

REGIONAL TRANSPORTATION ADVISORY COMMITTEE

March 18, 2020 - 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 February 26, 2020, RTAC Meeting Minutes

IV. ACTION ITEMS

8:35 *A. Recommend Members' FY2021 Unified Planning Work Program (UPWP) Requests Liisa Itkonen
Page 5

Liisa Itkonen will seek RTAC recommendation of priorities for members' requests for the FY2021 UPWP.

9:00 *B. Recommend Adoption of Resolution Amending the FY2020-2026 Regional Transportation Improvement Program (TIP) Toni Tisdale
Page 19

Toni Tisdale will seek recommendation for COMPASS Board of Directors' to adopt a resolution amending the FY2020-2026 TIP to delay an I-84 resurfacing project and increase I-84, Franklin to Karcher project.

9:10 *C. Approve Draft Programs Based on Recommended Priorities for All Federal-Aid Programs Toni Tisdale
Page 24

Toni Tisdale will seek approval of draft programs for all federal-aid programs for the FY2021-2027 Regional Transportation Improvement Program.

9:30 *D. Update Policies for Transportation Improvement Program Amendments and Communities in Motion Updates Toni Tisdale
Page 34

Toni Tisdale will seek recommendations to update policies for Transportation Improvement Program Amendments and Communities in Motion updates.

9:40 *E. Transportation Management Area (TMA) Balancing Toni Tisdale
Page 49

Toni Tisdale will seek approval on balancing the FY2020 Surface Transportation Program (STP)-TMA and Transportation Alternatives Program (TAP) – TMA programs.

V. INFORMATION/DISCUSSION ITEM

9:50 *A. Review Draft "What If" Scenarios for Communities in Motion 2050 Carl Miller
Page 55

Carl Miller will review draft "what if" scenarios for Communities in Motion 2050, to be presented to the public for feedback.

VI. STATUS REPORTS (INFORMATION ONLY)

Page 56 *A. RTAC Agenda Worksheet

Page 62 *B. Obligation Report

VII. OTHER:

Next Meeting: April 22, 2020

VIII. ADJOURNMENT (10:15)

*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.

T:\FY20\800 System Maintenance\820 Committee Support\RTAC\Agendas\03182020.docx

**REGIONAL TRANSPORTATION ADVISORY COMMITTEE
FEBRUARY 26, 2020
COMPASS, 1ST FLOOR BOARD ROOM
MERIDIAN, IDAHO**

****MINUTES****

ATTENDEES:

Drew Alexander, Boise State University
Rodney Ashby, City of Nampa
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
Al Christy, City of Meridian
Tom Ferch, Ada County Highway District
Karen Gallagher, City of Boise
Maureen Gresham, Commuteride, **Chair**
Caleb Hood, City of Meridian
Wendy Howell, City of Kuna
Liisa Itkonen, COMPASS, Ex. Officio
Nathan Leigh, City of Parma
Justin Lucas, Ada County Highway District
Mitra Mehta-Cooper, Ada County Development Services
Brent Moore, Ada County Development Services
Patricia Nilsson, Canyon County Development Services
Stephen Hunt, Valley Regional Transit
Lenny Riccio, Canyon Highway District No. 4, **Vice Chair**
Jennifer Salmonsens for Shawn Nickel, City of Star
Deanna Smith, Public Participation Workgroup
Michael Toole, Department of Environmental Quality
Mark Wasdahl for Caleb Lakey, Idaho Transportation Department

MEMBERS ABSENT:

Bruce Bayne, City of Middleton
David Corcoran, Ada County Development Services
Kate Dahl, Canyon County Development Services
Daren Fluke, City of Boise
Chelsie Johnson, City of Wilder
Dan Lister, Canyon County Development Services
Rob Howarth, Central District Health, Ex. Officio
Robb MacDonald, City of Caldwell
Brian McClure, City of Meridian
Zach Piepmeyer, City of Boise
Jenah Thornborrow, City of Garden City
Bill Vaughan, City of Eagle
Rick Wallace, Jr., Councilman, City of Notus

OTHERS PRESENT: Morgan Andrus, COMPASS
Cecilia Awusie, Idaho Transportation Department
Tevrin Fuller, COMPASS
Samantha Kenney, Citizen
Amy Luft, COMPASS
Carl Miller, COMPASS
Kathy Parker, COMPASS
Jill Reyes, Valley Regional Transit
Chase Silvestre, Valley Regional Transit
Toni Tisdale, COMPASS

CALL TO ORDER:

Chair Maureen Gresham called the meeting to order at 8:31 a.m.

OPEN DISCUSSION/ANNOUNCEMENTS

General announcements were made.

CONSENT AGENDA

A. Approve January 22, 2020, RTAC Meeting Minutes

After discussion, **Clair Bowman moved and Nicole Baird Spencer seconded approval of the Consent Agenda as presented. Motion passed unanimously.**

ACTION ITEM

A. Recommend Federal-Aid Project Rankings

Toni Tisdale reviewed preliminary rankings of federal-aid eligible applications for consideration of funding in the FY2021-2027 Regional Transportation Improvement Program (TIP).

After discussion, **Nichoel Baird Spencer moved and Rodney Ashby seconded to recommend the rankings of applications for federal-aid projects as presented. Motion passed unanimously.**

INFORMATION/DISCUSSION ITEM

A. Review Scenarios and Draft Implementation Policies for second *Communities in Motion 2050* (CIM 2050) Public Involvement Survey

Carl Miller reviewed draft scenarios and draft implementation policies to be included in the second survey for CIM 2050 in late spring/early summer 2020. Amy Luft engaged RTAC in an exercise to provide input into implementation strategies for the draft scenarios.

Next Meeting:

March 4, 2020, Optional Workshop - Review Federal-Aid Funding Recommendations

March 18, 2020, Regular RTAC Meeting

ADJOURNMENT

Meeting was adjourned at 10:02 a.m.

T:\FY20\800 System Maintenance\820 Committee Support\RTAC\Minutes\minutes002262020.docx



RTAC AGENDA ITEM IV-A

DATE: March 18, 2020

Topic: Member Agencies' FY2021 Unified Planning Work Program (UPWP) Requests

Request/Recommendation:

COMPASS staff requests RTAC recommendation of member agencies' FY2021 UPWP requests in a priority order for consideration by the Finance Committee. The Finance Committee will balance the priorities with the available resources and recommend a final UPWP and budget for COMPASS Board of Directors' approval.

Background/Summary:

The UPWP is developed annually and provides detailed information on COMPASS projects and tasks and available financial resources. The activities programmed in the UPWP fulfill federal requirements, address additional recommendations from the Federal Highway and Transit Administrations, and accommodate member agency requests as resources allow.

COMPASS received requests from Ada County, Canyon Highway District #4, City of Eagle, Garden City, City of Meridian, and Valley Regional Transit for a total of nine projects that would each require more than four COMPASS workdays in FY2021. Please see the attachment for the requests, listed in alphabetical order by member agency.

Next Steps:

April- As needed, COMPASS, with requesting agencies, will refine the scope and workday estimates of member agencies' requests per RTAC feedback; COMPASS will develop a draft UPWP.

May- Finance Committee will review the draft UPWP; COMPASS staff will revise as needed.

June- Finance Committee will again review the draft UPWP and recommend it to COMPASS Board of Directors; Executive Committee will review workgroup charters to mirror tasks and deliverables in the UPWP and will recommend them to the COMPASS Board of Directors.

August- COMPASS Board of Directors will be asked to approve the UPWP and workgroup charters.

Implications (policy and/or financial)

In order to adequately budget COMPASS staff time, member agency requests for assistance of more than four workdays must be included in the UPWP.

More Information:

- 1) Attachment: Member agency requests in alphabetical order by member agency.
- 2) For detailed information contact Liisa Itkonen at 208/475-2241 or litkonen@compassidaho.org

Member Request Form for FY2021 UPWP Projects

(for Program Number 701, General Membership Services)

Please enter the appropriate information below.

Requestor's Name/Agency:

Phone Number: Email:

Title of Project:

General Description of Project and Purpose (*attach additional sheets if necessary*):

Ada County would like an analysis of existing and future opportunities for public trails and trailheads within the foothills of northwest Ada County. A map of the proposed project area is attached. The purpose of this project would be to provide additional recreational opportunities for residents of the Treasure Valley, and assist governmental agencies in preserving future opportunities for trail connections as development occurs in the area. (Map attached)

Significance and Regional Value:

As the Treasure Valley's population continues to grow, it will be important to provide additional recreational trails for the public in order to reduce overcrowding on the existing Ridge-to-Rivers trail system. As the existing Ridge-to-Rivers system is currently located primarily in northeast Ada County, a trail network in this location will provide recreational opportunities closer to those living in northwest Ada County and northeast Canyon County.

Expected Outcomes/Deliverables:

Maps showing all publicly-owned land, existing trails and dirt roads within the subject area, as well as opportunities for future trailheads, parking areas and trail extensions. This would include a proposed future trail system linking Ada County's planned communities to the Ada County/Canyon County line.

Expected Timeline (**begins mm/yy; ends mm/yy**) and Estimated COMPASS Staff Workdays:

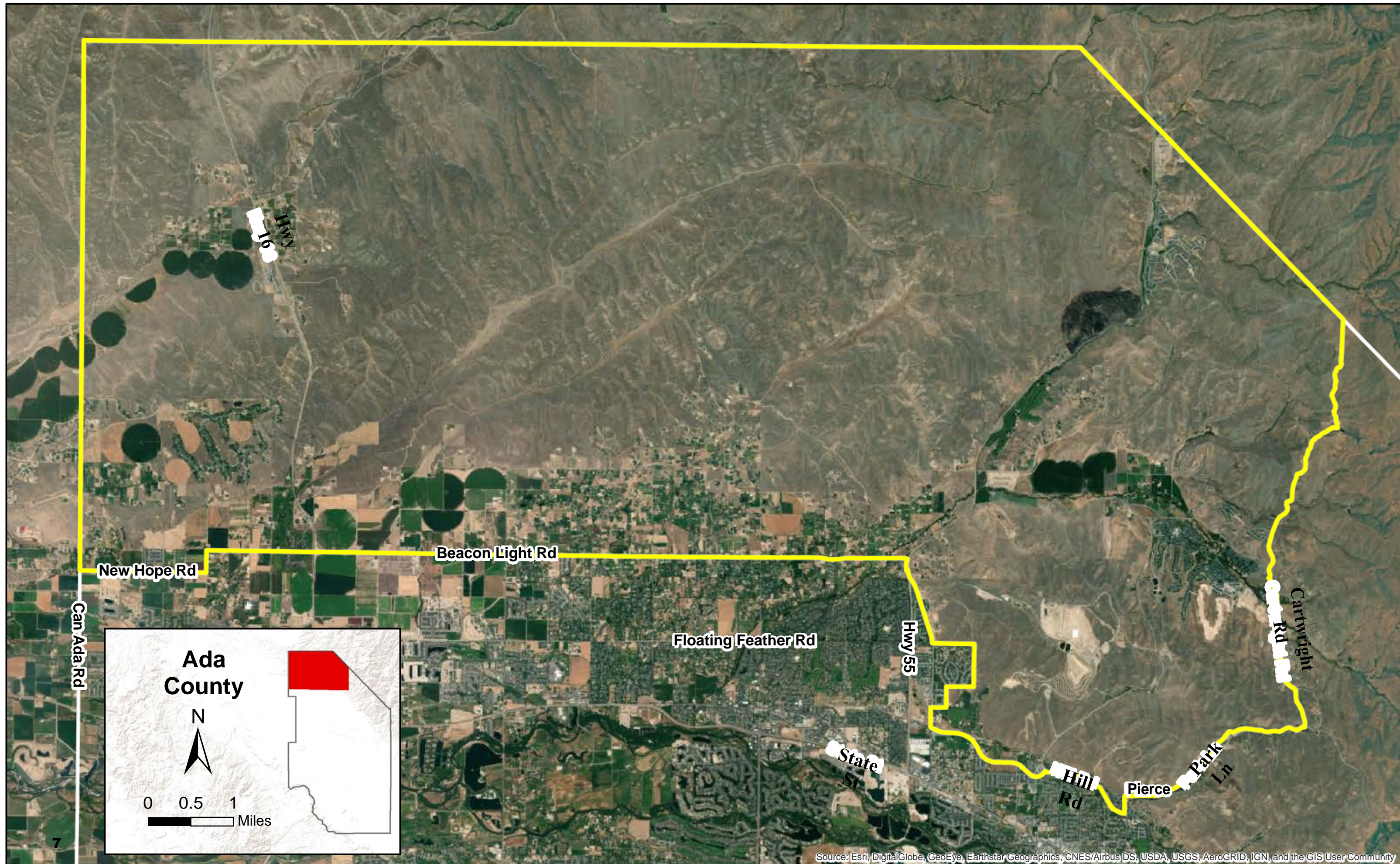
Expected Timeline: October 2020 to September 2021 - Estimated COMPASS Staff Workdays: 10

Check Below For Type(s) of Support Needed (check as many as apply)	
<input type="checkbox"/>	Demographic Research
<input type="checkbox"/>	General Technical / Committee Support
<input checked="" type="checkbox"/>	GIS / Mapping / Spatial Data
<input type="checkbox"/>	Project Management / Administration
<input type="checkbox"/>	Public Involvement / Outreach
<input checked="" type="checkbox"/>	Transportation Planning
<input type="checkbox"/>	Travel Demand Modeling
<input type="checkbox"/>	Other Planning (environmental, land use, etc.)
<input type="checkbox"/>	Other Resources (i.e., specialized software, consultant services, etc.)

SUBMIT NO LATER THAN February 21, 2020
TO: Liisa Itkonen, COMPASS
 by email at litkonen@compassidaho.org

Next Steps: If needed, COMPASS staff will follow up with the requesting agency to further define the request and to determine resources needed. **RTAC will be asked to review and prioritize these member requests at its March 18, 2020, meeting.**

Foothill Trails Analysis Project Area



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Member Request Form for FY2021 UPWP Projects

(for Program Number 701, General Membership Services)

Please enter the appropriate information below.

Requestor's Name/Agency:

Phone Number: Email:

Title of Project:

General Description of Project and Purpose (*attach additional sheets if necessary*):

Provide demographic and travel demand model runs to support the CHD4/Middleton/Star transportation impact fee program using the official 2050 demographic data set and appropriate roadway network. The service area network shall include all locally maintained arterials and collectors within Middleton and Star areas of impact and additional CHD4 arterials and collectors north of Boise river and east of I-84.

Significance and Regional Value:

Technical analysis necessary for the above mentioned agencies to evaluate and develop transportation impact fees for Subdistrict No. 1 service area.

Expected Outcomes/Deliverables:

Updated TAZ-level demographic data, average VMT , and average trip length for the predefined Subdistrict No. 1 service area.

Expected Timeline (**begins mm/yy; ends mm/yy**) and Estimated COMPASS Staff Workdays:

Jan 1, 2021 - April 30, 2021 10 Staff Days

Check Below For Type(s) of Support Needed (check as many as apply)	
<input checked="" type="checkbox"/>	Demographic Research
<input type="checkbox"/>	General Technical / Committee Support
<input type="checkbox"/>	GIS / Mapping / Spatial Data
<input type="checkbox"/>	Project Management / Administration
<input type="checkbox"/>	Public Involvement / Outreach
<input checked="" type="checkbox"/>	Transportation Planning
<input checked="" type="checkbox"/>	Travel Demand Modeling
<input type="checkbox"/>	Other Planning (environmental, land use, etc.)
<input type="checkbox"/>	Other Resources (i.e., specialized software, consultant services, etc.)

SUBMIT NO LATER THAN February 21, 2020
TO: Liisa Itkonen, COMPASS
 by email at litkonen@compassidaho.org

Next Steps: If needed, COMPASS staff will follow up with the requesting agency to further define the request and to determine resources needed. **RTAC will be asked to review and prioritize these member requests at its March 18, 2020, meeting.**

Member Request Form for FY2021 UPWP Projects

(for Program Number 701, General Membership Services)

Please enter the appropriate information below.

Requestor's Name/Agency:

Phone Number: Email:

Title of Project:

General Description of Project and Purpose (*attach additional sheets if necessary*):

The project request is to update, review, and evaluate the feasibility of the Three Cities River Crossing (3CRX) as an Idaho Transportation Department (ITD) project. The analysis would be completed in concert with the Communities in Motion (CIM) 2050 update. As Eagle and unincorporated northern Ada County (Avimor and Dry Creek Ranch Planned Communities) have experienced tremendous growth and growth is anticipated to continue at a similar rate into the future, the City of Eagle would like to request that COMPASS complete an evaluation of the benefits of a state highway crossing of the Boise River in alignment with State Highway 55 between SH-44 and US 20/26.

Significance and Regional Value:

Between Glenwood Street and Eagle Road, there is a four-mile span in which no north-south crossing of the Boise River exists. This gap forces traffic to travel east-west on Chinden Boulevard (US Highway 20/26) and State Street (State Highway 44) in order to go north or south creating increased congestion on the State Highway system (US 20/26 and SH-44), increased travel time and increased air pollution. Currently the City of Eagle, the City of Boise and VRT have significant challenges to the use of the SH system for transit as envisioned in the State Street Study. This study could help determine if portions of the State Street and Glenwood Corridors could be transferred to the local system. According to the 2006 ACHD study, the state highway system (Eagle Road & Glenwood Street) showed significant decreases in the Forecasted Weekday Traffic Demand 23% and 26% respectively. With the State of Idaho purchasing the HP Campus located at the southern terminus of this connection a new connection may benefit the overall system.

Expected Outcomes/Deliverables:

The expected outcome is a determination of the viability and benefit to the regional system by including an additional bridge crossing. This connection has been ranked 17th out of 17 unfunded local projects in the last 2 versions of CIM. This study would provide direction as to whether the project is retained as a local unfunded project, moved to a state project, or removed from the LRTP.

Expected Timeline (begins mm/yy; ends mm/yy) and Estimated COMPASS Staff Workdays:

10/1/2020-9/31/2021 Fifteen workdays

Check Below For Type(s) of Support Needed (check as many as apply)	
<input type="checkbox"/>	Demographic Research
<input type="checkbox"/>	General Technical / Committee Support
<input checked="" type="checkbox"/>	GIS / Mapping / Spatial Data
<input checked="" type="checkbox"/>	Project Management / Administration
<input type="checkbox"/>	Public Involvement / Outreach
<input checked="" type="checkbox"/>	Transportation Planning
<input checked="" type="checkbox"/>	Travel Demand Modeling
<input checked="" type="checkbox"/>	Other Planning (environmental, land use, etc.) Cost benefit analysis of state vs. local system, origin & Destination Model
<input type="checkbox"/>	Other Resources (i.e., specialized software, consultant services, etc.)

SUBMIT NO LATER THAN February 21, 2020
TO: Liisa Itkonen, COMPASS
 by email at litkonen@compassidaho.org

Next Steps: If needed, COMPASS staff will follow up with the requesting agency to further define the request and to determine resources needed. **RTAC will be asked to review and prioritize these member requests at its March 18, 2020, meeting.**



Jason Pierce
Mayor

City of Eagle

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

Council Members:
Charlie Baun
Miranda Gold
Brad Pike
Kenny Pittman

February 18, 2020

Director Stoll
Executive Director
Community Planning Association
700 NE 2nd St, Suite 200
Meridian, ID 83642

Re: 2020-2021 UPWP Request for the Three Cities River Crossing Evaluation

Dear Mr. Stoll,

Please accept the City of Eagle's member request for the 2020-2021 UPWP. The City's project request is to update, review, and evaluate the feasibility of the Three Cities River Crossing (3CRX) as an Idaho Transportation Department (ITD) project. The analysis would be completed in concert with the Communities in Motion (CIM) 2050 update.

On January 29, 2020, Eagle City staff met with staff members from Boise, Garden City, ACHD, ITD, Ada County, and COMPASS to discuss the potential of requesting additional modeling and analysis as part of the COMPASS Unified Planning Work Program for next fiscal year (starting in October of 2020). As a result of this meeting the agencies agreed they would like to see the following:

- An origin and destination study (where are people coming from & going to). Potentially part of the upcoming Household Travel Study;
- Inclusion of new Idaho State Campus on US 20/26 (Chinden) as an employment center;
- Preliminary network modelling within the context of Communities in Motion 2050 with specific consideration of:
 - A limited access roadway- reduced number of local access points;
 - Impacts/ Peak Hour Volume-to-Capacity for SH-55 (Eagle Road);
 - Impacts/ Peak Hour Volume-to-Capacity for SH-44 (Glenwood Road);
 - Impacts/Peak Hour Volume-to-Capacity for the local arterial system on the Garden; City/Boise Bench – Five Mile Road, Cloverdale Road, and Mountain View Drive.
- Inclusion of Avimor and Dry Creek Planned Community at build out; and
- Preliminary Cost Estimate for the Project.

ACHD and regional partners spent significant time and efforts between 2003 and 2010 to look at the Three Cities River Crossing as a local roadway but, since ACHD chose the "no build" alternative for the local roadway construction there have been many changing conditions that warrant consideration of this request and consideration of the benefit this connection could have on the State highway system:

- Since the initiation of the 3CRX study in 2003 and the subsequent non-build action in 2010, growth and development in Eagle and N. Ada County has exploded. Since 2003, the City of Eagle's population has more than doubled - from approximately 15,000 in 2003 to an estimated 31,270 in 2019.
- Calculating population growth based on the City of Eagle's annual average growth rate of 5.75% (calculated from growth from 1971 to 2019) the City will exceed the 2035 COMPASS projections used in the original 3CRX study by 2029.
- Ada County has approved, and construction has begun on two planned communities along the SH-55 corridor north of the 3CRX project- Dry Creek Ranch with 1,800 homes and Avimor currently approved for just under 900 homes but planning for additional development.
- Since 2010, ITD has completed the construction of the SH-16 bridge crossing connecting SH-44 and US 20/26. The SH-16 crossing made no significant change on the traffic volumes and demands on Linder Road (2.3-miles to the east) or Eagle Road/SH-55 (5.5-miles to the east). ITD is currently studying the extension of SH-16 south from US 20/26 to I-84 - this connection will reduce demand on the Linder Road crossing by less than 5%. No impacts were measured for Eagle Road (SH-55).
- In 2019, the State of Idaho purchased the former Hewlett Packard Campus on US 20/26 located at the southern termini of the 3CRX project and has begun the process of planning for the relocation of state office to a centralized campus. While many HP employees purchased houses in West Boise and North Meridian to be located near their employer, State Employees come from all over the Treasure Valley and the State.

Dependent upon the outcome of this work, it could be determined that the 3CRX project should be included in the Idaho Transportation Improvement Plan (ITIP) and that the project be moved from the "Local Unfunded Projects" list to the "State/Regional Unfunded Projects" list in the upcoming CIM 2050 plan or removed entirely.

The City looks forward to working with our regional partners to evaluate this project. Thankyou for taking time to consider our proposal.

Sincerely,



Jason Peirce, Mayor

CC: City Council



DEVELOPMENT SERVICE DEPARTMENT

6015 Glenwood Street ■ Garden City, Idaho 83714
Phone 208/472-2921 ■ Fax 208/472-2996 ■
www.gardencityidaho.govoffice

February 10, 2020

Nichoel Baird Spencer
P.O. Box 1520
Eagle, ID 83616
Sent via email: nbaird@cityofeagle.org

Re: Review of Three Cities River Crossing

Ms. Baird Spencer,

In 2010 it was decided to not build the Three Cities River Crossing project because the environmental and cost impacts were more significant than the traffic benefits. Since the project was evaluated there has been considerable growth in the region. Garden City is in support of a new origin and destination study that includes changes to land uses as well as preliminary network modeling with considerations to impacts to roadways that would be impacted.

Sincerely,

Jenah Thornborrow
Director

Member Request Form for FY2021 UPWP Projects
(for Program Number 701, General Membership Services)

Please enter the appropriate information below.

Requestor's Name/Agency:

Garden City

Phone Number: 208 472 2924

Email: jthorn@gardencityidaho.org

Title of Project:

Review of current and anticipated conditions relative to the 1999 Chinden Boulevard Corridor Study (specifically for the Chinden Corridor: Branstetter to Fairview Avenue) as well as for Glenwood.

General Description of Project and Purpose (*attach additional sheets if*

ITD and Garden City are partnering on two 'Mini' Corridor Plans. One is for Chinden from Branstetter to Fairview Avenue and the other is for Glenwood. The intent of the plans is to take a holistic approach to the corridors to determine the best use of the existing right-of-way, identify what measures would increase capacity for all modes, and identify specific projects within the corridor. In 1999 Ada County Highway District prepared an access management plan for Chinden. The request is to update traffic volumes and demographic scenarios to determine if the 1999 plan is still appropriate and to also inform decisions for the Glenwood corridor.

Significance and Regional

As the region continues to grow, increased vehicular capacity will be needed. Garden City is also experiencing growth. While most of the growth in Garden City is currently relatively minor infill projects, there are two large tracts of undeveloped land within the corridor of note, the Expo Idaho site as well as the area of impact to the west of the City. Should these sites redevelop both Chinden and Glenwood will need to accommodate a considerable increase of residences and businesses in the corridor. Moreover, as Garden City continues to become more densely developed, mobility choices will become more necessary.

Expected Outcomes/Deliverables:

Update Traffic Volumes and Demographic Scenarios

Expected Timeline (**begins mm/yy; ends mm/yy**) and Estimated COMPASS Staff Workdays:

FY 2021: 20 workdays

Check Below For Type(s) of Support Needed (check as many as apply)	
<input checked="" type="checkbox"/>	Demographic Research
<input type="checkbox"/>	General Technical / Committee Support
<input checked="" type="checkbox"/>	GIS / Mapping / Spatial Data
<input type="checkbox"/>	Project Management / Administration
<input type="checkbox"/>	Public Involvement / Outreach
<input checked="" type="checkbox"/>	Transportation Planning
<input checked="" type="checkbox"/>	Travel Demand Modeling
<input type="checkbox"/>	Other Planning (environmental, land use, etc.)
<input type="checkbox"/>	Other Resources (i.e., specialized software, consultant services, etc.)

SUBMIT NO LATER THAN February 21, 2020 TO: Liisa Itkonen, COMPASS by email at litkonen@compassidaho.org

Next Steps: If needed, COMPASS staff will follow up with the requesting agency to further define the request and to determine resources needed. **RTAC will be asked to review and prioritize these**

T:\FY20\701 Member Services\FY2021\FY2021 Request Form for RTAC

Template.pdf

member requests on March 18, 2020, meeting.

Member Request Form for FY2021 UPWP Projects

(for Program Number 701, General Membership Services)

Please enter the appropriate information below.

Requestor's Name/Agency:

Phone Number: Email:

Title of Project:

General Description of Project and Purpose (*attach additional sheets if necessary*):

An extension of Linder Road over I-84 will provide connectivity between north and south Meridian and afford another route for motorists, bicycles and pedestrians within the area. The interstate creates an effective barrier today to efficient movement of people, goods and services. Some preliminary analysis was done last year, but additional and comprehensive impacts, both positive and negative, need to be understood and documented regarding the economic, social and transportation impacts of this project. COMPASS would facilitate the next steps and update the analysis.

Significance and Regional Value:

With interchange and overpass spacing of every two miles at/over I-84, this is the only missing overpass east of the Canyon-Ada County line. Construction of this overpass will have benefits to both the roadway network and afford additional economic development opportunities. Further, there are anticipated safety benefits of a well designed and constructed overpass.

Expected Outcomes/Deliverables:

A refreshed comprehensive system analysis that meets the criteria of ITD to consider this project for funding.

Expected Timeline (**begins mm/yy; ends mm/yy**) and Estimated COMPASS Staff Workdays:

Hope to kick-off and complete analysis in calendar year 2020. It is estimated that 5 COMPASS staff workdays will be needed, primarily including modeling and meeting time with ITD staff.

Check Below For Type(s) of Support Needed (check as many as apply)	
<input type="checkbox"/>	Demographic Research
<input type="checkbox"/>	General Technical / Committee Support
<input type="checkbox"/>	GIS / Mapping / Spatial Data
<input checked="" type="checkbox"/>	Project Management / Administration
<input checked="" type="checkbox"/>	Public Involvement / Outreach
<input type="checkbox"/>	Transportation Planning
<input checked="" type="checkbox"/>	Travel Demand Modeling
<input type="checkbox"/>	Other Planning (environmental, land use, etc.)
<input checked="" type="checkbox"/>	Other Resources (i.e., specialized software, consultant services, etc.)
	TREDIS

SUBMIT NO LATER THAN February 21, 2020
TO: Liisa Itkonen, COMPASS
 by email at litkonen@compassidaho.org

Next Steps: If needed, COMPASS staff will follow up with the requesting agency to further define the request and to determine resources needed. **RTAC will be asked to review and prioritize these member requests at its March 18, 2020, meeting.**

Member Request Form for FY2021 UPWP Projects

(for Program Number 701, General Membership Services)

Please enter the appropriate information below.

Requestor's Name/Agency:

Phone Number: Email:

Title of Project:

General Description of Project and Purpose (*attach additional sheets if necessary*):

Develop a coordinated plan that engages public transportation and human service providers in identifying the transportation needs of individuals with disabilities, older adults, and people with low incomes. This plan will provide strategies for meeting those needs and prioritize transportation services for funding and implementation.

Significance and Regional Value:

The current CHSTP plan has not been updated since 2014. The plan is required by federal transit law to include projects selected for funding under the Section 5310 Program. An updated plan will allow VRT to continue planning, programming, and implementing specialized transportation services throughout the region. Both COMPASS Board and VRT Board will need to adopt the plan.

Expected Outcomes/Deliverables:

Coordinated Human Services Transportation Plan

Expected Timeline (**begins mm/yy; ends mm/yy**) and Estimated COMPASS Staff Workdays:

Timeline: 10/20 - 09/21; Workdays: 40

Check Below For Type(s) of Support Needed (check as many as apply)	
<input checked="" type="checkbox"/>	Demographic Research
<input checked="" type="checkbox"/>	General Technical / Committee Support
<input checked="" type="checkbox"/>	GIS / Mapping / Spatial Data
<input checked="" type="checkbox"/>	Project Management / Administration
<input checked="" type="checkbox"/>	Public Involvement / Outreach
<input checked="" type="checkbox"/>	Transportation Planning
<input type="checkbox"/>	Travel Demand Modeling
<input type="checkbox"/>	Other Planning (environmental, land use, etc.)
<input type="checkbox"/>	Other Resources (i.e., specialized software, consultant services, etc.)

SUBMIT NO LATER THAN February 21, 2020
TO: Liisa Itkonen, COMPASS
 by email at litkonen@compassidaho.org

Next Steps: If needed, COMPASS staff will follow up with the requesting agency to further define the request and to determine resources needed. **RTAC will be asked to review and prioritize these member requests at its March 18, 2020, meeting.**

Member Request Form for FY2021 UPWP Projects

(for Program Number 701, General Membership Services)

Please enter the appropriate information below.

Requestor's Name/Agency:

Phone Number: Email:

Title of Project:

General Description of Project and Purpose (*attach additional sheets if necessary*):

Identify a public transportation plan specific to Kuna and funding levels needed for capital investments and operation. Collect public and agency input and identify potential bus routes within Kuna from city center to city limit and Area of Impact boundaries, routes that connect to a larger service in South Meridian as well as coordinated routes with large Kuna employers. Evaluate connections to education and recreation in surrounding metropolitan areas Determine compatible use of routes and resources with and for the Senior Citizens and identify local and regional partnerships. Evaluate feasibility of implementation of a Kuna specific public transportation plan.

Significance and Regional Value:

Kuna is not currently served by public transit. This plan will allow the City of Kuna to be proactive, plan for growth and address regional transportation issues with transit solutions.

Expected Outcomes/Deliverables:

Public Transportation Plan specific to the needs of Kuna connecting Kuna residents to employment and educational facilities.

Expected Timeline (**begins mm/yy; ends mm/yy**) and Estimated COMPASS Staff Workdays:

Timeline: 10/20 - 09/21; Workdays: 5

Check Below For Type(s) of Support Needed (check as many as apply)	
<input checked="" type="checkbox"/>	Demographic Research
<input type="checkbox"/>	General Technical / Committee Support
<input checked="" type="checkbox"/>	GIS / Mapping / Spatial Data
<input type="checkbox"/>	Project Management / Administration
<input type="checkbox"/>	Public Involvement / Outreach
<input checked="" type="checkbox"/>	Transportation Planning
<input checked="" type="checkbox"/>	Travel Demand Modeling
<input type="checkbox"/>	Other Planning (environmental, land use, etc.)
<input type="checkbox"/>	Other Resources (i.e., specialized software, consultant services, etc.)

SUBMIT NO LATER THAN February 21, 2020
TO: Liisa Itkonen, COMPASS
 by email at litkonen@compassidaho.org

Next Steps: If needed, COMPASS staff will follow up with the requesting agency to further define the request and to determine resources needed. **RTAC will be asked to review and prioritize these member requests at its March 18, 2020, meeting.**

Member Request Form for FY2021 UPWP Projects

(for Program Number 701, General Membership Services)

Please enter the appropriate information below.

Requestor's Name/Agency:

Phone Number: Email:

Title of Project:

General Description of Project and Purpose (*attach additional sheets if necessary*):

VRT has formed a team with Idaho National Labs, Boise State University, and a consultant agency to pilot on-demand service in Ada County and validate whether modifications to typical on-demand transit services can outperform past pilot programs. To succeed where others have not, this pilot will employ the novel approach of using full-size buses already in the fleet and existing bus stops. It is anticipated that this project will pilot on-demand transit during evening and weekend hours where there has been a strong public interest in expanding public transportation but it is expected that transit productivity would be low.

Significance and Regional Value:

On-demand transit has the potential to bring transit service to more people and places at a lower cost. As the regions interest in transit grows, identifying cost-effective methods to deliver high quality transit service is very important.

Expected Outcomes/Deliverables:

This project will validate whether an innovative adaptation of on-demand transit service can deliver cost-effective transportation that can be emulated in other mid-size cities. The project team will publish lessons learned and share testing/validation data with the SMART Mobility Laboratory Consortium via the Livewire Data Platform.

Expected Timeline (**begins mm/yy; ends mm/yy**) and Estimated COMPASS Staff Workdays:

Timeline: 10/20 - 09/21; Workdays: 5

Check Below For Type(s) of Support Needed (check as many as apply)	
<input checked="" type="checkbox"/>	Demographic Research
<input type="checkbox"/>	General Technical / Committee Support
<input checked="" type="checkbox"/>	GIS / Mapping / Spatial Data
<input type="checkbox"/>	Project Management / Administration
<input checked="" type="checkbox"/>	Public Involvement / Outreach
<input type="checkbox"/>	Transportation Planning
<input type="checkbox"/>	Travel Demand Modeling
<input type="checkbox"/>	Other Planning (environmental, land use, etc.)
<input type="checkbox"/>	Other Resources (i.e., specialized software, consultant services, etc.)

SUBMIT NO LATER THAN February 21, 2020
TO: Liisa Itkonen, COMPASS
 by email at litkonen@compassidaho.org

Next Steps: If needed, COMPASS staff will follow up with the requesting agency to further define the request and to determine resources needed. **RTAC will be asked to review and prioritize these member requests at its March 18, 2020, meeting.**

Member Request Form for FY2021 UPWP Projects

(for Program Number 701, General Membership Services)

Please enter the appropriate information below.

Requestor's Name/Agency:

Phone Number: Email:

Title of Project:

General Description of Project and Purpose (*attach additional sheets if necessary*):

The Transit Operational Analysis will explore transit priority treatments along State Street/Highway 44 between the intersection of W State Street and Highway 44 and State Street and Whitewater Park Boulevard. The analysis will recommend solutions to Valley Regional Transit (VRT), Ada County Highway District (ACHD) and the Idaho Transportation Department (ITD) that target "hot spots" where bus delay, background congestions, passenger loads and queuing activity is most heavily concentrated. Evaluating these treatments based on travel time benefits to all users and person delay will help ensure that investments are focused on moving as many people as possible in the corridor. This analysis will also support incremental improvements that will increase transit use in the corridor. Planning-level cost, potential right-of-way needs, and impacts to general purpose traffic will also be taken into consideration. COMPASS role would be to provide regional model data and review consultant reports and findings.

Significance and Regional Value:

State Street High Capacity Transit is the number one priority for public transportation in the long range transportation plan. Developing specific plans to improve transit speed and reliability in this corridor will advance the regions vision of high performing transit in the State Street corridor.

Expected Outcomes/Deliverables:

Modeled analysis of different transit priority treatments and their impact on traffic and person delay. Microsimulation of priority treatments (done by consultant) will help illustrate impacts of potential changes. Specific recommendations and planning level costs for improving the speed and reliability of transit along the State Street corridor will help move improvements toward implementation.

Expected Timeline (**begins mm/yy; ends mm/yy**) and Estimated COMPASS Staff Workdays:

Timeline: 10/20 - 09/21; Workdays: 5

Check Below For Type(s) of Support Needed (check as many as apply)	
<input type="checkbox"/>	Demographic Research
<input type="checkbox"/>	General Technical / Committee Support
<input checked="" type="checkbox"/>	GIS / Mapping / Spatial Data
<input type="checkbox"/>	Project Management / Administration
<input type="checkbox"/>	Public Involvement / Outreach
<input checked="" type="checkbox"/>	Transportation Planning
<input checked="" type="checkbox"/>	Travel Demand Modeling
<input checked="" type="checkbox"/>	Other Planning (environmental, land use, etc.)
<input type="checkbox"/>	Other Resources (i.e., specialized software, consultant services, etc.)

SUBMIT NO LATER THAN February 21, 2020
TO: Liisa Itkonen, COMPASS
 by email at litkonen@compassidaho.org

Next Steps: If needed, COMPASS staff will follow up with the requesting agency to further define the request and to determine resources needed. **RTAC will be asked to review and prioritize these member requests at its March 18, 2020, meeting.**

RTAC AGENDA ITEM IV-B

Date: March 18, 2020

Topic: Amendment to the FY2020-2026 Regional Transportation Improvement Program (TIP)

Request/Recommendation:

COMPASS staff seeks Regional Transportation Advisory Committee recommendation of COMPASS Board of Director's adoption of Resolution X-2020 (Attachment 1) amending the FY2020-2026 TIP.

Background/Summary:

COMPASS Policy 2019-02, COMPASS Regional Transportation Improvement Program (TIP) Amendments, requires COMPASS Board of Directors of approval under the following situations:

No.	Amendment Criteria	Public Involvement
1	Add new project	X
2	Remove project	X
3	Advance or delay funds across fiscal years outside the first four years of the program	
4	Significant change to project termini or scope	X
5	Change that affects air quality conformity demonstration	X
6	Transfer funding from the Federal Highway Administration (FHWA) to the Federal Transit Administration (FTA) or vice versa	
7	Change in project costs, if project total increases by more than 30% or \$2,000,000, whichever is less, with minimum change amount of \$25,000	
8	Conversion of funds from local to federal using limitations in #7	

A summary of the actions in the amendment is provided below, including a reference to the criteria number requiring an amendment from the table above. Financial details are provided in Attachment 1.

- The Idaho Transportation Department (ITD) requests to delay the I-84, Garrity Interchange to Ten Mile Interchange, Ada and Canyon Counties (Key Number 20212) project from FY2021 to FY2025 to offset the advance of a project in Jerome (criteria #3).
- ITD also requests to increase the I-84, Franklin Interchange to Karcher Interchange, Canyon County (Key Number 22196) project by \$13,647,000 to cover the current cost estimate (criteria #7).

A public comment period was not required for these proposed changes.

COMPASS staff will seek COMPASS Board of Directors' adoption of Resolution X-2020 on April 20, 2020.

Implication (policy and/or financial):

This amendment changes project years and funds cost increases to allow projects to be ready for immediate obligation.

More Information:

- 1) Attachment 1: Resolution X-2020
- 2) For detailed information contact: Toni Tisdale, Principal Planner, at 208/475-2238 or ttisdale@compassidaho.org.

TT: T:\FY20\600 Projects\685 TIP\FY2026TIP\200318mmoBDTIPamend.docx

RESOLUTION NO. X-2020

**FOR THE PURPOSE OF AMENDING THE FY2020-2026
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, no additional public involvement is necessary for this action;

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 FY2020-2026 Regional Transportation Improvement Program in compliance with all applicable state and federal regulations; and

WHEREAS, the attached table details the amendment to FY2020-2026 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 FY2020-2026 Regional Transportation Improvement Program.

ADOPTED this 20th day of April 2020.

By: _____
Elaine Clegg, Chair
Community Planning Association
of Southwest Idaho Board of Directors

ATTEST:

By: _____
Matthew J. Stoll, Executive Director
Community Planning Association
of Southwest Idaho

T:\FY20\900 Operations\Board\2020 Resolutions\Resolution X-2020.docx

COMPASS Amendment #3 for the
FY2020-2026 Regional Transportation Improvement Program (TIP)

Idaho Transportation Department, January and February 2020

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PC	RW	UT	CE	CN	SUM
20212	I-84, Garrity Interchange to Ten Mile Interchange, Canyon and Ada Counties	2020							0
	Funding Source: IM	2021					224	4157	4381
	Resurface the pavement on I-84 between the Garrity Interchange in the City of Nampa and the Ten Mile Interchange in the City of Meridian. This is a routine procedure to maintain the existing pavement. (Federal = \$4,042,0000) Delay construction from FY2021 to FY2025 to offset advance of a project in Jerome. No change to total cost. Previous obligations = \$89,500 Total cost = \$4,470,990						0	0	0
		2022							0
		2023							0
		2024							0
		2025					0	0	0
		SUM		0	0	0	0	224	4157
22196	I-84, Franklin Interchange to Karcher Interchange, Canyon County	2020			1000		6800	73000	80800
	Funding Source: GARVEE 2017	2021					6697	72000	78697
	Design and construction on I-84 from the Franklin Interchange in the City of Caldwell to the Karcher Interchange in the City of Nampa in Canyon County. (Federal = \$0) Increase CN by \$13,647,000 to cover current cost estimate. Funds from KN 22154 (released in Administrative Modification #3) (8.56% increase) Previous obligations = \$10,200,000 Total cost = \$183,344,000	2022							0
		2023							0
		2024							0
		2025							0
		SUM		0	0	1000	0	13497	145000
								86647	94447
								158647	173144

CE = Construction Engineering
CN = Construction
FY = Fiscal Year
GARVEE = Grant Anticipation Revenue Vehicle

I = Interstate (highway)
IM = Interstate Maintenance
PE = Preliminary Engineering
PC = Preliminary Engineering Consultant

RW = Right-of-Way
UT = Utilities

T:\FY20\600 Projects\685 TIP\FY2026TIP\Amend\Amend3.docx

RTAC AGENDA ITEM IV-C

Date: March 18, 2020

Topic: Draft Federal-Aid Programs Based on Recommended Priorities

Request/Recommendation:

COMPASS staff seeks RTAC recommendation of draft Surface Transportation Program – Transportation Management Area (STP-TMA), Transportation Alternatives Program – Transportation Management Area (TAP-TMA), and Surface Transportation Program – Urban (STP-U) programs, based on project rankings recommended by RTAC on February 26, 2020.

Background/Summary:

Each year, COMPASS solicits funding applications for transportation needs through a two-phase approach. All applicants are required to submit a Phase I application; the deadline for Phase I applications for the FY2021-2027 funding cycle was December 2, 2019. COMPASS staff determined funding eligibility of all applications and provided that information to applicants on December 9, 2019. Members who submitted applications deemed eligible for federal-aid funding were requested to submit Phase II applications, providing additional information for the federal process, no later than January 21, 2020. RTAC ranked all eligible applications with an online paired comparison process February 3-14, 2020.

On February 26, 2020, RTAC reviewed the preliminary rankings for federal-aid eligible projects and recommended them to move forward in the process. The rankings guided staff in developing a funding plan for federal-aid programs, which also includes updates and changes for existing projects.

A summary of the funding recommendations of *new* projects, by program, is provided in Attachment 1. Worksheets, including full programming recommendations for each program, are provided in Attachments 2, 3, and 4. The attachments are the same as the documents we discussed at the March 4, 2020, RTAC workshop on federal-aid funding programs.

Applications are listed in each eligible funding category during the ranking process; therefore, some projects appear under more than one category in the attached recommendations for federal-aid funding.

Highlights

- Existing projects include an increase of 2% for inflation in the construction phase.
- The top-ranked project is recommended for funding in the STP-TMA program.
- The two top-ranked projects in the Nampa Urbanized Area are recommended for funding and the seventh-ranked project is recommended for partial funding (due to small amount); however, funding is dependent on the balancing process with other metropolitan planning organizations across the state and the Local Highway Technical Assistance Council.
 - Staff is unsure if any of these projects will be funded in the final program.

Next Steps

- **April 2** – Urban Balancing (further balancing STP-U)
- **May 27** – RTAC review Draft FY2021-2027 Regional Transportation Improvement Program (TIP)
- **June 15** - COMPASS Board of Directors review Draft FY2021-2027 TIP
- **August 3 through September 7** – Public comment period on Draft FY2021-2027 TIP
- **September 23** – RTAC requested to recommend FY2021-2027 TIP
- **October 19** – COMPASS Board of Directors requested to approve FY2021-2027 TIP

Implication (policy and/or financial):

The ranking process develops the priority order to fund new projects in all available federal-aid funding programs managed by COMPASS. The TIP update process allows costs to be updated based on COMPASS Board of Directors' guidance or new cost estimates. Today's action will allow the federal-aid programs managed by COMPASS to be included in the Draft FY2021-2027 TIP.

More Information:

- 1) Attachment 1: RTAC Ranking of Federal-Aid-Eligible Applications, with Funding Recommendations
- 2) Attachment 2: Worksheet for STP-TMA Program
- 3) Attachment 3: Worksheet for TAP-TMA Program
- 4) Attachment 4: Worksheet for STP-U Program
- 5) For detailed information contact: Toni Tisdale, Principal Planner, at 208/475-2238 or ttisdale@compassidaho.org or Tevrin Fuller, Assistant Planner, at 208/475-2237 or tfuller@compassidaho.org.

TT: T:\FY20\600 Projects\685 TIP\FY2127TIP\200318mmoRTACFedFundRecommend.docx

Ranking of Federal-Aid-Eligible Applications

In rank order by funding program, as recommended by the Regional Transportation Advisory Committee on February 26, 2020.

Gray highlighted projects are anticipated to be programmed (funded) in the draft FY2021-2027 Regional Transportation Improvement Program (TIP).

Blue highlighted projects are anticipated to be partially programmed (funded) in the draft FY2021-2027 TIP.

Lined-through projects are removed from prioritized list, as they were already included in the program.

Surface Transportation Program – Transportation Management Area (STP-TMA)		
Preliminary Rank	Sponsor	Project
4	COMPASS	Fiscal Impact Analysis Tool for Local Agencies
2	Valley Regional Transit	Public Transportation Rolling Stock, Infrastructure, and Technology
3	COMPASS	"Big-Data" Purchase
4	City of Boise	Eagle Road Bicycle/Pedestrian Pathway Connection, McMillan to Chinden
5	COMPASS	Bicycle/Pedestrian Permanent Automated Counter Purchase
6	Ada County Highway District	Ada County Regional Low-Stress Bike Route Signs and Pavement Markings
7	COMPASS	Regional Waterway-Pathway Analysis and Feasibility Study
8	City of Kuna	Kuna Public Transportation – Capital Improvements and Operations Plan
9	COMPASS	Smart Corridors
10	COMPASS	Economic Impact of Bicycle/Pedestrian Infrastructure
11	COMPASS	Transit Oriented Development and Infill Analysis/Fiscal Impact Guidebook

Transportation Alternatives Program – Transportation Management Area (TAP-TMA)		
Preliminary Rank	Sponsor	Project
1	Valley Regional Transit	Treasure Valley Family YMCA Safe Routes to School Program - Ada County
2	City of Boise	Eagle Road Bicycle/Pedestrian Pathway Connection, McMillan to Chinden
3	Ada County Highway District	Ada County Regional Low-Stress Bike Route Signs and Pavement Markings

***Surface Transportation Program – Urban (STP-U)**

Preliminary Rank	Sponsor	Project
1	City of Nampa	Victory Road and Pedestrian Improvements
2	City of Nampa	Stoddard City Pathway Extension, Sherman - 2nd Street
3	City of Nampa	Grimes City Pathway Extension
4	COMPASS	"Big Data" Purchase
5	City of Nampa	Intelligent Traffic System
6	City of Nampa	Northside Boulevard and Karcher Road Roundabout
7	COMPASS	Bicycle/Pedestrian Permanent Automated Counter Purchase
8	City of Nampa	Garrity Traffic and Safety, Flamingo Avenue to Stamm Road
9	COMPASS	Regional Waterway-Pathway Analysis and Feasibility Study
10	City of Nampa	Midland and Marketplace Boulevard Traffic and Safety Improvements
11	COMPASS	Smart Corridors
12	COMPASS	Transit Oriented Development and Infill Analysis/Fiscal Impact Guidebook
13	COMPASS	Economic Impact of Bicycle/Pedestrian Infrastructure

*New projects may be added as funding allows; typically when other projects advance from preliminary development. It is uncertain if any of these projects will be included in the final funded program.

T:\FY20\600 Projects\685 TIP\FY2127TIP\Apps\Ranking\Final Federal-Aid Rank and Program.docx

STP-TMA Program Worksheet
DRAFT FY2021-2027

(amounts include local match)(Projects in Boise Urbanized Area)

Key No	Project	Prev	2021	2022	2023	2024	2025	2026 2027	Total	2021 Comments
Off-the-Top										
20260	Commuteride, ACHD (FY2021)	0	220						220	CPA3
20729	Commuteride, ACHD (FY2022)	0		220					220	CPA3
22015	Commuteride, ACHD (FY2023)	0			220				220	CPA3
22436	Commuteride, ACHD (FY2024)	0				220			220	CPA3
22386	Commuteride, ACHD (FY2025)	0					220		220	CPA3
NEW	Commuteride, ACHD (FY2026)	0						220	220	CPA3 Add new project
19389	COMPASS Planning (FY2021)	0	232						232	CPA1
19920	COMPASS Planning (FY2022)	0		232					232	CPA1
20560	COMPASS Planning (FY2023)	0			232				232	CPA1
21889	COMPASS Planning (FY2024)	0				232			232	CPA1
22387	COMPASS Planning (FY2025)	0					232		232	CPA1
NEW	COMPASS Planning (FY2026)	0						232	232	CPA1 Add new project
	SUBTOTAL		452	452	452	452	452	452	2712	
Roadway Maintenance (82%)										
18701	Capital Maintenance, Phase 1, Boise Area - FY2021	494	4948						5442	No increase for inflation (design already started) - (70% for large-scope maintenance projects) reduced to balance (see KN 19303)
20129	Capital Maintenance, Phase 2, Boise Area - FY2021	242	2121						2363	No increase for inflation (design already started) - (30% for small-scope maintenance projects)
20159	Capital Maintenance, Phase 3, Boise Area - FY2021	91	300						391	No increase for inflation (design already started) - convert from local to federal
20159	Capital Maintenance, Phase 3, Boise Area - FY2021		0							Remove local funds.
19465	Capital Maintenance, Phase 1, Boise Area - FY2022	543		5427					5970	No increase for inflation (design already started) - (70% for large-scope maintenance projects) increased to balance (see KN 19303)
20122	Capital Maintenance, Phase 2, Boise Area - FY2022	233		2326					2559	No increase for inflation (design already started) - (30% for small-scope maintenance projects)
20006	Capital Maintenance, Local Phase 3, Boise Area - FY2022				80				380	Increase to partially convert local to federal.
20006	Capital Maintenance, Local Phase 3, Boise Area - FY2022	80			220					Breakout for small scope maintenance project using local funds designed to federal standards that could convert to federal funds in case of cost savings federal phases.
20259	Capital Maintenance, Phase 1, Boise Area - FY2023	0	538		5379				5917	Adjust based on goals for projected allocation - (70% for large-scope maintenance projects) increased to balance (see KN 19303)
19993	Capital Maintenance, Phase 2, Boise Area - FY2023	0	231		2305				2536	Adjust based on goals for projected allocation - (30% for small-scope maintenance projects)
20080	Capital Maintenance, Local, Boise Area - FY2023	0	80					300	380	Breakout for small scope maintenance project using local funds designed to federal standards that could convert to federal funds in case of cost savings federal phases.
20674	Capital Maintenance, Phase 1, Boise Area - FY2024	0		516		5157		0	5673	Adjust based on goals for projected allocation - (70% for large-scope maintenance projects)
20538	Capital Maintenance, Phase 2, Boise Area - FY2024	0		221		2210		0	2431	Adjust based on goals for projected allocation - (30% for small-scope maintenance projects)
20683	Capital Maintenance, Local, Boise Area - FY2024	0			80		300	0	380	Breakout for small scope maintenance project using local funds designed to federal standards that could convert to federal funds in case of cost savings federal phases.
21896	Capital Maintenance, Phase 1, Boise Area - FY2025	0			501		5010	0	5511	Adjust based on goals for projected allocation - (70% for large-scope maintenance projects)
21898	Capital Maintenance, Phase 2, Boise Area - FY2025	0			215		2147	0	2362	Adjust based on goals for projected allocation - (30% for small-scope maintenance projects)
21902	Capital Maintenance, Local, Boise Area - FY2025	0			80			300	380	Breakout for small scope maintenance project using local funds designed to federal standards that could convert to federal funds in case of cost savings federal phases.
22390	Capital Maintenance, Phase 1, Boise Area - FY2026	0				501		5010	5511	Adjust based on goals for projected allocation - (70% for large-scope maintenance projects)
22391	Capital Maintenance, Phase 2, Boise Area - FY2026	0				215		2147	2362	Adjust based on goals for projected allocation - (30% for small-scope maintenance projects)
22392	Capital Maintenance, Local, Boise Area - FY2026	0					80	300	380	Breakout for small scope maintenance project using local funds designed to federal standards that could convert to federal funds in case of cost savings federal phases.
NEW	Capital Maintenance, Phase 1, Boise Area - FY2027	0					504	5010	5514	Add project. - (70% for large-scope maintenance projects)
NEW	Capital Maintenance, Phase 2, Boise Area - FY2027	0					216	2147	2363	Add project. - (30% for small-scope maintenance projects)
NEW	Capital Maintenance, Local, Boise Area - FY2027	0					80	300	380	Add project. Breakout for small scope maintenance project using local funds designed to federal standards that could convert to federal funds in case of cost savings federal phases.
	For balancing only - not programmed							1440		For design in future years
	GOAL		8557	8381	8210	8042	7877	15754	73670	
	SUBTOTAL		8137	8570	8400	8083	7877	15754	73671	Not counting previous
Alternative Transportation Maintenance (15%)										
18905	Transit Asset Management, VRT - FY2021	0	1565						1565	Adjust based on goals for projected allocation.
19763	Transit Asset Management, VRT - FY2022	0		1533					1533	Adjust based on goals for projected allocation.
19950	Transit Asset Management, VRT - FY2023	0			1502				1502	Adjust based on goals for projected allocation.

Key No	Project	Prev	2021	2022	2023	2024	2025	2026 2027	Total	2021 Comments
20659	Transit Asset Management, VRT - FY2024	0				1471			1471	Adjust based on goals for projected allocation.
21903	Transit Asset Management, VRT - FY2025	0					1441	0	1441	Adjust based on goals for projected allocation.
22393	Transit Asset Management, VRT - FY2026	0						1441	1441	Adjust based on goals for projected allocation.
NEW	Transit Asset Management VRT - FY2027	0						1441	1441	Add new project. Rank #2.
	GOAL		1565	1533	1502	1471	1441	2882	13477	
	SUBTOTAL		1565	1533	1502	1471	1441	2882	13476	
Studies/Special Projects (3%)										
19303	Planning, Travel Survey Data Collection, COMPASS	150	700						850	
19571	Planning, Communities in Motion Update, COMPASS	600	53	72					725	For balancing, decrease 2020 by \$21,000 and increase 2021 by \$21,000.
20271	Planning, Communities in Motion Update, COMPASS				30	253	78	275	636	Advance \$31K from PD to 2025. Needs additional \$327,300. Partially cover need with \$5,000 in FY2024 and \$47,000 in FY2025 and \$275,000 in PD.
20542	Pedestrian Improvements, SH-55 (Eagle Road), Meridian							0		Remove STP-TMA and move to TAP-TMA
20542	Pedestrian Improvements, SH-55 (Eagle Road), Meridian	0		79	96		409	0	603	TAP-TMA funds
20542	Pedestrian Improvements, SH-55 (Eagle Road), Meridian			10			9	0		Local funds
13046	High Capacity Corridor Alternatives Analysis	0						1000	1000	On hold pending CIM process. Need to assure operating funds before entering NEPA study. Likely to cost more.
20841	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle				80					Increase with available funds to convert local to federal-aid, as available.
20841	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	350			32				1527	TAP-TMA funds
20841	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle				1065					Local funds. Needs \$93K for LHTAC oversight and CC.
22394	Study, Big Data Purchase, COMPASS	0					150	0	150	Advance PD to 2025
22395	Study, Fiscal Impact Analysis, COMPASS	0					60	0	60	Advance PD to 2025
15001	Cost Increase Set-Aside, STP-TMA	0		46					46	To be programmed for needs throughout the year.
	GOAL		313	307	300	294	288	576	2696	
	SUBTOTAL		753	118	110	253	288	1275	3111	
Total Programmed			10908	10673	10464	10259	10058	20363		
*Total available			10887	10673	10464	10259	10058	20116		
Net Difference Programmed vs Available			-21	0	0	0	0	-247		
% over/under programmed			-0.2%	0.0%	0.0%	0.0%	0.0%	-1.2%		
% of available OA			100%	100%	100%	100%	100%	101%		

red text = proposed changes

blue text = could change

Gray highlight = local/other funds, previous and overall total (not included in the total programmed)

Purple highlight = funds for design

Teal highlight = funds for right-of-way

Peach highlight = funds for construction

Other colors differentiate the funding split categories

*available funds based on ITD's Available vs Programmed projects report in Update Packet (2/10/2020), includes reduction of 2% per year to show inflation

Bold lines separate project categories

TAP-TMA Program Worksheet
DRAFT FY2021-2025

(amounts include local match)

Key No	Project	Prev Years	2021	2022	2023	2024	2025	PD	Total	FY2021 Update Comments
20245	SR2S, VRT, Ada County - FY2021 and FY2022	0	344						344	Increase for inflation.
20493	SR2S, VRT, Ada County - FY2023	0			168				168	Increase for inflation.
21910	SR2S, VRT, Ada County - FY2024 and FY2025	0				397			397	Increase for inflation.
NEW	SR2S, VRT, Ada County - FY2026	0						214	214	Add new project. Rank #1
13918	Rail with Trail Pathway, Meridian	0		391					648	Increase for inflation
13918	Rail with Trail Pathway, Meridian		120	138				Local funds. Cover ROW and remaining CN costs.		
20549	Pedestrian Improvements, US 20/26 (Chinden) at 43rd Street, Garden City (ACHD)	0	56		162				0	Increase CN for inflation.
20542	Pedestrian Improvements, SH-55 (Eagle Road), Meridian	0		79	96		409	0	603	Increase CN for inflation. Advance CN from PE to FY202 and move STP funds to TAP program.
20542	Pedestrian Improvements, SH-55 (Eagle Road), Meridian							0		STP-TMA funds. (removed)
20542	Pedestrian Improvements, SH-55 (Eagle Road), Meridian		10				9	0		Local funds.
20841	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	639			35				1829	Increased for inflation.
20841	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle				77					STP-TMA funds. Increased for inflation.
20841	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle				1079					Local funds. Needs \$93K for LHTAC oversight and CC. Increased for inflation.
22385	Pathway, Greenbelt Completion, Boise State					50		379	429	Increased for inflation.
NEW	Pedestrian Improvements, SH-55, McMillan to Chinden, Boise						34	293	327	Add new project Rank #2 (partial funding)
NEW	Pathway, Low-Stress Bike Route Signs and Pavement Markings		80						80	Add new project Rank #3 (partial funding)
15001	Cost Increase Set-Aside, TAP-TMA					5				
Total Programmed			480	470	461	452	443	886		
*Total Available			480	470	461	452	443	886		
Net Difference Programmed vs Available			0	0	0	0	0	0		
% over/under programmed			-0.1%	0.0%	0.0%	0.0%	0.0%	0.0%		

red text = proposed changes

blue text = could change

Gray highlight = local/other funds, previous and overall total (not included in the total programmed)

Purple highlight = funds for design

Teal highlight = funds for right-of-way

Peach highlight = funds for construction

*available funds based on ITD's Available vs Programmed projects (AvP) report in the Update Packet (as of 2/10/2020)

STP-U Program Worksheet
DRAFT FY2021-2025

(amounts include local match)

Projects in Nampa Urbanized Area only

Key No	Project	Prev Years	2021	2022	2023	2024	2025	PD	Total	FY2020-2024 Comments
Off-the-Top										
20260	Commuteride, ACHD (Canyon County) (FY2021)	0	55						55	CPA3
20729	Commuteride, ACHD (Canyon County) (FY2022)	0		55					55	CPA3
22015	Commuteride, ACHD (Canyon County) (FY2023)	0		55					55	CPA3
22436	Commuteride, ACHD (Canyon County) (FY2024)	0				55			55	CPA3
22386	Commuteride, ACHD (Canyon County) (PD FY2025)	0					55	0	55	CPA3 Advance from PD to 2025
NEW	Commuteride, ACHD (Canyon County) (FY2026)							55		Add new project (same KN as STP-TMA)
20113 19389	Planning, COMPASS (FY2021)	0	99						99	CPA1 Update KN to match STP-TMA project.
19920	Planning, COMPASS (FY2022)	0		99					99	CPA1
20560	Planning, COMPASS (FY2023)	0		99					99	CPA1 advance from FY2023 to FY2022
21889	Planning, COMPASS (FY2024)	0				99			99	CPA1 Advance from PD to 2024
22387	Planning, COMPASS (PD FY2025)	0					99	0	99	Add new project (same KN as STP-TMA)
NEW	Planning, COMPASS (FY2026)							99		Add new project (same KN as STP-TMA)
Roadway Maintenance (82%)										
13905	10th Avenue ITS and Overlay, Caldwell	241						1229	1470.1	Increased CN for inflation. Concept Charter expected complete in March 2020. Needs \$76,000 total for oversight CN funds. (Breakout: CE \$5,360, CC \$160,803, CL \$42,881)
22016	Midway Road, SH-55 (Karcher Road) to I-84B (Caldwell Boulevard), Caldwell (CHD)	166						1170	1335.9	Increased CN for inflation. Concept not ready. Needs \$103,000 for oversight CN funds (Breakout: CE \$4,366, CC \$130,968, CL \$34,925).
22017	Cherry Lane, Franklin Boulevard to 11th Avenue North, Nampa	0		200				1172	1372	Increased CN for inflation. Advance design, if possible. Break out PL funds from PE and PC (show as PE - \$4,000, PC \$166,000, PL \$30,000 and breakout CL funds from CE and CC (show as CE \$5,000, \$167,000, CL \$34,000) (release \$101,000 from CE/CC)
22438	Cherry Lane, 11th Avenue North to Idaho Center Boulevard, Nampa	0						1325	1324.6	Increased CN for inflation. Need to advance design (PE \$5,000, PC \$128,000, PL \$38,000)
NEW	Victory Road, Sugar Street to Happy Valley Road, Nampa							1429	1429	Add new project. Rank #1 (PE \$5,142, PC \$154,245, PL \$41,132, CE \$5,142, CC \$154,245, CL \$41,132, CN 791,000 (Total \$1,429,337)
Alternative Transportation Maintenance (15%)										

Key No	Project	Prev Years	2021	2022	2023	2024	2025	PD	Total	FY2020-2024 Comments
22018	Pedestrian Improvements and Widening, Montana Avenue near Syringa Middle School, Caldwell	0		89				569	658	Increased CN for inflation. Advance design if possible. (PE \$4,000, PC \$66,000, PL, \$19,000)
22132	Holly Street/Northwest Nazarene University Roadway Reconfiguration, Nampa	0		64				335	436	Increased CN for inflation. Convert local to federal and advance design, if possible. (PE \$10,000, PC \$80,000, PL \$11,000)
22132	Holly Street/Northwest Nazarene University Roadway Reconfiguration, Nampa	0		37						Local funds.
New	Pathway, Stoddard Pathway, Sherman Road to 2nd Street, Nampa	0						460	460	Add new project. Rank #2 (PE \$1,000, PC \$66,300, PL \$10,000, CE - 1,000, CC \$40,000, CL, \$10,000, CN \$255,000)
Studies/Special Projects (3%)										
22020	Study, Pavement Management Inventory and Plan, Canyon County	0						0	0	REMOVE, funded through STP-TMA EOY 2019
NEW	Bicycle/Pedestrian, Permanent Automated Counters, COMPASS	0						39	39	Add new project. Rank #7. (small project, only add if funding available. \$7,800 per counter for up to 5 needed in the Nampa Urbanized Area)
Capital (no longer part of goals)										
12048	South Cemetery Road, SH-44 to Willow Creek, Middleton	762	2761						3523.1	Increased CN for inflation. Needs \$22,000 to cover oversight for CN. (Breakout CE \$12,000, CC \$343,000, CL \$91,000)
13484	Centennial Road Roundabout, Caldwell	422			2954				3415.9	Increased CN for inflation. Needs \$13,000 to cover oversight for CN. (Breakout CE \$13,000, CC \$365,000)
13487	Middleton Road and Ustick Road Roundabout, Caldwell	317	571			2075			3000.7	Increase CN for inflation.
13487	Middleton Road and Ustick Road Roundabout, Caldwell	0				38				Local funds.
13494	Old Highway 30, Plymouth Street Bridge, Caldwell	950	171		1877				12113	Increased for inflation. Needs CL funds (unsure of amount or split)
13494	Old Highway 30, Plymouth Street Bridge, Caldwell	2321	149		6496					Bridge funds. Increased for inflation. Needs CL funds
Total Programmed			3657	661	4831	2267	154	7842	19412	
Target Available								5000		
Funds Remaining								-2842		Overprogrammed.

red text = current changes

*CPA = Community Planning Association (in TIP, combined similar key numbers into one for clarity)

Gray highlight = local funds (not included in the total programmed)

Purple highlight = funds for design

Teal highlight = funds for right-of-way

Construction

RTAC AGENDA ITEM IV-D

Date: March 18, 2020

Topic: Updated Policies for Transportation Improvement Program Amendments and *Communities in Motion* Updates

Request/Recommendation:

COMPASS staff seeks a Regional Transportation Advisory Committee (RTAC) recommendation for COMPASS Board of Directors' approval of updated policies relating to Regional Transportation Improvement Program (TIP) amendments and *Communities in Motion* (CIM) updates.

Background/Summary:

Policies direct staff and RTAC on matters related to management and operations of programs within the TIP and updates to CIM. Staff periodically reviews the policies and recommends changes to ensure they continue to meet the needs of member agencies. At this time, COMPASS staff recommends updates to two policies.

Two versions of each policy are provided in Attachments 1 and 2 – one version with changes tracked and one “clean” version of each revised document. A brief summary of each policy and recommended significant changes follows (minor changes are also included for correction or clarification):

- **COMPASS Regional Transportation Improvement Program (TIP) Amendments** (Policy 2020-01) (Attachment 1)
 - Provides guidance and criteria for all changes to the TIP and the process used for specific actions.
 - Changes listed below are proposed based on discussions with staff from the Federal Highway Administration (FHWA) and the Idaho Transportation Department (ITD) to better meet the intent of federal regulations, as well as keep projects moving as efficiently as possible, while allowing time for adequate review and approval processes.
 - Summary of significant changes:
 - Revise the titles of actions:
 - Amendments require public involvement and COMPASS Board of Directors' (Board) approval
 - Board Administrative Modifications (formerly also titled “Amendments”) require Board approval
 - Staff Administrative Modification (formerly titled “Administrative Modifications”) require COMPASS Executive Director approval
 - Some actions are very minor and may be changed with no official action
 - Changes to criteria:
 - Amended:
 - Change to public involvement to remove requirement requiring public involvement if the sponsoring agency has already solicited public comment on a new project. If deemed

acceptable by the COMPASS Executive Director, public comments received by the public agency's outreach efforts will be included in action to add a project.

- Staff presented the possible change to public involvement to the Public Participation Workgroup on March 6, 2020. There was no concern regarding this approach, as long as the information provided is consistent with current policy.
- Criteria #7 – changed minimum amount from \$25,000 to \$50,000 for local projects and \$500,000 for state projects.
- Add:
 - Criteria #9 – to meet intent of federal regulation, project phase costs are included for approval through staff administrative modification (currently, we only include increases to the total project cost).
 - Criteria #15 – includes specific process if a project is already under construction to allow ability to make changes in a timely manner.
 - Criteria #16 – specifies that releases of funds may occur for approval through staff administrative modification.
 - Criteria #23 – specifies that funds may be moved within a phase of a project if the total cost is not affected. However, if funds move between phases (i.e., from design to construction), a staff administrative modification is required, per federal regulation.
- **Updates to CIM 2040 2.0** (Policy 2020-02) (Attachment 2)
 - Provides guidance and criteria to update CIM 2040 2.0 to provide factual information updates on an annual basis.
 - Changes listed below are proposed based on the changes above to the TIP Amendment Policy.
 - Summary of significant changes:
 - Change the deadline of making changes from “by” December 31 to “as of” December 31 in order to include all changes made through the end of the calendar year.
 - Update the criteria for a minor or major changes to include the same language as the TIP Amendment Policy.

Next Steps:

COMPASS staff will seek COMPASS Board of Directors' adoption of the revised policies on April 20, 2020.

Implication (policy and/or financial):

The recommended policy updates will help ensure clarity and transparency in funding decisions regarding program amendment protocols, eligibility, project selection, and balancing priorities.

More Information:

- 1) Attachment 1: Policy 2020-01, COMPASS Regional Transportation Improvement Program (TIP) Amendments
- 2) Attachment 2: Policy 2020-02, Updates to *Communities in Motion 2040 2.0* (CIM 2040 2.0)
- 3) For detailed information contact: Toni Tisdale, Principal Planner, at 208/475-2238 or ttisdale@compassidaho.org or Liisa Itkonen, Principal Planner, at 208/475-2241 or litkonen@compassidaho.org.

POLICY STATEMENT

No. Board ~~2019-02~~2020-01

Adopted: ~~February 25, 2019~~

By: COMPASS Board of Directors

Last Revision: ~~December 21, 2015~~ February 25, 2019

Policy Statement:

COMPASS Regional Transportation Improvement Program (TIP) Amendments

Background:

COMPASS updates the TIP on an annual basis, similar to the Idaho Transportation Department's (ITD's) Statewide Transportation Investment Program (STIP) update schedule. COMPASS works closely with ITD, Valley Regional Transit, and member agencies to keep the TIP as accurate as possible throughout the fiscal year, as changes to projects are certain to occur.

Process:

Changes are processed either through an amendment, which requires approval by the COMPASS Board of Directors and possibly public involvement, depending on the nature of the change, or an administrative modification, which requires approval by the COMPASS Executive Director.

- Amendments
 - Triggered by:
 - Notification of changes from ITD, the Local Highway Technical Assistance Council (LHTAC), or Valley Regional Transit
 - Balancing actions, following Urban or Transportation Management Area (TMA) Balancing Guidelines
 - Other considerations:
 - Could require notification of the Interagency Consultation Committee, if change triggers an amendment to the air quality conformity demonstration – up to 60 days
 - Could require a public comment period – open for minimum 15 days
 - Public comment follows the procedures outlined in the Integrated Communication Plan
- Administrative Modifications
 - Triggered by:
 - Notification of changes from ITD, LHTAC, or Valley Regional Transit
 - Balancing actions, following Urban or TMA Balancing Guidelines
 - Other considerations:
 - Included as information item in next COMPASS Board packet
 - Emailed to Regional Transportation Advisory Committee

For the purposes of the TIP, state funds are treated the same as federal-aid funds. Therefore, projects funded with state funds follow the process outlined here.

Changes to projects obligated in previous years, but not included in the current TIP, will be processed as existing projects.

The process matrix on the next page provides criteria to determine how a requested change is processed in the TIP.

Previous Policy:

This policy replaces the ~~original~~ TIP Amendment Policy approved by the COMPASS Board of Directors on ~~December 17, 2007~~ February 25, 2019, ~~and amended on February 25, 2008,~~ ~~December 10, 2010, April 21, 2014, and December 21, 2015.~~ There was no policy number on ~~the original policy~~ 2019-02.

Links to More Information:

Additional information about related information can be found on the COMPASS website.

- Link to Glossary of Terms: <http://www.compassidaho.org/comm/glossary.htm>
- Link to ITD's STIP/TIP Amendment and Administrative Modification Process: https://apps.itd.idaho.gov/apps/Fund/stip2018/amendments/STIP_TIP_Amendment_Modification_Process.pdf
- Link to Interagency Consultation Committee webpage: <http://www.compassidaho.org/people/icc.htm>
- Link to Public Involvement webpage: <http://www.compassidaho.org/people/publicinvolvement.htm>
- Link to TIP policies and procedures: <http://www.compassidaho.org/prodserv/transimprovement.htm#TIPAmendPol>

T:\FY20\600 Projects\685 TIP\Policies\TIPAmendPolicy-DRAFT3.docx

Process Matrix

Tasks	Amendment (includes public involvement ¹)	Needs Public Involvement Board Administrative Modification	Staff Administrative Modification	No Action Needed
AMENDMENTS				
1. Add new project	X			
2. Remove project	X			
3. Advance or delay funds across fiscal years outside the first four years of the program				
4.3. Significant^{2*} change to project termini or scope	X			
5.4. Change that affects air quality conformity demonstration	X			
5. Advance or delay funds across fiscal years outside the first four years of the program		X		
6. Transfer funding from the Federal Highway Administration (FHWA) to the Federal Transit Administration (FTA) or vice versa		X		
7. Increase Change in project costs, if project total increases by more than $\geq 30\%$ (minimum change > \$50,000 for local projects or \$500,000 for state projects) or \$2,000,000, whichever is less, with minimum change amount of \$25,000		X		
8. Conversion of funds from local to federal using limitations in #7		X		
ADMINISTRATIVE MODIFICATIONS				
9. Increase in project phase cost (project phase refers to the development of a project (design, right-of-way, or construction), unless total project cost increase meets the limitations in #7			X	
9-10. Mirror existing TIP with a new TIP to align first quarter obligations, after COMPASS Board of Directors' approval of the new TIP			X	
10-11. Changes within a "Suite of Projects" that fit criteria within the overall corridor^{3**}			X	
11-12. COMPASS changes through the End-of-Year program and redistribution funded by ITD, after COMPASS Board of Directors' approval of local priorities			X	
12-13. ITD changes through the End-of-Year program and redistribution^{4***}			X	

¹ If the sponsoring agency has already solicited public comment on the project, an additional public comment period may not be required. The need for public comment is determined by the COMPASS Executive Director after review of a description of the sponsoring agency's process. If approved by the Executive Director, a description of the sponsoring agency's public comment process and comments received will be provided with the action.

² Definition of "significant"

- Construction: termini change greater than ¼ mile, or scope change that is inconsistent with the National Environmental Policy Act (NEPA) documentation or will alter the NEPA determination, or that would be functionally different from current expectations, such as a change in multi-modal improvements, increase or decrease in number of lanes, or change the type of intersection (traditional vs. roundabout).
- Public transportation: change in use of funds, such as changing from a capital project to an operations project.
- If significance is unclear, the COMPASS Executive Director will determine.

³ A "Suite of Projects" includes projects that started as one key number for improvements to an overall corridor and later split into multiple key numbers for efficiency in design and management.

⁴ ITD changes for the end-of-year program and redistribution could fluctuate until the last minute. This policy allows for waiver of possible amendment criteria in order to allow flexibility at the end of the fiscal year. The COMPASS Board of Directors will be notified of action via email.

Process Matrix

Tasks	Amendment (includes public involvement ¹)	Needs Public Involvement Board Administrative Modification	Staff Administrative Modification	No Action Needed
43-14. Action for an emergency situation ⁵ ****			X	
15. Changes needed during the construction phase of a project. If project meets criteria in #7, the request will be forwarded to COMPASS Board for a 48 hour review prior to approval through an Administrative Modification, if there are no concerns, with the intent is to keep construction activities underway.			X	
16. Release of funds on any project (reprogram through the balancing process using criteria in #7).			X	
44-17. Any change not specifically listed above that does not trigger an amendment			X	
NO ACTION REQUIRED				
45-18. Spelling or grammatical corrections				X
46-19. Add detail or clarification to the description, if the scope of the project is not affected				X
47-20. Change match rate, if the total is not affected by the change (if cost change, follow criteria above)				X
48-21. Change status of informational items (such as inflation, performance measure, funding allocation, or project type)				X
49-22. Clarify title of the project if scope is not affected				X
23. Move funds within a phase ⁶ of a project, with no change to phase total.				X

*Definition of "significant"

~~Construction: termini change greater than ¼ mile, or scope change that is inconsistent with the National Environmental Policy Act (NEPA) documentation or will alter the NEPA determination, or that would be functionally different from current expectations, such as a change in multi-modal improvements, increase or decrease in number of lanes, or change the type of intersection (traditional vs. roundabout).
Public transportation: change in use of funds, such as changing from a capital project to an operations project.
If significance is unclear, the COMPASS Executive Director will determine.~~

~~**A "Suite of Projects" includes projects that started as one key number for improvements to an overall corridor and later split into multiple key numbers for efficiency in design and management.~~

~~***TD changes for the end of year program and redistribution could fluctuate until the last minute. This policy allows for waiver of possible amendment criteria in order to allow flexibility at the end of the fiscal year. The COMPASS Board of Directors will be notified of action via email.~~

~~****Emergency situation to be determined by COMPASS Executive Director. An example: action taken to begin work on a project due to extenuating circumstances, such as damage to a facility due to extreme weather or a vehicle crash. The COMPASS Board of Directors will be notified of action via email.~~

⁵ Emergency situation to be determined by COMPASS Executive Director. An example: action taken to begin work on a project due to extenuating circumstances, such as damage to a facility due to extreme weather or a vehicle crash. The COMPASS Board of Directors will be notified of action via email.

⁶ Moving funds between parts of a specific phase, such as between preliminary engineering (PE) and preliminary engineering consultant (PC) (both part of the design phase), may be completed with no official action, if there is no change in total cost.

POLICY STATEMENT

No. Board 2020-01

Adopted:

By: COMPASS Board of Directors

Last Revision: February 25, 2019

Policy Statement:

COMPASS Regional Transportation Improvement Program (TIP) Amendments

Background:

COMPASS updates the TIP on an annual basis, similar to the Idaho Transportation Department's (ITD's) Statewide Transportation Investment Program (STIP) update schedule. COMPASS works closely with ITD, Valley Regional Transit, and member agencies to keep the TIP as accurate as possible throughout the fiscal year, as changes to projects are certain to occur.

Process:

Changes are processed either through an amendment, which requires approval by the COMPASS Board of Directors and possibly public involvement, depending on the nature of the change, or an administrative modification, which requires approval by the COMPASS Executive Director.

- Amendments
 - Triggered by:
 - Notification of changes from ITD, the Local Highway Technical Assistance Council (LHTAC), or Valley Regional Transit
 - Balancing actions, following Urban or Transportation Management Area (TMA) Balancing Guidelines
 - Other considerations:
 - Could require notification of the Interagency Consultation Committee, if change triggers an amendment to the air quality conformity demonstration – up to 60 days
 - Could require a public comment period – open for minimum 15 days
 - Public comment follows the procedures outlined in the Integrated Communication Plan
- Administrative Modifications
 - Triggered by:
 - Notification of changes from ITD, LHTAC, or Valley Regional Transit
 - Balancing actions, following Urban or TMA Balancing Guidelines
 - Other considerations:
 - Included as information item in next COMPASS Board packet
 - Emailed to Regional Transportation Advisory Committee

For the purposes of the TIP, state funds are treated the same as federal-aid funds. Therefore, projects funded with state funds follow the process outlined here.

Changes to projects obligated in previous years, but not included in the current TIP, will be processed as existing projects.

The process matrix on the next page provides criteria to determine how a requested change is processed in the TIP.

Previous Policy:

This policy replaces the TIP Amendment Policy approved by the COMPASS Board of Directors on February 25, 2019, policy number 2019-02.

Links to More Information:

Additional information about related information can be found on the COMPASS website.

- Link to Glossary of Terms: <http://www.compassidaho.org/comm/glossary.htm>
- Link to ITD's STIP/TIP Amendment and Administrative Modification Process: https://apps.itd.idaho.gov/apps/Fund/stip2018/amendments/STIP_TIP_Amendment_Modification_Process.pdf
- Link to Interagency Consultation Committee webpage: <http://www.compassidaho.org/people/icc.htm>
- Link to Public Involvement webpage: <http://www.compassidaho.org/people/publicinvolvement.htm>
- Link to TIP policies and procedures: <http://www.compassidaho.org/prodserv/transimprovement.htm#TIPAmendPol>

Process Matrix				
Tasks	Amendment (includes public involvement¹)	Board Administrative Modification	Staff Administrative Modification	No Action Needed
1. Add new project	X			
2. Remove project	X			
3. Significant ² change to project termini or scope	X			
4. Change that affects air quality conformity demonstration	X			
5. Advance or delay funds across fiscal years outside the first four years of the program		X		
6. Transfer funding from the Federal Highway Administration (FHWA) to the Federal Transit Administration (FTA) or vice versa		X		
7. Increase in project cost, if project total increases >30% (minimum change > \$50,000 for local projects or \$500,000 for state projects) or \$2,000,000, whichever is less.		X		
8. Conversion of funds from local to federal using limitations in #7		X		
9. Increase in project phase cost (project phase refers to the development of a project (design, right-of-way, or construction), unless total project cost increase meets the limitations in #7			X	
10. Mirror existing TIP with a new TIP to align first quarter obligations, after COMPASS Board of Directors' approval of the new TIP			X	
11. Changes within a "Suite of Projects" that fit criteria within the overall corridor ³			X	
12. COMPASS changes through the End-of-Year program and redistribution funded by ITD, after COMPASS Board of Directors' approval of local priorities			X	
13. ITD changes through the End-of-Year program and redistribution ⁴			X	
14. Action for an emergency situation ⁵			X	
15. Changes needed during the construction phase of a project. If project meets criteria in #7, the request will be forwarded to COMPASS Board for a 48 hour review prior to			X	

¹ If the sponsoring agency has already solicited public comment on the project, an additional public comment period may not be required. The need for public comment is determined by the COMPASS Executive Director after review of a description of the sponsoring agency's process. If approved by the Executive Director, a description of the sponsoring agency's public comment process and comments received will be provided with the action.

² Definition of "significant"

- Construction: termini change greater than ¼ mile, or scope change that is inconsistent with the National Environmental Policy Act (NEPA) documentation or will alter the NEPA determination, or that would be functionally different from current expectations, such as a change in multi-modal improvements, increase or decrease in number of lanes, or change the type of intersection (traditional vs. roundabout).
- Public transportation: change in use of funds, such as changing from a capital project to an operations project.
- If significance is unclear, the COMPASS Executive Director will determine.

³ A "Suite of Projects" includes projects that started as one key number for improvements to an overall corridor and later split into multiple key numbers for efficiency in design and management.

⁴ ITD changes for the end-of-year program and redistribution could fluctuate until the last minute. This policy allows for waiver of possible amendment criteria in order to allow flexibility at the end of the fiscal year. The COMPASS Board of Directors will be notified of action via email.

⁵ Emergency situation to be determined by COMPASS Executive Director. An example: action taken to begin work on a project due to extenuating circumstances, such as damage to a facility due to extreme weather or a vehicle crash. The COMPASS Board of Directors will be notified of action via email.

Process Matrix				
Tasks	Amendment (includes public involvement¹)	Board Administrative Modification	Staff Administrative Modification	No Action Needed
approval through an Administrative Modification, if there are no concerns, with the intent is to keep construction activities underway.				
16. Release of funds on any project (reprogram through the balancing process using criteria in #7)			X	
17. Any change not specifically listed above that does not trigger an amendment			X	
18. Spelling or grammatical corrections				X
19. Add detail or clarification to the description, if the scope of the project is not affected				X
20. Change match rate, if the total is not affected by the change (if cost change, follow criteria above)				X
21. Change status of informational items (such as inflation, performance measure, funding allocation, or project type)				X
22. Clarify title of the project if scope is not affected				X
23. Move funds within a phase ⁶ of a project, with no change to phase total.				X

T:\FY20\600 Projects\685 TIP\Policies\TIPAmendPolicy-DRAFT5.docx

⁶ Moving funds between parts of a specific phase, such as between preliminary engineering (PE) and preliminary engineering consultant (PC) (both part of the design phase), may be completed with no official action, if there is no change in total cost.

POLICY STATEMENT

Attachment 2a

No. Board ~~2019-01~~2020-02

Adopted: ~~December 17, 2018~~

By: COMPASS Board of Directors

Last Revised: ~~None~~December 17, 2018

Policy Statement:

Updates to *Communities in Motion 2040 2.0* (CIM 2040 2.0)

CIM 2040 2.0 is a completely online document, which makes it possible to revise and update information in the plan in a way that could not be done before with a hard copy document. To provide up-to-date information to the public, COMPASS will update factual information in specific portions of CIM 2040 2.0 annually. The update policy follows the definition of an administrative modification to a long-range metropolitan transportation plan, according to 23 CFR 450.104.

COMPASS will update CIM 2040 2.0 annually, by-as of December 31, to include changes to project costs and changes to project descriptions of **currently-included funded or unfunded projects**.

Changes will be processed differently, depending on the significance of the change.

“Minor” changes include:

- cost changes of at least \$2550,000 for local projects and \$500,000 for state projects, and less than 30% of the project total or \$2,000,000, whichever is less,
- termini changes less than ¼ mile, or
- a revised project description that does not change the scope of the project.

These changes will be reviewed and approved by the COMPASS Executive Director and provided to the Regional Transportation Advisory Committee and the COMPASS Board of Directors as information. These changes do not require public review and comment, redemonstration of fiscal constraint, or an air quality conformity determination for projects in Northern Ada County.

“Major” changes include:

- cost changes of more than \$50,000 for local projects and \$500,000 for state projects, and more than 30% or \$2,000,000, whichever is less,
- termini changes greater than ¼ mile, or
- scope changes that are inconsistent with the NEPA documentation, or will alter the NEPA determination, or that would be functionally different from current expectations, such as a change in multi-modal improvements, increase or decrease

in number of lanes, or change the type of intersection (e.g., traditional vs. roundabout).

Major changes will be added according to an approved Regional Transportation Improvement Program (TIP) amendment or TIP update, and by the COMPASS Board of Directors' approval.

All changes will be documented for the public and the COMPASS Board of Directors.

This policy does NOT change the way COMPASS formally amends CIM 2040 2.0 to make policy changes or add new funded or unfunded projects to the plan. Amendments will require public comment and COMPASS Board of Directors' approval.

| <T:\FY20\600 Projects\685 TIP\Policies\Updates to CIM 2040 2.0 Policy.docx>

POLICY STATEMENT

Attachment 2b

No. Board 2020-02

Adopted:

By: COMPASS Board of Directors

Last Revised: December 17, 2018

Policy Statement:

Updates to *Communities in Motion 2040 2.0* (CIM 2040 2.0)

CIM 2040 2.0 is a completely online document, which makes it possible to revise and update information in the plan in a way that could not be done before with a hard copy document. To provide up-to-date information to the public, COMPASS will update factual information in specific portions of CIM 2040 2.0 annually. The update policy follows the definition of an administrative modification to a long-range metropolitan transportation plan, according to 23 CFR 450.104.

COMPASS will update CIM 2040 2.0 annually, as of December 31, to include changes to project costs and changes to project descriptions of **currently-included funded or unfunded projects**.

Changes will be processed differently, depending on the significance of the change.

“Minor” changes include:

- cost changes of at least \$50,000 for local projects and \$500,000 for state projects, and less than 30% of the project total or \$2,000,000, whichever is less,
- termini changes less than ¼ mile, or
- a revised project description that does not change the scope of the project.

These changes will be reviewed and approved by the COMPASS Executive Director and provided to the Regional Transportation Advisory Committee and the COMPASS Board of Directors as information. These changes do not require public review and comment, redemonstration of fiscal constraint, or an air quality conformity determination for projects in Northern Ada County.

“Major” changes include:

- cost changes of more than \$50,000 for local projects and \$500,000 for state projects, and more than 30% or \$2,000,000, whichever is less,
- termini changes greater than ¼ mile, or
- scope changes that are inconsistent with the NEPA documentation, or will alter the NEPA determination, or that would be functionally different from current expectations, such as a change in multi-modal improvements, increase or decrease

in number of lanes, or change the type of intersection (e.g., traditional vs. roundabout).

Major changes will be added according to an approved Regional Transportation Improvement Program (TIP) amendment or TIP update, and by the COMPASS Board of Directors' approval.

All changes will be documented for the public and the COMPASS Board of Directors.

This policy does NOT change the way COMPASS formally amends CIM 2040 2.0 to make policy changes or add new funded or unfunded projects to the plan. Amendments will require public comment and COMPASS Board of Directors' approval.

T:\FY20\600 Projects\685 TIP\Policies\Updates to CIM 2040 2.0 Policy.docx

Topic: Transportation Management Area (TMA) Balancing

Request/Recommendation:

COMPASS staff seeks RTAC approval to balance the Surface Transportation Program (STP)-TMA and Transportation Alternatives Program (TAP)-TMA programs.

Background/Summary:

Balancing the TMA programs is necessary because of limited obligation authority and additional funding available through the Highway Infrastructure Program (HIP).

Obligation Authority (OA) Limitation:

Each year, 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. COMPASS budgets up to 100% of the estimated amount. It is normal for the US Department of Transportation to limit OA near the end of the fiscal year, usually to 94% to 97% of 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 was at 90.6%, which created the need to take action to address the shortfall before obtaining redistribution.

HIP (formerly known as "one-time" funds):

Since FY2018, Congress has included additional infrastructure funding, known as HIP, or Highway Infrastructure Program funding, in the annual appropriations bill. HIP funds are provided with no OA limitation (i.e., 100% of the funds are available). In FY2018 and FY2019, eligibility of funds was very limited. The eligibility of FY2020 funds has been expanded to include the following types of projects:

1. Construction of:
 - a. Highway, bridges, tunnels
 - b. Ferry boats and terminal facilities
 - c. Transit capital projects
 - d. Infrastructure-based intelligent transportation systems
 - e. Truck parking facilities
 - f. Border infrastructure projects
2. Highway and transit safety, including railway-highway grade crossings
3. Necessary charging infrastructure along alternative fuel corridors

End-of Year Program and Redistribution:

Federal highway funding not obligated within its program year must be returned to the Federal Highway Administration at the end of the fiscal year. These funds are then redistributed to states that can obligate funds immediately. 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 included in the End-of-Year Program.

Current Situation Based on Information Above (includes required local match):

	Planning Allocation	*Actual Available	Difference (shortage)
STP-TMA	\$10,949,000	\$9,825,977	(\$1,123,023)
STP-TMA (HIP)	\$0	\$751,213	\$751,213
TAP-TMA	\$480,000	\$431,325	(\$48,458)

*Some programs are funded at 100%, meaning the remaining limitation must be averaged among the remaining programs. STP-TMA is funded at 89.74% and TAP-TMA is funded at 89.9%.

Staff Recommendation:

Staff recommends to use the HIP funds to cover a portion of the shortfall in the FY2020 formula funding.

KN	Project	FY2020 Programmed	FY2020 Recommended for Formula Funding	FY2020 Recommend HIP	FY2020 Local
STP-TMA/HIP					
19887	Capital Maintenance, Phase 2, Boise Area – FY2020	\$2,262,000	\$1,138,977	\$751,213	\$371,810
TAP-TMA					
20143	Pedestrian Improvements, Main Street, Avenue A to Avenue C, Kuna	\$372,000	\$333,000		\$39,000
20841	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	\$10,000	\$0		\$10,000
Preliminary Recommendation for Redistribution Funds (TMA)					
19887	Capital Maintenance, Phase 2, Boise Area – FY2020		\$371,810		
20143	Pedestrian Improvements, Main Street, Avenue A to Avenue C, Kuna		\$39,000		
20841	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle		\$10,000		

Implication (policy and/or financial):

These actions allow full obligation of TMA program funds and allow projects using local funding to cover the OA limitation shortfall. Replacing these local funds would be the top priority for redistribution funds at the end of the fiscal year.

More Information:

- 1) Attachment 1: TMA Needs List and Project Analysis
- 2) Attachment 2: STP-TMA balancing worksheet
- 3) For detailed information contact: Toni Tisdale, Principal Planner, at 208/475-2238 or ttisdale@compassidaho.org.

TT: T:\FY20\600 Projects\685 TIP\FY2026TIP\200318mmoRTACTmaBal.docx

STP-TMA Program Worksheet
FY2020-2026

(amounts include local match)(Projects in Boise Urbanized Area)

Key No	Project	Prev	2020	2020 (2019 HIP Carry Over)	2020 HIP	2021	2022	2023	2024	PD	Total	2020 Comments
Off-the-Top												
19521	Commuteride, ACHD (FY2020)	0	220								220	
20260	Commuteride, ACHD (FY2021)	0				220					220	
20729	Commuteride, ACHD (FY2022)	0					220				220	
22015	Commuteride, ACHD (FY2023)	0						220			220	
22436	Commuteride, ACHD (FY2024)	0							220	0	220	
22386	Commuteride, ACHD (PD)	0								220	220	
19766	COMPASS Planning - FY2020	0	232								232	
19389	COMPASS Planning - FY2021	0				232					232	
19920	COMPASS Planning - FY2022	0					232				232	
20560	COMPASS Planning - FY2023	0						232			232	
21889	COMPASS Planning - FY2024	0							232	0	232	
22387	COMPASS Planning - PD	0								232	232	
Roadway Maintenance (82%)												
13907	Capital Maintenance, ACHD - FY2016	590	-78								512	Release funds to close project. Amendment #9/#1
18728	Capital Maintenance, Phase 1, Boise Area - FY2020	527	5277								5804	
19887	Capital Maintenance, Phase 2, Boise Area - FY2020	245	1139		751						2507	Rebalance between formula and HIP funds.
			372						Add local funds to cover the balance of estimate, due to shortage from OA limitation.			
19847	Capital Maintenance, Phase 3, Boise Area - FY2020	62	293	7							362	October 2019 - recommend converting remaining local funds to federal-aid. Approved. Admin Mod #18/#1
			0	0					Local funds. October 2019 - recommend converting remaining local funds to federal-aid. Admin Mod #18/#1			
20143	Pedestrian Improvements, Main Street, Avenue A to Avenue C, Kuna	141		700							2595	
			500						CDBG funds.			
			296						Local funds.			
			562						TAP-Urban funds.			
			318		78				TAP-TMA funds.			
18701	Capital Maintenance, Phase 1, Boise Area - FY2021	494				4948					5442	
20129	Capital Maintenance, Phase 2, Boise Area - FY2021	213		29		2121					2363	June 21, 2019 - request for \$29,000 to cover the design bid. October 2019 - recommend. Approved. Admin Mod #18/#1.
20159	Capital Maintenance, Phase 3, Boise Area - FY2021	91				156					391	
						144			Local funds.			
19465	Pavement Preservation and ADA, Phase 1, Boise Area - FY2022	0	543				5427				5970	
20122	Pavement Preservation and ADA, Phase 2, Boise Area - FY2022	0	233				2326				2559	
20006	Pavement Preservation and ADA, Local, Boise Area - FY2022	0	80				300				380	
20259	Pavement Preservation and ADA, Phase 1, Boise Area - FY2023	0				529		5292			5821	
19993	Pavement Preservation and ADA, Phase 2, Boise Area - FY2023	0				227		2268			2495	
20080	Pavement Preservation and ADA, Local, Boise Area - FY2023	0				80				300	380	
20674	Pavement Preservation and ADA, Phase 1, Boise Area - FY2024	0					507		5072	0	5579	
20538	Pavement Preservation and ADA, Phase 2, Boise Area - FY2024	0					217		2174	0	2391	
20683	Pavement Preservation and ADA, Local, Boise Area - FY2024	0					55		300	0	355	
21896	Pavement Preservation and ADA, Phase 1, Boise Area - FY2025	0						504		5043	5547	
21898	Pavement Preservation and ADA, Phase 2, Boise Area - FY2025	0						216		2161	2377	
21902	Pavement Preservation and ADA, Local, Boise Area - FY2025	0						55		300	355	
ORN22390	Pavement Preservation and ADA, Phase 1, Boise Area - FY2026	0							504	5043	5547	
ORN22391	Pavement Preservation and ADA, Phase 2, Boise Area - FY2026	0							216	2161	2377	
ORN22392	Pavement Preservation and ADA, Local, Boise Area - FY2026	0							55	300	355	

Key No	Project	Prev	2020	2020 (2019 HIP Carry Over)	2020 HIP	2021	2022	2023	2024	PD	Total	2020 Comments
Alternative Transportation Maintenance (15%)												
19057	Transit Asset Management, VRT - FY2020	0	1667								1667	July 8, 2019 - request for up to \$2 million each year to address assets in the Boise system with scores between 0.0 and 2.5 in the TAM Plan. Recommend increase \$14,000 (original amount was \$1,575,000), from KN 15001. Recommend increase \$78,000 from KN 13907. Amendment #9/#1
18905	Transit Asset Management, VRT - FY2021	0				1542					1542	
19763	Transit Asset Management, VRT - FY2022	0					1511				1511	
19950	Transit Asset Management, VRT - FY2023	0						1480			1480	
20659	Transit Asset Management, VRT -FY2024	0							1449	0	1449	
21903	Transit Asset Management, VRT - FY2025	0								1449	1449	
ORN22393	Transit Asset Management, VRT - FY2026	0								1449	1449	
Studies/Special Projects (3%)												
19303	Planning, Travel Survey Data Collection, COMPASS	0	150			700					850	
19571	Planning, Communities in Motion Update, COMPASS	50	87			53	72				262	
20271	Planning, Communities in Motion Update, COMPASS	0						30	248	31	309	
20542	Pedestrian Improvements, SH-55 (Eagle Road), Meridian	0					79	96			595	TAP-TMA funds
												102
13046	High Capacity Corridor Alternatives Analysis	0								1000	1000	
20841	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	277	63					75			1517	TAP-TMA funds
			10				32		Local funds. Needs \$93K for LHTAC oversight and CC.			
							1060					
22394	Study, Big Data Purchase, COMPASS	0								150	150	
22395	Study, Fiscal Impact Analysis, COMPASS	0								60	60	
15001	Cost Increase Set-Aside, STP-TMA	0	0			6	12				18	October 2019 - recommend reduce by \$14,000 and reprogram to KN 19057. Admin Mod #4.
Capital												
12368	Franklin Road, Black Cat Road to Ten Mile Road, Meridian	12056		164							12220	August 22, 2019 - request \$164,000 to cover cost of change orders and to irrigate drainage swales for one year. October 2019 - recommend. Approved. Admin Mod #3.
13481	State Street and Collister Drive Intersection, Boise			110								January 8, 2020 - request for \$147,000 for right-of-way. Recommended \$110,000. Administrative Modification #5
19944	US 20/26 (Chinden), Locust Grove Road to SH-55 (Eagle Road), Ada County	5172		0							16842	June 17, 2019 and September 4, 2019 - request \$190,000 to purchase right-of-way and \$668,000 for construction for ACHD's legs of the intersection. Recommend \$110,000. Approved. Amend #9/#1. ITD requested reversal of this action (not eligible for federal-aid). Administrative Modification #5
												831
			10839									TECM funds.
Total Programmed			9826	1010	751	10734	10524	10317	10115	19101		
*Total available			9826	1010	751	9633	9444	9259	9078	18155		FY2020 adjusted for OA limitation
Net Difference Programmed vs Available			0	0	0	-1101	-1080	-1058	-1037	-946		
% over/under programmed			0.0%	0.0%	0.0%	-11.4%	-11.4%	-11.4%	-11.4%	-5.2%		
% of available OA			100.0%	100%	100%	111%	111%	111%	111%	105%		

red text = proposed changes

Gray highlight = local/other funds, previous and overall total (not included in the total programmed)

Purple highlight = funds for design

Teal highlight = funds for right-of-way

Peach highlight = funds for construction

Blue highlight = carry-over 2019 Highway Infrastructure Program (HIP)

Dark Blue highlight - 2020 Highway Infrastructure Program funds (HIP)

Other colors differentiate the funding split categories

*available funds based on estimates from FAST Act minus 2% per year to account for inflation. (per ITD's Available vs Programmed projects report in Update Packet (2/19/19))

Bold lines separate project categories

PD appears to be underprogrammed because design for roadway maintenance in outyears is not included.

TAP-TMA Program Worksheet
FY2020-2026

(amounts include local match)

Key No	Project	Prev Years	2020	2021	2022	2023	2024	PD	Total	FY2020 Balancing Comments
20245	SR2S, VRT, Ada County - FY2021 and FY2022	0		337					337	
20493	SR2S, VRT, Ada County - FY2023	0				165			165	
21910	SR2S, VRT, Ada County - FY2024 and FY2025	0					389	0	390	
13916	Pathway, Dry Creek Trail, Eagle	626	-63						563	Release funds to close project. Admin Mod #4.
13918	Rail with Trail Pathway, Meridian	75			382			0	713	
				120	136			0		Local funding (ROW and CN)
20143	Pedestrian Improvements, Main Street, Avenue A to Avenue C, Kuna	141	333	0					2571	11/20/19 proposed to advance \$54K from FY2021 to FY2020 to reduce advance construction. Admin Mod #4. Remove all FY2021 funds, not needed for estimate. Decrease FY2020 by \$39,000 due to OA limitation.
			562	0						TAP-Urban funding (CN)
			500							CDBG funding (CN)
			700							STP-TMA funding (CN)
			335							Local Participating funding (CN) Increase FY2020 by \$39,000 to cover OA limitation.
20549	Pedestrian Improvements, US 20/26 (Chinden) at 43rd Street, Garden City (ACHD)	0		56		159			215	
20639	Pathway, Fairview Avenue Greenbelt Ramp, Boise	54	161						215	11/20/19 proposed to increase \$9K to convert local to federal. Admin Mod #4.
			0							Local funds. 11/20/2019 proposed to decrease \$9K to convert local to federal. Admin Mod #4.
20542	Pedestrian Improvements, SH-55 (Eagle Road), Meridian	0			79	96		299	595	
								102		STP-TMA funding (CN)
					10			9		Local Participating funding (ROW and CN)

(amounts include local match)

Key No	Project	Prev Years	2020	2021	2022	2023	2024	PD	Total	FY2020 Balancing Comments
20841	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	257	0			32			1497	Decrease FY2020 by \$10,000 due to OA limitation.
			63			75		STP-TMA funding (ROW and CN)		
			10			1060		Local Participating funding (CN) Increase FY2020 by \$10,000 due to OA limitation.		
22385	Pathway, Greenbelt Completion, Boise State	0					50	372	422	
Total Programmed			431	393	461	452	439	672		
*Total Available			431	471	461	452	443	886		Adjusted for OA limitation.
Net Difference Programmed vs Available			0	-78	0	0	-4	-214		
% over/under programmed			0.0%	-16.6%	0.0%	0.0%	-0.8%	-24.2%		

red text = proposed changes

Gray highlight = local/other funds, previous and overall total (not included in the total programmed)

Purple highlight = funds for design

Teal highlight = funds for right-of-way

Peach highlight = funds for construction

*available funds based on ITD's Available vs Programmed projects (AvP) report in the Update Packet (as of 2/19/2019)

RTAC AGENDA ITEM V-A

Date: March 18, 2020

Topic: “What If” Scenario Descriptions

Request/Recommendation:

This is a discussion item only.

Summary:

COMPASS is seeking feedback on how to best show the “what if” growth and transportation scenario implementation strategies to be used in the *Communities in Motion 2050* (CIM 2050) update. These implementation strategies will be used to help identify a preferred growth scenario, or CIM 2050 vision, that is supported by the general public.

At the February 26, 2020 RTAC meeting, COMPASS requested feedback on the types of implementation strategies needed to accomplish each “what if” scenario. RTAC recommended that the survey organize the implementation strategies categorized by type of strategy (funding, land use policy, etc.). This approach will provide feedback on which strategies have regional support.

Alternatively, COMPASS can organize the implementation strategies linked to each “what if” scenario. This approach connects the scenarios to the most relevant implementation steps for accomplishing that scenario. This may help the public better understand the trade-offs of each scenario.

COMPASS will show the survey in both formats in the meeting for discussion, and requests feedback on which approach gives the public the information to understand the necessary implementation steps to achieve a future growth and transportation scenario.

More Information:

- 1) For detailed information contact Carl Miller at 208/475-2239 or cmiller@compassidaho.org.

CM: t:\fy20\600 projects\661 cim\1. project management\rtac\rtac_whatifscenarios_mar2020.docx

RTAC AGENDA WORKSHEET

ID #	Title/Description	Mandatory ¹	Additional Information	Agenda Type ²	Time	Presenters	Proposed Agenda	Board Agenda
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
UPCOMING AGENDA ITEMS								
4.	Review Fiscal Impact Analysis Tool/Results	No	Staff will review fiscal impact analysis process and results.	Information/ Discussion	20	Liisa Itkonen/ Consultant	April 22	April
5.	Review Draft "What If" Scenario Survey for <i>Communities in Motion 2050</i>	No	Amy Luft will review draft "what if" scenario survey for <i>Communities in Motion 2050</i> .	Information/ Discussion	30	Amy Luft	April 22	April
6.	Review Transit Asset Management Targets	No	VRT will review regional transit asset management targets.	Information/ Discussion	15	VRT	April 22	N/A
7.	Recommend Priorities for the End-of-Year Program and Redistribution	Yes	Toni Tisdale will seek an RTAC recommendation for COMPASS Board of Directors' approval of the priorities for the End-of-Year Program and Redistribution.	Action	10	Toni Tisdale	May 27	June

¹ No, Yes, N/A (Not Applicable)

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

<i>ID #</i>	<i>Title/Description</i>	<i>Mandatory</i> ¹	<i>Additional Information</i>	<i>Agenda Type</i> ²	<i>Time</i>	<i>Presenters</i>	<i>Proposed Agenda</i>	<i>Board Agenda</i>
8.	Recommend Transit Asset Management Targets	No	VRT will seek an RTAC recommendation for COMPASS Board of Directors' acceptance of regional transit asset management targets	Action	15	VRT	May 27	August
9.	Recommend Adoption of Resolution Amending the FY2020-2026 Regional Transportation Improvement Program (TIP)	Yes	Toni Tisdale will seek recommendation for COMPASS Board of Directors' to adopt a resolution amending the FY2020-2026 TIP to change the scope of the I-84 Ustick Overpass project and add a NEPA study to realign SH-45 in the City of Nampa.	Action	10	Toni Tisdale	May 27	June
10.	Review Draft COMPASS FY2022-2028 COMPASS Application Guide	No	Toni Tisdale will provide information on the Draft COMPASS FY2022-2028 COMPASS Application Guide.	Information/ Discussion	20	Toni Tisdale	May 27	N/A
11.	Review the Draft FY2021-2027 Regional Transportation Improvement Program (TIP) Project List	No	Toni Tisdale will provide a review of all projects included in the Draft FY2021-2027 TIP, prior to the public involvement period.	Information/ Discussion	20	Toni Tisdale	May 27	June

ID #	Title/Description	Mandatory¹	Additional Information	Agenda Type²	Time	Presenters	Proposed Agenda	Board Agenda
12	Approve FY2021 <i>Communities in Motion (CIM)</i> Implementation Grants and Project Development Program projects	Yes	Kathy Parker will seek RTAC recommendation for COMPASS Board of Directors' approval of FY2021 CIM Implementation Grants and Project Development Program projects	Action	15	Kathy Parker	June 24	August
13	Review Fixed Guideway Study Update	No	Rachel Haukkala will review the updated fixed guideway study and options that will be presented for public feedback.	Information/ Discussion	20	Rachel Haukkala/ Consultant	June 24	August
14	Recommend COMPASS Board of Directors' Approval of the Draft COMPASS FY2022-2028 COMPASS Application Guide	Yes	Toni Tisdale will seek an RTAC recommendation for COMPASS Board of Directors' approval of the Draft COMPASS FY2022-2028 COMPASS Application Guide.	Action	20	Toni Tisdale	July 22	August
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
16	Review results of PI#2 survey on "what if" scenarios	No	Amy and Carl will review initial survey results on "what if" scenarios	Information/ Discussion	20	Amy Luft/Carl Miller	July 22	August

ID #	Title/Description	Mandatory¹	Additional Information	Agenda Type²	Time	Presenters	Proposed Agenda	Board Agenda
17.	Review the <i>Communities in Motion 2050</i> Draft Goals and Objectives	No	Liisa Itkonen will review <i>Communities in Motion 2050</i> Draft Goals and Objectives.	Information/ Discussion	20	Liisa Itkonen	July 22	August
18.	Approve FY2021 Resource Development Plan	Yes	Kathy Parker will seek RTAC recommendation for COMPASS Board of Directors' approval of FY2021 Resource Development Plan.	Action	10	Kathy Parker	August 19	October
19.	Recommend <i>Communities in Motion 2050</i> Goals and Objectives	No	Liisa Itkonen will seek RTAC recommendation for COMPASS Board of Directors' approval <i>Communities in Motion 2050</i> Goals and Objectives.	Action	20	Liisa Itkonen	August 19	October
20.	Review the COMPASS Complete Network Policy	No	Carl Miller and the RTAC subcommittee will review the COMPASS Complete Network policy.	Information/ Discussion	30	Carl Miller	August 19	October
21.	Review recent <i>Communities in Motion</i> Implementation Grant and Project Development Program Projects	No	Kathy Parker will review recent <i>Communities in Motion</i> Implementation Grant and Project Development Program projects.	Information/ Discussion	15	Kathy Parker	August 19	October
22.	Review Fixed Guideway Survey	No	Rachel Haukkala will review the draft survey for public feedback on fixed guideway options.	Information/ Discussion	20	Rachel Haukkala	August 19	October

ID #	Title/Description	Mandatory¹	Additional Information	Agenda Type²	Time	Presenters	Proposed Agenda	Board Agenda
23.	Recommend Adoption of Resolution X-2020, Approving the FY2021-2027 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 FY2021-2027 TIP and associated air quality conformity demonstration.	Action	20	Toni Tisdale	September 23	October
24.	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 23	October
25.	Recommend the COMPASS Complete Network Policy	No	Carl Miller will seek will seek an RTAC recommendation for COMPASS Board of Directors' adoption of the COMPASS Complete Network policy.	Action	30	Carl Miller	September 23	October
26.	Review <i>Communities in Motion 2050</i> Growth Vision	No	Carl Miller will review the draft <i>Communities in Motion 2050</i> growth vision	Information/ Discussion	20	Carl Miller	September 23	Oct

ID #	Title/Description	Mandatory¹	Additional Information	Agenda Type²	Time	Presenters	Proposed Agenda	Board Agenda
27.	Elect 2021 Chair and Vice Chair	Yes	Liisa Itkonen will facilitate the election of RTAC Chair and Vice Chair.	Action	10	Liisa Itkonen	January 2021	NA
28.	Review updated 2020 information in <i>Communities in Motion 2040 2.0</i> (CIM 2040 2.0)	No	Liisa Itkonen will review the updated information in CIM 2040 2.0.	Information/ Discussion	15	Liisa Itkonen	January 2021	N/A
29.	Request member agencies' FY2022 Unified Planning Work Program (UPWP) proposals	No	Liisa Itkonen will ask for member agencies' FY2022 UPWP requests for COMPASS workdays.	Memo only	0	Liisa Itkonen	January 2021	N/A
30.	Recommend <i>Communities in Motion 2050</i> Preferred Growth Scenario	No	Carl Miller will seek RTAC recommendation for COMPASS Board of Directors' approval <i>Communities in Motion 2050</i> preferred growth scenario	Action	20	Carl Miller	March 2021	Apr 2021
31.	Review the <i>Communities in Motion 2050</i> Implementation Tasks	No	Carl Miller or Liisa Itkonen will review <i>Communities in Motion 2050</i> implementation tasks.	Information/ Discussion	20	Carl Miller or Liisa Itkonen	June 2021	Aug 2021
32.	Recommend the <i>Communities in Motion 2050</i> Tasks	No	Carl Miller or Liisa Itkonen will seek an RTAC recommendation for COMPASS Board of Directors' approval of the <i>Communities in Motion 2050</i> tasks.	Action	20	Carl Miller or Liisa Itkonen	July 2021	Aug 2021



Scheduled vs. Obligated for the 2020 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 - 3/9/2020] [Fiscal Year: 2020] [Obligation Approval Level: FHWA] [Project Status: Development, PS&E (or equiv.), Awarded (or equiv.)] [Fiscal Year: 2020] [Indirect Costs Excluded] [PSS Manager: Ignore] [PSS Owner: Ignore] [PSS Sponsor: Ignore]

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
State Hwy - Pavement Preservation (Commerce)									
22023	3	I 84, EISENMAN IC TO MP 70 AND MP 82 TO MOUNTAIN HOME	2020	Awarded (or equiv.)	100	PE	\$5,100.00	\$5,100.00	\$0.00
						CE	\$40,000.00	\$40,000.00	\$0.00
						CN	\$1,760,776.00	\$1,760,776.00	\$0.00
							\$1,805,876.00	\$1,805,876.00	\$0.00
20738	3	I 84, BROADWAY TO EISENMAN, BOISE	2021	Development	100	PE	\$45,500.00	\$45,500.00	\$0.00
							\$45,500.00	\$45,500.00	\$0.00
State Hwy - Pavement Preservation (Commerce) Total							\$1,851,376.00	\$1,851,376.00	\$0.00
State Hwy - Pavement Restoration									
21849	3	SH 45, JCT SH-78 TO DEER FLAT RD, CANYON CO	2025	Development	111	PE	\$520,000.00	\$0.00	\$520,000.00
							\$520,000.00	\$0.00	\$520,000.00
22154	3	I 84, USTICK RD & MIDDLETON RD OVERPASSES, CANYON CO	2020	Development	111	PE	\$99,854.95	\$99,854.95	\$0.00
						PC	\$605,000.00	\$605,000.00	\$0.00
						RW	\$145.05	\$145.05	\$0.00
							\$705,000.00	\$705,000.00	\$0.00
22619	3	I 84, USTICK RD OVERPASS, CANYON CO	2020	Development	111	CN	\$1,140,291.00	\$0.00	\$1,140,291.00
							\$1,140,291.00	\$0.00	\$1,140,291.00
State Hwy - Pavement Restoration Total							\$2,365,291.00	\$705,000.00	\$1,660,291.00
State Hwy - Bridge Preservation									
21968	3	SH 21, MORES CR BR ASSET PLAN	2020	Development	101	PE	\$5,000.00	\$0.00	\$5,000.00
							\$5,000.00	\$0.00	\$5,000.00
State Hwy - Bridge Preservation Total							\$5,000.00	\$0.00	\$5,000.00
State Hwy - Bridge Restoration									
13387	3	SH 55, SNAKE RV BR, MARSING	2020	Awarded (or equiv.)	103	PC	(\$3,468.00)	(\$3,468.00)	\$0.00
						LP	\$7,204.00	\$7,204.00	\$0.00
						UT	\$7,654.00	\$7,654.00	\$0.00
						CE	\$250,000.00	\$250,000.00	\$0.00
						CN	\$11,187,549.00	\$11,187,549.00	\$0.00
							\$11,448,939.00	\$11,448,939.00	\$0.00
20227	3	US 20, PHYLLIS CANAL CULVERT, NR MERIDIAN	2023	Development	103	PC	\$100,000.00	\$0.00	\$100,000.00
							\$100,000.00	\$0.00	\$100,000.00
State Hwy - Bridge Restoration Total							\$11,548,939.00	\$11,448,939.00	\$100,000.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
State Hwy - Supporting Infrastructure Assets									
22237	3	I 84, EAST BOISE POE, ADA CO	2021	Development	146	PE	\$60,000.00	\$60,000.00	\$0.00
							\$60,000.00	\$60,000.00	\$0.00
22258	3	US 20, D3 CULVERT REPLACEMENTS	2021	Development	146	PE	\$15,000.00	\$0.00	\$15,000.00
							\$15,000.00	\$0.00	\$15,000.00
State Hwy - Supporting Infrastructure Assets Total							\$75,000.00	\$60,000.00	\$15,000.00
State Hwy - Safety & Capacity (Safety)									
19944	3	US 20/26, CHINDEN; LOCUST GROVE TO EAGLE	2020	Awarded (or equiv.)	106	PE	(\$86,000.00)	(\$86,000.00)	\$0.00
						PC	(\$10,990.00)	(\$10,990.00)	\$0.00
						RW	(\$103,000.00)	(\$103,000.00)	\$0.00
						LP	\$835,794.17	\$835,794.17	\$0.00
							\$635,804.17	\$635,804.17	\$0.00
20594	3	US 20, LINDER TO LOCUST GROVE, EAGLE	2020	Development	106	PE	(\$1,000,000.00)	(\$1,000,000.00)	\$0.00
						PC	(\$1,000,000.00)	(\$1,000,000.00)	\$0.00
							(\$2,000,000.00)	(\$2,000,000.00)	\$0.00
State Hwy - Safety & Capacity (Safety) Total							(\$1,364,195.83)	(\$1,364,195.83)	\$0.00
State Hwy - Safety & Capacity (Capacity)									
19944	3	US 20/26, CHINDEN; LOCUST GROVE TO EAGLE	2020	Awarded (or equiv.)	112	CE	\$102,560.00	\$102,560.00	\$0.00
						CC	\$1,000,000.00	\$1,000,000.00	\$0.00
						CN	\$10,174,921.00	\$10,174,921.00	\$0.00
							\$11,277,481.00	\$11,277,481.00	\$0.00
20266	3	SH 44, INT SH-16 TO LINDER RD, ADA CO	2023	Development	112	PC	\$50,000.00	\$50,000.00	\$0.00
							\$50,000.00	\$50,000.00	\$0.00
20574	3	SH 44, STAR RD TO SH-16, ADA CO	2024	Development	112	PE	\$100,000.00	\$100,000.00	\$0.00
						PC	\$1,100,000.00	\$1,100,000.00	\$0.00
							\$1,200,000.00	\$1,200,000.00	\$0.00
20788	3	SH 16, I 84 TO US 20/26 & SH44 IC, ADA & CANYON COS	2021	Development	107	RW	\$7,000,000.00	\$0.00	\$7,000,000.00
						LP	\$11,500,000.00	\$0.00	\$11,500,000.00
					112	PC	\$100,000.00	\$100,000.00	\$0.00
						LP	(\$100,000.00)	(\$100,000.00)	\$0.00
							\$18,500,000.00	\$0.00	\$18,500,000.00
20799	3	I 84, KARCHER IC TO NORTHSIDE BLVD	2020	Awarded (or equiv.)	112	CN	(\$20,000.00)	(\$20,000.00)	\$0.00
							(\$20,000.00)	(\$20,000.00)	\$0.00
21867	3	SH 55, KARCHER RD; MIDWAY TO MIDDLETON, NAMPA	2025	Development	112	PE	\$299,984.00	\$0.00	\$299,984.00
							\$299,984.00	\$0.00	\$299,984.00
22154	3	I 84, USTICK RD & MIDDLETON RD OVERPASSES, CANYON CO	2020	Development	112	PE	\$40,000.00	\$40,000.00	\$0.00
						PC	\$80,000.00	\$80,000.00	\$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	144	PC	\$193,880.00	\$193,880.00	\$0.00
							\$313,880.00	\$313,880.00	\$0.00
22618	3	I 84, MIDDLETON RD OVERPASS, CANYON CO	2020	Development	112	CE	\$20,000.00	\$0.00	\$20,000.00
						CC	\$272,000.00	\$0.00	\$272,000.00
						CN	\$2,720,368.00	\$0.00	\$2,720,368.00
							\$3,012,368.00	\$0.00	\$3,012,368.00
22619	3	I 84, USTICK RD OVERPASS, CANYON CO	2020	Development	112	CE	\$20,000.00	\$0.00	\$20,000.00
						CC	\$189,132.00	\$0.00	\$189,132.00
						CN	\$2,360,641.00	\$0.00	\$2,360,641.00
							\$2,569,773.00	\$0.00	\$2,569,773.00
State Hwy - Safety & Capacity (Capacity) Total							\$37,203,486.00	\$12,821,361.00	\$24,382,125.00
State Hwy - Significant Projects (Unfunded Ideas)									
20788	3	SH 16, I 84 TO US 20/26 & SH44 IC, ADA & CANYON COS	2021	Development	93	LP	\$3,000,000.00	\$0.00	\$3,000,000.00
					148	RW	\$200,000.00	\$200,000.00	\$0.00
						LP	\$7,415,000.00	\$0.00	\$7,415,000.00
							\$10,615,000.00	\$200,000.00	\$10,415,000.00
State Hwy - Significant Projects (Unfunded Ideas) Total							\$10,615,000.00	\$200,000.00	\$10,415,000.00
Hwy - Metropolitan Planning									
19258	3	LOCAL, FY20 COMPASS METRO PLANNING	2020	Awarded (or equiv.)	91	PC	\$1,199,189.00	\$1,192,868.55	\$6,320.45
							\$1,199,189.00	\$1,192,868.55	\$6,320.45
Hwy - Metropolitan Planning Total							\$1,199,189.00	\$1,192,868.55	\$6,320.45
Local Hwy - Transportation Alternatives									
20143	3	SMA-7179, MAIN ST; AVENUE C TO AVENUE A, KUNA	2021	PS&E (or equiv.)	134	CN	\$562,492.00	\$0.00	\$562,492.00
							\$562,492.00	\$0.00	\$562,492.00
22030	3	LOCAL, FY20 CANYON CO SRTS COORDINATOR & ACTIVITIES	2020	Development	134	CN	\$64,753.00	\$0.00	\$64,753.00
							\$64,753.00	\$0.00	\$64,753.00
22050	3	LOCAL, STODDARD PATH EXT PH 1, NAMPA	2020	Development	134	CN	\$467,097.00	\$0.00	\$467,097.00
							\$467,097.00	\$0.00	\$467,097.00
22076	3	OFFSYS, GRIMES CITY PATHWAY, NAMPA	2020	Development	134	CN	\$264,400.00	\$0.00	\$264,400.00
							\$264,400.00	\$0.00	\$264,400.00
Local Hwy - Transportation Alternatives Total							\$1,358,742.00	\$0.00	\$1,358,742.00
State Hwy - Freight									
22101	3	LOCAL, PECKHAM RD INTERSECTIONS, GOLDEN GATE HD	2022	Development	139	PE	\$1,000.00	\$1,000.00	\$0.00
						PC	\$30,000.00	\$30,000.00	\$0.00
						PL	\$4,000.00	\$4,000.00	\$0.00
							\$35,000.00	\$35,000.00	\$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
22102	3	STC-8223, FRANKLIN BLVD & KARCHER RD INT, NAMPA	2022	Development	139	PE	\$1,000.00	\$1,000.00	\$0.00
						PC	\$120,000.00	\$120,000.00	\$0.00
						PL	\$29,000.00	\$29,000.00	\$0.00
							\$150,000.00	\$150,000.00	\$0.00
22103	3	OFFSYS, FRANKLIN BLVD & 3RD N FREIGHT IMPRV, NAMPA	2022	Development	139	PE	\$1,000.00	\$1,000.00	\$0.00
						PC	\$450,000.00	\$450,000.00	\$0.00
						PL	\$49,000.00	\$49,000.00	\$0.00
							\$500,000.00	\$500,000.00	\$0.00
State Hwy - Freight Total							\$685,000.00	\$685,000.00	\$0.00
Local Hwy - Urban									
13486	3	STP-8423, COLORADO & HOLLY SIGNAL/PED IMPR, NAMPA	2020	Awarded (or equiv.)	46	PC	(\$2,000.00)	(\$2,000.00)	\$0.00
						PL	\$2,000.00	\$2,000.00	\$0.00
						CE	\$4,000.00	\$4,000.00	\$0.00
						CC	\$216,295.00	\$216,295.00	\$0.00
						CL	\$90,000.00	\$90,000.00	\$0.00
						CN	\$1,020,705.00	\$1,020,705.00	\$0.00
							\$1,331,000.00	\$1,331,000.00	\$0.00
13492	3	SMA-7169, INT LINDER & DEER FLAT RDS, KUNA	2020	PS&E (or equiv.)	46	CE	\$17,151.00	\$17,151.00	\$0.00
						CC	\$199,940.00	\$199,940.00	\$0.00
						CN	\$3,122,909.00	\$3,122,909.00	\$0.00
							\$3,340,000.00	\$3,340,000.00	\$0.00
13906	3	LOCAL, FY20 CAPITAL MAINTENANCE, VRT, NAMPA	2020	Development	46	CN	\$159,000.00	\$0.00	\$159,000.00
							\$159,000.00	\$0.00	\$159,000.00
19521	3	LOCAL, FY20 ACHD COMMUTERIDE	2020	Development	46	CN	\$55,000.00	\$0.00	\$55,000.00
							\$55,000.00	\$0.00	\$55,000.00
19766	3	LOCAL, FY20 COMPASS PLANNING	2020	Awarded (or equiv.)	46	PC	\$99,000.00	\$99,000.00	\$0.00
							\$99,000.00	\$99,000.00	\$0.00
Local Hwy - Urban Total							\$4,984,000.00	\$4,770,000.00	\$214,000.00
Local Hwy - Transportation Management Area									
18728	3	LOCAL, FY20 CAPITAL MAINTENANCE, ACHD 2020	2020	PS&E (or equiv.)	51	CE	\$229,400.00	\$0.00	\$229,400.00
						CC	\$458,800.00	\$0.00	\$458,800.00
						CN	\$4,588,400.00	\$0.00	\$4,588,400.00
							\$5,276,600.00	\$0.00	\$5,276,600.00
19057	3	LOCAL, FY20 TRANSIT ASSET MANAGEMENT, VRT	2020	Development	51	CN	\$1,666,490.00	\$0.00	\$1,666,490.00
							\$1,666,490.00	\$0.00	\$1,666,490.00
19303	3	LOCAL, PLANNING, TRAVEL SURVEY DATA COLLECTION, COMPASS	2021	Development	51	PC	\$150,000.00	\$150,000.00	\$0.00
							\$150,000.00	\$150,000.00	\$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
19465	3	LOCAL, FY22 PAVEMENT PRESERVATION AND ADA, PHASE 1, BOISE	2022	Development	51	PE PC	\$20,000.00 \$523,000.00 \$543,000.00	\$20,000.00 \$523,000.00 \$543,000.00	\$0.00 \$0.00 \$0.00
19521	3	LOCAL, FY20 ACHD COMMUTERIDE	2020	Development	51	CN	\$220,000.00 \$220,000.00	\$0.00 \$0.00	\$220,000.00 \$220,000.00
19571	3	LOCAL, PLANNING, COMMUNITIES IN MOTION MAJOR UPDATE	2022	Development	51	PC	\$87,000.00 \$87,000.00	\$87,000.00 \$87,000.00	\$0.00 \$0.00
19766	3	LOCAL, FY20 COMPASS PLANNING	2020	Awarded (or equiv.)	51	PC	\$232,000.00 \$232,000.00	\$232,000.00 \$232,000.00	\$0.00 \$0.00
19847	3	LOCAL, FY20 CAPITAL MAINTENANCE, PH 3, ACHD	2020	Development	51	CE CC CN	\$13,000.00 \$26,000.00 \$261,000.00 \$300,000.00	\$0.00 \$0.00 \$0.00 \$0.00	\$13,000.00 \$26,000.00 \$261,000.00 \$300,000.00
19887	3	LOCAL, FY20 CAPITAL MAINTENANCE, PH 2, ACHD	2020	Development	51	CE CC CN	\$98,300.00 \$196,700.00 \$1,966,800.00 \$2,261,800.00	\$0.00 \$0.00 \$0.00 \$0.00	\$98,300.00 \$196,700.00 \$1,966,800.00 \$2,261,800.00
20122	3	LOCAL, FY22 PAVEMENT PRESERVATION AND ADA, PHASE 2, BOISE	2022	Development	51	PE PC	\$9,000.00 \$224,000.00 \$233,000.00	\$9,000.00 \$224,000.00 \$233,000.00	\$0.00 \$0.00 \$0.00
20129	3	LOCAL, FY21 CAPITAL MAINTENANCE, PH 2, ACHD	2021	Development	51	PC	\$29,000.00 \$29,000.00	\$29,000.00 \$29,000.00	\$0.00 \$0.00
20143	3	SMA-7179, MAIN ST; AVENUE C TO AVENUE A, KUNA	2021	PS&E (or equiv.)	51	CN	\$700,000.00 \$700,000.00	\$0.00 \$0.00	\$700,000.00 \$700,000.00
20841	3	SH 55, BIKE/PED BR OVER BOISE RV, EAGLE	2023	Development	51	RW	\$63,000.00 \$63,000.00	\$0.00 \$0.00	\$63,000.00 \$63,000.00
Local Hwy - Transportation Management Area Total							\$11,761,890.00	\$1,274,000.00	\$10,487,890.00
Local Hwy - Transportation Alternatives; TMA									
20143	3	SMA-7179, MAIN ST; AVENUE C TO AVENUE A, KUNA	2021	PS&E (or equiv.)	133	CE CC CL CN	\$1,000.00 \$50,000.00 \$25,000.00 \$296,000.00 \$372,000.00	\$0.00 \$0.00 \$0.00 \$0.00 \$0.00	\$1,000.00 \$50,000.00 \$25,000.00 \$296,000.00 \$372,000.00
20639	3	LOCAL, FAIRVIEW AVE GREENBELT RAMP, BOISE	2020	PS&E (or equiv.)	133	CE CC CL	\$1,500.25 \$30,000.00 \$10,000.00	\$1,500.25 \$30,000.00 \$10,000.00	\$0.00 \$0.00 \$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
20639	3	LOCAL, FAIRVIEW AVE GREENBELT RAMP, BOISE	2020	PS&E (or equiv.)	133	CN	\$119,499.75 \$161,000.00	\$119,499.75 \$161,000.00	\$0.00 \$0.00
20841	3	SH 55, BIKE/PED BR OVER BOISE RV, EAGLE	2023	Development	133	RW	\$10,000.00 \$10,000.00	\$0.00 \$0.00	\$10,000.00 \$10,000.00
Local Hwy - Transportation Alternatives; TMA Total							\$543,000.00	\$161,000.00	\$382,000.00
Hwy Safety - Local									
20430	3	STC-7821, INT N MIDDLETON RD & CORNELL ST, MIDDLETON	2021	Development	118	PE PC PL	\$2,000.00 \$50,000.00 \$10,000.00 \$62,000.00	\$0.00 \$10,000.00 \$0.00 \$10,000.00	\$2,000.00 \$40,000.00 \$10,000.00 \$52,000.00
20613	3	SMA-8383, INT LONE STAR & MIDDLETON RD	2020	Development	118	CE CC CL CN	\$6,000.00 \$161,000.00 \$49,000.00 \$1,069,000.00 \$1,285,000.00	\$0.00 \$0.00 \$0.00 \$0.00 \$0.00	\$6,000.00 \$161,000.00 \$49,000.00 \$1,069,000.00 \$1,285,000.00
Hwy Safety - Local Total							\$1,347,000.00	\$10,000.00	\$1,337,000.00
Hwy Safety - Railroad Crossings									
19875	3	SMA-9773, N LINDER RD BVRR RRX, MERIDIAN	2020	Development	22	CE CN	\$10,000.00 \$500,000.00 \$510,000.00	\$0.00 \$0.00 \$0.00	\$10,000.00 \$500,000.00 \$510,000.00
20355	3	OFFSYS, LOOK LN UPRR RRX, CALDWELL	2020	Development	22	PC CE CN	\$75,000.00 \$5,000.00 \$495,000.00 \$575,000.00	\$75,000.00 \$0.00 \$0.00 \$75,000.00	\$0.00 \$5,000.00 \$495,000.00 \$500,000.00
22034	3	STC-8233, MIDLAND BLVD UPRR RRX, NAMPA	2020	Development	22	PE UT CE CC	\$3,000.00 \$63,500.00 \$2,000.00 \$10,000.00 \$78,500.00	\$3,000.00 \$0.00 \$0.00 \$0.00 \$3,000.00	\$0.00 \$63,500.00 \$2,000.00 \$10,000.00 \$75,500.00
Hwy Safety - Railroad Crossings Total							\$1,163,500.00	\$78,000.00	\$1,085,500.00
Hwy - Discretionary									
22154	3	I 84, USTICK RD & MIDDLETON RD OVERPASSES, CANYON CO	2020	Development	145	PE PC	\$60,000.00 \$410,820.00 \$470,820.00	\$60,000.00 \$410,820.00 \$470,820.00	\$0.00 \$0.00 \$0.00
22593	3	OFFSYS, S 4TH AVE, INDIAN CREEK BR, CALDWELL	2021	Development	38	PE PC	\$1,500.00 \$348,813.25	\$1,500.00 \$348,813.25	\$0.00 \$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
22593	3	OFFSYS, S 4TH AVE, INDIAN CREEK BR, CALDWELL	2021	Development	38	PL	\$47,565.44	\$47,565.44	\$0.00
							\$397,878.69	\$397,878.69	\$0.00
22618	3	I 84, MIDDLETON RD OVERPASS, CANYON CO	2020	Development	145	CE	\$30,000.00	\$0.00	\$30,000.00
						CC	\$408,000.00	\$0.00	\$408,000.00
						CN	\$4,080,552.00	\$0.00	\$4,080,552.00
							\$4,518,552.00	\$0.00	\$4,518,552.00
22619	3	I 84, USTICK RD OVERPASS, CANYON CO	2020	Development	145	CE	\$30,000.00	\$0.00	\$30,000.00
						CC	\$283,698.00	\$0.00	\$283,698.00
						CN	\$4,259,448.00	\$0.00	\$4,259,448.00
							\$4,573,146.00	\$0.00	\$4,573,146.00
Hwy - Discretionary Total							\$9,960,396.69	\$868,698.69	\$9,091,698.00
Hwy - Misc. Federal									
20799	3	I 84, KARCHER IC TO NORTHSIDE BLVD	2020	Awarded (or equiv.)	68	CN	\$140,635.00	\$140,635.00	\$0.00
							\$140,635.00	\$140,635.00	\$0.00
Hwy - Misc. Federal Total							\$140,635.00	\$140,635.00	\$0.00
Hwy - Local Partnerships									
13349	3	SH 55, EAGLE RD: MERIDIAN TOWN CENTER	2022	Development	131	CE	\$1,447.05	\$1,447.05	\$0.00
						CC	\$29,522.13	\$29,522.13	\$0.00
							\$30,969.18	\$30,969.18	\$0.00
13486	3	STP-8423, COLORADO & HOLLY SIGNAL/PED IMPR, NAMPA	2020	Awarded (or equiv.)	79	UT	\$60,000.00	\$0.00	\$60,000.00
							\$60,000.00	\$0.00	\$60,000.00
13492	3	SMA-7169, INT LINDER & DEER FLAT RDS, KUNA	2020	PS&E (or equiv.)	79	CN	\$510,060.00	\$510,060.00	\$0.00
							\$510,060.00	\$510,060.00	\$0.00
19944	3	US 20/26, CHINDEN; LOCUST GROVE TO EAGLE	2020	Awarded (or equiv.)	79	LP	\$234,205.83	\$234,205.83	\$0.00
						CN	\$596,900.00	\$596,900.00	\$0.00
							\$831,105.83	\$831,105.83	\$0.00
20006	3	LOCAL, FY22 PAVEMENT PRESERVATION AND ADA, LOCAL, BOISE	2022	Development	79	PE	\$5,000.00	\$0.00	\$5,000.00
						PC	\$75,000.00	\$0.00	\$75,000.00
							\$80,000.00	\$0.00	\$80,000.00
20143	3	SMA-7179, MAIN ST; AVENUE C TO AVENUE A, KUNA	2021	PS&E (or equiv.)	79	CN	\$796,000.00	\$0.00	\$796,000.00
							\$796,000.00	\$0.00	\$796,000.00
20594	3	US 20, LINDER TO LOCUST GROVE, EAGLE	2020	Development	131	PE	\$20,117.00	\$20,117.00	\$0.00
						PC	\$13,715.00	\$13,715.00	\$0.00
						CE	\$10,000.00	\$10,000.00	\$0.00
						CC	\$850,000.00	\$850,000.00	\$0.00
						CN	\$8,480,000.00	\$0.00	\$8,480,000.00
							\$9,373,832.00	\$893,832.00	\$8,480,000.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
20639	3	LOCAL, FAIRVIEW AVE GREENBELT RAMP, BOISE	2020	PS&E (or equiv.)	79	CN	\$64,036.50	\$64,036.50	\$0.00
							\$64,036.50	\$64,036.50	\$0.00
20841	3	SH 55, BIKE/PED BR OVER BOISE RV, EAGLE	2023	Development	79	PC	\$362,139.00	\$362,139.00	\$0.00
							\$362,139.00	\$362,139.00	\$0.00
21858	3	US 20, SH 16 TO LINDER RD, ADA COUNTY	2021	Development	131	PE	\$80,000.00	\$80,000.00	\$0.00
						PC	\$345,000.00	\$345,000.00	\$0.00
						RW	\$25,000.00	\$25,000.00	\$0.00
						LP	\$1,755,000.00	\$1,755,000.00	\$0.00
						CE	\$100,000.00	\$100,000.00	\$0.00
						CC	\$1,000,000.00	\$1,000,000.00	\$0.00
						CN	\$12,298,000.00	\$12,298,000.00	\$0.00
							\$15,603,000.00	\$15,603,000.00	\$0.00
Hwy - Local Partnerships Total							\$27,711,142.51	\$18,295,142.51	\$9,416,000.00
Hwy GARVEE - 2017 Legislative Authorization									
20788	3	SH 16, I 84 TO US 20/26 & SH44 IC, ADA & CANYON COS	2021	Development	142	RW	\$50,503,000.00	\$0.00	\$50,503,000.00
							\$50,503,000.00	\$0.00	\$50,503,000.00
22154	3	I 84, USTICK RD & MIDDLETON RD OVERPASSES, CANYON CO	2020	Development	142	PC	\$552,830.00	\$552,830.00	\$0.00
							\$552,830.00	\$552,830.00	\$0.00
22196	3	I 84, FRANKLIN IC TO KARCHER IC, CANYON CO	2021	Development	142	RW	\$1,000,000.00	\$0.00	\$1,000,000.00
						CC	\$6,800,000.00	\$0.00	\$6,800,000.00
						CN	\$86,647,170.00	\$0.00	\$86,647,170.00
							\$94,447,170.00	\$0.00	\$94,447,170.00
Hwy GARVEE - 2017 Legislative Authorization Total							\$145,503,000.00	\$552,830.00	\$144,950,170.00
Report Total							\$268,657,391.37	\$53,750,654.92	\$214,906,736.45

Valley Regional Transit (VRT) FY2020 Program of Projects

Key Number	Funding Source	Sponsor	Project Description	Federal	Local	Total
18788	5307 LU	ValleyRegional Transit	Fixed Route Rolling Stock	\$ 320,388	\$ 623,974	\$ 944,362
19057	STP LU	ValleyRegional Transit	Fixed Route Rolling Stock	\$ 1,319,395	\$ 104,515	\$1,423,910
18788	5339 LU	ValleyRegional Transit	Fixed Route Rolling Stock	\$ 408,000	\$ 102,000	\$ 510,000
19122	5307 LU	ValleyRegional Transit	Demand Response ADA Rolling Stock	\$ 320,000	\$ 80,000	\$ 400,000
18788	5307 LU	ValleyRegional Transit	Specialized Transportation Rolling Stock LU	\$ 39,890	\$ 20,112	\$ 49,863
19122	5339 LU	ValleyRegional Transit	Technology (IT Hardware)	\$ 36,000	\$ 9,000	\$ 45,000
18788	5307 LU	ValleyRegional Transit	Business Enterprise Improvements - Software Upgrades	\$ 205,276	\$ 51,000	\$ 256,276
18788	5307 LU	ValleyRegional Transit	Shop Equipment	\$ 77,600	\$ 19,400	\$ 97,000
19122	5307 LU	ValleyRegional Transit	Facilities Office and Fueling System	\$ 205,846	\$ 307,454	\$ 513,300
19122	5307 LU	ValleyRegional Transit	Bus Stops - Facilities	\$ 222,400	\$ 55,600	\$ 278,000
VRT Capital Large Urban Total				\$ 3,154,795	\$1,373,055	\$4,517,710
18788	5307 LU	Boise State University	Transit Facility	\$ 230,000		\$ 230,000
19057	STP LU	Boise State University	Rolling Stock - Shuttle Replacement	\$ 140,000	\$ -	\$ 140,000
Capital Subrecipient Large Urban Total				\$ 370,000	\$ -	\$ 370,000
13906	STP SU	ValleyRegional Transit	Transit Facility	\$ 147,330	\$ 11,671	\$ 159,001
18781	5307SU	ValleyRegional Transit	Transit Facility	\$ 242,560	\$ 60,640	\$ 303,200
18781	5307 SU	ValleyRegional Transit	Specialized Transportation Rolling Stock	\$ 160,110	\$ 29,889	\$ 200,139
Capital Small Urban Total				\$ 550,000	\$ 102,200	\$ 662,340
19464e	5310 R	Parma Senior Center	Rolling Stock - Transit Van Replacement	\$ 54,000	\$ -	\$ 54,000
Subrecipient Rural Total				\$ 54,000		\$ 54,000
19137	5307 LU	ValleyRegional Transit	Demand Response (ADA) operations	\$ 650,000	\$ 162,500	\$ 812,500
18786	5307 SU	ValleyRegional Transit	Fixed Route Operations	\$ 700,828	\$ 700,828	\$1,401,656
18914	5307 SU	ValleyRegional Transit	Demand Response (ADA) operations	\$ 30,000	\$ 7,500	\$ 37,500
19041	5307 LU	ValleyRegional Transit	Mobility Operations -Specialized Transportation	\$ 326,975	\$ 326,975	\$ 653,950
18786	5307 SU	ValleyRegional Transit	Mobility Operations -Specialized Transportation	\$ 161,047	\$ 161,047	\$ 322,095
18854	5307 LU	ValleyRegional Transit	Coordination with service organizations, training, marketing	\$ 712,412	\$ 178,103	\$ 890,515
18842	5307 SU	ValleyRegional Transit	Coordination with service organizations, training, marketing	\$ 326,263	\$ 81,566	\$ 407,829
18854	5307 LU	ValleyRegional Transit	Program Support and Transit Planning	\$ 500,680	\$ 125,170	\$ 625,850
18842	5307 SU	ValleyRegional Transit	Program Support and Transit Planning	\$ 246,603	\$ 61,651	\$ 308,254
19137	5307 LU	ValleyRegional Transit	Preventive maintenance to sustain vehicles	\$1,890,033	\$ 472,508	\$2,362,541
18914	5307 SU	ValleyRegional Transit	Preventive maintenance to sustain vehicles	\$ 399,235	\$ 99,809	\$ 499,044
19691	5310 LU	ValleyRegional Transit	Acquire transportation services - Boise, Meridian, Eagle	\$ 581,984	\$ 145,496	\$ 727,480
19464a	5310 SU	ValleyRegional Transit	Acquire transportation services - Nampa, Caldwell	\$ 257,612	\$ 64,403	\$ 322,015
19464c	5310 R	ValleyRegional Transit	Acquire transportation services - Parma, Kuna	\$ 37,500	\$ 9,375	\$ 46,875
Operations Large and Small Urban Total				\$ 6,821,172	\$2,596,931	\$9,418,103