

**REGIONAL TRANSPORTATION ADVISORY COMMITTEE**  
**October 28, 2020 - 8:30 a.m.**  
**COMPASS, 2nd Floor Large Conference Room**  
**700 NE 2nd Street, Meridian, Idaho**

**ZOOM CONFERENCE CALL**

Facebook Live Streaming - <https://www.facebook.com/COMPASSIdaho>

Committee members are encouraged to participate in the meeting via Zoom conference call. Others may watch the meeting via Live Streaming on Facebook. The 2<sup>nd</sup> floor conference room is open for in-person attendance, but has limited capacity for physical distancing; for the health and safety of all participants, virtual participation is encouraged. In-person attendees are asked to maintain physical distance and are required to wear a mask at all times in the COMPASS building.

Individuals that intend to attend the meeting in person should RSVP to Hailey Townsend at [htownsend@compassidaho.org](mailto:htownsend@compassidaho.org) or 208-475-2232.

Written comments may be submitted by email to [info@compassidaho.org](mailto:info@compassidaho.org). Comments can also be left by voicemail. Please call 208-475-2232 to record comments. Commenters must provide their name for the record. Comments identified by name that are received by 10:00 am on October 28, 2020, will be provided to the Committee members and read into the record during the meeting.

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

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

**II. OPEN DISCUSSION/ANNOUNCEMENTS**

**III. CONSENT AGENDA**

Page 3 **\*A. Approve September 23, 2020, RTAC Meeting Minutes**

**IV. ACTION ITEM**

8:35 **\*A. Recommend Adoption of a Resolution Amending the** **Tevrin Fuller**  
Page 6 **FY2020-2026 and FY2021-2027 Regional Transportation**  
**Improvement Program**

*Tevrin Fuller seeks RTAC recommendation for COMPASS Board of Directors' approval of an amendment to the FY2020-2026 and FY2021-2027 TIP to add a project for Valley Regional Transit.*

8:45 **\*B. Approve Balancing Actions for the Transportation** **Tevrin Fuller**  
Page 15 **Management Area (TMA)**

*Tevrin Fuller seeks RTAC approval to balance the Surface Transportation Block Grant program in the Boise Urbanized Area.*

**V. INFORMATION/DISCUSSION ITEMS**

- 8:55 **\*A. Update on COMPASS Congestion Management Process** Hunter Mulhall/  
Page 33 *Hunter Mulhall will inform RTAC of efforts to update COMPASS' congestion management process.* Mary Ann Waldinger
- 9:15 **B. Review the National Highway System Change Request and Planning Functional Classification Map Update** Mary Ann Waldinger  
*Mary Ann Waldinger will review the National Highway System change request and discuss the planning functional classification map update.*
- 9:25 **\*C. Review the *Communities in Motion 2050* Revised Draft Goals and Objectives** Liisa Itkonen  
Page 35 *Liisa Itkonen will review Communities in Motion 2050 Revised Draft Goals and Objectives.*

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

- Page 37 **\*A. RTAC Agenda Worksheet**  
Page 44 **\*B. Obligation Report**

**VII. OTHER:**

**Next Meeting: November 18, 2020, RTAC Meeting**

**VIII. ADJOURNMENT (9:30)**

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

*Those needing assistance with COMPASS events or materials, or needing materials in alternate formats, please call 475-2229 with 48 hours advance notice. Si necesita asistencia con una junta de COMPASS, o necesita un documento en otro formato, por favor llame al 475-2229 con 48 horas de anticipación.*

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## REGIONAL TRANSPORTATION ADVISORY COMMITTEE SEPTEMBER 23, 2020 ZOOM CONFERENCE CALL

### **\*\*MINUTES\*\***

#### **ATTENDEES:**

Drew Alexander, Boise State University, via telephone  
Rodney Ashby, City of Nampa, via telephone  
Nichoel Baird Spencer, City of Eagle, via telephone  
Jeff Barnes, City of Nampa, via telephone  
Clair Bowman, City of Nampa, via telephone  
Jayme Coonce, Idaho Transportation Department, via telephone  
David Corcoran, Ada County Development Services, **Vice-Chair**, via telephone  
Al Christy, City of Meridian, via telephone  
Tom Ferch, Ada County Highway District, via telephone  
Karen Gallagher, City of Boise, via telephone  
Jace Hellman for Wendy Howell, City of Kuna, via telephone  
Caleb Hood, City of Meridian, via telephone  
Liisa Itkonen, COMPASS, Ex. Officio, via telephone  
Justin Lucas, Ada County Highway District, via telephone  
Brian McClure, City of Meridian, via telephone  
Angela Lively, City of Caldwell, via telephone  
Brent Moore, Ada County Development Services, via telephone  
Stephen Hunt, Valley Regional Transit, via telephone  
Lenny Riccio, Canyon Highway District No. 4, **Chair**, via telephone  
Darrell Romine, City of Melba, via telephone  
Deanna Smith, Public Participation Workgroup, via telephone  
Michael Toole, Department of Environmental Quality, via telephone

#### **MEMBERS ABSENT:**

Gordon Bates, Golden Gate Highway District #3  
Bruce Bayne, City of Middleton  
Lee Belt, City of Greenleaf  
Jason Boal, Ada County  
Kate Dahl, Canyon County Development Services  
Ryan Head, Ada County Highway District  
Rob Howarth, Central District Health, Ex. Officio  
Chelsie Johnson, City of Wilder  
Nathan Leigh, City of Parma  
Dan Lister, Canyon County Development Services  
Shawn Nickel, City of Star  
Patricia Nilsson, Canyon County Development Services  
Zach Piepmeyer, City of Boise  
Jenah Thornborrow, City of Garden City  
Bill Vaughan, City of Eagle

**OTHERS PRESENT:** Miranda Carson, City of Meridian, via telephone  
Tevrin Fuller, COMPASS, via telephone  
Amy Luft, COMPASS, via telephone  
Robb MacDonald, City of Caldwell, via telephone  
Carl Miller, COMPASS, via telephone  
Jill Reyes, Valley Regional Transit, via telephone  
Matt Stoll, COMPASS, via telephone  
Toni Tisdale, COMPASS, via telephone  
Hailey Townsend, COMPASS, via telephone

**CALL TO ORDER:**

Chair Lenny Riccio called the meeting to order at 8:34 a.m.

**OPEN DISCUSSION/ANNOUNCEMENTS**

General announcements were made.

**CONSENT AGENDA**

**A. Approve August 26, 2020, RTAC Meeting Minutes**

**Justin Lucas moved and Clair Bowman seconded approval of the Consent Agenda as presented. Motion passed unanimously.**

**ACTION ITEMS**

**A. Recommend Adoption of Resolution to Amend *Communities in Motion 2040 2.0* (CIM 2040 2.0)**

Liisa Itkonen presented a resolution amending CIM 2040 2.0 to reflect updates to ACHD's, City of Caldwell's, City of Nampa's, and Nampa Highway District's Capital Improvement Programs and requested an RTAC recommendation for COMPASS Board of Directors' approval in its October 19, 2020, meeting.

After discussion, **Nichoel Baird Spencer moved and Tom Ferch seconded recommendation of approval. Motion passed unanimously.**

**B. Recommend Adoption of Resolution Approving the FY2021-2027 Regional Transportation Improvement Program (TIP) and Associated Air Quality Conformity Demonstration**

Toni Tisdale presented a resolution to approve the FY2021-2027 TIP and associated air quality conformity demonstration and requested an RTAC recommendation for COMPASS Board of Directors' approval in its October 19, 2020, meeting.

After discussion, **Clair Bowman moved and Nichoel Baird Spencer seconded recommendation of approval. Motion passed unanimously.**

**C. Recommend Resolution Approving Rural Application Prioritization**

Toni Tisdale presented a resolution to approve priorities for rural applications and requested an RTAC recommendation for COMPASS Board of Directors' approval in its October 19, 2020, meeting.

After discussion, **Nichoel Baird Spencer moved and Brent Moore seconded approval. Motion passed unanimously.**

**INFORMATION/DISCUSSION ITEMS**

**A. Review Ada County COVID-19 Traffic Impacts**

David Corcoran from Ada County reviewed a case study of Ada County employee COVID-19 commute changes and their impact.

**B. Review the *Communities in Motion 2050* Draft Goals and Objectives**

Liisa Itkonen reviewed *Communities in Motion 2050* draft goals and objectives.

**C. FY2021 Federal-Aid Funding and FY2020 End-of-Year Program and Redistribution**

Toni Tisdale provided an update on the status of FY2021 federal-aid funding and results of the End-of-Year Program and redistribution.

**D. Review recent *Communities in Motion* Implementation Grant and Project Development Program Projects – Memo Only**

**Next Meeting: October 28, 2020**

**ADJOURNMENT**

**Clair Bowman moved and Lenny Riccio seconded adjournment at 9:42 a.m. Motion passed unanimously.**

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**RTAC AGENDA ITEM IV-A**

Date: October 28, 2020

**Topic: Amendment to the FY2020-2026 and FY2021-2027 Regional Transportation Improvement Programs (TIPs)**

**Request/Recommendation:**

COMPASS staff seeks Regional Transportation Advisory Committee recommendation of COMPASS Executive Committee's' adoption of Resolution X-2021 amending the FY2020-2026 and FY2021-2027 TIPs.

**Background/Summary:**

COMPASS Policy 2020-01, COMPASS Regional Transportation Improvement Program (TIP) Amendments and Board Administrative Modifications, requires COMPASS Board of Directors' approval under the following situations and public involvement on the marked criteria:

No.	Criteria	Public Involvement
1	Add new project	X
2	Remove project	X
3	Significant 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	
6	Transfer funding from the Federal Highway Administration (FHWA) to the Federal Transit Administration (FTA) or vice versa	
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.	
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 the resolution.

Valley Regional Transit (VRT) applied for a nationally competitive grant for bus and bus facilities. This grant would allow renovation of a compressed natural gas (CNG) fueling island, extending its life through the transition period to electric vehicles. Additionally, this grant would help to accommodate a larger fleet through parking lot rehabilitation and expansion at the Orchard maintenance facility in the City of Boise. Although VRT is beginning to convert its fleet to battery-electric vehicles, it will take up to 20 years to complete the transition from CNG fueled vehicles to electric vehicles. Meanwhile, conversion to electric vehicles will require installation of electric charging equipment in a portion of the current parking lot. This demand for space, along with plans for transit service expansion, puts even more pressure on the existing parking lot. (TIP amendment criteria #1)

A public comment on this item was open September 29 through October 13, 2020. Verbatim comments are provided in Attachment 2. Eleven comments were received; staff does not recommend changes based on public comment received.

COMPASS staff will seek COMPASS Executive Committee adoption of Resolution X-2021 on November 10, 2020, and ratification of the action by the COMPASS Board of Directors on December 21, 2020.

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

This amendment will add one new project in FY2021 in the FY2020-2026 and FY2021-2027 TIPs to allow full funds to be ready for immediate obligation.

**More Information:**

- 1) Attachment 1: Resolution X-2020
- 2) Attachment 2: Verbatim Public Comments
- 3) For detailed information contact: Toni Tisdale, Principal Planner, at [ttisdale@compassidaho.org](mailto:ttisdale@compassidaho.org) or Tevrin Fuller, Data Analyst, at [tfuller@compassidaho.org](mailto:tfuller@compassidaho.org).

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**RESOLUTION NO. X-2021**

**FOR THE PURPOSE OF AMENDING THE FY2020-2026 AND FY2021-2027  
REGIONAL TRANSPORTATION IMPROVEMENT PROGRAMS**

**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 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**, public comment was held September 29 through October 13, 2020;

**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 and FY2021-2027 Regional Transportation Improvement Program in compliance with all applicable state and federal regulations; and

**WHEREAS**, the attached table details the amendment to FY2020-2026 and FY2021-2027 Regional Transportation Improvement Programs.

**NOW, THEREFORE, BE IT RESOLVED**, that the Community Planning Association of Southwest Idaho's Executive Committee approves the amendment to the FY2020-2026 and FY2021-2027 Regional Transportation Improvement Programs.

**ADOPTED** this 10<sup>th</sup> day of November 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**

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COMPASS Amendment #6 for the  
 FY2020-2026 Regional Transportation Improvement Program (TIP) and  
 Amendment #1 for the FY2021-2027 TIP

Valley Regional Transit, August 18, 2020

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PC	RW	UT	CE	CN	SUM
NEW	Transit –Fueling Station and Parking Lot, Boise	2020							
	Funding Source: 5339 (c)	2021						0	0
	To renovate a compressed national gas fueling island (installed in 1995) and rehabilitate and expand the parking lot at the Orchard maintenance facility in the City of Boise. This project is funded with a nationally-competitive grant for bus and bus facilities. (Federal = \$2,140,000)  Add project.	2022						2675	2675
		2023							0
		2024							0
		2025							0
		SUM		0	0	0	0	0	0
								2675	2675

5339 (c) = Bus and Bus Facilities  
 CE = Construction Engineering  
 CN = Construction  
 FY = Fiscal Year  
 HSIP = Highway Safety Improvement Program

PE = Preliminary Engineering  
 PC = Preliminary Engineering Consultant  
 RW = Right-of-Way  
 UT = Utilities

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# Public Comments Received (Verbatim)

## For amendments to:

### FY2020-2026 and FY2021-2027 Regional Transportation Improvement Programs

Public Comment Period: September 29 through October 13, 2020

Total number of comments received by COMPASS: 11

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

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code (City) Name Affiliation	Format
<p>As a senior citizen I am concerned that not enough attention is paid to those of us on foot. It appears that so much attention is paid to auto traffic, even bike traffic and now electric scooters that so-called improvements have actually diminished safety and convenience of pedestrians. It has become worse with the addition of scooters. Many bike riders will at least ring a bell or announce "on your left". I have never received any such warning from a scooter rider who are traveling much faster than pedal powered bikes.</p> <p>Contractors are allowed to close sidewalks for months, often with no good detour except having to walk in a busy street. I had to use a walker after hip surgery and found I had to take a four block detour to get to a destination one block away. It stayed that way for weeks with no sign of work on the project for several days.</p> <p>The road changes for St Lukes is another example. I kept seeing reports of solving issues for auto and bike traffic but things are worse for those on foot.</p> <p>I keep seeing that we want to reduce auto use but, for seniors at least, more hurdles keep showing up for foot traffic.</p> <p>Before the pandemic I regularly met with fellow BSU Emeriti and found that many of us shared the same concerns.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Ada County Highway District.</p>	<p>83716 (Boise) Richard Rapp</p>	<p>Email</p>

<b>Comment</b> (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	<b>Staff Response</b>	<b>Zip Code (City) Name Affiliation</b>	<b>Format</b>
<p>I'm not a big fan of the mostly empty buses running around the Valley.</p> <p>But I am in favor of this change.</p> <p>Trust you are doing well &amp; staying safe</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p>	<p>Mac McOmber</p>	<p>Email</p>
<p>I would be happier to hear that the Treasure Valley was working to design an electrically powered light rail system or electrically powered bus network.</p> <p>Thank you for asking for community input,</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p> <p>While the project presented in the public comment period is for improvements to a fuel island and parking lot extension, the overall need for these improvements is due to the transition to an electric-powered bus fleet. However, compressed natural gas-powered buses will be used as the fleet is converted.</p>	<p>Alex McKinley</p>	<p>Email</p>
<p>We need transport FROM &amp; TO downtown Eagle Area.</p> <p>I'm only 48 w/rare brain &amp; autoimmune diseases &amp; trouble getting transport as local Senior/Disabled Van is overused by local ABLE BODIED seniors to get to non essential services- while I have to fight to get to essential medical services- not ok!</p> <p>(The organizers do their best- it isn't their fault- PRIORITY seating needs to be put in place until more options r available. Those able bodied &amp; w/financial means should be using Uber &amp; Lyft as well as drive themselves when they r perfectly capable!)</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p>	<p>83616 (Eagle) Lisa Schweiter</p>	<p>Email</p>
<p>To whom it may concern Please vote YES on the proposed CNG fueling station. I can see it would result in greater efficiencies for the current bus system and hopefully the station will be accessible to the public. While few in number the closeness to the interstate would enhance the use of this under utilized cleaner air fuel Thank You</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p>	<p>83686 (Nampa) Hubert Osborne</p>	<p>Email</p>

<p align="center"><b>Comment</b></p> <p>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center"><b>Staff Response</b></p>	<p align="center"><b>Zip Code (City) Name Affiliation</b></p>	<p align="center"><b>Format</b></p>
<p>To keep up with the explosive population growth in the Treasure Valley, the addition and expansion of public transportation in densely populated areas are crucial, in the form of public buses using compressed natural gasses, and the reinstatement of the light rail system.</p> <p>Bicycles or scooters made available in the Boise area are useful for those who are not impaired mobility-wise. Those who are mobility-impaired need other forms of transportation, such as accessible buses or vans.</p> <p>Expansion of roads is a temporary solution to explosive growth. More creative mass transit is needed to move more people into smaller geographical areas.</p> <p>Any questions or comments, please feel free to contact me via this email or phone</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p>	<p align="center">(Eagle) Fely A. Brooks</p>	<p align="center">Email</p>
<p>Hello, I support VRT applying for the competitive grant to make improvements to the compressed natural gas fueling system and the parking lot at the Orchard maintenance facility in the City of Boise.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p>	<p align="center">Caile Spear</p>	<p align="center">Email</p>
<p>Regional transportation</p> <p>I support the proposed TIP amendment to add a project for Valley Regional Transit for improvements to the compressed natural gas fueling system and the parking lot at the Orchard maintenance facility in the City of Boise.</p> <p>I also support the Come Together senecio. I am an Idaho native and have lived here the majority of my life, however I lived in Alexandria, Virginia for almost 6 years. I commuted to the Smithsonian via the metro system, and used public buses to travel about DC. The commute worked so well for me, and will work for the commuters of the Treasure Valley.</p> <p>The benefits of a Fully intagrated transit system include; speed, ease of use, avoiding traffic hassles, parking expense, better mental well being, and a bit of exercise to get to transit hubs.</p> <p>Of course the BIG WIN is reduction of greenhouse gases.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p>	<p align="center">(Caldwell) Carol Prentice</p>	<p align="center">Email</p>
<p>Thanks for pushing forward to electric vehicles. The amendment to update the fueling station for to help accomplish this goal seems a good idea.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p>	<p align="center">(Boise) Liz Vavricka</p>	<p align="center">Email</p>

<b>Comment</b> (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	<b>Staff Response</b>	<b>Zip Code (City) Name Affiliation</b>	<b>Format</b>
I support any and all amendments or proposals that would expand and bring forward to next year any project that supports or enhances public transportation infrastructure.	Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.	83703 (Boise) Gary Roeder	Email
Please built a freeway off and on-ramp on Middleton rd while there is still space...  I would ease congestion on Karcher and Cleveland blvd	Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.		Email

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### **Topic: Transportation Management Area (TMA) Balancing**

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

COMPASS staff seeks RTAC approval to balance the Surface Transportation Block Grant (STBG)-TMA program. Requests for funding were received from the Ada County Highway District (ACHD) and Valley Regional Transit (VRT).

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

Balancing the STBG-TMA program will allow funds released at the end of the fiscal year to be used for projects with funding needs. The STBG-TMA program currently has \$459,000 available in FY2020 Highway Investment Program funds that were carried over from FY2020 and \$1,253,000 in formula funds available due to projects being advanced in September 2020.

COMPASS staff recommends programming available funds based on priorities outlined in Board Policy 2019-03, Balancing Policy for the Surface Transportation Program (STP) (now referred to as "STBG") and Transportation Alternatives Program (TAP) funds, approved by the COMPASS Board of Directors on February 25, 2019, which includes the following priorities:

1. Cover cost overruns/project needs in the construction phase for projects in the STP or TAP programs consistent with the original project scope
2. Remove or reduce an "advance construction" situation (where construction costs are spread over two or more funding years) on projects in the STP or TAP programs
3. Cover cost overruns/project needs or advance design or right-of-way phases on construction projects in the STP or TAP programs consistent with original project scope
4. Advance the construction phase on projects in the STP or TAP programs
5. Cover cost overruns/project needs or advance planning projects in the STP or TAP programs consistent with original project scope
6. Cover cost overruns/project needs in the construction phase on projects in non-STP or TAP programs consistent with original project scope
7. Cover non-construction cost overruns/project needs or advance design or right-of-way phases on construction projects in non-STP or TAP programs consistent with original project scope
8. Cover cost overruns/project needs or advance planning projects in non-STP or TAP programs consistent with original project scope
9. Add new projects as prioritized by the COMPASS Board of Directors

The Balancing Policy for STBG and TAP funds in its entirety is available online:

<http://www.compassidaho.org/documents/prodserv/trans/FY19/BalancingPolicy190225.pdf>

Requests for STBG-TMA funds (request letters provided in Attachment 1):

- ACHD's **Pavement Preservation and ADA, Phase 3, Boise Area – FY2022** project (Key Number 20006) needs \$99,000 to convert local funding to federal-aid (\$80,000) and to cover the actual negotiated cost of the design contract (\$19,000).
- VRT requested up to \$2 million per year to maintain public transportation assets in the Boise Urbanized Area system for the **Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY2021** project (Key Number 18905). Funding would be used for assets identified in VRT's Transit Asset Management Plan with scores between 0.0 and 2.5.
- ACHD's **Capital Maintenance, Phase 3, Boise Area – FY2021** project (Key Number 20159) needs \$314,000 to convert local funding to federal-aid to cover the increased cost of construction based on a more robust need because the segment handles school bus traffic for Meridian Middle School
- ACHD's **Capital Maintenance, Phase 3, Boise Area – FY2020** project (Key Number 19847) needs \$153,000 to cover a more complex treatment based on the geotechnical report recommendations.
- ACHD's **Capital Maintenance, Phase 1, Boise Area – FY2020** project (Key Number 18728) needs \$115,000 to cover the cost of a supplemental professional services agreement and new tasks for additional materials testing.
- ACHD's **State Street and Collister Drive Intersection, Boise** project (Key Number 13481) requests to reduce construction costs by \$115,000 to cover the needs on Key Number 18728 (above). Construction is complete and in the closeout stage.
- ACHD's **Capital Maintenance, Phase 2, Boise Area – FY2019** project (Key Number 20003) needs \$300,000 to cover the cost of increased milling, asphalt quantities, and trucking costs based on density testing (\$270,000) and the additional consultant costs (\$30,000) that accompany the construction increase for additional inspections.
- Boise State University's **Secure Bike Facility and Covered Bike Facility** projects (Key Numbers 20095 and 21913) needs \$14,000 to cover construction inspection and oversight by the Local Highway Technical Assistance Council.

Details of the proposed programming changes are provided on the STBG-TMA balancing worksheet in Attachment 2. A summary of the needs and requests and COMPASS staff recommendations are provided below, listed in the order the requests were received. The items shown in yellow below have the same policy priorities (i.e., they are tied). Board Policy 2019-03 states that RTAC will determine how the TMA programs will be balanced in the event of a tie, without a recommendation from COMPASS staff. However, due to the discussion taking place virtually, staff is providing a *preliminary* recommendation, which is subject to change through discussion at RTAC.

The funding requests on the next page are summarized on the TMA Needs List and Project Analysis, including the cost change throughout the life of the project, provided in Attachment 3. Need for projects currently funded with Transportation Alternative Transportation (TAP) funds are included in the STBG needs, as TAP funds are not available and the funding needs are eligible under the STBG program.



KN	Policy Priority*	Project	FY2021 Request	FY2021 (2020 HIP)	FY2021 Formula
<b>Total Available</b>				<b>-\$459,000</b>	<b>-\$1,253,000</b>
20006	3	Pavement Preservation and ADA, Phase 3, Boise Area – FY2022	\$99,000		
18905	1c	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY2021	\$2,000,000		\$931,000
20159	1b	Capital Maintenance, Phase 3, Boise Area – FY2021	\$314,000		\$314,000
19847	1a	Capital Maintenance, Phase 3, Boise Area – FY2020	\$153,000	\$153,000	
18728	1a	Capital Maintenance, Phase 1, Boise Area – FY2020	\$115,000	\$6,000	\$109,000
13481	N/A	State Street and Collister Drive Intersection, Boise	-\$115,000		-\$115,000
20003	1a	Capital Maintenance, Phase 2, Boise Area – FY2019	\$300,000	\$300,000	
20095	1b	Boise State University Secure Bike Facility	\$10,500		\$10,500
21913	1b	Boise State University Covered Bike Facility	\$3,500		\$3,500
<b>Balance</b>			<b>\$2,880,000</b>	<b>\$0</b>	<b>\$0</b>

\*Priorities outlined in the Balancing Policy.

For balancing purposes, a negative amount means funds are available.

Blue highlighted key number means action requires COMPASS Board of Directors' approval.

Yellow highlighted priorities designates a tie; "a" designates construction projects already under contract, "b" designates engineer's estimate for construction in FY2021; "c" designates FY2021 estimated need.

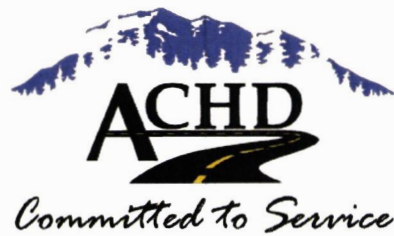
### Implication (policy and/or financial):

The recommended staff actions allow full obligation of available STGB-TMA program funds. If Board of Directors' action is required, the items will be added to TIP Amendment #6, which RTAC is also requested to recommend at the meeting on October 28, 2020.

### More Information:

- 1) Attachment 1: Request letters
- 2) Attachment 2: STBG-TMA balancing worksheet
- 3) Attachment 3: Needs List and Project Analysis
- 4) For detailed information contact: Toni Tisdale, Principal Planner, [ttisdale@compassidaho.org](mailto:ttisdale@compassidaho.org) or Tevrin Fuller, Data Analyst, [tfuller@compassidaho.org](mailto:tfuller@compassidaho.org)

TT: T:\FY21\600 Projects\685 TIP\FY2127TIP\201028mmoRTACTmaBal.docx



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

April 18, 2019

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

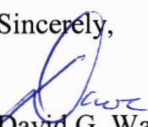
Dear Mr. <sup>Matt</sup>Stoll:

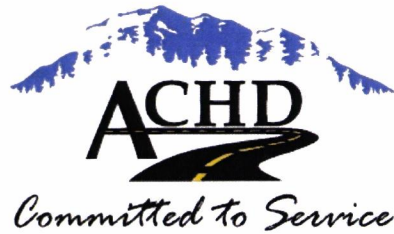
ACHD would like to increase the budgeted design cost for all future “Capital Maintenance, Local” projects from \$55,000 to \$80,000. Actual costs for contractors to perform required federal environmental review and a Geotech reports is higher than previously estimated. In addition, design costs are context-sensitive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

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

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

Sincerely,

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



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

September 25, 2020  
Matt Stoll, Executive Director  
COMPASS  
700 NE 2nd Street, Suite 200  
Meridian, ID 83642

*Matt*

Dear Mr Stoll:

ACHD would like to request additional federal funds for KN 20006, FY2022 Pavement Preservation and ADA – Phase III. KN 20006 needs \$19,000 in additional Preliminary Engineering Consultant (PC) design funds to cover the actual cost of the Professional Services Agreement for the design phase. KN 20006 is an Advance Construction project that has an active request for \$75,000 in federal funds to reimburse ACHD for the PC phase of the project.

Please distribute funds within KN 20006 like this:

PC - \$75,000 + \$19,000 = \$94,000

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

Sincerely,

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

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

**Summary:** Per COMPASS staff, \$668,747 funded in FY2020

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

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

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

**Recommendation/Request:**

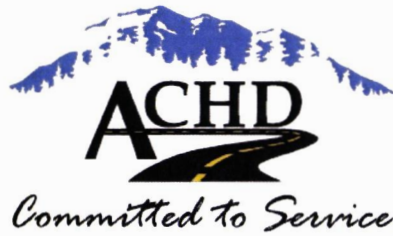
Based on the average annual need, VRT requests up to \$2 million each year to address assets in the Boise system with scores between 0.0 through 2.5. VRT would fund projects identified in the Transit Asset Management Plan including rollingstock replacement, CNG fueling system improvements, and infrastructure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

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

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

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

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



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

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

*Matt*  
~~Mr Stoll~~

Per COMPASS staff, \$144,000 was funded in the  
FY2021-2027 TIP Update

ACHD would like to request additional STP/TMA funds for the FY2021 Capital Maintenance Phase III project (KN 20159). KN 20159 is currently programmed as a \$300,000 construction project and has received \$156,000 in STP/TMA funding for construction. The segment that was selected for this project is NW 8th Street between Pine Avenue and Cherry Lane, in Meridian. On top of the current \$144,000 need, ACHD would like to request an additional \$314,000 of STP/TMA funds to cover an increase in the estimated construction costs for the project. This segment of NW 8<sup>th</sup> Street abuts Meridian Middle School and handles school bus traffic for the school. The planning level pavement treatment called for a mill and inlay treatment. Because of the school bus traffic, the pavement treatment recommended by the geotechnical report calls for the complete removal of existing pavement and replacing with a 5" layer of asphalt. This more significant pavement treatment increased the cost of the construction.

Please distribute funds within the project like this:

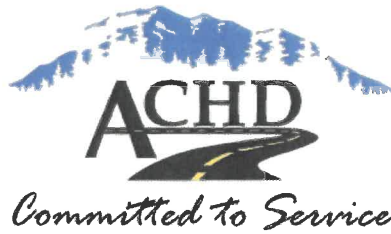
CN - \$156,000 + \$144,000 (existing need) + 314,000 = \$614,000

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

Sincerely,

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





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

June 12, 2020  
Matt Stoll, Executive Director  
COMPASS  
700 NE 2nd Street, Suite 200  
Meridian, ID 83642

*Matt*

Dear Mr Stoll:

ACHD would like to request additional STP/TMA funds for the FY2020 Capital Maintenance Phase III project (KN 19847). KN 19847 is currently programmed and funded as a \$300,000 STP-TMA construction project. The segment that was selected for this project is Owyhee Street between Overland Road and Cherry Lane, in Boise. ACHD would like to request \$153,000 in STP/TMA funds to cover an increase in the estimated construction costs for the project. The planning level pavement treatment called for a mill and inlay treatment, and the pavement treatment recommended by the geotechnical report calls for the complete removal of existing pavement and replacing with a 4" layer of asphalt. This more significant pavement treatment increased the cost of the construction.

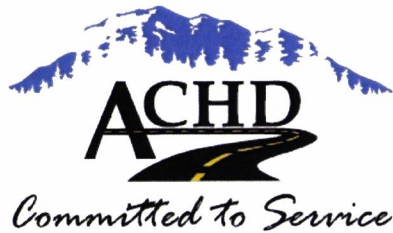
Please distribute funds within the project like this:

CN - \$300,000 + \$153,000 = \$453,000

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

Sincerely,

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



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

September 18, 2020  
Matt Stoll, Executive Director  
COMPASS  
700 NE 2nd Street, Suite 200  
Meridian, ID 83642

Dear Mr Stoll:

ACHD would like to request additional federal funds for KN 18728, FY2020 Capital Maintenance – Phase I. KN 18728 needs \$105,000 in additional CC funds to cover the cost of a supplemental Professional Services Agreement, and \$10,000 to cover new tasks required by the Governor’s Task Force specifications (405 specs). Construction Services staff have determined that KN 13481, State and Collister Intersection, has sufficient CN funds to release \$115,000 to KN 18728 for the additional CC costs.

Please distribute funds within KN 18728 like this:

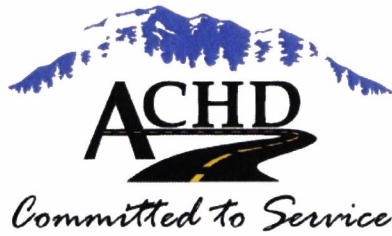
CC - \$358,935 + \$115,000 = \$473,935

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

Sincerely,

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





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

September 29, 2020  
Matt Stoll, Executive Director  
COMPASS  
700 NE 2nd Street, Suite 200  
Meridian, ID 83642

Dear Mr Stoll:

ACHD would like to request additional federal funds for KN 20003, FY2019 Capital Maintenance – Phase II. During paving of the project, the density test strips failed where the existing fabric in the pavement delaminated. KN 20003 needs \$270,000 in additional CN funds to cover the cost of increased milling, asphalt quantities and trucking costs. The ACHD District Engineer has approved the change order for this additional work. Because of the increase in paving work, a supplemental to the Construction Engineering & Inspection (CC) Services agreement has been drafted for an additional 36 days of work. This supplemental amounts to a \$30,000 increase in the CC budget.

Please distribute funds within KN 20003 like this:

CN - \$1,782,000 + \$270,000 = \$2,052,000  
CC - \$182,000 + \$30,000 = \$212,000

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

Sincerely,

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



**BOISE STATE UNIVERSITY**

October 9, 2020

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

Re: KN-20095 & KN-21913 – Bike Shelter Projects

Dear Matt,

Boise State University has been working closely with COMPASS and the Local Highway Technical Assistance Council to implement these awards. We have a plan that is supported by all stakeholders and are eager to advertise the projects.

To assist with implementation and to account for any cost increases since the projects were originally awarded, the University is seeking an additional \$14,000. If available, the increase can simply be divided between the two awards proportionately. Boise State is prepared to contribute the associated match for this increase, which accounts for \$1,027.60 (7.34%).

We would again like to express our gratitude for the support received by partner agencies, particularly that provided by Toni Tisdale and Amanda LaMott. They have helped us navigate the complexities of these awards, toward implementation.

Thanks in advance for your consideration.

Sincerely,

DocuSigned by:  
  
4A01E42341314921  
Drew Alexander  
Capital Asset and Development Manager  
Campus Operations  
Boise State University  
1910 University Drive  
Boise, Idaho 83725-1275  
(C) 208-908-1528  
(E) drewalexander@boisestate.edu

DocuSigned by:  
  
28209751E90D4CB...  
John Kaplan  
Associate Vice President  
Department of Public Safety  
Boise State University  
1910 University Drive  
Boise, Idaho 83725-1250

**1910 University Drive Boise, Idaho 83725-1275**

**Phone (208) 426-5169 [operations.boisestate.edu/campus-planning/](http://operations.boisestate.edu/campus-planning/)**

*This letter is an electronic communication from Boise State University*

**STBG-TMA Program Worksheet**  
**DRAFT FY2021-2027**

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

Key No	Project	Prev	2020 HIP (carry over)	2021	2022	2023	2024	2025	2026 2027	Total
<b>Off-the-Top</b>										
20260	Commuteride, ACHD (FY2021)	220		0						220
20729	Commuteride, ACHD (FY2022)	0			220					220
22015	Commuteride, ACHD (FY2023)	0				220				220
22436	Commuteride, ACHD (FY2024)	0					220			220
22386	Commuteride, ACHD (FY2025)	0						220		220
ORN22738	Commuteride, ACHD (FY2026)	0							220	220
19389	COMPASS Planning (FY2021)	232		0						232
19920	COMPASS Planning (FY2022)	0			232					232
20560	COMPASS Planning (FY2023)	0				232				232
21889	COMPASS Planning (FY2024)	0					232			232
22387	COMPASS Planning (FY2025)	0						232		232
ORN22800	COMPASS Planning (FY2026)	0							232	232
	SUBTOTAL		0	0	452	452	452	452	452	2260
<b>Roadway Maintenance (82%)</b>										
20003	Capital Maintenance, Phase 2, Boise Area - FY2019	2200		300						2500
18728	Capital Maintenance, Phase 1, Boise Area - FY2020	4192		115						4307
19847	Capital Maintenance, Phase 3, Boise Area - FY2020	467	145	8						620
18701	Capital Maintenance, Phase 1, Boise Area - FY2021	494		4948						5442
20129	Capital Maintenance, Phase 2, Boise Area - FY2021	242		2121						2363
20159	Capital Maintenance, Phase 3, Boise Area - FY2021	91	314	300						705
				0						
19465	Pavement Preservation and ADA, Phase 1, Boise Area - FY2022	543			5427					5970
20122	Pavement Preservation and ADA, Phase 2, Boise Area - FY2022	233			2326					2559
20006	Pavement Preservation and ADA Phase 3, Boise Area - FY2022	80			80					380
					220					
20259	Roadway and ADA Improvements, Part 1, Boise Area - FY2023	538		0		5379				5917
19993	Roadway and ADA Improvements, Part 2, Boise Area - FY2023	231		0		2305				2536
20080	Roadway and ADA Improvements, Part 3, Boise Area - FY2023	80		0						80
						300				
20674	Roadway and ADA Improvements, Part 1, Boise Area - FY2024	0			516		5157			5673
20538	Roadway and ADA Improvements, Part 2, Boise Area - FY2024	0			221		2210			2431
20683	Roadway and ADA Improvements, Part 3, Boise Area - FY2024	0			80		300			380
21896	Roadway and ADA Improvements, Part 1, Boise Area - FY2025	0				501		5010		5511
21898	Roadway and ADA Improvements, Part 2, Boise Area - FY2025	0				215		2147		2362

Key No	Project	Prev	2020 HIP (carry over)	2021	2022	2023	2024	2025	2026 2027	Total
21902	Roadway and ADA Improvements, Part 3, Boise Area - FY2025	0				80			300	380
22390	Roadway and ADA Improvements, Part 1, Boise Area - FY2026	0					501		5010	5511
22391	Roadway and ADA Improvements, Part 2, Boise Area - FY2026	0					215		2147	2362
22392	Roadway and ADA Improvements, Part 3, Boise Area - FY2026	0				80			300	380
ORN22816	Roadway and ADA Improvements, Part 1, Boise Area - FY2027	0						504	5010	5514
ORN22817	Roadway and ADA Improvements, Part 2, Boise Area - FY2027	0						216	2147	2363
ORN22927	Roadway and ADA Improvements, Part 3, Boise Area - FY2027	0						80	300	380
	For balancing only - not programmed								1440	
	GOAL			8557	8381	8210	8042	7877	15754	73670
	SUBTOTAL			7792	8570	8400	8083	7877	15754	63276

**Alternative Transportation Maintenance (15%)**

18905	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2021	0		2496						2496
19763	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2022	0			1533					1533
19950	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2023	0				1502				1502
20659	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2024	0					1471			1471
21903	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2025	0						1441		1441
22393	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2026	0							1441	1441
ORN22815	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2027	0							1441	1441
20095	Boise State University Secure Bike Facility			11						
21913	Boise State University Covered Bike Facility			4						
	GOAL			1565	1533	1502	1471	1441	2882	13477
	SUBTOTAL			2496	1533	1502	1471	1441	2882	11325

**Studies/Special Projects (3%)**

19303	Planning, Travel Survey Data Collection, COMPASS	150		700						850
20271	Planning, Communities in Motion Update, COMPASS					30	253	78	275	636
20542	Pedestrian Improvements, SH-55 (Eagle Road), Meridian	0			79	96		409	0	603
					10		9	0		
13046	High Capacity Corridor Alternatives Analysis	0							1000	1000
20841	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	350			80					1544
						35				
						500				
					579					
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	0	118					118
	GOAL			313	307	300	294	288	576	2696
	SUBTOTAL			700	118	110	253	288	1275	2971

**Capital**

13481	State Street and Collister Drive Intersection	13792		-115						13677
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<b>Total Programmed</b>			<b>459</b>	<b>10888</b>	<b>10673</b>	<b>10464</b>	<b>10259</b>	<b>10058</b>	<b>18923</b>	
<b>*Total available</b>			<b>459</b>	<b>10887</b>	<b>10673</b>	<b>10464</b>	<b>10259</b>	<b>10058</b>	<b>20116</b>	
<b>Net Difference Programmed vs Available</b>			<b>0</b>	<b>-1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1193</b>	
% over/under programmed			0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.9%	
<b>% of available OA</b>			<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>94%</b>	

red text = proposed changes

Key No	Project	Prev	2020 HIP (carry over)	2021	2022	2023	2024	2025	2026 2027	Total
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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

Yellow highlight = available for reprogramming

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

# Transportation Management Area Needs List and Project Analysis

## Background/Summary:

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

Total STBG-TMA funding available prior to adding needs:

FY2020 HIP*	FY2021 STBG	FY2022 STBG
\$459,000	\$1,253,000	\$118,000

\*limited to highway, bridges, tunnels, ferry boats, transit capital, ITS, truck parking, border infrastructure; highway and transit safety; alternative fuel corridors

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

## Current Funding Requests (as of 10/1/2020) (Listed in order of date received):

KN	Project	Request	Fund Source	Original Total – Year Added	Current Total Including Request	Life Time % Change	% Change from Current Total	Staff Comment
20006	Pavement Preservation and ADA, Phase 3, Boise Area – FY2022	Convert up to <b>\$80,000</b> in design from local to federal-aid plus additional <b>\$19,000</b> to cover the full contract. This request was missed during the FY2020 End-of-Year program. (Also needs \$220,000 for construction in FY2022)  <i>Requested April 18, 2019, September 25, 2020</i>	STP-TMA	\$320,000 2016	\$399,000	24.69%	5.00%	Design is under contract. Only funds not currently billed are eligible.
18905	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY2021	Increase by <b>up to \$2 million</b> per year to address assets in the Boise system with scores between 0.0 and 2.5.  <i>Requested July 8, 2019</i>	STP-TMA	\$1,480,000 2017	\$2,510,000	69.59%	60.38%	Request considered "construction" for balancing purposes. Analysis based on recommended amount of \$945,000.

KN	Project	Request	Fund Source	Original Total – Year Added	Current Total Including Request	Life Time % Change	% Change from Current Total	Staff Comment
20159	Capital Maintenance, Phase 3, Boise Area – FY2021	Convert <b>\$314,000</b> from local to federal-aid in the construction phase to cover increased cost of construction based on more robust need because segment handles school bus traffic for Meridian Middle School.  <i>Requested May 21, 2020</i>	STP-TMA	\$320,000 2016	\$705,000	120.31%	0%	Programmed for construction in FY2021
19847	Capital Maintenance, Phase 3, Boise Area – FY2020	Increase construction phase by <b>\$153,000</b> to cover more complex treatment (complete replacement of pavement rather than mill and inlay).  <i>Requested June 12, 2020</i>	STP-TMA	\$350,000 2016	\$619,839	77.10%	32.77%	Construction is under contract
18728	Capital Maintenance, Phase 1, Boise Area – FY2020	Increase construction engineering consultant by <b>\$115,000</b> to cover cost of supplemental professional services agreement and new tasks required by the Governor’s Task Force specifications (405 specifications).  <i>Requested September 18, 2020</i>	STP-TMA	\$6,259,000 2014	\$4,833,547	-22.77%	2.44%	Construction is under contract
13481	State Street and Collister Drive Intersection, Boise	Reduce construction by <b>\$115,000</b> .  <i>Requested September 18, 2020</i>	STP-TMA	\$5,000,000 2012	\$13,704,274	174.09%	-0.83%	Construction is complete and project nearing closeout.
20003	Capital Maintenance, Phase 2, Boise Area – FY2019	Increase construction engineering consultant by <b>\$30,000</b> and construction by <b>\$270,000</b> to cover cost of increased milling, asphalt quantities and trucking costs based on density testing.  <i>Requested September 29, 2020</i>	STP-TMA	\$2,383,000 2015	\$2,499,734	4.90%	13.64%	Construction is under contract
20095	Boise State University Secure Bike Facility	Increase construction engineering <b>\$7,000</b> and LHTAC oversight by <b>\$3,500</b> to cover current estimates for construction.  <i>Requested October 16, 2020</i>	TAP-TMA	\$72,000 2016	\$125,500	74.31%	9.13%	Ready to bid.

KN	Project	Request	Fund Source	Original Total – Year Added	Current Total Including Request	Life Time % Change	% Change from Current Total	Staff Comment
21913	Boise State University Covered Bike Facility	Increase construction engineering by <b>\$3,000</b> and LHTAC oversight by <b>\$500</b> to cover current estimates for construction.  <i>Requested October 16, 2020</i>	TAP-TMA	\$30,000  2017	\$41,500	38.33%	9/21%	Ready to bid.

**Future Funding Requests:**

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

T:\FY21\600 Projects\685 TIP\Balancing\TMA\201028mmoTMANeeds.docx



## RTAC AGENDA ITEM V-A

Date: October 28, 2020

### **Topic: COMPASS Congestion Management Process Update**

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

Review the draft Congestion Management Process Document.

#### **Summary:**

In 2002, the Federal Highway Administration (FHWA) officially designated the Boise Urbanized Area as a Transportation Management Area (TMA). Since 1991, legislation has required that all metropolitan planning organizations (MPOs) in a TMA develop, establish, and implement a Congestion Management Process (CMP).

In 2005, COMPASS adopted the *Treasure Valley Congestion Management Systems Plan* (2005 CMP; linked below). The CMP outlines a methodology for producing up to date and accurate data on the state of congestion, identifies congestion management strategies, and demonstrates how congestion is factored into the agency's long range transportation plan and Transportation Improvement Program (TIP). FHWA guidelines for the contents and platform of the CMP are flexible to enable each MPO to develop an approach to best suite its regional needs. The most recent FHWA certification review of COMPASS cited the need to update the 2005 CMP with more current information regarding integration with the TIP and *Communities in Motion* (CIM), congestion management strategies, and performance measures.

In 2019, COMPASS staff began updating the 2005 CMP. The intent of the update is to address the issues raised by FHWA and document current efforts and processes to manage congestion. The updated process includes congestion-related goals, objectives, and performance measures identified in CIM; strategies identified in the *Treasure Valley Transportation Systems Management Strategic Plan*; the TIP/CIM project selection and prioritization processes; and improved congestion reporting capabilities. The CMP will be a "living" document that will be updated as the process changes and matures. COMPASS will introduce and give a status update of the CMP to RTAC in the meeting. After the meeting, the updated draft of the CMP will be shared for review and feedback, with a focus on the following questions:

1. Does the document reflect the most current and relevant information?
2. What steps in the process need to change, be updated, or better defined?
3. Are the congestion management strategies in the document feasible and relevant to the region?
4. Moving forward, how should COMPASS implement congestion management strategies in the TIP and CIM?

#### **More Information:**

- 1) [Treasure Valley Congestion Management Systems Plan, 2005](#)
- 2) [Congestion Management System Measures 2019](#) (Web Map)

For detailed information contact Hunter Mulhall at [hmulhall@compassidaho.org](mailto:hmulhall@compassidaho.org).

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## RTAC AGENDA ITEM V-C

Date: October 28, 2020

### **Topic: Revised Draft *Communities in Motion 2050* (CIM 2050) Goals**

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

This is a discussion item only.

#### **Summary:**

COMPASS staff reviewed the draft CIM 2050 regional goals and objectives with the Regional Transportation Advisory Committee (RTAC) in its September 23, 2020, meeting. The draft goals and objectives were then presented to the COMPASS Board of Directors for discussion in the October 19, 2020, Board meeting. Feedback from that meeting is incorporated in the revised draft goals and objectives in Attachment 1.

COMPASS staff will review the Board's feedback for any additional input from RTAC members. RTAC will be asked to recommend the goals and objectives for the COMPASS Board of Directors' approval in November, and they will be presented for the Board's action in December.

#### **More Information:**

- 1) Attachment 1: Revised Draft CIM 2050 Goals and Objectives
- 2) For detailed information contact Liisa Itkonen at [litkonen@compassidaho.org](mailto:litkonen@compassidaho.org).

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## **Revised DRAFT CIM 2050 Goals and Objectives**

Through providing transportation options and an effective transportation system, CIM 2050 will support growth management, affordability, economic vitality, outdoor lifestyle, environmental health, and choices in where people live.

<b>Goal</b>	<b>Objectives</b>	<b>Description</b>
Economic Vitality	Economic Vitality <sup>1</sup>	Develop a <u>multimodal</u> transportation system, <u>including public transportation, bicycle, pedestrian, and auto modes</u> , that promotes <b>economic vitality</b> to enable people and business to prosper.
	Freight Accessibility and Mobility <sup>1 2</sup>	Promote <b>freight accessibility and mobility</b> via truck and rail improvements to support the efficient movement of goods and encourage economic development.
	Preservation <sup>1</sup> and Infrastructure Condition <sup>2</sup>	<b>Preserve</b> and maintain existing transportation <b>infrastructure</b> .
	Reliability <sup>1 2</sup>	Provide for a <b>reliable</b> transportation system to ensure all users can count on consistent travel times for all modes.
	Travel and Tourism <sup>1</sup>	Promote transportation improvements that support the Treasure Valley as a regional hub for <b>travel and tourism</b> .
	Growth Management <sup>4</sup>	Develop and implement a regional vision to <b>manage</b> the impacts of <b>growth</b> through quantitative tools and objective feedback.
	Farmland Preservation <sup>3</sup>	Protect and <b>preserve farmland</b> to support the region's economy, provide a local and sustainable food supply, and retain the cultural heritage of the valley.
Safety	Safety <sup>1</sup>	Provide a <b>safe</b> transportation system for all users.
	Security <sup>1</sup>	Proactively assess risks and safeguard the <b>security</b> of all transportation users and infrastructure.
	Resiliency <sup>1</sup>	Support a <b>resilient</b> transportation system by anticipating societal, climatic, and other changes; maintaining plans for response and recovery; and adapting to changes as they arise.
Convenience	Accessibility and Mobility <sup>1</sup>	Develop a regional transportation system that provides <b>access and mobility</b> for all users via safe, efficient, and convenient transportation options.
	Connectivity <sup>1</sup>	Develop a transportation system with high <b>connectivity</b> that preserves capacity of the regional system and encourages walk and bike trips.
	Efficiency <sup>1</sup> and Congestion Reduction <sup>2</sup>	<u>Manage and Reduce</u> <b>congestion</b> with cost-effective solutions to improve <b>efficiency</b> of the transportation system.
Quality of Life	Environment <sup>1 2</sup>	Develop and implement a regional vision and transportation system that protect and preserve the natural <b>environment</b> .
	Health <sup>3</sup>	Develop and implement a regional vision and transportation system that enhances <b>public health</b> .
	Open Space <sup>3</sup>	Develop and implement a regional vision and transportation system that preserves open space and promotes connectivity to <b>open space</b> areas, natural resources, and trails.
	Housing and Affordability <sup>4</sup>	Promote development patterns and a transportation system that provide for <b>affordable housing and transportation</b> options for all residents.
	Equity <sup>4</sup>	Provide <b>equitable</b> access to safe, affordable, and reliable transportation options.

<sup>1</sup>—FAST Act requirements

<sup>2</sup>—National goals

<sup>3</sup>—CIM 2040 goal areas (not noted unless not covered in 1 or 2)

<sup>4</sup>—CIM 2050 new goal area/objective

# RTAC AGENDA WORKSHEET

<b>ID #</b>	<b>Title/Description</b>	<b>Mandatory<sup>1</sup></b>	<b>Additional Information</b>	<b>Agenda Type<sup>2</sup></b>	<b>Time</b>	<b>Presenters</b>	<b>Proposed Agenda</b>	<b>Board Agenda</b>
1.	Approve RTAC Meeting Minutes	Yes		Consent Agenda	5	N/A	Monthly	N/A
2.	Receive Obligation Report	No		Status Report	N/A	N/A	As Appropriate	N/A
3.	Receive RTAC Agenda Worksheet	No		Status Report	N/A	N/A	Monthly	N/A
<b>UPCOMING AGENDA ITEMS</b>								
4.	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	10	Liisa Itkonen	November 18	Dec
5.	Request RTAC Subcommittee to Recommend Updates to the COMPASS TMA Balancing Policy	No	Toni Tisdale will seek volunteers to develop recommendations to update and clarify the COMPASS TMA Balancing Policy.	Action	5	Toni Tisdale	November 18	N/A
6.	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	November 18	Dec

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

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

<b>ID #</b>	<b>Title/Description</b>	<b>Mandatory<sup>1</sup></b>	<b>Additional Information</b>	<b>Agenda Type<sup>2</sup></b>	<b>Time</b>	<b>Presenters</b>	<b>Proposed Agenda</b>	<b>Board Agenda</b>
<b>7.</b>	Review Draft High Capacity Transit Survey	No	Rachel Haukkala and/or Amy Luft will review a draft of the high capacity transit survey for <i>Communities in Motion 2050</i> .	Information/ Discussion	20	Rachel Haukkala Amy Luft	November 18	Dec
<b>8.</b>	Review results of 2020 Change in Motion Scorecard	No	Hunter Mulhall will review the results of the 2020 Change in Motion Scorecard	Information	15	Hunter Mulhall/Carl Miller	November 18	Dec
<b>9.</b>	Introduction to <i>Communities in Motion 2050</i> Funding Policy Discussion	No	Toni Tisdale will introduce the approach to update the CIM 2050 funding policy.	Information/ Discussion	10	Toni Tisdale	November 18	N/A
<b>10.</b>	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
<b>11.</b>	Recommend Approach to Update <i>Communities in Motion 2050</i> (CIM 2050) Funding Policy	Yes	Toni Tisdale seeks recommendation of the approach to develop the CIM 2050 funding policy	Action	10	Toni Tisdale	January	Feb
<b>12.</b>	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	N/A

<b>ID #</b>	<b>Title/Description</b>	<b>Mandatory<sup>1</sup></b>	<b>Additional Information</b>	<b>Agenda Type<sup>2</sup></b>	<b>Time</b>	<b>Presenters</b>	<b>Proposed Agenda</b>	<b>Board Agenda</b>
<b>13.</b>	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	N/A
<b>14.</b>	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	January	Dec/Apr
<b>15.</b>	Review COMPASS Phase 2 Applications	No	Toni Tisdale will host an optional workshop to discuss all COMPASS Phase 2 applications, prior to ranking.	Information/ Discussion	60	Toni Tisdale and Tevrin Fuller	February 3, 2021 (Optional)	N/A
<b>16.</b>	Recommend Federal-Aid Rankings for COMPASS Programs	Yes	Toni Tisdale seeks recommendation of federal-aid rankings for all COMPASS federal-aid programs.	Action	20	Toni Tisdale and Tevrin Fuller	February 24	N/A
<b>17.</b>	Review COMPASS Staff Funding Recommendations for Federal-Aid Programs	No	Toni Tisdale will host an optional workshop to discuss COMPASS staff funding recommendations based on the RTAC federal-aid ranking recommendations	Information/ Discussion	60	Toni Tisdale and Tevrin Fuller	March 3, 2021 (Optional)	N/A

<b>ID #</b>	<b>Title/Description</b>	<b>Mandatory<sup>1</sup></b>	<b>Additional Information</b>	<b>Agenda Type<sup>2</sup></b>	<b>Time</b>	<b>Presenters</b>	<b>Proposed Agenda</b>	<b>Board Agenda</b>
<b>18.</b>	Review Results of <i>Communities in Motion 2050</i> Public Involvement 3	No	Rachel Haukkala and Amy Luft will review the results of the third public survey for <i>Communities in Motion 2050</i> .	Information/ Discussion	20	Rachel Haukkala and Amy Luft	March	Apr
<b>19.</b>	Recommend <i>Communities in Motion 2050</i> Vision	No	Carl Miller will seek RTAC recommendation for COMPASS Board of Directors' approval <i>Communities in Motion 2050</i> Vision.	Action	20	Carl Miller	March	Apr
<b>20.</b>	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	March	April
<b>21.</b>	Recommend Approval of Draft Federal-Aid Programs	Yes	Toni Tisdale will seek recommendation of approval of draft federal-aid programs, based on priority recommendations from RTAC.	Action	15	Toni Tisdale	March	N/A
<b>22.</b>	Recommend Priorities for the End-of-Year Program and Redistribution	Yes	Toni Tisdale will seek RTAC recommendation for Board of Directors' approval of the End-of-Year Program and redistribution.	Action	10	Toni Tisdale	May	June



<b>ID #</b>	<b>Title/Description</b>	<b>Mandatory<sup>1</sup></b>	<b>Additional Information</b>	<b>Agenda Type<sup>2</sup></b>	<b>Time</b>	<b>Presenters</b>	<b>Proposed Agenda</b>	<b>Board Agenda</b>
<b>23.</b>	Review Draft FY2022-2028 Regional Transportation Improvement Program Project List	Yes	Toni Tisdale will seek RTAC review of the Draft FY2022-2028 TIP, prior to the public comment period.	Information/ Discussion	15	Toni Tisdale	May	June
<b>24.</b>	Review <i>Communities in Motion 2050</i> (CIM 2050) Funding Policy	No	Toni Tisdale will review the Draft CIM 2050 funding policy.	Information/ Discussion	20	Toni Tisdale	June	N/A
<b>25.</b>	Recommend <i>Communities in Motion 2050</i> (CIM 2050) Funding Policy	No	Toni Tisdale will seek RTAC recommendation for COMPASS Board of Directors' approval <i>Communities in Motion 2050</i> Funding Policy.	Action	20	Toni Tisdale	July	Aug
<b>26.</b>	Review CIM 2050 Performance Measures and Targets	No	Hunter Mulhall will review CIM 2050 performance measures and targets.	Information/ Discussion	20	Hunter Mulhall	Aug	Oct 2021
<b>27.</b>	Review the <i>Communities in Motion 2050</i> Implementation Policies	No	Liisa Itkonen will review <i>Communities in Motion 2050</i> implementation policies.	Information/ Discussion	20	Liisa Itkonen	August	Oct
<b>28.</b>	Review <i>Communities in Motion 2050</i> unfunded needs	No	Liisa Itkonen will review <i>Communities in Motion 2050</i> unfunded needs.	Information/ Discussion	20	Liisa Itkonen	August	Oct

<b>ID #</b>	<b>Title/Description</b>	<b>Mandatory<sup>1</sup></b>	<b>Additional Information</b>	<b>Agenda Type<sup>2</sup></b>	<b>Time</b>	<b>Presenters</b>	<b>Proposed Agenda</b>	<b>Board Agenda</b>
<b>29.</b>	Recommend CIM 2050 Performance Measures and Targets	No	Hunter Mulhall will seek a RTAC recommendation for COMPASS Board of Directors' approval of CIM 2050 performance measures and targets.	Action	20	Hunter Mulhall	Sep 2021	Oct
<b>30.</b>	Recommend the <i>Communities in Motion 2050</i> Implementation Policies	No	Liisa Itkonen will seek a RTAC recommendation for COMPASS Board of Directors' approval of the <i>Communities in Motion 2050</i> implementation policies.	Action	20	Liisa Itkonen	Sep 2021	Oct 2021
<b>31.</b>	Recommend the <i>Communities in Motion 2050</i> Unfunded Priorities	No	Liisa Itkonen will seek a RTAC recommendation for COMPASS Board of Directors' approval of the <i>Communities in Motion 2050</i> unfunded priorities.	Action	20	Liisa Itkonen	Sep 2021	Oct 2021
<b>32.</b>	Recommend Approval of the Draft FY2022-2028 Regional Transportation Improvement Program and Associated Air Quality Conformity Demonstration	Yes	Toni Tisdale will seek RTAC recommendation for COMPASS Board of Directors' approval of the FY2022-2028 TIP and associated air quality conformity demonstration.	Action	15	Toni Tisdale	Sept	Oct

<b>ID #</b>	<b>Title/Description</b>	<b>Mandatory<sup>1</sup></b>	<b>Additional Information</b>	<b>Agenda Type<sup>2</sup></b>	<b>Time</b>	<b>Presenters</b>	<b>Proposed Agenda</b>	<b>Board Agenda</b>
<b>33</b>	Status Report - Functional Classification and the Federal-Aid Map	No	COMPASS staff will review functional classification and recommendations to ITD for changes to the federal-aid map.	Information/ Discussion	20	TBD	TBD	TBD

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# Scheduled vs. Obligated for the 2021 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 - 10/20/2020] [Fiscal Year: 2021] [Obligation Approval Level: FHWA] [Project Status: Development, PS&E (or equiv.), Awarded (or equiv.)] [Fiscal Year: 2021] [Indirect Costs Excluded] [PSS Manager: Ignore] [PSS Owner: Ignore] [PSS Sponsor: Ignore]

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
<b>State Hwy - Pavement Preservation (Commerce)</b>									
20060	3	I 84, SAND HOLLOW IC TO FARMERS SEBREE CANAL	2021	Development	100	CE	\$102,000.00	\$0.00	\$102,000.00
						CN	\$1,326,000.00	\$0.00	\$1,326,000.00
							<b>\$1,428,000.00</b>	<b>\$0.00</b>	<b>\$1,428,000.00</b>
20738	3	I 84, BROADWAY TO EISENMAN, BOISE	2021	PS&E (or equiv.)	100	CE	\$42,000.00	\$0.00	\$42,000.00
						CC	\$85,000.00	\$0.00	\$85,000.00
						CN	\$1,818,660.00	\$0.00	\$1,818,660.00
							<b>\$1,945,660.00</b>	<b>\$0.00</b>	<b>\$1,945,660.00</b>
22237	3	I 84, EAST BOISE POE, ADA CO	2021	Development	100	CE	\$100,000.00	\$0.00	\$100,000.00
						CN	\$385,500.00	\$0.00	\$385,500.00
							<b>\$485,500.00</b>	<b>\$0.00</b>	<b>\$485,500.00</b>
State Hwy - Pavement Preservation (Commerce) Total							<b>\$3,859,160.00</b>	<b>\$0.00</b>	<b>\$3,859,160.00</b>
<b>State Hwy - Pavement Restoration</b>									
22619	3	I 84, USTICK RD OVERPASS, CANYON CO	2021	PS&E (or equiv.)	111	CN	\$227,305.00	\$227,305.00	\$0.00
							<b>\$227,305.00</b>	<b>\$227,305.00</b>	<b>\$0.00</b>
State Hwy - Pavement Restoration Total							<b>\$227,305.00</b>	<b>\$227,305.00</b>	<b>\$0.00</b>
<b>State Hwy - Bridge Preservation</b>									
20251	3	I 84, FY21 D3 E BRIDGE REPAIR, NAMPA	2021	Development	101	CE	\$416,160.00	\$0.00	\$416,160.00
						CN	\$1,040,400.00	\$0.00	\$1,040,400.00
							<b>\$1,456,560.00</b>	<b>\$0.00</b>	<b>\$1,456,560.00</b>
State Hwy - Bridge Preservation Total							<b>\$1,456,560.00</b>	<b>\$0.00</b>	<b>\$1,456,560.00</b>
<b>State Hwy - Bridge Restoration</b>									
20227	3	US 20, PHYLLIS CANAL BR, NR MERIDIAN	2023	Development	103	PC	\$150,000.00	\$0.00	\$150,000.00
							<b>\$150,000.00</b>	<b>\$0.00</b>	<b>\$150,000.00</b>
State Hwy - Bridge Restoration Total							<b>\$150,000.00</b>	<b>\$0.00</b>	<b>\$150,000.00</b>
<b>State Hwy - Supporting Infrastructure Assets</b>									
22258	3	US 20, D3 CULVERT REPLACEMENTS	2021	Development	146	CC	\$22,500.00	\$0.00	\$22,500.00
						CN	\$236,500.00	\$0.00	\$236,500.00
							<b>\$259,000.00</b>	<b>\$0.00</b>	<b>\$259,000.00</b>
State Hwy - Supporting Infrastructure Assets Total							<b>\$259,000.00</b>	<b>\$0.00</b>	<b>\$259,000.00</b>

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
<b>State Hwy - Safety &amp; Capacity (Safety)</b>									
20428	3	SH 21, TECHNOLOGY WAY TO SURPRISE WAY, BOISE	2022	Development	106	PE	\$145,800.00	\$145,800.00	\$0.00
						PC	\$4,200.00	\$4,200.00	\$0.00
							<b>\$150,000.00</b>	<b>\$150,000.00</b>	<b>\$0.00</b>
State Hwy - Safety & Capacity (Safety) Total							<b>\$150,000.00</b>	<b>\$150,000.00</b>	<b>\$0.00</b>
<b>State Hwy - Safety &amp; Capacity (Capacity)</b>									
13476	3	SH 44, HALF CFI INT EAGLE RD & SH44, EAGLE	2021	PS&E (or equiv.)	112	PE	\$30,350.00	\$0.00	\$30,350.00
						PC	\$326,052.00	\$0.00	\$326,052.00
						CE	\$226,125.00	\$0.00	\$226,125.00
						CC	\$621,804.00	\$0.00	\$621,804.00
						CN	\$6,676,927.00	\$0.00	\$6,676,927.00
							<b>\$7,881,258.00</b>	<b>\$0.00</b>	<b>\$7,881,258.00</b>
20367	3	US 20, PHYLLIS CANAL BR TO SH-16, ADA CO	2023	Development	112	PE	\$30,000.00	\$30,000.00	\$0.00
						RW	\$2,700,000.00	\$0.00	\$2,700,000.00
						LP	\$0.00	\$1,000,000.00	(\$1,000,000.00)
							<b>\$2,730,000.00</b>	<b>\$1,030,000.00</b>	<b>\$1,700,000.00</b>
20574	3	SH 44, STAR RD TO SH-16, ADA CO	2024	Development	112	PE	\$60,500.00	\$0.00	\$60,500.00
						RW	\$1,000,000.00	\$0.00	\$1,000,000.00
							<b>\$1,060,500.00</b>	<b>\$0.00</b>	<b>\$1,060,500.00</b>
20788	3	SH 16, I 84 TO US 20/26 & SH44 IC, ADA & CANYON COS	2500	Development	107	RW	\$7,500,000.00	\$0.00	\$7,500,000.00
							<b>\$7,500,000.00</b>	<b>\$0.00</b>	<b>\$7,500,000.00</b>
21867	3	SH 55, KARCHER RD; MIDWAY TO MIDDLETON, NAMPA	2025	Development	112	PE	\$50,000.00	\$0.00	\$50,000.00
						PC	\$200,000.00	\$0.00	\$200,000.00
						RW	\$300,000.00	\$0.00	\$300,000.00
							<b>\$550,000.00</b>	<b>\$0.00</b>	<b>\$550,000.00</b>
22165	3	US 20/26, CHINDEN; I 84 TO MIDDLETON RD, CANYON CO	2022	Development	112	PE	\$200,000.00	\$200,000.00	\$0.00
						PC	\$2,000,000.00	\$2,000,000.00	\$0.00
						RW	\$50,000.00	\$50,000.00	\$0.00
						LP	\$9,950,000.00	\$9,950,000.00	\$0.00
							<b>\$12,200,000.00</b>	<b>\$12,200,000.00</b>	<b>\$0.00</b>
22619	3	I 84, USTICK RD OVERPASS, CANYON CO	2021	PS&E (or equiv.)	112	CN	\$461,527.00	\$0.00	\$461,527.00
							<b>\$461,527.00</b>	<b>\$0.00</b>	<b>\$461,527.00</b>
22715	3	SH 55, KARCHER RD; INDIANA TO LAKE, CALDWELL	2027	Development	112	PE	\$472,497.00	\$0.00	\$472,497.00
							<b>\$472,497.00</b>	<b>\$0.00</b>	<b>\$472,497.00</b>
22716	3	SH 55, KARCHER RD; LAKE TO MIDWAY, CALDWELL	2027	Development	112	PE	\$506,594.00	\$0.00	\$506,594.00
							<b>\$506,594.00</b>	<b>\$0.00</b>	<b>\$506,594.00</b>

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
22717	3	SH 45, LOCUST LANE INTERSECTION, NAMPA	2027	Development	112	PE	\$20,000.00	\$0.00	\$20,000.00
							<b>\$20,000.00</b>	<b>\$0.00</b>	<b>\$20,000.00</b>
State Hwy - Safety & Capacity (Capacity) Total							<b>\$33,382,376.00</b>	<b>\$13,230,000.00</b>	<b>\$20,152,376.00</b>
<b>State Hwy - Planning &amp; Scoping</b>									
23071	3	SH 45, REALIGNMENT ALTERNATIVES ANALYSIS, NEPA, NAMPA	2021	Development	104	PE	\$5,000.00	\$0.00	\$5,000.00
							<b>\$5,000.00</b>	<b>\$0.00</b>	<b>\$5,000.00</b>
State Hwy - Planning & Scoping Total							<b>\$5,000.00</b>	<b>\$0.00</b>	<b>\$5,000.00</b>
<b>Hwy - Metropolitan Planning</b>									
20050	3	LOCAL, FY21 COMPASS METRO PLANNING	2021	Development	91	PC	\$1,199,189.00	\$0.00	\$1,199,189.00
							<b>\$1,199,189.00</b>	<b>\$0.00</b>	<b>\$1,199,189.00</b>
Hwy - Metropolitan Planning Total							<b>\$1,199,189.00</b>	<b>\$0.00</b>	<b>\$1,199,189.00</b>
<b>Local Hwy - Transportation Alternatives</b>									
22031	3	LOCAL, FY21 CANYON CO SRTS COORDINATOR & ACTIVITIES	2021	Development	134	CN	\$64,753.00	\$0.00	\$64,753.00
							<b>\$64,753.00</b>	<b>\$0.00</b>	<b>\$64,753.00</b>
22944	3	LOCAL, FY22 STODDARD PATHWAY, NAMPA	2022	Development	134	PE	\$10,000.00	\$0.00	\$10,000.00
							\$58,000.00	\$0.00	\$58,000.00
							\$10,000.00	\$0.00	\$10,000.00
							<b>\$78,000.00</b>	<b>\$0.00</b>	<b>\$78,000.00</b>
Local Hwy - Transportation Alternatives Total							<b>\$142,753.00</b>	<b>\$0.00</b>	<b>\$142,753.00</b>
<b>Local Hwy - Urban</b>									
12048	3	STC-3016, S CEMETERY RD; SH 44 TO WILLOW CR, MIDDLETON	2021	Development	46	CE	\$15,000.00	\$0.00	\$15,000.00
							\$599,000.00	\$0.00	\$599,000.00
							\$135,000.00	\$0.00	\$135,000.00
							\$3,144,000.00	\$0.00	\$3,144,000.00
							<b>\$3,893,000.00</b>	<b>\$0.00</b>	<b>\$3,893,000.00</b>
13487	3	NHS-8213, MIDDLETON & USTICK ROUNDABOUT, CALDWELL	2025	Development	46	PL	\$20,000.00	\$0.00	\$20,000.00
							\$560,000.00	\$0.00	\$560,000.00
							\$11,000.00	\$0.00	\$11,000.00
							<b>\$591,000.00</b>	<b>\$0.00</b>	<b>\$591,000.00</b>
13494	3	STC-7787, OLD HWY 30; W PLYMOUTH ST BR, CANYON CO	2023	Development	46	RW	\$171,000.00	\$0.00	\$171,000.00
							<b>\$171,000.00</b>	<b>\$0.00</b>	<b>\$171,000.00</b>
Local Hwy - Urban Total							<b>\$4,655,000.00</b>	<b>\$0.00</b>	<b>\$4,655,000.00</b>
<b>Local Hwy - Transportation Management Area</b>									
18701	3	LOCAL, FY21 CAPITAL MAINTENANCE, PH 1, ACHD	2021	Development	51	CE	\$430,000.00	\$0.00	\$430,000.00
							\$215,000.00	\$0.00	\$215,000.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
18701	3	LOCAL, FY21 CAPITAL MAINTENANCE, PH 1, ACHD	2021	Development	51	CN	\$4,303,000.00 <b>\$4,948,000.00</b>	\$0.00 <b>\$0.00</b>	\$4,303,000.00 <b>\$4,948,000.00</b>
18905	3	LOCAL, FY21 TRANSIT ASSET MANAGEMENT, VRT	2021	Development	51	CN	\$1,565,000.00 <b>\$1,565,000.00</b>	\$0.00 <b>\$0.00</b>	\$1,565,000.00 <b>\$1,565,000.00</b>
19303	3	LOCAL, PLANNING, TRAVEL SURVEY DATA COLLECTION, COMPASS	2021	Development	51	PC	\$700,000.00 <b>\$700,000.00</b>	\$0.00 <b>\$0.00</b>	\$700,000.00 <b>\$700,000.00</b>
20129	3	LOCAL, FY21 CAPITAL MAINTENANCE, PH 2, ACHD	2021	Development	51	CE CC CN	\$184,000.00 \$92,000.00 \$1,845,000.00 <b>\$2,121,000.00</b>	\$0.00 \$0.00 \$0.00 <b>\$0.00</b>	\$184,000.00 \$92,000.00 \$1,845,000.00 <b>\$2,121,000.00</b>
20159	3	LOCAL, FY21 CAPITAL MAINTENANCE, PHASE 3, BOISE AREA	2021	Development	51	CE CC CN	\$13,000.00 \$26,000.00 \$261,000.00 <b>\$300,000.00</b>	\$0.00 \$0.00 \$0.00 <b>\$0.00</b>	\$13,000.00 \$26,000.00 \$261,000.00 <b>\$300,000.00</b>
Local Hwy - Transportation Management Area Total							<b>\$9,634,000.00</b>	<b>\$0.00</b>	<b>\$9,634,000.00</b>
<b>Local Hwy - Transportation Alternatives; TMA</b>									
20245	3	LOCAL, FY21 & FY22 ADA COUNTY SR2S, VRT	2021	Development	133	CN	\$344,000.00 <b>\$344,000.00</b>	\$0.00 <b>\$0.00</b>	\$344,000.00 <b>\$344,000.00</b>
20549	3	US 20, CHINDEN; INT 43RD ST PED IMPRV, GARDEN CITY	2023	Development	133	PE PC	\$8,000.00 \$48,000.00 <b>\$56,000.00</b>	\$0.00 \$0.00 <b>\$0.00</b>	\$8,000.00 \$48,000.00 <b>\$56,000.00</b>
22995	3	LOCAL, BIKE IMPROVEMENTS, SIGNS & PVMT MARKINGS, ADA	2021	Development	133	PE CN	\$1,000.00 \$81,365.00 <b>\$82,365.00</b>	\$0.00 \$0.00 <b>\$0.00</b>	\$1,000.00 \$81,365.00 <b>\$82,365.00</b>
Local Hwy - Transportation Alternatives; TMA Total							<b>\$482,365.00</b>	<b>\$0.00</b>	<b>\$482,365.00</b>
<b>Local Hwy - Rural</b>									
19951	3	STC-3856, OLD HWY 30; SAND HOLLOW RD TO SH-44, CANYON HD	2500	Development	45	RW	\$55,000.00 <b>\$55,000.00</b>	\$0.00 <b>\$0.00</b>	\$55,000.00 <b>\$55,000.00</b>
Local Hwy - Rural Total							<b>\$55,000.00</b>	<b>\$0.00</b>	<b>\$55,000.00</b>
<b>Local Hwy - Bridge</b>									
13494	3	STC-7787, OLD HWY 30; W PLYMOUTH ST BR, CANYON CO	2023	Development	49	RW	\$149,000.00 <b>\$149,000.00</b>	\$0.00 <b>\$0.00</b>	\$149,000.00 <b>\$149,000.00</b>
Local Hwy - Bridge Total							<b>\$149,000.00</b>	<b>\$0.00</b>	<b>\$149,000.00</b>

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
<b>Off-System Hwy - Bridge</b>									
22593	3	OFFSYS, S 4TH AVE, INDIAN CREEK BR, CALDWELL	2021	Development	50	PC	\$150,000.00	\$0.00	\$150,000.00
						CC	\$277,000.00	\$0.00	\$277,000.00
						CN	\$156,000.00	\$0.00	\$156,000.00
							<b>\$583,000.00</b>	<b>\$0.00</b>	<b>\$583,000.00</b>
Off-System Hwy - Bridge Total							<b>\$583,000.00</b>	<b>\$0.00</b>	<b>\$583,000.00</b>
<b>Hwy Safety - Local</b>									
20430	3	STC-7821, INT N MIDDLETON RD & CORNELL ST, MIDDLETON	2021	Development	118	CE	\$2,000.00	\$0.00	\$2,000.00
						CC	\$32,000.00	\$0.00	\$32,000.00
						CL	\$10,000.00	\$0.00	\$10,000.00
						CN	\$447,000.00	\$0.00	\$447,000.00
							<b>\$491,000.00</b>	<b>\$0.00</b>	<b>\$491,000.00</b>
21999	3	STP-8463, GREENHURST RD; SUNNYBROOK TO CANYON ST, NAMPA	2021	Development	118	CE	\$5,000.00	\$0.00	\$5,000.00
						CC	\$123,000.00	\$0.00	\$123,000.00
						CL	\$37,000.00	\$0.00	\$37,000.00
						CN	\$854,000.00	\$0.00	\$854,000.00
							<b>\$1,019,000.00</b>	<b>\$0.00</b>	<b>\$1,019,000.00</b>
22878	3	SMA-3724, HOMEDALE RD CURVE IMPV, CANYON HD	2024	Development	118	PE	\$4,000.00	\$0.00	\$4,000.00
						PC	\$98,000.00	\$0.00	\$98,000.00
						PL	\$30,000.00	\$0.00	\$30,000.00
							<b>\$132,000.00</b>	<b>\$0.00</b>	<b>\$132,000.00</b>
Hwy Safety - Local Total							<b>\$1,642,000.00</b>	<b>\$0.00</b>	<b>\$1,642,000.00</b>
<b>Hwy Safety - Railroad Crossings</b>									
20537	3	OFFSYS, BENJAMIN LN BVRR RRX, BOISE	2022	Development	22	PE	\$20,000.00	\$0.00	\$20,000.00
							<b>\$20,000.00</b>	<b>\$0.00</b>	<b>\$20,000.00</b>
Hwy Safety - Railroad Crossings Total							<b>\$20,000.00</b>	<b>\$0.00</b>	<b>\$20,000.00</b>
<b>Hwy - Discretionary</b>									
22593	3	OFFSYS, S 4TH AVE, INDIAN CREEK BR, CALDWELL	2021	Development	38	CN	\$899,023.74	\$0.00	\$899,023.74
							<b>\$899,023.74</b>	<b>\$0.00</b>	<b>\$899,023.74</b>
22619	3	I 84, USTICK RD OVERPASS, CANYON CO	2021	PS&E (or equiv.)	145	CE	\$30,000.00	\$0.00	\$30,000.00
						CC	\$283,698.00	\$0.00	\$283,698.00
						CN	\$4,406,891.00	\$0.00	\$4,406,891.00
							<b>\$4,720,589.00</b>	<b>\$0.00</b>	<b>\$4,720,589.00</b>
Hwy - Discretionary Total							<b>\$5,619,612.74</b>	<b>\$0.00</b>	<b>\$5,619,612.74</b>



KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
<b>Hwy - Local Partnerships</b>									
13349	3	SH 55, EAGLE RD: MERIDIAN TOWN CENTER - STAGE 3	2021	Development	131	CE	\$60,000.00	\$0.00	\$60,000.00
						CC	\$240,000.00	\$0.00	\$240,000.00
						CN	\$5,000,000.00	\$0.00	\$5,000,000.00
							<b>\$5,300,000.00</b>	<b>\$0.00</b>	<b>\$5,300,000.00</b>
13918	3	LOCAL, RAIL WITH TRAIL PATHWAY, MERIDIAN	2022	Development	79	RW	\$120,000.00	\$0.00	\$120,000.00
							<b>\$120,000.00</b>	<b>\$0.00</b>	<b>\$120,000.00</b>
21858	3	US 20, SH 16 TO LINDER RD, ADA COUNTY	2021	Development	131	LP	\$2,500,000.00	\$2,500,000.00	\$0.00
							<b>\$2,500,000.00</b>	<b>\$2,500,000.00</b>	<b>\$0.00</b>
22593	3	OFFSYS, S 4TH AVE, INDIAN CREEK BR, CALDWELL	2021	Development	79	CN	\$12,500.00	\$0.00	\$12,500.00
							<b>\$12,500.00</b>	<b>\$0.00</b>	<b>\$12,500.00</b>
22718	3	SH 44, PALMER LN INTERSECTION IMPROVEMENTS	2027	Development	131	PE	\$70,000.00	\$0.00	\$70,000.00
							<b>\$70,000.00</b>	<b>\$0.00</b>	<b>\$70,000.00</b>
23071	3	SH 45, REALIGNMENT ALTERNATIVES ANALYSIS, NEPA, NAMPA	2021	Development	79	PC	\$200,000.00	\$0.00	\$200,000.00
							<b>\$200,000.00</b>	<b>\$0.00</b>	<b>\$200,000.00</b>
Hwy - Local Partnerships Total							<b>\$8,202,500.00</b>	<b>\$2,500,000.00</b>	<b>\$5,702,500.00</b>
<b>Hwy GARVEE - 2017 Legislative Authorization</b>									
22196	3	I 84, FRANKLIN IC TO KARCHER IC, CANYON CO	2021	Development	142	RW	\$1,000,000.00	\$1,000,000.00	\$0.00
							<b>\$1,000,000.00</b>	<b>\$1,000,000.00</b>	<b>\$0.00</b>
23079	3	I 84, TEMP WIDENING, FRANKLIN IC TO KARCHER IC, NAMPA	2021	Development	142	CC	\$2,000,000.00	\$0.00	\$2,000,000.00
						CN	\$14,800,000.00	\$0.00	\$14,800,000.00
							<b>\$16,800,000.00</b>	<b>\$0.00</b>	<b>\$16,800,000.00</b>
23080	3	I 84, FRANKLIN RD IC TO KARCHER IC - WEST, NAMPA	2021	Development	142	CC	\$6,497,000.00	\$0.00	\$6,497,000.00
						CN	\$62,000,000.00	\$0.00	\$62,000,000.00
							<b>\$68,497,000.00</b>	<b>\$0.00</b>	<b>\$68,497,000.00</b>
23081	3	I 84, FRANKLIN RD IC TO KARCHER IC - EAST, NAMPA	2021	Development	142	CC	\$5,000,000.00	\$0.00	\$5,000,000.00
						CN	\$50,000,000.00	\$0.00	\$50,000,000.00
							<b>\$55,000,000.00</b>	<b>\$0.00</b>	<b>\$55,000,000.00</b>
Hwy GARVEE - 2017 Legislative Authorization Total							<b>\$141,297,000.00</b>	<b>\$1,000,000.00</b>	<b>\$140,297,000.00</b>
Report Total							<b>\$213,170,820.74</b>	<b>\$17,107,305.00</b>	<b>\$196,063,515.74</b>