



Working together to plan for the future

REGIONAL TRANSPORTATION ADVISORY COMMITTEE NOVEMBER 18, 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 2nd 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 or 208-475-2232.

Written comments may be submitted by email to 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 November 18, 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 October 28, 2020, RTAC Meeting Minutes

Page 6 *B. Approve 2021 RTAC Meeting Dates/Times

IV. ACTION ITEM

8:35 *A. Recommend Draft *Communities in Motion 2050 Goals and Objectives* **Liisa Itkonen**
Page 7 *Liisa Itkonen will seek RTAC recommendation for COMPASS Board of Directors' approval Communities in Motion 2050 Goals and Objectives.*

8:45 *B. Request RTAC Subcommittee to Recommend Updates to the **Toni Tisdale**
Page 8 **COMPASS TMA Balancing Policy**
Toni Tisdale will seek volunteers to develop recommendations to update and clarify the COMPASS TMA Balancing Policy.

8:50 ***C. Recommend Adoption of a Resolution Amending the FY2020-** **Toni Tisdale**
Page 12 **FY2026 and FY2021-FY2027 Regional Transportation**
Improvement Programs

Toni Tisdale will seek RTAC recommendation for COMPASS Board of Directors' approval of an amendment to the FY2020-FY2026 and FY2021-2027 TIPs to add a project for Ada County Highway District.

9:00 ***D. Review Results of 2020 Change in Motion Scorecard and** **Hunter Mulhall/**
Page 18 **Request RTAC Subcommittee for Follow Up** **Carl Miller**

Carl Miller will review the results of the 2020 Change in Motion Scorecard and request a subcommittee to follow up on underperforming measures.

V. INFORMATION/DISCUSSION ITEMS

9:15 ***A. Review Communities in Motion 2050 Growth Vision** **Carl Miller**
Page 28 *Carl Miller will review the draft Communities in Motion 2050 growth vision.*

9:35 ***B. Review Draft High Capacity Transit Survey** **Rachel Haukkala**
Page 30 *Rachel Haukkala will review a draft of the high capacity transit survey for Communities in Motion 2050.*

9:55 ***C. Introduce Communities in Motion 2050 Funding Policy** **Toni Tisdale**
Page 31 **Discussion**
Toni Tisdale will introduce the approach to update the Communities in Motion 2050 funding policy.

VI. STATUS REPORTS (INFORMATION ONLY)

Page 39 ***A. RTAC Agenda Worksheet**

Page 45 ***B. Obligation Report**

VII. OTHER:

Next Meeting: January 2021, RTAC Meeting

VIII. ADJOURNMENT (10:00)

***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
OCTOBER 28, 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
Gordon Bates, Golden Gate Highway District #3, via telephone
Lee Belt, City of Greenleaf, via telephone
Jason Boal, Ada County, 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
Andrea Tuning for 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
Robb MacDonald, City of Caldwell, via telephone
Brian McClure, City of Meridian, via telephone
Patricia Nilsson, Canyon County Development Services, 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
Michael Toole, Department of Environmental Quality, via telephone

MEMBERS ABSENT:

Bruce Bayne, City of Middleton
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
Zach Piepmeyer, City of Boise
Jenah Thornborrow, City of Garden City
Bill Vaughan, City of Eagle

OTHERS PRESENT: Cecilia Awusie, Idaho Transportation Department, via telephone
Brian Crowley, COMPASS, via telephone
Tevrin Fuller, COMPASS, via telephone
Tessa Greegor, Ada County Highway District, via telephone
Amy Luft, COMPASS, via telephone
Carl Miller, COMPASS, via telephone
Hunter Mulhall, COMPASS, via telephone
Kathy Parker, COMPASS, via telephone
Jill Reyes, Valley Regional Transit, via telephone
Mitch Skiles, COMPASS, via telephone
Matt Stoll, COMPASS, via telephone
Hailey Townsend, COMPASS, via telephone
Mary Ann Waldinger, COMPASS, via telephone

CALL TO ORDER:

Chair Lenny Riccio called the meeting to order at 8:30 a.m.

OPEN DISCUSSION/ANNOUNCEMENTS

General announcements were made.

CONSENT AGENDA

A. Approve September 23, 2020, RTAC Meeting Minutes

Stephen Hunt moved and Lenny Riccio seconded approval of the Consent Agenda as presented. Motion passed unanimously.

ACTION ITEMS

A. Recommend Adoption of a Resolution Amending the FY2020-2026 and FY2021-2027 Regional Transportation Improvement Programs (TIPs)

Tevrin Fuller presented a resolution amending the FY2020-2026 and FY2021-2027 TIPs and requested an RTAC recommendation for COMPASS Executive Committee approval in its November 10, 2020, meeting.

After discussion, **Tricia Nilsson moved and Clair Bowman seconded recommendation to adopt a resolution amending the FY2020-2026 and FY2021-2027 TIPs to add a project for Valley Regional Transit. Motion passed unanimously. This item will be brought to the COMPASS Executive Committee for action in its November 10, 2020, meeting. The COMPASS Board of Directors will be asked to ratify the Executive Committee's action in its December 21, 2020, meeting.**

B. Approve Balancing Actions for the Transportation Management Area

Tevrin Fuller reviewed projects available for funding and requested approval and recommendation of actions to balance the Surface Transportation Block Grant – Transportation Management Area (STGB-TMA) Program.

After discussion, **Lenny Riccio moved and Stephen Hunt seconded to approve and recommend balancing actions for the STBG-TMA program, as presented. Motion passed unanimously. The actions requiring Executive Committee (Board of Directors') approval will be brought to the committee for action, as part of the TIP amendment recommended in the previous item, in its November 10, 2020 meeting. The COMPASS Board of Directors will be asked to ratify the Executive Committee's action in its December 21, 2020, meeting.**

INFORMATION/DISCUSSION ITEMS

A. Update on COMPASS Congestion Management Process

Hunter Mulhall reviewed efforts to update the COMPASS congestion management process.

B. Review the National Highway System Change Request and Planning Functional Classification Map Update

Mary Ann Waldinger reviewed the National Highway System change request (approved by the Federal Highway Administration on September 23, 2020) and discussed the planning functional classification map update.

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

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

Next Meeting: November 18, 2020

ADJOURNMENT

Lenny Riccio moved and Drew Alexander seconded adjournment at 9:39 a.m. Motion passed unanimously.

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ITEM III-B

**2021 Regional Transportation Advisory Committee Meeting Dates
COMPASS, 1st Floor Board Room
8:30-10:30 a.m.**

January 27, 2021
Optional Workshop February 3, 2021
February 24, 2021
Optional Workshop March 3, 2021
March 17, 2021
April 28, 2021
May 26, 2021
June 23, 2021
July 28, 2021
August 25, 2021
September 22, 2021
October 27, 2021
November 17, 2021
December 22, 2021

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RTAC AGENDA ITEM IV-A

Date: November 18, 2020

Topic: Draft *Communities in Motion 2050* Goals and Objectives

Request/Recommendation:

COMPASS staff seeks a recommendation for COMPASS Board of Directors' approval of the draft *Communities in Motion 2050* (CIM 2050) goals and objectives.

Background/Summary:

The CIM 2050 goals and objectives were drafted taking into account the *Communities in Motion 2040/2040 2.0* goals, public input from the first two surveys for CIM 2050, and federal requirements. COMPASS staff reviewed the draft CIM 2050 regional goals and objectives with the Regional Transportation Advisory Committee (RTAC) in its September 23, 2020, meeting and with the COMPASS Board of Directors in its October 19, 2020, meeting. Feedback from the COMPASS Board and one change from an RTAC representative were incorporated in the revised draft goals and objectives, which were presented to RTAC in its October 28, 2020, meeting. RTAC provided no additional feedback in the meeting. The draft goals and objectives, as presented in the October RTAC meeting, are attached.

COMPASS staff requests that RTAC recommend the draft goals and objectives for COMPASS Board of Directors' approval. The CIM 2050 goals and objectives will be presented for the Board's action in the December 21, 2020, Board meeting.

Implication (policy and/or financial):

The goals and objectives will guide implementation of CIM 2050, focus regional performance measures for the plan, and help tie together all plan elements.

More Information:

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

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.

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

¹—FAST Act requirements

²—National goals

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

⁴—CIM 2050 new goal area/objective

RTAC AGENDA ITEM IV-B

Date: November 18, 2020

Topic: Subcommittee to Recommend Updates to the COMPASS Balancing Policy

Request/Recommendation:

COMPASS staff seeks volunteers to serve on a subcommittee to recommend updates to the COMPASS Balancing Policy, which provides guidance to balance the Surface Transportation Block Grant (STBG) and Transportation Alternatives Program (TAP) funding programs.

Background/Summary:

COMPASS Policy 2019-03 (attached), "Balancing Surface Transportation Program (STP) and Transportation Alternatives Program (TAP) Funds," (referred to as the COMPASS Balancing Policy) provides direction in programming funds available through cost savings and the End-of-Year Program and redistribution for current-year projects. During the process of balancing the STBG-Transportation Management Area (TMA) program for the October 28, 2020, RTAC meeting, it became clear that additional guidance is needed to assist in breaking ties in the priority criteria.

Staff requests an RTAC subcommittee to develop a recommendation for updates to the policy. Since the policy addresses programs for both the Boise Urbanized Area and the Nampa Urbanized Area, staff encourages members from both areas to participate on the subcommittee.

Expected Timeline:

- Week of December 7, 2020 – initial meeting to discuss the policy
- Week of January 4, 2021 – second meeting to finalize policy update recommendations (if needed)
- January 27, 2021 – present subcommittee recommendation to RTAC for recommendation of COMPASS Board of Directors' approval
- February 22, 2021 – present recommendation to Board of Directors for approval

Implication (policy and/or financial):

The COMPASS Balancing Policy provides guidance from the COMPASS Board of Directors to allow COMPASS staff to make recommendations to RTAC for ease in making programming decisions. While the policy provides guidance, RTAC may make alternative recommendations to the COMPASS Board of Directors for specific balancing actions.

More Information:

- 1) Attachment: COMPASS Policy 2019-03
- 2) For detailed information contact: Toni Tisdale, Principal Planner, ttisdale@compassidaho.org

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POLICY STATEMENT

No. Board 2019-03

Adopted: February 25, 2019
By: COMPASS Board of Directors
Last Revision: June 20, 2016

Policy Statement:

Balancing Surface Transportation Program (STP) and Transportation Alternatives Program (TAP) Funds

Background:

STP and TAP funds are directly allocated to areas with populations over 200,000 (Transportation Management Areas [TMAs]). The Regional Transportation Advisory Committee (RTAC) is responsible for balancing the programs.

STP funds for areas 5,000 to 200,000 population are managed by the Idaho Transportation Department (ITD); however, the Urban Balancing Committee is responsible for balancing the program.

TAP funds for areas 5,000 to 200,000 population are managed by ITD and awarded through a competitive process. TAP funds managed by ITD are typically not allowed to change once a project is added to the program.

This policy provides direction to prioritize funds available through cost savings and through the End-of-Year Program and redistribution for current-year projects.

Programming Available Funding in the Current Year and Transportation Improvement Program Update:

As funding needs are known, sponsors should submit requests to COMPASS staff to add the projects to COMPASS' lists of funding needs. COMPASS maintains two lists – one for projects funded with TMA funds, which is shared with RTAC.

The rationale of these priorities is to target funds towards current construction, then use funds for design or right-of-way needs in an effort to minimize the delay of scheduled projects.

Projects currently funded in the STP and TAP programs are the top priorities for funds in order to fully develop and build projects in the programs. Project needs in other programs may be funded with STP and TAP funds if projects meet program eligibility and if no other projects are ready to use the funds within the programs at the appropriate time.

COMPASS staff will recommend funding actions for both the TMA and Urban programs, based on the following order of priorities for balancing:

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
 - New projects should align with the goals, vision, and direction of the long-range transportation plan
 - Construction for new projects is typically added in preliminary development (PD). Other phases of the project (design and right-of-way) may be added in earlier years of the program, if funds are available
 - The limit for PD in STP-TMA is two times the projected funding allocation in the last year of the program
 - The limit for PD in STP-Urban is \$5,000,000 per metropolitan planning organization or the Local Highway Technical Assistance Council. Projects are added in coordination with the Urban Balancing Committee
 - The construction phase may not advance into a funded year until the concept report is approved by ITD

If there is a tie using the above prioritization criteria:

- RTAC will determine how the TMA programs will be balanced, without a recommendation from COMPASS staff
- The COMPASS Executive Director, in coordination with the Urban Balancing Committee, will determine how the Urban program will be balanced, after discussions with sponsor agencies involved in the tie

Capital improvements for alternative transportation, such as bus or van replacements, are considered "construction" projects.

STP and TAP programs should balance as close to 100% of the estimated allocation as possible.

Prioritizing End-of-Year and Redistribution Requests:

Redistribution funds coming to the State of Idaho are allocated using ITD's formula and distributed to the appropriate programs.

End-of-Year funds are funds "swept" by ITD when projects were unable to obligate prior to deadlines – July 1 for design or right-of-way and August 1 for construction.

End-of-Year Program and redistribution funds are first made available to projects within each program. If there are not enough projects in the program ready for obligation, funds may become available for other programs.

The COMPASS Board of Directors approves the priority order of requests submitted for consideration of funding through the End-of-Year Program and redistribution, based on ITD's rationale of "construction first." The priority order is:

1. Obtain 100% of the estimated allocation
 - Congress historically limits obligation authority to 92%-97% of the estimated allocation
2. Cover cost overruns/project needs on projects obligated in a previous year or currently under contract
3. Advance the construction phase of projects
 - Projects must be ready for advertisement, including submittal of all agreements, and a check for local match, by August 1 of the programmed year
4. Cover cost overruns/project needs or advance design or right-of-way phases on construction projects
5. Cover cost overruns/projects needs or advance planning projects

Public transportation projects requiring funds to transfer to the Federal Transit Administration are not eligible for this program because the deadline for a transfer is June 1. The End-of-Year Program and redistribution occur in late August and early September.

Adjustments within a project:

Sponsoring agencies may adjust funding among funding categories within a project budget in a fiscal year, if there is no net change to the funding total for the year of change.

Previous Policy:

This policy replaces original policy 16-02, approved by the COMPASS Board of Directors on June 20, 2016.

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RTAC AGENDA ITEM IV-C

Date: November 18, 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 Board of Directors' adoption of Resolution X-2021 (Attachment 1) 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.

An Ada County Highway District's (ACHD) project for bicycle and pedestrian signage was partially funded in FY2021. After consideration, ACHD determined that a larger project would bid more competitively. ACHD has requested to add local funds to the project (Attachment 2), resulting in a total increase of more than 30%. (TIP amendment criteria #7)

No public comment was required for this action.

COMPASS staff will seek COMPASS Board of Director's adoption of Resolution X-2021 on December 21, 2020.

Implication (policy and/or financial):

This amendment will increase local funding for one project in FY2021 in the FY2020-2026 and FY2021-2027 TIPs to allow the project to be more competitive and ready for immediate obligation.

More Information:

- 1) Attachment 1: Resolution X-2021
- 2) Attachment 2: Request Email
- 3) For detailed information contact: Toni Tisdale, Principal Planner, at ttisdale@compassidahoh.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, no public comment was required 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 and FY2021-2027 Regional Transportation Improvement Programs 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 Board of Directors approves the amendment to the FY2020-2026 and FY2021-2027 Regional Transportation Improvement Programs.

ADOPTED this 21st day of December 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 #7 for the
 FY2020-2026 Regional Transportation Improvement Program (TIP) and
 Amendment #2 for the FY2021-2027 TIP

Ada County Highway District, November 10, 2020

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)								
		Cost year	PE	PC	RW	UT	CE	CN	SUM	
22995	Bicycle Improvements, Signs and Pavement Markings, Ada County	2020							0	
	Funding Source: TAP-TMA	2021	1					81	82	
	Create approximately five low-stress bicycle routes by adding wayfinding signs and pavement markings in the Boise Urbanized Area. These routes will maximize safety, provide connectivity, and support the bicycle as a viable transportation option for Ada County residents. (Federal = \$74,000)	2022							0	
		2023							0	
		2024							0	
		2025							0	
		SUM	1	0	0	0	0	81	82	
	No change to this source.									
	Funding Source: Local Non-Participating	2020								
	Same as above. (Federal = \$0)	2021		ϕ					ϕ	
		2022		20					98	118
		2023							0	
		2024							0	
		2025							0	
SUM	0	ϕ	20	0	0	0	ϕ	98	118	
Overall total = \$200,000										
Total increase = 143.9%										

CE = Construction Engineering
 CN = Construction
 FY = Fiscal Year
 PE = Preliminary Engineering
 PC = Preliminary Engineering Consultant

RW = Right-of-Way
 TAP = Transportation Alternatives Program
 TMA = Transportation Management Area (Boise Urbanized Area)
 UT = Utilities

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From: [Tom Ferch](#)
To: [Toni Tisdale](#)
Cc: [Tevrin Fuller](#)
Subject: KN 22995 - Bicycle Improvements, Signs and Pavement Markings Project Increase
Date: Tuesday, November 10, 2020 8:52:28 AM

Toni,

ACHD would like to increase the FY2021 budget for KN 22995 to \$200,000, and make up the increase with local funds. The project manager provided the following funding amounts for KN 22995: PC - \$20,000 and CN - \$180,000.

Let me know if you have any questions,

Tom Ferch

Transportation Funding Coordinator
Planning & Programming
Ada County Highway District
3775 Adams Street
Garden City, ID 83714
(208) 387-6157
www.achdidaho.org

"We drive quality transportation for all Ada County -- Anytime...Anywhere!"

RTAC AGENDA ITEM IV-D

Date: November 18, 2020

Topic: 2020 Change in Motion Scorecard

Request/Recommendation:

COMPASS staff seeks RTAC recommendation of COMPASS Board of Directors' acceptance of the 2020 Change in Motion Scorecard.

Background/Summary:

A key component of COMPASS' performance reporting is a report illustrating regional progress on implementation of the long-range transportation plan. The Change in Motion Scorecard is compiled every other year to illustrate progress toward meeting the goals and targets established in *Communities in Motion 2040 2.0* (CIM 2040 2.0).

The scorecard evaluates 34 performance metrics representing the eight CIM elements. The scorecard highlights a mix of results with 13 metrics "on track" to meet targets, 2 making progress but not at a rate to meet targets, and 9 not making progress. Ten metrics have not been assigned targets.

COMPASS is seeking a recommendation of COMPASS Board of Directors' acceptance of the 2020 Change in Motion Scorecard. COMPASS also requests a subcommittee of at least six volunteers with a variety of geographical and organizational responsibilities to review the underperforming metrics and develop recommendations for improvement. The subcommittee is expected to meet approximately every two months but meetings could be held more or less frequently, depending on the direction and complexities of issues raised. Final recommendations will be presented to RTAC at the conclusion of the subcommittee process.

Implication (policy and/or financial):

The 2020 Change in Motion Scorecard highlights progress and illustrates areas where additional work is needed toward reaching CIM 2040 2.0 goals. It can help identify policy issues that need additional resources, funding, or planning efforts.

More Information:

- 1) Attachment: 2020 Change in Motion Scorecard
- 2) For detailed information contact: Hunter Mulhall, Principal Planner, at hmulhall@compassidaho.org after November 16, 2020 or Carl Miller, Principal Planner, at cmiller@compassidaho.org, on or before November 16, 2020

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2020 CHANGE IN MOTION SCORECARD: RESULTS SUMMARY



COMPASS TRANSPORTATION

PERFORMANCE MEASURE	2017 Results	2019 Results	TARGET	PROGRESS ¹
Safety (PM I) 5 year rolling averages				
Number of Auto Fatalities	37.80	43.60	< Previous Result ²	
Number of Auto Serious Injuries	484.40	484.00	< Previous Result ²	
Rate of Auto Fatalities	0.87	0.97	< Previous Result ²	
Rate of Auto Serious Injuries	11.15	10.79	< Previous Result ²	
Non-Motorized Fatalities and Serious Injuries	64.80	67.00	< Previous Result ²	
Pavement and Bridge (PM II) Target Year FY2022				
Interstate Pavement in "Good" Condition	31.70%	42.00%	> 50% ³ (FY2022)	
Interstate Pavement in "Poor" Condition	1.20%	0.00%	< 4% ³ (FY2022)	
Non-Interstate NHS Pavement in "Good" Condition	37.40%	39.00%	> 50% ³ (FY2022)	
Non-Interstate NHS Pavement in "Poor" Condition	2.00%	0.00%	< 8% ³ (FY2022)	
Bridges in "Good" Condition	38.7%	29.09%	> 19% ³ (FY2022)	
Bridges in "Poor" Condition	0.60%	0.45%	< 3% ³ (FY2022)	



On Track to Meet Target



Progress but not on Track to Meet Target



No Progress



N/A Not Applicable

2020 CHANGE IN MOTION SCORECARD: RESULTS SUMMARY



COMPASS TRANSPORTATION









PERFORMANCE MEASURE	2017 Results	2019 Results	TARGET	PROGRESS ¹
System Performance (PM III)				
Interstate Reliability	92.70%	90.40%	> 90% ³ (FY2022)	
Non-Interstate Reliability	78.60%	76.20%	> 70% ³ (FY2022)	
Truck Reliability (Interstate)	1.47	1.50	< 1.3 ³ (FY2022)	
Active Transportation				
Bicycle/Pedestrian Volumes ⁴	236,000	289,000	N/A ⁵	
Miles of Bikeways	N/A	227	N/A ⁵	
Auto				
Volumes on the Interstate system ⁶	↑ 11.5%	↑ 7.1%	N/A ⁵	
Volumes on the State Hwy System ⁶	↑ 5.0%	↑ 9.2%	N/A ⁵	
Volumes on the Arterial System ⁶	↑ 1.5%	↑ 5.4%	N/A ⁵	
Public Transportation				
Transit Passenger Ridership ⁷	1.35 Million	1.21 Million	N/A ⁵	
Vanpools	82	80	N/A ⁵	
Non-SOV Mode Share ⁸	18.9%	18.9%	N/A ⁵	

RESULTS SUMMARY



PERFORMANCE MEASURE	2017 Results	2019 Results	TARGET	PROGRESS ¹
Transit State of Good Repair (Rolling Stock)	21.25%	27.60% ⁹	< 24.67% ¹⁰ (FY2021)	
Transit State of Good Repair (Equipment)	38.50%	5.00% ⁹	< 12.70% ¹⁰ (FY2021)	
Transit State of Good Repair (Facilities)	33.33%	37.50% ⁹	< 42.86% ¹⁰ (FY2021)	
Employment Near Transit	64%	57%	> 70% (2040)	
Households Outside Area of Impact	4.40%	4.80%	< 6% (2040)	
Grocery Store Walkability	17.90%	16.80%	> 11% (2040)	
Public School Walkability	41.40%	41.60%	> 34% (2040)	

RESULTS SUMMARY

	PERFORMANCE MEASURE	2017 Results	2019 Results	TARGET	PROGRESS ¹
 <p>HOUSING</p>	Households Near Transit	32.40%	36.00%	> 20% (2040)	
	Major Activity Center Population	21.20%	28.30%	> 28% (2040)	
 <p>LAND USE</p>	Job Accessibility (Auto)	N/A	227,198	N/A ⁵	
	Job Accessibility (Transit)	N/A	6,938	N/A ⁵	
 <p>OPEN SPACE</p>	Miles of Trails and Pathways	565	577	> 754 (2040)	

ENDNOTES

¹ The progress field indicates whether or not the target will be met by the target year if the reported trend continues. A green “✓” indicates that if the reported trend continues the target will be met by the target year. A yellow “✓” indicates that progress is moving in the right direction, but the reported trend won’t meet the target by the target year. A red “X” indicates that no progress was made and the target will not be met by the target year if the reported trend continues.

² COMPASS has adopted Idaho Transportation Department’s (ITD) targets for the PMI safety measures. These measures are required by the Moving Ahead for Progress in the 21st Century Act (MAP-21/FAST Act). The targets for these measures are the 5 year averages for the years 2018 through 2022 and encompass the entire state. COMPASS’s goal is to support ITD’s targets.

Performance Measure	2013-2017	2014-2018	FY2022 Idaho Statewide Target
Number of Auto Fatalities	223	243	< 247
Number of Auto Serious Injuries	1,293	1,290	< 1287
Rate of Auto Fatalities	1.33	1.35	< 1.41
Rate of Auto Serious Injuries	7.74	7.59	< 7.30
Non-Motorized Fatalities and Serious Injuries	117	120	< 120

PMI Idaho Statewide performance measures

³ COMPASS has adopted Idaho Transportation Department’s (ITD) targets for the PMII pavement and bridge and PMIII system performance measures. These measures are required by the MAP-21/FAST Act. The targets for these measures encompass the entire state and are set for fiscal year 2022. COMPASS’s goal is to support ITD’s targets.

Performance Measure	2018	2019	FY2022 Idaho Statewide Target
Interstate Pavement in “Good” Condition	50.70%	59.00%	>50%
Interstate Pavement in “Poor” Condition	1.40%	1.00%	< 4%
Non-Interstate NHS Pavement in “Good” Condition	46.10%	41.00%	> 50%
Non-Interstate NHS Pavement in “Poor” Condition	2.10%	1.00%	< 8%
Bridges in “Good” Condition	18.90%	17.75%	> 19%

Bridges in "Poor" Condition	2.30%	4.30%	< 3%
Interstate Reliability	97.90%	97.20%	> 90%
Non-Interstate Reliability	91.50%	84.80%	> 70%
Truck Reliability (Interstate)	1.17	1.2	< 1.3

PMII and PMIII Idaho Statewide performance measures

⁴ Selected counters used for this measure include: Boise - Anne Frank, Boise - Eckert Bridge, Boise - Friendship Bridge, Boise - Trestle Bridge, Caldwell – Greenbelt, Eagle – Greenbelt, and Nampa - Wilson Pathway. Measures are the average annual volume of bicyclists and pedestrians for these select 7 counters. The average volume increase by ~ 22% from 2017 to 2019.

⁵ Target not yet set for this measure.

⁶ Measures reflect the percentage change in volume from the volumes 2 years prior. For example, the 2017 measures reflects the percentage of change from the 2015 reporting period, the 2019 reflects the percentage change from 2017, etc.

⁷ Ridership calculated for fixed routes only in Ada and Canyon Counties. Data collected using fare box transactions. Automatic Passenger Counters were installed on fix routes and will be used in future reporting.

⁸ Non-SOV Mode Share is calculated for the Boise Urbanized Area only, per MAP-21/FAST Act performance measures requirements.

⁹ Valley Regional Transit staff found significant variances from prior year measures due to staffing changes and understanding of how to score rolling stock assets, corrections were made.

¹⁰ These measures are required by the MAP-21/FAST Act. The targets for these measures were developed by Valley Regional Transit and are set for fiscal year 2021.

Performance Measure	Description
Auto Safety: Number of Auto Fatalities	Five-year rolling average of auto fatalities. This number excludes bicycle and pedestrian fatalities in auto accidents.
Auto Safety: Number of Auto Serious Injuries	Five-year rolling average of auto serious injuries. This number excludes bicycle and pedestrian serious injuries in auto accidents.
Auto Safety: Rate of Auto Fatalities	Five-year rolling average of the rate of auto fatalities. The rate is calculated by auto fatalities per 100,000,000 Vehicle Mile Traveled in Ada and Canyon counties.
Auto Safety: Rate of Auto Serious Injuries	Five-year rolling average of the rate of auto serious injuries. The rate is calculated by auto serious injuries per 100,000,000 Vehicle Mile Traveled for the year in Ada and Canyon counties.
Non-motorized Safety: Number of Fatalities	Five-year rolling average of bicycle and pedestrian fatalities.
Non-motorized Safety: Number of Serious Injuries	Five-year rolling average of bicycle and pedestrian serious injuries.
Interstate Pavement in GOOD condition	Percentage of pavement on the interstate system considered to be in good condition.
Interstate Pavement in POOR condition	Percentage of pavement on the interstate system considered to be in poor condition.
Non-Interstate NHS Pavement in GOOD condition	Percentage of pavement on the national highway system (excluding interstate) considered to be in good condition.
Non-Interstate NHS Pavement in Poor condition	Percentage of pavement on the national highway system (excluding interstate) considered to be in poor condition.
Bridges in GOOD condition	Percentage of bridges on the national highway system considered to be in good condition.
Bridges in POOR condition	Percentage of bridges on the national highway system considered to be in poor condition.
Percentage of person miles traveled reliable on the interstate system	Percentage of person miles traveled (volume X occupancy X vehicle miles traveled) on the interstate considered reliable for the year. Reliability for a roadway is calculated by comparing the 80 th percentile travel time to the 50 th percentile travel times for peak periods for the year.
Percentage of Person Miles traveled reliable on the non-interstate system	Percentage of person miles traveled (volume X occupancy X vehicle miles traveled) on the national highway system (excluding interstate) considered reliable for the year. Reliability for a roadway is calculated by comparing the 80 th percentile travel time to the 50 th percentile travel times for peak periods for the year.

Performance Measure	Description
Truck Travel Time Reliability for Interstate	Weighted (length) average truck travel time reliability measure for the Interstate system. Reliability for a roadway is calculated by comparing the 95 th percentile travel time to the 50 th percentile travel times for peak periods for the year.
Multimodal Use: Bicycle and Pedestrian Volumes	Average of annual volumes from selected fixed bike pedestrian counters (seven counters included in the average).
Mile of Bikeway	The miles of bikeways as defined as a division of a road marked off with painted lines, for use by cyclists, not including sharrows or other markings within automobile lanes.
Auto Volumes	Percentage change in volume for Interstate, State Highway, and arterial roads. Data comes from Automatic Traffic Recorders owned by Idaho Transportation Department.
Transit Passenger Ridership	Number of passengers for the year on fixed route transit. Data comes from Valley Regional Transit's automatic passenger counters.
Vanpools	Average number of vanpools operating for the year.
Non-SOV mode share	Percentage of commutes completed using modes other than single occupancy vehicle for five-year American Community Survey estimates for Boise Urbanized Area.
Transit State of Good Repair: Rolling Stock	Percentage of rolling stock that has reached or exceed their useful life (age).
Transit State of Good Repair: Facilities	Percentage of facilities with a condition rating below 3. Criteria for rating facilities done by Valley Regional Transit.
Transit State of Good Repair: Equipment	Percentage of equipment that has reached or exceed their useful life (age).
Employment near Transit	Percentage of employment within a 1/4-mile walking distance of a bus stop.
Households outside area of impact	Percent of total households outside of the defined city areas of impact.
Walkability: Grocery Store	Percentage of households within ½ mile network distance to a grocery store.
Walkability: Public Schools	Percentage of households within ½ mile network distance walk to a public school.
Households near transit	Percent of households within ½ mile network distance of an existing ValleyRide stop.
Major Activity Center Population	Percentage of the total population living within a traffic-generating major activity center (large commercial areas, freight hubs, centers of employment, etc).

Performance Measure	Description
Jobs accessibility: Auto	Average number of jobs accessible by automobile within 30 minutes on average weekday.
Jobs accessibility: Multimodal	Average number of jobs accessible by transit within 30 minutes on average weekday.
Miles of Trails and Pathways	Total miles of trails and pathways.

RTAC AGENDA ITEM V-A

Date: November 18, 2020

Topic: *Communities in Motion 2050 (CIM 2050) Vision*

Request/Recommendation:

This is a discussion item only.

Summary:

COMPASS launched work on CIM 2050 with a 2050 growth forecast of 1,075,000 people, approved by COMPASS Board of Directors in December 2019, and two public surveys. The first survey, conducted in fall 2019, explored how the region may evolve over the next 30 years, considering demographic, technological, and societal changes. The second survey, conducted in summer 2020, considered the trade-offs of regional values, growth and transportation scenarios, and implementation strategies needed to achieve the public's vision for the future. The third CIM 2050 public survey will be conducted in early 2021 and will focus on public transportation options.

Combined, nearly 7,000 surveys were completed in the first two public input opportunities, with over 8,000 open-ended comments and over 190,000 data points. COMPASS has compiled these results into two reports, which were shared with RTAC and the COMPASS Demographic Advisory Workgroup (DAWG). The survey results are also posted online on the CIM 2050 web page (www.compassidaho.org/prodserv/cim2050.htm#outreach).

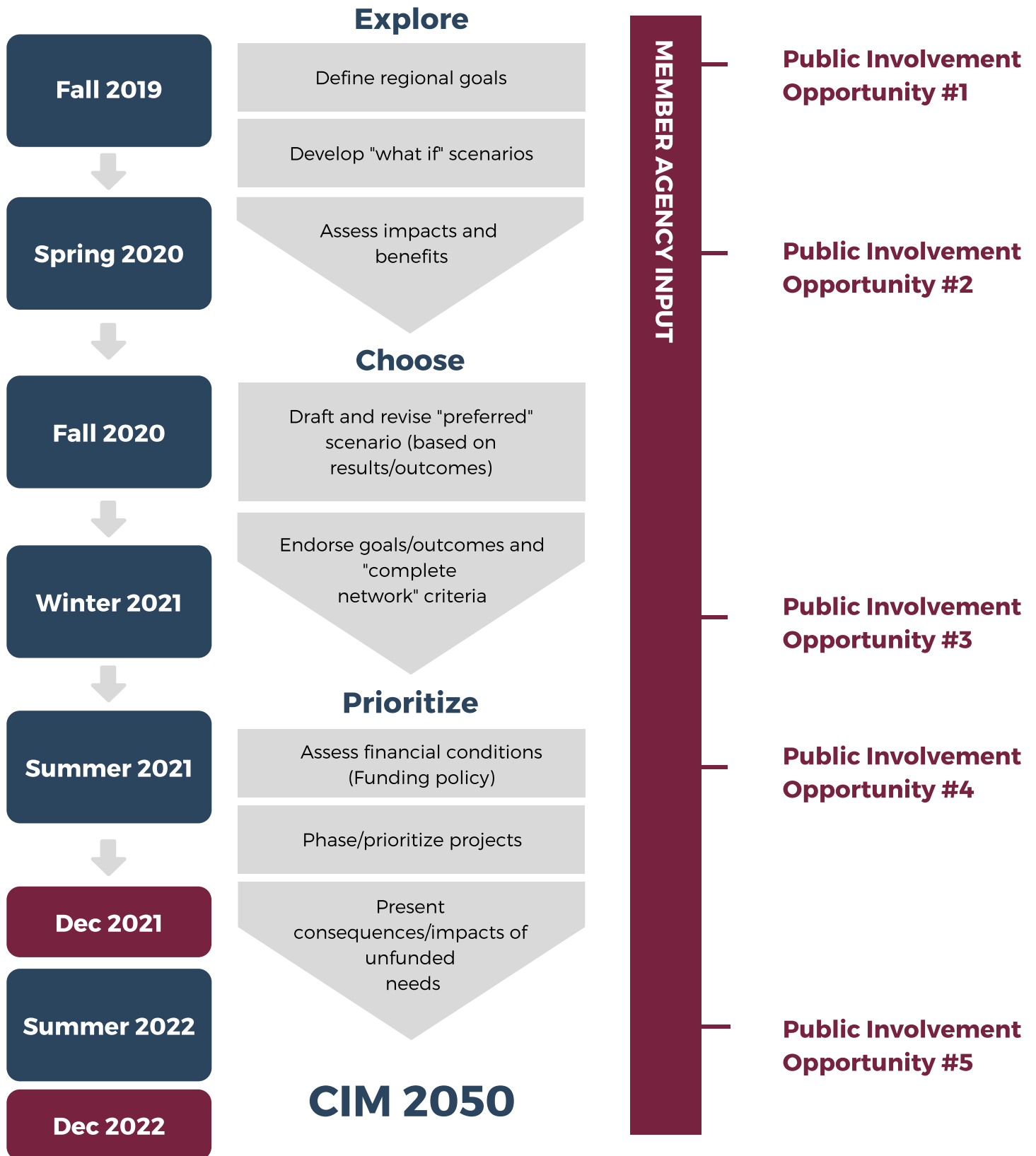
The CIM 2050 Vision, or preferred growth and transportation scenario, will be developed between now and spring 2021, and will reflect the responses from the three public surveys. It will also align with the buildout calculation to ensure that the regional growth forecast matches local land use plans. COMPASS will discuss the process for developing the CIM 2050 Vision at the RTAC meeting.

More Information:

- 1) Attachment: CIM 2050 Process
- 2) For detailed information contact Carl Miller at cmiller@compassidaho.org.

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CIM 2050 Process



RTAC AGENDA ITEM V-B

Date: November 18, 2020

Topic: Draft High-Capacity Transit Survey

Request/Recommendation:

This is an information/discussion item.

Background/Summary:

The results of the first two public surveys for *Communities in Motion 2050* indicated that the public has an interest in high-capacity transit service in the region. A third survey, scheduled for early 2021, will further explore the region's values and needs regarding high-capacity transit service. COMPASS staff reviewed the proposed survey approach with the Regional Transportation Advisory Committee (RTAC) in its August 26, 2020 meeting. Since then, staff has worked with the Public Transportation Workgroup (PTWG) to refine the approach and develop the draft survey.

COMPASS staff will review the draft high-capacity transit survey for RTAC feedback. The goal of the survey is to improve our understanding of the public's interest in and need for a high-capacity transit service in the Treasure Valley. The results will aid in identifying a "locally favored option" and influence further narrowing of alternatives as planning continues for the high-capacity transit corridor. The results will also feed into multiple aspects of *Communities in Motion 2050*, including the overall public transportation system.

COMPASS staff will continue to work with the PTWG, as well as the Public Participation Workgroup, to further refine and finalize the survey in November and December, and will present the survey to the COMPASS Board of Directors in its December 21, 2020, meeting. The survey is planned for release in January 2021.

More Information:

- 1) For detailed information contact: Rachel Haukkala, Associate Planner, at rhaukkala@compassidaho.org.

Topic: *Communities in Motion 2050* Funding Policy

Request/Recommendation:

This item is for information and discussion only.

Background/Summary:

A funding policy, to guide how federal transportation funding is allocated throughout the region, is included in *Communities in Motion (CIM)*, the long-range transportation plan for Ada and Canyon Counties. This policy informs not only the long-range plan itself, but is used continually to guide programming in the Regional Transportation Improvement Program (TIP).

Discussion regarding a specific funding policy for CIM 2040 began in April 2012. In January 2013, the COMPASS Board of Directors approved a funding policy with a focus on maintaining the existing transportation system. The policy also included specified amounts for off-the-top funding and percentage splits for roadways, public/alternative transportation, and special programs in the Surface Transportation Block Grant program.

The COMPASS Board of Directors updated the funding policy for *Communities in Motion 2040 2.0*, the current regional long-range transportation plan for Ada and Canyon Counties, on October 23, 2017. The policy states:

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

The policy maintains the off-the-top funding and percentage splits from the CIM 2040 policy. A summarized history of the development of the funding policies for CIM 2040 and CIM 2040 2.0 is provided in Attachment 1.

COMPASS staff developed a preliminary plan and timeline to guide a discussion of if and how COMPASS members wish to update the policy for CIM 2050 (Attachment 2). The first step is the introduction of the topic at the November RTAC meeting, followed by an RTAC survey (available December 4, 2020) to obtain guidance on how to proceed. RTAC members are requested to submit survey responses no later than December 18, 2020. Survey information, as well as an updated COMPASS funding policy development plan, will be shared in the January 27, 2021, RTAC meeting. The goal is to bring the CIM 2050 funding policy to the COMPASS Board of Directors' for action in its August 16, 2021, Board meeting.

Implication (policy and/or financial):

The CIM 2050 funding policy will guide COMPASS staff in proposing funding priorities for CIM 2050 and will address how projects are funded in future TIPs.

More Information:

- 1) Attachment 1: History of Communities in Motion (CIM) Funding Policy
- 2) Attachment 2: Draft COMPASS Funding Policy Development Plan
- 3) For detailed information contact: Toni Tisdale, Principal Planner, ttisdale@compassidaho.org

History of Communities in Motion (CIM) Funding Policy

Attachment 1

The following outlines the process leading to the development and approval of the CIM 2040 and CIM 2040 2.0 funding policies, and the timeline for implementation.

CIM 2040 Funding Policy

April 2012

COMPASS staff presented the CIM 2040 Leadership Team three options for prioritizing projects in CIM 2040:

- Status quo
Use the current prioritization method to determine funding priority on a corridor or multi-corridor level. Priorities would be determined based on need (congestion rates, accident data, complete streets level, etc.)
- Focus on maintenance
Focus federal funding on maintenance/rebuild projects to protect the existing system.
- Focus on specific corridors
Focus federal funds on projects in the highest priority corridor, get that completed, then move on to the next corridor. Most projects that feed into the Regional Transportation Improvement Program (TIP) would come directly from the CIM 2040 funded list.

The CIM 2040 Leadership Team directed COMPASS staff to focus federal funds on "maintenance projects," but still prioritize capital projects in case additional funds through discretionary or other programs are received.

July 2012

A prioritization subcommittee of the CIM 2040 Planning Team was formed to prepare a recommendation for how to implement the guidance to focus on maintenance. While the intent of the of the "focus on maintenance" was for all federal funds, the prioritization proposal developed by the subcommittee focused solely on Surface Transportation Program (STP) (now known as Surface Transportation Block Grant or STBG) funds within COMPASS' planning area and their use on maintenance projects.

December 2012

The CIM 2040 Planning Team recommended a process for prioritization and the Leadership Team recommended prioritization criteria. COMPASS requested public comment on the prioritization process from December 27, 2012 through January 15, 2013.

The subcommittee recommended the following process for STP funds, which was subsequently recommended by the CIM 2040 Planning Team and Leadership Team:

- Percentage Splits:
 - \$220,000 for Commuteride in the Boise Urbanized Area and \$55,000 in the Nampa Urbanized Area
 - \$232,000 for COMPASS in the Boise Urbanized Area and \$99,000 in the Nampa Urbanized Area
 - 82% - Roadway
 - 15% - Public/Alternative Transportation
 - 3% - (up to) Planning/Special Projects
- “Maintenance,” for purposes of this prioritization schema, was defined as: “Protecting and preserving existing transportation systems and opportunities.” Existing transportation systems include roadways, public transportation, and alternative transportation needs for pedestrians and bicycles.
- All project applications for a given year were to be evaluated together by RTAC through a paired comparison process in an RTAC meeting, using COMPASS’ Audience Response System. All RTAC members present at the meeting would be eligible to participate in the process.
- Assumptions:
 - Funds for Commuteride and COMPASS would be allocated before the split is applied.
 - Specific projects would be prioritized two to four years prior to funds being available, as maintenance needs are best evaluated in that time frame rather than the seven-to-eight year time frame more common to capital projects.
 - In the Boise Urbanized Area, roadway maintenance would be set aside for Ada County Highway District’s maintenance program. In the Nampa Urbanized Area, the roadway maintenance set-aside would be distributed among the five highway agencies based on arterial lane miles and on a five year rolling average.
 - Safe Routes to School coordination is a top priority for the Metropolitan Transportation Planning Area. The Transportation Alternatives Program (TAP) specifically includes funding for this coordination, and, therefore becomes the highest priority for TAP funds. Additional resources for Safe Routes to School could be applied for through the STP program under the Special Projects category.
 - Bike lanes and sidewalks could be included as projects under the Road, Public/Alternative Transportation and/or Studies/Special Projects categories, depending on the nature of the project.

January 2013

The COMPASS Board approved, as recommended above, the “Proposed *Communities in Motion 2040* Prioritization Process” including a focus on maintenance, the STP percentage split, and the project prioritization process (paired comparison by RTAC).

June 2013

In early June, the CIM 2040 Planning Team prioritized proposed transportation projects for CIM 2040. In the June Board meeting, the COMPASS Board of Directors approved the proposed projects to move forward in the process and confirmed their January 2013 decision.

February 2014

The COMPASS Board approved the list of projects for the draft FY2015-2019 TIP following the new priorities (new maintenance projects for FY2019).

CIM 2040 2.0 Funding Policy

January 2016 through September 2017

COMPASS staff worked with RTAC and an RTAC subcommittee to discuss and develop a recommendation to update the funding policy for CIM 2040 2.0. The subcommittee met multiple times to discuss the performance measure framework and consider the funding policy. In September 2017, RTAC recommended the funding policy, which remained very similar to the original policy (focus on maintenance), but with the addition that federal funds could be used to “strategically address regional priorities identified in the long-range transportation plan.” This nuance encourages the region to pursue the “biggest bang for the buck” depending on funding source and type of project.

October 2017

The COMPASS Board of Directors approved the CIM 2040 2.0 funding policy.

Spring 2018 and Beyond

Additional guidance regarding the policy was to be documented in the Board-approved COMPASS Funding Application Guide, starting in the spring/summer 2018. The percentage splits were included in the FY2018 COMPASS Application Guide, and continue to be included with each update.

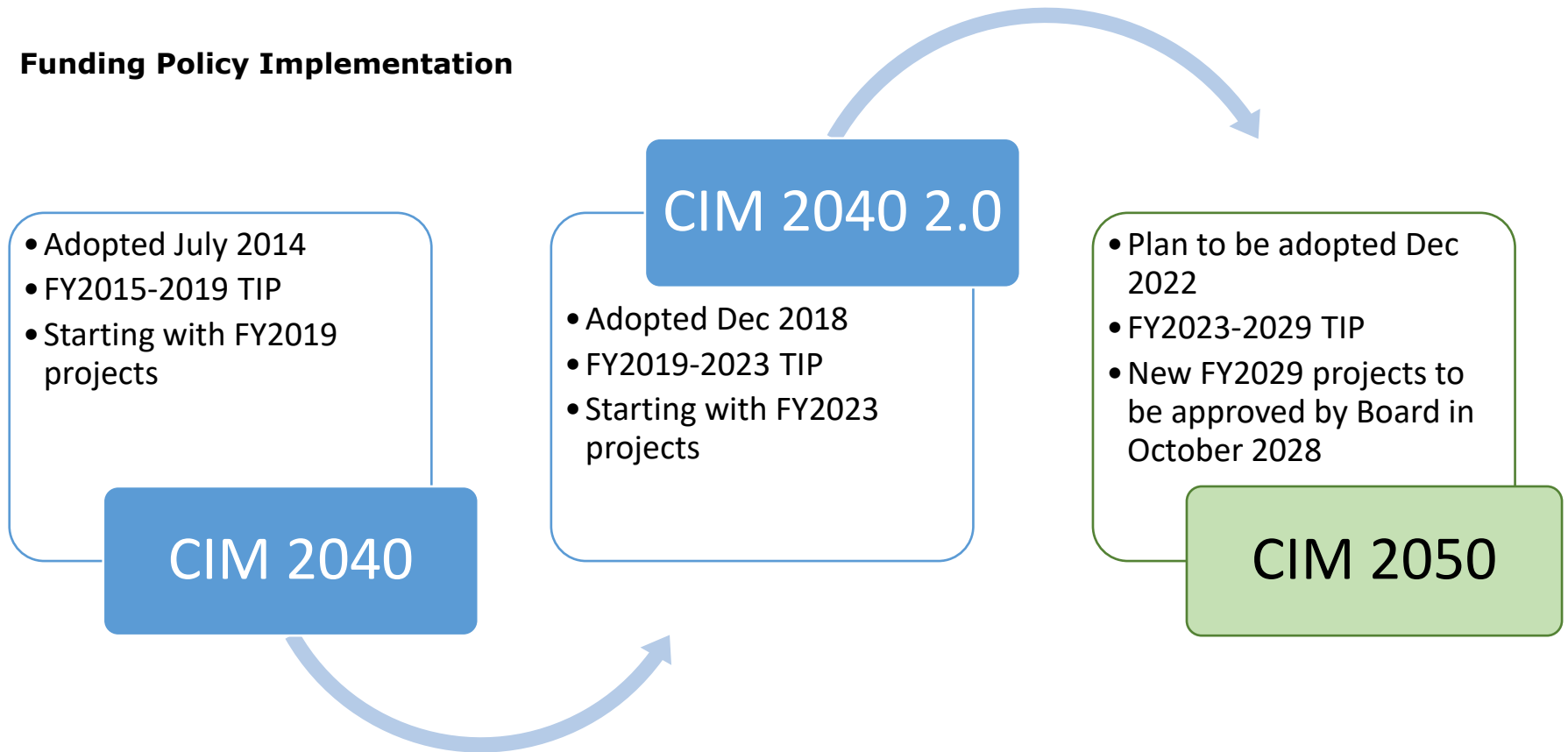
Funding Policy Implementation Timeline

The CIM 2040 funding policy (focus on maintenance) was first applied to the FY2015-2019 TIP, to the projects added for FY2019.

The CIM 2040 2.0 funding policy was first applied to the FY2019-2023 TIP, to projects added for FY2023.

The CIM 2050 funding policy will be applied to the FY2023-2029 TIP, to projects added for FY2029.

Funding Policy Implementation



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DRAFT Communities in Motion 2050 Funding Policy Development Plan

Goal:

COMPASS Board of Director's approval of a *Communities in Motion 2050* (CIM 2050) funding policy no later than August 2021, to guide project selection in *Communities in Motion 2050* (CIM 2050) and the regional transportation improvement program (TIP).

Background:

In the Fixing America's Surface Transportation (FAST) Act, the authorization for federal transportation funding, performance based planning and programming emerged as a top priority for project selection and tracking progress towards transportation targets. The CIM 2050 funding policy will guide the recommendations for future funding of transportation needs in CIM 2050, as well as the TIP, in the Treasure Valley. The CIM 2050 funding policy will be implemented through prioritization of unfunded needs in CIM 2050 and through the short(er) term project selection process in the TIP.

Other factors will also figure into the overall project selection process for CIM 2050 and the TIP:

- Complete Network Policy
- Congestion Management Process
- Safety Factors
- Performance Targets

Due to the complexities of project selection using the performance based planning and programming process, COMPASS staff seeks to work with Regional Transportation Advisory Committee (RTAC) members to develop new scoring criteria that will ensure federal requirements are followed in the project selection process. However, the new process should be developed with public input, as well as solid direction from the COMPASS Board of Directors. The CIM 2050 funding policy will provide this policy direction from the COMPASS Board.

Timeline:

Staff will work closely with RTAC and the COMPASS Board of Directors to review and update, as needed, the CIM 2050 funding policy by August 2021 (see timeline on following page).

During the "Grey" period in the timeline:

- Staff will develop the final CIM 2050 funding policy recommendation with RTAC, and possibly a subcommittee of RTAC.
- If beneficial, a public survey regarding priorities for transportation funding could be held in April/May 2021.

Date	Involvement
	<ul style="list-style-type: none"> Task
November 18, 2020	RTAC
	<ul style="list-style-type: none"> Introduce the approach/plan and receive thoughts on future activities
December 4-18, 2020	RTAC
	<ul style="list-style-type: none"> RTAC survey regarding future CIM 2050 funding policy
January 27, 2021	RTAC
	<ul style="list-style-type: none"> Share results of the survey
	<ul style="list-style-type: none"> RTAC provide recommendation of plan to develop CIM 2050 funding policy to COMPASS Board of Directors (update or not, public survey or not)
	<ul style="list-style-type: none"> Action from this point forward will be based on recommendations of RTAC and guidance from COMPASS Board of Directors
February 22, 2021	COMPASS Board of Directors
	<ul style="list-style-type: none"> Provide RTAC's recommendations to COMPASS Board of Directors and request guidance
"Grey" Period/Develop Funding Policy	
July 28, 2021	RTAC
	<ul style="list-style-type: none"> Request to recommend approval of the CIM 2050 funding policy
August 16, 2021	COMPASS Board of Directors
	<ul style="list-style-type: none"> Request approval of CIM 2050 funding policy

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RTAC AGENDA WORKSHEET

ID #	Title/Description	Mandatory¹	Additional Information	Agenda Type²	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.	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
5.	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
6.	Status Report: ACHD Maintenance Program	No	Ryan Head will provide an update of ACHD's maintenance program.	Information/Discussion	20	Ryan Head	January	N/A
7.	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

¹ No, Yes, N/A (Not Applicable)

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

ID #	Title/Description	Mandatory¹	Additional Information	Agenda Type²	Time	Presenters	Proposed Agenda	Board Agenda
8.	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
9.	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
10.	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
11.	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
12.	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

ID #	Title/Description	Mandatory¹	Additional Information	Agenda Type²	Time	Presenters	Proposed Agenda	Board Agenda
13.	Recommend Member Agencies' FY2022 UPWP Requests		Liisa Itkonen seeks recommendation of member agencies' FY2022 UPWP requests in a priority order for consideration by the Finance Committee.	Action	30	Liisa Itkonen	March 17	N/A
14.	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
15.	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
16.	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

ID #	Title/Description	Mandatory¹	Additional Information	Agenda Type²	Time	Presenters	Proposed Agenda	Board Agenda
17.	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
18.	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
19.	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
20.	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
21.	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

ID #	Title/Description	Mandatory¹	Additional Information	Agenda Type²	Time	Presenters	Proposed Agenda	Board Agenda
22.	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
23.	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
24.	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
25.	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
26.	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

ID #	Title/Description	Mandatory¹	Additional Information	Agenda Type²	Time	Presenters	Proposed Agenda	Board Agenda
27.	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
28.	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
29.	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 - 11/5/2020] [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
State Hwy - Pavement Preservation (Commerce)									
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
							\$1,428,000.00	\$0.00	\$1,428,000.00
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
							\$1,945,660.00	\$0.00	\$1,945,660.00
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
							\$485,500.00	\$0.00	\$485,500.00
22677	3	US 20, FY22 MICROSEALS: FRONT, MYRTLE, & BROADWAY	2022	Development	100	PE	\$1,000.00	\$1,000.00	\$0.00
							\$1,000.00	\$1,000.00	\$0.00
State Hwy - Pavement Preservation (Commerce) Total							\$3,860,160.00	\$1,000.00	\$3,859,160.00
State Hwy - Pavement Restoration									
22619	3	I 84, USTICK RD OVERPASS, CANYON CO	2021	PS&E (or equiv.)	111	CN	\$227,305.00	\$227,305.00	\$0.00
							\$227,305.00	\$227,305.00	\$0.00
State Hwy - Pavement Restoration Total							\$227,305.00	\$227,305.00	\$0.00
State Hwy - Bridge Preservation									
20251	3	I 84, FY21 D3 E BRIDGE REPAIR, NAMPA	2021	Awarded (or equiv.)	101	PE	(\$58,000.00)	(\$58,000.00)	\$0.00
						CE	\$37,210.00	\$58,000.00	(\$20,790.00)
						CC	\$100,000.00	\$0.00	\$100,000.00
						CN	\$999,705.00	\$0.00	\$999,705.00
							\$1,078,915.00	\$0.00	\$1,078,915.00
State Hwy - Bridge Preservation Total							\$1,078,915.00	\$0.00	\$1,078,915.00
State Hwy - Bridge Restoration									
20227	3	US 20, PHYLLIS CANAL BR, NR MERIDIAN	2023	Development	103	PC	\$150,000.00	\$0.00	\$150,000.00
							\$150,000.00	\$0.00	\$150,000.00
State Hwy - Bridge Restoration Total							\$150,000.00	\$0.00	\$150,000.00
State Hwy - Supporting Infrastructure Assets									
22258	3	US 20, D3 CULVERT REPLACEMENTS	2021	Development	146	CC	\$22,500.00	\$0.00	\$22,500.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
22258	3	US 20, D3 CULVERT REPLACEMENTS	2021	Development	146	CN	\$236,500.00	\$0.00	\$236,500.00
							\$259,000.00	\$0.00	\$259,000.00
State Hwy - Supporting Infrastructure Assets Total							\$259,000.00	\$0.00	\$259,000.00
State Hwy - Safety & Capacity (Safety)									
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
							\$150,000.00	\$150,000.00	\$0.00
State Hwy - Safety & Capacity (Safety) Total							\$150,000.00	\$150,000.00	\$0.00
State Hwy - Safety & Capacity (Capacity)									
13476	3	SH 44, HALF CFI INT EAGLE RD & SH44, EAGLE	2021	Awarded (or equiv.)	112	PE	\$30,350.00	\$0.00	\$30,350.00
						PC	\$326,052.00	(\$29,000.00)	\$355,052.00
						RW	\$0.00	(\$9,000.00)	\$9,000.00
						LP	\$0.00	(\$13,000.00)	\$13,000.00
						CE	\$226,125.00	\$51,000.00	\$175,125.00
						CC	\$621,804.00	\$0.00	\$621,804.00
						CN	\$6,676,927.00	\$0.00	\$6,676,927.00
							\$7,881,258.00	\$0.00	\$7,881,258.00
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	\$50,000.00	\$50,000.00	\$0.00
						LP	\$2,650,000.00	\$2,650,000.00	\$0.00
							\$2,730,000.00	\$2,730,000.00	\$0.00
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
							\$1,060,500.00	\$0.00	\$1,060,500.00
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
							\$7,500,000.00	\$0.00	\$7,500,000.00
21867	3	SH 55, KARCHER RD; MIDWAY TO MIDDLETON, NAMPA	2025	Development	112	PE	\$50,000.00	\$50,000.00	\$0.00
						PC	\$200,000.00	\$200,000.00	\$0.00
						RW	\$300,000.00	\$0.00	\$300,000.00
							\$550,000.00	\$250,000.00	\$300,000.00
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
							\$12,200,000.00	\$12,200,000.00	\$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
22619	3	I 84, USTICK RD OVERPASS, CANYON CO	2021	PS&E (or equiv.)	112	CN	\$461,527.00 \$461,527.00	\$0.00 \$0.00	\$461,527.00 \$461,527.00
22715	3	SH 55, KARCHER RD; INDIANA TO LAKE, CALDWELL	2027	Development	112	PE	\$472,497.00 \$472,497.00	\$0.00 \$0.00	\$472,497.00 \$472,497.00
22716	3	SH 55, KARCHER RD; LAKE TO MIDWAY, CALDWELL	2027	Development	112	PE	\$506,594.00 \$506,594.00	\$0.00 \$0.00	\$506,594.00 \$506,594.00
22717	3	SH 45, LOCUST LANE INTERSECTION, NAMPA	2027	Development	112	PE	\$20,000.00 \$20,000.00	\$0.00 \$0.00	\$20,000.00 \$20,000.00
State Hwy - Safety & Capacity (Capacity) Total							\$33,382,376.00	\$15,180,000.00	\$18,202,376.00
State Hwy - Planning & Scoping									
23071	3	SH 45, REALIGNMENT ALTERNATIVES ANALYSIS, NEPA, NAMPA	2021	Development	104	PE	\$5,000.00 \$5,000.00	\$0.00 \$0.00	\$5,000.00 \$5,000.00
State Hwy - Planning & Scoping Total							\$5,000.00	\$0.00	\$5,000.00
Hwy - Metropolitan Planning									
20050	3	LOCAL, FY21 COMPASS METRO PLANNING	2021	Development	91	PC	\$1,199,189.00 \$1,199,189.00	\$0.00 \$0.00	\$1,199,189.00 \$1,199,189.00
Hwy - Metropolitan Planning Total							\$1,199,189.00	\$0.00	\$1,199,189.00
Local Hwy - Transportation Alternatives									
22031	3	LOCAL, FY21 CANYON CO SRTS COORDINATOR & ACTIVITIES	2021	Development	134	CN	\$64,753.00 \$64,753.00	\$0.00 \$0.00	\$64,753.00 \$64,753.00
22944	3	LOCAL, FY22 STODDARD PATHWAY, NAMPA	2022	Development	134	PE	\$10,000.00	\$0.00	\$10,000.00
						PC	\$58,000.00	\$0.00	\$58,000.00
						PL	\$10,000.00	\$0.00	\$10,000.00
							\$78,000.00	\$0.00	\$78,000.00
Local Hwy - Transportation Alternatives Total							\$142,753.00	\$0.00	\$142,753.00
State Hwy - Freight									
22103	3	OFFSYS, FRANKLIN BLVD & 3RD N FREIGHT IMPRV, NAMPA	2022	Development	139	PC	(\$280,908.00) (\$280,908.00)	(\$280,908.00) (\$280,908.00)	\$0.00 \$0.00
State Hwy - Freight Total							(\$280,908.00)	(\$280,908.00)	\$0.00
Local Hwy - Urban									
12048	3	STC-3016, S CEMETERY RD; SH 44 TO WILLOW CR, MIDDLETON	2021	PS&E (or equiv.)	46	PE	\$2,000.00	\$2,000.00	\$0.00
						PL	(\$2,000.00)	(\$2,000.00)	\$0.00
						CE	\$9,061.00	\$9,061.00	\$0.00
						CC	\$320,000.00	\$320,000.00	\$0.00
						CL	\$127,303.00	\$127,303.00	\$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
12048	3	STC-3016, S CEMETERY RD; SH 44 TO WILLOW CR, MIDDLETON	2021	PS&E (or equiv.)	46	CN	\$3,436,636.00	\$3,436,636.00	\$0.00
							\$3,893,000.00	\$3,893,000.00	\$0.00
13487	3	NHS-8213, MIDDLETON & USTICK ROUNDABOUT, CALDWELL	2025	Development	46	PL	\$20,000.00	\$0.00	\$20,000.00
						RW	\$560,000.00	\$0.00	\$560,000.00
						UT	\$11,000.00	\$0.00	\$11,000.00
							\$591,000.00	\$0.00	\$591,000.00
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
							\$171,000.00	\$0.00	\$171,000.00
Local Hwy - Urban Total							\$4,655,000.00	\$3,893,000.00	\$762,000.00
Local Hwy - Transportation Management Area									
18701	3	LOCAL, FY21 CAPITAL MAINTENANCE, PH 1, ACHD	2021	Development	51	CE	\$430,000.00	\$0.00	\$430,000.00
						CC	\$215,000.00	\$0.00	\$215,000.00
						CN	\$4,303,000.00	\$0.00	\$4,303,000.00
							\$4,948,000.00	\$0.00	\$4,948,000.00
18905	3	LOCAL, FY21 TRANSIT ASSET MANAGEMENT, VRT	2021	Development	51	CN	\$1,565,000.00	\$0.00	\$1,565,000.00
							\$1,565,000.00	\$0.00	\$1,565,000.00
19303	3	LOCAL, PLANNING, TRAVEL SURVEY DATA COLLECTION, COMPASS	2021	Development	51	PC	\$700,000.00	\$0.00	\$700,000.00
							\$700,000.00	\$0.00	\$700,000.00
20129	3	LOCAL, FY21 CAPITAL MAINTENANCE, PH 2, ACHD	2021	Development	51	CE	\$184,000.00	\$0.00	\$184,000.00
						CC	\$92,000.00	\$0.00	\$92,000.00
						CN	\$1,845,000.00	\$0.00	\$1,845,000.00
							\$2,121,000.00	\$0.00	\$2,121,000.00
20159	3	LOCAL, FY21 CAPITAL MAINTENANCE, PHASE 3, BOISE AREA	2021	Development	51	CE	\$13,000.00	\$0.00	\$13,000.00
						CC	\$26,000.00	\$0.00	\$26,000.00
						CN	\$261,000.00	\$0.00	\$261,000.00
							\$300,000.00	\$0.00	\$300,000.00
Local Hwy - Transportation Management Area Total							\$9,634,000.00	\$0.00	\$9,634,000.00
Local Hwy - Transportation Alternatives; TMA									
20245	3	LOCAL, FY21 & FY22 ADA COUNTY SR2S, VRT	2021	Development	133	CN	\$344,000.00	\$0.00	\$344,000.00
							\$344,000.00	\$0.00	\$344,000.00
20549	3	US 20, CHINDEN; INT 43RD ST PED IMPRV, GARDEN CITY	2023	Development	133	PE	\$8,000.00	\$0.00	\$8,000.00
						PC	\$48,000.00	\$0.00	\$48,000.00
							\$56,000.00	\$0.00	\$56,000.00
22995	3	LOCAL, BIKE IMPROVEMENTS, SIGNS & PVMT MARKINGS, ADA	2021	Development	133	PE	\$1,000.00	\$0.00	\$1,000.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
Hwy Safety - Railroad Crossings									
20537	3	OFFSYS, BENJAMIN LN BVRR RRX, BOISE	2022	Development	22	PE	\$20,000.00	\$0.00	\$20,000.00
							\$20,000.00	\$0.00	\$20,000.00
Hwy Safety - Railroad Crossings Total							\$20,000.00	\$0.00	\$20,000.00
Hwy - Discretionary									
22593	3	OFFSYS, S 4TH AVE, INDIAN CREEK BR, CALDWELL	2021	Development	38	CN	\$899,023.74	\$0.00	\$899,023.74
							\$899,023.74	\$0.00	\$899,023.74
22619	3	I 84, USTICK RD OVERPASS, CANYON CO	2021	PS&E (or equiv.)	145	CE	\$30,000.00	\$0.00	\$30,000.00
							\$283,698.00	\$0.00	\$283,698.00
							\$4,406,891.00	\$0.00	\$4,406,891.00
							\$4,720,589.00	\$0.00	\$4,720,589.00
Hwy - Discretionary Total							\$5,619,612.74	\$0.00	\$5,619,612.74
Hwy - Local Partnerships									
13349	3	SH 55, EAGLE RD: MERIDIAN TOWN CENTER - STAGE 3	2021	Development	131	CE	\$60,000.00	\$0.00	\$60,000.00
							\$240,000.00	\$0.00	\$240,000.00
							\$5,000,000.00	\$0.00	\$5,000,000.00
							\$5,300,000.00	\$0.00	\$5,300,000.00
13918	3	LOCAL, RAIL WITH TRAIL PATHWAY, MERIDIAN	2022	Development	79	RW	\$120,000.00	\$0.00	\$120,000.00
							\$120,000.00	\$0.00	\$120,000.00
20006	3	LOCAL, FY22 CAPITAL MAINTENANCE, PH 3, ACHD	2022	Development	79	PE	(\$5,000.00)	(\$5,000.00)	\$0.00
							(\$75,000.00)	(\$75,000.00)	\$0.00
							(\$80,000.00)	(\$80,000.00)	\$0.00
20159	3	LOCAL, FY21 CAPITAL MAINTENANCE, PHASE 3, BOISE AREA	2021	Development	79	CN	\$314,000.00	\$0.00	\$314,000.00
							\$314,000.00	\$0.00	\$314,000.00
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
							\$2,500,000.00	\$2,500,000.00	\$0.00
22593	3	OFFSYS, S 4TH AVE, INDIAN CREEK BR, CALDWELL	2021	Development	79	CN	\$12,500.00	\$0.00	\$12,500.00
							\$12,500.00	\$0.00	\$12,500.00
22718	3	SH 44, PALMER LN INTERSECTION IMPROVEMENTS	2027	Development	131	PE	\$70,000.00	\$0.00	\$70,000.00
							\$70,000.00	\$0.00	\$70,000.00
23071	3	SH 45, REALIGNMENT ALTERNATIVES ANALYSIS, NEPA, NAMPA	2021	Development	79	PC	\$200,000.00	\$0.00	\$200,000.00
							\$200,000.00	\$0.00	\$200,000.00
Hwy - Local Partnerships Total							\$8,436,500.00	\$2,420,000.00	\$6,016,500.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
Hwy GARVEE - 2017 Legislative Authorization									
22196	3	I 84, FRANKLIN IC TO KARCHER IC, CANYON CO	2021	Development	142	RW	\$1,000,000.00 \$1,000,000.00	\$1,000,000.00 \$1,000,000.00	\$0.00 \$0.00
23079	3	I 84, TEMP WIDENING, FRANKLIN IC TO KARCHER IC, NAMPA	2021	Development	142	CC CN	\$2,000,000.00 \$14,800,000.00 \$16,800,000.00	\$0.00 \$0.00 \$0.00	\$2,000,000.00 \$14,800,000.00 \$16,800,000.00
23080	3	I 84, FRANKLIN RD IC TO KARCHER IC - WEST, NAMPA	2021	Development	142	CC CN	\$6,497,000.00 \$62,000,000.00 \$68,497,000.00	\$0.00 \$0.00 \$0.00	\$6,497,000.00 \$62,000,000.00 \$68,497,000.00
23081	3	I 84, FRANKLIN RD IC TO KARCHER IC - EAST, NAMPA	2021	Development	142	CC CN	\$5,000,000.00 \$50,000,000.00 \$55,000,000.00	\$0.00 \$0.00 \$0.00	\$5,000,000.00 \$50,000,000.00 \$55,000,000.00
Hwy GARVEE - 2017 Legislative Authorization Total							\$141,297,000.00	\$1,000,000.00	\$140,297,000.00
Report Total							\$212,747,267.74	\$23,081,397.00	\$189,665,870.74