expenditures = \$0 Overall total project cost = \$1,819,000	2021						0		
		2022							0	
		2023							0	
		PD							0	
		SUM	0	310	0	0	0	0	310	
19380a	Transit – Nampa Transit Oriented Development, Design and Property, TVT	2019							0	
	Funding Source: FTA 5311 R	2020		0	0				0	
	Design and construct a transit oriented development using an existing building to create administrative offices for Treasure Valley Transit, and a central transportation and community services hub in an economically depressed area in the City of Nampa. Other aspects of the project include an expanded network of local complete streets, pedestrian and bicycle improvements, and transit linkages. Funds are currently for design	2021		384	476				860	
		2022							0	
		2023							0	
		PD							0	
		SUM	0	0	384	476	0	0	0	860



Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PEC	RW	UT	CE	CN	SUM
	and property acquisition only. Construction is considered "unfunded." Construction funding will be added as costs and the location are determined, and funds become available (approximately \$1,400,000). Companioned with KN 20789 and KN 20136d. (Federal = \$688,000)  Increase PC by \$384,000 and RW by \$476,000.  Previous expenditures = \$0 Overall total project cost = \$1,819,000								
20136d	Transit – Nampa Transit Oriented Development, Property, TVT	2019							0
	Funding Source: FTA 5339 R	2020			0				0
	Design and construct a transit oriented development using an existing building to create administrative offices for Treasure Valley Transit, and a central transportation and community services hub in an economically depressed area in the City of Nampa. Other aspects of the project include an expanded network of local complete streets, pedestrian and bicycle improvements, and transit linkages. Funds are currently for property acquisition only. Construction is considered "unfunded." Construction funding will be added as costs and the location are determined, and funds become available (approximately \$1,400,000). Companioned with KN 20789 and KN 19380a. (Federal = \$519,000)  Increase RW by \$649,000. Previous expenditures = \$0 Overall total project cost = \$1,819,000				649				649
		2021							0
		2022							0
		2023							0
		PD							0
	SUM		0	0	0	0	0	0	0
					649				649

Per ACHD, April 22, 2019

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PEC	RW	UT	CE	CN	SUM
20782	ITS, Smart Arterial Management, Ada County	2019						846	846
	Funding Source: Local Participating  Replace or enhance existing intelligent transportation systems (ITS) to curb traffic congestion and increase safety and freight mobility along key priority corridors in the Boise area. The project is partially funded through a federal grant from Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD). KN 18833 (\$450,000 in state funds) is associated with this project and will count toward the local match. (Federal = \$0)							-1241	-1241
		2020							0
		2021							0
		2022							0
		2023							0
		PD							0
	SUM		0	0	0	0	0	846	846
								-1241	-1241

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PEC	RW	UT	CE	CN	SUM
	Remove project due to faulty assumptions in the original concept and project application. Deobligate \$1,241,000, which was obligated in FY2018. No funds have been expended to date.								
20782	ITS, Smart Arterial Management, Ada County	2019						ϕ	ϕ
	Funding Source: Discretionary							<u>-2250</u>	<u>-2250</u>
	<b>Same as above.</b> (Federal = \$0)	2020							0
		2021							0
		2022							0
		2023							0
		PD							0
	Deobligate \$2,250,000, which was obligated in FY2018. No funds have been expended to date.	SUM	0	0	0	0	0	ϕ	ϕ
								<u>-2250</u>	<u>-2250</u>

5307 = transit urban formula funds  
5310 = transit funds for elderly and disabled  
5311 = transit rural formula funds  
5339 = bus and bus facilities (capital)  
ACHD = Ada County Highway District  
ATCMTD = Advanced Transportation and Congestion Management Technologies Deployment  
CE = Construction Engineering  
CN = Construction

FY = Fiscal Year  
FTA = Federal Transit Administration  
ITD = Idaho Transportation Department  
SU = Small Urban (Nampa Urbanized Area)  
ITS = Intelligent Transportation System  
KN = Key Number  
PE = Preliminary Engineering  
PEC = Preliminary Engineering Consultant  
PD = Preliminary Development

R = Rural  
RW = Right-of-Way  
TVT = Treasure Valley Transit  
UT = Utilities  
VRT = Valley Regional Transit

# Public Comments Received (Verbatim)

## FY2019–2023 Regional Transportation Improvement Program Amendment

Public Comment Period: May 1-15, 2019

Total number of comments received by COMPASS: 6

Outreach methods: Two email blasts; legal notices placed in *Idaho Statesman* and *Idaho Press Tribune*; public comment information posted to COMPASS website and social media channels

<b>Comment</b> (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	<b>Staff Response</b>	<b>Zip Code Name Affiliation</b>	<b>Format</b>
East/west routes are extremely important, especially south of the Interstate, given growth in the area. Consider adding or expanding these from Caldwell to Gowen – maybe Amity.	Thank you for your comments. We will share them with the COMPASS Board of Directors.	Jim Franklin Urban Geographer	Phone
Hi, I think that there should be bicycle specific road ways that are separated from vehicular traffic with a barrier, with clear markings and at least 13 feet wide. There should also be covered bicycle parking outside of all of the new offices built.  Bicycle transport should be able to be safe and protected so that all of your employees have the freedom to choose a healthier transportation option.  Thanks for your work on transportation!	Ms. DeHaas:  Thank you for your comments! We will share them with the COMPASS Board of Directors.  Toni G. Tisdale	Larissa DeHaas	Email
Please consider a bypass as a fix to the congestion issues.	Thank you for your comments. We will share them with the COMPASS Board of Directors.	Lawrence Alice	Phone
To whom it may concern, I would like to register my support for the proposed amendment to the TIP to add fund downtown Nampa walk-bike-transit improvements. Improving transportation options and increasing ridership in this part of the Treasure Valley is key to helping our region cope with unprecedented population growth. Thanks for your time	Mr. Schweitzer-Gaslin:  Thank you for your comments! We will share them with the COMPASS Board of Directors.  Toni G. Tisdale	Ethan Schweitzer- Gaslin	Email

<p align="center"><b>Comment</b></p> <p>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center"><b>Staff Response</b></p>	<p align="center"><b>Zip Code Name Affiliation</b></p>	<p align="center"><b>Format</b></p>
<p>I must have signed up somewhere to get email pings to provide public comment on various themes. I am not commenting on the proposed changes, but have some general commentary.</p> <p>I commute between Caldwell and Boise daily. I have watched over the last 20 years that US highway 20/26 just plain gets worse and worse over time with traffic. Yet it primarily is still the same 2 lane road. Where it is widened (in Ada County) hasn't improved either. It is not keeping up with the times. The only solutions seem to add more stop lights. Each stop light, on average adds 5 minutes to my commute.</p> <p>As an aside, it seems like the side roads, except at peak demands, end up having the same priority as the highway. The tuning is not so good at times, where the highway is backed up, sometimes for miles, to allow a lone cars here and there to enter from a side road. I think a real study can be done, or minimally, keep the highway running like a highway as much as possible.</p> <p>I would love it if highways could remain highways. Somehow we need to retain arteries in the traffic flow. Highways don't have stoplights, in my definition here. I know that is an easy thing to say, and less easy to execute. I put it out there as a challenge. Maybe we need to get better at building bridges and overpasses. Or turnabouts. Something other than stoplights. Maybe more 1-ways. How do we keep highways, highways.</p>	<p>Mr. Jensen:</p> <p>Thank you for your comments! We will share them with the COMPASS Board of Directors.</p> <p>Toni G. Tisdale</p>	<p>Troy Jensen</p>	<p>Email</p>
<p>Public Comment on 19380a Transit – Nampa Transit Oriented Development, Design and Property, TVT</p> <p>I would like to know if Valley Ride or TVT (are those two different entities?) are planning to work with the Nampa Bike Walk commission to implement transit linkages.</p> <p>Also, if this is the Paul's building which is being used, It might be a little too far outside of the downtown core to be effective.</p> <p>It would be nice to have a transit center closer to downtown. .. at least on the same side of the tracks.</p>	<p>Mr. Pemble:</p> <p>Thank you for your comments! We will share them (as well as the response below) with the COMPASS Board of Directors.</p> <p>I reached out to Treasure Valley Transit (TVT) regarding your questions. Here is the response from their Executive Director:</p> <p>Treasure Valley Transit, Inc. is a private non-profit company and not affiliated with ValleyRide. TVT operates Non-Emergency Medical Transportation in Canyon County. In addition to our Canyon County Service we operate in three different rural counties: Elmore, Payette and Valley. TVT has been located in Nampa since 1995 and have</p>	<p>Mark Pemble</p>	<p>Email</p>

<b>Comment</b> (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	<b>Staff Response</b>	<b>Zip Code Name Affiliation</b>	<b>Format</b>
-- Mark	<p>outgrown our current facility at 1136 W. Finch Drive. We would gladly partner with the Nampa, Bike and Walk commission to implement transit linkages from our planned facility. Our location is currently along the ValleyRide bus routes for the City of Nampa.</p> <p>The location of the St. Paul's property was selected through a prioritization process of 8 different options [inserted for clarity: the Old St. Paul's Catholic Church property located at 1515 8th Street South, Nampa – one-half the block that includes the administrative offices and parking lot]. This process was led by the transit authority (ValleyRide) which is a federal requirement. TVT is often confused with ValleyRide. ValleyRide has their transit center located on the Boulevard between the cities of Nampa and Caldwell.</p> <p>Based on the type of transportation services that TVT provides we chose to be next to the senior housing that is currently being built. In addition, the St. Paul's property is planning a "Campus of Care" on the property that is currently housing the school. (The school is moving to a new location.) TVT will be the anchor of the different services to be provided there.</p> <p>Toni G. Tisdale</p>		

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### Topic: End-of-Year Program and Redistribution Priorities and Balancing

#### Request/Recommendation:

COMPASS staff seeks RTAC recommendation for COMPASS Board of Directors' approval of End-of-Year Program and redistribution priorities, provided in Attachment 1, as well as associated balancing items.

#### Background/Summary:

Federal highway funding not obligated within its program year must be returned to the Federal Highway Administration at the end of the fiscal year. The Idaho Transportation Department (ITD) develops an End-of-Year Program to ensure obligation of all available funds within programs statewide. Redistribution of unobligated funds from other states is also included in the End-of-Year Program. ITD divides available funding from redistribution based on Idaho Transportation Board Policy 4028:

- 12.6% of available funding provided to local agencies
  - Urban entities receive one-half of the local funding (6.3% of the total)
    - Large Urban areas (the Boise Urbanized Area) receive one-half of the urban funds (3.15% of the total)
    - Small Urban areas (including the Nampa Urbanized Area) receive one-half of the urban funds (3.15% of the total)
  - Rural entities receive one-half of the local funding (6.3% of the total)

Metropolitan planning organizations submit local prioritized needs to ITD for inclusion in the End-of-Year Program, as funding becomes available. COMPASS staff keeps an ongoing list of needs and budgets additional funding as cost savings on other projects are realized. Any remaining needs are added to the End-of-Year Program priority list. Analyses of projects on the needs list are provided in Attachment 2. The sponsor requests are provided in Attachment 3.

Projects receiving funding through the End-of-Year Program and redistribution must be in the Transportation Improvement Program and ready to obligate funds immediately.

#### Obligation Authority (OA) Limitation:

Another aspect of the End-of-Year Program is consideration of the OA limitation. Congress passes an appropriations bill for a full fiscal year of funding; however, our budget process starts months prior to the bill being passed. COMPASS and ITD staff budget funds based on an estimated total carried forward from the prior year's appropriations, consistent with the authorization bill. We budget up to 100% of the estimated amount. It is normal for the Department of Transportation to limit OA near year-end, typically to 94% to 97% of our original estimates. In a typical year, the difference in estimates and the OA limitation is made up, in whole or in part, through redistribution. This year, the OA limitation is at 89.53%. Our overall balancing and End-of-Year Program must address the difference.

### Balancing:

Program worksheets for programs in the Transportation Management Area (TMA) (Boise Urbanized Area) are provided in Attachment 4 to balance TMA programs due to the shortfall from the OA limitation, the overall plan for using the "one-time" funds, and the requests for redistribution funds in the TMA. The Urban Balancing Committee does not meet to discuss the shortfalls due to the OA limitation and End-of-Year Program and redistribution in the Urban program, which includes the Nampa Urbanized Area, until June 27, 2019.

### Priorities:

Staff recommendations for priorities for balancing and the End-of-Year Program are recommended based on the Balancing Policy for Surface Transportation (STP) and Transportation Alternative (TAP) Programs funds, approved by the COMPASS Board on February 25, 2019, available on the COMPASS website: <http://www.compassidaho.org/prodserv/transimprovement.htm#TIPAmendPol>.

COMPASS staff will present needs in the Nampa Urbanized Area to the Urban Balancing Committee on June 27, 2019, for additional prioritization statewide.

### Next Steps:

- June 17, 2019 – COMPASS Board requested to approve priority list for the End-of-Year Program and redistribution for the Surface Transportation Program in the TMA and Urban areas, as well as the Transportation Alternatives Program in the TMA
- June 27, 2019 – Urban Balancing Committee determines priorities for small urban areas
- August 21-22, 2019 – Idaho Transportation Board approves priorities statewide
- Mid-September 2019 – ITD staff will notify COMPASS of available funds and actions taken

### **Implication (policy and/or financial):**

Approval of End-of-Year and redistribution priorities by the COMPASS Board of Directors make these project eligible for obligation of funds, if funding becomes available. COMPASS policy allows all actions related to approved priorities to occur via administrative modification, which would occur in September 2019.

### **More Information:**

- 1) Attachment 1: COMPASS Draft FY2019 End-of-Year Program and redistribution Priorities
- 2) Attachment 2: End-of-Year Needs Lists and Project Analyses
- 3) Attachment 3: Sponsor Requests
- 4) Attachment 4: Balancing Worksheets
- 5) For detailed information contact: Toni Tisdale, Principal Planner, at 208/475-2238 or [ttisdale@compassidaho.org](mailto:ttisdale@compassidaho.org).

Priority	Key Number	Project	Sponsor	Current Program	Phase/ Amount Needed	Comments
Overall						
1	Increase all program obligation authority to 100% of allocation. (STP-TMA \$1,100,103, STP-Urban- \$xx, TAP-TMA - \$50,000)					
Boise Urbanized Area (TMA)						
1	20095	Bicycle Parking, Secured Bicycle Facility, Boise State	Boise State	TAP-TMA	PL/\$5,000	Needs \$5,000 to cover LHTAC assistance to complete documentation for construction in order to meet regulations. This is a priority because construction funds were obligated in FY2018. New information was learned in January 2019.
2	21913	Bicycle Parking, Covered Bicycle Facility, Boise State	Boise State	TAP-TMA	CN/\$13,000	Cost increase of \$5,000 to cover the cost of hiring a general contractor to manage the project and OA shortfall of \$8,000.
3	20841	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	Eagle	TAP-TMA STP-TMA Local	PC/\$13,383	Convert local to federal-aid. Limits to FY2019 obligation authority prevented full obligation of programmed funds.
4	19571	Planning, <i>Communities in Motion</i> Update, COMPASS	COMPASS	STP-TMA	PC/\$454,307	Cost increase to cover scope of work for overall project. Any amount available will benefit the project, as work will be spread from FY2019 through FY2022.
Nampa Urbanized Area (Urban)						
1	13486	Colorado and Holly, Signal and Pedestrian Improvements, Nampa	Nampa	STP-U Local	CE/\$4,500 CC/\$137,100 CL/\$36,560 CN/\$914,000	Request to advance construction. Design is complete. City committed to \$105,000 in local funds for design and utilities. Includes \$40,886 increase for LHTAC oversight and inspection estimates.
2	13492	Linder Road and Deer Flat Road Intersection, Kuna	ACHD	STP-U	ROW/\$128,000	Request to increase right-of-way to cover actual costs through the negotiation process.
3	13494	Old Highway 30, Plymouth Street Bridge, Caldwell	Canyon Highway District	STP-U	PC/\$100,000 PL/\$50,000	Request to increase to cover design for a supplemental agreement and increases for LHTAC oversight.
4	22016	Midway Road, SH-55 (Karcher Road) to I-84B (Caldwell Boulevard), Caldwell	Canyon Highway District	STP-U	PE/\$5,000 PC/\$131,000 PL/\$35,000	Advance design from FY2022. Design was thought to have advanced during the balancing of "one-time" funds, but this project did not get funded, leaving no design funds programmed in the TIP update. Includes \$16,000 increase for LHTAC oversight.



Acronym Key:

ACHD = Ada County Highway District  
B = Business (I-84B)  
CC = Construction Contractor (contractor for inspection)  
CE = Construction Engineering (construction oversight by Idaho Transportation Department)  
CL = Construction Engineering (LHTAC oversight)  
CN = Construction  
COMPASS = Community Planning Association  
FY = Fiscal Year  
I = Interstate  
LHTAC = Local Highway Technical Assistance Council  
PE = Preliminary Engineering (ITD's design review)  
PC = Preliminary Engineering Consultant (consultant services for design)  
PL = Preliminary Engineering (LHTAC oversight)  
ROW = Right-of-Way  
SH = State Highway  
STP-TMA = Surface Transportation Program – Transportation Management Area (Boise Urbanized Area)  
STP-U = Surface Transportation Program – Urban (Nampa Urbanized Area)  
TAP-TMA = Transportation Alternatives Program – Transportation Management Area (Boise Urbanized Area)

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# Transportation Management Area Needs List and Project Analysis

## Background/Summary:

The needs list was created to enable RTAC to have current needs for funded projects available for discussion at all times, especially when funding becomes available through cost savings, closing projects, additional funding through new appropriations, or the End-of-Year Program. Projects must be included in the TIP. If programmed, the project must be ready for obligation of the requested funds within a short time frame. An explanation is necessary if the request changes the scope of the project and may require a separate process.

Total STP-TMA funding available prior to adding needs: \$0

Total STP-TMA "One-time" funds (limited in use) available prior to adding needs: \$603,000

Total TAP-TMA funding available prior to adding needs: \$0

## Current Funding Requests (as of 5/10/19):

KN	Project	Request	Fund Source	Original Total – Year Added	Current Total Including Request	Life Time % Change *** Change from Current	% Change from Current Total	Staff Comment
20095	Bicycle Parking, Secured Bicycle Facility, Boise State	Increase preliminary engineering by <b>\$5,000</b> to cover LHTAC assistance in meeting requirements for documentation for construction.  <i>Requested May 10, 2019.</i>	TAP-TMA	\$72,000 2016	\$118,000	59.72% *** <b>4.55%</b>	4.55%	
21913	Bicycle Parking, Covered Bicycle Facility, Boise State	Increase construction by <b>\$5,000</b> to cover expenses to hire contractor to manage overall federal-aid project.  <i>Requested May 10, 2019.</i>	TAP-TMA	\$30,000 2019	\$38,000	26.67% *** <b>15.15%</b>	15.15%	
19571	Planning, <i>Communities in Motion</i> Update, COMPASS	Increase direct dollars by <b>\$454,307</b> to cover the scope of work for the long-range transportation plan update.  <i>Requested May 8, 2019.</i>	STP-TMA	\$262,000 2015	\$716,307	173.4% *** <b>173.4%</b>	173.4%	Request could be fully funded or split out, as contracts are planned FY2019 - FY2022.

KN	Project	Request	Fund Source	Original Total – Year Added	Current Total Including Request	Life Time % Change *** Change from Current	% Change from Current Total	Staff Comment
20141	Pathway, Indian Creek, Taffy Drive to Peppermint Drive, Nampa	Increase construction by <b>\$52,000</b> to match the final engineer's estimate.  <i>Need request for increase.</i>	TAP-U	\$501,000  2016	\$553,000	10.38%  ***  <b>10.38%</b>	10.38%	In Nampa Urbanized Area and funded with TAP-Urban funds. Recommend if funds become available.

**Future Funding Requests:**

ACHD requests to convert maintenance project funded with local funds to federal-aid, if funds become available.

Valley Regional Transit will request additional funding to cover future year revenue shortfalls once the analysis of the effects of the shortfall are fully analyzed.

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## Urban Needs List and Project Analysis

### Background/Summary:

The needs list was created to enable staff to have current needs for funded projects available for discussion at all times, especially when funding becomes available through cost savings, closing projects, additional funding through new appropriations, or the End-of-Year Program. Projects must be included in the TIP. If programmed in the current year, the project must be ready for obligation of the requested funds within a short time frame. An official letter is necessary if the request changes the scope of the project or increases the federal-aid portion of the project, and may require separate processes.

### Current Funding Requests (as of 5/10/19):

KN	Project	Request	Fund Sources	Original Total – Year Added	Current Total – (Including Request)	Life Time % Change *** Change from Current	Current % Change -STP-U only	Staff Comment
13486	Colorado and Holly Signal and Pedestrian Improvements, Nampa	Project has submitted PS&E package and needs additional <b>\$40,886</b> based on final engineer's estimate. Construction is currently scheduled in FY2020. <b>Project could advance</b> if funds become available. (\$4,500 in CE, \$137,100 in CC, \$36,560 in CL, and \$914,000 in CN) (official request received)  <i>Requested July 2015, updated May 2017 and March 2018 (NEED update for increase)</i>	STP-U and Local	\$640,000 2012	\$1,372,386	103.32% <b>6.68%</b>	3.33%	PS&E Ready Advance CE/CN.  City paying \$105,000 in local funds for design and utilities.
22016	Midway Road, SH-55 (Karcher Road) to I-84B (Caldwell Boulevard), Caldwell	Requested to <b>advance design (\$171,000)</b> from FY2022 to earlier year. Includes increase of \$16,000 for LHTAC oversight.  <i>Requested June 21, 2018. (NEED request for increase)</i>	STP-U	\$1,279,000 2019	\$1,295,000	1.25% <b>1.25%</b>	1.25%	
13487	Middleton Road and Ustick Road Roundabout, Caldwell	Request to increase ROW by <b>\$236,000 in FY2020</b> . Request includes increase to construction by <b>\$1,342,911 in FY2021</b> (CN by \$1,162,911 and CE/CL by \$180,000).  <i>Requested October 30, 2018.</i>	STP-U	\$950,000 2012	\$2,934,911	208.94% <b>116.44%</b>	116.44%	FY2020 requests for the TIP Update.

KN	Project	Request	Fund Sources	Original Total – Year Added	Current Total – (Including Request)	Life Time % Change *** Change from Current	Current % Change -STP-U only	Staff Comment
13492	Linder Road and Deer Flat Road, Intersection	Request to increase ROW by <b>\$128,000</b> to cover negotiated land acquisition costs in FY2019. Request to increase overall <b>\$552,750 in FY2020</b> (Increase CN \$526,000, and CC \$27,250. Decrease CE \$500) to match current cost estimate in FY2020.  <i>Requested July 2018 and February 25, 2019.</i>	STP-U	\$1,936,000  2012	\$4,641,000	139.72%  <b>2.84%</b>	2.84%	FY2020 requests for the TIP Update. (percentages only for FY2019)
13494	Old Highway 30, Plymouth Street Bridge, Caldwell	Request to increase PC by \$100,000 to cover negotiated design supplemental agreement and PL by \$50,000 to cover increase to LHTAC oversight.  <i>Requested May 13, 2019.</i>	STP-U Bridge	\$9,474,000  2014	\$10,814,443	14.15%  <b>1.41%</b>	5.13%	

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**BOISE STATE UNIVERSITY**  
**CAMPUS PLANNING AND FACILITIES**

May 10, 2019

Matt Stoll  
Executive Director  
Community Planning Association  
700 NE 2<sup>nd</sup> St, Suite 200  
Meridian, ID 83642

**Re: KN 20095, PL Funds**

Dear Matt,

We have two projects, KN 20095 and KN 21913, that have been awarded TAP-TMA funds. Both projects seek to place additional bike parking infrastructure on Boise State's campus, with KN 20095 being a secured facility.

At the time of award, KN 20095 was under ITD District #3 administration. KN 21913 occurred later and was assigned to LHTAC. LHTAC's support with KN 21913 has been invaluable, and Boise State is requesting PL funds to allow for the same level of support for KN 20095. An environmental review was conducted for the project already, so we anticipate needing no more than \$5,000. Boise State is prepared to cover the additional match for the project increase.

Please contact me with any questions. Thanks in advance for your consideration of this request.

Sincerely,

Drew Alexander  
Capital Asset and Development Manager  
Boise State University  
(208) 426-1268  
drewalexander@boisestate.edu



**BOISE STATE UNIVERSITY**  
**CAMPUS PLANNING AND FACILITIES**

May 10, 2019

Matt Stoll  
Executive Director  
Community Planning Association  
700 NE 2<sup>nd</sup> St, Suite 200  
Meridian, ID 83642

**Re: KN 21913, Project Funding Increase**

Dear Matt,

Through the support of your staff and assistance from LHTAC, we have learned a great deal about TAP-TMA funds and strategies for implementing these projects. This information has led us to desire hiring a general contractor to manage construction. General contractor oversight will consolidate and simplify the administrative requirements of the grant, and is supported by both LHTAC and Boise State's Department of Public Safety – the department providing match funds.

A general contractor does bring additional overhead. As such, we are requesting an additional \$5,000 in project funds to account for this expense. We believe the efficiency and compliance benefits of this strategy validate the project increase. Boise State is prepared to cover the additional match requirement.

Please contact me with any questions. Thanks in advance for your consideration of this request.

Sincerely,

Drew Alexander  
Capital Asset and Development Manager  
Boise State University  
(208) 426-1268  
drewalexander@boisestate.edu



May 8, 2019

Matt Stoll  
Executive Director

**Re: Direct Dollars for the Communities in Motion Update**

Dear Matt,

COMPASS staff requests additional federal funding for *Communities in Motion* update (key # 19571) due by December 2022. The current FY2019-2023 regional transportation improvement program includes \$262,000 programmed for the long-range plan for FY2019-2022. The federal share is \$243,000.

The draft budget of direct dollars for the long-range plan update indicates a **need of additional \$454,307** to cover the funding shortfall for the development of the plan.

The additional request could be fully funded as early as FY2019, but could be split out by year as shown below (amounts shown as total need, including federal and local portions):

Year	Currently Programmed	Current Need	Difference
FY2019	\$ 50,000	\$ 92,507	-\$ 42,507
FY2020	\$ 87,000	\$201,800	-\$114,800
FY2021	\$ 53,000	\$377,800	-\$324,800
FY2022	\$ 72,000	\$ 44,200	\$ 27,800
<b>Total</b>	<b>\$262,000</b>	<b>\$716,307</b>	<b>-\$454,307</b>

Sincerely,

Liisa Itkonen  
Principal Planner

Approved to pursue  
Matt Stoll  
5/8/2019



DEBBIE KLING  
MAYOR



CITY HALL  
411 3RD ST. SOUTH  
NAMPA, ID 83651  
(208) 468-5401  
FAX: (208) 465-2227

## OFFICE OF THE MAYOR

March 23, 2018

Mr. Matt Stoll  
Executive Director  
COMPASS  
700 NE 2<sup>nd</sup> Street, Suite 200  
Meridian, ID 83642

**RE: KN13486 Request to Increase Federal Aid**

Matt,

The City of Nampa completed PS&E for this project in 2016. At the time, it was programmed in PD at \$729,000 in the TIP. Nampa paid 100% of design costs and is committed to pay all utilities (estimated at \$60,000). Programmed funds come from local and STP-U funds.

The final cost estimate in the PS&E package added nearly \$200,000 to the estimated construction cost. Additional funds are still needed for CE (\$61,000) and CC (\$46,000). The City of Nampa would like to have you explore adding an additional \$307,000 to the project via the Urban Balancing process, if you are able. This amount includes both STP-U funds and Nampa's local match.

Sincerely,

Debbie Kling  
Mayor, City of Nampa

NAMPA *Proud*

**From:** [Chris Hopper](#)  
**To:** [Toni Tisdale](#)  
**Subject:** RE: Please review for Urban Balancing Needs - requests due 6/20  
**Date:** Thursday, June 21, 2018 7:21:38 AM  
**Attachments:** [image001.png](#)  
[image003.png](#)  
[image005.png](#)  
[image007.png](#)  
[image009.png](#)

---

Toni-

Thanks for that, do we need to wait until the TIP is approved? I think this is the first year the project has been included since it was pulled from the 18-22 TIP due to funding gaps.

Respectfully,

**Chris Hopper, P.E.**

Assistant District Engineer

Canyon Highway District No. 4  
15435 Hwy 44  
Caldwell, Idaho 83607  
208-454-8135

---

**From:** Toni Tisdale <[TTisdale@compassidaho.org](mailto:TTisdale@compassidaho.org)>  
**Sent:** Thursday, June 21, 2018 7:12 AM  
**To:** Chris Hopper <[CHopper@canyonhd4.org](mailto:CHopper@canyonhd4.org)>  
**Subject:** RE: Please review for Urban Balancing Needs - requests due 6/20

Hi Chris:

Yes, Urban Balancing is the appropriate platform to advance design.

This email is fine to serve as your request to advance the design work on the Midway project. I will add it to the list for the next meeting, which is scheduled in November.

Thank you!

Toni

---

**From:** Chris Hopper [<mailto:CHopper@canyonhd4.org>]  
**Sent:** Wednesday, June 20, 2018 4:51 PM  
**To:** Toni Tisdale <[TTisdale@compassidaho.org](mailto:TTisdale@compassidaho.org)>  
**Subject:** RE: Please review for Urban Balancing Needs - requests due 6/20

Toni-

I think we're OK for the CHD4 projects as shown.

Is the Urban Balancing program eligible to advance design for STP-Urban projects? Looking for a way to try to advance the design for the ORN22016 Midway Rd Rehab so we could have a shovel-ready project able to take advantage of surplus funding. I recognize we probably need to wait until the FY19-23 Tip is approved, but was looking for ways to get that project moving before 2022. If the Urban Balancing program is appropriate for this kind of request I'll consider adding it to the list next year.

Respectfully,

**Chris Hopper, P.E.**

Assistant District Engineer

Canyon Highway District No. 4  
15435 Hwy 44  
Caldwell, Idaho 83607  
208-454-8135

---

**From:** Toni Tisdale <[TTisdale@compassidaho.org](mailto:TTisdale@compassidaho.org)>

**Sent:** Wednesday, June 20, 2018 3:29 PM

**To:** Jeff Barnes <[barnesj@cityofnampa.us](mailto:barnesj@cityofnampa.us)>; Robb MacDonald <[rmacdonald@cityofcaldwell.org](mailto:rmacdonald@cityofcaldwell.org)>; Darin Taylor <[dtaylor@middletoncity.com](mailto:dtaylor@middletoncity.com)>; Chris Hopper <[CHopper@canyonhd4.org](mailto:CHopper@canyonhd4.org)>; Tom Ferch <[tferch@achdidaho.org](mailto:tferch@achdidaho.org)>; Rhonda Jalbert <[rjalbert@valleyregionaltransit.org](mailto:rjalbert@valleyregionaltransit.org)>

**Cc:** Clair Bowman <[bowmancm@cityofnampa.us](mailto:bowmancm@cityofnampa.us)>; Brent L. Orton PE MSCE <[borton@cityofcaldwell.org](mailto:borton@cityofcaldwell.org)>; Kelly Jakovac <[khiggs@valleyregionaltransit.org](mailto:khiggs@valleyregionaltransit.org)>

**Subject:** RE: Please review for Urban Balancing Needs - requests due 6/20

Good afternoon!

This is a reminder to review the Urban Balancing materials and let us know if you have additional needs.

Please let me know if you have questions.

Thank you!

Toni

---

**From:** Toni Tisdale

**Sent:** Wednesday, June 13, 2018 8:51 AM

**To:** 'Jeff Barnes' <[barnesj@cityofnampa.us](mailto:barnesj@cityofnampa.us)>; 'Robb MacDonald' <[rmacdonald@cityofcaldwell.org](mailto:rmacdonald@cityofcaldwell.org)>; 'Darin Taylor' <[dtaylor@middletoncity.com](mailto:dtaylor@middletoncity.com)>; 'Chris Hopper' <[chopper@canyonhd4.org](mailto:chopper@canyonhd4.org)>; 'Tom Ferch' <[tferch@achdidaho.org](mailto:tferch@achdidaho.org)>; Rhonda Jalbert <[rjalbert@valleyregionaltransit.org](mailto:rjalbert@valleyregionaltransit.org)>

**Cc:** Clair Bowman <[bowmancm@cityofnampa.us](mailto:bowmancm@cityofnampa.us)>; 'Brent Orton' <[borton@cityofcaldwell.org](mailto:borton@cityofcaldwell.org)>; 'Kelly

Jakovac' <[khiggs@valleyregionaltransit.org](mailto:khiggs@valleyregionaltransit.org)>

**Subject:** Please review for Urban Balancing Needs - requests due 6/20

Good morning!

Our next Urban Balancing meeting is scheduled on June 28, 2018.

The following reports are provided for your information:

- Urban Balancing Needs List
- STP-U program worksheet for COMPASS projects
- ITD's Overflow report

Please review your projects and let me know if you have additional needs for your projects. Or if you have questions.

**Deadline to respond: Wednesday, June 20, 2018**

Thanks!

Toni G. Tisdale  
Principal Planner  
Community Planning Association (COMPASS)  
700 NE 2<sup>nd</sup> Street, Suite 200  
Meridian, ID 83642  
Direct: 208-475-2238 | Main: 208-855-2558  
Fax: 208-855-2559 | Cell: 208-440-1109  
[ttisdale@compassidaho.org](mailto:ttisdale@compassidaho.org)  
<http://www.compassidaho.org>





CITY OF  
*Caldwell, Idaho*

**GARRET NANCOLAS**  
 Mayor

208.455.3011  
 (f) 208.455.3003

**City Hall**  
 411 Blaine Street  
 Caldwell, Idaho 83605

**Post Office Box**  
 P.O. Box 1179  
 Caldwell, Idaho 83606

For a list of the City  
 Council members, visit:  
**Website**  
[www.cityofcaldwell.com](http://www.cityofcaldwell.com)

October 30, 2018  
 COMPASS  
 700 NE 2nd Street, Suite 200  
 Meridian, Idaho 83642

Attn: Matt Stoll

**Re: Additional Funding Request Middleton & Ustick Roundabout, Key # 13487, Caldwell, ID**

Dear Matt,

The City of Caldwell is the sponsor for a much needed intersection improvement project at Middleton Road and Ustick Road in Caldwell. The intersection is currently a 4-way stop which yields significant queuing and delay in the peak hours. This project would construct a multilane roundabout at this location to improve traffic conditions and enhance the corridor efficiency and safety. It would also coincide with several other constructed and proposed roundabouts along the Ustick and Middleton corridors. This project currently has preliminary design approval and awaits right-of-way acquisition and final design.

For various reasons, the funding for this project is substantially short of what is needed to complete construction (per the Design Study Report estimate). Right-of-way acquisition is scheduled to take place in FY2020 and construction would take place the following year.

The budget increases expected are detailed in the exhibit below.

Line item	Previously Estimated	Current Estimate	Additional Funding Needed
Right-of-Way Value	\$ 324,000.00	\$ 560,000.00	\$ 236,000.00
Estimated Construction Cost	\$ 628,000.00	\$ 1,790,911.00	\$ 1,162,911.00
LHTAC Inspection and Contingencies w/ CE	\$ 270,000.00	\$ 450,000.00	\$ 180,000.00
<b>Totals</b>			<b>\$ 1,578,911.00</b>

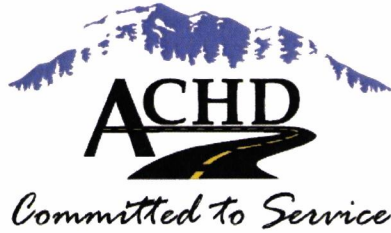
It is the City's appeal at this time to request the additional funding needed to complete the right-of-way and construction aspects of this project. The additional funding amount is estimated at \$1,578,911.00.

The City feels this project is very important to the local area and to the region. Your consideration on this matter is very much appreciated! Thank You.

Sincerely,

A handwritten signature in black ink, appearing to read "Garret Nancolas". The signature is fluid and cursive, with a large initial "G".

Garret Nancolas, Mayor  
City of Caldwell  
41 Blaine Street  
Caldwell, ID 83605



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

February 25, 2019

Scott Ellsworth, Federal-Aid Manager  
LHTAC  
3330 W. Grace Street  
Boise, ID 83703

Dear Mr. Ellsworth:

The cost of completing all right-of-way purchases for KN 13492 (Linder and Deer Flat Intersection) exceeded the original Land Purchase (LP) budget by \$148,000. Within this key number, there are \$20,000 in excess Right-of-Way (RW) funds, which are in the process of being moved to the LP category. ACHD requests that LHTAC seek \$128,000 of additional FY2020 STP-U funds to cover the remaining LP budget shortage in KN 13492.

This funding request recognizes a near term need, making it a priority over the existing construction funding shortfall request for \$552,750.

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

Sincerely,

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

CC: COMPASS

**From:** [Tim Richard](#)  
**To:** [Toni Tisdale](#)  
**Cc:** [Robb MacDonald](#); [Chris Hopper](#)  
**Subject:** RE: KN 13494  
**Date:** Monday, May 13, 2019 10:18:03 AM  
**Attachments:** [image001.png](#)

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Toni,

I was great to talk with you this morning and we appreciate you keeping us in the loop on the funding issues. As we discussed, the Highway District is aware of the additional funding requests for the Old Hwy 30/Plymouth Street Bridge project. The additional \$100,000 for PC is the result of the unanticipated ethnographic survey requested by the Shoshone-Bannock Tribe and historical documentation for the net benefit process being used for piping the historic Riverside Canal. We also understand LHTACs request for the additional \$50,000 in PL to cover the additional expense being incurred by LHTAC in coordinating these complex issues. We understand that the local sponsors will be responsible for the 7.34% match on these additional funds.

Please let me know if you need anything further to document this request.

Best Regards,

Timothy Richard  
District Engineer  
Canyon Highway District No. 4  
(208)454-8135

---

**From:** Toni Tisdale <TTisdale@compassidaho.org>  
**Sent:** Friday, May 10, 2019 5:24 PM  
**To:** Tim Richard <TRichard@canyonhd4.org>; Chris Hopper <CHopper@canyonhd4.org>  
**Subject:** KN 13494

Hi Tim and Chris:

LHTAC had a request at the last Urban Balancing meeting to increase the Old Highway 30/Plymouth Street Bridge project.

PC by \$100,000

PL by \$50,000

Do you have a letter or email you sent to them regarding these increases?

We think they may not be funded at this time and want to include it in the End-of-Year program, which is going to RTAC on May 22 for prioritization.



Please forward if you have something or give me a call if not.

Thanks!!

Toni G. Tisdale  
Principal Planner  
Community Planning Association (COMPASS)

700 NE 2<sup>nd</sup> Street, Suite 200

Meridian, ID 83642

Direct: 208-475-2238 | Main: 208-855-2558

Fax: 208-855-2559 | Cell: 208-440-1109

[ttisdale@compassidaho.org](mailto:ttisdale@compassidaho.org)

<http://www.compassidaho.org>



**Transportation Alternatives Program - Transportation Management Area  
Program Worksheet  
FY2019 ONLY**

(amounts include local match)(Projects in Boise Urbanized Area)				
		Option A	Option B	
Key No	Project	2019	2019	2019 Comments
20010	Bike Share, Boise, Phase 1	-182	-182	Deobligate FY2018 funds due to product issues.
20639	Pathway, Fairview Avenue Greenbelt Ramp, Boise	147		Option A - Advance FY2020 construction. Unsure of cost??
20141	Pathway, Indian Creek, Taffy Drive to Peppermint Drive, Nampa		52	Option B - Cover overage based on final engineer's estimate for project currently in the TAP-Urban program.
13909	SR2S, VRT, Ada County – FY2016, FY2017, and FY2018, Phase 1	-9	-9	release \$8,838 to close project. <b>Admin Mod #8</b>
13817	UPRR Rail with Trail Arterial Study, Meridian	-3	-3	release \$3,493 to close project. <b>Admin Mod #8</b>
20063	Pedestrian Improvements, Avenue E, 4th Street to Main Street, Kuna	-2	-2	release \$2,357 to close project (ITD released)
13912	SR2S, VRT, Ada County - FY2019 and FY2020	328	328	
13916	Pathway, Dry Creek Trail, Eagle	25	25	9/13/18 request for additional \$25,000 for cost overruns during construction. <b>Admin Mod #3 - corrected in Admin Mod #4</b>
20841	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	101	101	2/6/19 request to increase PC by \$81,000 and LP by \$20,000. <b>Amend #4</b>
20095	Bicycle Parking, Secured Bicycle Facility, Boise State	0	5	5/10/19 - request to increase PL by \$5,000 to cover LHTAC assistance to get project to requirements by FHWA for construction. Project was obligated in FY2018. Additional information became available in January 2019. Option A - fund \$5,000 using STP-TMA. Option B - increase \$5,000.
21913	Bicycle Parking, Covered Bicycle Facility, Boise State	25	38	2/25/19 requested to increase PL by \$3,000. <b>Admin Mod #8</b> 5/10/19 - request to increase CN by \$5,000 to cover costs of a general contractor to manage project. Option A - fund \$13,000 using STP-TMA funds. Option B - increase \$5,000.
<b>Total Programmed</b>		<b>430</b>	<b>353</b>	
<b>*Total available</b>		<b>430</b>	<b>430</b>	formula with OA limitation
<b>Net Difference Programmed vs Available</b>		<b>0</b>	<b>77</b>	Transfer to STP-TMA
% over/under programmed		-0.1%	17.8%	
<b>% of available OA</b>		<b>100%</b>	<b>82%</b>	

Yellow highlight + red text = current proposed changes

**Surface Transportation Program - Transportation Management Area  
Program Worksheet  
FY2019 ONLY**

(amounts include local match)(Projects in Boise Urbanized Area)		Option A				Option B				Redistribution	
Key No	Project	Option A 2019	One-Time 2019	One-Time 2020	One-Time Total	Option A 2019	One-Time 2019	One-Time 2020	One-Time Total	2019	2019 Comments
	Transfer funds from TAP-TMA					-77					Option B. Transfer funds from TAP-TMA
13492	Linder Road and Deer Flat Road Intersection, Kuna					77					Option B. 2/25/19 request for \$128,000 to cover overages in right-of-way (project includes bike lanes and sidewalks). Project is currently funded in STP-U program. Recommend \$77,000.
18821	Commuteride, ACHD (FY2019)	220				220					
13900	COMPASS Planning - FY2019	232				232					
13479	Capital Maintenance, ACHD - FY2017	165				165					1/30/19 request for additional \$165,000 to cover flagger and traffic control costs that exceeded budget. <b>Admin Mod #8</b>
12363	Capital Maintenance, ACHD - FY2015	-346				-346					<b>Admin Mod #3</b> - release \$346,334 to close project
13903	Capital Maintenance, Phase 1, Boise Area - FY2019	5038				5038					
20003	Capital Maintenance, Phase 2, Boise Area - FY2019	2161				2161					11/9/18 request for \$5,000 to cover design costs on ADA ramps and environmental. <b>Admin Mod #3</b>
20091	Capital Maintenance, Phase 3, Boise Area - FY2019	36	392		392	54	374		374		4/18/19 request for \$128,000 for construction to match final engineer's estimate. Recommended. <b>Amend #5</b> Option A. Convert additional \$392,000 from formula to one-time funds to cover OA limitation. Option B. Convert additional \$374,000 from formula to one-time funds to cover OA limitation.
20143	Pedestrian Improvements, Main Street, Avenue A to Avenue C, Kuna			700	700			700	700		
18701	Capital Maintenance, Phase 1, Boise Area - FY2021	494				494					
20129	Capital Maintenance, Phase 2, Boise Area - FY2021	213				213					
20159	Capital Maintenance, Local Phase 3, Boise Area - FY2021		91		91		91		91		4/11/19 - Convert \$55,000 in local design funds to federal-aid and increase by \$36,000. Recommended. <b>Admin Mod #10</b>
20159	Capital Maintenance, Local Phase 3, Boise Area - FY2021	0				0					Local funds. Convert local funds to federal-aid. Recommended.
13482	Capital Maintenance, VRT - FY2018	389				389					10/26/18 request for \$389,000 for high bid on air conditioning/heating system improvements. <b>Admin Mod #3</b>
18847	Capital Maintenance, VRT - FY2019	1317				1317					11/30/18 request for \$140,000 to convert Boise State shuttles to "kneeling cutaways." <b>Admin Mod #8</b>
20046	Rideshare, ACHD Commuter Van Replacements - FY2019	331				331					
18694	Treasure Valley Transportation Operations Management and ITS Plan Update, COMPASS	236				236					
19571	Planning, Communities in Motion Update, COMPASS	50				50				454	5/8/19 request for additional \$454,307 to cover the revised scope of work for the project. Funds could be split over multiple years, as work is scheduled between FY2019 and FY2022.
12368	Franklin Road, Black Cat Road to Ten Mile Road, Meridian	-653				-653					Project in closeout. Release \$653,000 - leaves \$50,000 for closing costs.
7238	Intersection Five Mile Road and Fairview Avenue, Boise	-33				-33					release \$33,042 to close project. <b>Admin Mod #5</b>
11582	Five Mile Road, Franklin Road to Fairview Avenue	-128				-128					release \$128,484 to close project. <b>Admin Mod #8</b>
12062	Franklin Road, Touchmark Way to Five Mile Road	-294				-294					release \$294,156 to close project. <b>Admin Mod #8</b>
13481	State Street and Collister Drive Intersection	159	853		853	159	853		853		7/10/18 and 10/8/18 request for \$1,011,661 for conversion of local funds, and increase for utilities bids. <b>Admin Mod #5</b> (\$41,000) <b>Admin Mod #8</b> (\$117,640) Recommended \$853,021. <b>Admin Mod #10</b>
19875	Railroad Crossing, North Linder Road, Meridian		87		87		87		87		11/9/18 request for \$87,000 for right-of-way acquisition. Recommended. <b>Admin Mod #10</b>
19944	US 20/26 (Chinden), Locust Grove Road to SH-55 (Eagle Road), Ada County		125		125		125		125		11/9/18 request for \$125,000 for design of ACHD's legs of intersection. Recommended. <b>Admin Mod #10</b>
20095	Bicycle Parking, Secured Bicycle Facility, Boise State	5									Option A 5/10/19 - request to increase PL by \$5,000 to cover LHTAC assistance to get project to requirements by FHWA for construction. Project was obligated in FY2018. Additional information became available in January 2019. Project currently funded with TAP-TMA funds. Option A - fund \$5,000 using STP-TMA. Option B - fund \$5,000 using TAP-TMA funds.
21913	Bicycle Parking, Covered Bicycle Facility, Boise State	13									Option A. Project needs \$8,000 due to OA limitation in TAP-TMA program. Project is currently funded with only TAP-TMA funds. 5/10/19 - request to increase CN by \$5,000 to cover costs of a general contractor to manage project Option B - fund \$13,000 using TAP-TMA funds.
		-216				-216					ITD owes STP-TMA program \$215,843 to balance to a five-year average. (negative add funds to the program.)
<b>Total Programmed</b>		<b>9389</b>			<b>2248</b>	<b>9389</b>			<b>2230</b>		
<b>*Total available</b>		<b>9389</b>			<b>2587</b>	<b>9389</b>			<b>2587</b>		formula with OA limitation and one-time funds total
<b>Net Difference Programmed vs Available</b>		<b>0</b>			<b>339</b>	<b>0</b>			<b>357</b>		Remaining to program.
% over/under programmed		0.0%			13.1%	0.0%			13.8%		
<b>% of available OA</b>		<b>100%</b>			<b>87%</b>	<b>100%</b>			<b>86%</b>		

Yellow highlight + red text = current proposed changes

"one-time" funds are 100% OA

## RTAC AGENDA ITEM IV-D

Date: May 22, 2019

### Topic: FY2021-2027 COMPASS Funding Application Guide

#### Request/Recommendation:

COMPASS staff seeks RTAC recommendation for COMPASS Board of Directors' approval of the FY2021-2027 COMPASS Funding Application Guide (Attachment 1).

#### Background/Summary:

Each year, in preparation for soliciting funding applications, COMPASS staff updates the application guide to incorporate timely dates and other information for the application process. Staff proposes only minor updates for the FY2021-2027 COMPASS Funding Application Guide including updating deadlines and estimated available amounts of funding. The process outlined in the FY2021-2027 COMPASS Funding Application Guide will remain the same as the process for the FY2020-2024 funding cycle, including the online vendor for the application and ranking processes. See Attachment 1 for a marked up version of the draft FY2021-2027 COMPASS Funding Application Guide.

COMPASS staff also updated the interactive estimating worksheet to include all aspects of a federal-aid project to help members determine an accurate budget for federal-aid projects. An Excel version of the estimating worksheet is available online:

<http://www.compassidaho.org/people/rtacmeetings.htm>

Staff anticipates that more objective criteria will be needed in the future to further the focus on performance-based planning measures, which are a high priority for federal programs. COMPASS staff are currently updating the COMPASS Complete Streets Policy, which we anticipate will be a driving factor in future ranking of federal-aid projects. However, approval of the updated Complete Streets Policy is not anticipated until spring 2020, at the earliest.

RTAC will be requested to assist in updating the overall ranking process next year to include performance-based planning measures for the FY2022-2028 application cycle.

If recommended, the COMPASS Board of Directors will be asked to approve draft FY2021-2027 COMPASS Funding Application Guide on June 17, 2019.

#### Implication (policy and/or financial):

Approval of the FY2021-2027 COMPASS Funding Application Guide will allow COMPASS staff to assist member agency staff in applying for projects to further *Communities in Motion* goals.

#### More Information:

- 1) Attachment 1: Draft FY2021-2027 COMPASS Funding Application Guide
- 2) For detailed information contact: Toni Tisdale, Principal Planner, at 208/475-2238 or [ttisdale@compassidaho.org](mailto:ttisdale@compassidaho.org) or Kathy Parker, Principal Planner, at 208/475-2240 or [kparker@compassidaho.org](mailto:kparker@compassidaho.org).



# Funding Application Guide

FY2020~~1~~-2024~~7~~

(Approved ~~August 20, 2018~~)



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## Introduction

The Community Planning Association of Southwest Idaho (COMPASS) serves as a regional forum for making decisions about transportation and related planning, and sets priorities for spending federal transportation funds. COMPASS accepts applications annually for funding for transportation projects; the FY2020~~1~~-FY202~~4~~7 funding period begins October 1, 20~~19~~20.

## Eligibility

Any agency with a transportation project that is in, runs through, or touches Ada and/or Canyon Counties is eligible to apply.

## Application Process

Applications to COMPASS are accepted in two phases.



### Phase I Application

A Phase I application is a simple preliminary application requesting very basic information and is **mandatory for all** applications for funding sources managed through COMPASS for:

- Large or small projects
- Projects requesting federal or non-federal funding
- Projects ready to compete for funding
- Projects in need of assistance to prepare to compete for funding (Project Development Program)
- Projects in need of any other COMPASS staff assistance

**All Phase I applications are due no later than midnight, Monday, December 3~~2~~2, 201~~8~~9.** An additional opportunity to submit a Phase I application for [thea Communities in Motion \(CIM\) Implementation Grant](#) or Project Development Program [assistance](#) only will be available during April 20~~19~~20. See more details below in the schedule starting on page 4.

Phase I applications provide COMPASS staff with information on the transportation-related needs in each community. Those projects are then included in the COMPASS Resource Development Plan, which guides grant-seeking efforts throughout the year.

### Phase I Content

Phase I applications may include, but are not limited to:

- Project Title
- Local Ranking (if multiple applications are submitted)
- Project Type
- Project Location (map/sketch is a required attachment)

- Project Description
- Purpose and Need for Project
- Estimated Cost (including how cost was determined)
- Previous Attempts at Funding, and Available Match
- Phasing
- Right-Of-Way Ownership/Status
- Project Partners
- Support [Letter](#) (~~letter is~~ an optional attachment)
- Project Readiness
- Conformance with Plans
- Compliance with CIM 2040 [2.0](#) Performance Measures

**Required Attachments\*:**  
Project Map/Sketch

**Optional Attachments:**  
Cover Letter  
Support Letters

\*All required attachments must be received by the due date or the application will not be considered for funding. The match commitment letter could be an exception. These letters are required for federal-aid applications in December, but not until April for non-federal applications (even if the application is submitted in December).

See the “**Application Supplemental**” for a sample application and guidance. COMPASS staff can provide technical assistance in completing project applications prior to the December [32](#) and April [23](#) deadlines ([see “Schedule,” page 4](#)).

### Projects/Funding Source Match

COMPASS staff reviews all Phase I applications to determine eligibility for various funding sources. If a project is eligible for a [federal](#) funding source [that requires local match](#), the applicant will be directed by COMPASS staff to submit a **Phase II** application to provide the additional details needed for ~~local match and/or~~ a federal-aid project.



### Phase II Application

Phase II applications require additional project information (see page 3).

- Required for projects eligible for funding sources that require match.
- **Due no later than noon on Tuesday, January ~~22~~<sup>21</sup>, 20~~19~~<sup>20</sup>.**

Information requested varies depending on project types, which include:

- Roadways and Bridges
- Alternative Transportation
- Planning and Special Projects

Links to forms and other information required to complete the application are provided within the online application.



## Phase II Content

Information requested in Phase II depends on the type of project and may include, but is not limited to:

### All Projects:

- Local or regional scope
- Modes and connectivity
- Complete Streets
- Safety improvements
- Traffic volumes (road, bicycle, pedestrian)
- Congestion mitigation
- Environmental Justice areas
- Economically Distressed areas
- Environmental considerations

### Roadways/Bridges:

- Functional classification
- Life cycle cost
- Pavement condition index
- Bridge sufficiency rating
- Freight corridors
- Intelligent Transportation System (ITS) Improvements

### Required Attachments\*:

#### *Federal-Aid –*

- Match commitment letter
- Idaho Transportation Department forms 0414, 1150, 2435
- COMPASS form A100

#### *Non Federal-Aid -*

- Match commitment letter

\*All required attachments must be received by the due date or the application will not be considered for funding.

## Online Application

All applications must be submitted through the designated online system which tracks all steps of the application process, including correspondence and submittals.

### Alternative Transportation:

- Trip purposes
- Land ownership
- Appropriate contacts
- Vehicle replacement
- Customer service and mobility support

### Planning and Special Projects:

- Federal requirements

### Optional Attachments:

- Project estimating worksheet
- Additional maps, photos, or letters of support not included in Phase I application (Please ensure graphics make sense to someone not familiar with your project.)



## Application Assistance

COMPASS staff provides assistance to COMPASS members for all types of funding applications, whether or not the funding source is managed by COMPASS. Non-COMPASS sources include, but are not limited to: various federal funding programs, Idaho Transportation Department, the Local Highway Technical Assistance Council, and Valley Regional Transit, as well as foundations and other funding sources. See “**Application Assistance Supplemental**” for details.

## Schedule

General Application Schedule	
October 15, 201 <del>89</del>	Call for Projects
December <del>32</del> , 201 <del>89</del>	Phase I Applications Due <u>by midnight</u>
December <del>10</del> , 201 <del>89</del>	COMPASS Staff requests Phase II Applications
January 21 <del>2</del> , 201 <del>920</del>	Phase II Applications Due <u>by noon</u>
April 3, 201 <del>920</del>	Call for Projects for COMPASS Funding (CIM Implementation Grants and Project Development Program)
April 24 <del>3</del> , 201 <del>920</del>	Phase I Applications Due (second opportunity) <u>by midnight</u>

Federal-Aid Funding	
February <del>65</del> , 201 <del>920</del>	Optional Regional Transportation Advisory Committee (RTAC) workshop for detailed application information and discussion of federal-aid applications
February <del>13-124</del> , 201 <del>920</del>	RTAC completes an online paired comparison process for federal-aid funding
February 27 <del>6</del> , 201 <del>920</del>	RTAC recommends federal-aid rankings
<del>March 1</del> February 28, 201 <del>920</del>	Federal obligation deadline for existing projects in programs managed by COMPASS
March <del>64</del> , 201 <del>920</del>	Optional RTAC workshop to review staff recommendations for federal-aid funding based on initial RTAC ranking
March <del>20</del> 18, 201 <del>920</del>	RTAC recommends draft federal-aid programming (budget)
<del>August 21</del> September 23, 201 <del>920</del>	RTAC recommends Draft FY202 <del>10</del> -202 <del>45</del> TIP, including federal-aid programs
October 21 <del>19</del> , 201 <del>920</del>	COMPASS Board of Directors approves FY202 <del>01</del> -202 <del>45</del> TIP, including federal-aid programs

CIM Implementation Grant and Project Development Programs:	
April 3, 20 <del>19</del> <u>20</u>	Call for Projects for COMPASS Funding (CIM Implementation Grants and Project Development Program)
April 24 <del>3</del> , 20 <del>19</del> <u>20</u>	COMPASS Funding Phase I Applications Due
May 8 <del>6</del> , 20 <del>19</del> <u>20</u>	Optional RTAC workshop for detailed application information and discussion of CIM Implementation Grant and Project Development Program applications
May 10 <del>1</del> -20 <del>1</del> , 20 <del>19</del> <u>20</u>	RTAC completes paired comparison process for CIM Implementation Grants and Project Development Program
June 26 <del>24</del> , 20 <del>19</del> <u>20</u>	RTAC reviews rankings and recommends CIM Implementation Grants and Project Development Program projects
August 19 <del>7</del> , 20 <del>19</del> <u>20</u>	COMPASS Board of Directors approves CIM Implementation Grants and Project Development Program projects

Please note that dates could change due to scheduling conflicts or as new information becomes available.

## Ranking

RTAC members review and rank all applications using a paired comparison process, which evaluates each project individually against every other project eligible for a specific funding source. See the **“Ranking Supplemental”** for details.



## Funding Sources and Programming

COMPASS manages many different funding sources, both federal and non-federal. Applications are matched with appropriate funding sources based on eligibility for each source and project readiness. RTAC then makes recommendations for funding based on the ranking order resulting from paired comparisons.

### Federal Funding

Federal funding is programmed for up to five years, plus “preliminary development” (PD) in the sixth and seventh year to fund design for projects scheduled to be constructed in later years. Most available funds are in preliminary development.

See **“Federal Funding Sources Supplemental”** for details on federal funding, including the amount of funds estimated to be available (not yet programmed) for each year, as well as links to federal program guidance.

While COMPASS coordinates all funding for inclusion in the Regional Transportation Improvement Program, Valley Regional Transit (VRT), as the designated Federal Transit Administration recipient, prioritizes all Federal Transit Administration funds. RTAC reviews VRT's proposed program priorities for recommendation of COMPASS Board of Directors approval. ~~See VRT's Guide for details~~[Contact VRT's Planning Programmer for assistance.](#)

## COMPASS Funding

COMPASS provides funding directly to COMPASS member agencies for transportation projects. These programs have much less stringent rules than federal programs and include:

- **Communities in Motion Implementation Grants** of up to \$25,000 for projects that implement the ~~Communities in Motion 2040~~ goals and vision of [CIM 2040 2.0](#).  
Projected annual available amount: \$50,000
- The **Project Development Program** which transforms member agency needs into well-defined projects with cost estimates, purpose and need statements, environmental scans, and public involvement plans to ensure readiness for funding applications.  
Projected annual available amount: \$75,000

## Funding Policy

The COMPASS Board of Directors has provided policy and guidance information to assist COMPASS staff in programming federal and non-federal funds. See "**Funding Policies and Procedures Supplemental**" for details.



## More Information

To learn more about the COMPASS application process, please contact:

- Toni Tisdale at [ttisdale@compassidaho.org](mailto:ttisdale@compassidaho.org) or 208/475-2238
- Kathy Parker at [kparker@compassidaho.org](mailto:kparker@compassidaho.org) or 208/475-2240
- ~~Rachel Haukkala~~[Daniel Hernandez](#) at ~~rhaukkala@compassidaho.org~~[dhernandez@compassidaho.org](mailto:dhernandez@compassidaho.org) or 208/475-22307

## Supplemental Information Attachments

- Application Supplemental (Sample application)
- Application Assistance Supplemental
- Ranking Supplemental
- Federal Funding Sources Supplemental
- ~~VRT's Guide (coming soon)~~

- Funding Policies and Procedures Supplemental

| [T:\FY19\600 Projects\685 TIP\Guide\COMPASS 2021 Application Guide DRAFT.docx](#)

## Application Supplemental

FY2020~~1~~-2024~~7~~ COMPASS Application Guide

**Phase I – Page 1**

**Phase II – Page 8**

## **2020~~1~~ COMPASS Funding Application Phase I**

Note: If submitting prior to October 15, 201~~8~~~~9~~, application must be submitted in Word format (not pdf) to [ttisdale@compassidaho.org](mailto:ttisdale@compassidaho.org), or [kparker@compassidaho.org](mailto:kparker@compassidaho.org), or [rhaukkala@compassidaho.org](mailto:rhaukkala@compassidaho.org) ~~or~~ [dhernandez@compassidaho.org](mailto:dhernandez@compassidaho.org).

Please answer all questions on this form, not on a separate sheet; do not change font size (use black, non-bold for responses). DO NOT EXCEED character limits for each section and note that **all character limits include spaces!** Only Phase I Applications can be submitted in Word format.

COMPASS staff will enter the application into the online portal on behalf of the applicant only if the application is received before October 15, 201~~8~~~~9~~ (date online application will open). After that date, all applications must be submitted through the online portal.

Guidance language is provided below. If you are unsure how to answer a question, see the blue text below each question.

### **Project Title:**

Provide a brief, but descriptive title that accurately reflects your project.

### **PRIORITY**

- 1. Indicate the priority of this application compared to all of your agency's other applications submitted through COMPASS during the current grant cycle:**

This project is ranked #\_\_\_ of #\_\_\_ applications submitted to COMPASS during the current year.

If your agency has multiple applications, the application reviewers want to know what your local priorities are in order to respect your wishes in the final ranking (i.e., we do not want your #10 local priority to end up as the #1 project for the region).

## PROJECT TYPE

### 2. Select all that apply:

Place an X next to all that apply.

<b>Capital/Construction:</b> Road/Bridge/Design/Signs, etc.	<input type="checkbox"/>
<b>Public Transportation:</b> Vehicles/Equipment/Maintenance/Operations	<input type="checkbox"/>
<b>Active Transportation:</b> Bicycle/Pedestrian	<input type="checkbox"/>
<b>Planning:</b> Plans/Studies/Education/Outreach	<input type="checkbox"/>
<b>Special Groups:</b> Youth/Seniors/Disabled/Environmental Justice (Race/Income)	<input type="checkbox"/>
<b>Technology/Data</b>	<input type="checkbox"/>
<b>Project Development Program</b>	<input type="checkbox"/>
<b>Staff Assistance Only</b>	<input type="checkbox"/>
<b>Other</b> (If Other, please describe - 140 character limit):	<input type="checkbox"/>

This question is determining the type of project you are submitting. The project may only fit into one category type but please review all of them. This information feeds into the grants database, where special groups and specialty funding may exist.

## PROJECT LOCATION

### 3. Describe the location of the project:

Be specific and indicate if in a downtown, a major activity center, or other. **(1,000 character limit)**

Details here are important. Pretend you are explaining the location to your mother, who has visited a lot, but lives elsewhere. Remember, the application reviewer probably does not know as much about your jurisdiction as you might think!

## PROJECT DESCRIPTION

### 4. Describe the total project in detail:

Specify which parts this funding will cover. **(3,000 character limit)**

This is the introduction to your project's story...make it count! Keep in mind that the application reviewer will likely know nothing about this project. Why is it important? Is your jurisdiction putting a lot of "skin in the game"? If not, there is probably a reason. Explain that. Will the funding be used for design and construction? Maybe you just have an idea that you need developed? Describe the project in such a way that the application reviewer will understand what the project includes and what it will accomplish.

## PURPOSE AND NEED

5. Describe why this project is important to your agency, as well as the region: *(1,000 character limit)*

You should have a clear purpose and need statement for your project. Why is this project important to your agency or the region? How did you figure out that it was important? What problem will the project correct? Be very clear and concise.

## PROJECT FUNDING

6. Provide a total cost estimate and amount requested for the following project tasks or activities:

*No cost estimates required for Project Development Program.*

*Amount Requested should be the total cost estimate minus the anticipated match. (125 character limit for each "How Cost was Determined" section)*

Task	Cost Estimate	Amount Requested	How Cost was Determined
Design (including environmental/ planning)	\$	\$	
Right-of-Way acquisition	\$	\$	
Construction/ Procurement	\$	\$	
Non-Construction projects only (studies/plans)	\$	\$	
<b>TOTALS</b>	\$	\$	

With this question, you should demonstrate that you have a good idea about the project cost and explain how the cost was derived. However, this is a preliminary budget. If you continue in the process for federal-aid funding, you will provide a much more detailed budget in Phase II.

If your intent is to obtain Project Development Program funds to determine a budget, put "0" in the cost cells and "N/A" in the cell regarding how cost was determined. If your intent is to obtain federal dollars, remember to include costs for Idaho Transportation Department/Local Highway Technical Assistance Council review time, environmental aspects, etc.

Please use the COMPASS Estimating Worksheet to help determine costs, especially if the project is expected to be funded with federal funds-aid. The worksheet can be found online: <http://www.compassidaho.org/prodserv/resourcedev.html>.



**7. Provide the amount of match that you anticipate will be available and its source:**

*A minimum match of 7.34% is required for most programs. No match is required for Project Development Program. Please contact COMPASS if you need match information specific to your project. (300 character limit)*

This information will determine that you, as the applicant, understand local match requirements, as well as provide a chance for your agency to make your project even more competitive by providing more local funding than is required.

Provide how much local funding your agency will provide towards the project. In some cases there is a minimum requirement, but your agency can put as much local funding towards a project as it desires. Be sure to include the source, such as city general budget, Community Development Block Grant (CDBG), or other sources. Many times, another federal source is not eligible to be used as local match, but it depends. Contact COMPASS staff if you have questions.

**8. Is this the first time your agency has requested funding for this project?**

If not, list any other sources you have applied to for funding (or plan to apply to in the next six months) for this same project, and the outcome.

**9. Indicate whether your project can be phased:**

*If yes, briefly explain and provide amounts. (300 character limit)*

Sometimes, a project ranks very high, but there is just not enough funding to fund the project as requested. If we run into this issue, could we partially fund your project? We are trying to determine if you can accept less than what you asked for either by phasing the project or by your agency providing more local/other funding, if necessary.

**PARTNERS/SUPPORT**

The following four questions demonstrate the level of support you already have for the project.

**10. Describe jurisdictional agencies and their role in the project:** (300 character limit)

To determine agency support and how others will be involved in the project. The answer could include multiple departments within your agency as well as multiple agencies with a defined role in project development or use.

**11. Describe ownership and status of right-of-way:** (300 character limit)

To determine who actually owns the right-of-way. For instance, in Ada County, most sidewalks are owned by the Ada County Highway District. In Canyon County, a sidewalk or other facility may be owned by a school district, other public agency,

or a private organization or citizen. If an agency submits an application that includes a facility they do not own, we want to make sure the agency, person, or organization who actually owns the facility is involved.

**12. Describe all project partners:** (300 character limit)

These could include non-governmental agencies...maybe a retail establishment, a church, or non-profit organization, and those providing additional match.

**13. Describe the general public support generated:** (300 character limit)

Has some sort of public support been generated for this project? Explain how that process occurred and what type of support was generated. Is it a group of businesses, a developer, a citizens group, etc., or general public outreach?

**READINESS TO PROCEED**

**14. Indicate which of the following elements are required for this project by stating the PERCENT COMPLETE:**

PROJECT READINESS	%
Idea/concept only	
Identified in local or regional plan	
Public/stakeholder involvement	
Formal approval by agency leaders	
Preliminary design (up to 30% of design)	
Concept report	
Environmental evaluation is approved	
Right-of-way or easements	
Final design	
Plans, Specifications, and Engineering (PS&E)	

Answer these as best as possible based on how much work has already been done on your project. For example, if you are seeking Project Development Program funds, you would put 100% in Idea/concept only and 0% in all the others unless you have completed some work in those areas. However, if you have already had a Project Development Program pre-concept report completed for your project, you

would mark 100% for idea and preliminary design, and possibly other categories as well.

Maybe you have already reached out for public involvement because the project will help alleviate a public concern – determine the percentage of public involvement completed. If you have already designed the project, and now want construction dollars, you may be able to include 100% on all phases. However, make sure the design work meets federal standards, if necessary (depends on the type of funds you are seeking).

**15. List the earliest year your project could start and the latest year it could start and still be beneficial: (300 character limit)**

In an ideal world, when would be the best year to fund your project (design and/or construction)? And, when is the very latest that it would still make sense to fund your project? There are situations where a project no longer makes sense if it does not occur within a certain time frame. We are trying to determine if we can make your project funding work within our programs.

Keep in mind that the federal-aid programs are typically already fully programmed at least four to five years out and our local COMPASS programs are only for the upcoming fiscal year. If RTAC prioritizes your project highly, we will do what we can to fund the project in the year requested, or as close as possible. If you need help managing expectations on possible timing of your project, please contact COMPASS staff.

## **PLANNING DOCUMENTS**

**16. Indicate whether this project conforms with a local or regional plan: If yes, list the plan and the date approved. (300 character limit)**

This information will provide the knowledge of how well thought-out the project is. If it is important to your jurisdiction, it should be a high priority and included in a local or regional plan. However, some projects are really too small to be specifically included by name. If this is the case, it may still be “consistent with” the goals or concepts included in a plan. Provide references to those plans. Be sure to include the approval dates.

If it is available, you might even include that this project or concept has been included in the plan for many years - include the date it was first added to the plan.

## **MEASURING PROJECT SUCCESS**

**17. Select the performance measures that apply to this project: (These are examples only and not exhaustive.) Place an X in no more than five boxes that represent your project. More details about performance measures can be found in the [Performance Measure \(TIP Achievement\) section of the TIP \(page 10\)](#).**

CATEGORY	EXAMPLES (not limited to these)	
Maintenance	<ul style="list-style-type: none"> <li>• Overlays or chip seals</li> <li>• Preventive maintenance on vehicles</li> </ul>	
Transportation Infrastructure	<ul style="list-style-type: none"> <li>• Bridge repair or rebuild</li> <li>• Bus or van replacement</li> <li>• Increased bus service</li> </ul>	
Congestion Reduction/ System Reliability	<ul style="list-style-type: none"> <li>• Add park and ride spaces</li> <li>• Increase vanpool service</li> <li>• Increase opportunities to walk and ride bicycles</li> </ul>	
Freight Movement and Economic Vitality	<ul style="list-style-type: none"> <li>• Safety or capacity improvements to decrease congestion for freight</li> </ul>	
Transportation Safety	<ul style="list-style-type: none"> <li>• Safety projects for autos, sidewalks, bicycle paths, or public transportation services or facilities (such as bus stops or transfer stations)</li> </ul>	
Environmental Sustainability	<ul style="list-style-type: none"> <li>• Additional public transportation service</li> <li>• New sidewalks or pathways</li> <li>• Signalization improvements to improve traffic flow</li> </ul>	
Land Use	<ul style="list-style-type: none"> <li>• Improve quality of living in downtown, major activity center, or infill areas</li> </ul>	
Housing	<ul style="list-style-type: none"> <li>• Widen a congested road to increase access to employment opportunities</li> </ul>	
Community Infrastructure	<ul style="list-style-type: none"> <li>• New sidewalks in urban areas</li> </ul>	
Health	<ul style="list-style-type: none"> <li>• Add connectivity and accessibility option to parks, schools, grocery stores</li> </ul>	
Open Space	<ul style="list-style-type: none"> <li>• New or improved connections or access to parks and pathway amenities or the greenbelt</li> </ul>	
Farmland	<ul style="list-style-type: none"> <li>• Does not negatively impact farmland</li> </ul>	
Support	<ul style="list-style-type: none"> <li>• Planning projects</li> <li>• Staff salary</li> <li>• Technology improvements</li> <li>• Public transportation operations</li> </ul>	
Other		

This section helps tie your project to the *Communities in Motion 2040 2.0* (CIM 2040 2.0) performance measures. Your project should have ties to at least one of these categories in order to fit the intent of CIM 2040 2.0. Be sure to go to the link because more information is included than just the examples provided here. Limit your selections to the top five categories (or preferably fewer).

**NOTE:**

- **Attach no more than two map/sketch pages (required)**
  - Please ensure graphics make sense to someone not familiar with your project.

- Attach no more than five one-page support letters (optional)
- Cover letters may not exceed one page (optional)

Please note that if you are not submitting an application you want to be considered for the funding cycles due December 3, 2018~~9~~ or April 23~~4~~, 2019~~20~~, but are providing information for future COMPASS assistance only, no attachments are required at this time. However, please send what you can.

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## 2020~~1~~ COMPASS Funding Application Phase II

**Project Title:**

**Agency Name:**

- 1. Select whether the scope of the project is local or regional in nature:**  
Place an X in the box that represents your project.

Local	
Regional	

Check one or the other, depending on the nature of the project. Local is within your own jurisdiction. Regional is a project that spans multiple jurisdictions.

- 2. Indicate which modes of transportation your project will include or connect with:**

Place an X in the boxes that represent your project.

Mode	Primary (Focus)	Secondary
Automobile		
Freight		
Bicycle		
Pedestrian		
Public transportation		
Other		

These are the modes that will be accommodated by your project. Primary and secondary options are provided in case one mode is more or less of a focus than others. You could have one to two selections for primary (for example: bicycle and pedestrian).

- 3. Explain how the project will support or connect with the mode(s) selected in Question #18:**

*Provide proximity to public transportation or other existing transportation services. (1000 character limit)*

With this answer you are explaining how and to what extent multiple modal connections are made. It helps you tell the story about the modal aspect of your project. Depending on proximity to a public transportation stop, a project may be eligible for multiple funding sources. This information will also help COMPASS staff determine funding eligibility.

**4. Describe how the COMPASS Complete Streets Policy is incorporated into this project:** [\(COMPASS Complete Streets Policy\)](#) (500 character limit)

Please review the COMPASS Complete Streets Policy and explain how this project complies, in detail. If the project does not contain any aspects of the Complete Streets Policy, explain why not.

**5. Explain how this project maintains or improves safety and security of the transportation system:**

*Provide information on crashes or incidents at this location. In addition, list all applicable Crash Modification Factors (CMF) [\(Crash Modification Factor Clearinghouse\)](#). (300 character limit)*

You have already described your project. Focus on safety and security in this section, especially related to crashes. Be sure to note the severity of crashes and the mode(s) affected. Especially provide information related to crashes that resulted in fatalities and severe injuries. Any details you can share will provide more of the background of this project and help others understand why it is important to your jurisdiction.

Also, list any Crash Modification Factors that apply to this project. At a minimum please include the CMF ID. This information will help you determine if your project is really making the impact you believe it will, based on how the same type of improvements affected other projects.

To use the Clearinghouse: Click on the CMF link above and enter a keyword describing your project's safety measure in the search box, such as "median", then click Search CMFs. Next, find the CMF that most closely matches your project and record the CMF ID, as well as the CMF value here. You may also choose to explain your choice of CMF or your reasoning if it shows an increase in crashes (anything with a value over 1.0). Contact [Rachel Haukkala Daniel Hernandez](#) at COMPASS at 208-475-22307 or [rhaukkaladhernandez@compassidah.org](mailto:rhaukkaladhernandez@compassidah.org) if you need help using this site. [SHh](#) can walk you through the process!

**6. Provide the current traffic volumes for your project area:**

*If available, include average daily traffic or a sample traffic count for weekday (Tuesday, Wednesday, or Thursday). Refer to the [COMPASS Traffic Count](#) web page (contains road, bicycle, and pedestrian counts) or contact COMPASS staff for assistance.*

Mode	Volume/Time Period
Automobile	
Bicycle	
Pedestrian	

Please fill in the total counts and time period for each mode, as applicable. See next question for additional information.

**7. Include an explanation of the method used to collect counts and the anticipated change in volume as a result of this project, if applicable: (800 character limit)**

Regarding the answers in Question #22, how did you get these numbers? Examples: COMPASS reports on the website or special counts, hand count by city staff/volunteers, etc. This allows others to understand the accuracy of the counts, as well as the time period they were taken. If counts are older, explain if your staff would expect significant differences if the count were to occur today. Also elaborate on the changes your staff expects to see as a result of this project.

**8. Explain how the facility is currently congested and how this project will mitigate the congestion issues, if applicable: Include as much data as possible. (800 character limit)**

This section allows you to tell the rest of the story about congestion issues. Maybe there are factors very specific to this project that the application reviewers should know. For instance, is bicycle crossing traffic very high at a certain intersection? Or is truck traffic extreme due to manufacturing or distribution facilities within a half mile? Or is it the number two most congested intersection in the state, based on traffic counts? Or maybe congestion is prevalent at a specific time of day or even season? Are there medical needs (e.g., an emergency room nearby) that could be affected by congestion? *Contact COMPASS staff if further assistance is needed.*

**9. Indicate if the project is located in an Environmental Justice (EJ) Consideration or Economically Distressed (ED) Area:**

*Place an X in the box that represents information shown in the map. (EJ/ED Info Map)*

	Yes	No	Partial
EJ Minority Populations			
EJ Low Income			
Economically Distressed			

Please see the link to Environmental Justice and Economically Distressed areas map and information. Answer these questions based on the information provided on the map. Contact COMPASS staff if you need help navigating the map.

**10. Provide explanation, if necessary, based on your answer to Question #25: (300 character limit)**

You only need to provide details here if necessary. If you had to check the “partial” box, but the overwhelming majority was “yes,” explain that. If you have information about low income or economically distressed areas that is significantly different than what the COMPASS map shows, please explain, and be sure to source the information. If you have nothing to add, insert “N/A.”

**11. If the COMPASS environmental suitability analysis identified potential environmental considerations in the project area, please explain: ([Environmental Considerations Map](#)) (500 character limit)**

Please review the COMPASS Environmental Considerations Map and answer accordingly. The map provides very detailed information about possible environmental issues in the vicinity of your project. If you know other information, please share that as well and document the source. Please contact COMPASS staff if you need help navigating the map.

**12. (Optional) Provide any other relevant information regarding this project:**

*Other specific information is requested based on your project type. If you cannot tell the entire story about your project within the following questions, please return here and add content needed to complete your story. You do not need to repeat anything from Phase I or elsewhere in this application. (2000 character limit)*

This section provides another opportunity to expand on the story of your project. If you have nothing more to add, insert “N/A.” Or if you need even more room, continue the story in your cover letter (which is optional) and note that here. Just remember that the people ranking projects will be reading many applications! Keep the story as short as possible, while providing enough detail for someone who knows nothing of your project to understand why it is important to your jurisdiction (and the region as a whole).

**Attachment Check List**

Please include the following:

- **Resolution, letter, or minutes of applicant’s governing body approving the submittal of this application, including a commitment to provide necessary local match, the ability to cover cost overruns, and maintenance and/or operation of the project once complete.**
- **Project Estimating Worksheet ([Link](#))**
- **ITD forms - available online ([Link](#)):**
  - **0414 – Sub-Awardee Reporting for the Federal Funding Accountability and Transparency Act (FFATA)**
  - **1150 – Project Cost Summary Sheet**
  - **2435 – Local Federal-Aid Project Request**



- COMPASS Form FA100 – Summary of Federal Requirements ([Link](#))
- Maps, photos, or letters of support (only if additional to Phase I)

The next sets of questions pertain to specific project types.

Please fill out only the section that pertains to your project!

Roadway and Bridge Maintenance...	Page 13
Alternative Transportation.....	Page 14
Planning and Special Projects.....	Page 16

## Roadway and Bridge Maintenance

**13. Select the functional classification of the roadway segment on the 2025 Federal Functional Classification Map:**

Place an X in the box that represents your project. ([Functional Classification Map](#))

Interstate	
Proposed Interstate	
Principal Arterial	
Proposed Principal Arterial	
Minor Arterial	
Proposed Minor Arterial	
Collector	

Please check the Functional Classification map and select the proper classification accordingly. The linked map includes official federal functional classifications as reported by ITD; however, some arterials and collectors may not appear. If you need assistance, please contact COMPASS staff.

**14. Provide the life cycle cost:**

Include the expected life cycle cost of your project and briefly explain the method used. **(500 character limit)**

In addition to providing the life cycle cost, explain how your agency determines life cycle cost for a roadway or bridge. Include sources and links, if appropriate.

**15. List the pavement condition index and/or bridge sufficiency rating:**

Provide sources used to make your determination. ([Interactive Bridge Map from the Local Highway Technical Assistance Council \[LHTAC\]](#)) **(500 character limit)**

Provide the pavement condition index and/or bridge sufficiency rating, if applicable to your project. Include the source of the information and a brief explanation for the application reviewer to understand the method.

**16. Indicate whether the project is located on a freight corridor identified in CIM 2040 2.0:**

Place an X in the box that represents your project. ([Freight Corridors, page 85](#))

Yes	
No	
Partial	

Please review the link to freight corridors in CIM 2040 2.0 and select whether your project is on an identified freight corridor. If only part of the project is on a freight corridor, select "partial."

**17. Explain if this project includes Intelligent Transportation System (ITS) improvements or modifications: (800 character limit)**

*(Treasure Valley Transportation System: Operations, Management and ITS Plan)*

Please review the link to the ITS plan to determine if this project is listed. Explain the priority of the project in the plan and how it will benefit the overall transportation system.

## Alternative Transportation

**18. Select the primary trip purposes for this project:**

*Place an X in the boxes that represent your project.*

Nutrition/Groceries	
Shopping	
Health/Medical	
Employment	
Civic Engagement	
Recreation	
Education	
Other: (140 character limit)	

Please mark the primary trip purposes. Limit your selection(s) to those purposes that will be used most with the service or facility.

**19. Indicate status of land acquisition:**

*Place an X in the box that represents your project.*

Project does not include land purchase	
Sponsor owns dedicated right-of-way for the project	
Project requires land purchase	
Project requires easements from individual land owners	
Project requires agreements for right-of-way from a separate agency	
Other: (140 character limit)	

With this question, we are trying to determine where you are in the land acquisition process and what may be expected of the project, especially for time and budget. A

federal-aid project requires a right-of-way certificate. We are trying to determine the level of complexity to obtain the certificate.

**20. If eligible for Transportation Alternative Program (TAP) funding, explain whether you have discussed this project with the LHTAC TAP Coordinator for suggestions about budget and timeline:**

*Please explain and provide dates of contact. (500 character limit)*

LHTAC will manage all new local projects in the TAP program. (ITD will still manage projects located on the state system.) It is required that you receive input on your project, budget estimates, and timeline from LHTAC before you apply for a TAP-eligible project. We want to ensure the best possible information going into your project, and ensure you have budgeted enough funding and time for your project.

The LHTAC TAP Coordinator will cover the background of the project and point out possible budgetary issues or time constraints your project may encounter. The federal process is often more complicated than expected and may require additional processes, such as a cultural report, which will take extra time to complete.

Be sure to build time into your application schedule to review your project and budget with LHTAC staff!

**21. PUBLIC TRANSPORTATION: Specify if the project seeks vehicle replacement and explain the strategy used to determine that a replacement is necessary (useful life, mileage, etc):**

*Is the project listed in Valley Regional Transit's Transit Asset Management Plan? (The plan is still in process. Contact Valley Regional Transit staff for information.) If not, is the asset listed in a local plan? Please identify the plan and page.*

**(255 character limit)**

The intent is for all vehicle replacement projects to be vetted through a process where most needed vehicles are funded first, based on the service life of the vehicle, condition, and mileage. ~~When the Transit Asset Management (TAM) Plan is posted online at [www.valleyregionaltransit.org/about-us](http://www.valleyregionaltransit.org/about-us) (under Resources), we will include a link. Until then, please contact Valley Regional Transit at 208-258-7707 for additional information.~~

**22. PUBLIC TRANSPORTATION: Identify aspects of this project that address customer service and mobility support:**

*Are there aspects of the project specific to meeting mobility goals and/or that address customer service shortfalls? (255 character limit)*

Customer service is a major role for public transportation, but not always easy to explain within a project application. Please provide information regarding how the project addresses a customer service issue, if applicable. If you have nothing to add regarding customer service, please insert "N/A."

## Planning and Special Projects

*NOTE: The other questions that had been in this section were moved to the general section because they applied to all project categories.*

### **23. Explain if the project is needed to meet or exceed federal requirements:**

*Provide an explanation to your answer, including if the project provides information or background for federally-required planning elements. Federal requirements can be found in the Code of Federal Regulations, sections 23 and 49.*

**(500 character limit)**

This question is mainly for projects that COMPASS staff applies for to provide information/data for federally-required planning elements; however, it could apply to other agencies as well. The response should include a reference to federal code or guidance. If it does not apply to your project, please insert "N/A."

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## Application Assistance Supplemental

FY2020-2024 COMPASS Application Guide

COMPASS Resource Development staff are available to assist members in seeking funding for unfunded projects that are listed in or that fall within focus areas included in the annual Resource Development Plan. Staff can assist members with applications for COMPASS and other programs~~and others~~, such as those managed by federal agencies, Idaho Transportation Department, the Local Highway Technical Assistance Council, and Valley Regional Transit, as well as foundations and other funding sources.

Types of assistance available upon request include:

- Finding funding sources to match projects
- Determining whether a project is eligible for a specific funding source
- Providing an outline of information needed to respond appropriately to application requirements
- Gathering statistical information to justify funding requests
- Writing all or portions of grant applications
- Reviewing a completed grant application to ensure all funder requirements are met
- Providing letters of support
- Providing other support as needed



Members are asked to notify staff whenever projects change or new project needs are identified, to ensure staff efforts match current needs.

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## Ranking Supplemental

FY2020~~1~~-2024~~7~~ COMPASS Application Guide

COMPASS issues an annual Call for Projects seeking applications for those funding sources programmed through or managed by COMPASS. COMPASS members and other eligible entities submit Phase I and Phase II applications to get their transportation projects funded. The COMPASS Regional Transportation Advisory Committee (RTAC) is charged with ranking project applications received in response to the Calls for Projects. Highest-ranked projects are matched with each appropriate funding source until all available funds are programmed (budgeted). Federal-aid funds are programmed through the next five years (plus two years for preliminary development), while COMPASS funds are designated for projects for the following fiscal year only. RTAC, after agreeing on the final rankings and programming decisions, makes a recommendation to the COMPASS Board of Directors for final approval.

### Paired Comparisons

Individual RTAC members rank each application eligible for:

1. Federal-aid funding
  - a. Surface Transportation Program – Transportation Management Area (STP-TMA for Boise Urbanized Area)
  - b. Transportation Alternatives Program – Transportation Management Area (TAP-TMA for Boise Urbanized Area)
  - c. Surface Transportation Program – Urban (STP-U for Nampa Urbanized Area)
2. COMPASS funds
  - a. *Communities in Motion* Implementation Grants
  - b. Project Development Program

Applications are ranked using the paired comparison method, which is completed online by individual RTAC members at their convenience.

The paired comparison process compares each project with each other project. When deciding which of the two projects is “better,” RTAC members compare them based on predetermined selection criteria for each funding program, such as how the project helps achieve performance measure targets and how it meets the goals and vision of *Communities in Motion 2040 2.0*, the region’s long-range transportation plan.

A.	<u>3</u>	A/B	A/C	A/D	A/E	A/F
B.	<u>4</u>	B/C	B/D	B/E	B/F	
C.	<u>2</u>	C/D	C/E	C/F		
D.	<u>5</u>	D/E	D/F			
E.	<u>0</u>	E/F				
F.	<u>1</u>					

Each application’s rank is determined by the sum of the number of times it was selected over the projects it was compared against. A sample of paired comparison selections is shown above.



The following demonstrates the results of the initial comparisons and ranking of an individual RTAC member based on the example above; the “number of times selected” refers to the total number of times a project was chosen (circled) over another project.

Project Reference	No. of Times Selected	Rank
D.	5	<b>1</b>
B.	4	<b>2</b>
A.	3	<b>3</b>
C.	2	<b>4</b>
F.	1	<b>5</b>
E.	0	<b>6</b>

Once the deadline has passed for completing the paired comparisons, responses are compiled and projects are ranked based on the results. Information collected and compiled will resemble the following table, assuming six RTAC members provided comparisons (the number of RTAC members scheduled to complete the comparisons is normally closer to 35). **Red numbers** below represent the number of times each RTAC member selected that project over another project during the paired comparison process. Projects are ranked in order based on the total number of times they were selected over other projects, as demonstrated below.

Rank	Total # of Times Selected	Project Reference	RTAC Member #1	RTAC Member #2	RTAC Member #3	RTAC Member #4	RTAC Member #5	RTAC Member #6
<b>1</b>	20	B.	4	0	6	1	5	4
<b>2</b>	19	D.	5	0	3	2	5	4
<b>3</b>	16	A.	3	6	2	0	1	4
<b>4</b>	15	C.	2	3	1	5	1	3
<b>5</b>	12	F.	1	5	1	5	0	0
<b>6</b>	8	E.	0	1	2	2	3	0

Once projects are ranked, COMPASS presents the initial ranking results to RTAC for review and discussion and to break any ties. Final ranking recommendations are made to the COMPASS Board of Directors after the results are discussed and agreed upon. A similar discussion and consensus occurs prior to RTAC providing a recommendation to the COMPASS Board of Directors for programming of funding.

### Paired Comparison Grouping

The number of comparisons grows exponentially as more applications are added to the list. Therefore, COMPASS staff divides the comparisons into groups by funding source to ease the efforts of RTAC members. If a project is eligible for multiple funding sources, that project is included in each applicable group. This process results in multiple sets of rankings, one for each funding source.

### **Paired Comparison Tools**

COMPASS staff provides RTAC with a summary sheet (matrix) that provides an “at-a-glance” view of information included in each funding application to assist in the paired comparison process. Links to the full applications are also provided to ensure all the information needed to make informed decisions is readily available.

The online tool currently used to collect paired comparison selections is SurveyMonkey. RTAC members are given a window of one to two weeks to complete their comparisons before the online opportunity closes. No comparison selections are accepted in any other form than through the online process using SurveyMonkey. However, if an agency has multiple votes at RTAC (based on the population of their jurisdiction), an RTAC member from the agency may request that the one vote submitted be duplicated for the remaining votes the agency is allowed.

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## Federal Funding Sources Supplemental

FY2020~~1~~-2024~~7~~ COMPASS Application Guide

COMPASS manages three federal funding programs:

- **STP-TMA:** Surface Transportation Program- Transportation Management Area (Boise Urbanized Area)
- **TAP-TMA:** Transportation Alternatives Program – Transportation Management Area (Boise Urbanized Area)
- **STP-Urban:** Surface Transportation Program – Urban (Nampa Urbanized Area)

Following are the estimated amounts anticipated to be available per year and per funding category (see the “**Funding Policy Supplemental**”) for these programs in the FY2020~~1~~-2024~~7~~ application cycle:

These *estimates* of available funds, based on preliminary budget assumptions, are made available to provide realistic expectations regarding funding:

Program	FY2020 <del>1</del> <b>1</b>	FY2024 <del>7</del> <b>2</b>	FY2022 <del>2</del> <b>3</b>	FY2023 <del>3</del> <b>4</b>	FY2024 <del>4</del> <b>5</b>	PD <sup>1</sup>
<b>STP-TMA<sup>2</sup></b> Roadway Maintenance	\$0	\$0	\$0	\$0	\$0	\$0
<b>STP-TMA<sup>3</sup></b> Alternative Transportation Maintenance	<del>\$0</del> \$31,000	<del>\$0</del> \$31,000	<del>\$0</del> \$31,000	\$0	\$0	\$1,449,000
<b>STP-TMA<sup>3</sup></b> Studies/Special Projects	\$0	\$0	\$0	<del>\$0</del> \$42,000	<del>\$0</del> \$49,000	<del>\$279,000</del> \$290,000
<b>TAP-TMA</b>	<del>\$0</del> \$9,000	<del>\$78,000</del> \$10,000	<del>\$18,000</del> \$9,000	<del>\$2,000</del> \$13,000	<del>\$268,000</del> \$443,000	<del>\$0</del> \$211,000
<b>STP-U<sup>3,4</sup></b> Roadway Maintenance	\$0	\$0	\$0	\$0	\$0	\$1,343,000
<b>STP-U<sup>3,4</sup></b> Alternative Transportation Maintenance	\$0	\$0	\$0	\$0	\$0	\$246,000
<b>STP-U<sup>3,4</sup></b> Studies/Special Projects	\$0	\$0	\$0	\$0	\$0	\$49,000

<sup>1</sup>PD=Preliminary Development (funds may be spent on project design, but construction is planned beyond FY2025~~4~~)

<sup>2</sup>STP-TMA - Roadway Maintenance is provided to the Ada County Highway District as the only roadway jurisdiction in the Boise Urbanized Area. Funds are programmed for roadway maintenance per policy. (See “**Funding Policies and Procedures Supplemental**”)

<sup>3</sup> See “**Funding Policies and Procedures Supplemental**”

<sup>4</sup>Assumes projects currently scheduled in preliminary development (PD) are able to advance to a funded year. These funds are shared by small urban areas statewide with no specific

allocation to an individual area. Design will be scheduled for new projects as early as funds are available, but construction will remain in PD until the concept report is approved and funds are available in a program year. Funds are extremely limited.

The COMPASS planning area includes all of Ada and Canyon Counties, including rural and urbanized areas. See the COMPASS MPO ([Metropolitan Planning Organization](#)) Planning Area Map (attached) for locations of the urbanized areas.

## Links to Federal Guidance

[Surface Transportation Program](#)<sup>1</sup> (known as Surface Transportation Block Group Program, or STBGP, in federal documents)

[Transportation Alternatives Program](#)<sup>2</sup> (known as Surface Transportation Block Group Set Aside or Transportation Alternatives, in federal documents)

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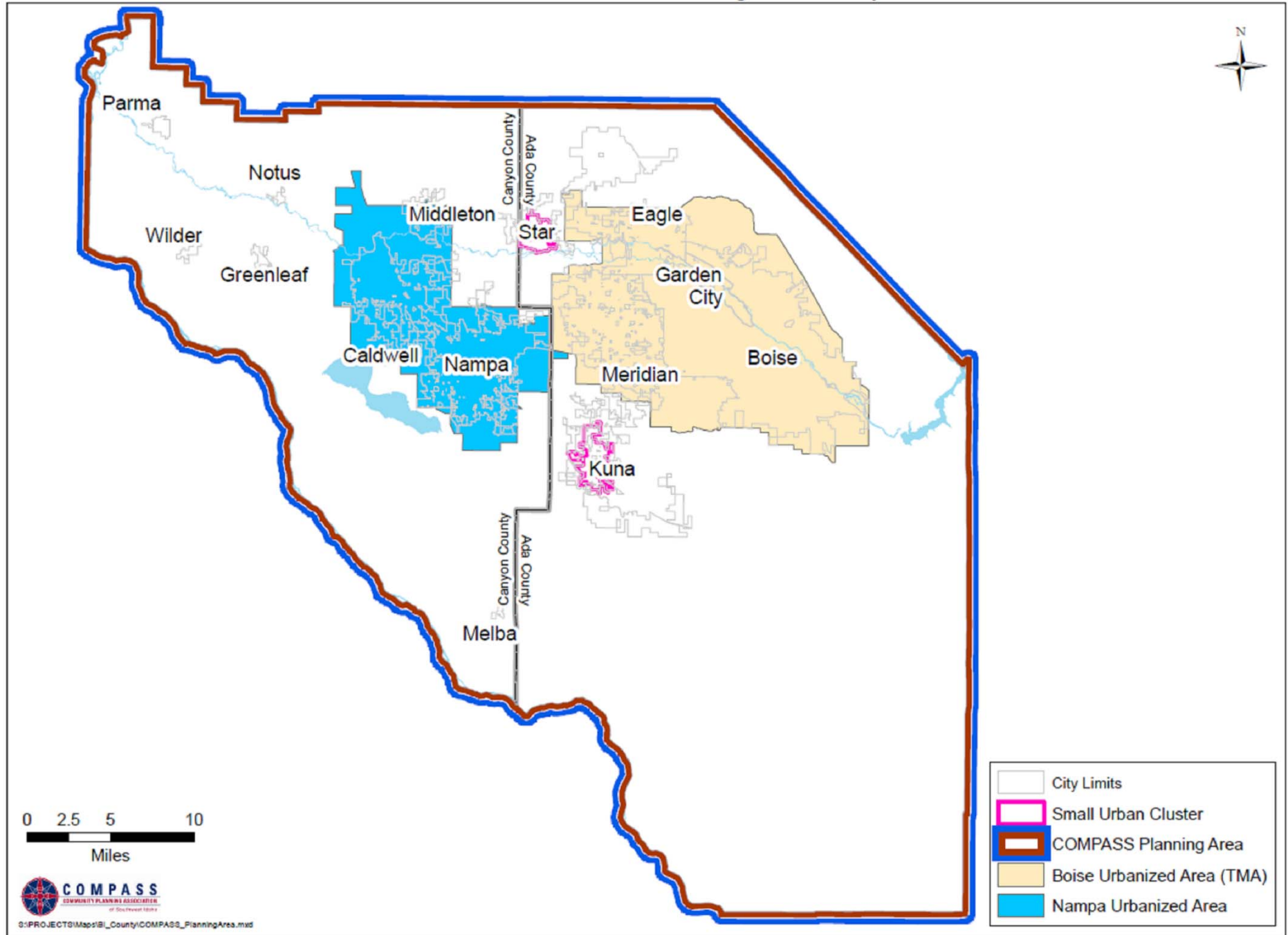
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<sup>1</sup> STP Federal Guidance - <https://www.fhwa.dot.gov/specialfunding/stp/>

<sup>2</sup> TAP Federal Guidance -

[https://www.fhwa.dot.gov/environment/transportation\\_alternatives/guidance/guidance\\_2016.cfm](https://www.fhwa.dot.gov/environment/transportation_alternatives/guidance/guidance_2016.cfm)

# COMPASS MPO Planning Area Map



## Funding Policy and Procedures Supplemental

FY2020~~1~~-2024~~7~~ COMPASS Application Guide

Several policies affect how funding is allocated once applications are ranked. These policies should be considered as an agency is developing their applications.

### Federal-Aid Funding Policy

On October 23, 2017, the COMPASS Board approved an updated funding policy for *Communities in Motion 2040 2.0*:

Use federal funds to maintain the existing transportation system and to strategically address regional priorities as identified in the regional long-range transportation plan.

The policy ~~will go~~went into effect when *Communities in Motion 2040 2.0* ~~is~~was adopted, ~~expected on~~ December 17, 2018. ~~The FY2020 application cycle will incorporate this updated policy, as project selection will be requested from RTAC in March 2019.~~

The Surface Transportation Program (STP) funding policy was originally adopted by the COMPASS Board of Directors in July 2014 as part of *Communities in Motion 2040*, the long-range transportation plan. This policy directs funding in the Boise and Nampa Urbanized Areas<sup>1</sup> (see map in the “**Federal Funding Sources Supplemental**”) to be programmed (budgeted) as follows:

Specific “off-the-top” funds for each urbanized area:

- \$220,000 for Ada County Highway District’s (ACHD’s) Commuteride program in the Boise Urbanized Area and \$55,000 in the Nampa Urbanized Area
- \$232,000 for COMPASS planning in the Boise Urbanized Area and \$99,000 in the Nampa Urbanized Area

Percentage splits of remaining funding:

- 82% for roadway maintenance projects (also includes bridges and intelligent transportation systems)
- 15% for public or alternative (non-motorized alternatives such as bicycle and pedestrian) transportation maintenance projects
- Up to 3% for planning or special projects

The funding split will be calculated as a five-year rolling average to allow flexibility for a larger project in any of the categories to move forward and still remain consistent with the policy. An illustration of these percentage splits using the approximate amount of local STP funding available, based on FY20~~19~~20 funding levels, is provided below (amounts include required local match):

---

<sup>1</sup> STP-Rural funding is managed by the Local Highway Technical Assistance Council, and must follow their funding policies.

	Approximate Funds per Year	Commuteride and COMPASS	Roadway Maintenance (82%)	Public or Alternative Transportation Maintenance (15%)	Studies/ Special Projects (3%)
<b>Boise Urbanized Area</b>	<del>\$10,503,000</del>	\$220,000	<del>\$8,242,000</del>	<del>\$1,508,000</del>	<del>\$302,000</del>
	<u>\$10,949,000</u>	\$232,000	<u>\$8,608,000</u>	<u>\$1,575,000</u>	<u>\$315,000</u>
<b>Nampa Urbanized Area</b>	<del>\$1,792,000</del>	\$55,000	<del>\$1,343,000</del>	<del>\$246,000</del>	<del>\$49,000</del>
	<u>\$1,896,000</u>	\$99,000	<u>\$1,428,000</u>	<u>\$261,000</u>	<u>\$52,000</u>

Programs are often fully programmed for the next five years, so new projects are placed in Preliminary Development.

Maintenance for roadways includes preservation and restoration work that does not widen the road with more traffic lanes.

In the Boise Urbanized Area, roadway maintenance funds are set aside for ACHD's maintenance program. In the Nampa Urbanized Area, the roadway maintenance funds are distributed on a five-year rolling average among five highway agencies – Canyon Highway District No. 4, City of Caldwell, City of Nampa, City of Middleton, and Nampa Highway District No. 1 – based on needs cooperatively agreed upon by these agencies.

Maintenance for public/alternative transportation includes repairing and replacing existing vehicles, equipment, or facilities needed to operate the existing system.

Safe Routes to Schools coordination is a top priority for the area. The Transportation Alternatives Program (TAP) specifically includes funding for this coordination. The COMPASS Board of Directors allocates TAP funds in the Boise Urbanized Area and determines TAP priorities for the Nampa Urbanized Area, but TAP funds are not allocated through this policy. Additional resources for Safe Routes to Schools can be applied for through the STP's Special Projects category.

Bike lanes and sidewalks could be included as projects under the roadway, public/alternative transportation, and/or studies/special projects categories, depending on the nature of the project.

### **Deadline for Obligation of Federal Funds**

**The deadline for obligation of funding (any phase) is March 1 of the fiscal year for federal funding.** A project is considered "obligated" when all necessary paperwork, payments, and/or agreements are reviewed, signed, and approved by the federal agency.

On August 17, 2015, the COMPASS Board of Directors approved the deadline of March 1 for obligations of projects in programs managed by COMPASS:

- Surface Transportation Program - Transportation Management Area (Boise Urbanized Area)

- Transportation Alternatives Program – Transportation Management Area (Boise Urbanized Area)
- Surface Transportation Program – Urban (Nampa Urbanized Area)

The Idaho Transportation Department (ITD) “sweeps” unobligated funds in Federal Highway Administration (FHWA) programs near the end of the fiscal year and reprograms those funds to other projects to ensure the state does not lose federal funding.

If a project is unable to be fully obligated by the March 1 deadline, the project sponsor may apply for an extension from the COMPASS Board of Directors. However, there is no guarantee that an extension will be granted.

In addition to the COMPASS obligation deadline of March 1, the following deadlines were established by ITD. These dates apply to all projects, even if granted an extension to the COMPASS March 1 deadline.

- July 1: Deadline for design and right-of-way funds
  - Design:
    - State/local agreement for design
    - Check for required/agreed local match
  - Right-of-way/land acquisition:
    - Design
    - Environmental approval
    - Right-of-way plans
- August 1: Deadline for construction and utility funds
  - Plans, specifications, and engineer’s estimate package
  - State/local agreement for construction
  - Check for required/agreed local match

### Formal Policies

The COMPASS Board of Directors adopted several policies to guide COMPASS staff and the Regional Transportation Advisory Committee in project selection and program balancing recommendations. These policies are available online:

- Balancing ~~Policy for~~ Surface Transportation Program (STP) and Transportation Alternative Program (TAP) Funds
  - Approved ~~June 20, 2016~~ February 25, 2019
  - <http://www.compassidaho.org/documents/prodserv/trans/FY16/BalancingPolicy160620.pdf>
  - <http://www.compassidaho.org/documents/prodserv/trans/FY19/BalancingPolicy190225.pdf>
- COMPASS Regional Transportation Improvement Program (TIP) Amendments ~~Policy~~
  - Approved ~~December 21, 2015~~ February 25, 2019
  - <http://www.compassidaho.org/documents/prodserv/trans/FY16/TIPAmendPolicy122115.pdf>
  - <http://www.compassidaho.org/documents/prodserv/trans/FY19/TIPAmendPolicy190225.pdf>



- Transportation Management Area (TMA) Funding Eligibility Policy
  - Approved ~~April 18, 2016~~ February 25, 2019
  - <http://www.compassidaho.org/documents/prodserve/trans/TMApolicy.pdf>
  - <http://www.compassidaho.org/documents/prodserve/trans/FY19/TMAFundingEligibilityPolicy190225.pdf>
- ~~Transportation Management Area-Alternatives Program – Transportation Management Area (TAP-TMA) Program Eligibility~~
  - Approved February 25, 2019
  - <http://www.compassidaho.org/documents/prodserve/trans/FY19/TAP-TMApolicy190225.pdf>

### Internal Procedures

The COMPASS Executive Director approved procedures to provide clarity and guidance to COMPASS staff and member agency staff regarding day-to-day processes. These procedures are available online: (Note that some procedures are being updated – information will be updated as they are approved)

- COMPASS Procedure for TIP Amendments/Modifications
  - Approved November 27, 2017 (update in process)
  - <http://www.compassidaho.org/documents/prodserve/trans/FY18/TIPAmendProcess.pdf>
  - Online form to request changes: (update in process)  
<https://www.surveymonkey.com/r/TIPAmend>
- COMPASS Procedure for Resource Development Plan
  - Approved March 12, 2018
  - <http://www.compassidaho.org/documents/prodserve/trans/FY18/RDPPProcedure.pdf>
- COMPASS Procedure for Project Development Program
  - Approved March 12, 2018
  - <http://www.compassidaho.org/documents/prodserve/trans/FY18/PDPPProcedure.pdf>
- COMPASS Procedure for *Communities in Motion* Implementation Grant Program
  - Approved March 12, 2018
  - <http://www.compassidaho.org/documents/prodserve/trans/FY18/CIMIPProcedure.pdf>

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## RTAC AGENDA ITEM IV-E

Date: May 22, 2019

### Topic: Critical Freight Corridors

#### Request/Recommendation:

COMPASS staff seeks an RTAC recommendation of COMPASS Board of Directors' approval of requested changes to critical rural and urban freight corridors to be submitted to the Idaho Transportation Department for consideration. Following RTAC recommendation, this item will be presented to the COMPASS Board of Directors for action in its June 17, 2019, meeting, followed by a letter from COMPASS to the Idaho Transportation Department to formally request these changes.

#### Summary:

FAST Act formula funding under the National Highway Freight Program can be used on projects or programs that are located on or improve freight movement on specific routes designated as critical freight corridors. Idaho can designate up to 150 miles of road as critical rural freight corridors and up to 75 miles of road as critical urban freight corridors. In 2016, COMPASS, with the Freight Advisory Workgroup's input, requested the Ada and Canyon County critical urban freight corridors designated in the [2017 Idaho Transportation Department Statewide Freight Strategic Plan](#). COMPASS requested no critical rural freight corridors at that time.

The COMPASS Freight Advisory Workgroup, at its May 7, 2019, meeting, finalized requested changes to the critical rural and critical urban freight corridors in Ada and Canyon Counties (attachment 1). Idaho Transportation Department has allocated freight funds for the reconstruction of three intersections on Peckham Road at Travis Road, Allendale Road, and Van Slyke Road between the Cities of Wilder and Greenleaf in Canyon County for project year 2022, and COMPASS is requesting a corresponding segment of Peckham Road to be designated as a critical rural freight corridor.

#### Requested Addition to Critical Rural Freight Corridors

Route	Starting Point	End Point	Miles	FAST Act Criteria Met
Peckham Road, Canyon County	US-95	Van Slyke Road	3.0	Connects to US-95. Supports agricultural facilities in western Canyon County.

COMPASS is also requesting two additions to the critical urban freight corridors for freight-related project needs.

#### Requested Additions to Critical Urban Freight Corridors

Route	Starting Point	End Point	Miles	Urbanized Area	FAST Act Criteria Met
Northside Blvd (Nampa)	Birch Lane	Ustick Road	1.5	Nampa	Major freight generator supporting Pepsi Bottling and the Amalgamated Sugar processing plant.
7 <sup>th</sup> Ave/Yale St	12 <sup>th</sup> Ave S	2 <sup>nd</sup> Street South	1.01	Nampa	Business I-84, Union Pacific yard. Connects to Northside Blvd/I-84.
<b>Total</b>			<b>2.51</b>		

COMPASS is requesting removal of four segments from the critical urban freight corridors to reflect changes in project needs and to accommodate the additional miles requested above.

**Requested Removals from Critical Urban Freight Corridors**

<b>Route</b>	<b>Starting Point</b>	<b>End Point</b>	<b>Miles</b>	<b>Urbanized Area</b>
Centennial Way	Centennial Way north of railroad	I-84	-0.29	Nampa
Chinden/US20/26	Eagle Rd (MP 42.09)	Five Mile Rd (MP 40.23)	-1.86	Boise
Robinson Rd	Airport Rd (MP 3.3)	Franklin Rd (4.5)	-1.21	Nampa
11 <sup>th</sup> Avenue (Nampa)	3 <sup>rd</sup> Street South	1 <sup>st</sup> Street North	-0.31	Nampa
<b>Total</b>			<b>-3.67</b>	

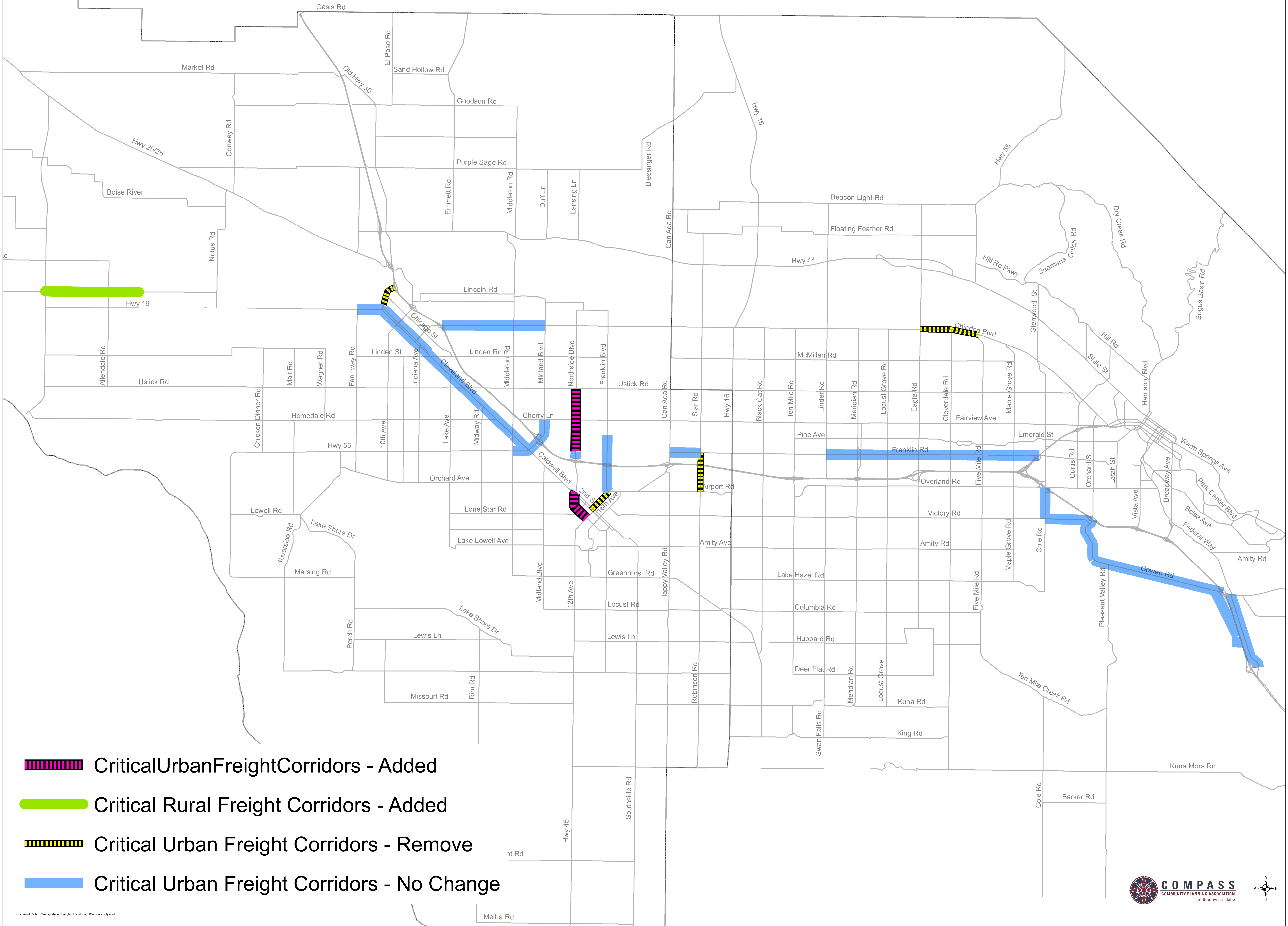
**Implication (policy and/or financial):**

Freight-related projects on corridor segments designated as critical freight corridors in the statewide freight strategic plan are eligible for federal freight funding.

**More Information:**

- 1) Attachment 1: Map of critical freight corridors
- 2) For detailed information contact Liisa Itkonen at 208/475-2241 or [litkonen@compassidaho.org](mailto:litkonen@compassidaho.org)

# Critical Freight Corridors



## RTAC AGENDA ITEM V-A

DATE: May 22, 2019

### Topic: Draft FY2020-2026 Regional Transportation Improvement Program (TIP) Project List

#### Request/Recommendation:

This is an information item only.

#### Background/Summary:

The TIP is updated annually. All projects, including changes and new projects, are provided in the Draft FY2020-2026 TIP project list, available in three formats for your review:

- Draft FY2020-2026 TIP Detailed Project List - provides funding details and a description for each project (69 pages):  
[http://www.compassidaho.org/documents/people/rtac/2019/Detailed\\_Report\\_190515.pdf](http://www.compassidaho.org/documents/people/rtac/2019/Detailed_Report_190515.pdf).
- Draft FY2020-2026 TIP Basic Project List (Attachment 1) - provides a summarized version of each project.
- Major Changes List (Attachment 2) - provides a summary of new or removed projects, projects with advanced or delayed construction, and projects with major changes in scope, as compared to the FY2019-2023 TIP.
  - The Idaho Transportation Department (ITD) is still finalizing changes to their programs. The Major Changes List will be updated in a red-line format and forwarded to you via email prior to public comment.

In addition, COMPASS staff maintains summarized worksheets for balancing purposes for each of the following programs:

- Surface Transportation Programs (STP) in the Boise and Nampa Urbanized Areas
- Transportation Alternatives Program (TAP) in the Boise Urbanized Area
- Federal Transit Administration (FTA) programs in the Boise and Nampa Urbanized Areas

These worksheets are available upon request for a detailed financial review of projects within each program.

#### Notes:

- Key numbers for new projects are temporary and start with the letters "ORN" (for Office of Transportation Investment reference number).
- Some projects use Ada County Highway District key numbers, as they are locally funded and not included in ITD's tracking system, but are regionally significant. These key numbers start with "RD or IN."
- The TIP has been changed from a five-year program to a seven-year program to more closely match ITD's Idaho Transportation Investment Program (ITIP). When construction for a project is beyond the first five years of the TIP, ITD programs, or budgets, funds in a specific year, instead of using "preliminary development" (PD) to describe those projects. When the year of construction is known, COMPASS' TIP will now also show the specific

year to match ITD. However, there are situations when the year of construction is uncertain. In those cases, PD will still be used as a placeholder.

**Next Steps:**

- June 17, 2019 – Draft FY2020-2026 TIP to COMPASS Board of Directors for review
- July 12, 2019 – Deadline for member agency comments
- August 1 through September 2, 2019 – Public comment period
- August 13, 2019 – Open house at COMPASS from 3:00 p.m. through 7:30 p.m., with agency presentations starting at 6:00 p.m.
- August 28, 2019 – RTAC recommendation requested on FY2020-FY2026 TIP
- September 11-12, 2019 – Adoption of the FY2020-2026 ITIP requested from Idaho Transportation Board
- October 21, 2019 – COMPASS Board action requested on FY2020-2026 TIP

The FY2020-2026 TIP will not be official until adopted by the COMPASS and Idaho Transportation Boards and approved by Federal Highway Administration and Federal Transit Administration. The current FY2019-2023 TIP will remain in effect until final approval of the FY2020-2026 TIP, expected by December 31, 2019.

Agencies with new projects or major changes to current projects in the FY2020-2026 TIP cannot act on those changes until federal approval of the FY2020-2026 TIP is obtained. However, an amendment to the FY2019-2023 TIP may be processed for actions that need to occur prior to federal approval.

**More Information:**

- 1) Attachment 1 – FY2020-2026 TIP Basic Project List
- 2) Attachment 2 – FY2020-2026 TIP Major Changes List
- 3) For detailed information contact: Toni Tisdale, Principal Planner, at 208/475-2238 or [ttisdale@compassidaho.org](mailto:ttisdale@compassidaho.org).

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# FY2020-2026 Regional Transportation Improvement Program



## Basic Project List (All Values in Thousands of Dollars)

All costs in current dollars

Project Name	Key #	Year*	Programmed Cost
10th Avenue ITS and Overlay, Caldwell	13905	PD	\$1,205
3rd Avenue and West Industrial Road Intersection Improvements, Nampa	22103	2022	\$5,774
Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	20841	2023	\$1,240
Capital Maintenance, Local, Boise Area - FY2022	20006	2022	\$380
Capital Maintenance, Local, Boise Area - FY2023	20080	2023	\$380
Capital Maintenance, Local, Boise Area - FY2024	20683	2024	\$380
Capital Maintenance, Local, Boise Area - FY2025	21902	2025	\$380
Capital Maintenance, Local, Boise Area - FY2026	ORN22392	2026	\$380
Capital Maintenance, Phase 1, Boise Area - FY2020	18728	2020	\$5,276
Capital Maintenance, Phase 1, Boise Area - FY2021	18701	2021	\$4,947
Capital Maintenance, Phase 1, Boise Area - FY2022	19465	2022	\$5,970
Capital Maintenance, Phase 1, Boise Area - FY2023	20259	2023	\$5,820
Capital Maintenance, Phase 1, Boise Area - FY2024	20674	2024	\$5,579
Capital Maintenance, Phase 1, Boise Area - FY2025	21896	2025	\$5,547
Capital Maintenance, Phase 1, Boise Area - FY2026	ORN22390	2026	\$5,547
Capital Maintenance, Phase 2, Boise Area - FY2020	19887	2020	\$2,262
Capital Maintenance, Phase 2, Boise Area - FY2021	20129	2021	\$2,120
Capital Maintenance, Phase 2, Boise Area - FY2022	20122	2022	\$2,559
Capital Maintenance, Phase 2, Boise Area - FY2023	19993	2023	\$2,490
Capital Maintenance, Phase 2, Boise Area - FY2024	20538	2024	\$2,391
Capital Maintenance, Phase 2, Boise Area - FY2025	21898	2025	\$2,377
Capital Maintenance, Phase 2, Boise Area - FY2026	ORN22391	2026	\$2,377
Capital Maintenance, Phase 3, Boise Area - FY2020	19847	2020	\$300
Capital Maintenance, Phase 3, Boise Area - FY2021	20159	2021	\$300
Centennial Way Roundabout, Caldwell	13484	2023	\$2,936
Cherry Lane, 11th Avenue North to Idaho Center Boulevard, Nampa	ORN22438	PD	\$1,302
Cherry Lane, Franklin Boulevard to 11th Avenue North, Rebuild, Nampa	22017	PD	\$1,352
Cole Road, McGlochlin Street to Victory Road, Boise	IN205-97	2020	\$5,235
Colorado and Holly, Signal and Pedestrian Improvements, Nampa	13486	2020	\$1,391
Commuteride, ACHD	CPA3	2020-2025	\$1,650
Commuteride, Van Replacements, Canyon County - FY2019-2021	20136a	2019-2021	\$580
Cost Increase Set-Aside	15001	2020-2022	\$32
Eagle Road, Amity Road to Victory Road, Meridian	RD207-33	2020	\$4,135
Eagle Road, Lake Hazel Road to Amity Road, Meridian	RD216-04	PD	\$7,459
East Boise Point of Entry, Ada County	ORN22237	2020	\$479
Franklin Boulevard and Karcher Road, Intersection Improvements, Nampa	22102	2022	\$1,644
Greenhurst Road, Sunnybrook Drive to Canyon Street, Nampa	21999	2021	\$979
Highway 30, SH-44 to Sand Hollow, Canyon County	19951	PD	\$2,110
Holly Street/Northwest Nazarene University Roadway Reconfiguration, Nampa	22132	PD	\$771
I-84, Broadway Avenue to Eisenman Road, Seal Coat, Boise	20738	2021	\$1,950
I-84, Eisenman Interchange to Mt. Home Interchange, Ada and Elmore	20203	2020	\$2,185
I-84, Franklin Interchange to Karcher Interchange, Canyon County	22196	2020-2021	\$158,497
I-84, Garrity Interchange to Ten Mile Interchange, Canyon and Ada Counties	20212	2021	\$4,386
I-84, Interchange Ramp Rehabilitation, Boise	ORN22246	2020	\$661

\*PD = Preliminary Development (projects with development activity but no programmed year of construction)

Sorted by Project Name  
All Values in Thousands of Dollars

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Project Name	Key #	Year*	Programmed Cost
I-84, Middleton Road and Ustick Road Overpasses, Canyon County	22154	2020	\$14,700
I-84, Sand Hollow Interchange to Farmers Sebree Canal, Seal Coat, Canyon	20060	2021	\$1,400
ITS, Advanced Signalization, Ada County, ACHD	22100	2020	\$1,678
Lake Hazel Road, Cloverdale Road to Five Mile Road, Ada County	RD207-29	PD	\$8,080
Lake Hazel Road, Five Mile Road to Maple Grove Road, Ada County	RD207-30	PD	\$4,649
Linder Road and Deer Flat Road Intersection, Kuna	13492	2020	\$3,340
Linder Road, Franklin Road to Pine Avenue, Meridian	RD213-16	2020	\$1,511
Linder Road, SH-44 (State Street) to Floating Feather Road, Eagle	RD209-28	2021	\$5,630
Linder Road, Ustick Road to McMillan Road, Meridian	RD202-18	2021	\$2,959
Lone Star Road and Middleton Road, Intersection Improvements, Nampa	20613	2020	\$1,285
Main Street, Avenue A to Avenue C, Kuna	20143	2020-2021	\$2,454
Microseals, Ada and Canyon Counties	20536	2022	\$7,803
Middleton Road and Cornell Street, Intersection Improvements, Middleton	20430	2021	\$303
Middleton Road and Ustick Road, Roundabout, Caldwell	13487	2024	\$2,605
Midway Road, SH-55 (Karcher Road) to I-84B, Rehabilitation, Canyon County	22016	PD	\$1,317
Old Highway 30, Plymouth Street Bridge, Caldwell	13494	2023	\$8,529
Orchard Street, Gowen Road to I-84 On-Ramp, Boise	RD207-01	PD	\$4,838
Pathway, Fairview Avenue Greenbelt Ramp, Boise	20639	2020	\$161
Pathway, Greenbelt Completion, Boise State	ORN22385	PD	\$422
Pathway, Grimes Pathway, Nampa	22076	2020	\$264
Pathway, Rail with Trail, Meridian	13918	2022	\$638
Pathway, Stoddard Pathway, Amity Avenue to Sherman Avenue, Nampa	22070	2021	\$473
Pathway, Stoddard Pathway, Iowa Avenue to Amity Avenue, Nampa	22050	2020	\$467
Peckham Road Intersections, Canyon County	22101	2022	\$392
Peckham Road, US-95 to Notus Road, Canyon County	13964	2021	\$3,095
Pedestrian Improvements and Widening, Montana Avenue, Caldwell	22018	PD	\$647
Pedestrian Improvements, SH-55 (Eagle Road), Franklin to Pine, Meridian	20542	PD	\$595
Pedestrian Improvements, US 20/26 (Chinden) at 43rd Street, Garden City	20549	2023	\$215
Planning and Mobility Implementation, VRT, Nampa Area	18842	2020-PD	\$2,268
Planning and Mobility Management, VRT, Boise Area	18854	2020-PD	\$6,048
Planning, Communities in Motion Update, COMPASS	19571	2019-2022	\$212
Planning, Communities in Motion Update, COMPASS	20271	2023-PD	\$340
Planning, COMPASS	CPA1	2020-PD	\$1,986
Planning, High Capacity Corridor Alternatives Analysis, COMPASS	13046	PD	\$1,000
Planning, Metropolitan Planning Funds, COMPASS	CPA2	2020-2024	\$7,465
Planning, Travel Survey Data Collection, COMPASS	19303	2020-2021	\$850
Railroad Crossing, Benjamin Lane, Boise	20537	2022	\$320
Railroad Crossing, Lemp Lane, Canyon County	20358	PD	\$255
Railroad Crossing, Look Lane, Caldwell	20355	2020	\$575
Railroad Crossing, North Linder Road, Meridian	19875	2020	\$510
Railroad Crossing, Old Fort Boise Road, Canyon County	20606	2023	\$250
SH-16, I-84 to US 20/26, Ada and Canyon Counties	20788	2019-2021	\$22,415
SH-21, Technology Way to Surprise Way, Boise	20428	2022	\$5,000
SH-44 (State Street) and SH-55 (Eagle Road) Intersection, 1/2 CFI, Eagle	13476	2021	\$6,875
SH-44 (State Street), SH-16 to Linder Road, Ada County	20266	2023	\$9,250
SH-44 (State Street), Star Road to SH-16, Ada County	20574	2024	\$8,000
SH-45, SH-78 to Melba Road, Canyon and Owyhee Counties	21849	2025	\$6,500

\*PD = Preliminary Development (projects with development activity but no programmed year of construction)

Sorted by Project Name  
All Values in Thousands of Dollars

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Project Name	Key #	Year*	Programmed Cost
SH-55 (Eagle Road), Meridian Towne Center, Meridian	13349	2022	\$5,000
SH-55 (Karcher Road), Midway Road to Middleton Road, Nampa	21867	2025	\$6,210
SH-55, SH-44 (State Street) to Payette River Bridge, Rehabilitation	20506	2023	\$11,288
SH-55, Snake River Bridge, Marsing	13387	2019-2020	\$11,187
South Cemetery Road, Highland Drive to Willow Creek, Middleton	12048	2021	\$2,707
SR2S, VRT, Ada County - FY2021 and FY2022	20245	2021-2022	\$337
SR2S, VRT, Ada County - FY2023	20493	2023	\$165
SR2S, VRT, Ada County - FY2024 and FY2025	21910	2024-2025	\$389
SR2S, VRT, Canyon County - FY2020	22030	2020	\$65
SR2S, VRT, Canyon County - FY2021	22031	2021	\$65
Study, Big Data Purchase, COMPASS	ORN22394	PD	\$150
Study, Fiscal Impact Analysis, COMPASS	ORN22395	PD	\$60
Study, Mores Creek Bridge Asset Plan, Ada County	21968	2019-2020	\$5
Study, Pavement Management Inventory and Plan, Canyon County	22020	PD	\$150
Ten Mile Road, McMillan Road to US 20/26 (Chinden Boulevard), Meridian	RD202-31	PD	\$3,427
Ten Mile Road, Ustick Road to McMillan Road, Meridian	RD202-32	PD	\$3,986
Transit - Acquisition of Service, Boise Area	19691	2020-PD	\$2,244
Transit - Acquisition of Service, Nampa Area	19464	2019-2021	\$566
Transit - Capital, Rolling Stock, Infrastructure, and Technology, Boise Area	19122	2020-PD	\$4,164
Transit - Fixed Line Service, Rural Areas, TVT	19983	2019-2020	\$1,973
Transit - Mobility Management Operations, Boise Area	19041	2020-PD	\$4,284
Transit - Nampa Transit-Oriented Development, Design and Property, TVT	19380a	2020	\$860
Transit - Nampa Transit-Oriented Development, Property, TVT	20136d	2020	\$649
Transit - Operations, Fixed Route, and Mobility Management, Nampa Area	18786	2020-PD	\$8,136
Transit - Preventive Maintenance and Demand Response, Nampa Area	18914	2020-PD	\$1,854
Transit - Preventive Maintenance, and Paratransit, Boise Area	19137	2020-PD	\$15,648
Transit - Purchase of Service, Rural Areas, TVT	19981a	2019-2020	\$134
Transit - Purchase of Service, Rural Areas, VRT	19981b	2019-2020	\$47
Transit - Replacement Vehicle, Parma Senior Center, VRT	19981c	2020	\$68
Transit - Vehicle Replacements, Rural Areas, TVT	20136b	2019-2020	\$195
Transit Asset Management, Boise Area	18788	2020-PD	\$1,703
Transit Asset Management, Nampa Area	18781	2020-PD	\$8,478
Transit Asset Management, VRT, Boise Area - FY2020	19057	2020	\$1,575
Transit Asset Management, VRT, Boise Area - FY2021	18905	2021	\$1,542
Transit Asset Management, VRT, Boise Area - FY2022	19763	2022	\$1,511
Transit Asset Management, VRT, Boise Area - FY2023	19950	2023	\$1,480
Transit Asset Management, VRT, Boise Area - FY2024	20659	2024	\$1,449
Transit Asset Management, VRT, Boise Area - FY2025	21903	2025	\$1,449
Transit Asset Management, VRT, Boise Area - FY2026	ORN22393	2026	\$1,449
Transit Asset Management, VRT, Nampa Area - FY2020	13906	2020	\$159
US 20/26 (Chinden), I-84 to Middleton Road, Canyon County	22165	2022	\$34,300
US 20/26 (Chinden), Linder Road to Locust Grove, Meridian and Eagle	20594	2020	\$10,170
US 20/26 (Chinden), Locust Grove Road to SH-55 (Eagle Road), Ada County	19944	2020	\$9,000
US 20/26 (Chinden), Phyllis Canal, Bridge Rehabilitation, near Meridian	20227	2021	\$2,825
US 20/26 (Chinden), SH-16 to Linder Road, Ada County	21858	2019-2020	\$6,500
US 20/26 (Chinden), Star Road to SH-16, Ada County	20367	2023	\$5,400

\*PD = Preliminary Development (projects with development activity but no programmed year of construction)

Sorted by Project Name  
All Values in Thousands of Dollars

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Major Changes List  
Draft FY2020-2026 Regional Transportation Improvement Program (TIP)

For the purpose of this report, “major changes” are defined as new or removed projects, projects with advanced or delayed construction, and projects where the scope changed significantly as compared to the FY2019-2023 TIP. Projects are listed in alphabetical order of project name by funding program. *Please note that we expect additional changes from ITD and the Local Highway Technical Assistance Council.*

### Federal Railroad

Key Number	Project	Year of Funding	Total Programmed Cost
<b>Delayed</b>			
20355	Railroad Crossing, Look Lane, Caldwell	FY2019 to FY2020	\$590,000

### Highway Local Partnerships

Key Number	Project	Year of Funding	Total Programmed Cost
<b>New</b>			
ORN22392	Capital Maintenance, Local, Boise Area – FY2026	FY2026	\$380,000
RD216-04	Eagle Road, Lake Hazel Road to Amity Road, Meridian	PD	\$7,459,000
RD207-29	Lake Hazel Road, Cloverdale Road to Five Mile Road, Ada County	PD	\$8,080,000
RD207-30	Lake Hazel Road, Five Mile Road to Maple Grove Road, Ada County	PD	\$4,649,000
<b>Advanced</b>			
20683	Capital Maintenance, Local, Boise Area – FY2024	PD to FY2024	\$380,000
13918	Pathway, Rail with Trail, Meridian	PD to FY2022	\$256,000

### Interstate Maintenance

Key Number	Project	Year of Funding	Total Programmed Cost
<b>New</b>			
ORN22237	East Boise Point of Entry, Ada County	FY2020	\$479,000
ORN22246	I-84, Interchange Ramp Rehabilitation, Boise	FY2020	\$661,000
<b>Removed</b>			
19696	I-84, Farmers Sebree Canal (near Parma Exit) to Franklin Road, Caldwell*	PD	\$3,728,000

\*expected to be included in different project

### Local Highway Alternatives Transportation Management Area

Key Number	Project	Year of Funding	Total Programmed Cost
<b>New</b>			
ORN22385	Pathway, Greenbelt Completion, Boise State	PD	\$422,000
<b>Changed Significantly</b>			
21910	SR2S, VRT, Ada County – FY2024 and FY2025*	FY2024	\$389,000
<b>Advanced</b>			
13918	Pathway, Rail with Trail, Meridian	PD to FY2022	\$382,000

\*combined two years' of funding and added a part-time staff member in FY2025.

## Local Highway Rural

Key Number	Project	Year of Funding	Total Programmed Cost
<b>Delayed</b>			
13964	Peckham Road, US-95 to Notus Road, Canyon County	FY2020 to FY2021	\$3,720,000

## Local Highway Transportation Management Area

Key Number	Project	Year of Funding	Total Programmed Cost
<b>New</b>			
ORN22390	Capital Maintenance, Phase 1, Boise Area – FY2026	FY2026	\$5,547,000
ORN22391	Capital Maintenance, Phase 2, Boise Area – FY2026	FY2026	\$2,377,000
CPA3 ORN22386	Commuteride, ACHD	FY2025	\$220,000
CPA1 ORN22389	Planning, COMPASS	FY2025	\$232,000
ORN22394	Study, Big Data Purchase, COMPASS	PD	\$150,000
ORN22395	Study, Fiscal Impact Analysis, COMPASS	PD	\$60,000
ORN22393	Transit Asset Management, VRT, Boise Area – FY2026*	FY2026	\$1,449,000
<b>Advanced</b>			
20674	Capital Maintenance, Phase 1, Boise Area – FY2024	PD to FY2024	\$5,579,000
20538	Capital Maintenance, Phase 2, Boise Area – FY2024	PD to FY2024	\$2,391,000
CPA3 15914	Commuteride, ACHD	PD to FY2024	\$220,000
CPA1 21889	Planning, COMPASS	PD to FY2024	\$232,000
<b>Changed Significantly</b>			
15001	Cost Increase Set-Aside*	FY2020 FY2021 FY2022	\$14,000 \$6,000 \$12,000
19057	Transit Asset Management, VRT, Boise Area – FY2020**	FY2020	\$1,575,000
18905	Transit Asset Management, VRT, Boise Area – FY2021**	FY2021	\$1,542,000
19763	Transit Asset Management, VRT, Boise Area – FY2022**	FY2022	\$1,511,000
19950	Transit Asset Management, VRT, Boise Area – FY2023**	FY2023	\$1,480,000
20659	Transit Asset Management, VRT, Boise Area – FY2024**	FY2024	\$1,449,000
21903	Transit Asset Management, VRT, Boise Area – FY2025**	FY2025	\$1,449,000

\*set-aside funds are remaining funds in the program and will be used in the future to balance project needs

\*\* changed capital programs to reflect projects in the Transit Asset Management Plan

## Local Highway Urban

Key Number	Project	Year of Funding	Total Programmed Cost
<b>New</b>			
ORN22438	Cherry Lane, 11 <sup>th</sup> Avenue North to Idaho Center Boulevard, Nampa	PD	\$1,302,000
CPA3 ORN22386	Commuteride, ACHD	FY2025	\$55,000
CPA1 ORN22389	Planning, COMPASS	FY2025	\$99,000
<b>Advanced</b>			
CPA3 15914	Commuteride, ACHD*	FY2023 to FY2022	\$55,000
CPA3 15914	Commuteride, ACHD	PD to FY2024	\$55,000
CPA1 21889	Planning, COMPASS	PD to FY2024	\$232,000
<b>Delayed</b>			
13487	Middleton Road and Ustick Road, Roundabout, Caldwell	FY2021 to FY2024	\$2,922,000

Key Number	Project	Year of Funding	Total Programmed Cost
<b>Changed Significantly</b>			
13906	Transit Asset Management, VRT, Boise Area – FY2020**	FY2020	\$159,000

\* combined FY2022 and FY2023 funds

\*\* changed capital programs to reflect projects in the Transit Asset Management Plan

### Metropolitan Planning

Key Number	Project	Year of Funding	Total Programmed Cost
<b>New</b>			
CPA2 NEW	Planning, Metropolitan Planning Funds, COMPASS	FY2024	\$1,199,000

### Pavement Preservation/Restoration

Key Number	Project	Year of Funding	Total Programmed Cost
<b>Removed</b>			
21848	I-84B, Blaine/Cleveland Avenue to 10 <sup>th</sup> Avenue, Caldwell*	PD	\$1,169,000

\*currently in process of ownership transfer to City of Caldwell

### STAR Financing

Key Number	Project	Year of Funding	Total Programmed Cost
<b>Advanced</b>			
20594	US 20/26 (Chinden), Linder Road to Locust Grove, Meridian and Eagle	FY2021 to FY2020	\$9,300,000

### State Safety and Capacity

Key Number	Project	Year of Funding	Total Programmed Cost
<b>Advance</b>			
20367	US 20/26 (Chinden), Star Road to SH-16, Ada County	PD to FY2023	\$5,550,000
<b>Delay</b>			
20574	SH-44 (State Street), Star Road to SH-16, Ada County	FY2023 to FY2024	\$8,200,000
<b>Remove</b>			
20174	SH-55 (Karcher) and Florida Avenue, Intersection Improvements, Caldwell*	PD	\$1,370,000

\*application submitted for more substantial work.

### State Traffic Operations

Key Number	Project	Year of Funding	Total Programmed Cost
<b>Removed</b>			
21863	Intersection Improvements, District 3*	FY2023	\$510,000

\*this is a district-wide project, with no specific segments selected

## Public Transportation

In addition to the projects in the table below, FY2024 funds were added to existing public transportation projects for required fixed route, demand response, and administrative services. With direction from Federal Transit Administration staff, Valley Regional Transit combined many similar projects to allow more flexibility of these programs. Details of these changes are available on the program worksheets, upon request. More substantial changes are listed below.

### Federal Transit Administration Funding

Key Number	Project	Year of Funding	Total Programmed Cost
19691	Transit – Acquisition of Service, Boise Area*	FY2020 – PD	\$2,244,000
19137	Transit – Preventive Maintenance and Paratransit, Boise Area**	FY2020 – PD	\$15,648,000
18788	Transit Asset Management, Boise Area***	FY2020 – PD	\$1,703,000
18781	Transit Asset Management, Nampa Area***	FY2022 – PD	\$8,478,000

\*added funds for FY2022 through PD

\*\*removed "Operations" from title

\*\*\* changed capital programs to reflect projects in the Transit Asset Management Plan

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# RTAC AGENDA WORKSHEET

<i>ID #</i>	<i>Title/Description</i>	<i>Mandatory</i> <sup>1</sup>	<i>Additional Information</i>	<i>Agenda Type</i> <sup>2</sup>	<i>Time</i>	<i>Presenters</i>	<i>Proposed Agenda</i>	<i>Board Agenda</i>
1.	Approve RTAC Meeting Minutes	Yes		Consent Agenda	5	N/A	Monthly	N/A
2.	Receive Obligation Report	No		Status Report	N/A	N/A	As Appropriate	N/A
3.	Receive RTAC Agenda Worksheet	No		Status Report	N/A	N/A	Monthly	N/A
<b>UPCOMING AGENDA ITEMS</b>								
4.	Status Report – Boise State University's 2019 Treasure Valley Survey Results	No	Boise State staff will present the results of the 2019 Treasure Valley Survey.	Special Item	20	Cory Cook	June 26	June
5.	Recommend Transit Asset Management Targets	No	Carl Miller will seek an RTAC recommendation for COMPASS Board of Directors' acceptance of the regional transit asset management targets.	Action	15	Carl Miller	June 26	August
6.	Review VRT's Capital Deferred Maintenance Needs	No	VRT staff will review VRT's capital deferred maintenance needs.	Information/ Discussion	20	Kelli Badesheim	June 26	N/A
7.	Provide Input Into Issues that Will Affect the Future Transportation System	No	Carl Miller and Amy Luft will lead an exercise to get input into issues that will likely affect the future transportation system.	Information/ Discussion	40	Carl Miller and Amy Luft	June 26	N/A

<sup>1</sup> No, Yes, N/A (Not Applicable)

<sup>2</sup> Action; Consent Agenda; Executive Director's Report; Information; Special Item; Committee Reports; Open Discussion/Announcements

<b>ID #</b>	<b>Title/Description</b>	<b>Mandatory<sup>1</sup></b>	<b>Additional Information</b>	<b>Agenda Type<sup>2</sup></b>	<b>Time</b>	<b>Presenters</b>	<b>Proposed Agenda</b>	<b>Board Agenda</b>
8.	Recommend FY2020 Project Development Program and <i>Communities in Motion</i> (CIM) Implementation Grant projects	Yes	Kathy Parker will seek an RTAC recommendation for COMPASS Board of Directors' approval of the FY2020 Project Development Program and CIM Implementation Grant projects.	Action	15	Kathy Parker	July 24	August
9.	Recommend FY2020 Resource Development Plan	Yes	Kathy Parker will seek an RTAC recommendation for COMPASS Board of Directors' approval of the FY2020 Resource Development Plan.	Action	10	Kathy Parker	July 24	August
10.	Recommend FY2020-2024 Regional Transportation Improvement Program (TIP) and Associated Air Quality Conformity Demonstration	Yes	Toni Tisdale will seek an RTAC recommendation for COMPASS Board of Directors' adoption of a resolution approving the FY2020-2024 TIP and associated air quality conformity demonstration, after review of public comments.	Action	20	Toni Tisdale	August 28	October
11.	Recommend Rural Application Prioritization	Yes	Toni Tisdale will seek an RTAC recommendation for COMPASS Board of Directors' adoption of a Resolution approving priorities for rural applications.	Action	10	Toni Tisdale	September 25	October

<b>ID #</b>	<b>Title/Description</b>	<b>Mandatory<sup>1</sup></b>	<b>Additional Information</b>	<b>Agenda Type<sup>2</sup></b>	<b>Time</b>	<b>Presenters</b>	<b>Proposed Agenda</b>	<b>Board Agenda</b>
12.	Approve 2020 RTAC Meeting Dates/Times	Yes	Approve 2020 RTAC Meeting Dates/Times	Consent Agenda	N/A	N/A	November 20	N/A
13.	Review the <i>Communities in Motion 2040 2.0</i> (CIM 2040 2.0) Update Policy	No	Liisa Itkonen will review the implementation of the policy to update information in CIM 2040 2.0.	Information/ Discussion	15	Liisa Itkonen	January 2020	N/A
14.	Recommend Members' FY2021 Unified Planning Work Program (UPWP) Requests	No	Liisa Itkonen will seek RTAC recommendation of priorities for members' requests for the FY2021 UPWP.	Action	25	Liisa Itkonen	March	June
15.	Status Report - Functional Classification and the Federal-Aid Map	No	COMPASS staff will review functional classification and recommendations to ITD for changes to the federal-aid map.	Information/ Discussion	20	TBD	TBD	TBD

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# Scheduled vs. Obligated for the 2019 Schedule Year



[Group Type:Program] [Group Name:Highway Program (System)] [Major Program: Federal-Aid, State Highway System; Federal-Aid, Local Road System; State Funded Program] [District: 3] [MPO: COMPASS]  
[Grouped Project Status: Grouped, Individual] [Details: Include] [Project Property: Ignore Project Properties] [Date Range: 1/1/1900 - 5/15/2019] [Fiscal Year: 2019] [Obligation Approval Level: FHWA] [Project Status: Development, PS&E (or equiv.), Awarded (or equiv.)] [Fiscal Year: 2019] [Indirect Costs Excluded] [PSS Manager: Ignore] [PSS Owner: Ignore] [PSS Sponsor: Ignore]

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
<b>State Hwy - Pavement Preservation (Commerce)</b>									
19645	3	US 95, OREGON ST LN TO WILDER SCL	2019	Awarded (or equiv.)	100	PE	(\$53,000.00)	(\$53,000.00)	\$0.00
						CE	\$185,447.00	\$185,447.00	\$0.00
						CN	\$1,947,193.00	\$1,947,193.00	\$0.00
							<b>\$2,079,640.00</b>	<b>\$2,079,640.00</b>	<b>\$0.00</b>
19709	3	SH 44, I 84 TO JCT SH 55 NORTH, CANYON & ADA CO	2019	Awarded (or equiv.)	100	PE	(\$39,000.00)	(\$39,000.00)	\$0.00
						CE	\$201,709.00	\$201,709.00	\$0.00
						CN	\$2,117,939.00	\$2,117,939.00	\$0.00
							<b>\$2,280,648.00</b>	<b>\$2,280,648.00</b>	<b>\$0.00</b>
19856	3	SH 19, OREGON ST LN TO CALDWELL	2019	Awarded (or equiv.)	100	PE	(\$31,000.00)	(\$31,000.00)	\$0.00
						CE	\$104,470.00	\$104,470.00	\$0.00
						CN	\$1,096,930.00	\$1,096,930.00	\$0.00
							<b>\$1,170,400.00</b>	<b>\$1,170,400.00</b>	<b>\$0.00</b>
20060	3	I 84, SAND HOLLOW IC TO FARMERS SEBREE CANAL	2021	Development	100	PE	\$15,000.00	\$0.00	\$15,000.00
							<b>\$15,000.00</b>	<b>\$0.00</b>	<b>\$15,000.00</b>
20203	3	I 84, EISENMAN IC TO MP 70 AND MP 82 TO MOUNTAIN HOME	2020	Development	100	PE	\$25,000.00	\$0.00	\$25,000.00
							<b>\$25,000.00</b>	<b>\$0.00</b>	<b>\$25,000.00</b>
20212	3	I 84, GARRITY IC TO TEN MILE IC, NAMPA	2021	Development	100	PE	\$100,000.00	\$0.00	\$100,000.00
							<b>\$100,000.00</b>	<b>\$0.00</b>	<b>\$100,000.00</b>
State Hwy - Pavement Preservation (Commerce) Total							<b>\$5,670,688.00</b>	<b>\$5,530,688.00</b>	<b>\$140,000.00</b>
<b>State Hwy - Pavement Restoration</b>									
20315	3	I 84, KARCHER IC TO FRANKLIN BLVD, NAMPA	2021	Development	111	PC	(\$7,240,000.00)	(\$7,153,626.00)	(\$86,374.00)
							<b>(\$7,240,000.00)</b>	<b>(\$7,153,626.00)</b>	<b>(\$86,374.00)</b>
20351	3	I 84, CALDWELL TO KARCHER, CANYON CO	2019	Development	111	PC	\$2,800,000.00	\$2,800,000.00	\$0.00
							<b>\$2,800,000.00</b>	<b>\$2,800,000.00</b>	<b>\$0.00</b>
20796	3	I 84, KARCHER IC TO FRANKLIN BLVD IC TEMP SHOULDER	2019	Awarded (or equiv.)	111	CN	\$1,700,000.00	\$1,700,000.00	\$0.00
							<b>\$1,700,000.00</b>	<b>\$1,700,000.00</b>	<b>\$0.00</b>
20798	3	I 84, NORTHSIDE BLVD TO FRANKLIN BLVD, NAMPA	2019	PS&E (or equiv.)	111	CE	\$420,830.00	\$322,009.00	\$98,821.00
							<b>\$420,830.00</b>	<b>\$322,009.00</b>	<b>\$98,821.00</b>
20799	3	I 84, KARCHER IC TO NORTHSIDE BLVD	2019	PS&E (or equiv.)	111	CN	\$9,743,200.00	\$9,743,200.00	\$0.00
							<b>\$9,743,200.00</b>	<b>\$9,743,200.00</b>	<b>\$0.00</b>
22154	3	I 84, USTICK RD & MIDDLETON RD OVERPASSES, CANYON CO	2020	Development	111	PE	\$100,000.00	\$100,000.00	\$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
22154	3	I 84, USTICK RD & MIDDLETON RD OVERPASSES, CANYON CO	2020	Development	111	PC	\$1,400,000.00	\$1,400,000.00	\$0.00
							<b>\$1,500,000.00</b>	<b>\$1,500,000.00</b>	<b>\$0.00</b>
State Hwy - Pavement Restoration Total							<b>\$8,924,030.00</b>	<b>\$8,911,583.00</b>	<b>\$12,447.00</b>
<b>State Hwy - Bridge Preservation</b>									
19442	3	I 84, OREGON ST LN TO CALDWELL BRIDGE REHABS	2019	Awarded (or equiv.)	101	PE	(\$21,000.00)	(\$21,000.00)	\$0.00
							PC	(\$15,000.00)	\$0.00
							CE	\$100,000.00	\$0.00
							CC	\$295,867.00	\$0.00
							CN	\$3,106,601.00	\$0.00
							<b>\$3,466,468.00</b>	<b>\$3,466,468.00</b>	<b>\$0.00</b>
21968	3	SH 21, MORES CR BR ASSET PLAN	2020	Development	101	PE	\$25,000.00	\$25,000.00	\$0.00
							PC	\$250,000.00	\$0.00
							<b>\$275,000.00</b>	<b>\$275,000.00</b>	<b>\$0.00</b>
State Hwy - Bridge Preservation Total							<b>\$3,741,468.00</b>	<b>\$3,741,468.00</b>	<b>\$0.00</b>
<b>State Hwy - Bridge Restoration</b>									
13387	3	SH 55, SNAKE RV BR, MARSING	2020	Awarded (or equiv.)	103	PE	\$13,004.00	\$13,004.00	\$0.00
							PC	(\$9,319.00)	\$0.00
							RW	(\$28.00)	\$0.00
							LP	(\$14.00)	\$0.00
							UT	\$180,000.00	\$0.00
							CE	\$53,704.00	\$0.00
							CC	\$448,828.00	\$0.00
							CN	\$4,435,939.00	\$0.00
							<b>\$5,122,114.00</b>	<b>\$5,122,114.00</b>	<b>\$0.00</b>
18950	3	SH 44, CANYON CANAL BR, MIDDLETON	2019	Awarded (or equiv.)	103	CN	\$20,884.00	\$20,884.00	\$0.00
							<b>\$20,884.00</b>	<b>\$20,884.00</b>	<b>\$0.00</b>
19874	3	I 84, BLACKS CR RD IC, ADA CO	2019	Development	103	PE	\$70,000.00	(\$30,000.00)	\$100,000.00
							PC	\$753,000.00	\$0.00
							RW	\$30,000.00	\$0.00
							LP	\$15,000.00	\$0.00
							CE	\$1,020,000.00	\$1,020,000.00
							CN	\$10,200,000.00	\$10,200,000.00
							<b>\$12,088,000.00</b>	<b>\$768,000.00</b>	<b>\$11,320,000.00</b>
20842	3	SMA-7013, CLOVERDALE RD; CAMAS DR TO TUTRINA & OPASS, BOISE	2019	Awarded (or equiv.)	103	PE	\$170,000.00	\$170,000.00	\$0.00
							PC	\$45,000.00	\$0.00
							CE	\$263,620.00	\$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
20842	3	SMA-7013, CLOVERDALE RD; CAMAS DR TO TUTRINA & OPASS, BOISE	2019	Awarded (or equiv.)	103	CC CN	\$615,000.00 \$4,205,999.00 <b>\$5,299,619.00</b>	\$615,000.00 \$4,205,999.00 <b>\$5,299,619.00</b>	\$0.00 \$0.00 <b>\$0.00</b>
State Hwy - Bridge Restoration Total							<b>\$22,530,617.00</b>	<b>\$11,210,617.00</b>	<b>\$11,320,000.00</b>
<b>State Hwy - Freight</b>									
22100	3	LOCAL, ADVANCED SIGNALIZATION USING ITS, ACHD	2020	Development	139	PE PC	\$20,000.00 \$120,000.00 <b>\$140,000.00</b>	\$0.00 \$0.00 <b>\$0.00</b>	\$20,000.00 \$120,000.00 <b>\$140,000.00</b>
State Hwy - Freight Total							<b>\$140,000.00</b>	<b>\$0.00</b>	<b>\$140,000.00</b>
<b>State Hwy - Supporting Infrastructure Assets</b>									
18833	3	SH 55, EAGLE RD; SIGNAL EQUIPMENT UPGRADES	2019	Awarded (or equiv.)	117	CN	\$60,000.00 <b>\$60,000.00</b>	\$60,000.00 <b>\$60,000.00</b>	\$0.00 <b>\$0.00</b>
State Hwy - Supporting Infrastructure Assets Total							<b>\$60,000.00</b>	<b>\$60,000.00</b>	<b>\$0.00</b>
<b>State Hwy - Safety &amp; Capacity (Safety)</b>									
18833	3	SH 55, EAGLE RD; SIGNAL EQUIPMENT UPGRADES	2019	Awarded (or equiv.)	106	CN	\$60,000.00 <b>\$60,000.00</b>	\$60,000.00 <b>\$60,000.00</b>	\$0.00 <b>\$0.00</b>
19415	3	US 20, INT NORTHSIDE RD, CANYON CO	2019	Awarded (or equiv.)	106	PE CE CC CN	(\$40,000.00) \$40,000.00 \$50,000.00 \$216,034.00 <b>\$266,034.00</b>	(\$40,000.00) \$40,000.00 \$50,000.00 \$216,034.00 <b>\$266,034.00</b>	\$0.00 \$0.00 \$0.00 \$0.00 <b>\$0.00</b>
19944	3	US 20/26, CHINDEN; LOCUST GROVE TO EAGLE	2020	Development	106	RW LP	\$135,000.00 \$2,800,000.00 <b>\$2,935,000.00</b>	\$135,000.00 \$2,800,000.00 <b>\$2,935,000.00</b>	\$0.00 \$0.00 <b>\$0.00</b>
20266	3	SH 44, INT SH-16 TO LINDER RD, ADA CO	2023	Development	106	PE PC	(\$100,000.00) (\$487,100.00) <b>(\$587,100.00)</b>	(\$100,000.00) (\$487,100.00) <b>(\$587,100.00)</b>	\$0.00 \$0.00 <b>\$0.00</b>
20428	3	SH 21, TECHNOLOGY WAY TO SURPRISE WAY, BOISE	2022	Development	106	PE PC	(\$100,000.00) (\$500,000.00) <b>(\$600,000.00)</b>	(\$100,000.00) (\$500,000.00) <b>(\$600,000.00)</b>	\$0.00 \$0.00 <b>\$0.00</b>
20574	3	SH 44, STAR RD TO SH-16, ADA CO	2023	Development	106	PC	(\$1,000,000.00) <b>(\$1,000,000.00)</b>	(\$1,000,000.00) <b>(\$1,000,000.00)</b>	\$0.00 <b>\$0.00</b>
20594	3	US 20, LINDER TO LOCUST GROVE, EAGLE	2021	Development	106	PC	\$750,000.00 <b>\$750,000.00</b>	\$0.00 <b>\$0.00</b>	\$750,000.00 <b>\$750,000.00</b>
State Hwy - Safety & Capacity (Safety) Total							<b>\$1,823,934.00</b>	<b>\$1,073,934.00</b>	<b>\$750,000.00</b>

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
<b>State Hwy - Safety &amp; Capacity (Capacity)</b>									
13476	3	SH 44, HALF CFI INT EAGLE RD & SH44, EAGLE	2021	Development	112	PC	\$25,000.00	\$25,000.00	\$0.00
							<b>\$25,000.00</b>	<b>\$25,000.00</b>	<b>\$0.00</b>
20315	3	I 84, KARCHER IC TO FRANKLIN BLVD, NAMPA	2021	Development	112	PE	(\$150,000.00)	(\$150,000.00)	\$0.00
						RW	(\$60,000.00)	(\$60,000.00)	\$0.00
						LP	(\$600,000.00)	(\$600,000.00)	\$0.00
						UT	(\$600,000.00)	(\$600,000.00)	\$0.00
					144	PC	\$86,374.00	\$0.00	\$86,374.00
							<b>(\$1,323,626.00)</b>	<b>(\$1,410,000.00)</b>	<b>\$86,374.00</b>
20351	3	I 84, CALDWELL TO KARCHER, CANYON CO	2019	Development	112	PC	(\$4,200,000.00)	(\$4,200,000.00)	\$0.00
							<b>(\$4,200,000.00)</b>	<b>(\$4,200,000.00)</b>	<b>\$0.00</b>
20788	3	SH 16, I 84 TO US 20/26, ADA & CANYON COS	2021	Development	107	RW	\$14,000,000.00	\$0.00	\$14,000,000.00
					112	PC	\$7,800,000.00	\$7,800,000.00	\$0.00
						RW	\$3,522,000.00	\$0.00	\$3,522,000.00
							<b>\$25,322,000.00</b>	<b>\$7,800,000.00</b>	<b>\$17,522,000.00</b>
20796	3	I 84, KARCHER IC TO FRANKLIN BLVD IC TEMP SHOULDER	2019	Awarded (or equiv.)	112	CE	(\$210,000.00)	(\$210,000.00)	\$0.00
						CC	(\$410,000.00)	(\$410,000.00)	\$0.00
						CN	(\$4,492,739.00)	(\$4,492,739.00)	\$0.00
							<b>(\$5,112,739.00)</b>	<b>(\$5,112,739.00)</b>	<b>\$0.00</b>
20797	3	I 84, KARCHER OVERPASS, NAMPA	2019	PS&E (or equiv.)	112	CE	(\$170,000.00)	(\$170,000.00)	\$0.00
						CC	(\$460,000.00)	(\$460,000.00)	\$0.00
						CN	(\$3,227,262.00)	(\$3,227,262.00)	\$0.00
							<b>(\$3,857,262.00)</b>	<b>(\$3,857,262.00)</b>	<b>\$0.00</b>
20798	3	I 84, NORTHSIDE BLVD TO FRANKLIN BLVD, NAMPA	2019	PS&E (or equiv.)	112	CC	(\$5,040,000.00)	(\$5,475,283.00)	\$435,283.00
						CN	\$27,550,000.00	\$24,119,860.00	\$3,430,140.00
							<b>\$22,510,000.00</b>	<b>\$18,644,577.00</b>	<b>\$3,865,423.00</b>
20799	3	I 84, KARCHER IC TO NORTHSIDE BLVD	2019	PS&E (or equiv.)	112	CE	\$272,000.00	\$184,724.00	\$87,276.00
						CC	\$1,088,000.00	\$978,894.00	\$109,106.00
						CN	\$3,956,800.00	\$49,758.00	\$3,907,042.00
							<b>\$5,316,800.00</b>	<b>\$1,213,376.00</b>	<b>\$4,103,424.00</b>
21906	3	SH 55, PEAR LANE TO MIDDLETON RD, CANYON CO	2019	Awarded (or equiv.)	112	PE	\$37,100.00	\$37,100.00	\$0.00
						PC	\$2,300,000.00	\$2,300,000.00	\$0.00
							<b>\$2,337,100.00</b>	<b>\$2,337,100.00</b>	<b>\$0.00</b>
22165	3	US 20/26, CHINDEN; I 84 TO MIDDLETON RD, CANYON CO	2022	Development	112	PE	\$25,000.00	\$25,000.00	\$0.00
						PC	\$200,000.00	\$200,000.00	\$0.00
							<b>\$225,000.00</b>	<b>\$225,000.00</b>	<b>\$0.00</b>
State Hwy - Safety & Capacity (Capacity) Total							<b>\$41,242,273.00</b>	<b>\$15,665,052.00</b>	<b>\$25,577,221.00</b>

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
<b>Hwy Safety - Local</b>									
20167	3	STC-8533, INT SMITH AVE & MIDDLETON RD SIGNAL, NAMPA	2019	PS&E (or equiv.)	118	CE	\$2,192.00	\$2,192.00	\$0.00
						CC	\$43,833.00	\$43,833.00	\$0.00
						CL	\$13,150.00	\$13,150.00	\$0.00
						CN	\$460,825.00	\$460,245.00	\$580.00
							<b>\$520,000.00</b>	<b>\$519,420.00</b>	<b>\$580.00</b>
20275	3	NHS-7220, STATE ST LIGHTING; 16TH TO 23RD, ACHD	2019	PS&E (or equiv.)	118	PL	\$2,000.00	\$3,000.00	(\$1,000.00)
						CE	\$2,000.00	\$1,784.00	\$216.00
						CC	\$43,000.00	\$35,689.00	\$7,311.00
						CL	\$10,000.00	\$4,759.00	\$5,241.00
						CN	\$238,000.00	\$249,822.00	(\$11,822.00)
							<b>\$295,000.00</b>	<b>\$295,054.00</b>	<b>(\$54.00)</b>
20613	3	SMA-8383, INT LONE STAR & MIDDLETON RD	2020	Development	118	PE	(\$4,000.00)	(\$4,000.00)	\$0.00
						PC	\$18,277.00	\$18,277.00	\$0.00
							<b>\$14,277.00</b>	<b>\$14,277.00</b>	<b>\$0.00</b>
21999	3	STP-8463, GREENHURST RD; SUNNYBROOK TO CANYON ST, NAMPA	2021	Development	118	PE	\$2,000.00	\$2,000.00	\$0.00
						PC	\$123,000.00	\$123,000.00	\$0.00
						PL	\$17,000.00	\$17,000.00	\$0.00
							<b>\$142,000.00</b>	<b>\$142,000.00</b>	<b>\$0.00</b>
Hwy Safety - Local Total							<b>\$971,277.00</b>	<b>\$970,751.00</b>	<b>\$526.00</b>
<b>Hwy Safety - Railroad Crossings</b>									
19875	3	SMA-9773, N LINDER RD BVRR RRX, MERIDIAN	2020	Development	22	PE	\$15,000.00	\$15,000.00	\$0.00
							<b>\$15,000.00</b>	<b>\$15,000.00</b>	<b>\$0.00</b>
20692	3	SMA-8433, 11TH AVE N BVRR RRX, NAMPA	2019	Development	22	CN	\$200,000.00	\$0.00	\$200,000.00
							<b>\$200,000.00</b>	<b>\$0.00</b>	<b>\$200,000.00</b>
22034	3	STC-8233, MIDLAND BLVD UPRR RRX, NAMPA	2019	Development	22	PE	\$10,000.00	\$0.00	\$10,000.00
						CN	\$40,000.00	\$0.00	\$40,000.00
							<b>\$50,000.00</b>	<b>\$0.00</b>	<b>\$50,000.00</b>
Hwy Safety - Railroad Crossings Total							<b>\$265,000.00</b>	<b>\$15,000.00</b>	<b>\$250,000.00</b>
<b>State Hwy - Planning &amp; Scoping</b>									
13952	3	US 95, BOISE RIVER BRIDGE HYDRAULIC STUDY	2019	Awarded (or equiv.)	104	PE	\$5,000.00	\$5,000.00	\$0.00
						PC	\$82,220.00	\$82,220.00	\$0.00
							<b>\$87,220.00</b>	<b>\$87,220.00</b>	<b>\$0.00</b>
State Hwy - Planning & Scoping Total							<b>\$87,220.00</b>	<b>\$87,220.00</b>	<b>\$0.00</b>
<b>Hwy - Metropolitan Planning</b>									
19071	3	LOCAL, FY19 COMPASS METRO PLANNING	2019	Awarded (or equiv.)	91	PC	\$1,171,910.00	\$1,170,184.54	\$1,725.46
							<b>\$1,171,910.00</b>	<b>\$1,170,184.54</b>	<b>\$1,725.46</b>
Hwy - Metropolitan Planning Total							<b>\$1,171,910.00</b>	<b>\$1,170,184.54</b>	<b>\$1,725.46</b>

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
<b>Local Hwy - Transportation Alternatives</b>									
20076	3	OFFSYS, INDIAN CR PATH EXT TO GREENBELT, CALDWELL	2019	PS&E (or equiv.)	134	CE	\$0.00	\$1,000.00	(\$1,000.00)
						CC	\$0.00	\$43,000.00	(\$43,000.00)
						CL	\$0.00	\$12,000.00	(\$12,000.00)
						CN	\$411,325.62	\$255,303.00	\$156,022.62
							<b>\$411,325.62</b>	<b>\$311,303.00</b>	<b>\$100,022.62</b>
20141	3	OFFSYS, INDIAN CR PATH EXT; TAFFY TO PEPPERMINT, NAMPA	2019	Development	134	PC	\$11,000.00	\$11,000.00	\$0.00
						CE	\$10,290.00	\$0.00	\$10,290.00
						CC	\$41,160.00	\$0.00	\$41,160.00
						CN	\$366,300.00	\$0.00	\$366,300.00
							<b>\$428,750.00</b>	<b>\$11,000.00</b>	<b>\$417,750.00</b>
22029	3	LOCAL, FY19 CANYON CO SRTS COORDINATOR & ACTIVITIES	2019	Development	134	CN	\$64,753.00	\$0.00	\$64,753.00
							<b>\$64,753.00</b>	<b>\$0.00</b>	<b>\$64,753.00</b>
22050	3	LOCAL, STODDARD PATH EXT PH 1, NAMPA	2020	Development	134	PE	\$1,000.00	\$1,000.00	\$0.00
						PC	\$54,686.00	\$54,686.00	\$0.00
						PL	\$10,000.00	\$10,000.00	\$0.00
							<b>\$65,686.00</b>	<b>\$65,686.00</b>	<b>\$0.00</b>
22070	3	LOCAL, STODDARD PATH EXT PH 2, NAMPA	2021	Development	134	PE	\$1,000.00	\$0.00	\$1,000.00
						PC	\$61,460.00	\$0.00	\$61,460.00
						PL	\$4,000.00	\$0.00	\$4,000.00
							<b>\$66,460.00</b>	<b>\$0.00</b>	<b>\$66,460.00</b>
Local Hwy - Transportation Alternatives Total							<b>\$1,036,974.62</b>	<b>\$387,989.00</b>	<b>\$648,985.62</b>
<b>Local Hwy - Urban</b>									
13492	3	SMA-7169, INT LINDER & DEER FLAT RDS, KUNA	2020	Development	46	PE	\$3,000.00	\$3,000.00	\$0.00
						PC	\$10,000.00	\$10,000.00	\$0.00
						RW	(\$20,000.00)	(\$20,000.00)	\$0.00
						LP	\$20,000.00	\$20,000.00	\$0.00
							<b>\$13,000.00</b>	<b>\$13,000.00</b>	<b>\$0.00</b>
13494	3	STC-7787, OLD HWY 30; W PLYMOUTH ST BR, CANYON CO	2023	Development	46	PL	\$10,000.00	\$10,000.00	\$0.00
							<b>\$10,000.00</b>	<b>\$10,000.00</b>	<b>\$0.00</b>
13904	3	LOCAL, FY19 ACHD RIDESHARE, CANYON CO	2019	Awarded (or equiv.)	46	CN	\$55,000.00	\$55,000.00	\$0.00
							<b>\$55,000.00</b>	<b>\$55,000.00</b>	<b>\$0.00</b>
Local Hwy - Urban Total							<b>\$78,000.00</b>	<b>\$78,000.00</b>	<b>\$0.00</b>
<b>Local Hwy - Transportation Management Area</b>									
13482	3	LOCAL, FY18 CAPITAL MAINTENANCE, VRT, BOISE	2019	Awarded (or equiv.)	51	CN	\$388,999.56	\$388,999.56	\$0.00
							<b>\$388,999.56</b>	<b>\$388,999.56</b>	<b>\$0.00</b>
13900	3	LOCAL, FY19 COMPASS PLANNING	2019	Awarded (or equiv.)	51	PC	\$232,000.00	\$232,000.00	\$0.00
							<b>\$232,000.00</b>	<b>\$232,000.00</b>	<b>\$0.00</b>

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
13903	3	LOCAL, FY19 CAPITAL MAINTENANCE, PH 1, ACHD	2019	PS&E (or equiv.)	51	CE	\$657,000.00	\$5,000.00	\$652,000.00
						CC	\$0.00	\$423,589.00	(\$423,589.00)
						CN	\$4,381,000.00	\$4,585,840.00	(\$204,840.00)
							<b>\$5,038,000.00</b>	<b>\$5,014,429.00</b>	<b>\$23,571.00</b>
18694	3	LOCAL, TVTOM AND ITS PLAN UPDATE, COMPASS	2020	Development	51	PC	\$236,000.00	\$236,000.00	\$0.00
							<b>\$236,000.00</b>	<b>\$236,000.00</b>	<b>\$0.00</b>
18701	3	LOCAL, FY21 CAPITAL MAINTENANCE, PH 1, ACHD	2021	Development	51	PE	\$20,000.00	\$20,000.00	\$0.00
						PC	\$474,000.00	\$474,000.00	\$0.00
							<b>\$494,000.00</b>	<b>\$494,000.00</b>	<b>\$0.00</b>
18821	3	LOCAL, FY19 ACHD COMMUTERIDE	2019	Awarded (or equiv.)	51	CN	\$220,000.00	\$220,000.00	\$0.00
							<b>\$220,000.00</b>	<b>\$220,000.00</b>	<b>\$0.00</b>
18847	3	LOCAL, FY19 CAPITAL MAINTENANCE, VRT	2019	Awarded (or equiv.)	51	CN	\$1,317,000.00	\$1,176,999.78	\$140,000.22
							<b>\$1,317,000.00</b>	<b>\$1,176,999.78</b>	<b>\$140,000.22</b>
19571	3	LOCAL, PLANNING, COMMUNITIES IN MOTION MAJOR UPDATE	2022	Development	51	PC	\$50,000.00	\$50,000.00	\$0.00
							<b>\$50,000.00</b>	<b>\$50,000.00</b>	<b>\$0.00</b>
20003	3	LOCAL, FY19 CAPITAL MAINTENANCE, PH 2, ACHD	2019	Development	51	PE	(\$4,215.00)	\$0.00	(\$4,215.00)
						PC	\$9,215.00	\$5,000.00	\$4,215.00
						CE	\$323,000.00	\$0.00	\$323,000.00
						CN	\$1,833,000.00	\$0.00	\$1,833,000.00
							<b>\$2,161,000.00</b>	<b>\$5,000.00</b>	<b>\$2,156,000.00</b>
20046	3	LOCAL, FY19 ACHD COMMUTERIDE VAN REPLACEMENTS	2019	Awarded (or equiv.)	51	CN	\$331,000.43	\$331,000.43	\$0.00
							<b>\$331,000.43</b>	<b>\$331,000.43</b>	<b>\$0.00</b>
20091	3	LOCAL, FY19 CAPITAL MAINTENANCE, PH 3, ACHD	2019	Development	51	CE	\$26,000.00	\$0.00	\$26,000.00
						CC	\$13,000.00	\$0.00	\$13,000.00
						CN	\$261,000.00	\$0.00	\$261,000.00
							<b>\$300,000.00</b>	<b>\$0.00</b>	<b>\$300,000.00</b>
20129	3	LOCAL, FY21 CAPITAL MAINTENANCE, PH 2, ACHD	2021	Development	51	PE	\$9,000.00	\$9,000.00	\$0.00
						PC	\$204,000.00	\$204,000.00	\$0.00
							<b>\$213,000.00</b>	<b>\$213,000.00</b>	<b>\$0.00</b>
Local Hwy - Transportation Management Area Total							<b>\$10,980,999.99</b>	<b>\$8,361,428.77</b>	<b>\$2,619,571.22</b>
<b>Local Hwy - Rural</b>									
13964	3	STC-3798, PECKHAM RD, GOLDEN GATE HD	2020	Development	45	PC	\$1,000.00	\$1,000.00	\$0.00
						RW	\$5,000.00	\$5,000.00	\$0.00
						LP	\$95,000.00	\$95,000.00	\$0.00
							<b>\$101,000.00</b>	<b>\$101,000.00</b>	<b>\$0.00</b>
19951	3	STC-3856, OLD HWY 30; GOODSON TO OASIS, CANYON HD	2500	Development	45	PE	\$4,500.00	\$4,500.00	\$0.00
						PC	\$277,000.00	\$277,000.00	\$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
19951	3	STC-3856, OLD HWY 30; GOODSON TO OASIS, CANYON HD	2500	Development	45	PL	\$35,929.00	\$35,929.00	\$0.00
							<b>\$317,429.00</b>	<b>\$317,429.00</b>	<b>\$0.00</b>
Local Hwy - Rural Total							<b>\$418,429.00</b>	<b>\$418,429.00</b>	<b>\$0.00</b>
<b>Local Hwy - Transportation Alternatives; TMA</b>									
13912	3	LOCAL, FY19 & FY20 ADA COUNTY SR2S, VRT	2019	Awarded (or equiv.)	133	CN	\$328,000.00	\$328,000.00	\$0.00
							<b>\$328,000.00</b>	<b>\$328,000.00</b>	<b>\$0.00</b>
20841	3	SH 55, BIKE/PED BR OVER BOISE RV, EAGLE	2023	Development	133	PC	\$67,617.00	\$67,617.00	\$0.00
						PL	\$20,000.00	\$20,000.00	\$0.00
							<b>\$87,617.00</b>	<b>\$87,617.00</b>	<b>\$0.00</b>
21913	3	LOCAL, BSU COVERED BIKE FACILITY	2019	Development	133	PE	\$1,000.00	\$1,000.00	\$0.00
						PL	\$3,000.00	\$3,000.00	\$0.00
						CE	\$3,000.00	\$0.00	\$3,000.00
						CN	\$26,000.00	\$0.00	\$26,000.00
							<b>\$33,000.00</b>	<b>\$4,000.00</b>	<b>\$29,000.00</b>
Local Hwy - Transportation Alternatives; TMA Total							<b>\$448,617.00</b>	<b>\$419,617.00</b>	<b>\$29,000.00</b>
<b>Local Hwy - Bridge</b>									
13055	3	NHS-7773, 10TH AVE BR, CALDWELL	2019	Awarded (or equiv.)	49	PL	\$3,000.00	\$3,000.00	\$0.00
						CE	\$11,121.00	\$11,121.00	\$0.00
						CC	\$444,845.00	\$444,845.00	\$0.00
						CL	\$88,969.00	\$88,969.00	\$0.00
						CN	\$2,342,014.00	\$2,342,014.00	\$0.00
							<b>\$2,889,949.00</b>	<b>\$2,889,949.00</b>	<b>\$0.00</b>
13494	3	STC-7787, OLD HWY 30; W PLYMOUTH ST BR, CANYON CO	2023	Development	49	PL	\$19,443.00	\$19,443.00	\$0.00
							<b>\$19,443.00</b>	<b>\$19,443.00</b>	<b>\$0.00</b>
Local Hwy - Bridge Total							<b>\$2,909,392.00</b>	<b>\$2,909,392.00</b>	<b>\$0.00</b>
<b>Hwy - Discretionary</b>									
20315	3	I 84, KARCHER IC TO FRANKLIN BLVD, NAMPA	2021	Development	145	PE	\$150,000.00	\$150,000.00	\$0.00
						PC	\$7,140,000.00	\$7,140,000.00	\$0.00
						RW	\$60,000.00	\$60,000.00	\$0.00
						LP	\$600,000.00	\$600,000.00	\$0.00
						UT	\$600,000.00	\$600,000.00	\$0.00
							<b>\$8,550,000.00</b>	<b>\$8,550,000.00</b>	<b>\$0.00</b>
20796	3	I 84, KARCHER IC TO FRANKLIN BLVD IC TEMP SHOULDER	2019	Awarded (or equiv.)	145	CE	\$60,000.00	\$60,000.00	\$0.00
						CC	\$135,000.00	\$135,000.00	\$0.00
						CN	\$3,310,892.00	\$3,310,892.00	\$0.00
							<b>\$3,505,892.00</b>	<b>\$3,505,892.00</b>	<b>\$0.00</b>



KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
20797	3	I 84, KARCHER OVERPASS, NAMPA	2019	PS&E (or equiv.)	145	CE	\$120,000.00	\$120,000.00	\$0.00
						CC	\$60,000.00	\$60,000.00	\$0.00
						CN	\$2,659,108.00	\$2,659,108.00	\$0.00
							<b>\$2,839,108.00</b>	<b>\$2,839,108.00</b>	<b>\$0.00</b>
20798	3	I 84, NORTHSIDE BLVD TO FRANKLIN BLVD, NAMPA	2019	PS&E (or equiv.)	145	CE	\$945,000.00	\$796,769.00	\$148,231.00
						CC	\$3,840,000.00	\$3,187,075.00	\$652,925.00
						CN	\$48,000,000.00	\$42,454,902.00	\$5,545,098.00
							<b>\$52,785,000.00</b>	<b>\$46,438,746.00</b>	<b>\$6,346,254.00</b>
20799	3	I 84, KARCHER IC TO NORTHSIDE BLVD	2019	PS&E (or equiv.)	145	CE	\$408,000.00	\$277,085.00	\$130,915.00
						CC	\$1,632,000.00	\$1,468,341.00	\$163,659.00
						CN	\$20,520,000.00	\$14,659,437.00	\$5,860,563.00
							<b>\$22,560,000.00</b>	<b>\$16,404,863.00</b>	<b>\$6,155,137.00</b>
Hwy - Discretionary Total							<b>\$90,240,000.00</b>	<b>\$77,738,609.00</b>	<b>\$12,501,391.00</b>
<b>Hwy - Federal Lands Access</b>									
19783	3	STC-3789, BOGUS BASIN RD SAFETY, MAINTENANCE, AND TRAILHEAD	2019	Development	30	PE	\$30,000.00	\$0.00	\$30,000.00
						CE	\$9,000.00	\$0.00	\$9,000.00
						CN	\$127,000.00	\$0.00	\$127,000.00
							<b>\$166,000.00</b>	<b>\$0.00</b>	<b>\$166,000.00</b>
Hwy - Federal Lands Access Total							<b>\$166,000.00</b>	<b>\$0.00</b>	<b>\$166,000.00</b>
<b>Hwy - Misc. Federal</b>									
22180	3	LOCAL, BICYCLE AND PEDESTRIAN DATA BIKE, COMPASS	2019	Development	68	CN	\$7,000.00	\$0.00	\$7,000.00
							<b>\$7,000.00</b>	<b>\$0.00</b>	<b>\$7,000.00</b>
Hwy - Misc. Federal Total							<b>\$7,000.00</b>	<b>\$0.00</b>	<b>\$7,000.00</b>
<b>Hwy - Non-Participating</b>									
20842	3	SMA-7013, CLOVERDALE RD; CAMAS DR TO TUTRINA & OPASS, BOISE	2019	Awarded (or equiv.)	69	PC	\$457,000.00	\$0.00	\$457,000.00
						RW	\$241,000.00	\$0.00	\$241,000.00
						UT	\$200,000.00	\$0.00	\$200,000.00
						CC	\$622,462.00	\$622,462.00	\$0.00
						CN	\$6,561,269.00	\$6,561,269.00	\$0.00
							<b>\$8,081,731.00</b>	<b>\$7,183,731.00</b>	<b>\$898,000.00</b>
Hwy - Non-Participating Total							<b>\$8,081,731.00</b>	<b>\$7,183,731.00</b>	<b>\$898,000.00</b>
<b>Hwy - Local Partnerships</b>									
12048	3	STC-7807, S CEMETERY RD; SH 44 TO WILLOW CR, MIDDLETON	2021	Development	79	LP	\$175,000.00	\$175,000.00	\$0.00
							<b>\$175,000.00</b>	<b>\$175,000.00</b>	<b>\$0.00</b>
13349	3	SH 55, EAGLE RD: MERIDIAN TOWN CENTER	2022	Development	131	CC	\$95,000.00	\$95,000.00	\$0.00
							<b>\$95,000.00</b>	<b>\$95,000.00</b>	<b>\$0.00</b>

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
19847	3	LOCAL, FY20 CAPITAL MAINTENANCE, LOCAL, ACHD	2020	Development	79	PE PC	(\$5,000.00) (\$57,000.00) <b>(\$62,000.00)</b>	(\$5,000.00) (\$57,000.00) <b>(\$62,000.00)</b>	\$0.00 \$0.00 <b>\$0.00</b>
19944	3	US 20/26, CHINDEN; LOCUST GROVE TO EAGLE	2020	Development	79	PC	\$125,000.00 <b>\$125,000.00</b>	\$125,000.00 <b>\$125,000.00</b>	\$0.00 <b>\$0.00</b>
20076	3	OFFSYS, INDIAN CR PATH EXT TO GREENBELT, CALDWELL	2019	PS&E (or equiv.)	79	CN	\$149,000.00 <b>\$149,000.00</b>	\$0.00 <b>\$0.00</b>	\$149,000.00 <b>\$149,000.00</b>
20141	3	OFFSYS, INDIAN CR PATH EXT; TAFFY TO PEPPERMINT, NAMPA	2019	Development	79	PC	\$4,575.00 <b>\$4,575.00</b>	\$4,575.00 <b>\$4,575.00</b>	\$0.00 <b>\$0.00</b>
20159	3	LOCAL, FY21 CAPITAL MAINTENANCE, LOCAL, ACHD	2021	Development	79	PE PC	\$5,000.00 \$50,000.00 <b>\$55,000.00</b>	\$0.00 \$0.00 <b>\$0.00</b>	\$5,000.00 \$50,000.00 <b>\$55,000.00</b>
20782	3	LOCAL, ITS SMART ARTERIAL MANAGEMENT, ADA CO	2019	Awarded (or equiv.)	79	CN	\$846,000.00 <b>\$846,000.00</b>	\$0.00 <b>\$0.00</b>	\$846,000.00 <b>\$846,000.00</b>
20798	3	I 84, NORTHSIDE BLVD TO FRANKLIN BLVD, NAMPA	2019	PS&E (or equiv.)	79	CN	\$250,000.00 <b>\$250,000.00</b>	\$250,000.00 <b>\$250,000.00</b>	\$0.00 <b>\$0.00</b>
20841	3	SH 55, BIKE/PED BR OVER BOISE RV, EAGLE	2023	Development	79	PC	\$94,783.00 <b>\$94,783.00</b>	\$94,783.00 <b>\$94,783.00</b>	\$0.00 <b>\$0.00</b>
21858	3	US 20, SH 16 TO LINDER RD, ADA COUNTY	2020	Development	131	PE PC RW LP CE CC CN	\$50,000.00 \$3,055,000.00 \$25,000.00 \$3,086,675.00 \$10,000.00 \$700,000.00 \$5,100,000.00 <b>\$12,026,675.00</b>	\$20,000.00 \$3,055,000.00 \$25,000.00 \$3,086,675.00 \$0.00 \$0.00 \$0.00 <b>\$6,186,675.00</b>	\$30,000.00 \$0.00 \$0.00 \$0.00 \$10,000.00 \$700,000.00 \$5,100,000.00 <b>\$5,840,000.00</b>
Hwy - Local Partnerships Total							<b>\$13,759,033.00</b>	<b>\$6,869,033.00</b>	<b>\$6,890,000.00</b>
<b>Hwy GARVEE - 2017 Legislative Authorization</b>									
20788	3	SH 16, I 84 TO US 20/26, ADA & CANYON COS	2021	Development	142	RW	\$50,503,000.00 <b>\$50,503,000.00</b>	\$0.00 <b>\$0.00</b>	\$50,503,000.00 <b>\$50,503,000.00</b>
22154	3	I 84, USTICK RD & MIDDLETON RD OVERPASSES, CANYON CO	2020	Development	142	PC	\$1,600,000.00 <b>\$1,600,000.00</b>	\$0.00 <b>\$0.00</b>	\$1,600,000.00 <b>\$1,600,000.00</b>
22196	3	I 84, FRANKLIN IC TO KARCHER IC, CANYON CO	2021	Development	142	PC RW	\$8,700,000.00 \$1,500,000.00	\$0.00 \$0.00	\$8,700,000.00 \$1,500,000.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
22196	3	I 84, FRANKLIN IC TO KARCHER IC, CANYON CO	2021	Development	142	UT	\$1,000,000.00	\$0.00	\$1,000,000.00
							<b>\$11,200,000.00</b>	<b>\$0.00</b>	<b>\$11,200,000.00</b>
Hwy GARVEE - 2017 Legislative Authorization Total							<b>\$63,303,000.00</b>	<b>\$0.00</b>	<b>\$63,303,000.00</b>
<b>Old Programs</b>									
13349	3	SH 55, EAGLE RD: MERIDIAN TOWN CENTER	2022	Development	70	CC	(\$95,000.00)	(\$95,000.00)	\$0.00
							<b>(\$95,000.00)</b>	<b>(\$95,000.00)</b>	<b>\$0.00</b>
Old Programs Total							<b>(\$95,000.00)</b>	<b>(\$95,000.00)</b>	<b>\$0.00</b>
Report Total							<b>\$277,962,593.61</b>	<b>\$152,707,726.31</b>	<b>\$125,254,867.30</b>

### Valley Regional Transit Program of Projects - Fiscal Year 2019

ADA COUNTY			High Level	Detailed	FY17			FY18			FY19					
Key Identifier	Funding Source	Description	Description	Federal	Local	Total	Federal	Local	Total	Federal	Local	Total	Carry Forward to FY19 (F/L)	Created in TrAMS	Obligation Date	
KN 19041	5307 LU	Mobility Operations	GoRide Operations				<del>\$ 357,000</del>	<del>\$ 357,000</del>	<del>\$ 714,000</del>	\$ 357,000	\$ 357,000	\$ 714,000				
KN 18854	5307 LU	Planning	Program Admin/ Transit Planning, Mob. Imp				<del>\$ 806,000</del>	<del>\$ 201,500</del>	<del>\$ 1,007,500</del>	\$ 806,000	\$ 201,500	\$ 1,007,500				
KN 19137	5307 LU	Operations	Complimentary Paratransit / Prev. Maint.				<del>\$ 1,969,540</del>	<del>\$ 492,385</del>	<del>\$ 2,461,925</del>	\$ 1,894,000	\$ 473,500	\$ 2,367,500				
KN 18788	5307 LU	Rolling Stock, Infrastructure, Technology	FY19 Replacement 35' Bus (approx. 3)				\$ 160,000	\$ 40,000	\$ 200,000	\$ 236,000	\$ 59,000	\$ 295,000	FY18			
KN 19122	5339 LU	Rolling Stock, Infrastructure, Technology	Technology, capital purchase				\$ 314,933	\$ 78,733	\$ 393,666	\$ 337,000	\$ 84,250	\$ 421,250	FY18			
<b>Ada County Totals</b>				\$ -	\$ -	\$ -	\$ 3,607,473	\$ 1,236,766	\$ 5,112,830	\$ 3,915,584	\$ 1,246,646	\$ 5,162,230				
STP Large Urban			High Level	Detailed	FY17			FY18			FY19					
Key Identifier	Funding Source	Description	Description	Federal	Local	Total	Federal	Local	Total	Federal	Local	Total	Carry Forward to FY19 (F/L)	Created in TrAMS	Obligation Date	
KN 18847	STP-5307	Rolling Stock, Infrastructure, Technology	HVAC Sys. Repl.; BSU Bus repl; VRT Bus repl.				<del>\$ 214,045</del>	<del>\$ 16,955</del>	<del>\$ 231,000</del>	\$ 926,744	\$ 70,256	\$ 997,000				
KN 18847	STP-5307	Rolling Stock, Infrastructure, Technology	Boise State University Bus Replacement							\$ 166,788	\$ 13,212	\$ 180,000				
KN 20046	STP-5307	Rolling Stock, Infrastructure, Technology	ACHD Commuteride Van Replacements							\$ 306,705	\$ 24,295	\$ 331,000				
KN 13482	STP-5307	Rolling Stock, Infrastructure, Technology	HVAC Rehab/Replacment							\$ 360,447	\$ 28,553	\$ 389,000				
<b>STP LU Grants</b>							\$ 214,045	\$ 16,955	\$ 231,000	\$ 1,760,684	\$ 107,763	\$ 1,508,000				
Canyon County			High Level	Detailed	FY17			FY18			FY19					
Key Identifier	Funding Source	Description	Description	Federal	Local	Total	Federal	Local	Total	Federal	Local	Total	Carry Forward to FY19 (F/L)	Created in TrAMS	Obligation Date	
KN 18914	5307 SU	Operations	Complimentary Paratransit, Prev.Maint.				<del>\$ 241,000</del>	<del>\$ 60,250</del>	<del>\$ 301,250</del>	\$ 247,000	\$ 61,750	\$ 308,750				
KN 18786	5307 SU	Fixed Route Operations	Fixed Route Ops/GoRide Ops				<del>\$ 651,000</del>	<del>\$ 651,000</del>	<del>\$ 1,302,000</del>	\$ 789,000	\$ 789,000	\$ 1,578,000				
KN 18842	5307 SU	Planning - Mobility Implementation	Prog. Admin support/Short range plan./Mobility Management				<del>\$ 299,000</del>	<del>\$ 74,750</del>	<del>\$ 373,750</del>	\$ 408,826	\$ 102,207	\$ 511,033				
KN 18781	5307 SU	Rolling Stock, Infrastructure, Technology	Technology and Capital				\$ 152,000	\$ 38,000	\$ 190,000	\$ 152,000	\$ 38,000	\$ 190,000	FY18			
<b>Canyon County Totals</b>				\$ -	\$ -	\$ -	\$ 1,102,000	\$ 763,750	\$ 1,865,750	\$ 1,349,826	\$ 929,207	\$ 2,279,033				
STP Small Urban			High Level	Detailed	FY17			FY18			FY19					
Key Identifier	Funding Source	Description	Description	Federal	Local	Total	Federal	Local	Total	Federal	Local	Total	Carry Forward to FY19 (F/L)	Created in TrAMS	Obligation Date	
<b>STP LU Grants</b>																
Regional Programs (Subrecipient)			High Level	Detailed	FY17			FY18			FY19					
Key Identifier	Funding Source	Description	Description	Federal	Local	Total	Federal	Local	Total	Federal	Local	Total	Carry Forward to FY19 (F/L)	Created in TrAMS	Obligation Date	
KN 19855	5307 SU	City of Nampa Pedestrian and Cycle Improvements	Blaine and Iowa Nampa							\$ 463,000	\$ 115,750	\$ 578,750				
KN 19959	5307 SU	Pathway, Historic North Nampa Pathway, Nampa		\$ 459,000	\$ 114,750	\$ 573,750	\$ 13,000	\$ 3,250	\$ 16,250				FY17 & 18			
KN 20153	5307 SU	ACHD Commuteride Replacement Vehicles, Canyon Cty.					\$ 216,000	\$ 54,000	\$ 270,000				FY18			
KN 20043	5307 SU	ADA, Nampa Above and Beyond (TVT)					\$ 225,000	\$ 225,000	\$ 450,000	\$ 291,000	\$ 72,750	\$ 363,750	FY18			
KN 19297	5307 SU	Transit - Park and Ride, Middleton					<del>\$ 120,000</del>	<del>\$ 30,000</del>	<del>\$ 150,000</del>					7/31/2018	8/15/2018	
KN 19609	5307 SU	Transit - College of Western Idaho Entrance and Roundabout, Nampa					<del>\$ 240,000</del>	<del>\$ 60,000</del>	<del>\$ 300,000</del>					FY14, 15, 18	8/30/2018	3/7/2018
New	5307 SU	Nampa TOD				\$ 248,400	\$ 62,100	\$ 310,500				FY18				
<b>Regional Programs Total</b>				\$ 459,000	\$ 114,750	\$ 573,750	\$ 814,000	\$ 372,250	\$ 1,186,250	\$ 754,000	\$ 188,500	\$ 942,500				
ITD SU Grants			High Level	Detailed	FY17			FY18			FY19					
Key Identifier	Funding Source	Description	Description	Federal	Local	Total	Federal	Local	Total	Federal	Local	Total	Carry Forward to FY19 (F/L)	Created in TrAMS	Obligation Date	
KN 13912	TAP TMA	SR25 Ada County FY19&20	Safe Routes to School							\$ 262,400	\$ 65,600	\$ 328,000				
KN 18739	5310 SU	Acquisition of Service	Purchase of Service through providers	<del>\$ 60,000</del>	<del>\$ 56,500</del>	<del>\$ 75,000</del>										
KN 19464	5310 SU	Acquisition of Service	Purchase of Service through providers	<del>\$ 166,000</del>	<del>\$ 56,500</del>	<del>\$ 207,500</del>										
KN 19464	5310 SU	Acquisition of Service	Purchase of Service through providers				<del>\$ 226,000</del>	<del>\$ 56,500</del>	<del>\$ 282,500</del>	\$ 226,000	\$ 56,500	\$ 282,500				
<b>ITD SU Grants</b>				\$ 226,000	\$ 113,000	\$ 282,500	\$ 226,000	\$ 56,500	\$ 282,500	\$ 226,000	\$ 56,500	\$ 282,500				