



Working together to plan for the future

**REGIONAL TRANSPORTATION ADVISORY COMMITTEE
JANUARY 27, 2021 - 8:30 a.m.
COMPASS, 1st Floor Board 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. If you do not have internet access, please call Hailey Townsend at the number below for an alternate to 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 January 27, 2021, 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 November 18, 2020, RTAC Meeting Minutes**

IV. ACTION ITEM

8:35 **A. Elect 2021 Chair and Vice Chair**

Liisa Itkonen

Liisa Itkonen will facilitate the election of RTAC Chair and Vice Chair.

8:45 ***B. Recommend Adoption of a Resolution Amending *Communities in Motion 2040 2.0* (CIM 2040 2.0)**

Liisa Itkonen

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Liisa Itkonen will seek RTAC recommendation for COMPASS Board of Directors' approval of an amendment to CIM 2040 2.0 to add an Ada County Highway District (ACHD) and Idaho Transportation Department (ITD) joint project for preliminary design and an environmental study to replace the Five Mile Road overpass over Interstate 84, widen the bridge from two lanes to four lanes, and widen Five Mile Road from two lanes to five lanes from Smoke Ranch Drive to Franklin Road in the City of Boise.

8:55 ***C. Recommend Adoption of a Resolution Amending the FY2021-2027 Regional Transportation Improvement Program (TIP)** Toni Tisdale
Page 23

Toni Tisdale will seek RTAC recommendation for COMPASS Board of Directors' approval of a resolution amending the FY2021-2027 TIP to add an ACHD and ITD joint project for preliminary design and an environmental study to replace the Five Mile Road overpass over Interstate 84, widen the bridge from two lanes to four lanes, and widen Five Mile Road from two lanes to five lanes from Smoke Ranch Drive to Franklin Road in the City of Boise.

9:05 ***D. Recommend Approach to Update the Communities in Motion (CIM) Funding Policy for CIM 2050.** Toni Tisdale
Page 30

Toni Tisdale will seek RTAC recommendation for COMPASS Board of Directors' approval of the approach to update the Communities in Motion (CIM) funding policy for CIM 2050.

9:15 ***E. Recommend Updates to the Policy to Balance the Surface Transportation Block Grant (STBG) Program and Transportation Alternatives Program (TAP)** Toni Tisdale
Page 54

Toni Tisdale will seek RTAC recommendation for COMPASS Board of Directors' approval of a policy update to balance the STBG and TAP programs managed by COMPASS.

V. INFORMATION/DISCUSSION ITEMS

9:25 **A. Status Report: ACHD Maintenance Program** Ryan Head
Ryan Head will provide an update of ACHD's maintenance program.

9:45 ***B. Review Updated 2020 Information in Communities in Motion 2040 2.0 (CIM 2040 2.0)** Liisa Itkonen
Page 63
Liisa Itkonen will review the updated information in CIM 2040 2.0.

10:00 ***C. Request Member Agencies' FY2022 Unified Planning Work Program (UPWP) proposals (Memo Only)** Liisa Itkonen
Page 83
Liisa Itkonen will ask for member agencies' FY2022 UPWP requests for COMPASS workdays.

VI. STATUS REPORTS (INFORMATION ONLY)

Page 85 ***A. RTAC Agenda Worksheet**

Page 92 ***B. Obligation Report**

VII. OTHER:

Next Meeting: February 24, 2021, RTAC Meeting

VIII. ADJOURNMENT (10:05)

***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.

REGIONAL TRANSPORTATION ADVISORY COMMITTEE NOVEMBER 18, 2020 ZOOM CONFERENCE CALL

****MINUTES****

ATTENDEES:

Rodney Ashby, City of Nampa, via telephone
Nichoel Baird Spencer, City of Eagle, via telephone
Jeff Barnes, City of Nampa, 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
Ryan Head, Ada County Highway District, via telephone
Jace Hellman, City of Kuna, via telephone
Caleb Hood, City of Meridian, via telephone
Stephen Hunt, Valley Regional Transit, 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
Brent Moore, Ada County Development Services, via telephone
Shawn Nickel, City of Star, via telephone
Patricia Nilsson, Canyon County Development Services, via telephone
Zach Piepmeyer, City of Boise, 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:

Drew Alexander, Boise State University
Gordon Bates, Golden Gate Highway District #3
Bruce Bayne, City of Middleton
Kate Dahl, Canyon County Development Services
Karen Gallagher, City of Boise
Rob Howarth, Central District Health, Ex. Officio
Chelsie Johnson, City of Wilder
Nathan Leigh, City of Parma
Dan Lister, Canyon County Development Services
Angela Lively, City of Caldwell
Jenah Thornborrow, City of Garden City
Bill Vaughan, City of Eagle

OTHERS PRESENT: Cecilia Arritola, Idaho Transportation Department, via telephone
Miranda Carson, City of Meridian, via telephone
Tevrin Fuller, COMPASS, via telephone
Rachel Haukkala, COMPASS, 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
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 8:31 a.m.

OPEN DISCUSSION/ANNOUNCEMENTS

Amy Luft announced that the next 2020 COMPASS Virtual Education Series event, Valuing Parking and the Land on Which it Stands, will be held on December 9, 2020, and that COMPASS 101 will be held in February 2021. Hunter Mulhall reminded RTAC members to please return feedback about the Congestion Management Process before the holidays.

CONSENT AGENDA

- A. Approve October 28, 2020, RTAC Meeting Minutes**
- B. Approve the 2021 RTAC Meeting Dates/Times**

Clair Bowman moved and Nichoel Baird Spencer seconded approval of the Consent Agenda as presented. Motion passed unanimously.

ACTION ITEMS

- A. Recommend Draft *Communities in Motion 2050* Goals and Objectives**

Liisa Itkonen presented the draft *Communities in Motion 2050* goals and objectives and requested an RTAC recommendation of COMPASS Board of Directors' approval.

After discussion, **Clair Bowman moved and Brent Moore seconded recommendation of COMPASS Board of Directors' approval of the *Communities in Motion 2050* goals and objectives. Motion passed unanimously.**

- B. Request RTAC Subcommittee to Recommend Updates to the COMPASS Transportation Management Area Balancing Policy**

Toni Tisdale requested volunteers to develop recommendations to update and clarify the COMPASS Transportation Management Area Balancing Policy.

The following individuals volunteered for the subcommittee:

Lenny Riccio, Tom Ferch, Ryan Head, Clair Bowman, Nichoel Baird Spencer, David Corcoran, and Stephen Hunt

C. Recommend Adoption of a Resolution Amending the FY2020-FY2026 and FY2021-FY2027 Regional Transportation Improvement Programs

Toni Tisdale reviewed a resolution to amend the FY2020-FY2026 and FY2021-FY2027 Regional Transportation Improvement Programs and sought RTAC recommendation for COMPASS Board of Directors' approval.

After discussion, **Ryan Head moved and Nichoel Baird Spencer seconded to recommend approval by the COMPASS Board of Directors. Motion passed unanimously.**

D. Review Results of the 2020 Change in Motion Scorecard and Request RTAC Subcommittee for Follow Up

Carl Miller reviewed the results of the 2020 Change in Motion Scorecard and requested recommendation of COMPASS Board of Directors' acceptance of the scorecard, as well as requested volunteers for an RTAC subcommittee for future follow up.

After discussion, **Brent Moore moved and Rodney Ashby seconded to recommend COMPASS Board of Directors' acceptance of the 2020 Change in Motion Scorecard and to establish an RTAC Subcommittee to review underperforming performance measures, with the request to add units to the results summary.**

The following individuals volunteered for the subcommittee:

Angela Lively, Brent Moore, David Corcoran, Jace Hellman, Ryan Head, Stephen Hunt

INFORMATION/DISCUSSION ITEMS

A. Review *Communities in Motion 2050* Growth Vision

Carl Miller reviewed the process and information being used to develop the *Communities in Motion 2050* growth vision.

B. Review Draft High Capacity Transit Survey

Rachel Haukkala reviewed a draft of the high capacity transit survey for *Communities in Motion 2050*. RTAC will return to this discussion in the March 2021 meeting.

C. Introduce *Communities in Motion 2050* Funding Policy Discussion

Toni Tisdale introduced a draft approach to update the *Communities in Motion 2050* funding policy. RTAC will be asked for feedback on the draft process via an online survey in December. A revised process will be presented to RTAC in its January 2021, meeting, for recommendation to the COMPASS Board of Directors.

Next Meeting: January 27, 2021

ADJOURNMENT

Stephen Hunt moved and Ryan Head seconded adjournment at 10:04 a.m. Motion passed unanimously.

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RTAC AGENDA ITEM IV-B January 27, 2021

Topic: *Communities in Motion 2040 2.0* Amendment

Request/Recommendation:

COMPASS staff requests a recommendation for COMPASS Board of Directors' adoption of Resolution X-2021 (Attachment 1) amending *Communities in Motion 2040 2.0* (CIM 2040 2.0).

Background/Summary:

Long-range transportation plans, such as CIM 2040 2.0, can only include projects that have funding identified to pay for them. When funding is identified to pay for new projects the long-range transportation plan must be amended to reflect the change. Therefore, COMPASS is proposing to amend CIM 2040 2.0 as requested by the Ada County Highway District (ACHD) and the Idaho Transportation Department (ITD).

The proposed amendment adds an ACHD and ITD joint project to begin preliminary design and an environmental study, required through the National Environmental Policy Act, to replace the Five Mile Road overpass over Interstate 84, widen the bridge from two lanes to four lanes, and widen Five Mile Road from two lanes to five lanes from Smoke Ranch Drive to Franklin Road, with curb, gutter, sidewalks, and enhanced bike lanes on both sides of the roadway, in the City of Boise. Construction is considered unfunded. The details of the proposed changes are included in Attachment 2.

A public comment period on the proposed change was held December 28, 2020, through January 11, 2021. COMPASS received 21 comments about the proposed amendment. Verbatim comments are available in Attachment 3.

During the public comment period, the City of Boise contacted ACHD staff directly requesting to extend the termini from Smoke Ranch Drive to just north of Overland Road to allow for a complete bike facility treatment (Attachment 4). ACHD staff agreed with the City's request. The roadway is already a 5-lane section, therefore, the extension would only include the bicycle treatment south of Smoke Ranch Drive. Staff recommends this change be included in the RTAC recommendation. No other changes are recommended based on comments received.

COMPASS staff will request COMPASS Board of Directors' adoption of Resolution X-2021 in its February 22, 2021, meeting.

Implication (policy and/or financial):

An amendment to CIM 2040 2.0 is needed to enable work to begin on a funded project.

More Information:

- 1) Attachment 1 – Resolution X-2021
- 2) Attachment 2 – Request Letter
- 3) Attachment 3 – Verbatim Public Comments
- 4) Attachment 4 – Email to Change Termini
- 2) For detailed information contact: Liisa Itkonen, Principal Planner, at litkonen@compassidaho.org.

RESOLUTION NO. X-2021

FOR THE PURPOSE OF AMENDING *COMMUNITIES IN MOTION 2040 2.0*

WHEREAS, the Community Planning Association of Southwest Idaho (COMPASS) 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 prepare regional long-range transportation plans covering a period of no less than 20 years;

WHEREAS, the FAST Act, Title 23 United States Code Section 134, and Title 49 United States Code Section 5303 require projects contained in the regional long-range transportation plan to be financially constrained;

WHEREAS, COMPASS proposed amendment to *Communities in Motion 2040 2.0* to add as funded an Ada County Highway District and Idaho Transportation Department joint project to begin preliminary design and an environmental study to replace the Five Mile Road overpass over Interstate 84, widen the bridge from two lanes to four lanes, and widen Five Mile Road from two lanes to five lanes from Smoke Ranch Drive to Franklin Road, with curb, gutter, sidewalks, and enhanced bike lanes on both sides of the roadway, in the City of Boise. Construction is considered unfunded;

WHEREAS, the FAST Act, Title 23 United States Code Section 134, and Title 49 United States Code Section 5303 requires regional long-range transportation plans be developed and amended in consultation with all interested parties; and

WHEREAS, a public comment period was held between December 28, 2020, and January 11, 2021, and comments were shared with the COMPASS Board of Directors for consideration.

NOW, THEREFORE, BE IT RESOLVED, that the Community Planning Association of Southwest Idaho Board of Directors approves the amendment to *Communities in Motion 2040 2.0*.

ADOPTED this 22nd day of February 2021.

By: _____
Garrett Nancolas, Chair
Community Planning Association
of Southwest Idaho Board of Directors

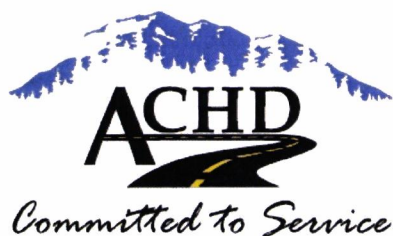
ATTEST:

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

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CIM 2040 2.0 Proposed Amendment #3

This proposed amendment adds an Ada County Highway District (ACHD) and Idaho Transportation Department (ITD) joint project to begin preliminary design and an environmental study to replace the Five Mile Road overpass over Interstate 84 and widen the bridge from two lanes to four lanes, and widen Five Mile Road from two lanes to five lanes from Smoke Ranch Drive to Franklin Road in the City of Boise. Work includes curb, gutter, sidewalks, and enhanced bike lanes on both sides of the roadway. Only partial funding is currently available for design and environmental work; construction (estimated at \$10.2 million for the roadway portion only) is considered "unfunded."



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

November 16, 2020
 Matt Stoll, Executive Director
 COMPASS
 700 NE 2nd Street, Suite 200
 Meridian, ID 83642

Re: Request to Add New Project to the Transportation Improvement Program

Dear ^{Matt} Mr. Stoll:

ACHD would like to request the addition of the Five Mile Road Overpass and Roadway Expansion project to the current Transportation Improvement Program. The existing Five Mile Road overpass was built in 1966, as part of the construction of Interstate 84 (I-84) and is the last original I-84 overpass in urbanized Ada County. ACHD and Idaho Transportation Department (ITD) District 3 have identified the need to plan together for a new Five Mile Road overpass structure that will meet the current and future transportation needs of this fast-growing region.

ACHD and ITD District 3 started conversations on the topic of replacing both the Cloverdale Road and Five Mile Road overpasses in early 2018. This was just prior to the tragic accident that severely damaged the Cloverdale Road overpass. With the successful completion of the Cloverdale Road overpass and roadway widening project, ACHD and District 3 recommitted to replace the Five Mile Road overpass using the federal process. In May of this year, a Better Utilizing Investments to Leverage Development, or BUILD, Transportation Discretionary Grant application was submitted to pay for the federally required National Environmental Policy Act (NEPA) process. The \$1.5 million BUILD grant application was not successful. To better position the project for future federal funding, ACHD and District 3 have agreed to initiate the federally required NEPA process with budgeted local funding, in FY2021. With a goal of completing the NEPA process in FY2022, each agency will budget additional local funds, as necessary.

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

Sincerely,

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

Public Comments Received (Verbatim)

For amendments to: *Communities in Motion 2040 2.0* and **FY2021-2027 Regional Transportation Improvement Program**

Public Comment Period: December 28, 2020 through January 11, 2021

Total number of comments received by COMPASS: 21

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 <small>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</small>	Staff Response	Zip Code (City) Name Affiliation	Format
<p>Thank you for continuing to provide this kind of outreach.</p> <p>I very much appreciate that bike lanes are being considered for this overpass. As a bike commuter and a previous ad hoc member of the COMPASS planning efforts, I'm pretty aware of the biking facilities around town and also the areas for improvement for biking around the Valley. Clearly, the closer to Meridian biking gets the less accommodating the roadways are for biking. I'm very glad to see that planning for the future includes these types of considerations.</p> <p>By the way, I haven't been as involved in COMPASS as I previously was and would be interested in getting more involved again. I've done quite a bit of research on what types of bike safety recommendations have been developed and implemented around the US. My research is out of date but I would definitely update it if there was a way for me to be part of planning.</p> <p>My previous participation in COMPASS came as a member of the board for the Treasure Valley Cycling Association (TVCA). I'm no longer involved with them but I would still like to be a contributor to efforts like those of COMPASS.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p> <p>[Staff will follow up "off-line."]</p>	Dan Morrow	Email
<p>I'm supportive of replacing the Five Mile overpass. It's currently a bottleneck for automobile traffic and should be four lanes. It's also very dangerous for bicyclists and pedestrians. I assume you'll take care of that issue in the new design.</p>	<p>The concept level design for the Five Mile Overpass and roadway widening includes curb, gutter, sidewalks, and enhanced bike lanes on both sides of the roadway.</p> <p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	Rick Just	Email

<p align="center">Comment</p> <p>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center">Staff Response</p>	<p align="center">Zip Code (City) Name Affiliation</p>	<p align="center">Format</p>
<p>Purchase lands now for a North and South of Boise highway. Down to Kuna and up to North Eagle. From Memory road to Middleton. Phoenix, Las Vegas, Denver all waited and paid premium prices for the real estate later.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>		<p align="center">Email</p>
<p>I'm all for it. That being said, not having an off-ramp availability between the flying Y and Eagle Rd. is severe traffic liability and feel the ability to create this on/off connection particularly going east to west is a huge long term liability for the amount of people that are expected to move to the Boise area in next 10 years and creating that ability at 5 mile seems logical. You can't do a full circular like 10 Mile – but simply having the ability long term is needed.</p> <p>In addition, another on/off between 10 mile and Garrity should also be addressed and a 4 lane highway either State St. or Chinden all the way to Middleton or Caldwell will be needed. Lastly a large circle loop/freeway from E. of Micron – Kuna – Caldwell(ish) circling south and west of valley where the growth is happening should be a long term strategy. It's not that far fetched for us to be the next Austin, TX – and they failed miserably at traffic....yet other larger cities who institute these "loops" have done a better job of weathering large traffic concerns.</p> <p>Now – who writes the check? To start – increase DMV car/truck registration fee's. I grew up in Cd'A and moved to Portland for college – and now I'm back in Boise. I feel we could easily "double" these fee's statewide and still be under the cost of what most states charge in vehicle fee's. A great way to make money statewide – and keep those funds in the counties where the vehicles are registered.</p> <p>Thanks.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p align="center">83642 (Meridian) Mike Kirby First Federal Bank</p>	<p align="center">Email</p>
<p>I fully support going forward with the planning/studies for the Five Mile Road overpass at I-84.</p> <p>I am sure it will be designed, similar to the Cloverdale overpass, such that the abutments will allow for the future widening of I-84 to 5 lanes in each direction.</p>	<p>Yes, the concept level design is very similar to the Cloverdale Road Overpass with the intent to allow for future widening of I-84 underneath.</p> <p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p align="center">Mac</p>	<p align="center">Email</p>
<p>I am surprised that comments are not being captured directly from the website. May times citizens may be reluctant to comment if they are required to use their an e-mal address, not wanting to get added to some distribution list.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p align="center">Patrick Malloy</p>	<p align="center">Email</p>

<p align="center">Comment</p> <p>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center">Staff Response</p>	<p align="center">Zip Code (City) Name Affiliation</p>	<p align="center">Format</p>
<p>I am not in favor of the additional unfunded \$10.2 million for construction and \$2.6 million in designing the project. There must be another budget minded solution to this issue.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p>Philip Johnson</p>	<p>Email</p>
<p>100 % support widening this overpass and adding pedestrian areas to cross. It is dangerous and traffic is getting heavy with this ***** of a mayor and the prior one building a **** ton (technical term for too many) of apartments out this way. Five mile needs to be widened to move people along across that bottleneck that currently exists.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>		<p>Email</p>
<p>Hello and thank you for allowing us to comment on this project. I think it is a good idea to replace the overpass. I don't think Five Mile needs to be widened, we need to promote mass transit not more cars on the roads.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p>Caile Spear</p>	<p>Email</p>
<p>I would like to personally go on record as being opposed to this project and concept unless and until it is expanded to include an interchange, complete with on and off ramps. Merely widening the overpass will not accommodate the growth that is currently being experienced in our region.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p>Kent Goldthorpe, President ACHD Board of Commissioners</p>	<p>Email</p>

<p align="center">Comment</p> <p>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center">Staff Response</p>	<p align="center">Zip Code (City) Name Affiliation</p>	<p align="center">Format</p>
<p>Looks good from what I see.</p> <p>I'm sad there wasn't a COMPASS comment period for the Karcher, Middleton, Ustick and Linden overpass projects.</p> <p>If there was, I don't remember.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p> <p>Regarding public comment opportunities on the other projects you mentioned...</p> <p>Public comment is requested each year (usually in August) on the entire transportation improvement program (budget). Individual projects typically only have their own unique comment periods if they are added or significantly changed mid-year.</p> <p>The Karcher Interchange project was added mid-year, so did have its own public comment period, which occurred in May 2016.</p> <p>Similarly, the environmental study (comparable to this study for Five-Mile) for the I-84, Karcher Interchange in Nampa to the City of Caldwell project was added mid-year, so had its own public comment period in summer 2017. Actual construction of the project was also added mid-year, with a comment period in January 2018. The Middleton, Ustick and Linden overpasses were part of this larger project, which was later broken into smaller projects and more detail was added as design occurred. Through that process, the Middleton and Ustick overpasses became discrete projects. The Linden overpass technically remains part of the larger widening project. These additional details were reflected in the annual update open for comment, but did not have their "own" separate public comment periods.</p>	<p align="center">Mark</p>	<p align="center">Email</p>
<p>I vote to create another East-West Freeway running from I-84 east, then west along the Terrace Front, north of the North End, through North Eagle and North Middleton to connect with I-84 north. That IMHO should be your #1 priority.</p> <p>I am not enthused about additional Bike Lanes running outbound from the downtown college.</p> <p>I am DEFINITELY NOT in favor of any light rail options ANYWHERE.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p align="center">John D. Fortier Middleton</p>	<p align="center">Email</p>

<p align="center">Comment</p> <p>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center">Staff Response</p>	<p align="center">Zip Code (City) Name Affiliation</p>	<p align="center">Format</p>
<p>Hi, this piece of 5 mile Road is a real bottle neck on a busy artery. I can say that this really needs to be done. Thanks</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p>Susan Bradley</p>	<p>Email</p>
<p>I would like to put forth my support toward the amendment of the CIM 2040 2.0, adding 5 Mile overpass and a section 5 mile to the TIP. This is a hugely important area of improvement for pedestrian and bicycle movements. This overpass has no sidewalk or bike lane, no shoulder even, and it serves as an important connection to grocery, jobs, medical, and other services for the northern side of the current bridge. Given the future of 5 Mile road to the south of this project, and the widening that is coming, this project will be the necessary network connection in the regional bike and pedestrian movements.</p> <p>One item which was brought to my attention is the maintenance plan for this overpass, as well as so many other projects put forth by ITD/ACHD. It is my understanding that there is a deficit in the budget for ongoing facility maintenance, and that is concerning. Expansion should always be weighed against the long term care and keeping of the roadway system. I assume that this study will take into account all types of design, and will land on the most long term cost efficient and equitable project possible.</p> <p>Thank you for allowing public voice to this project!</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p>83702 (Boise) Lisa Brady</p>	<p>Email</p>

<p align="center">Comment</p> <p>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center">Staff Response</p>	<p align="center">Zip Code (City) Name Affiliation</p>	<p align="center">Format</p>
<p>Thank you for the opportunity to comment on the Five Mile Overpass Project!</p> <p>Having worked as a Senior Right-of-Way Agent for the Idaho Transportation Department I understand the process.</p> <p>Having worked in civil engineering and construction also I understand obstacles.</p> <p>I am grateful to see the cooperative agreement between agencies and all that is necessary to widen Five Mile.</p> <p>Note 1. I earlier requested personnel to drive south on Five Mile Road from Franklin Rd. after dark being sure to go over the overpass as cars with headlights on are driving north on Five Mile.</p> <p>The southbound driver will experience headlights appearing to be approaching him from his own lane.</p> <p>As a R/W agent I looked around the area for a logical explanation for this alignment configuration (without bothering anyone for a public records request).</p> <p>A couple of guesses: a. At the corner of the storage units, near the freeway, which is north of I-84, there might be an irrigation system or other utility that may have not wanted to sign off on an air easement, b. I talked to former landowners who dealt with right-of-way in that area and perhaps, at the time, an agency could not obtain the land needed for a clean alignment.</p> <p>To wit: I am pleased to read the widening will happen. It would be fascinating to look at the original project plans and R/W notes.</p> <p>You are surely inundated with requests for road improvements. Best of luck to you. If I can be of assistance in any way I am more than happy to listen.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p>Jan Strough</p>	<p>Email</p>

<p align="center">Comment</p> <p>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center">Staff Response</p>	<p align="center">Zip Code (City) Name Affiliation</p>	<p align="center">Format</p>
<p>I believe replacing and widening the Five Mile Road Overpass over I-84 to 4 lanes is a valuable project and improves another important north-south corridor. However, I think the money can be better spent:</p> <ul style="list-style-type: none"> • Is the Five Mile Road Overpass currently a significant safety risk because of repair status? • Five mile is only 2-lane with a turn lane north of Ustick Road and not an efficient solution for a continuous north-south corridor all the way to Chinden Blvd. I believe that most important roadway investments need to efficiently connect south Boise and Meridian all the way to Chinden Blvd. (Hywy. 20/21). This is needed to keep traffic from diverting among alternate streets to find the fastest route connecting south of I-84 to Chinden Blvd. • Cloverdale Road already does provide a 4-lane with center turn lane all the way to Chinden Blvd. • The next overpass that would greatly relieve north/south commuting traffic congestion would be constructing a Linder Road Overpass over I-84. • I think the greatest valley need is enhancing east-west corridors to provide greater capacity for commuting traffic, (i.e., I-84 corridor, Chinden Blvd., and State Street). • I would much rather see this proposed \$2.6 million earmarked and set aside to develop and start a high-capacity east/west rail solution. <p>***</p> <p>This is the pertinent information I was seeking.</p> <p>You all have expert knowledge that I do not have. I would consider that "fair" condition means there is not an urgent roadway/bridge security issue. The lack of dedicated pedestrian and bicycle facilities is more complicated. I will have to observe again when I cross the overpass. While definitely not ideal, is there not a road shoulder on the overpass that is currently used. If that is the case, my position is that construction of a new Linder Road overpass would be of much greater value to our communities and do more to ease traffic congestion and pressure.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p> <p>The current overpass was built in 1966 and is considered in "fair" condition. It does not have dedicated pedestrian and bicycle facilities, so a new overpass will provide a much safer facility for those users and is anticipated to function better for all users.</p>	<p align="center">83713 (Boise) Michael (Mick) D. Armstrong, Jr, CPA, CGMA Idaho State Board of Accountancy, Meridian Chamber of Commerce, Boise Rescue Mission Ministries</p>	<p align="center">Email</p>

<p align="center">Comment</p> <p>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center">Staff Response</p>	<p align="center">Zip Code (City) Name Affiliation</p>	<p align="center">Format</p>
<p>I wished to comment regarding my support for expanded bicycle and sidewalks along 5 mile, and hopefully along all roads in the valley eventually. Walkable neighborhoods and communities have become more desirable over the years, and have had positive impacts on home values for any home I've owned. Personally, I'd love to take a bike shopping trip during the summer instead of driving. It'll be good for both the environment and my waistline!</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p>Kyle Farley</p>	<p>Email</p>
<p>These comments are regarding the project to plan for the Replacement of the Five Mile Bridge over I-84 and the Widening of Five Mile from Smoke Ranch Rd. to the south side of the Franklin Rd. intersection.</p> <p>This project has been extremely needed for the last ten years! I am shocked to find that planning has not even started! The current two lane bridge is completely inadequate and could be completely blocked by a single accident, which is very likely when the bridge is icy.</p> <p>The replacement bridge needs to be at least four lanes wide. It needs to have wide sidewalks on both sides of the bridge. The approaches to the bridge need to be at least four lanes wide. The current bridge is totally inadequate for emergency vehicle use, especially by Fire Trucks!</p> <p>I think this is the most urgent project in all of Ada County! It should be completed by 2022 if at all possible.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p>Elizabeth Brigante</p>	<p>Email</p>

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
See attached letter.	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p> <p>We maintain an email list for direct contact for public comment opportunities. Please let us know if you would like to be added to that list for direct notification in the future. In addition, we post information about public comment in the Idaho Statesman and Idaho Press, and on COMPASS' social media sites.</p> <p>This public comment opportunity is just a first step, to add a study to the budget. Once the study begins, there will be multiple opportunities to be involved through the Ada County Highway District (ACHD) and Idaho Transportation Department. Information on the project, and how to be involved, will be available here: http://www.achdidaho.org/Projects/projects.aspx</p> <p>We reached out to ACHD for answers to your cost questions. Their response is below:</p> <p><i>ACHD has been planning a 5-lane Five Mile Road between Overland and Franklin. It has been included in our Capital Improvements Plan since 1992. ITD has jurisdiction over the interstate including the Five Mile Road overpass. ACHD can't design and build the overpass, ITD must design and build the overpass. We will be involved with improvements leading up to the overpass.</i></p> <p><i>The cost estimate for this project is a planning level estimate. Right-of-Way impacts, irrigation crossings, and other specific project elements differ between Cloverdale and Five Mile. In addition, Five Mile is being prepared as a Federal Aid project which has more requirements including a full environmental review. Costs also increase over time due to inflation and increased construction costs.</i></p>	David Palumbo	Letter via Email
I highly support the replacement and widening of the five mile overpass. It is very important as it would be the final bridge on I-84 to upgrade in Boise, and it would provide the space under the bridge for a HOV lane which is very important.	Thank you for your comments; they will be shared with the COMPASS Board of Directors		Email
See attached letter.	Thank you for your comments; they will be shared with the COMPASS Board of Directors	Ralph Mellin	Letter via Email

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ttisdale@compassidaho.org

January 11, 2021

RE: Compass Amendment #3; Communities in Motion 2040 2.0; Five Mile Road Overpass and Widening, NEPA, Boise

I have lived south of I-84 off Five Mile Road (5MR) for over 40 years. I have traveled over the interstate uncountable times at a multi-variety of times over those years.

I am greatly surprised the replacement of the Five Mile Road Overpass is not further along in the planning process. With the extensive residential and commercial real estate development south of the interstate between Meridian Road and Curtis Road, I would believe the priority of the subject project planning and construction would be much higher on the planned transportation construction timeline. Do you know how many living units are approved and planned for the cited area?

Prior to the current Covid situation, the traffic on Five Mile Road, Cloverdale Road and Maple Grove Road was very busy. During morning and evening commute times, autos were stopped behind traffic lights for half a mile or more. Funneling that traffic through the Five Mile Road overpass can be an interesting opportunity for defensive driving. Especially, given the fact drivers in the right hand merge lane, in front of the post office, believe they have the right of way! I also believe the living unit development at the SW corner of 5MR & I-84 to be very dangerous opportunity for accident.

With the current Covid situation, traffic has been reduced to below the most recent traffic counts I have read. These counts were apparently taken during the summer of 2018 and 2019 and dishonestly utilized as traffic statistics for approval of real estate projects south of the interstate. Dishonest because “+/- half” the population of those who utilize Five Mile Road were on vacation.

Therefore, please do the the project planning that should have been completed years ago. Please schedule the completion of the project for sooner than “as soon as possible.” I find it discouraging that Compass and Ada County Highway District do not have the authority to require the area cities and Ada County to delay planned residential and commercial projects until the transportation and other required infrastructure has been properly completed to best serve all the people (the primary source of funding for both ACHD and Compass) impacted by those development activities.

I do not have much experience in budgeting the planning or construction of road/overpass projects. The \$2.6 million dollar estimate appears excessive given you recently completed the overpass on Cloverdale Road. There should be considerable cost savings by utilizing the plans for that project. The end result would be similar. Do you utilize David Bacon Wage Rates for the project planning process? The estimate for the construction portion also appears to be excessive. Is this due to Davis Bacon Wage Rates or there are not adequate competitive companies (who may take turns low bidding projects) to work on these type of road work or some other reasons? With the current unemployment rates in and around Idaho, there should be plenty of potential workers willing to work for less than the inflated and unnecessary David Bacon Wage Rates.

Lastly, today, I just learned of this request for comments on this specific project as today being the deadline for these comments. Please communicate why I and my many neighbors were not notified in writing in a more timely fashion.

Thank you and Peace,
David E. Palumbo

COMMENTS ON ADMENDMENTS TO CIM 2040 2.0 AND FY 2021 – 2027 TIP
By Mellin Properties Limited Partnership on January 11, 2021

We support the proposed amendments to the above CIM and TIP to add an item for the replacement of the Five Mile Road overpass and to widen Five Mile Road.

NEED. This section of road improvement is long overdue in this increased use area of the western portion of the City of Boise and the eastern portion of the City of Meridian. This overpass is seemingly the last one-mile section-line road to not to be replaced from the original construction of I-84 about 60 years ago in the early 1960s in Ada County. That is when the population of this part of the county was very much less.

This somewhat narrow two-lane overpass is certainly quite dangerous for pedestrians and bicyclists that use it to cross I-84 from the suburban shopping centers located ½ mile and 1 ½ mile on either side of it.

In addition, the congestion in this two-lane, one-mile road is such that traffic generally flows continuously at a slightly reduced rate during its daily high-use time. However, adjacent subdivision traffic attempting to access Five Mile Road during these times is forced into a dangerous situation. There are generally no merge lanes from these side road or businesses. Even if available, a merger would generally have to force a break in traffic to gain access to the main single traffic lane. Also during lengthening high use times, southbound traffic on Five Mile Road at the Franklin Road traffic light back up for several blocks as they are forced from two lanes into a single lane. So in summary, a four to five lane road is sorely needed in this last main section line road crossing of the interstate without four or five lanes in Ada County.

DESIGN CONSITERATIONS. Now when design discussion is undertaken, it is strongly encouraged that the elected decision makers look seriously to encourage an interchange be placed at this two-mile interval from the adjacent interchanges so that we do not continue to have four miles between interchanges in this fast growing area of the western portion of Boise and eastern portion of Meridian. The congestion at the Eagle Road Interchange and connecting roadways are becoming a significant problem. A significant amount of this congestion can be relieved by letting some of the traffic off and on at their closer desired entrance/exit point in this four mile area.

Now, of course, any such interchange design must be made so the east-bound on ramp does not allow but blocks entering traffic from immediately doing left lane changes to enter the I-184 connector to downtown Boise because of the danger of such a three-lane lane change. Those desired users would continue to use their current traffic routes.

IN SUMMARY. It seems it is significantly past the timely time to improve the above noted roadway. And even with the current addition to the noted plan, several more years still will be needed to design and construct such a needed road improvement.

From: [Tom Ferch](#)
To: [Toni Tisdale](#)
Subject: Five Mile Road Overpass and Roadway Expansion TIP Amendment Question
Date: Thursday, January 7, 2021 7:51:34 AM

Hi Toni,

The City of Boise contacted ACHD regarding our request to add the Five Mile Road Overpass and Roadway Expansion project to the TIP. The city had a concern that our project extents would not allow for a complete bike facility treatment. We agree and would like to extend the termini from just south of Franklin to just north of Overland. When should we make TIP change request based on public comments? After the TIP amendment is approved by COMPASS?

Thank you,

Tom

RTAC AGENDA ITEM IV-C
Date: January 27, 2021

Topic: Amendment to the FY2021-2027 Regional Transportation Improvement Programs (TIP)

Request/Recommendation:

COMPASS staff seeks Regional Transportation Advisory Committee recommendation of COMPASS Board of Directors' adoption of Resolution X-2021 (Attachment 1) amending the FY2021-2027 TIP.

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 action 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.

The Ada County Highway District (ACHD) and Idaho Transportation Department (ITD) requested to add a joint project to begin preliminary design and an environmental study, required through the National Environmental Policy Act, to replace the Five Mile Road overpass over Interstate 84 and widen Five Mile Road between Smoke Ranch Drive and the south side of the Franklin Road intersection (Attachment 2). ACHD and ITD propose to begin the project using local and state funds to prepare the project for future federal funding opportunities. Additional local and/or federal funding is expected to be added to the project in future years to continue development and construction. (TIP amendment criteria #1)

A public comment period on the proposed change was held December 28, 2020, through January 11, 2021. Verbatim comments are provided in Attachment 3 of item IV-B, on pages 11-21. 21 comments were received.

During the public comment period, the City of Boise contacted ACHD staff directly requesting to extend the termini from Smoke Ranch Drive to just north of Overland Road to allow for a complete bike facility treatment (Attachment 3). ACHD staff agreed with the City's request. The roadway is already a 5-lane section; therefore, the extension would only include the bicycle treatment south of Smoke Ranch Drive. Staff recommends this change be included in the RTAC recommendation. No other changes are recommended based on comments received.

COMPASS staff will seek COMPASS Board of Directors' adoption of Resolution X-2021 on February 22, 2021.

Implication (policy and/or financial):

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

More Information:

- 1) Attachment 1: Resolution X-2021
- 2) Attachment 2: Request Letter
- 3) Attachment 3: Email to Change Termini
- 4) For detailed information contact: Toni Tisdale, Principal Planner, at ttisdale@compassidaho.org or Teverin Fuller, Data Analyst, at tfuller@compassidaho.org.

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RESOLUTION NO. X-2021

**FOR THE PURPOSE OF AMENDING THE FY2021-2027
REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM**

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

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

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

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

WHEREAS, a public comment period was held December 28, 2020, through January 11, 2021;

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

WHEREAS, the attached table details the amendment to FY2021-2027 Regional Transportation Improvement Program.

NOW, THEREFORE, BE IT RESOLVED, that the Community Planning Association of Southwest Idaho's Board of Directors approves the amendment to the FY2021-2027 Regional Transportation Improvement Program.

ADOPTED this 22nd day of February 2021.

By: _____
Garret Nancolas, 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 #3 for *Communities in Motion 2040 2.0* and
Amendment #3 for the FY2021-2027 Regional Transportation Improvement Program

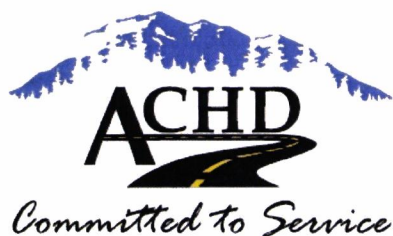
Ada County Highway District, November 16, 2020

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)								
		Cost year	PE	PC	RW	UT	CE	CN	SUM	
NEW	Five Mile Road Overpass and Widening, NEPA, Boise	2021	0 5	0 245					0 250	
	Funding Source: Local (Regionally Significant) To begin preliminary design and National Environmental Policy Act (NEPA) environmental review to replace the Five Mile Road overpass over Interstate 84 and widen the bridge from two lanes to four lanes and widen Five Mile Road from two lanes to five lanes from Smoke Ranch Drive to Franklin Road in the City of Boise. Work includes curb, gutter, sidewalks, and enhanced bike lanes on both sides of the roadway. Only Partial funding is currently available for design and environmental work; construction (estimated at \$10.2 million for the roadway portion only) is considered "unfunded." (Federal = \$0) <i>Add project.</i>	2022							0	
		2023		0 1204					0 1204	
		2024				0 565			0 565	
		2025				0 566			0 566	
		PD							0	
		SUM		0 5	0 1449	0 1131	0	0	0	0 2585
		Funding Source: State	2021		0 101					0 101
	Same as above. (Federal = \$0) <i>Overall total = \$2,686,000 (does not include final design or construction of the bridge portion)</i>	2022							0	
		2023							0	
		2024							0	
		2025							0	
		PD							0	
SUM		0	0 101	0	0	0	0	0 101		

CE = Construction Engineering
CN = Construction
FY = Fiscal Year
NEPA = National Environmental Policy Act

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

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

November 16, 2020
 Matt Stoll, Executive Director
 COMPASS
 700 NE 2nd Street, Suite 200
 Meridian, ID 83642

Re: Request to Add New Project to the Transportation Improvement Program

Dear ^{Matt} Mr. Stoll:

ACHD would like to request the addition of the Five Mile Road Overpass and Roadway Expansion project to the current Transportation Improvement Program. The existing Five Mile Road overpass was built in 1966, as part of the construction of Interstate 84 (I-84) and is the last original I-84 overpass in urbanized Ada County. ACHD and Idaho Transportation Department (ITD) District 3 have identified the need to plan together for a new Five Mile Road overpass structure that will meet the current and future transportation needs of this fast-growing region.

ACHD and ITD District 3 started conversations on the topic of replacing both the Cloverdale Road and Five Mile Road overpasses in early 2018. This was just prior to the tragic accident that severely damaged the Cloverdale Road overpass. With the successful completion of the Cloverdale Road overpass and roadway widening project, ACHD and District 3 recommitted to replace the Five Mile Road overpass using the federal process. In May of this year, a Better Utilizing Investments to Leverage Development, or BUILD, Transportation Discretionary Grant application was submitted to pay for the federally required National Environmental Policy Act (NEPA) process. The \$1.5 million BUILD grant application was not successful. To better position the project for future federal funding, ACHD and District 3 have agreed to initiate the federally required NEPA process with budgeted local funding, in FY2021. With a goal of completing the NEPA process in FY2022, each agency will budget additional local funds, as necessary.

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

Sincerely,

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

From: [Tom Ferch](#)
To: [Toni Tisdale](#)
Subject: Five Mile Road Overpass and Roadway Expansion TIP Amendment Question
Date: Thursday, January 7, 2021 7:51:34 AM

Hi Toni,

The City of Boise contacted ACHD regarding our request to add the Five Mile Road Overpass and Roadway Expansion project to the TIP. The city had a concern that our project extents would not allow for a complete bike facility treatment. We agree and would like to extend the termini from just south of Franklin to just north of Overland. When should we make TIP change request based on public comments? After the TIP amendment is approved by COMPASS?

Thank you,

Tom

Topic: *Communities in Motion 2050* Funding Policy

Request/Recommendation:

COMPASS staff seeks Regional Transportation Advisory Committee recommendation of COMPASS Board of Directors' approval of the approach to update the *Communities in Motion* (CIM) funding policy for CIM 2050.

Background/Summary:

A funding policy, to guide how federal transportation funding is allocated throughout the region, is included in *Communities in Motion*, 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 studies or special projects in the Surface Transportation Block Grant program.

The COMPASS Board of Directors updated the funding policy for CIM 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 to guide a discussion of if and how COMPASS members wish to update the policy for CIM 2050. This information was introduced to members of RTAC on November 18, 2020, followed by an RTAC opinion survey December 4 through 18, 2020. Ten RTAC members responded to the survey; the results are provided in Attachment 2. Comments submitted in the survey, along with staff responses, are provided in Attachment 3. Using this information, the plan and timeline to guide the funding policy update is provided in Attachment 4.

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 in order to meet the timeline for subsequent activities.

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: *Communities in Motion 2050* Funding Policy Survey Results
- 3) Attachment 3: *Communities in Motion 2050* Funding Policy Survey Comments and Staff Responses
- 4) Attachment 4: Draft *Communities in Motion 2050* Funding Policy Development Plan
- 5) For detailed information contact: Toni Tisdale, Principal Planner,
ttisdale@compassidaho.org

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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.

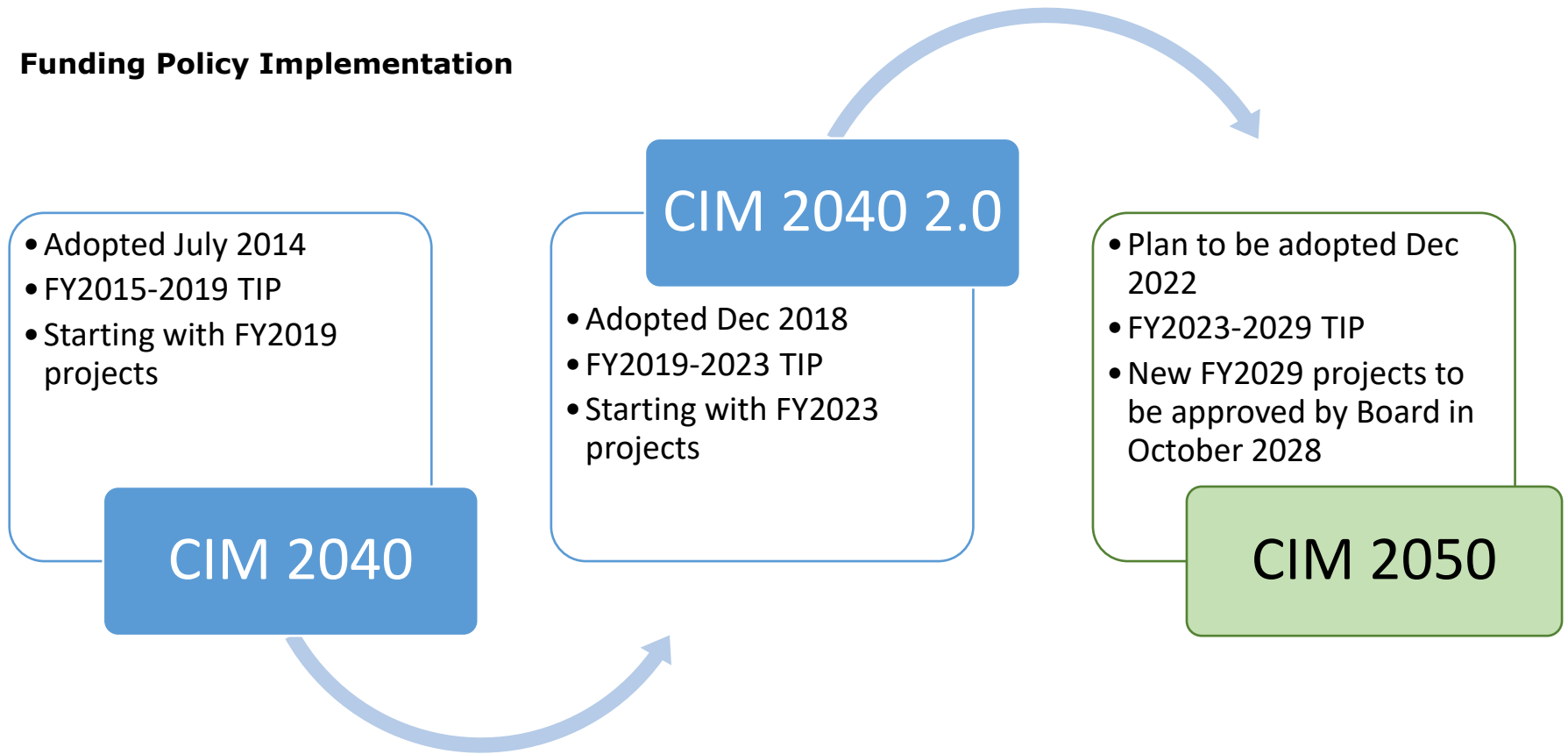
Funding Policy Implementation Timeline

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.

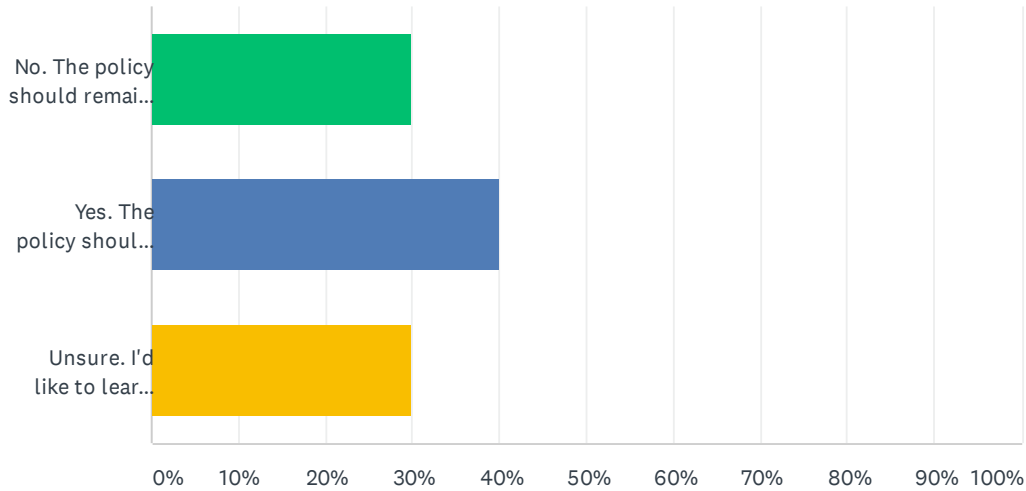
Funding Policy Implementation



\\cpa.local\dfs\Shared\FY21\600 Projects\661 CIM\10. Financial\Funding Policy\History of funding policy.docx

Q1 The funding policy in CIM 2040 2.0 (the current plan) 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.” Should that policy be updated for CIM 2050?

Answered: 10 Skipped: 0



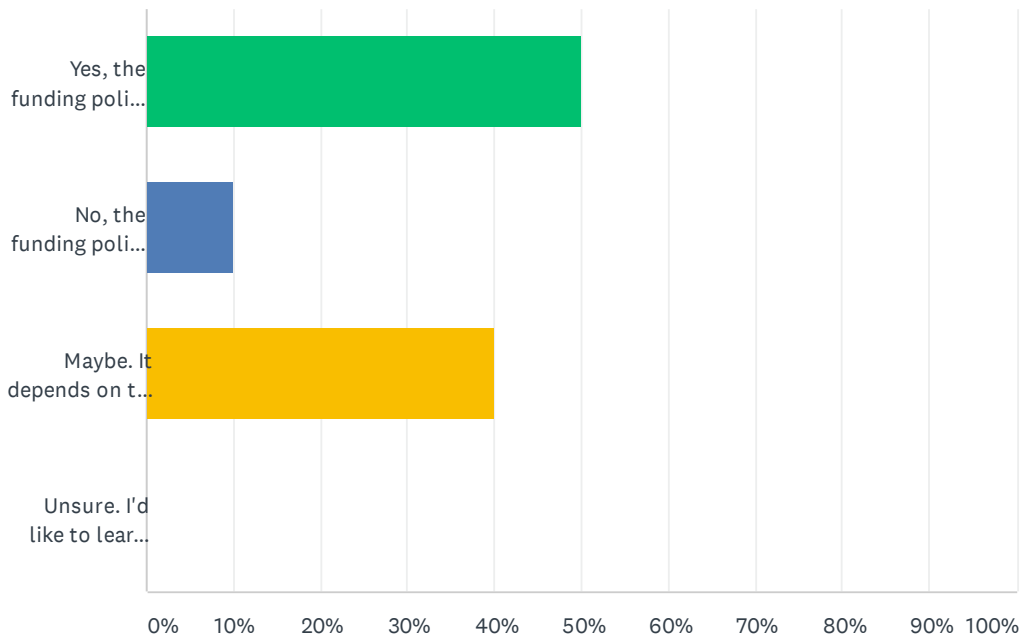
ANSWER CHOICES	RESPONSES	
No. The policy should remain the same.	30.00%	3
Yes. The policy should be updated. (If you have specific suggestions for updating, please include them in "comments," below.)	40.00%	4
Unsure. I'd like to learn more and/or discuss this before I weigh in.	30.00%	3
TOTAL		10

Open Comments:

1. We can't build our way out of congestion. Add Safe Routes to Schools to off the top priorities. Greatly increase funding for ped/bike projects using STP dollars by decreasing % of funding allocated to maintenance. Increase funding for transit.
2. It is important that the policy prioritize maintenance but given the different revenue streams available to COMPASS partners it is also important that federal funds are not exclusively maintenance. I think it is a good idea to review and update the policy if necessary.
3. The second half makes it pretty clear that other strategic plans could be priorities, just not the default. Unsure of the direction/need for changes.
4. mention should be made to prioritize funding towards multi-modal options.

Q2 Should the funding policy contain a percentage split of funds in the Surface Transportation Block Grant programs (Boise Urbanized Area and Nampa Urbanized Area) (whether or not the overarching policy [above] is updated)? For reference, the current split is: Off-the-top \$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 AND 82% - Roadway Maintenance 15% - Public/Alternative Transportation Maintenance 3% - (up to) Planning/Special Projects

Answered: 10 Skipped: 0



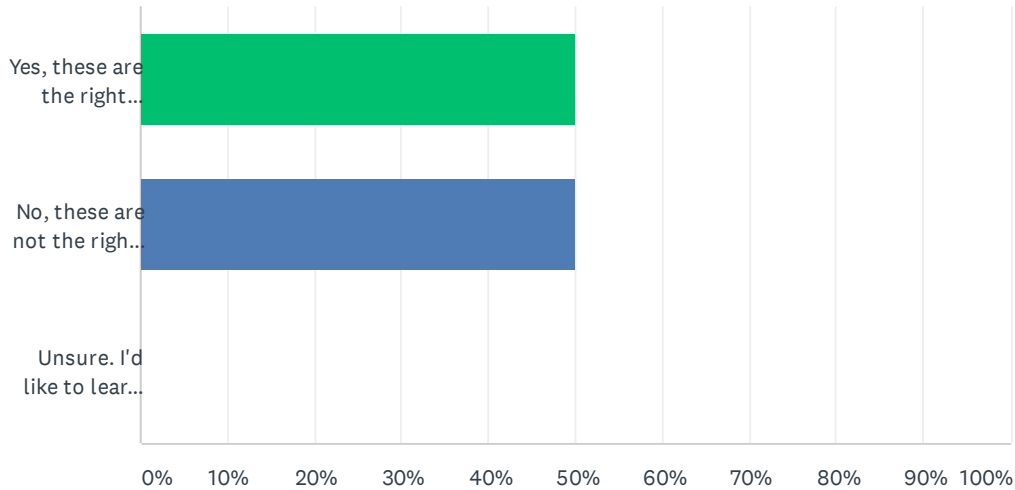
ANSWER CHOICES	RESPONSES	
Yes, the funding policy should specify a percentage split for funds.	50.00%	5
No, the funding policy should NOT specify a percentage split for funds.	10.00%	1
Maybe. It depends on the "overarching" policy from Question #1.	40.00%	4
Unsure. I'd like to learn more and/or discuss this before I weigh in.	0.00%	0
TOTAL		10

Open Comments:

1. We see identifying percentages may be helpful for budget planning, but also see the benefit of looking at all the needs and then allocating funds.
2. Percentage splits is an effective way of ensuring all parts of the transportation system receive funding. This is designed to help keep all systems operating efficiently. I'm assuming that the percentage split is a rolling average rather than applied to every year. If not, we may want to consider making it an average.
3. I feel like the splits need to favor more public/alternative transportation maintenance, and I believe Communities in Motion would support that.
4. I think a set aside for regional transit may be appropriate, before urbanized area splits. Doesn't have to be a lot; just a start. Not just commuterride.

Q3 If the policy does include a funding split, are the categories in the current split (Off-the-top for Commuteride and COMPASS; roadway maintenance, public/alternative maintenance, planning/special projects) the "right" categories? (Please answer as though a split were going to be included, even if you indicated you do not think it should include a split, above.)

Answered: 10 Skipped: 0



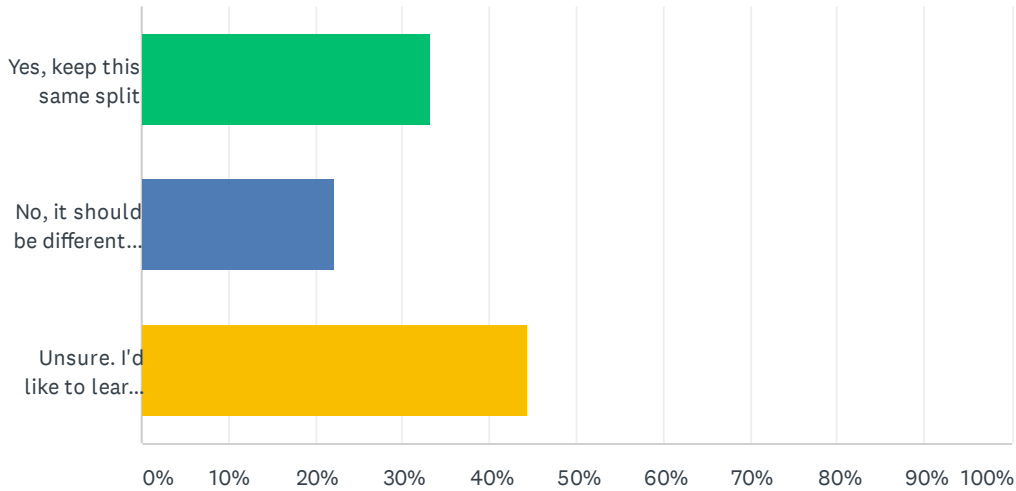
ANSWER CHOICES	RESPONSES	
Yes, these are the right categories	50.00%	5
No, these are not the right categories. (If you have specific suggestions for different categories, please include them in "comments," below.)	50.00%	5
Unsure. I'd like to learn more and/or discuss before I weigh in.	0.00%	0
TOTAL		10

Open Comments:

1. We recommend adding Safe Routes to Schools for off-the-top funding and adding a bike/ped category to STP, due to the long list of needs particularly on ITD's facilities.
2. While the Commuteride off-the-top split served a purpose, with a Group TAM plan and with VRT establishing a 5 year TDP, it seems inappropriate to set a funding split for a subset of the public transportation system here. Our preference would be to address those needs within the VRT TDP and TAM process.
3. To better account for the Complete Network Policy, I would consider 3 categories: - Complete Network On-Street System Improvements - Complete Network Public Transportation System Improvements - Complete Network Off-Street System Improvements - Complete Network Planning Projects I used the improvements language here since FHWA has not agreed with the word maintenance in the naming of the projects. The intent is still asphalt maintenance and associate improvements for bicyclists and pedestrians completed in connection with roadway maintenance project. This could include bus stop improvements along roadways where maintenance is occurring. The previous "Alternative Transportation" maintenance component is split here with improvements along the roadway network being funded in the first category and maintenance and improvements for pathways/greenbelt occurring with the off-street funding. I think ensuring this system is well maintained is essential. The Public Transportation funds would then be used for Bus and Vanpool vehicles only. Keeping the split is important as these three types of improvements don't necessarily differentiate well in terms of prioritization of individual projects.
4. Consider regional row acquisition and intercounty transit if we select a priority mass transit route.

Q4 If the policy does include a funding split, should the current split (see Question 2) be maintained for the Surface Transportation Block Grant program? (Please answer as though a split were going to be included, even if you indicated you do not think it should include a split, above.)

Answered: 9 Skipped: 1



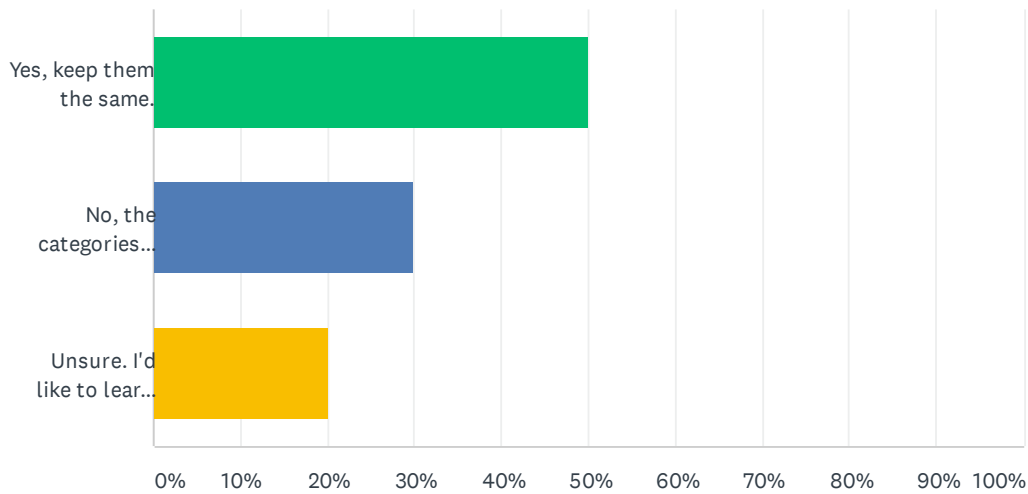
ANSWER CHOICES	RESPONSES	
Yes, keep this same split	33.33%	3
No, it should be different. (If you have specific suggestions for how it should be different, please include them in "comments," below.)	22.22%	2
Unsure. I'd like to learn more and/or discuss this before I weigh in.	44.44%	4
TOTAL		9

Open Comments:

1. More funding for transit. Add funding for ped/bike.
2. It would be helpful to hear from the group how the split has been working for everyone and if the percentages are sufficient for helping them meet their needs.
3. While still relatively the same, I would recommend an 80% On-Street System Improvements, 13% Public Transportation System Improvements, 4% Off-Street System Improvements, and 3 % Planning. If Off-Street improvements are not applied for, the funding could be split equally between On-Street and Public Transportation.

Q5 If the policy does include a funding split, should the categories and/or percentages be the same in both the Boise and Nampa Urbanized Areas? Currently, they are the same in both areas. (Please answer as though a split were going to be included, even if you indicated you do not think it should include a split, above.)

Answered: 10 Skipped: 0



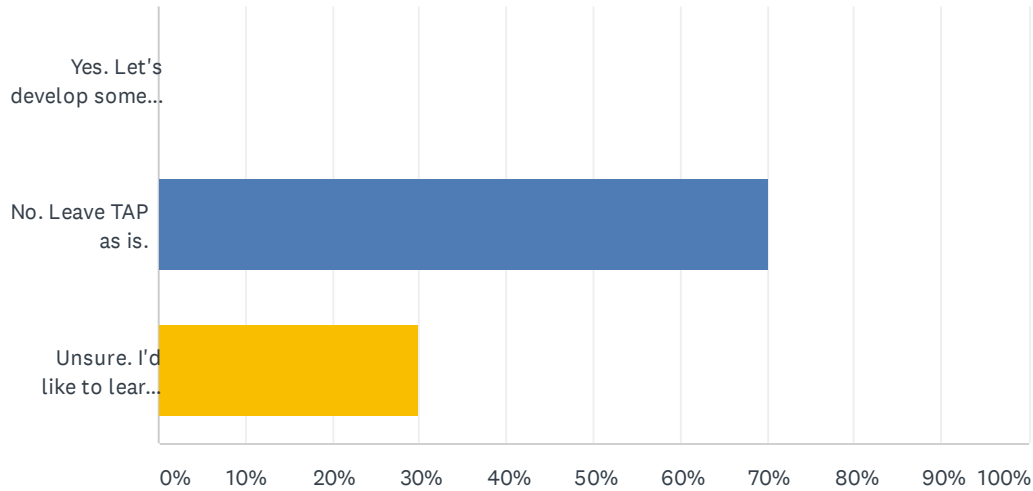
ANSWER CHOICES	RESPONSES	
Yes, keep them the same.	50.00%	5
No, the categories and/or percentages should be different in the two areas. (Please specify how they should be different in "comments," below.)	30.00%	3
Unsure. I'd like to learn more and/or discuss this before I weigh in.	20.00%	2
TOTAL		10

Open Comments:

1. No need to keep the same percentages for both counties. The local funding and needs are different.
2. It's weird that most of the traffic heads east into Ada County, but there's a percent split for the nampa urbanized area. I don't know that a change in the amount is needed, but the method to get there should probably better consider dominant infrastructure impacts/needs.

Q6 The Transportation Alternatives Program (TAP) is not included in the percentage split, above. Should we explore ways for that program to also include percentage splits and/or other options to help prioritize TAP project selection?

Answered: 10 Skipped: 0



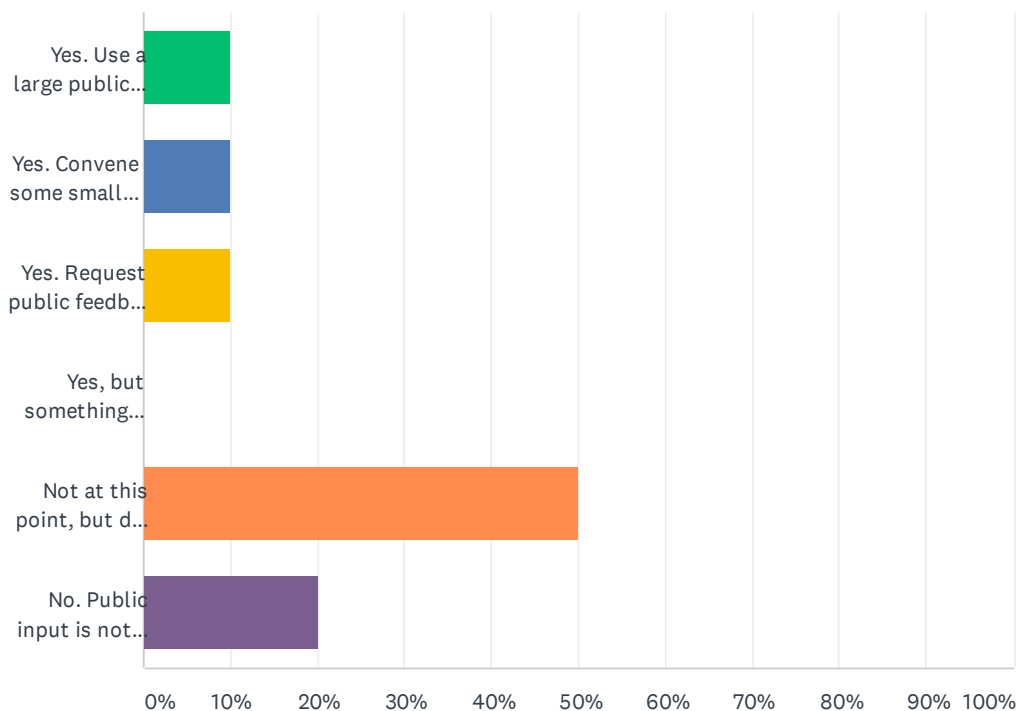
ANSWER CHOICES	RESPONSES	
Yes. Let's develop some splits or guidelines. (Please provide specific suggestions in "comments," below.)	0.00%	0
No. Leave TAP as is.	70.00%	7
Unsure. I'd like to learn more and/or discuss before I weigh in.	30.00%	3
TOTAL		10

Open Comments:

1. What categories might you suggest?
2. The TAP is already a relatively small program. I would be concerned that applying further percentage splits would limit the types of projects that TAP could fund.

Q7 Do you think it would be beneficial to include the public in this discussion? If so, how?

Answered: 10 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes. Use a large public survey (similar to the other CIM 2050 surveys) to help develop a recommendation.	10.00%	1
Yes. Convene some small focus groups with stakeholders to help develop a recommendation.	10.00%	1
Yes. Request public feedback (a comment period) on a draft recommendation after it has been developed by RTAC.	10.00%	1
Yes, but something different than these options (please provide suggestions in "comments," below).	0.00%	0
Not at this point, but do ask about the funding policy as part of public comment on the draft plan in 2022.	50.00%	5
No. Public input is not needed for this discussion.	20.00%	2
TOTAL		10

Open Comments:

1. Too nuanced and complicated for the public to fully understand and give meaningful input.
2. The professionals at RTAC are best to define a policy that strategically uses the federal funds to get the most out of them and to find ways to implement the vision of CIM as a whole. The public weighs in on the vision. It is up to staff to find the best way to make it happen by applying the funds appropriately to the vision. Federal funding is just too complex to try and get well reasoned response on in a simple survey.
3. I think the public is going to be confused/burned out on even more surveys, but they should be engaged. Suggest focus groups along with other options that are not surveys and better inform/educate those involved.

Q8 Looking back at your answers above, particularly if you selected "unsure" for any of the questions, what information would be helpful for you in the discussion of updating the funding policy?

Answered: 5 Skipped: 5

Open Comments:

1. We need a "needs assessment" for missing ped/bike facilities on ITD's state highways throughout Ada County. It is hard to advocate for additional funding without identifying the needs.
2. I would like a better understanding of how the current policy and percentage splits are working for other members.
3. Justification/history of off-the-top funding recipients. Clarification and definition of "strategically address".
4. None.
5. Are Off-the-Top items due for inflationary adjustment?

Q9 Please provide any additional thoughts or comments on updating the funding policy for CIM 2050.

Answered: 3 Skipped: 7

Open Comments:

1. How does this regional policy impact other (non STBG or TAP) funding programs?
2. Curious what the discussion looks like on including/referencing funding policies of other agencies/sources e.g. 5307, 5310 programs
3. Please ensure you take a complete look at transportation funding in the region when making this policy. STBG funds are not the only funding used to implement CIM and using it strategically to augment local funding is key.

Communities in Motion 2050 Funding Policy Survey
Comments and Staff Responses

Black = question

Blue = comment

Green = staff response (if warranted)

Q1. The funding policy in CIM 2040 2.0 (the current plan) 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." Should that policy be updated for CIM 2050?

1. We can't build our way out of congestion. Add Safe Routes to Schools to off the top priorities. Greatly increase funding for ped/bike projects using STP dollars by decreasing % of funding allocated to maintenance. Increase funding for transit.
2. It is important that the policy prioritize maintenance but given the different revenue streams available to COMPASS partners it is also important that federal funds are not exclusively maintenance. I think it is a good idea to review and update the policy if necessary.
3. The second half makes it pretty clear that other strategic plans could be priorities, just not the default. Unsure of the direction/need for changes.
4. mention should be made to prioritize funding towards multi-modal options.

Q2. Should the funding policy contain a percentage split of funds in the Surface Transportation Block Grant programs (Boise Urbanized Area and Nampa Urbanized Area) (whether or not the overarching policy [above] is updated)? For reference, the current split is :Off-the-top \$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 AND 82% - Roadway Maintenance 15% - Public/Alternative Transportation Maintenance 3% - (up to) Planning/Special Projects

1. We see identifying percentages may be helpful for budget planning, but also see the benefit of looking at all the needs and then allocating funds.
2. Percentage splits is an effective way of ensuring all parts of the transportation system receive funding. This is designed to help keep all systems operating efficiently. I'm assuming that the percentage split is a rolling average rather than applied to every year. If not, we may want to consider making it an average.
 - a. The goal is to meet the percentage splits annually; however, the percentage splits are currently set up as a rolling average over five years, when necessary.
3. I feel like the splits need to favor more public/alternative transportation maintenance, and I believe Communities in Motion would support that.
4. I think a set aside for regional transit may be appropriate, before urbanized area splits. Doesn't have to be a lot; just a start. Not just commuterride.

Q3. If the policy does include a funding split, are the categories in the current split (Off-the-top for Commuteride and COMPASS; roadway maintenance, public/alternative maintenance, planning/special projects) the "right" categories? (Please answer as though a split were going to be included, even if you indicated you do not think it should include a split, above.)

1. We recommend adding Safe Routes to Schools for off-the-top funding and adding a bike/ped category to STP, due to the long list of needs particularly on ITD's facilities.
2. While the Commuteride off-the-top split served a purpose, with a Group TAM plan and with VRT establishing a 5 year TDP, it seems inappropriate to set a funding split for a subset of the public transportation system here. Our preference would be to address those needs within the VRT TDP and TAM process.
 - a. Note that the Commuteride off-the-top funds are for staff and advertising expenses, rather than capital projects. Projects are also funded 100% federal (no required local match), as allowed for rideshare projects by federal regulation.
3. To better account for the Complete Network Policy, I would consider 3 categories:
 - a. Complete Network On-Street System Improvements
 - i. Note STBG funds for roadway use are limited to roadways federally classified as collectors and arterials.
 - b. Complete Network Public Transportation System Improvements
 - c. Complete Network Off-Street System Improvements
 - i. Note there are no longer restrictions on using STBG funds for recreational trails.

Complete Network Planning Projects I used the improvements language here since FHWA has not agreed with the word maintenance in the naming of the projects. The intent is still asphalt maintenance and associate improvements for bicyclists and pedestrians completed in connection with roadway maintenance project. This could include bus stop improvements along roadways where maintenance is occurring. The previous "Alternative Transportation" maintenance component is split here with improvements along the roadway network being funded in the first category and maintenance and improvements for pathways/greenbelt occurring with the off-street funding. I think ensuring this system is well maintained is essential. The Public Transportation funds would then be used for Bus and Vanpool vehicles only. Keeping the split is important as these three types of improvements don't necessarily differentiate well in terms of prioritization of individual projects.

4. Consider regional row acquisition and intercounty transit if we select a priority mass transit route.

Q4. If the policy does include a funding split, should the current split (see Question 2) be maintained for the Surface Transportation Block Grant program? (Please answer as though a split were going to be included, even if you indicated you do not think it should include a split, above.)

1. More funding for transit. Add funding for ped/bike.
2. It would be helpful to hear from the group how the split has been working for everyone and if the percentages are sufficient for helping them meet their needs.
3. While still relatively the same, I would recommend:
 - a. 80% On-Street System Improvements,
 - b. 13% Public Transportation System Improvements,
 - c. 4% Off-Street System Improvements, and
 - d. 3% Planning.

If Off-Street improvements are not applied for, the funding could be split equally between On-Street and Public Transportation.

Q5. If the policy does include a funding split, should the categories and/or percentages be the same in both the Boise and Nampa Urbanized Areas? Currently, they are the same in both areas. (Please answer as though a split were going to be included, even if you indicated you do not think it should include a split, above.)

1. No need to keep the same percentages for both counties. The local funding and needs are different.
2. It's weird that most of the traffic heads east into Ada County, but there's a percent split for the nampa urbanized area. I don't know that a change in the amount is needed, but the method to get there should probably better consider dominant infrastructure impacts/needs.
 - a. Note there are separate funding sources for the Nampa Urbanized Area and the Boise Urbanized Area; applications within the two areas do not typically compete for funding.

Q6. The Transportation Alternatives Program (TAP) is not included in the percentage split, above. Should we explore ways for that program to also include percentage splits and/or other options to help prioritize TAP project selection?

1. What categories might you suggest?
 - a. Provided at request (staff does not have a preference). Possible categories that guide how projects are selection could include:
 - i. Safe routes to school (education)
 - ii. Safe routes to school (construction)
 - iii. Fill gaps in sidewalks
 - iv. Address safety concerns
2. The TAP is already a relatively small program. I would be concerned that applying further percentage splits would limit the types of projects that TAP could fund.
 - a. Currently, the program has approximately \$480,000 per year (including required local match).

Q7 Do you think it would be beneficial to include the public in this discussion? If so, how?

1. Too nuanced and complicated for the public to fully understand and give meaningful input.
2. The professionals at RTAC are best to define a policy that strategically uses the federal funds to get the most out of them and to find ways to implement the vision of CIM as a whole. The public weighs in on the vision. It is up to staff to find the best way to make it happen by applying the funds appropriately to the vision. Federal funding is just too complex to try and get well reasoned response on in a simple survey.
3. I think the public is going to be confused/burned out on even more surveys, but they should be engaged. Suggest focus groups along with other options that are not surveys and better inform/educate those involved.

Q8. Looking back at your answers above, particularly if you selected "unsure" for any of the questions, what information would be helpful for you in the discussion of updating the funding policy?

1. We need a "needs assessment" for missing ped/bike facilities on ITD's state highways throughout Ada County. It is hard to advocate for additional funding without identifying the needs.
 - a. ITD is currently finalizing a LiDAR-based asset inventory of the entire state highway system, including a geographic information system layer of sidewalks, curb ramps, and striping of both crosswalks and bike lanes. This data will be available for use by other agencies. Completion of this project is expected by approximately March 2021.
 - b. ITD policies for ped/bike:
 - i. Board Policy: <https://itd.idaho.gov/wp-content/uploads/2020/06/B4050.pdf>
 - ii. Administrative Policy: <https://itd.idaho.gov/wp-content/uploads/2020/06/A5050.pdf>
 - c. An overall regional needs assessment is also being developed through the Complete Network Policy and CIM 2050 Pathway Plan.
2. I would like a better understanding of how the current policy and percentage splits are working for other members.
3. Justification/history of off-the-top funding recipients. Clarification and definition of "strategically address".
 - a. It is unknown exactly when off-the-top funds started. Staff can trace the Commuteride and MPO Planning projects back to FY2001, which is the oldest information available on the COMPASS website.
 - b. In the current policy, "strategically address" means we take advantage of available funding for eligible unfunded projects even if we end up funding them out of priority order.
4. None.
5. Are Off-the-Top items due for inflationary adjustment?
 - a. Note that amounts were last increased in FY2012.

Q9. Please provide any additional thoughts or comments on updating the funding policy for CIM 2050.

1. How does this regional policy impact other (non STBG or TAP) funding programs?
 - a. The current COMPASS funding policy is intended for all federal-aid funding across the region; however, it is the prerogative of the Board of Directors to approve projects.
 - i. COMPASS is not involved directly with project selection in every federal program. The Idaho Transportation Department, Local Highway Technical Assistance Council, and Valley Regional Transit also select federal-aid projects for programs in the COMPASS Planning Area. However, all projects in the Regional Transportation Improvement Program (TIP) must be approved by both the COMPASS Board of Directors and the Idaho Transportation Board of Directors.
 - b. The funding splits are currently intended only for the STBG programs and do not impact other programs.
2. Curious what the discussion looks like on including/referencing funding policies of other agencies/sources e.g. 5307, 5310 programs
 - a. Regarding 5307 and 5310 programs (through the Federal Transit Administration), staff requested input from Valley Regional Transit, as they are the direct recipient of these funds (Valley Regional Transit's response on the next page). COMPASS and Valley Regional Transit are currently updating the Human Resources Coordinated Plan, which provides strategies for 5310 funding.
3. Please ensure you take a complete look at transportation funding in the region when making this policy. STBG funds are not the only funding used to implement CIM and using it strategically to augment local funding is key.
 - a. Staff is currently developing the funding projections for Ada and Canyon Counties for use in determining overall project needs and funding availability for CIM 2050. All available funding will be reviewed and reported when determining (long-term) funded projects.

Valley Regional Transit

Funding Practices

Federal funding is programmed to support the public transportation system by investing in asset maintenance, passenger amenities and emerging technology that delivers safe, reliable, efficient and comprehensive transportation options as outlined in the goals and vision of ValleyConnect 2.0.

Ada County Public Transportation System

Federal Transit Administration funding is used primarily to support preventive maintenance, paratransit operations, planning, and capital replacement projects. Federal funds may also be used to fund specialized transportation programs and capital expansion projects.

Section 5307 LU

5307 LU funds are programmed to fully fund preventive maintenance expenditures. Funding for paratransit operating assistance is taken off the top, not to exceed \$650,000. Remaining funds are allocated on a needs basis to additional programs and projects including asset replacement and planning activities. It has been the practice of the VRT Board of Directors to not program these funds for operating assistance or administration unless in an emergency capacity. Funding is prioritized to support the mobility management, maintenance and planning needs of the existing system.

Section 5339 LU

5339 LU formula funding is programmed to fund capital asset replacement and maintenance projects. The VRT Board of Directors has directed through the Transit Asset Management Policy (2018) that capital funding prioritize projects that pose a safety risk, can be completed with the expected amount of available funding, and improve the state of good repair of the system.

Section 5310 LU

55% of 5310 funds per FTA policy fund those traditional projects that serve and meet the special needs of seniors and individuals with disabilities. These may include capital leases, purchases and mobility management activities, as well as operating costs under acquisition of service contracts. It has been the practice of the VRT Board of Directors to program funds in partnership with nonprofits, senior centers, churches, neighborhoods, and private for-profit providers to deliver specialized transportation programs.

Canyon County Public Transportation System

Federal Transit Administration funding is used primarily to support fixed route and para transit operations, preventive maintenance, planning, and capital replacement projects. Federal Funds may also be used to fund specialized transportation programs and capital expansion projects.

Section 5307 SU

5307 SU funding is programmed to fully fund fixed route, demand response and preventive maintenance expenditures. Remaining funds are allocated on a needs basis to additional programs and projects.

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 for 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:

- CIM 2050 Goals
- 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 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 funding policy by August 2021 (see timeline on following page).

Date	Involvement
• 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
	•
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
RTAC 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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Topic: Policy to Balance the Surface Transportation Block Grant (STBG) Program and Transportation Alternatives Program (TAP)

Request/Recommendation:

COMPASS staff seeks Regional Transportation Advisory Committee (RTAC) recommendation of COMPASS Board of Directors' approval to update policy number 2019-03, "Balancing Surface Transportation Block Grant Program (STBG) and Transportation Alternatives Program (TAP) Funds" (referred to as the COMPASS Balancing Policy) (attached).

Background/Summary:

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 convened an RTAC subcommittee on December 8, 2020, to develop a recommendation for updates to the policy. Subcommittee members included:

- Nichoel Baird Spencer, City of Eagle
- Gordon Bates, Golden Gate Highway District No. 3
- Clair Bowman, City of Nampa
- David Corcoran, Ada County Development Services
- Tom Ferch, Ada County Highway District
- Ryan Head, Ada County Highway District
- Stephen Hunt, Valley Regional Transit
- Lenny Riccio, Canyon Highway District No. 4

After discussion and subsequent review, the subcommittee recommended the changes as presented in the attachment. A clean version and marked up version are available for your review.

Staff anticipates presenting this item to the COMPASS Board of Directors on February 22, 2021, for approval, pending RTAC recommendation.

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. The policy provides guidance only. Final recommendations and decisions are the purview of RTAC and the COMPASS Board of Directors.

More Information:

- 1) Attachment: COMPASS Policy 2021-01 (clean and marked up versions)
- 2) For detailed information contact: Toni Tisdale, Principal Planner, ttisdale@compassidaho.org

POLICY STATEMENT

Attachment

No. Board 2021-01

Adopted: XX
By: COMPASS Board of Directors
Last Revision: February 25, 2019

Policy Statement:

Balancing Surface Transportation Block Grant Program (STBG) and Transportation Alternatives Program (TAP) Funds

Background:

STBG and TAP funds are directly allocated to areas with populations over 200,000 (Transportation Management Areas [TMAs]). These programs are managed by COMPASS, the metropolitan planning organization (MPO) for Ada and Canyon Counties. The Regional Transportation Advisory Committee (RTAC) is responsible for balancing the programs.

STBG funds for areas with populations of 5,000 to 200,000 are managed by the Idaho Transportation Department (ITD). The Urban Balancing Committee is responsible for balancing the program. The Urban Balancing Committee is made up of the MPO directors across the state of Idaho (representing populations of 50,000 to 200,000) and a representative of the Local Highway Technical Assistance Council (representing agencies with populations of 5,000 to 50,000).

TAP funds for areas with populations of 5,000 to 200,000 are managed by ITD and awarded through a competitive process. TAP funds managed by ITD are outside the purview of this policy.

This policy provides direction to prioritize funds available through cost savings and through the End-of-Year and Redistribution Program 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, and one for projects funded with Urban funds, which is used in the Urban Balancing process.

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 STBG 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 STBG and TAP funds if projects meet program eligibility and if no other projects currently in either program need funding at that 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 STBG or TAP programs consistent with the original project scope
 - A. Construction already under contract
 - B. Engineer's estimate for construction scheduled in current fiscal year
 - C. Additional right-of-way for ongoing negotiations
2. Either:
 - A. Remove or reduce an "advance construction" situation (where construction costs are spread over two or more funding years) on projects in the STBG or TAP programs)
 - B. Replace local funds for procurement under contract
 - C. Cover cost increase for procurement projects (generally transit-related projects, such as rolling stock or equipment purchases, as prioritized in the Transit Asset Management Plan)
3. Cover project needs/advance right-of-way phase on projects in the STBG or TAP programs consistent with original project scope.
4. Cover cost overruns/project needs/advance design phase on projects in the STBG or TAP programs consistent with original project scope
5. Advance the construction phase on projects in the STBG or TAP programs
6. Cover cost overruns/project needs/advance planning projects/studies in the STBG or TAP programs consistent with original project scope
7. Cover cost overruns/project needs in the construction phase on projects in non-STBG or TAP programs consistent with original project scope
8. Cover cost overruns/projects needs/advance right-of-way phase on construction projects in non-STBG or TAP programs consistent with original scope
9. Cover cost overruns/project needs/advance design phase on projects in non-STBG or TAP programs consistent with original project scope
10. Cover cost overruns/project needs/advance planning projects in non-STBG or TAP programs consistent with original project scope
11. 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 STBG-TMA is two times the projected funding allocation in the last year of the program
 - The limit for PD in STBG-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
 - Sponsor agencies are requested to prioritize project needs within their list of projects to assist RTAC in the event of a tie and/or provide the timing and importance of the needs prior to the RTAC meeting
- The COMPASS Executive Director will determine how projects in the Urban program will be prioritized for the balancing process, after discussions with sponsor agencies involved in the tie

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

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

As funds are released from projects based on cost savings or project closeout, the local match portion may be used on other projects sponsored by the same agency after submitting a Transfer Local Match Request Form. COMPASS staff will coordinate with member agency staff to submit requests.

Prioritizing End-of-Year and Redistribution Program Requests:

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

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

End-of-Year and Redistribution Program 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 and Redistribution Program, based on the rationale of "construction first." Projects must be ready for obligation and advertisement (when appropriate), including submittal of all agreements, and a check for local match, prior to August 1 of the programmed year.

Projects currently funded in the STBG 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 STBG and TAP funds if projects meet program eligibility and if no other projects currently in either program need funding at that time.

The priority order is:

1. Obtain 100% of the estimated allocation
Congress historically limits obligation authority to 92% to 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
4. Cover cost overruns/project needs/advance right-of-way phase on projects in the STBG or TAP programs
5. Cover cost overruns/project needs/advance design phase on projects in the STBG or TAP programs
6. Cover cost overruns/projects needs/advance planning projects in the STBG or TAP programs
7. Cover cost overruns/project needs/advance project phases in non-STBG or TAP programs
 - A. Construction
 - B. Right-of-Way
 - C. Design
 - D. Planning/Studies

Only public transportation projects not requiring funds to transfer to the Federal Transit Administration are eligible for this program because the deadline for a transfer is approximately June 1. The End-of-Year and Redistribution Program occurs 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 policy 19-03, approved by the COMPASS Board of Directors on February 25, 2019.

POLICY STATEMENT

No. Board ~~2019-03~~2021-01

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

Policy Statement:

Balancing Surface Transportation **Block Grant** Program (**STPSTBG**) and Transportation Alternatives Program (TAP) Funds

Background:

STPSTBG and TAP funds are directly allocated to areas with populations over 200,000 (Transportation Management Areas [TMAs]). These programs are managed by COMPASS, the metropolitan planning organization (MPO) for Ada and Canyon Counties. The Regional Transportation Advisory Committee (RTAC) is responsible for balancing the programs.

STPSTBG funds for areas with populations of 5,000 to 200,000 ~~population~~ are managed by the Idaho Transportation Department (ITD). ~~however, the~~ The Urban Balancing Committee is responsible for balancing the program. The Urban Balancing Committee is made up of the MPO directors across the state of Idaho (representing populations of 50,000 to 200,000) and a representative of the Local Highway Technical Assistance Council (representing agencies with populations of 5,000 to 50,000).

TAP funds for areas with populations of 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~~ outside the purview of this policy.

This policy provides direction to prioritize funds available through cost savings and through the End-of-Year ~~Program~~ and ~~r~~Redistribution Program 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, and one for projects funded with Urban funds, which is used in the Urban Balancing process.

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 STPSTBG 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 STPSTBG and TAP funds if projects meet program eligibility and if no other projects currently in either program need funding at that time. 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 STPSTBG or TAP programs consistent with the original project scope
 - A. Construction already under contract
 - B. Engineer's estimate for construction scheduled in current fiscal year
 - A.C. Additional right-of-way for ongoing negotiations
2. Either:
 - A. Remove or reduce an "advance construction" situation (where construction costs are spread over two or more funding years) on projects in the STBG or TAP programs)
 - B. Replace local funds for procurement under contract
 - C. Cover cost increase for procurement projects (generally transit-related projects, such as rolling stock or equipment purchases, as prioritized in the Transit Asset Management Plan)
 - A. ~~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/advance right-of-way phase on projects in the STBG or TAP programs consistent with original project scope.
- 2.4. Cover cost overruns/project needs/~~or~~ advance design or right-of-way phases on construction ~~projects~~ in the STPSTBG or TAP programs consistent with original project scope
- 3.5. Advance the construction phase on projects in the STPSTBG or TAP programs
- 4.6. Cover cost overruns/project needs/~~or~~ advance planning projects/studies in the STPSTBG or TAP programs consistent with original project scope
7. Cover cost overruns/project needs in the construction phase on projects in non-STPSTBG or TAP programs consistent with original project scope
- 5.8. Cover cost overruns/projects needs/advance right-of-way phase on construction projects in non-STBG or TAP programs consistent with original scope
- 6.9. Cover non-construction ~~cost overruns~~/project needs/advance design ~~or right-of-way~~ phases on ~~construction~~ projects in non-STPSTBG or TAP programs consistent with original project scope
- 7.10. Cover cost overruns/project needs/~~or~~ advance planning projects in non-STPSTBG or TAP programs consistent with original project scope
- 8.11. 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 STPSTBG-TMA is two times the projected funding allocation in the last year of the program
- The limit for PD in STPSTBG-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
 - Sponsor agencies are requested to prioritize project needs within their list of projects to assist RTAC in the event of a tie and/or provide the timing and importance of the needs prior to the RTAC meeting
- The COMPASS Executive Director, ~~in coordination with the Urban Balancing Committee,~~ will determine how projects in the Urban program will be prioritized for the balancing process, after discussions with sponsor agencies involved in the tie

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

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

As funds are released from projects based on cost savings or project closeout, the local match portion may be used on other projects sponsored by the same agency after submitting a Transfer Local Match Request Form. COMPASS staff will coordinate with member agency staff to submit requests.

Prioritizing End-of-Year and Redistribution Program Requests:

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

Redistribution funds coming to the State of Idaho from other states 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 and Redistribution 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 ~~R~~Redistribution Program, based on ~~ITD's~~ the rationale of "construction first." Projects must be ready for obligation and

advertisement (when appropriate), including submittal of all agreements, and a check for local match, prior to August 1 of the programmed year.

Projects currently funded in the STBG 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 STBG and TAP funds if projects meet program eligibility and if no other projects currently in either program need funding at that time.

The priority order is:

1. Obtain 100% of the estimated allocation
Congress historically limits obligation authority to 92% to -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
4. Cover cost overruns/project needs/advance right-of-way phase on projects in the STBG or TAP programs
- 4.5. Cover cost overruns/project needs/~~advance design~~ ~~or right-of-way~~ phases on construction projects in the STBG or TAP programs
6. Cover cost overruns/projects needs/~~advance~~ planning projects in the STBG or TAP programs
7. Cover cost overruns/project needs/advance project phases in non-STBG or TAP programs
 - A. Construction
 - B. Right-of-Way
 - C. Design
 - A-D. Planning/Studies

Only Public transportation projects not requiring funds to transfer to the Federal Transit Administration are ~~not~~ eligible for this program because the deadline for a transfer is approximately June 1. The End-of-Year ~~Program~~ and ~~r~~Redistribution Program occurs 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 ~~16-0219-03~~, approved by the COMPASS Board of Directors on ~~June 20, 2016~~February 25, 2019.

RTAC AGENDA ITEM V-B January 27, 2021

Topic: Updates to *Communities in Motion 2040 2.0*

Background/Summary:

After adopting *Communities in Motion 2040 2.0* (CIM 2040 2.0) in December 2018, the COMPASS Board of Directors approved a policy for updating factual information in the plan, revised in April 2020 (Attachment 1). The policy follows the definition of an administrative modification to a long-range metropolitan transportation plan, according to [23 CFR 450.104](#); annual updates to the plan reflect changes to costs and descriptions of currently-included funded or unfunded projects, as shown in Attachments 2, 3, and 4.

CIM 2040 2.0 is a completely online plan, which makes it possible to revise and update information in a way that could not be done before with a hard copy document. COMPASS staff will update the pertinent online documents; the date of the update will be included in the documents.

The proposed policy does NOT change the way COMPASS formally amends the plan to make policy changes or to add new funded or unfunded projects to the plan. There were two amendments to CIM 2040 2.0 in 2020.

More Information:

- 1) Attachment 1: Board Policy 2019-01: *Updates to Communities in Motion 2040 2.0*
- 2) Attachment 2: Short-term funded projects, with tracked changes
- 3) Attachment 3: Long-term funded projects, with tracked changes
- 4) Attachment 4: Unfunded local-system priorities, with tracked changes
- 5) For detailed information contact Liisa Itkonen at litkonen@compassidaho.org

POLICY STATEMENT

Attachment 1

No. Board 2020-02

Adopted: April 20, 2020

By: COMPASS Board of Directors

Last Revised: December 17, 2018

Policy Statement:

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

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

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

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

“Minor” changes include:

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

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

“Major” changes include:

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

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

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

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

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**Short Term Funded (Budgeted) Regional Capital Transportation Projects,
in alphabetical order - FY2018-2023ⁱ**

Project and Brief Descriptionⁱⁱ	Estimated Costⁱⁱⁱ	Updated Estimated Cost	Key Number^{iv}
10th Avenue Bridge, Caldwell – replace the bridge at 10 th Avenue and Indian Creek. (2018 ⁹)	\$2,959,000	\$2,959,000 \$3,445,960	13055
Bicycle and Pedestrian Bridge – build bridge over North Channel of Boise Rive, Eagle. (2023)	\$1,299,000	\$1,400,000 \$2,101,140	20841
Cloverdale Overpass – rebuild and widen from two to four lanes with sidewalk and bike lane. (2019)	\$13,381,000	\$13,382,000 \$12,483,350	20842
Eagle Road, Lake Hazel Road to Amity Road – widen from two lanes to five lanes with curb, gutter, sidewalk, and bike lanes. (2023) - Moved from long-term funded.		\$7,221,000 \$6,972,000	RD216-04
Eagle Road, Amity Road to Victory Road – widen from two to five lanes with curb, gutter, sidewalk, and bike lanes. (2021-2022)	\$4,515,000	\$5,555,000 \$5,415,000	RD207-33
Fairview Avenue, Locust Grove Road to SH- 55 (Eagle Road) - widen from five to seven lanes. (2023). Moved from long-term funded.		\$3,052,000	<u>RC0133</u>
Franklin Road, Black Cat Road to Ten Mile Road - Federal aid project to widen Franklin Road to five lanes with curb, gutter, and sidewalks. Project includes widening the Franklin/Black Cat intersection to seven lanes in all directions and reconstructing/widening of the Franklin Bridge #170CX. (2018-2016)	\$954,000	\$954,000 \$12,219,732	<u>12368</u>
I-84, Blacks Creek Road Interchange – replace the interchange and upgrade the ramps to meet the standards for an 80 miles-per-hour speed limit. The bridge was originally built in 1962. (2019)	\$13,088,000	\$13,088,000 \$15,714,050	19874
I-84, City of Caldwell (Exit 29) to Karcher Interchange (Exit 33) – Environmental study, design, and construction. Actual termini and improvements will be determined through the environmental process. (2019-2021)	\$192,971,000	\$3,981,000	20351
<ul style="list-style-type: none"> • Design and right of way 		\$3,981,000	
<ul style="list-style-type: none"> • I-84, Middleton Road and Ustick Road Overpasses (Design) 		\$6,164,418	22154
<ul style="list-style-type: none"> • I-84, Middleton Road Overpass, Canyon County (Construction) 		\$7,339,682	<u>22618</u>
<ul style="list-style-type: none"> • I-84, Ustick Road Overpass, Canyon County (Construction) 		\$12,111,328	<u>22619</u>
<ul style="list-style-type: none"> • I-84, Franklin Interchange to Karcher Interchange, Canyon County (Right-of-Way) 		Removed	22196
<ul style="list-style-type: none"> • I-84, Franklin Road Interchange to Karcher Interchange – West, Canyon County (Construction) 		\$68,497,000	<u>23080</u>
<ul style="list-style-type: none"> • I-84, Franklin Road Interchange to Karcher Interchange – East, Canyon County (Construction) 		\$55,000,000	<u>23081</u>
TOTAL		\$153,093,430	
I-84, Karcher Interchange (Exit 33) to Franklin Boulevard (Exit 36) Corridor – expand I-84 from two to three lanes in each direction. (2019)	\$150,100,000	\$15,394,492	20315
<ul style="list-style-type: none"> • Design and right-of-way 		\$15,394,492	
<ul style="list-style-type: none"> • Temporary Paving Shoulder Widening 		\$5,832,340	20796
<ul style="list-style-type: none"> • Karcher Road Overpass 		\$5,033,846	20797
<ul style="list-style-type: none"> • Franklin Boulevard to Northside Boulevard 		\$76,912,718	20798
<ul style="list-style-type: none"> • Northside Boulevard to Karcher Road 		\$29,206,188	20799
TOTAL		\$132,379,580	
Intersection – Amity Road and Robinson Road, Nampa – add a roundabout. (2019)	\$1,000,000	Completed	159i

Project and Brief Description ⁱⁱ	Estimated Cost ⁱⁱⁱ	Updated Estimated Cost	Key Number ^{iv}
Intersection - Centennial Way Roundabout, Caldwell – replace a six-legged intersection at SH-19 (Simplot Boulevard) and I-84B (Centennial Way, Cleveland Boulevard, and Blaine Street) with a roundabout intersection. (2023)	\$3,206,000	\$3,206,000 <u>\$3,980,000</u>	13484
Intersection - Cole Road and Franklin Road, Boise – widen the intersection of Cole Road and Franklin Road to seven lanes in all directions. Project includes widening of Cole Road, I-84 / Franklin Road, realignment of the Cole Road and McMullen Road intersection, and reconstruction/widening of Cole Road Bridge #1259, and improving the existing railroad crossing on Cole Road. (2019)	\$10,078,000	\$3,760,000	IN203-14
Intersection – Cole Road and Lake Hazel Road, Boise - widen intersection to five/six lanes on Lake Hazel Road and three lanes on Cole Road. Includes bridge #2216. (2019)	\$8,356,000	\$8,356,000	IN215-02
Intersection - Cole Road and Victory Road, Boise – widen the intersection of Cole Road and Victory Road to six lanes on Victory Road and seven lanes on Cole Road. Project includes widening of Cole Road from McGlochlin Street to Victory Road to five lanes, an enhanced pedestrian crossing at Cole Road and Diamond Street, and Cole Bridge #1261. (2020-2021)	\$7,418,000	\$7,418,000 <u>\$7,728,000</u>	IN205-97
Intersection – Colorado Avenue and Holly Street, Nampa – install traffic signal and pedestrian-friendly improvements. (2020)	\$1,285,000	\$1,285,000 <u>\$1,506,500</u>	13486
Intersection - Fairview Avenue and Cole Road, Boise - widen intersection to eight lanes on Fairview Avenue and seven lanes on Cole Road. Project includes non-traversable raised medians. (2018)	\$957,000	Completed	IN213-01
Intersection - Fairview Avenue and Locust Grove Road, Meridian - widen intersection to eight lanes on Fairview Avenue and seven lanes on Locust Grove Road, including concrete intersection, curb, gutter, sidewalk, and bike lanes. (2022)	\$6,457,000	\$5,126,000	IN211-05
Intersection - Lake Hazel Road and Eagle Road - widen and signalize intersection to four/five lanes on Eagle Road and three/five lanes on Lake Hazel Road. (2023) – Moved from long-term funded.		\$8,439,000	IN216-01
Intersection—Lake Hazel Road and Cloverdale Road– widen intersection to five lanes on Lake Hazel Road and five lanes on Cloverdale Road. (2021) Moved to long-term funded projects.	\$5,415,000	\$4,757,000	IN205-34
Intersection—Lake Hazel Road and Five Mile Road– reconstruct intersection to be a dual lane roundabout with westbound and southbound right turn bypass lanes. (2020) Moved to long-term funded projects.	\$2,886,000	\$3,814,000	IN205-59
Intersection - Lake Hazel Road and Maple Grove Road - widen intersection to six lanes on Lake Hazel Road and four lanes on Maple Grove Road. (2022-2023)	\$2,574,000	\$5,060,000	IN205-69
Intersection - Linder Road and Deer Flat Road, Kuna – federal aid project to improve intersection at Linder Road and Deer Flat Road including curb, gutter, sidewalks, and bike lanes. (2020)	\$4,500,000	\$4,641,000 <u>\$4,859,230</u>	13492 IN211-01
Intersection - Middleton Road and Cornell Street, Middleton – convert the intersection of Middleton Road and Cornell Street to a “mini-roundabout” to improve safety. (2021)	\$303,000	\$303,000 <u>\$553,000</u>	20430
Intersection – Middleton Road and Lone Star Road, Nampa – install a traffic signal and sidewalk. (2020)	\$1,501,000	\$1,520,380 <u>\$2,655,920</u>	20613
Intersection – Middleton Road and Orchard Avenue, Nampa – add traffic signal. (2019)	\$1,295,000	\$1,295,000	146i

Project and Brief Description ⁱⁱ	Estimated Cost ⁱⁱⁱ	Updated Estimated Cost	Key Number ^{iv}
Intersection – Middleton Road and Smith Avenue, Nampa – widen lanes and install traffic signal, pedestrian facilities, street lighting, and turn lanes. (2019)	\$510,000	\$597,000 <u>\$647,370</u>	20167
Intersection – Middleton Road and Ustick Road, Caldwell – build roundabout at the intersection. (2024). Moved to long-term-funded.	\$1,342,000	\$1,356,000	13487
Intersection – Midland Road and Ustick Road, Nampa – add a roundabout. (2020)	\$500,000	\$500,000	025i
Intersection - SH-16 and Beacon Light Road, Eagle – add signal and widen the intersection at SH-16 and Beacon Light Road. (2018)	\$2,100,000	\$1,463,000 <u>\$1,455,720</u>	18872
Intersection – SH-55 (Eagle Road) and SH-44, Ada County, Eagle – construct a partial continuous flow intersection. (2021)	\$6,808,000	\$7,036,000 <u>\$9,247,310</u>	13476
Intersection – SH-69 (Meridian Road) and Hubbard Road, Kuna - install an interim signal. (2018)	\$485,000	\$962,000 <u>\$961,900</u>	IN205-66 19997
Intersection – SH-69 (Meridian Road) and Lake Hazel Road - install an interim signal. (2018)	\$485,000	Combined same KN	IN205-70 19997
Intersection – Star/Robinson Road and Cherry Lane – add a roundabout. (2022)	\$1,600,000	\$1,600,000	
Intersection - State Street and Collister Drive, Boise – federal aid project to improve the intersection, including realignment of the Collister Drive leg, curb, gutter, sidewalk, and bike lanes in accordance with the State Street TTOP. Project includes State Street bridge #2038. (2018)	\$12,215,000	\$13,704,000 <u>\$13,704,270</u>	13481 IN203-21
Intersection - State Street and Pierce Park Lane, Boise - widen intersection to four lanes on Pierce Park Lane and seven lanes on State Street in accordance with the State Street TTOP. (2020-2021-2022)	\$4,238,000	\$10,271,000	IN210-03
Intersection - State Street and Veterans Memorial Parkway, Boise - widen intersection, including installation of median U-turns and installation of additional pedestrian crossings on the State Street approaches in accordance with the State Street TTOP. (2019)	\$8,277,000	Completed	IN205-112
Intersection - Ten Mile Road and Amity Road - construct a multi-lane roundabout. Project includes bridge #205AX. (2022-2021)	\$1,587,000	\$2,768,000 <u>\$2,770,000</u>	IN205-03
Intersection - US 20/26 (Chinden Boulevard) and Curtis Road, Garden City - widen the intersection to add a dedicated southbound right turn lane and additional thru lane. (2020-2021)	\$1,594,000	\$1,663,000 <u>\$1,462,000</u>	IN215-03
Intersection - US 20/26 and Farmway Road/Kent Ranch Road – add a left-turn lane on US 20/26 near Caldwell. (2018)	\$560,000	\$569,000 <u>\$569,350</u>	18852
Intersections - US 20/26 and Meridian Road and Locust Grove Road, Meridian – add right turn lanes on eastbound side of US 20/26.	\$1,410,000	Locust Grove added to KN 19944	H328
Intersection - US 20/26 and Northside Boulevard and Franklin Boulevard – add improvements to US 20/26 at Northside Boulevard and Franklin Boulevard in Canyon County. (2019)	\$635,000	\$398,000	19415
Intersection – Ustick Road and Florida Avenue, Caldwell - build roundabout at the intersection. (2020)	\$1,200,000	\$1,200,000	
Intersection - Ustick Road and Meridian Road, Meridian - widen intersection to seven lanes on all approaches. (2018)	\$1,092,000	Completed	IN202-06

Project and Brief Description ⁱⁱ	Estimated Cost ⁱⁱⁱ	Updated Estimated Cost	Key Number ^{iv}
Lake Hazel Road, Cole Road to Orchard Street Extension - construct a new two-lane roadway extension of Lake Hazel Road, between Cole Road and Orchard Street Extension. Project to be built by development. (2018)	\$0	\$0	RD216-02
Linder Road, Cayuse Creek Drive to Chinden Boulevard (US 20/26) - widen from three to five lanes with curb, gutter, sidewalk, and bike lanes. (2019-2020)	\$653,000	\$121,000	RD202-17
Linder Road, Franklin Road to Pine Avenue - widen from two to five lanes with curb, gutter, sidewalks, and bike lanes. Project includes Franklin Bridge #1120. (2020-2021)	\$2,814,000	\$2,956,000	RD213-16
Linder Road, Ustick Road to McMillan Road - widen from two to five lanes with curb, gutter, sidewalks, and bike lanes. (2021 2019-2020)	\$3,507,000	\$1,309,000	RD202-18
Linder Road, State Street (SH 44) to Floating Feather Road - widen from two to five lanes, with curb, gutter, sidewalk, and bike lanes. Project includes construction of a multi-lane roundabout at Linder Road and Floating Feather Road, bridges #1021 and #1022, and an enhanced pedestrian crossing (pedestrian hybrid beacon) at Linder Road and Saguaro Drive. (2022). Moved to long-term funded projects.	\$6,100,000	\$6,100,000	RD209-28
Old Highway 30, Plymouth Street Bridge, Caldwell - replace one-lane bridge with a new two-lane structure. (2023)	\$10,664,000	\$10,814,000 \$11,013,440	13494
Orchard Street Extension, Lake Hazel Road to Gowen Road - construct a new two-lane roadway extension of Orchard Street, between Gowen Road and Lake Hazel Road Extension. Project to be built by development. (2018)	\$0	\$0	RD216-03
Orchard Street Realignment, Gowen Road to I-84 Interchange - realign/widen Orchard Street to five lanes with curb, gutter, sidewalk, and bike lanes. Project includes reconstruction of the Gowen Road intersection to be a multilane roundabout. (2023) Moved from long-term funded. Moved to long-term funded.		\$5,654,000	RD207-01
Pathway, Fairview Avenue Greenbelt Ramp - design and construct Americans with Disabilities Act-compliant multiuse pathway ramp connecting south side of the Greenbelt to the existing bike lane on Fairview Avenue in the City of Boise. (2020)	\$147,000	\$215,000	20639
Pathway, Grimes Pathway - add extensions to the Grimes Pathway in the City of Nampa between Birch Lane and Karcher Road and between Franklin Road and 11 th Avenue. (2020)	\$264,000	\$264,000 \$296,230	22076
Pathway, Indian Creek, 4th Avenue to the Greenbelt - construct nearly half-mile segment of pathway in Caldwell. (2019)	\$704,000	\$555,000 \$555,560	20076
Pathway, Indian Creek, Taffy Drive to Peppermint Drive - construct approximately 633-feet of pathway in Nampa. (2019)	\$531,000	\$588,000 \$266,520	20141
Pathway, Rail with Trail - construct approximately ½-mile of pathway in Meridian (2022). Moved from long-term funded.		\$715,000 \$724,000	13918
Pathway, Stoddard Pathway, Amity Avenue to Sherman Avenue, Nampa - extend Stoddard Pathway from Amity Avenue to Sherman Avenue in the City of Nampa (Phase 2). Install a rapid flashing beacon at the Amity Avenue roadway crossing. (202±0)	\$539,000	\$539,000 \$539,070	22070
Pathway, Stoddard Pathway, Iowa Avenue to Amity Avenue - extend Stoddard Pathway from Iowa Avenue to Amity Avenue in the City of Nampa (Phase 1). (2020)	\$533,000	\$533,000 \$532,780	22050

Project and Brief Description ⁱⁱ	Estimated Cost ⁱⁱⁱ	Updated Estimated Cost	Key Number ^{iv}
Pedestrian and Bicycle Improvements, Blaine Avenue and Iowa Avenue, Nampa – improve access to bus stops along the 12 th Avenue South public transportation corridor by including crossing improvements and a combination of bicycle boulevard, bicycle lanes, and shared use lane markings. (2019)	\$579,000	\$579,000	19855
Pedestrian Improvements, Historic North Nampa Pathway, Nampa – add a bike boulevard and shared lane facilities in north Nampa and a bike and pedestrian rectangular rapid flashing beacon at the Sugar Street crossing on the Indian Creek Pathway. (2018 2019)	\$590,000	\$590,000	19959
Pedestrian Improvements, Main Street, Avenue A to Avenue C, Kuna – improve Main Street with crosswalks, bulb-outs at the intersections, landscaping, decorative and functional lighting, benches, and bike racks. (2020)	\$2,404,000	\$2,595,000 <u>\$2,130,490</u>	20143
Pedestrian Improvements, US 20/26 (Chinden Boulevard) at 43rd Street – install a pedestrian hybrid beacon controlled crossing in Garden City. (2023)	\$212,000	\$212,000 <u>\$218,000</u>	20549
SH-16, I-84 to US 20/26 – Preliminary engineering only. Update traffic projections, validate right-of-way needs, account for recent development, develop phasing plan for construction, update cost estimates, and purchase right-of-way. (2019-2021) (Construction is unfunded.)	\$96,240,000	\$98,640,000	20788
SH-21, Technology Way to Surprise Way – widen roadway and stripe to existing two lanes, add shoulders and a striped median to separate traffic lanes. (2022)	\$5,650,000	\$5,650,000 <u>\$4,150,000</u>	20428
SH-44 (State Street), Star Road to SH-16 – widen SH-44 from two to four travel lanes in Ada County. (2023). Moved to long-term funded.	\$7,700,000	\$7,700,000	-20574
SH-44 (State Street), SH-16 (Emmett Highway) to Linder Road – widen from two to four travel lanes. (2023)	\$9,663,000	\$9,663,000 <u>\$8,962,900</u>	20266
SH-45 (12th Avenue South), Sheridan Avenue to 1st Street South - a study to complete a National Environmental Policy Act (NEPA) alternatives analysis to realign State Highway 45 through the City of Nampa from, with connections to I-84 on Northside Boulevard. (2020-2021) (Construction is unfunded.)	\$405,000	-	23071
SH-55 (Eagle Road), Franklin Road to River Valley Street, Meridian – add one lane southbound from Franklin Road to River Valley Street in Meridian. (2022 2021)	\$5,000,000	\$5,176,000 <u>\$5,475,970</u>	13349
SH-55, Pear Lane to Middleton Road, Canyon County – evaluate environmental impacts of widening SH-55 (Karcher Road) from two lanes to five lanes from Pear Lane to Middleton Road. (2019)	\$2,337,000	\$2,337,000 <u>\$2,752,100</u>	21906
SH-55, Snake River Bridge – replace the SH-55 bridge over the Snake River near Marsing. (2020)	\$13,651,000	\$17,715,000 <u>\$18,039,245</u>	13387
South Cemetery Road, SH-44 to Middleton Road, Middleton – construct a new road linking SH-44 and Middleton Road by way of Sawtooth Lake Drive. (2021)	\$3,274,000	\$3,326,000 <u>\$4,683,000</u>	12048
Ten Mile Road, Victory Road to Overland Road – widen from two to three lanes. (2022-2023) Moved from long-term funded projects.	\$3,710,000	\$3,180,000	RC 0299
Ten Mile Road, Ustick Road to McMillan Road – widen from two to five lanes with curb, gutter, sidewalk, bike lanes and two bridge structures. (2020-2021)	\$3,986,000	\$3,986,000 <u>\$3,828,000</u>	RD202-32
Ten Mile Road, McMillan Road to US 20/26 (Chinden Boulevard) – widen from two to five lanes with curb, gutter, sidewalk, and bike lanes. (2022 2021)	\$3,427,000	\$3,427,000 <u>\$2,809,000</u>	RD202-31

Project and Brief Descriptionⁱⁱ	Estimated Costⁱⁱⁱ	Updated Estimated Cost	Key Number^{iv}
US 20/26 (Chinden Boulevard), I-84 to Aviation Way and Smeed Parkway to Middleton Road – widen from two to six travel lanes. The section between Aviation Way and Smeed Parkway is already six travel lanes. (2021 and 2022)	\$34,300,000	\$34,525,000 \$34,625,000	22165
US 20/26 (Chinden Boulevard), Star Road to SH 16 – widen from two to four travel lanes. (2023) Moved from long-term funded.		\$5,650,000 \$10,158,000	20367
US 20/26 (Chinden Boulevard), SH-16 to Tree Farm Way – widen from two to four travel lanes and two-way center turn lane. (2021)	\$6,510,000	Combined with key#21858	21864
US 20/26 (Chinden Boulevard), SH-16 to Linder Road – widen from two to four travel lanes and two-way turn lane. (2019- 2021)	\$7,770,000	\$23,905,000 \$24,744,680	21858
US 20/26 (Chinden Boulevard), Linder Road to Locust Grove Road – widen from two to five lanes in Meridian and Eagle. (2020-2021)	\$12,350,000	\$11,394,000 \$11,374,000	20594
US 20/26 (Chinden Boulevard), Locust Grove Road to SH-55 (Eagle Road) – widen from two to five lanes in Boise, Eagle, and Meridian. (2020)	\$13,372,000	\$18,637,000 \$18,223,220	19944
Ustick Road, Linder Road to Meridian Road – widen from two to five lanes with curb, gutter, sidewalks, and bike lanes. Project includes an enhanced pedestrian crossing at W. 3rd St. (2018)	\$2,595,000	\$2,595,000	RD202-35
Ustick Road, Meridian Road to Locust Grove Road – widen from two to five lanes with curb, gutter, sidewalks, and bike lanes. (2018)	\$2,927,000	\$2,927,000	RD202-37
<u>Total Budgeted Regional Capital Projects</u>	<u>\$745,165,000</u>	<u>\$775,246,100</u> <u>\$724,195,020</u>	

ⁱ This table shows all transportation projects using federal funds, as well as regional capital transportation projects regardless of funding source programmed (budgeted) for construction between FY2018 and FY2023 on Interstate 84, state highways, and principal arterials. This information is from the FY2018-2024 Idaho Transportation Investment Program, the draft FY2019-2023 Regional Transportation Improvement Program, Ada County Highway District's FY2018-2022 Integrated Five-Year Work Plan and 2016 Capital Improvements Plan, City of Nampa's Streets Capital Improvement Plan 2017-2027, Nampa Highway District's FY2018-2022 Five-Year Work Plan, and information provided by the City of Caldwell.

ⁱⁱ Capital projects on Interstate 84, state highways, principal arterials, and/or using federal funds.

ⁱⁱⁱ Costs are in current dollars and not adjusted for inflation. Costs do not include environmental clearances.

^{iv} The key number is the tracking number for each project.

**Long-Term Funded Regional Capital Transportation Projects FY2024 – 2040,
in alphabetical orderⁱ**

Project and Brief Description ⁱⁱ	Estimated Cost Present Value ⁱⁱⁱ Updated	Key Number ^{iv}	Year of Expenditure	Estimated Cost Year of Expenditure Updated
Airport - Overland Extension, McDermott Road to Black Cat Road - construct new two-lane road.	\$2,970,000	RD2016-5	2026-2030	\$4,039,200
Fairview Avenue, Meridian Road to Locust Grove Road – widen from five to seven lanes.	\$5,430,000	RD2016-40	2031-2035	\$8,470,800
Fairview Avenue, Locust Grove Road to SH-55 (Eagle Road) – widen from five to seven lanes. – <u>Moved to short-term funded.</u>	\$3,290,000	RD2016-41	2026-2030	\$4,474,400
Fairview Avenue, SH-55 (Eagle Road) to Cloverdale Road – widen from five to seven lanes.	\$2,030,000	RD2016-42	2026-2030	\$2,760,800
Fairview Avenue, Cloverdale Road to Five Mile Road - widen from five to seven lanes.	\$5,470,000	RD2016-43	2031-2035	\$8,533,200
Fairview Avenue, Cole Road to Curtis Road – widen from five to seven lanes.	\$6,380,000	RD2016-46	2031-2035	\$9,952,800
Franklin Road - McDermott Road to Black Cat Road – widen roadway from two lanes to five lanes with curb, gutter, sidewalks, and bike lanes.	\$6,900,000	NEW	2026-2030	<u>\$9,384,000</u>
Gowen Road - Orchard Street to Pleasant Valley Road – widen roadway from two lanes to five lanes.	\$5,210,000	NEW	2031-2035	<u>\$8,127,600</u>
Intersection - 11th Avenue North and Ustick Road – add roundabout.	\$1,700,000 <u>\$1,125,500</u>		2021 -2025	\$2,040,000 <u>\$1,350,600</u>
Intersection – Amity Road and Black Cat Road – add signal and widen approaches.	\$1,360,000 <u>\$2,000,000</u>	IN2016-1	2026-2030 <u>2036-2040</u>	\$1,849,600 <u>\$2,720,000</u>
Intersection - Amity Road and SH-69 (Meridian Road) - replace/modify signal and widen approaches. ACHD approaches only <u>portion of construction is \$2,850,000. ITD portion of construction is \$3,448,000.</u>	\$1,820,000 <u>\$6,298,000</u>	IN2016-8	2026-2030 <u>2031-2035</u>	\$2,475,200 <u>\$8,565,280</u>
Intersection - Beacon Light Road and Linder Road, Eagle - widen approaches and construct a multi-lane roundabout with two lanes for the eastbound and westbound legs, one lane for the northbound and southbound legs.	\$1,870,000	IN2016-12	2031-2035	\$2,917,200
Intersection - Beacon Light Road and SH-55, Eagle - add signal <u>roundabout</u> , widen approaches. Project cost excludes ITD's portion of cost. – ACHD approaches only. – Construct as single-lane roundabout.	\$1,010,000 <u>\$1,350,000</u>	IN2016-16	2031-2035	\$1,575,600 <u>\$2,106,000</u>
Intersection - Cherry Lane and Black Cat Road - add signal, widen approaches.	\$3,200,000	IN2016-17	2021-2025	\$3,840,000

Project and Brief Descriptionⁱⁱ	Estimated Cost Present Valueⁱⁱⁱ Updated	Key Number^{iv}	Year of Expenditure	Estimated Cost Year of Expenditure Updated
Intersection - Cherry Lane and Linder Road - replace/modify signal and widen to add designated northbound right turn lane.	\$3,290,000	IN2016-18	2021-2025	\$3,948,000
Intersection - Cherry Lane and Ten Mile Road - replace/modify signal and widen approaches.	\$5,840,000	IN2016-19	2026-2030	\$7,942,400
Intersection - US 20/26 (Chinden Boulevard) and Star Road - replace/modify signal and widen approaches. (ITD share \$2,702,700; ACHD share \$1,740,000)	\$4,447,700	NEW	2031-2035	<u>\$6,938,410</u>
Intersection - Columbia Road and Eagle Road - add a single-lane roundabout and widen approaches.	\$1,660,000	NEW	2036-2040	<u>\$2,921,600</u>
Intersection - Deer Flat Road and SH-69 (Meridian Road) - replace/modify signal and widen approaches. ACHD approaches only.	\$2,090,000	IN2016-23	2031-2035	\$3,260,400
Intersection - Deer Flat Road and Eagle Road - add single-lane roundabout and widen approaches.	\$1,020,000	NEW	2036-2040	<u>\$1,795,200</u>
Intersection - Fairview Avenue and Cloverdale Road - replace/modify signal and widen approaches. No change to south leg approach.	\$7,060,000	IN2016-25	2021-2025	\$8,472,000
Intersection - Fairview Avenue and Curtis Road - replace/modify signal and widen approaches. Add third eastbound thru lane to connector. No change to north leg and south leg approaches.	\$5,360,000	IN2016-27	2026 ^v -2030	\$7,289,600
Intersection - Floating Feather Road and Linder Road - widen approaches and add a multi-lane roundabout with two lanes northbound and southbound legs, one lane westbound and eastbound legs.	\$1,740,000	IN2016-30	2026-2030	\$2,366,400
Intersection - Franklin Road and Linder Road - replace and modify signal, widen approaches.	\$6,310,000	IN2016-37	2021-2025	\$7,572,000
Intersection - Franklin Road and McDermott Road - widen approaches and add a single-lane roundabout. ACHD project cost: \$1,610,000. Nampa Highway District portion of construction costs: \$55,000.00.	\$1,665,000	IN2016-38	2031-2035	\$2,597,400
Intersection - Goddard Road at Mountain View Drive and Glenwood Street - replace/modify signal and widen approaches.	\$3,400,000	IN2016-39	2021-2025	\$4,080,000

Project and Brief Description ⁱⁱ	Estimated Cost Present Value ⁱⁱⁱ Updated	Key Number ^{iv}	Year of Expenditure	Estimated Cost Year of Expenditure Updated
Intersection – Karcher Road and Franklin Boulevard, Nampa – install a roundabout at the intersection of Franklin Boulevard and Karcher Road. The improvements will improve freight access to I-84 and the City of Nampa. This is not part of the I-84 widening.	\$1,400,000		2021-2025	\$1,680,000
Intersection – King Road and Eagle Road – add single-lane roundabout and widen approaches.	\$1,250,000	NEW	2036-2040	<u>\$2,200,000</u>
Intersection - Lake Hazel Road and McDermott Road - widen approaches and construct a single-lane roundabout. ACHD portion of project cost: \$770,000. Nampa Highway District portion of project cost: \$198,000.	\$968,000	IN2016-57	2026-2030	\$1,316,480
Intersection - Lake Hazel Road and Black Cat Road - widen approaches and add a single-lane roundabout.	\$1,450,000	IN2016-48	2026-2030	\$1,972,000
Intersection - Lake Hazel Road and Ten Mile Road - add signal, widen approaches.	\$2,710,000	IN2016-61	2026-2030	\$3,685,600
Intersection - Lake Hazel Road and Linder Road - add a single-lane roundabout.	\$960,000	IN2016-54	2026-2030	\$1,305,600
Intersection – Lake Hazel Road and Meridian Road (SH-69) – replace/modify signal and widen approaches.	\$6,980,000	NEW	2036-2040	<u>\$12,126,400</u>
Intersection - Lake Hazel Road and Locust Grove Road - add a single-lane roundabout with a westbound right turn bypass lane.	\$1,070,000	IN2016-55	2026-2030	\$1,455,200
<u>Intersection - Lake Hazel Road and Cloverdale Road</u> - <u>widen intersection to five lanes on Lake Hazel Road and five lanes on Cloverdale Road. Moved from short-term funded projects.</u>	<u>\$4,757,000</u>	<u>IN205-34</u>	<u>2024</u>	<u>\$5,708,400</u>
<u>Intersection - Lake Hazel Road and Five Mile Road</u> - <u>reconstruct intersection to be a dual lane roundabout with westbound and southbound right turn bypass lanes. Moved from short-term funded projects.</u>	<u>\$3,163,000</u>	<u>IN205-59</u>	<u>2025</u>	<u>\$3,922,120</u>
Intersection - Lake Hazel Road and Orchard Street Extension – new intersection. Add a dual-lane roundabout with a westbound right turn bypass lane.	\$2,250,000	IN2016-58	2031-2035	\$3,510,000
Intersection - Lake Hazel Road and Pleasant Valley Road – new intersection. Add a dual-lane roundabout with a southbound right turn bypass lane. Roadway segment is listed below.	\$2,090,000	IN2016-59	2031-2035	\$3,260,400

Project and Brief Description ⁱⁱ	Estimated Cost Present Value ⁱⁱⁱ Updated	Key Number ^{iv}	Year of Expenditure	Estimated Cost Year of Expenditure Updated
Intersection - Lake Hazel Road and Eisenman Road - new intersection to be constructed as a dual-lane roundabout.	\$2,390,000	IN2016-52	2026-2030	\$3,250,400
Intersection - Middleton Road and Ustick Road, Caldwell - build roundabout at the intersection. Moved from short-term funded.	<u>\$2,982,000</u>	<u>13487</u>	<u>2025</u>	<u>\$4,055,520</u>
Intersection - Overland Road and Linder Road - add signal and widen approaches.	\$4,440,000	IN2016-67	2031-2035	\$6,926,400
Intersection - Overland Road and Locust Grove Road - replace/modify signal and widen approaches.	\$5,130,000	IN2016-68	2026-2030	\$6,976,800
Intersection - Overland Road and Eagle Road - replace/modify signal and widen approaches. No change to north leg approach.	\$8,160,000	IN2016-70	2026-2031	\$11,097,600
Intersection - Overland Road and Cloverdale Road - widen intersection to seven lanes on Cloverdale Road and eight lanes on Overland Road. Project includes bridges #1217, #2103, and #2122 and #2102.	\$9,410,000	IN217-04	PD	\$11,668,400
Intersection - Overland Road and Five Mile Road replace/modify signal and widen approaches.	\$6,980,000	NEW	2026-2030	<u>\$9,492,800</u>
Intersection - Overland Road and Maple Grove Road - replace/modify signal and widen approaches.	\$7,070,000	IN2016-69	2026-2030	\$9,615,200
Intersection - Overland Road Extension/ Airport Road and Black Cat Road - new intersection, widen to construct a single-lane roundabout.	\$980,000 <u>\$3,000,000</u>	IN2016-71	2026-2030 <u>2036-2040</u>	\$1,332,800 <u>\$5,280,000</u>
Intersection - Pleasant Valley Road and Orchard Extension - construct a new dual-lane roundabout intersection.	\$6,660,000	IN2016-65	2031-2035	\$10,389,600
Intersection - SH-44 (State Street) and Star Road - replace/modify signal and reconstruct/widen approaches. ACHD portion of project cost: \$1,870,000; ITD portion of project cost: \$677,000.	\$2,547,000	IN2016-72	2031-2035	\$3,973,320
Intersection - SH-44 (State Street) and Palmer Lane - install a traffic signal.	\$850,000	22718	2027	<u>\$1,122,000</u>
Intersection - SH-55 (Karcher Road) and Florida Avenue, Caldwell - install a "thru-U" intersection. (PD)	\$1,370,000	20174	2026-2030	\$1,698,800 <u>\$1,863,200</u>

Project and Brief Descriptionⁱⁱ	Estimated Cost Present Valueⁱⁱⁱ Updated	Key Number^{iv}	Year of Expenditure	Estimated Cost Year of Expenditure Updated
Intersection - State Street and Glenwood Street - widen and modify intersection in order to improve traffic and transit operations in accordance with the State Street TTOP.	\$5,706,000	IN207-03	PD	\$7,075,440
Intersection - US 20/26 (Chinden Boulevard) and 36th Street/Orchard Street - replace/modify signal and reconstruct/widen approaches. ACHD project cost: \$1,130,000. ITD portion of project cost: \$0.	\$1,130,000	IN2016-78	2031-2035	\$1,762,800
Intersection - Ustick Road and Black Cat Road - reconstruct/widen approaches and add a dual-lane roundabout.	\$2,050,000	IN2016-83	2021-2025	\$2,460,000
Intersection - Ustick Road and Locust Grove Road - replace/modify signal and reconstruct/widen approaches.	\$6,670,000	IN2016-84	2021-2025	\$8,004,000
Intersection - Ustick Road and McDermott Road - add signal and reconstruct/widen approaches. ACHD portion of project cost: \$1,150,000; Nampa Highway District portion of project cost: \$285,000.00.	\$1,435,000	IN2016-84	2031-2035	\$2,238,600
Intersection - Ustick Road and Star Road - reconstruct/widen approaches and add a single-lane roundabout with northbound right turn bypass lane. ACHD portion of project cost: \$940,000; Nampa Highway District portion of project cost: \$198,000.00.	\$1,138,000	IN2016-86	2031-2035	\$1,775,280
Intersection - Victory Road and Eagle Road - replace/modify signal and widen approaches.	\$4,050,000	NEW	2026-2030	<u>\$5,508,000</u>
Lake Hazel Road, SH 69 Meridian Road to Locust Grove Road - widen from two to three <u>five</u> lanes.	\$3,990,000	RD2016-64	2026-2030	\$5,426,400
Lake Hazel Road, Locust Grove Road to Eagle Road - widen from two to three lanes.	\$4,400,000	RD2016-65	2026-2030	\$5,984,000
Lake Hazel Road, Eagle Road to Cloverdale Road - widen from two to five lanes with curb, gutter, sidewalk and bike lanes.	\$8,551,000	RD209-18	PD 2024	\$10,261,200
Lake Hazel Road, Cloverdale Road to Five Mile Road - widen from two to five lanes with curb, gutter, sidewalks and bike lanes.	\$7,269,000	RD207-29	PD - beyond 2023	\$9,013,560
Lake Hazel Road, Five Mile Road to Maple Grove Road - widen from two to five lanes with curb, gutter, sidewalks and bike lanes. Project includes bridge #1227.	\$4,649,000	RD207-30	PD	\$5,764,760
Lake Hazel Road, Maple Grove Road to Cole Road - widen from two to five lanes with curb, gutter, sidewalk and bike lanes.	\$4,057,000	RD216-05	PD	\$5,030,680

Project and Brief Description ⁱⁱ	Estimated Cost Present Value ⁱⁱⁱ Updated	Key Number ^{iv}	Year of Expenditure	Estimated Cost Year of Expenditure Updated
Lake Hazel Road, Orchard Ext-1 to Pleasant Valley Road – construct new five-lane roadway.	\$8,250,000	RD2016-71	2031-2035	\$12,870,000
Lake Hazel Road, Railroad Crossing to Eisenman Road – construct new five-lane road.	\$8,450,000	NEW	2036-2040	<u>\$14,872,000</u>
Linder Road, Overland Road to Franklin Road - widen from two to five lanes. Project costs <u>do not</u> include any work associated with the ITD overpass.	\$4,880,000	RD2016-75	2031-2035	\$7,612,800
Linder Road, US 20/26 (Chinden Boulevard) to SH-44 (State Street) - widen from two to seven lanes with curb, gutter, sidewalk, and bike lanes. Project includes bridges #2033, #2035, and #2036.	\$18,440,000	RD207-19	UF ^{vi} PD	\$22,865,600
<u>Linder Road, State Street (SH-44) to Floating Feather Road - widen from two to five lanes, with curb, gutter, sidewalk, and bike lanes. Project includes construction of a multi-lane roundabout at Linder Road and Floating Feather Road, bridges #1021 and #1022, and an enhanced pedestrian crossing (pedestrian hybrid beacon) at Linder Road and Saguaro Drive. (2022). Moved from short-term funded.</u>	<u>\$7,705,000</u>	<u>RD209-28</u>	<u>2024</u>	<u>\$9,246,000</u>
Meridian Road Extension, King Road to Kuna Road – construct new three-lane road with railroad overpass.	\$6,050,000	NEW	2036-2040	<u>\$10,634,400</u>
<u>Orchard Street, Gowen Road to Victory Road – realign/widen Orchard Street to five lanes with curb, gutter, sidewalk, and bike lanes. (2024-2025) Moved from short-term funded.</u>	<u>\$19,390,000</u>	<u>RD207-01</u>	<u>2024-2025</u>	<u>\$23,268,000</u>
Overland Road, Black Cat Road to Ten Mile Road – construct a new three-lane roadway.	\$3,960,000	RD2016-106	2031-2035	\$6,177,600
Pathway, Five Mile Creek, Treatment Plant to Black Cat Road – construct approximately one-mile segment of pathway in Meridian. (2022) Moved from short-term funded; to be built by developer(s)	\$0	19828	PD –beyond 2022 (2026-2030)	\$0
Pedestrian Improvements, SH-55 Eagle Road, Franklin Road to Pine Avenue – construct or widen existing pathway on east side of SH-55 in Meridian.	\$711,000	20542	PD – beyond 2022	\$881,640
Pedestrian Improvements and Widening, Montana Avenue – construct sidewalk from Syringa Middle School to Spruce Street on the west side of Montana Avenue in Caldwell, a pedestrian crossing and rectangular rapid flashing beacon crossing.	\$647,000	22018	PD –beyond 2023	\$802,280

Project and Brief Description ⁱⁱ	Estimated Cost Present Value ⁱⁱⁱ Updated	Key Number ^{iv}	Year of Expenditure	Estimated Cost Year of Expenditure Updated
Pleasant Valley Extension, Orchard Extension to Pleasant Valley Road – construct a new five-lane roadway.	\$10,110,000	RD2016-114	2031-2035	\$15,771,600
SH-44 (State Street), I-84 ramps to Canyon Lane , widen from two to four travel lanes.	\$15,300,000	TBD	2031-2035	\$23,868,000
<u>SH-44 (State Street), Star Road to SH-16</u> – widen SH-44 from two to four travel lanes in Ada County. (2024). Moved from short-term funded.	<u>\$13,025,000</u>	<u>20574</u>	<u>2024</u>	<u>\$15,630,000</u>
SH-55, Indiana Avenue to Middleton Road , widen from two to four travel lanes.	\$18,000,000	TBD	2026-2030	\$24,480,000
State Street, Glenwood Street to Pierce Park Lane - widen from five to seven lanes with high occupancy vehicle/transit lanes, curb, gutter, sidewalk, and bike lanes consistent with the State Street TTOP.	\$3,221,000	RD208-04	UF – beyond 2022	\$4,380,560
State Street, Pierce Park Lane to Collister Drive - widen from five to seven lanes with high occupancy vehicle/transit lanes, curb, gutter, sidewalk, and bike lanes consistent with the State Street TTOP.	\$7,682,000	RD208-05	UF – beyond 2022	\$10,447,520
State Street, Collister Drive to 36th Street - widen from five to seven lanes with high occupancy vehicle/transit lanes, curb, gutter, sidewalk, and bike lanes in accordance with the State Street TTOP.	\$4,313,000	RD208-06	UF – beyond 2022	\$5,865,680
State Street, 36th Street to 27th Street - widen from five to seven lanes with high occupancy vehicle/transit lanes, curb, gutter, sidewalk, and bike lanes in accordance with the State Street TTOP.	\$5,574,000	RD208-07	UF – beyond 2022	\$7,580,640
Ten Mile Road, Lake Hazel Road to Amity Road – widen roadway from two lanes to three lanes with curb, gutter, sidewalks and bike lanes.	\$5,400,000	NEW	2036-2040	<u>\$9,504,000</u>
Ten Mile Road, Amity Road to Victory Road – widen roadway from two lanes to three lanes with curb, gutter, sidewalks and bike lanes.	\$6,590,000	NEW	2031-2035	<u>\$10,280,400</u>
Ten Mile Road, Victory Road to Overland Road – widen from two to three lanes. – Moved to short-term funded projects.	\$3,710,000	RD2016-122	2026-2030	\$5,045,600
US 20/26 (Chinden Boulevard), Middleton Road to Star Road , widen from two to four travel lanes (three segments).	\$105,800,000	TBD	2031-2035	\$165,048,000
US 20/26 (Chinden Boulevard), Linder Road to Eagle Road , widen from four to six lanes, continuous flow intersection (CFI) at Eagle Road, Locust Grove Road, Meridian Road, and Linder Road. Timing of CFIs will be determined by ITD.	\$47,100,000	TBD	2036-2040	\$82,896,000

Project and Brief Descriptionⁱⁱ	Estimated Cost Present Valueⁱⁱⁱ Updated	Key Number^{iv}	Year of Expenditure	Estimated Cost Year of Expenditure Updated
Ustick Road, Star Road to McDermott Road – widen roadway from two lanes to five lanes with curb, gutter, sidewalks, and bike lanes.	\$5,600,000	NEW	2026-2030	<u>\$7,616,000</u>
Ustick Road, McDermott Road to Black Cat Road – widen roadway from two lanes to five lanes with curb, gutter, sidewalks, and bike lanes.	\$5,580,000	NEW	2026-2030	<u>\$7,588,800</u>
Ustick Road, Black Cat Road to Ten Mile Road – widen roadway from two lanes to five lanes with curb, gutter, sidewalks, and bike lanes.	\$4,340,000	NEW	2026-2030	<u>\$5,902,400</u>
Ustick Road, Ten Mile Road to Linder Road - widen from two to three lanes.	\$3,250,000	RD2016-125	2026-2030	\$4,420,000
<u>Total Funded Regional Capital Projects</u>	<u>\$527,690,700</u> <u>\$578,616,200</u>			<u>\$776,661,440</u> <u>\$840,618,970</u>

ⁱ The table above shows all capital transportation projects using federal funds, as well as regional capital transportation projects regardless of funding source, that are planned and funded for construction between FY2024 and 2040 on Interstate 84, state highways, principal arterials. This information is from the FY2020-2026 Regional Transportation Improvement Program, Ada County Highway District's FY2020-2024 Integrated Five-Year Work Plan and 2016 Capital Improvement Plan, City of Nampa's Streets Capital Improvement Plan 2017-2027, the FY2020-2026 Idaho Transportation Investment Program and information provided by the Idaho Transportation Department.

ⁱⁱ Capital projects on Interstate 84, state highways, principal arterials, and/or using federal funds.

ⁱⁱⁱ Costs are in current dollars and not adjusted for inflation. Costs do not include environmental clearances.

^{iv} The key number is the tracking number for each project.

^v TTOP = State Street Transit and Traffic Operational Plan, <http://www.compassidaho.org/prodserv/specialprojects-statestreet.htm>

^{vi} UF=Unfunded, listed in the program and could advance into a funded year if funds become available, but currently no construction funds are allocated to the project.

Communities in Motion 2040 2.0 Unfunded Corridors and Projects
- Local System -
Updated December 2020

CIM 2040 2.0 Priority	Regional Local System Project	Estimated Cost in 2018 Dollars (does not include inflation)
1	Franklin Road (Star Road to McDermott Road) <ul style="list-style-type: none"> Widen from two to five lanes, including curb, gutter, sidewalks, and bike lanes. 	\$25,456,000 <u>\$6,000,000</u>
2	Amity Road (Southside Boulevard to SH-69 (Meridian Road)) <ul style="list-style-type: none"> Widen from two to five lanes west of McDermott Road, widen from two to three lanes east of McDermott Road, including curb, gutter, sidewalks, and bike lanes. 	\$84,447,000
3	Franklin Boulevard (Birch Lane to US 20/26) <ul style="list-style-type: none"> Widen from two to five lanes, including curb, gutter, sidewalks, and bike lanes. 	\$66,464,000
4	Northside Boulevard (Karcher Road to US 20/26) <ul style="list-style-type: none"> Widen from two to five lanes, including curb, gutter, sidewalks, and bike lanes. 	\$65,028,000
5	Happy Valley Road (Greenhurst Road to Stamm Lane) <ul style="list-style-type: none"> Widen from two to five lanes, including curb, gutter, sidewalks, and bike lanes. 	\$53,167,000
6	Middleton Road (Greenhurst Road in the City of Nampa to SH-44 in the City of Middleton) <ul style="list-style-type: none"> Widen to five lanes with curb, gutter, sidewalks, and bike lanes, and reconstruct I-84 overpass and river crossing. 	\$210,339,000
7	Ustick Road (Montana Avenue to Lake Avenue, Interstate 84 to Star Road) <ul style="list-style-type: none"> Widen to five lanes with curb, gutter, sidewalks, and bike lanes. 	\$176,030,000
8	Midland Boulevard (Cherry Lane to US 20/26) <ul style="list-style-type: none"> Widen from two to five lanes, including curb, gutter, sidewalks, and bike lanes. 	\$49,795,000
9	Cherry Lane/Fairview Avenue (Middleton Road to Black Cat Road) <ul style="list-style-type: none"> Widen to five lanes with curb, gutter, sidewalks, and bike lanes. 	\$127,662,000
10	Lake Hazel Road/Greenhurst Road (Middleton Road to Black Cat Road) <ul style="list-style-type: none"> Widen Greenhurst Road from two to five lanes from Middleton Road to 12th Avenue. Widen Greenhurst Road from two to three lanes from Southside Boulevard to Happy Valley Road. Construct a new three-lane road from Happy Valley Road to McDermott Road, including a railroad overpass. Widen Lake Hazel Road from two to three lanes from McDermott Road to Black Cat Road. 	\$77,704,000
11	State Highway 45 reroute (City of Nampa - 7 th Street South to Interstate 84) - City of Nampa is the sponsor of this project <ul style="list-style-type: none"> Realign a portion of State Highway 45 north of the 12th Avenue South and 7th Street South intersection, expanding capacity on 7th Street South and Yale Avenue to a five-lane facility, limiting residential and some local street accesses, and connecting to Northside Boulevard. **Subject to change** as the scope of the project depends on the funding and findings of a traffic study and environmental evaluation. A study to complete a National Environmental Policy Act (NEPA) alternatives analysis is funded (\$405,000) for 2020-2021. 	\$20,000,000

CIM 2040 2.0 Priority	Regional Local System Project	Estimated Cost in 2018 Dollars (does not include inflation)
12	North/South Kuna Corridor (railroad crossing in the City of Kuna) <ul style="list-style-type: none"> Funded, Amendment #2, October 19, 2020 	
13	Star/Robinson Road (Greenhurst Road to Ustick Road) <ul style="list-style-type: none"> Widen from two to five lanes, including the I-84 overpass, and including curb, gutter, sidewalks, and bike lanes. 	\$96,781,000
14	Idaho Center Boulevard (Achievement Drive to Cherry Lane) <ul style="list-style-type: none"> Widen from two to five lanes, including curb, gutter, sidewalks, and bike lanes. 	\$7,952,000
15	Caldwell-Nampa Boulevard Integrated Corridor Mobility Project <ul style="list-style-type: none"> Implement strategies to optimize the safe, efficient, and reliable use of this corridor for all modes. 	TBD
16	Kuna-Mora Road to Bowmont Road connection <ul style="list-style-type: none"> Rebuild existing road and construct extensions on approximately seven miles of this two-lane roadway, including curb, gutter, sidewalks, and bike lanes. This project also includes two canal bridges and one railroad overpass. 	\$52,049,000
17	Three Cities River Crossing (preserve land for a future project: bridge over the Boise River east of the City of Eagle) <ul style="list-style-type: none"> Preserve land for new four-lane river crossing. 	TBD
	TOTAL AVAILABLE ESTIMATED COST	\$1,112,874,000 \$1,093,418,000 (does not include above TBDs)
	ACHD unfunded projects (Added for information only, not prioritized; expected to be funded with local funds)	
	Emerald Street (Five Mile Road to Maple Grove Road) <ul style="list-style-type: none"> Widen from three lanes to five lanes, including curb, gutter, sidewalks, and bike lanes. 	\$4,160,000
	Emerald Street (Maple Grove Road to Cole Road) <ul style="list-style-type: none"> Widen from three lanes to five lanes, including curb, gutter, sidewalks, and bike lanes. 	\$4,330,000
	Five Mile Road (Amity Road to Victory Road) <ul style="list-style-type: none"> Widen from two lanes to five lanes, including curb, gutter, sidewalks, and bike lanes. 	\$3,730,000
	Five Mile Road (Ustick Road to McMillan Road) <ul style="list-style-type: none"> Widen from three lanes to five lanes, including curb, gutter, sidewalks, and bike lanes. 	\$6,080,000
	Maple Grove Road (Lake Hazel Road to Amity Road) <ul style="list-style-type: none"> Widen from two lanes to three lanes, including curb, gutter, sidewalks, and bike lanes. 	\$2,800,000
	Maple Grove Road (Fairview Avenue to Ustick Road) <ul style="list-style-type: none"> Widen from three lanes to five lanes, including curb, gutter, sidewalks, and bike lanes. 	\$3,420,000
	Maple Grove Road (Ustick Road to McMillan Road) <ul style="list-style-type: none"> Widen from three lanes to five lanes, including curb, gutter, sidewalks, and bike lanes. 	\$3,290,000
	McMillan Road (Meridian Road to Locust Grove Road) <ul style="list-style-type: none"> Widen from two lanes to three lanes, including curb, gutter, sidewalks, and bike lanes. 	\$2,540,000
	Overland Road (Five Mile Road to Maple Grove Road) <ul style="list-style-type: none"> Widen from five lanes to seven lanes, including curb, gutter, sidewalks, and bike lanes. 	\$3,650,000

CIM 2040 2.0 Priority	Regional Local System Project	Estimated Cost in 2018 Dollars (does not include inflation)
	Victory Road (Five Mile Road to Maple Grove Road) <ul style="list-style-type: none"> • Widen from three lanes to five lanes, including curb, gutter, sidewalks, and bike lanes. 	\$2,820,000
	Total unfunded project design and construction	\$36,820,000

RTAC AGENDA ITEM V-C

DATE: January 27, 2021

Topic: Member Agencies' FY2022 Unified Planning Work Program Requests

Background/Summary:

The Unified Planning Work Program (UPWP) is developed annually and provides detailed information on COMPASS projects and tasks and available financial resources. The activities programmed in the UPWP fulfill requirements and recommendations from the Federal Highway Administration and the Federal Transit Administration and respond to member agencies' needs as resources allow.

When COMPASS assistance is anticipated to require more than four workdays, member agencies must submit a request to have the project considered for inclusion in the UPWP. This typically occurs in February of each year for the following fiscal year's UPWP. For needs anticipated to require fewer than four workdays, a formal request for inclusion in the UPWP is not required.

COMPASS is now soliciting member agency requests for FY2022 (October 2021 – September 2022) for projects requiring more than four COMPASS workdays. Requests should be submitted using the attached form to Liisa Itkonen (litkonen@compassidaho.org) by **5:00 PM** on **February 19, 2021**.

Next Steps:

March- RTAC recommends member agencies' FY2022 UPWP requests in a priority order for consideration by the Finance Committee.

April- COMPASS, with requesting agencies, refine scope/workday estimates of member agencies' requests as needed; COMPASS develops the draft UPWP.

June- Finance Committee reviews the draft UPWP; COMPASS staff revises as needed.

July- Finance Committee recommends the draft UPWP to the COMPASS Board of Directors; Executive Committee reviews workgroup charters to mirror tasks and deliverables in the UPWP.

August- COMPASS Board of Directors approves the FY2022 UPWP and workgroup charters.

More Information:

- 1) Attachment: FY2022 Request Form for member agencies
- 2) For detailed information contact Liisa Itkonen at litkonen@compassidaho.org

Member Request Form for FY2022 UPWP Projects

(for Program Number 701, General Membership Services)

Please enter the appropriate information below.

Requestor's Name/Agency:

Phone Number: Email:

Title of Project:

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

Significance and Regional Value:

Expected Outcomes/Deliverables:

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

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

SUBMIT NO LATER THAN February 19, 2021
TO: Liisa Itkonen, COMPASS
 by email at litkonen@compassidaho.org

Next Steps: If needed, COMPASS staff will follow up with the requesting agency to further define the request and to determine resources needed. **RTAC will be asked to review and prioritize member requests at its March 17, 2021, meeting.**

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.	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
5.	Discuss Innovative Funding for Growth	No	ITD staff will review innovative funding programs	Information/ Discussion	20	Jake Melder or Jayme Coonce, ITD	February 24	N/A
6.	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

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
7.	Recommend amending the FY2021-2027 Regional Transportation Improvement Program	Yes	Toni Tisdale will seek RTAC recommendation for COMPASS Board's adoption of a resolution amending the FY2021-2027 TIP to add an ITD project for operational improvements on I-84.	Action	10	Toni Tisdale	February 24	Exec March, Board April
8.	Review Park and Ride Study	No	Rachel Haukkala will review the Park and Ride Study report.	Information/Discussion	15	Rachel Haukkala	February 24	?
9.	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
10.	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

ID #	Title/Description	Mandatory¹	Additional Information	Agenda Type²	Time	Presenters	Proposed Agenda	Board Agenda
11.	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
12.	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
13.	Review <i>Communities in Motion 2050</i> Vision	No	Carl Miller will review the <i>Communities in Motion 2050</i> Vision.	Information/ Discussion	20	Carl Miller	March	Apr
14.	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	April	June
15.	Review COMPASS Phase 2 Applications	No	(New Staff) will host an optional workshop to discuss all COMPASS Phase 2 applications, prior to ranking.	Information/ Discussion	60	(New Staff) and Teverin Fuller	May 12 (Optional)	N/A
16.	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	May 26	June

ID #	Title/Description	Mandatory¹	Additional Information	Agenda Type²	Time	Presenters	Proposed Agenda	Board Agenda
17.	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
18.	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
19.	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
20.	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
21.	<i>Recommend Rankings for COMPASS' Local Programs</i>	Yes	<i>(New Staff) seeks recommendation of rankings for CIM Implementation Grants and Project Development Program Projects.</i>	Action	15	(New Staff)	July	N/A

ID #	Title/Description	Mandatory¹	Additional Information	Agenda Type²	Time	Presenters	Proposed Agenda	Board Agenda
22.	Review Updates to FY2022 COMPASS Application Guide	Yes	Toni Tisdale will seek RTAC recommendation for COMPASS Board of Directors' approval of FY22 COMPASS Application Guide	Action	15	Toni Tisdale (or New Staff)	July	August
23.	Review CIM 2050 Performance Measures and Targets	No	Hunter Mulhall will review CIM 2050 performance measures and targets.	Information/ Discussion	20	Hunter Mulhall	August	Oct
24.	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
25.	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
26.	Recommend FY22 Resource Development Plan	Yes	New Staff will seek RTAC recommendation for COMPASS Board of Directors' approval of FY22 Resource Development Plan	Action	15	New Staff	August	Oct
27.	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

ID #	Title/Description	Mandatory¹	Additional Information	Agenda Type²	Time	Presenters	Proposed Agenda	Board Agenda
28.	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
29.	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
30.	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
31.	Review FY2021 CIMI/PDP Projects	No	New Staff will review FY2021 CIMI/PDP Projects	Information/ Discussion (Could be Memo Only)	15	New Staff	Sept	Oct
32.	Review draft Coordinated Public Transit-Human Services Transportation Plan	No	Rachel Haukkala will review the draft Coordinated Public Transit-Human Services Transportation Plan and incorporation of stakeholder feedback.	Information/ Discussion	20	Rachel Haukkala	Sep	Feb



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 - 1/7/2021] [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	PS&E (or equiv.)	100	CE CN	\$156,457.00 \$1,664,795.00	\$0.00 \$0.00	\$156,457.00 \$1,664,795.00
							\$1,821,252.00	\$0.00	\$1,821,252.00
20738	3	I 84, BROADWAY TO EISENMAN, BOISE	2021	Awarded (or equiv.)	100	PE CE CC CN	\$4,000.00 \$43,000.00 \$185,957.00 \$1,952,653.00	\$4,000.00 \$0.00 \$0.00 \$0.00	\$0.00 \$43,000.00 \$185,957.00 \$1,952,653.00
							\$2,185,610.00	\$4,000.00	\$2,181,610.00
22237	3	I 84, EAST BOISE POE, ADA CO	2021	Development	100	CC CN	\$100,000.00 \$385,500.00	\$0.00 \$0.00	\$100,000.00 \$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							\$4,493,362.00	\$5,000.00	\$4,488,362.00
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 CE CC CN	(\$58,000.00) \$37,210.00 \$100,000.00 \$999,705.00	(\$58,000.00) \$58,000.00 \$0.00 \$0.00	\$0.00 (\$20,790.00) \$100,000.00 \$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

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
State Hwy - Supporting Infrastructure Assets									
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
							\$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	\$60,500.00	\$0.00
						RW	\$1,000,000.00	\$0.00	\$1,000,000.00
							\$1,060,500.00	\$60,500.00	\$1,000,000.00
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

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
22165	3	US 20/26, CHINDEN; I 84 TO MIDDLETON RD, CANYON CO	2022	Development	112	LP	\$9,950,000.00 \$12,200,000.00	\$9,950,000.00 \$12,200,000.00	\$0.00 \$0.00
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	\$15,240,500.00	\$18,141,876.00
Hwy - Metropolitan Planning									
20050	3	LOCAL, FY21 COMPASS METRO PLANNING	2021	Development	91	PC	\$1,199,189.00 \$1,199,189.00	\$233,677.96 \$233,677.96	\$965,511.04 \$965,511.04
Hwy - Metropolitan Planning Total							\$1,199,189.00	\$233,677.96	\$965,511.04
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									
22102	3	STC-8223, FRANKLIN BLVD & KARCHER RD INT, NAMPA	2022	Development	139	PC	\$280,908.00 \$280,908.00	\$280,908.00 \$280,908.00	\$0.00 \$0.00
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							\$0.00	\$0.00	\$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
						PC	\$28,000.00	\$28,000.00	\$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 \$3,921,000.00	\$3,436,636.00 \$3,921,000.00	\$0.00 \$0.00
13484	3	STP-719, CENTENNIAL WAY ROUNDABOUT, CALDWELL	2023	Development	46	PE PC	\$3,000.00 \$3,000.00 \$6,000.00	\$3,000.00 \$3,000.00 \$6,000.00	\$0.00 \$0.00 \$0.00
13487	3	NHS-8213, MIDDLETON & USTICK ROUNDABOUT, CALDWELL	2025	Development	46	PL RW UT	\$20,000.00 \$560,000.00 \$11,000.00 \$591,000.00	\$0.00 \$0.00 \$0.00 \$0.00	\$20,000.00 \$560,000.00 \$11,000.00 \$591,000.00
13494	3	STC-7787, OLD HWY 30; W PLYMOUTH ST BR, CANYON CO	2023	Development	46	RW	\$171,000.00 \$171,000.00	\$0.00 \$0.00	\$171,000.00 \$171,000.00
13905	3	NHS-7773, N 10TH AVE ITS & OVERLAY, CALDWELL	2500	Development	46	PC	\$7,000.00 \$7,000.00	\$7,000.00 \$7,000.00	\$0.00 \$0.00
22016	3	STC-7973, MIDWAY RD; KARCHER TO CALDWELL BLVD, CANYON HD	2500	Development	46	PL	\$25,000.00 \$25,000.00	\$25,000.00 \$25,000.00	\$0.00 \$0.00
22017	3	NHS-8523, CHERRY LN; FRANKLIN BLVD TO 11TH AVE N, NAMPA	2500	Development	46	PL	\$30,000.00 \$30,000.00	\$30,000.00 \$30,000.00	\$0.00 \$0.00
22132	3	LOCAL, INT HOLLY ST & NW NAZARENE U RDWAY, NAMPA	2500	Development	46	PL	\$20,000.00 \$20,000.00	\$20,000.00 \$20,000.00	\$0.00 \$0.00
Local Hwy - Urban Total							\$4,771,000.00	\$4,009,000.00	\$762,000.00
Local Hwy - Transportation Management Area									
18701	3	LOCAL, FY21 CAPITAL MAINTENANCE, PH 1, ACHD	2021	Development	51	CE CC CN	\$430,000.00 \$215,000.00 \$4,303,000.00 \$4,948,000.00	\$0.00 \$0.00 \$0.00 \$0.00	\$430,000.00 \$215,000.00 \$4,303,000.00 \$4,948,000.00
18905	3	LOCAL, FY21 ROLLING STOCK, INFRASTRUCTURE, TECH, VRT	2021	Development	51	CN	\$2,496,000.00 \$2,496,000.00	\$0.00 \$0.00	\$2,496,000.00 \$2,496,000.00
19303	3	LOCAL, PLANNING, TRAVEL SURVEY DATA COLLECTION, COMPASS	2021	Development	51	PC	\$700,000.00 \$700,000.00	\$0.00 \$0.00	\$700,000.00 \$700,000.00
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 \$2,121,000.00	\$0.00 \$0.00 \$0.00 \$0.00	\$184,000.00 \$92,000.00 \$1,845,000.00 \$2,121,000.00
20159	3	LOCAL, FY21 CAPITAL MAINTENANCE, PHASE 3, BOISE AREA	2021	Development	51	CE CC	\$13,000.00 \$26,000.00	\$0.00 \$0.00	\$13,000.00 \$26,000.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
20159	3	LOCAL, FY21 CAPITAL MAINTENANCE, PHASE 3, BOISE AREA	2021	Development	51	CN	\$575,000.00	\$0.00	\$575,000.00
							\$614,000.00	\$0.00	\$614,000.00
Local Hwy - Transportation Management Area Total							\$10,879,000.00	\$0.00	\$10,879,000.00
Local Hwy - Transportation Alternatives; TMA									
20245	3	LOCAL, FY21 & FY22 ADA COUNTY SR2S, VRT	2021	Development	133	CN	\$344,000.00	\$88,000.00	\$256,000.00
							\$344,000.00	\$88,000.00	\$256,000.00
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
						CN	\$81,365.00	\$0.00	\$81,365.00
							\$82,365.00	\$0.00	\$82,365.00
Local Hwy - Transportation Alternatives; TMA Total							\$482,365.00	\$88,000.00	\$394,365.00
Local Hwy - Rural									
19951	3	STC-3856, OLD HWY 30; SAND HOLLOW RD TO SH-44, CANYON HD	2500	Development	45	RW	\$55,000.00	\$0.00	\$55,000.00
							\$55,000.00	\$0.00	\$55,000.00
Local Hwy - Rural Total							\$55,000.00	\$0.00	\$55,000.00
Local Hwy - Bridge									
13494	3	STC-7787, OLD HWY 30; W PLYMOUTH ST BR, CANYON CO	2023	Development	49	RW	\$149,000.00	\$0.00	\$149,000.00
							\$149,000.00	\$0.00	\$149,000.00
Local Hwy - Bridge Total							\$149,000.00	\$0.00	\$149,000.00
Off-System Hwy - Bridge									
22593	3	OFFSYS, S 4TH AVE, INDIAN CREEK BR, CALDWELL	2021	Development	50	PC	\$165,500.00	\$165,500.00	\$0.00
						CC	\$277,000.00	\$0.00	\$277,000.00
						CN	\$140,500.00	\$0.00	\$140,500.00
							\$583,000.00	\$165,500.00	\$417,500.00
Off-System Hwy - Bridge Total							\$583,000.00	\$165,500.00	\$417,500.00
Hwy Safety - Local									
20430	3	STC-7821, INT N MIDDLETON RD & CORNELL ST, MIDDLETON	2021	PS&E (or equiv.)	118	PL	\$7,000.00	\$7,000.00	\$0.00
						CE	\$2,308.00	\$2,308.00	\$0.00
						CC	\$65,865.00	\$65,865.00	\$0.00
						CL	\$18,853.00	\$18,853.00	\$0.00
						CN	\$403,974.00	\$403,974.00	\$0.00
							\$498,000.00	\$498,000.00	\$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
21999	3	STP-8463, GREENHURST RD; SUNNYBROOK TO CANYON ST, NAMPA	2021	Development	118	PC	(\$5,000.00)	(\$5,000.00)	\$0.00
						PL	\$5,000.00	\$5,000.00	\$0.00
						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
							\$1,019,000.00	\$0.00	\$1,019,000.00
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
Hwy Safety - Local Total							\$1,649,000.00	\$498,000.00	\$1,151,000.00
Hwy Safety - Railroad Crossings									
20537	3	OFFSYS, BENJAMIN LN BVRR RRX, BOISE	2022	Development	22	PE	\$20,000.00	\$20,000.00	\$0.00
							\$20,000.00	\$20,000.00	\$0.00
Hwy Safety - Railroad Crossings Total							\$20,000.00	\$20,000.00	\$0.00
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
						CC	\$283,698.00	\$0.00	\$283,698.00
						CN	\$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 - Federal Lands Access									
22600	3	STC-3787, WESTERN HERITAGE BYWAY (SWAN FALLS RD), ADA CO	2024	Development	59	PC	\$200,000.00	\$0.00	\$200,000.00
							\$200,000.00	\$0.00	\$200,000.00
22602	3	STC-3714, INDIANA AND ORCHARD SHARED ROADWAY, CANYON HD #4	2024	Development	59	PC	\$13,000.00	\$0.00	\$13,000.00
							\$13,000.00	\$0.00	\$13,000.00
Hwy - Federal Lands Access Total							\$213,000.00	\$0.00	\$213,000.00
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
						CC	\$240,000.00	\$0.00	\$240,000.00
						CN	\$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

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
19465	3	LOCAL, FY22 CAPITAL MAINTENANCE, PH 1, BOISE	2022	Development	79	PC	\$700.00 \$700.00	\$700.00 \$700.00	\$0.00 \$0.00
20006	3	LOCAL, FY22 CAPITAL MAINTENANCE, PH 3, ACHD	2022	Development	79	PE PC	(\$5,000.00) (\$75,000.00) (\$80,000.00)	(\$5,000.00) (\$75,000.00) (\$80,000.00)	\$0.00 \$0.00 \$0.00
21858	3	US 20, SH 16 TO LINDER RD, ADA COUNTY	2021	Development	131	LP	\$2,955,000.00 \$2,955,000.00	\$2,955,000.00 \$2,955,000.00	\$0.00 \$0.00
22593	3	OFFSYS, S 4TH AVE, INDIAN CREEK BR, CALDWELL	2021	Development	79	CN	\$12,500.00 \$12,500.00	\$0.00 \$0.00	\$12,500.00 \$12,500.00
22718	3	SH 44, PALMER LN INTERSECTION IMPROVEMENTS	2027	Development	131	PE	\$70,000.00 \$70,000.00	\$0.00 \$0.00	\$70,000.00 \$70,000.00
23071	3	SH 45, REALIGNMENT ALTERNATIVES ANALYSIS, NEPA, NAMPA	2021	Development	79	PE PC	\$5,000.00 \$400,000.00 \$405,000.00	\$0.00 \$0.00 \$0.00	\$5,000.00 \$400,000.00 \$405,000.00
Hwy - Local Partnerships Total							\$8,783,200.00	\$2,875,700.00	\$5,907,500.00
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	PS&E (or equiv.)	142	CE CC CN	\$500,000.00 \$2,000,000.00 \$14,300,000.00 \$16,800,000.00	\$500,000.00 \$1,000,000.00 \$9,020,690.00 \$10,520,690.00	\$0.00 \$1,000,000.00 \$5,279,310.00 \$6,279,310.00
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	\$11,520,690.00	\$129,776,310.00
Report Total							\$215,584,077.74	\$35,033,372.96	\$180,550,704.78