



REGIONAL TRANSPORTATION ADVISORY COMMITTEE
January 25, 2023 - 8:30 a.m.
COMPASS, First Floor Board Room
700 NE 2nd Street, Meridian, Idaho
ZOOM CONFERENCE CALL

Facebook Live Streaming - https://www.facebook.com/COMPASSIdaho
(Subject to availability and functionality of connection.)

Committee members can participate in the meeting in-person or via Zoom conference call. The First Floor Board Room is open for in-person attendance but has limited capacity.

Please specify whether you plan to attend in-person or virtually when RSVPing to Teri Gregory at tgregory@compassidaho.org or 208-475-2225.

Written comments may be submitted by email to info@compassidaho.org. Comments can also be left by voicemail. Please call 208-475-2225 to record comments. Commenters must provide their name for the record. Comments identified by name that are received by 5:00 pm on January 24, 2023, will be provided to the committee members and read into the record during the meeting.

** AGENDA **

- I. CALL TO ORDER/ROLL CALL (8:30)
II. OPEN DISCUSSION/ANNOUNCEMENTS
III. CONSENT AGENDA

Page 3 A.* Approve December 14, 2022, RTAC Meeting Minutes

IV. ACTION ITEMS

- 8:35 A. Elect 2023 Chair and Vice Chair Liisa Itkonen
Liisa Itkonen will facilitate the election of Chair and Vice Chair.
8:45 B.* Recommend the COMPASS Development Review Policy and Revised Development Review Checklist Austin Miller
Austin Miller will seek RTAC recommendation for COMPASS Board of Directors' approval of the Development Review Policy and Revised Development Review Checklist.
9:05 C.* Approve Balancing in the Transportation Management Area (TMA) Toni Tisdale
Toni Tisdale will seek approval of balancing actions in the TMA (Boise Urbanized Area)
Page 15

9:20
Page 26

**D.* Recommend Adoption of Resolution Amending the
FY2023-2029 Regional Transportation Improvement
Program (TIP)**

Toni Tisdale

Toni Tisdale will seek RTAC recommendation for COMPASS Board of Directors' adoption of a resolution amending the FY2023-2029 TIP at the request of ITD, ACHD and the City of Nampa.

9:30
Page 37

E.* Recommend Changes to Scoring Criteria

**Toni Tisdale/
Dane Hoskins**

Toni Tisdale and Dane Hoskins will review the scoring process to determine if additional criteria are needed to score projects for the Carbon Reduction Program. If needed, a subcommittee will be requested.

V. INFORMATION ITEMS

9:40
Page 41

**A.* Solicit Member Agencies' Requests for FY2024 Unified
Planning Work Program (UPWP)**

**Mary Ann
Waldinger**

Mary Ann Waldinger will solicit member agency requests for FY2024 UPWP for projects needing more than five COMPASS workdays.

9:50

**B. Status Report - Long-Range Planning Functional
Classification Map Update Process**

**Mary Ann
Waldinger**

Mary Ann Waldinger will provide an update, status and next steps regarding the update to the Long-Range Planning Functional Classification Map, Canyon County

VI. STATUS REPORTS (INFORMATION ONLY)

Page 43

A.* RTAC Agenda Worksheet

Page 52

B.* Obligation Report

VII. OTHER

**WORKSHOP – Review COMPASS Phase II Applications
February 8, 2023; 8:30 – 10:30 am
COMPASS 2nd Floor Large Conference Room**

Next Meeting: February 22, 2023

VIII. ADJOURNMENT (10:00)

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

Those needing assistance with COMPASS events or materials, or needing materials in alternate formats, please call 208-855-2558 with 48 hours advance notice. Si necesita asistencia con una junta de COMPASS, o necesita un documento en otro formato, por favor llame al 208-855-2558 con 48 horas de anticipación.

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**REGIONAL TRANSPORTATION ADVISORY COMMITTEE
December 14, 2022
COMPASS, First Floor Board Room
ZOOM CONFERENCE CALL**

**** DRAFT MINUTES ****

ATTENDEES:

Rodney Ashby, City of Nampa, via telephone
Clair Bowman, City of Nampa, via telephone
Miranda Carson, City of Meridian, via telephone
Lara Disney, Public Participation Workgroup, via telephone
Tom Ferch, Ada County Highway District, via telephone
Gabe Finkelstein, Boise State University, via telephone
Karen Gallagher, City of Boise, via telephone
Doug Hanson, City of Kuna, via telephone
Wayne Herbel, City of Caldwell, via telephone
Caleb Hood, City of Meridian, via telephone
Stephen Hunt, Valley Regional Transit, via telephone
Kristy Inselman, Ada County Highway District, via telephone
Liisa Itkonen, COMPASS, Ex. Officio, via telephone
Sabrina Minshall for Devin Krasowski, Canyon County Development Services, via telephone
Justin Lucas for Tom Laws, Ada County Highway District, via telephone
Dan Lister, Canyon County Development Services, via telephone
Brian McClure, City of Meridian, via telephone
Brent Moore, Ada County Development Services, **Chair**, via telephone
Shawn Nickel, City of Star, via telephone
Lenny Riccio, Canyon Highway District No. 4, via telephone
Darrell Romine, City of Melba, via telephone
Nichoel Baird Spencer, City of Eagle, via telephone
Mark Steuer, City of Nampa, via telephone
Michael Toole, Department of Environmental Quality, via telephone
Vince Trimboli, Idaho Transportation Department, via telephone
Jason VanGilder, City of Middleton, via telephone
Hanna Veal, City of Garden City, via telephone
Stacey Yarrington, Ada County Development Services, via telephone

MEMBERS ABSENT: Elizabeth Allen, Canyon County Development Services
Lee Belt, City of Greenleaf, **Vice Chair**
Samantha Kenney, Central District Health, Ex. Officio
Leon Letson, Ada County Development Services
Robb MacDonald, City of Caldwell
Jessica Szelag, City of Boise
Bill Vaughan, City of Eagle

OTHERS PRESENT: Crystal Craig, City of Nampa, via telephone
Tessa Greegor, City of Boise, via telephone
Teri Gregory, COMPASS, in person
Lila Klopfenstein, COMPASS, via telephone
Amy Luft, COMPASS, in person
Austin Miller, COMPASS, via telephone
Matt Stoll, COMPASS, in person
Toni Tisdale, COMPASS, via telephone

CALL TO ORDER

Chair Brent Moore called the meeting to order at 8:30 am.

OPEN DISCUSSION/ANNOUNCEMENTS

Karen Gallagher introduced Tessa Greegor, the new manager of Mobility and Public Spaces for the City of Boise.

CONSENT AGENDA

A. Approve the November 16, 2022, RTAC Meeting Minutes

Tom Ferch moved and Clair Bowman seconded approval of the Consent Agenda. Motion passed unanimously.

ACTION ITEMS

A. Approve Balancing in the Transportation Management Area (TMA)

Toni Tisdale presented balancing actions for the Surface Transportation Block Grant (STBG) program in the TMA (Boise Urbanized Area) to allocate funding released from projects entering closeout to address cost overruns in an Ada County Highway District maintenance project.

After discussion, **Karen Gallagher moved and Justin Lucas seconded to approve balancing in the STBG-TMA program as presented. Motion passed unanimously.**

INFORMATION ITEMS

A. Review the Draft COMPASS Development Review Policy and Draft Revised Development Review Checklist

Lila Klopfenstein presented the draft COMPASS Development Review policy and draft revised checklist for review and discussion.

B. Project Updates from Valley Regional Transit (VRT) and the City of Nampa

Stephen Hunt from VRT reviewed VRT's new Transportation Development Plan and Clair Bowman from the City of Nampa reviewed the City of Nampa's Planning and Environmental Linkages study for a reroute of State Highway 45.

C. Status of Idaho Transportation Board Policy on Local Funding

Toni Tisdale provided a status report on the Idaho Transportation Department's policy on distributing STBG funding to local agencies.

Next Meeting: January 25, 2023

ADJOURNMENT

Karen Gallagher moved and Clair Bowman seconded to adjourn. Motion passed unanimously.

Meeting adjourned at 9:51 am.

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RTAC AGENDA ITEM IV-B

Date: January 25, 2023

Topic: Draft Development Review Policy and Draft Revised Development Review Checklist

Request/Recommendation:

COMPASS staff seeks Regional Transportation Advisory Committee (RTAC) recommendation of COMPASS Board of Directors' approval of the draft COMPASS Development Review Policy and draft revised Development Review Checklist template.

Background/Summary:

The [Development Review Protocol](#) (updated in 2018) and the [Fiscal Impact Tool Policy](#) (adopted in 2021) provide inconsistent guidance concerning the COMPASS [development review process](#) (full URLs for each are below). COMPASS seeks to combine and align these two documents into one COMPASS Development Review Policy (Attachment 1) that would supersede the existing protocol/policy. As part of this update, staff have also revised the Development Review Checklist template (Attachment 2).

Throughout fall 2022, RTAC, the Demographic Advisory Workgroup, the Public Participation Workgroup, and individual member agencies provided input and reviewed changes to the Development Review Policy and checklist template. Notable changes to the draft Development Review Policy and revised Development Review Checklist template include:

- Draft Development Review Policy, as compared to existing protocol and policy
 - Increased protocol/policy triggers for review from 50 to 100 households and 50,000 to 100,000 square feet of commercial space
 - COMPASS will conduct reviews for all projects in cities under 10,000 people due to the outsized impact of projects in smaller cities
 - Removed language about a Fiscal Impact Tool web-based interface (previously in the Fiscal Impact Tool Use Policy)
 - Appointed RTAC to review changes to the policy (previously in the Fiscal Impact Tool Use Policy only)
- Changes to the Development Review Checklist
 - Simplified language and formatting throughout
 - Reduced text in the Complete Network Appendix
 - Added a link to the Development Review Checklist User Guide
 - The user guide will be updated to match the revised checklist template upon approval by the COMPASS Board of Directors
 - Added a comment box to provide explanation on the Fiscal Impact Tool outputs

Implication:

COMPASS' development review process assists member agencies in evaluating development proposals for consistency with the goals of *Communities in Motion* and can help local decision-makers manage the impacts of growth.

More Information:

- 1) Current COMPASS Development Review Protocol: <https://www.compassidaho.org/dashboard/pdfs/COMPASSDevelopmentReviewProtocol.pdf>
- 2) Current COMPASS Fiscal Impact Tool Use Policy <https://www.compassidaho.org/documents/people/policies/COMPASSFiscalImpactToolPolicyBoard.pdf>
- 3) Current Development Review User Guide: https://www.compassidaho.org/dashboard/pdfs/FY22-DevelopmentChecklist_UserGuide.pdf
- 4) Attachment 1: Draft COMPASS Development Review Policy
- 5) Attachment 2: Draft Revised Development Review Checklist Template
- 6) For detailed information contact: Austin Miller, Principal Planner, at amiller@compassidaho.org or Lila Klopfenstein, Associate Planner, at lklopfenstein@compassidaho.org

Policy Statement

Board Policy **XXX**

Adopted: **TBD**
By: **COMPASS Board of Directors**
Last Revised: **None**

DRAFT COMPASS Development Review Policy

1. Background

In 2014, COMPASS launched a Development Review Checklist to evaluate whether land developments are consistent with the goals of *Communities in Motion* (CIM), the regional long-range transportation plan for Ada and Canyon Counties. To better estimate expected revenues and costs to local governments as a result of new development, COMPASS began providing fiscal impact analyses of projects as part of the development review process in 2021. This policy outlines the triggers and process for COMPASS to conduct development reviews for COMPASS member agencies. The information provided as part of COMPASS' development review process is not intended to be prescriptive, but to provide input based on regional CIM goals.

2. Triggers for Development Review

COMPASS will run analyses for projects based on triggers described in Table 1.

Table 1: Development Review Triggers

Application Type	Triggers*	Reporting
Subdivision, conditional use permit, preliminary plat, annexation, and/or rezone	Receipt of a development application for 100 residential units or more	COMPASS Development Review Checklist, Fiscal Impact Analysis
	Receipt of a development application for 100,000 square feet or more of retail or office; or 250,000 square feet or more of industrial space; or any combination of residential units, retail, office, or industrial space that does not trigger a review but may impact the regional transportation system, as determined by COMPASS staff.	COMPASS Development Review Checklist, Fiscal Impact Analysis
Scenario planning, comprehensive plan update	Upon request (see Section 3.c for more detail)	Fiscal Impact Analysis as negotiated by COMPASS and recipient

Application Type	Triggers*	Reporting
Final plat applications, variances, height exceptions, landscape plans, etc., or applications that do not require land entitlement public hearings	None	None

* COMPASS will complete an additional checklist for a previously analyzed project if changes exceed Table 1 triggers or more than one year has passed since a checklist was last submitted. For cities under 10,000 residents, COMPASS will conduct a Development Review Checklist on all new applications received, regardless of size. A fiscal impact analysis will be conducted based on staff discretion.

3. Requests

- a) Developments not meeting the triggers established in Table 1 will be reviewed upon written request.
 - o A COMPASS Board member may request a development review for any location inside or outside of the jurisdiction of the requesting agency.
 - o A COMPASS member agency staff member may request a development review for proposals within the jurisdiction of the requesting agency.
- b) Development review requests from member agencies shall be accompanied by a transmittal letter via hard copy or email that includes the name, size, type, and location of the development, relevant information to assist in the review (such as a site plan and/or a copy of the development application), the requested response date, and the scheduled date of the public hearing.
- c) Fiscal impact analysis requests from member agencies shall be accompanied by a letter via hard copy or email that includes a project description; specific quantities and location of households and/or non-residential square footage; and the requested analysis date. Additional information may be requested by COMPASS staff as needed. The deliverable will then be negotiated between COMPASS staff and the requesting agency.
- d) COMPASS member agencies may opt out of receiving fiscal impact analyses for all or specific development applications via written request by a COMPASS Board member or Regional Transportation Advisory Committee member and submitted to the COMPASS Executive Director.

4. Fiscal Impact Analysis

A fiscal impact analysis provides an approximation of the fiscal impact of development. It should not be used as an absolute decision-making tool, but as an additional data point in the development review process to help communities understand site-specific fiscal impacts and evaluate how land use changes cumulatively impact the long-term fiscal sustainability of a community. Changing economic conditions, housing values, and development schedules could impact the results of the analysis. The fiscal impact analysis software is proprietary; thus, the software itself cannot be shared. The inputs and methodology are provided on the COMPASS website. COMPASS staff are available to explain the inputs and methodology of the fiscal impact analysis software to member agency staff upon request.

5. Agency Coordination

- a) COMPASS staff will coordinate with other relevant transportation agencies including highway districts, the Idaho Transportation Department, and Valley Regional Transit.

- b) COMPASS will copy development review correspondence to affected agencies such as highway districts, cities, counties, Valley Regional Transit, and the Idaho Transportation Department, as appropriate.
- c) COMPASS will complete the development review and transmit correspondence within 15 business days upon receipt of a development application. This deadline may be adjusted per agreement of the requesting member agency and COMPASS staff. If a public hearing is scheduled to take place before the deadline, COMPASS will notify the member agency of the conflict. Development reviews will be transmitted electronically.
- d) COMPASS staff will be available for verbal testimony at public hearings upon request of the hearing body and contingent upon five business days' notice. COMPASS staff will accommodate late requests whenever possible.

6. Oversight

- a) The COMPASS Demographic Advisory Workgroup will annually review the list of completed development reviews.
- b) The COMPASS Regional Transportation Advisory Committee will review changes to the COMPASS Development Review Policy as well as fiscal impact input data assumptions and outputs on a periodic basis to recommend improvements to the process and tool.

Recommended by Regional Transportation Advisory Committee: **XXX**

Communities in Motion (CIM) Development Review Checklist

Development Name: EXAMPLE

CIM Vision Category: Existing Neighborhood

Consistent with CIM Vision? YES

New Households: 100 **New Jobs:** 0



Safety
How safe and comfortable is the nearest major road (minor arterial or above) for bicyclists and pedestrians? Analysis is limited to existing roadway conditions.

Ustick Road

Pedestrian level of stress

Bicycle level of stress



Economic Vitality
To what extent does the project enable people, government, and businesses to prosper?

Economic Activity Center Access

Impact on Existing Surrounding Farmland

Net Fiscal Impact



Convenience
What services are available within 0.5 miles (green) or 1 mile (yellow) of the project?

Nearest bus stop

Nearest public school

Nearest public park



Quality of Life
Checked boxes indicate that additional information is attached.

Active Transportation

Automobile Transportation

Public Transportation

Roadway Projects

- Improves performance**
- Does not improve or reduce performance**
- Reduces performance**

Comments:

Who we are: The Community Planning Association of Southwest Idaho (COMPASS) is the metropolitan planning organization for Ada and Canyon Counties. This review evaluates whether land developments are consistent with [Communities in Motion](#), the regional long-range transportation plan for Ada and Canyon Counties. This checklist is not intended to be prescriptive, but rather a guidance document. Past checklists are available [online](#). See the [Development Review User Guide](#) for more information on the red, yellow, and green checklist thresholds.

Complete Network Appendix

Checkmarks (✓) below indicate suggested changes to a site plan, based on the [COMPASS Complete Network Policy \(No. 2022-01\)](#). Both the Complete Network Policy and site-specific suggestions are intended to better align land use with identified transportation uses in the corridor. Please see the Complete Network [map](#) for primary and secondary uses for roadways (minor arterial and above) in Ada and Canyon Counties.

Corridor Name:	Ustick Road
Primary Use:	N/A
Secondary Use:	Public Transportation, Freight

Bicycle and Pedestrian Infrastructure

- ✓ Provide an improved pathway along a canal or rail corridor as a transportation and recreational option.
- ✓ Apply traffic calming measures to discourage speeding

Public Transportation Infrastructure

- ✓ Site a park and ride facility or set aside several park and ride stalls via a memorandum of understanding (MOU).

Fiscal Impact Analysis

Below are the expected revenues and costs to local governments from this project. The purpose of this analysis is to help the public, stakeholders, and the decision-makers better manage growth.

Capital and operating expenditures are determined based on service and infrastructure needs, including persons per household, student generation rates, lot sizes, street frontages, vehicle trip and trip adjustment factors, average trip lengths, construction values, income, discretionary spending, and employment densities.

Net Fiscal Impact by Agency



City



County



Highway District



School District

Breakeven point across all agencies: 1 year

Additional Information:

- Example comments below:
- The analysis does not include the long-term unfunded project from Chinden Boulevard (Interstate 84 to Linder Road) which is identified as a long-term need in CIM 2050.
- The model assumes X number of students per residential unit, totaling X number of potential students from this development.

Disclaimer: This tool only looks out 20 years and does not include replacement costs for infrastructure, public utilities, or unfunded transportation needs in the project area. More information about the COMPASS Fiscal Impact Tool is available at:

www.compassidaho.org/prodserv/fiscalimpact.htm

Long-Term Funded and Unfunded Capital Projects (EXAMPLE)

CIM Corridor: Ustick Road (Midland Boulevard to Star Road)

Widening Ustick Road (Midland Boulevard to Star Road) to five lanes with curb, gutter, sidewalks, and bike lanes is the number 3 local system priority in *Communities in Motion 2050* and is unfunded.

More information on transportation needs and projects based on forecasted future growth is available at:

<https://compassidaho.maps.arcgis.com/apps/instant/portfolio/index.html?appid=6c1eebca233d49c4935825136f338fac>

Short-Term Funded Capital Roadway Projects (EXAMPLE)

Middleton Road and Ustick Road, Roundabout, Caldwell

Regionally Significant: **Inflated**

Key # : 13487

Requesting Agency: City of Caldwell

Project Year: 2025

Total Previous Allocations: \$908

Total Programmed Budget: \$2,288

Total Cost (Prev. + Prog.): \$3,196

Project Description

Construct a roundabout to help traffic flow and congestion at the Middleton Road and Ustick Road intersection in the City of Caldwell.

TIP Achievement:
System Performance
Safety



Funding Source		STBG-U		Program			Local Hwy - Urban		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2022	20	25	0	0	0	0	45	42	3	
2025	0	0	0	0	365	1,878	2,243	2,078	165	
Fund Totals:	\$20	\$25	\$0	\$0	\$365	\$1,878	\$2,288	\$2,120	\$168	

Source: *The COMPASS Transportation Improvement Program (TIP). The TIP is a short-range (seven-year) budget of transportation projects for which federal funds are anticipated, along with non-federally funded projects that are regionally significant and is available at:*

https://www.compassidaho.org/documents/prodserve/trans/FY22/FY22_28TIPdoc.pdf

BOARD OF DIRECTORS AGENDA ITEM IV-C

DATE: January 25, 2023

Topic: Transportation Management Area (TMA) Balancing

Request/Recommendation:

COMPASS staff seeks Regional Transportation Advisory Committee (RTAC) approval to balance the Surface Transportation Block Grant (STBG)-TMA and Transportation Alternatives Program (TAP)-TMA programs to use funding released from projects entering closeout to cover current funding needs.

Background/Summary:

Balancing the STBG-TMA and TAP-TMA programs allows available funds to be programmed for projects with funding needs. The FY2023 STBG-TMA program currently has \$3,129,399 and the TAP-TMA program has \$197,600 available for reprogramming. The needs submitted by sponsoring agencies are provided in Attachment 1, along with funding recommendations from COMPASS staff.

COMPASS staff recommendations are based on priorities outlined in Board Policy 2021-01, "Balancing Policy for the Surface Transportation Block Grant Program and Transportation Alternatives Program Funds," approved by the COMPASS Board of Directors on February 22, 2021. The policy is available on the COMPASS website:

<https://www.compassidaho.org/prodserv/resourcedev.html#TIP>.

The proposed changes are shown in detail on the STBG-TMA balancing worksheet (Attachment 2). Letters of request from sponsoring agencies are provided in Attachment 3 (note that converting local funds to federal funds does not require an official request).

Implication (policy and/or financial):

The recommended staff actions allow full obligation of available STGB-TMA program funds in FY2023. The recommendations do not fully use all available funding. Additional recommendations will be provided in February.

More Information:

- 1) Attachment 1 – Funding needs and recommendations in the TMA
- 2) Attachment 2 – TMA balancing worksheet (print on 11 x 17 paper)
- 3) Attachment 3 – Letters of request
- 4) For detailed information contact: Toni Tisdale, Principal Planner, at 208/475-2238 or ttisdale@compassidaho.org.

TT:tg T:\FY23\600 Projects\685 TIP\FY2329TIP\230125mmoRTACTmaBal.docx

Funding Needs and Recommendations in the Transportation Management Area

Attachment 1

Policy Priority*	Project	Eligible funds	FY2023 Request	Recommend 2023 STBG-TMA	Recommend 2023 TAP-TMA	Recommend 2024 STBG-TMA	Recommend 2025 STBG-TMA	Notes
Available (Unprogrammed or Over Programmed)				-\$3,129,399	-\$197,600	\$1,000	\$0	
20006	N/A	Pavement Preservation and ADA, Phase 3, Boise Area – FY2023	STBG	\$1,015,000	-\$915,000	\$915,000		Official request received. Delay from FY2023 to FY2024 due to delays in approvals for construction, (includes the \$100,000 already programmed in FY2024 to cover advanced construction).
18701	1A	Capital Maintenance, Phase 1, Boise Area – FY2021	STBG	\$389,602	\$389,602			Official request received. \$510,000 needed for construction cost overrun. Half of the increase is due to fuel and asphalt cost adjustments since April 2021 bid acceptance, plus other small overruns and change orders. \$120,398 awarded in December.
20091	1A	Capital Maintenance, Phase 3, Boise Area - FY2019	STBG	\$10,100	\$10,100			Official request received. \$10,100 needed to cover cost overruns associated with increased sidewalk curb ramp work, including temporary pedestrian traffic control during construction. Remaining costs were overruns and change orders.
20122	1B	Pavement Preservation and ADA, Phase 2, Boise Area – FY2022	STBG	\$33,000	\$33,000			Official request received. Need \$33,000 to cover final engineer's estimate for construction.
23667	2C	Transit - Rolling Stock, Infrastructure, and Technology, VRT - FY2023	STBG	\$414,000	\$414,000			Official request received. \$600,000 needed for a software system (Enterprise Resource Planning [ERP]). This project is currently partially funded and scored 0.1 in the Transit Asset Management Plan (5 point scale where 5 is the best). Project currently has \$186,000.
21896	4	Roadway and ADA Improvements, Boise Area - FY2025	STBG	\$598,000	\$598,000	-\$598,000		No request needed. Currently advanced construction for design (\$598,000). Scheduled with federal-aid in FY2024.
22390	4	Roadway and ADA Improvements, Boise Area – FY2027	STBG	\$1,463,000	\$1,492,000	-\$1,463,000	-\$29,000	Official request received. Advance design from FY2024 to FY2023. No request needed. Convert advanced construction for preliminary engineering funds to federal-aid in FY2023.
23667 (21903)	7	Transit - Rolling Stock, Infrastructure, and Technology, VRT - FY2023	STBG	\$1,088,650	\$1,088,650		-\$1,088,650	Official request received. \$1,088,650 need for the Orchard Street Facility. Project currently funded with a competitive grant and has a funding need for the current phase of excavation and electrical expansion. Project scored less than 3 in the Transit Asset Management Plan. (Current in KN 21903, as project is in 2025.) Staff recommends reversing action to advance funds to 2023 and place in KN 23677.
20259	N/A	Roadway and ADA Improvements, Part 1, Boise Area – FY2023	STBG	\$11,621,000				Official request not received. Construction is scheduled in FY2024. Design is at 95% and the current engineer's estimate is \$11,621,000 higher than programmed. ACHD is evaluating how to divide the segments, and will be requesting additional funding for FY2024. This request will be considered during the TIP update in the spring 2023.
Balance			\$16,632,352	-\$19,047	-\$197,600	-\$1,145,000	-\$1,117,650	

*Priorities based on balancing policy: <https://www.compassidahoh.org/prodserv/resourcedev.html#TIP>

Gray highlight = requests

Green highlight = Transportation Alternatives Program

A negative amount means that funds are available or being released

ALL TMA PROGRAMS
FY2023-2029

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

Key No	Project	Prev	STBG-TMA 2023	TAP-TMA 2023	Other /State 2023	CRP-TMA 2023**	A/C Local 2023	Local 2023	RAISE 2022	2024 (2021 CRRSAA)	STBG-TMA 2024	TAP-TMA 2024	CRP-TMA-2024	A/C Local 2024	Local 2024	STBG-TMA 2025	TAP-TMA 2025	CRP-TMA-2025	A/C Local 2025	Local 2025	STBG-TMA 2026	TAP-TMA 2026	CRP-TMA-2026	A/C Local 2026	Local 2026	STBG-TMA 2027	TAP-TMA 2027	CRP-TMA-2027	A/C Local 2027	Local 2027	STBG-TMA2028 2029	TAP-TMA 2028 2029	CRP-TMA-2028 2029	A/C Local 2027	Local 2028 2029	Total	2023 Balancing Changes			
Off-the-Top for STBG-TMA																																								
22015	Commuteride, ACHD (FY2023)	0	220																																		220			
22436	Commuteride, ACHD (FY2024)	0									220																											220		
22386	Commuteride, ACHD (FY2025)	0										220																										220		
22738	Commuteride, ACHD (FY2026)	0																			220																	220		
23328	Commuteride, ACHD (FY2027)	0																									220											220		
23679	Commuteride, ACHD (FY2028)	0																																				220		
23680	Commuteride, ACHD (FY2029)	0																																				220		
20560	COMPASS Planning (FY2023)	0	232																																			232		
21889	COMPASS Planning (FY2024)	0									232																												232	
22387	COMPASS Planning (FY2025)	0										232																											232	
22800	COMPASS Planning (FY2026)	0																			232																		232	
23327	COMPASS Planning (FY2027)	0																									232												232	
23681	COMPASS Planning (FY2028)	0																																					232	
23682	COMPASS Planning (FY2029)	0																																					232	
20493	SR2S, VRT Ada County - FY2023	0		171																																			171	
21910	SR2S, VRT Ada County - FY2024	0										206																											206	
23943	SR2S, VRT Ada County - FY2025	0											206																										206	
23834	SR2S, VRT Ada County - FY2026	0																																					218	
23306	SR2S, VRT, Ada County - FY2027	0																										280											280	
23668	SR2S, VRT, Ada County - FY2028	0																																					280	
23670	SR2S, VRT, Ada County - FY2029	0																																					280	
	SUBTOTAL		452	171	0	0	0	0	0	0	452	206	0	0	0	452	206	0	0	0	452	218	0	0	0	0	732	0	0	0	0	0	1464	0	0	0	0	0		
Roadway Maintenance/Local Network Improvements (82% through 2026 and 72% 2027 and beyond) for STG-TMA																																								
18701	Capital Maintenance, Phase 1, Boise Area - FY2021	5243	510																																			5753	Official request pending. Needs \$510,000 to cover cost overruns in construction. (Dec recommend \$120K) Admin Mod #21 (Jan recommend \$389,602)	
19465	Pavement Preservation and ADA, Phase 1, Boise Area - FY2022	14269	3594					-5739																															12124	Decrease FY2023 by \$2,408,463 due to a low bid.
20091	Capital Maintenance, Phase 3, Boise Area - FY2019	771	10																																			781	Official request received. Needs \$10,100 to cover cost increases associated with increased sidewalk curb ramp work and change orders. (Jan recommend \$10,100)	
20259	Roadway and ADA Improvements, Part 1, Boise Area - FY2023 (2024)	988	150	0			0	0			6379																											7517	No request needed. Convert \$150,000 in local advanced construction funds to federal-aid (based on delay of phase in FY2022). (Oct Recommend) (Admin Mod #19) Large cost increase expected. No official request. Will process request for increase with the TIP update in the spring.	
20122	Pavement Preservation and ADA, Phase 2, Boise Area - FY2022	243	2359				0	0																														2602	No request needed. Convert \$150,000 in local advanced construction funds to federal-aid (based on delay of phase in FY2022). (Oct Recommend) (Admin Mod #19) Large cost increase expected. No official request.	
20006	Roadway and ADA Improvements, Part 3, Boise Area - FY2023	94	0				0	0			1015																											1109	No request needed. Convert \$150,000 in local advanced construction funds to federal-aid (based on delay of phase in FY2022). (Oct Recommend) (Admin Mod #19) Large cost increase expected. No official request.	
23833	Access to Opportunity, Boise and Garden City	0							6430																														6430	
20674	Roadway and ADA Improvements, Boise Area FY2024 (2025)	1262					0	0			400					6167																							7829	
21896	Roadway and ADA Improvements, Boise Area FY2025 (2026)	29	1526				0	0			0					350					7629																	9534	No request needed. Currently advanced construction for design (\$598,000). Scheduled with federal-aid in FY2024. (Jan recommended)	
22390	Roadway and ADA Improvements, Boise Area FY2027	0					0	0			0					0					450						7317											9259	No request needed. Convert local advance construction funds to federal-aid for design (\$29,000). Correction to allow preliminary engineering funds to count towards local match. (Oct Recommend for 2025) (Admin Mod #19) Official request received. Advance design from FY2024 to FY2023. No official request needed. Also convert advance construction for PE. (Jan recommend to advance and cover advance construction)	
22816	Roadway and ADA Improvements, Boise Area FY2028	0												29	0	1210					0							350										7611		

Key No	Project	Prev	STBG-TMA 2023	TAP-TMA 2023	Other /State 2023	CRP-TMA 2023**	A/C Local 2023	Local 2023	RAISE 2022	2024 (2021 CRRSAA)	STBG-TMA 2024	TAP-TMA 2024	CRP-TMA-2024	A/C Local 2024	Local 2024	STBG-TMA 2025	TAP-TMA 2025	CRP-TMA-2025	A/C Local 2025	Local 2025	STBG-TMA 2026	TAP-TMA 2026	CRP-TMA-2026	A/C Local 2026	Local 2026	STBG-TMA 2027	TAP-TMA 2027	CRP-TMA-2027	A/C Local 2027	Local 2027	STBG-TMA2028 2029	TAP-TMA 2028 2029	CRP-TMA-2028 2029	A/C Local 2027	Local 2028 2029	Total	2023 Balancing Changes		
23323	Roadway and ADA Improvements, Boise Area FY2029	0																	29	0	1233						0						6913					8146	
	GOAL/AVAILABLE		9612								9587					9612					9612						8067					16134							
	SUBTOTAL		9641	0	0	0	0	-5739	6430	0	7794	0	0	29	0	7727	0	0	29	0	9312	0	0	0	0	0	7667	0	0	0	0	12964	0	0	0	0	0		
	Difference		29								-1792					-1885					-300						-400					-3170							
Alternative Transportation Maintenance (15% through 2026) Public Transportation Capital (13% starting in 2027) for STBG-TMA																																							
23677	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2023	0	1688																																	1688	Official request received. \$600,000 needed for a software system (Enterprise Resource Planning [ERP]). This project is currently not funded and scored 0.1 in the Transit Asset Management Plan. Project currently has \$186,000. Official request received. \$1,088,650 need for the Orchard Street Facility. Project currently funded with a competitive grant and has a funding need with the current phase of excavation and electrical expansion. Project scored less than 3 in the Transit Asset Management Plan. (recommended Oct under KN 21903 (Jan recommend \$414,000 and move \$1,088,650 from FY2025 KN21903)		
20841	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	4377	581	870																																5828	COMPASS staff suggestion - funds are the second year of advanced construction. To better balance the program, transfer \$835K from STBG to TAP. (Oct Recommend) (Admin Mod #19)		
20659	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2024	0									1754																									1754			
21903	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2025	0														1758																				1758	Increased FY2025 by \$1,088,650 from October balancing. See KN 23667 for details) (Admin Mod #19) (Jan recommend reverse previous action and advance to FY2023 to KN 23667)		
22393	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2026	0																			1758															1758			
22815	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2027	0																									1457									1457			
23671	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2028	0																																		1457			
23673	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2029	0																																		1457			
13918	Rail with Trail Pathway, Meridian	195																																		724			
23324	Garden Street Multi-Use Pathway, Cassia Park to Albion (Boise)	246		0																																1891			
	GOAL/AVAILABLE		1758								1754					1758					1758						1457					2913							
	SUBTOTAL		4818	870	0	0	0	0	0	1622	1754	552	0	0	0	1758	0	0	0	0	1758	0	0	0	0	0	1457	0	0	0	0	2913	0	0	0	0	0		
	Difference		511								0					0					0						0					0							
Pathways (off-system or off-network) (12% starting 2027 and beyond) for STBG-TMA																																							
20549	Pedestrian Improvements, US 20/26 (Chinden) at 43rd Street, Garden City (ACHD)	128		50				0																												459	Official request received. ACHD requested to delay the construction phase to FY2025 and increase costs to meet new estimate. The increase is shown below under criteria. Official request received. ACHD requested to delay the construction phase from FY2023 to FY2025 and increase costs by \$102,250. *Project does not meet criteria, as the scope will change to move the project to a new location at ITD's request. Official request received. Delaying construction and needs additional \$50,000 in design funds in FY2023. (Oct Recommend All, in process in Dec Amend)		
23307	Pathway, Federal Way and Broadway Avenue Multi-Use Pathway, Boise	175		0																	105						1141									1421	No request needed. Funded through End-of-Year. No longer needed in FY2023. (Oct Recommend)		
22385	Pathway, Greenbelt Completion, Boise State	0										50																									825		
22931	Pedestrian Improvements, SH-55, Bristol Heights to US 20/26 (Chinden), Boise	0																																			362		
23685	Pathway Improvements, SH-55, McMillan to Bristol Heights, Boise	0													10																						1019		
	GOAL/AVAILABLE		0								0					0					0						1344					2689							
	SUBTOTAL		0	50	0	0	0	0	0	0	0	256	0	0	10	0	462	0	0	0	105	775	0	0	0	0	1141	984	0	0	0	0	0	0	0	0	0		
	Difference																																						
Studies/Special Projects (3%) for STBG-TMA																																							

Key No	Project	Prev	STBG-TMA 2023	TAP-TMA 2023	Other /State 2023	CRP-TMA 2023**	A/C Local 2023	Local 2023	RAISE 2022	2024 (2021 CRRSAA)	STBG-TMA 2024	TAP-TMA 2024	CRP-TMA-2024	A/C Local 2024	Local 2024	STBG-TMA 2025	TAP-TMA 2025	CRP-TMA-2025	A/C Local 2025	Local 2025	STBG-TMA 2026	TAP-TMA 2026	CRP-TMA-2026	A/C Local 2026	Local 2026	STBG-TMA 2027	TAP-TMA 2027	CRP-TMA-2027	A/C Local 2027	Local 2027	STBG-TMA2028 2029	TAP-TMA 2028 2029	CRP-TMA-2028 2029	A/C Local 2027	Local 2028 2029	Total	2023 Balancing Changes		
13046	High Capacity Corridor Alternatives Analysis	0									829					171																				1000	No request needed. Advance from preliminary development to any future year, at the direction of the COMPASS Board of Directors and change from an alternatives analysis to a planning and environmental linkages study. (Oct Recommend to split in 2024/2025) (in process Dec Amend)		
20271	Planning, Communities in Motion Update, COMPASS	0	183								120					58					275																636		
20542	Pedestrian Improvements, SH-55 (Eagle Road), Meridian	0										92										96															618		
22394	Study, Big Data Purchase, COMPASS	0														150																					150		
22395	Study, Fiscal Impact Analysis, COMPASS	0	60													0																					60		
23311	Study, Chinden Drainage and Design Plan, Garden City	0														200																					200		
23312	Study, Coordinate Local Waterway-Pathway Plans, COMPASS	0														120																					120		
23313	Bicycle and Pedestrian Permanent Automated Counters, COMPASS	0																				8															8		
23314	Commuteride, Safety and Security Cameras, ACHD	0									48																										48		
23674	Smart Trips Treasure Valley, ACHD	0	391					62																													453		
23676	Study, Safety Action Plan, COMPASS	0																									250										250		
23677	Study, Transportation Demand Management Plan, COMPASS	0																									150										150		
23678	Study, Transportation System Mgmt and Operations Plan, COMPASS	0																												250							250		
GOAL/AVAILABLE			352								351					352						352					336								672				
SUBTOTAL			634	0	0	0	0	62	0	0	997	92	0	0	0	699	0	0	0	0	0	283	96	0	0	0	400	0	0	0	0	250	430	0	0	0			
Difference			803								646					347						-69					64												
Capital																																							
23095	Five Mile Road Overpass and Widening, NEPA, Boise	2028	0	10				0			0				1073																						4252	No request needed. Convert \$10,000 local funds to federal-aid for right-of-way. (Oct Recommend) (Admin Mod #19)	
15001	Cost increase set aside	0	0													420	442				264	25				539	109									1799			
SUBTOTAL			0	10	0	0	0	0	0	0	0	0	0	0	1073	420	442	0	0	1141	264	25	0	0	0	539	109	0	0	0	0	0	0	0	0	0			
Project Closeouts																																							
12368	Franklin Road, Black Cat Road to Ten Mile Road	12233	-47					-400																													11786		
13479	Capital Maintenance, ACHD - FY2017	7310	-13					-28																														7269	
13903	Capital Maintenance, Phase 1, ACHD - FY2019	6190	-721																																			5469	
19303	Planning, Travel Survey Data Collection, COMPASS	850	-18																																			832	
20003	Capital Maintenance, Phase 2, ACHD - FY2019	2305	-19																																			2286	
20143	Main Street, Avenue C to Avenue A, Kuna	1440	-197	-3				-490																														750	
20294	Cole Road and Overland Road, Boise	1493	-23					-277																														1181	
Total Programmed			12155	904	-15	0	-6872	6430	1622	10997	1106	0	29	1083	11057	1110	0	29	1141	12174	1114	0	0	0	0	11936	1093	0	0	0	0	0	0	17591	430	0	0	0	
*Total available			12174	1100		2830	6430	1622	12143	1105	1387				12174	1110	1333				12174	1114	1256			11936	1093	1161					23872	2186	2322				
Net Difference Programmed vs Available			-19	-196	-15	-2830	0	-6872	0	-1146	1	-1387	29	1083	-1118	0	-1333	29	1141	0	0	-1256	0	0	0	0	0	-1161	0	0	-6281	-1756	-2322	0	0				
% over (+)/under programmed (-)			-0.2%	-17.8%		-100.0%	0.0%	0.0%	-9.4%	0.1%	-100.0%				-9.2%	0.0%	-100.0%			0.0%	0.0%	-100.0%				0.0%	0.0%	-100.0%			-26.3%	-80.3%	-100.0%						
OA Limitation																																							

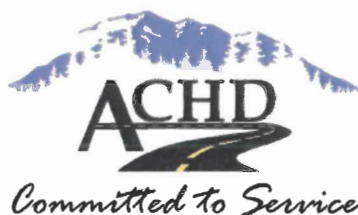
red text on last column = recommended actions

Yellow highlight on last column = current discussion items

*available funds based on ITD's Available amounts email (3/18/22), includes reduction of 2% per year to show inflation

**assumes we will be allowed to carry over the FY2022 funds to FY2023,

Bold lines separate project categories



Alexis Pickering, President
Jim D. Hansen, Vice-President
Kent Goldthorpe, Commissioner
Dave McKinney, Commissioner
Miranda Gold, Commissioner

January 10, 2023
Matt Stoll, Executive Director
COMPASS
700 NE 2nd Street, Suite 200
Meridian, ID 83642

Dear Mr. Stoll:

ACHD requests the delay of FY2022 Pavement Preservation Phase 3 (KN 20006) to FY2024 and the advancement of FY2027 Roadway and ADA Improvements (KN 22390) to FY2023. ACHD has not received approval from the State Historic Preservation Office (SHPO) for KN 20006. The project is located on a segment of Resseguie Street, in Boise's historic North End. The staff at SHPO have concerns about contractor concrete stamps, located in the street curbs, which are over 100 years old. Since a solution to SHPO's concerns has not been provided to ACHD at this time, ACHD would like to delay KN 20006 for one year, and advance KN 22390 to FY2023. This move will help ensure that FY2023 STBG-TMA funds scheduled for KN 20006 will be obligated, and not swept.

Please update the Transportation Improvement Program to show the following:

- KN 20006 – move from FY2023 to FY2024 with \$1,015,000 for Construction
- KN 22390 – move from FY2024 to FY2023 with \$915,000 for Preliminary Engineering, and \$548,000 in Advance Construction.

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

Sincerely,

A handwritten signature in black ink that reads 'Justin Lucas'. The signature is written in a cursive style with a long horizontal line extending to the right.

Justin Lucas
Deputy Director, Planning and Projects
Ada County Highway District



Mary May, President
Alexis Pickering, Vice-President
Jim D. Hansen, 2nd Vice President
Kent Goldthorpe, Commissioner
Dave McKinney, Commissioner

December 6, 2022
Matt Stoll, Executive Director
COMPASS
700 NE 2nd Street, Suite 200
Meridian, ID 83642

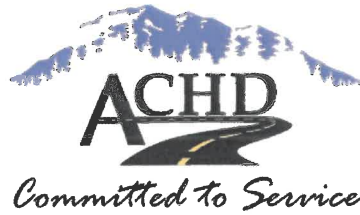
Dear Mr Stoll:

ACHD would like to request \$510,000 in additional STBG/TMA CN funds to cover the increased cost to construct the FY2021 Capital Maintenance Project - Phase I (KN 18701). Half of the \$510,000 construction increase was due to fuel and asphalt cost adjustments that occurred after the April 2021 approved bid was accepted. The remaining half of the increases were due to project overruns and change orders.

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

Sincerely,

Justin Lucas
Deputy Director, Planning and Projects
Ada County Highway District



Alexis Pickering, President
Jim D. Hansen, Vice-President
Kent Goldthorpe, Commissioner
Dave McKinney, Commissioner
Miranda Gold, Commissioner

January 9, 2023
Matt Stoll, Executive Director
COMPASS
700 NE 2nd Street, Suite 200
Meridian, ID 83642

Dear Mr. Stoll:

ACHD would like to request \$10,100 in additional STBG/TMA CN funds to cover the increased cost to construct the FY19 Capital Maintenance Project - Phase 3 (KN 20091). Most of the cost overruns were associated with increased sidewalk and curb ramp work for ADA compliance, including temporary pedestrian traffic control during the work. The minor remaining increases were due to project overruns and change orders.

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

Sincerely,

Justin Lucas
Deputy Director, Planning and Projects
Ada County Highway District



Mary May, President
Alexis Pickering, Vice-President
Jim D. Hansen, 2nd Vice President
Kent Goldthorpe, Commissioner
Dave McKinney, Commissioner

December 11, 2022
Matt Stoll, Executive Director
COMPASS
700 NE 2nd Street, Suite 200
Meridian, ID 83642

Dear Mr Stoll:

ACHD would like to request \$33,000 in additional STBG/TMA funds to cover the updated project PS&E for the FY2022 Pavement Preservation Project - Phase 2 (KN 20122). The new PS&E's construction amount is \$2,051,000, which creates the following need:

- CN \$2,023,000 + \$28,000 = \$2,051,000
- CE \$101,000 + \$2,000 = \$103,000
- CC \$202,000 + \$3,000 = \$205,000

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

Sincerely,

Justin Lucas
Deputy Director, Planning and Projects
Ada County Highway District



TO: Matt Stoll, Executive Director, COMPASS

FROM: Randall Reese, Grants Administrator, VRT

SUBJECT: Request for Surface Transportation Funding

DATE: 10/17/2022

SUMMARY:

Orchard Street:

As the Regional Public Transportation Authority for Ada and Canyon counties, Valley Regional Transit (VRT) is responsible for developing a list of funded and unfunded public transportation capital needs in the region.

This year's request focuses on improving and upgrading infrastructure and technology management projects that have scored low in the VRT TAM plan, and therefore have become a priority to address.

The main Orchard Street Facility has a multi-year project to upgrade the facilities to accommodate VRT's switch to electric buses, which includes improving site and building limitations and adding needed infrastructure. The current TAM score for the facility is under 3.

The current phase includes rehabilitation and expansion of paved areas to improve drainage, and to prep the site for new power supply and charging infrastructure.

A hoped-for competitive grant did not materialize and will delay the project without additional funds. The requested STBG funds will be used to fund the current phase; specifically, removal of asphalt, excavation, add a cathodic protection system and add electrical connectivity and expansion. The estimate total cost of this project is \$1,088,650

ERP:

The system(s) VRT uses to track the various financial and asset systems (grants, budget, A/P, A/R, asset tracking, etc.) consists mainly of using Excel and an antiquated program called FleetNet. As VRT grows, the current system has become unwieldy and inefficient. VRT has put out a procurement for a new Enterprise Resource Planning (ERP) system that will combine all the different functions into one more efficient system.

The TAM score for our current system is 0.1 We would like to request STBG funds to cover the implantation of the ERP system. Estimated cost of this project is \$600,000.

Total Cost:

Orchard Street	= \$1,088,650
ERP	= \$ 600,000
Total	<u>\$1,688,650</u>
Federal Match	<u>x 92.66%</u>

Total STBG Request \$1,564,703

Sincerely,



Kelli Badesheim
Executive Director

RTAC AGENDA ITEM IV-D January 25, 2023

Topic: FY2023-2029 Regional Transportation Improvement Program (TIP)

Request/Recommendation:

COMPASS staff requests RTAC recommendation of COMPASS Board of Directors' adoption of resolution X-2023 (Attachment 1) amending the FY2023-2029 TIP. More details about the proposed changes are provided below.

Background/Summary:

Three agencies propose adding two projects and adjusting the scope on three projects in the regional transportation improvement program.

- The Idaho Transportation Department (ITD) proposes to add a project to complete the **Glenwood Corridor Plan (along State Highway 44)** in the City of Garden City. Funds would be used to hire a consultant to complete the concept design drawings and planning work, allowing the planning team to solicit input from various planning agencies and community stakeholders, complete the environmental analysis, and finalize and publish the recommended short- and long-term alternatives in the corridor report.
- ITD proposes to change the scope of the **State Highway 55 rehabilitation** project to add private developer funding to provide turn bays, acceleration lanes, and an underpass at north McLeod Way at Avimor.
- The Ada County Highway District (ACHD) proposes to change the scopes of two projects to meet project budgetary limitations. The TIP includes a project each year **for roadway maintenance and sidewalk improvements** to meet the Americans with Disabilities Act (ADA) requirements. Increased costs created the need to adjust the segments included in these projects.
- The City of Nampa requests to add an intersection improvement project at **Midland Boulevard and Iowa Avenue** using local funds, with the intent that the project could be eligible for federal aid in the future.

A public comment period on the proposed amendment, was held January 3 through 17, 2023, and COMPASS received 10 comments. Verbatim public comments are included in Attachment 2. Staff does not recommend changes based on public comments received.

Implication (policy and/or financial):

The amendment to the TIP ensures that the document continues to meet federal fiscal constraint requirements and enables work to begin as soon as possible on these projects.

More Information:

- 1) Attachment 1 – Resolution
- 2) Attachment 2 – Verbatim Public Comments
- 2) For detailed information contact: Toni Tisdale, Principal Planner, at ttisdale@compassidaho.org

TT:tg T:\FY23\600 Projects\685 TIP\FY2329TIP\Amend\Amend 2\230125mmoRTACTIPamend.docx

RESOLUTION NO. X-2023

**FOR THE PURPOSE OF AMENDING THE FY2023-2029
REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM**

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 Infrastructure Investment and Jobs Act (IIJA), 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 IIJA, Title 23 United States Code Section 134, and Title 49 United States Code Section 5303 require projects contained in the transportation improvement programs to be financially constrained;

WHEREAS, the IIJA, Title 23 United States Code Section 134, and Title 49 United States Code Section 5303 requires transportation improvement programs be developed in consultation with all interested parties;

WHEREAS, a public comment period was held January 3 through 17, 2023, and comments were shared with the COMPASS Board of Directors for consideration;

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 FY2023-2029 Regional Transportation Improvement Program in compliance with all applicable state and federal regulations; and

WHEREAS, the attached table details the amendment to the FY2023-2029 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 FY2023-2029 Regional Transportation Improvement Program.

ADOPTED this 27th day of February 2023.

By: _____
Debbie Kling, Chair
Community Planning Association
of Southwest Idaho Board of Directors

ATTEST:

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

T:\FY23\900 Operations\2023 Resolutions\Resolution X-2023.docx

COMPASS Amendment #2 for the FY2023-2029 Regional Transportation Improvement Program (TIP)

Idaho Transportation Department, December 2022

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PC	RW	UT	CE	CN	SUM
NEW	SH-44 (Glenwood) Corridor Plan, Garden City	2023		ϕ <u>100</u>					ϕ <u>100</u>
	Funding Source: State	2024							
	To develop a concept design drawing and final planning work on the Glenwood Corridor in the City of Garden City. (Federal: \$0).	2025							0
		2026							0
		2027							0
		PD							0
	Add project.	SUM	0		ϕ <u>100</u>	0	0	0	0
20506	SH-55, SH-44 (State Street) to Payette River Bridge, Rehabilitation	2023	3				1364	14504	15871
	Funding Source: NHPP	2024							0
	Rehabilitate approximately 18 miles of pavement on State Highway 55 from State Highway 44 (State Street) to the Payette River Bridge in Ada and Boise Counties. Work includes widening State Highway 55 to provide turn bays and acceleration lanes at North McLeod Way and building a precast arch bridge for the northern McLeod Way underpass. (45% Ada County and 55% Boise County) (Federal: \$14,706,000).	2025							0
		2026							0
		2027							0
		PD							0
	Change to scope to add work by a private developer. No change to the federal funding source.	SUM	3		0	0	0	1364	14505
Previous obligations: \$200,000 Previous Total: \$16,071,000 Total cost: \$21,838,000 35.88% increase									
20506	SH-55, SH-44 (State Street) to Payette River Bridge, Rehabilitation	2023						0	0
	Funding Source: Private	2024						<u>5767</u>	<u>5767</u>
	Same as above. (Federal: \$0).	2025							0
		2026							0
		2027							0
		PD							0
	Add funding by private developer to construct turn bays, acceleration lanes, and underpass at McLeod Way.	SUM	0		0	0	0	0	0

Ada County Highway District, December 2022

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PC	RW	UT	CE	CN	SUM
20674	Roadway and ADA Improvements, Boise Area – FY2024	2023							0
	Funding Source: STBG-TMA Supplement the local pavement preservation program to complete pavement improvements on federal-aid roadways on Overland Road from Vista Avenue to Orchard Road Americana Boulevard, Ann Morrison Park Entrance to Shoreline Drive; Shoreline Drive, Americana Boulevard to Fairview Avenue; Grand Forest Drive, Gowen Road to Rock Rose Place; Lake Forest Drive, Federal Way to Summersweet Drive; Eisenman Road, Freight Street to Interstate 84; Eisenman Road, Gowen Road to 2,000' South of Gowen Road in the City of Boise. Work includes improvements to adjoining sidewalks to meet Americans with Disabilities Act (ADA) requirements. (Federal: \$7,254,000). Change the scope of the project. No change to total. Previous obligation: \$1,262,000 Current total: \$7,829,000	2024			400				400
		2025					804	5363	6167
		2026							0
		2027							0
		PD							0
		SUM	0	0	400	0	804	5363	6567
21896	Roadway and ADA Improvements, Boise Area – FY2025	2023		928					928
	Funding Source: STBG-TMA Supplement the local pavement preservation program to complete pavement improvements on federal-aid roadways on Vista Avenue from Overland Road to Rose Hill and Orchard Road from Interstate 84 to Overland Road Overland Road from Vista Avenue to Orchard Road and Discovery Way, US 20/26 (Chinden Boulevard) to Bridger Street in the City of Boise. Work includes improvements to adjoining sidewalks to meet Americans with Disabilities Act (ADA) requirements. (Federal: \$8,807,000). Change the scope of the project. No change to total. Previous obligation: \$29,000 Current total: \$9,534,000	2024		598					598
		2025			350				350
		2025					995	6634	7629
		2027							0
		PD							0
		SUM	0	1526	350	0	995	6634	9505

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PC	RW	UT	CE	CN	SUM
21896	Roadway and ADA Improvements, Boise Area – FY2025	2023		598					598
	Funding Source AC (Local)	2024		-598					-598
	Same as above. (Federal: \$0). No change to this funding source.	2025							0
		2026							0
		2027							0
		PD							0
		SUM	0	0	0	0	0	0	0

City of Nampa, December 2022

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PC	RW	UT	CE	CN	SUM
NAM04	Midland Boulevard and Iowa Avenue Intersection Improvements, Nampa	2023	<u>0</u> 100			<u>0</u> 350	<u>0</u> 150	<u>0</u> 2200	<u>0</u> 2800
	Funding Source: Local Non-Participating	2024							0
	Convert the all-way stop controlled intersection to a roundabout. Improvements include curb, gutter, sidewalk, pedestrian ramps, and bicycle facilities, as well as illumination and stormwater improvements. This project is listed for information only to make it eligible for possible conversion to federal-aid funding in the future. (Federal: \$0). Add project to be eligible for possible conversion to federal-aid funding in the future. Previous: \$226,000 Total cost: \$3,026,000	2025							0
		2026							0
		2027							0
		PD							0
		SUM	<u>0</u> 100	0	0	<u>0</u> 350	<u>0</u> 150	<u>0</u> 2200	<u>0</u> 2800

AC = Advanced Construction
 ADA = Americans with Disabilities Act
 CE = Construction Engineering
 CN = Construction
 Fed = Federal
 FY = Fiscal Year

ITD = Idaho Transportation Department
 KN = Key Number
 PE = Preliminary Engineering
 PC = Preliminary Engineering Consultant
 RW = Right-of-Way
 SH = State Highway

STBG = Surface Transportation Block Grant
 TIP = Transportation Improvement Program
 TMA = Transportation Management Area
 US = United States (highway)
 UT = Utilities

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Public Comments Received (Verbatim)

Amendment #2 to the FY2023-2029 Regional Transportation Improvement Program (TIP)

Public Comment Period: January 3 – January 17, 2022

Total number of comments received by COMPASS: 10

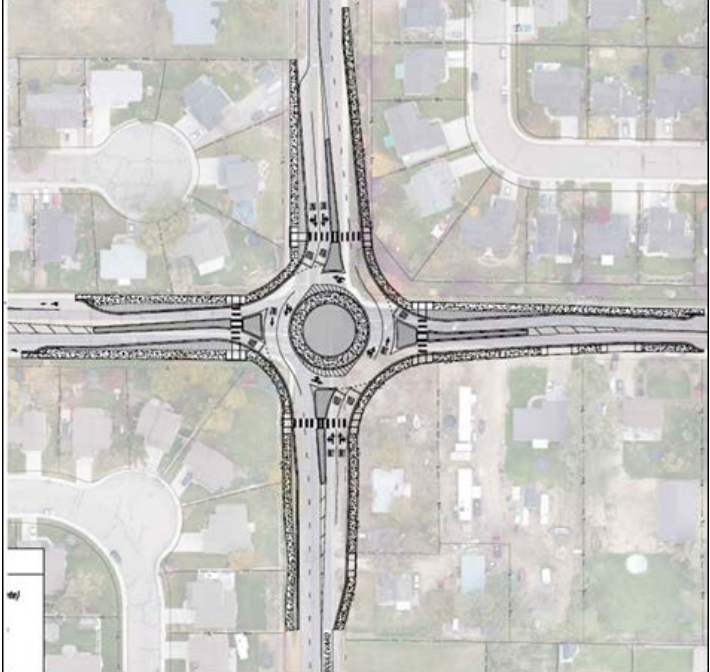
Topics:

The proposed amendments would add two new projects and extend the scope of three projects in the regional transportation improvement program (TIP):

- Add a project to complete the Glenwood Corridor Plan in the City of Garden City
- Add an intersection improvement project at Midland Boulevard and Iowa Avenue in the City of Nampa
- Change the scope of a project on State Highway 55 near Avimor to add operational improvements
- Change the scope of two projects in Ada County to meet budgetary limitations

Comment <small>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</small>	Staff Response	Name, Zip Code, Affiliation
<p>1. ACHD should make a priority to relieve pressure on Bogus Basin and Harrison Blvd by completing the 36th street segment between Hill Road and Cartwright. Eminent domain should be used if necessary. The speed limit in this segment should be 25mph.</p> <p>2. ACHD should fix the horrible intersection congestion at Curling Road and Bogus Basin by installing a roundabout versus the 3 way stop. Yes, ACHD just rebuilt this a couple of years ago, and it should've been done then.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, Ada County Highway District, the City of Boise.</p>	<p>Gary Roeder</p>
<p>I support adding the SH-44 (Glenwood) Corridor Plan. The existing facility is deficient, particularly for bike and ped connectivity. With the potential redevelopment of Expo Idaho, ITD needs to get ahead of development.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Garden City.</p>	<p>Bob Taunton</p>

<p style="text-align: center;">Comment</p> <p style="text-align: center;">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p style="text-align: center;">Staff Response</p>	<p style="text-align: center;">Name, Zip Code, Affiliation</p>
<p>My comments re Treasuer Valley transportation are as follows: Eagle Rd from Hwy 44 in Eagle to I-84 should have been a limited access, freeway type highway. Too late for that now, so: Major intersections should be grade seperated so that traffic on Eagle and the crossing street do not need to stop. This would be appropriate for Chinden, Ustick, Fairview, and Franklin.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, Ada County Highway District, and the Idaho Transportation Department.</p>	<p>John Olden, PE, Retired</p>
<p>Please keep the flow of traffic. Right hand turn lanes. Going into these housing tracts backs up traffic. Bus pull into housing tract or a place for them to pull in too. Build elementary schools in tracts larger the 500 homes 300 pick a number so the children don't have to be bussed. Traffic lights are so extremely long people almost fall asleep. Light on ustick waiting for eagle is so long of a wait and so fast for Eagle. I hope you plan on a street light on uptick at Venable. It already is a long wait with first faze now next faze opens yikes. The developer should have to pay for them.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, Ada County Highway District, and the City of Meridian.</p>	<p>Gretchen Shetler</p>
<p>The project is listed as: Add an intersection improvement project at Midland Boulevard and Iowa Avenue in the City of Nampa. Thank you for the opportunity to provide feedback on this project. I am in favor of a roundabout at this intersection. I live off of Midland Boulevard, between Iowa and Greenhurst. I use this intersection a couple of times per day. To be clear, I avoid this intersection about as often as I use it. A four-way stop sign is not working here. It is probably more of a reflection on the driving habits than it is on the intersection itself, but this is the environment we are dealing with. It might be worth considering putting a police officer at this intersection on a daily basis to encourage people to drive with sanity. Maybe changing the driving habits in the long run is cheaper. But assigning a police officer at the intersection means he/she is removed from a different assignment that might be more important. But the cost savings of having a police officer slow</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the City of Nampa.</p> <p><u>Response from the City of Nampa:</u></p> <p>Midland & Iowa is slated to be a roundabout (see below photo). It may be constructed this year, but most likely it will be next year. The improvements at this intersection were incorporated in the Midland Corridor study that spanned Midland between Greenhurst and Karcher, but the project is being advanced because of the high need.</p>	<p>NA</p>

<p style="text-align: center;">Comment</p> <p style="text-align: center;">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p style="text-align: center;">Staff Response</p>	<p style="text-align: center;">Name, Zip Code, Affiliation</p>
<p>traffic down may be cheaper than installing a roundabout. Just a side thought. With our growth, we need to be forward thinkers. If Compass Idaho is looking for feedback, you have my support for what you are trying to do. However, I am curious about something. I recently took a look at a couple of proposed projects for the Midland Corridor between Karcher and Greenhurst. I am not clear if this roundabout is a part of that project or will replace any part of a proposed project. If this roundabout is being offered as a replacement to four-way stop signs, then I am all for it as I've said. If you are asking if I like a roundabout rather than traffic lights, then I will tell you that I prefer the roundabout. I appreciate the opportunity to have a voice. Thank you once again.</p>		
<p>I am totally in favor of this. Change is hard for some to accept but roundabouts work in slowing traffic down, and letting traffic from both directions to continue to flow. I know it's more expensive at the startup up but slower speeds enforced by the curvature of the roads prevents running red lights at high speed causing tragic accidents. Count my vote in favor.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p>Sue Bruening</p>
<p>My only concern is the vague wording for</p> <ul style="list-style-type: none"> • Add a project to complete the Glenwood Corridor Plan in the City of Garden City <p>I hope it relates to changes near the county fairgrounds. Otherwise, I am opposed to any changes to the Glenwood corridor. It has the best level of service it can with so few river crossings in town. I suggest you better identify the scope of the</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Garden City, and the Idaho Transportation Department.</p>	<p>Patricia Matthews</p>

<p align="center">Comment</p> <p align="center"><small>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</small></p>	<p align="center">Staff Response</p>	<p align="center">Name, Zip Code, Affiliation</p>
<p>Glenwood study. I was the designer for the last Glenwood corridor improvement in the 90s.</p>		
<p>Hi I'm Ken I just have some thoughts NAM04 Midland Boulevard and Iowa Avenue Intersection Improvements, Nampa. I am all for the improvements that includes curb, gutter, sidewalk, pedestrian ramps, and bicycle facilities, as well as illumination and stormwater improvements. I would love for Middleton Rd to have sidewalks and bike lanes that connect to each other that go from Greenhurst Rd all the way north to the city of Middleton. I am against the conversion of the intersection into a roudabout, honestly I just don't see people here in Nampa/Caldwell using the roundabouts in a correct manner. Sometimes one lane of traffic just continually moves [Ustick Rd] and blocks all others from using the roundabout until traffic dies down. Also this is something Drivers Ed never covered for us in the 90's/2000's so we don't have the ingrained training to use them properly. So for the intersection please leave it as a 4 way stop or convert it into a traffic light intersection like the one at Roosevelt. Thank you for your time</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Nampa, the City of Middleton, and the City of Caldwell.</p>	<p>Ken Benson</p>
<p>Adding turn bays and acceleration bays at N. McLeod Way will enable traffic to move through the area faster in the short term but will make the area less safe for pedestrians, cyclists and motorists in the long term when more development occurs in the area. Recommend that a second look be given to this project.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Eagle, and the Idaho Transportation Department.</p>	<p>Carl E. Whaley</p>
<p>The City of Nampa requests to add an intersection improvement project at Midland Boulevard and Iowa Avenue using local funds, with the intent that the project could be eligible for federal-aid in the future.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p>City of Nampa, Darl Bruner</p>

RTAC AGENDA ITEM IV-E

Date: January 25, 2023

Topic: Recommend Changes to Scoring Criteria

Request/Recommendation:

COMPASS staff will review the scoring process to determine if additional criteria are needed to score projects for the Carbon Reduction Program (CRP). If needed, a subcommittee will be requested.

Background/Summary:

The COMPASS Board of Directors approved the Funding Application Guide FY2024-2030 on August 15, 2022. A new scoring procedure and set of criteria were introduced for most projects for the FY2024-2030 application cycle. Applications were requested for the new CRP; however, it was uncertain what type of applications would be submitted.

After Phase I application review, most projects eligible for CRP are for alternative transportation projects, such as sidewalks, and scoring criteria for these types of projects are included in the guide. However, the existing criteria do not as clearly address some of the other types of projects submitted, such as commercial truck parking or trailheads. The full list of projects submitted in Phase I that qualify for CRP funding is provided in Attachment 1.

Staff requests your input in the process, prior to scoring projects, to determine if additional criteria are needed to make a prioritization decision on CRP projects. If so, staff requests volunteers for an RTAC subcommittee to assist with developing criteria for these types of projects.

Implication (policy and/or financial):

Scoring criteria in the FY2024-2030 COMPASS Funding Application Guide allow COMPASS staff to assist member agency staff in prioritizing projects to further the goals in *Communities in Motion*.

More Information:

- 1) Attachment 1: FY2024-2028 Phase I CRP Grant Applications
- 2) For detailed information contact:
Toni Tisdale, Principal Planner, at 208/475-2238 or ttisdale@compassidaho.org or
Dane Hoskins, Associate Planner, at 208/475-2240 or dhoskins@compassidaho.org

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FY2024-2030 PHASE I CRP GRANT APPLICATIONS

1/16/2023

Sponsor Name	Application Title	Cost	Requested	Description from Application*	Eligible
ACHD	Five Mile Road Overpass and Widening Bicycle and Pedestrian Right-of-Way	\$1,500,000	\$1,389,000	The Five Mile Road Overpass (over I-84) and Widening Project (KN 23095), located on Five Mile Road, between Overland Road and Franklin Road, is addressing a significant existing deficiency within Ada County's regional arterial network. The current two-lane configuration of the overpass and adjacent roadway segments represents a bottleneck that significantly impedes traffic, including for people who ride bikes or walk. All of the adjacent and connected roadway segments (Overland Road, Franklin Road, Five Mile Road South of Overland Road and Five Mile Road North of Franklin Road) have been expanded to five lanes to accommodate growth and enhance safety and mobility for all modes of transportation. This project is being designed and constructed to federal standards and already has received federal funding for design. The addition of bike lanes and sidewalks will require significant right-of-way, which is the focus of this application.	CRP-TMA TAP-TMA STBG-TMA
City of Boise	Multiuse Path, west side of Eagle Road, Jasmine Lane to McMillan Road	\$1,554,847	\$1,440,722	Construct a 10-foot wide multi-use pathway on the west side of Eagle Road, from Jasmine Lane to McMillan Road. We request designing the entire 0.6-mile pathway and acquiring potential right-of-way as one project. The pathway construction could be divided into two phases: Jasmine Ln to Wainwright Drive and Wainwright Drive to McMillan Road.	STBG-TMA CRP-TMA
City of Boise	Multiuse Path, east side of Eagle Road, McMillan Road to Chinden Boulevard	\$1,554,847	\$1,440,722	Construct a 10-foot wide multi-use pathway on the east side of Eagle Road, from McMillan Road to Chinden Boulevard. We request designing the entire 1-mile pathway and acquiring potential right-of-way as one project. The pathway construction could be divided into three phases: Chinden to Hobble Creek Drive, Hobble Creek Drive to Sedona Street, and Sedona Street to McMillan Road.	STBG-TMA CRP-TMA
City of Garden City	FACTS 52nd Street Bridge	\$1,777,529	\$1,777,529	Construct a pedestrian bridge on 52nd Street, including a bicycle and pedestrian pathway and bridge to existing pathways on Plantation Island, eliminating 1/2 mile detour, bypassing a 1/2 mile Greenbelt detour between 52nd and Remington Streets onto surface streets with no sidewalks or bike lanes in Garden City; and including a pedestrian bridge to existing pathways on Plantation Island, 230 feet upriver from where the Greenbelt intersects 52nd Street.	CRP-TMA TAP-TMA TAP-State STBG-TMA
City of Kuna	Orchard Crossing Hawklight	\$290,000	\$21,286	The Orchard Avenue Crossing project is a Hawklight to be installed on the west side of the Avalon Street and Orchard Avenue intersection with ADA accessible landings on the north and south side, assisting with safe access to the crossing for youth and pedestrians. An asphalt path with curb, gutter and sidewalk will be installed along the west side of Orchard Avenue from the intersection, north to 2nd Street, excluding a vacant lot.	CRP-TMA TAP (thru ITD/LHTAC) CPS (thru LHTAC)

FY2024-2030 PHASE I CRP GRANT APPLICATIONS

1/16/2023

Sponsor Name	Application Title	Cost	Requested	Description from Application*	Eligible
City of Kuna	Truck Parking/Electrification	\$5,000,000	\$367,000	<p>Construct a truck parking/electrification parking lot located on Meadow View Road on a 20 acre city owned parcel, 800 feet from State Highway 69 in Kuna, Idaho. This project is needed and increasingly necessary with growth of commercial truck traffic for commerce, industrial business and commercial business and population growth in Kuna along with important strides for emission reductions and the support of vehicles designed for emission reductions.</p> <p>Kuna has seen an increase in commercial truck parking in downtown and residential roads. Lack of large vehicle parking has created safety issues with parking occurring on arterial and residential streets. Kuna Police have had an increase in calls from citizens about commercial truck parking that block safe viewing when passenger vehicles are entering intersections, and crossing streets as non-motorized users. Large industrial construction projects are set for Kuna's industrial area to the east which will generate a large number of commercial truck loads on State Highway 69 as it is a direct connection to I-84 with Kuna as the destination.</p> <p>Upon review of Kuna private and public emission reduction opportunities, it was noted that there are no available electric car charging stations in Kuna .</p> <p>To build on emission reduction and commercial truck parking, non-idle parking with electric car charging stations with this project will address that goal and need.</p>	STBG-TMA CRP-TMA
City of Middleton	Middleton Riverwalk Park - Phase 1 Trail	\$370,400	\$46,500	<p>Extend the City's existing pathway and trail system to connect with the Boise River greenbelt area, providing parking adjacent to the trail system that will enable the trails to be more accessible to the wider community, including an asphalt pathway extending from the existing trail connections at Sawtooth Lake Drive and South Cemetery Road directly south along the City owned property (Canyon County Parcel 33909000 0) with a connection to the unimproved green belt access way.</p> <p>This trail will serve as the initial step towards the creation of the Riverwalk park which is intended to serve as a regional recreational destination within the Middleton Urban Renewal Area. This project extends the City Pathway and Trail System south from the intersection of South Cemetery Road and Sawtooth Lane to connect an existing unimproved roadway/trail along the Boise Greenbelt.</p>	STBG-Urban CRP-Urban TAP (thru ITD/LHTAC)

FY2024-2030 PHASE I CRP GRANT APPLICATIONS

1/16/2023

Sponsor Name	Application Title	Cost	Requested	Description from Application*	Eligible
City of Nampa	Garrity Boulevard Side Path, Stamm Lane to Carnation Drive	\$2,225,000	\$2,061,685	The project intends to extend the sidewalk width along the south-eastern side of Garrity Boulevard, located along Garrity Blvd, between the I-84 interchange and 16th Avenue North, providing safer connectivity, improving accessibility and mobility, and contributing to the development of a regional transportation system that provides access, equity, and mobility for all users via safe, efficient, and convenient transportation options. The side path conversion will begin near existing facilities at the I-84 interchange and be constructed further to the south as funds allow. This project can be phased to meet any funding budget.	STBG-Urban CRP-Urban TAP (thru ITD/LHTAC)
City of Nampa	Matthew Peltzer Trailhead at Wilson Path	\$500,000	\$463,300	Establish an accessible trailhead for the Wilson Pathway, located along Lake Lowell Avenue and the Wilson Pathway, just east of Midland Boulevard, beside the Wilson Drain, improving bicycle and pedestrian accessibility, constructing sidewalks, pedestrian ramps, a parking lot with accessible parking spaces, public restrooms, and a bicycle repair station. The parking facilities, which serve the Parks Department satellite building on-site, will be connected to the pathway for improved accessibility.	STBG-Urban CRP-Urban TAP (thru ITD/LHTAC)
COMPASS	Carbon Reduction Strategy	\$180,000	\$166,788	Develop a regional Carbon Reduction Strategy to further the analysis and implementation strategies of the State's Carbon Reduction Strategy required by IJJA, investigating vehicle alternatives, mode choices, construction practices, and infrastructure investments to reduce transportation-related greenhouse gas emissions and establish performance measures and targets for greenhouse gas emission reductions, including an analysis of the regional transportation system's contributions to greenhouse gas emissions and evaluate strategies based on their impact on air quality and cost-effectiveness.	CRP-TMA CRP-Urban
VRT	Orchard Facility Improvements and East Lot Expansion	\$2,700,000	\$2,160,000	Improve the Orchard Facility and expand the East Lot, located at the current Ada County maintenance facility at 4701 Northrup Street in Boise, improving site efficiency, safety, and security by separating visitor parking from bus traffic by adding security fencing and a new exit gate onto Harvard Street as well as a new 4500 square foot covered storage and office space to provide sufficient space for bus shelter, bench, ticket vending machine and other equipment storage and maintenance for premium corridor and other system enhancements.	STBG-TMA CRP-TMA

*Descriptions were downloaded verbatim from the application.



RTAC AGENDA ITEM V-A

DATE: January 25, 2023

Topic: Member Agencies' FY2024 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 five 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 five workdays, a formal request for inclusion in the UPWP is not required.

COMPASS is now soliciting member agency requests for FY2024 (October 2023 – September 2024) for projects requiring more than five COMPASS workdays (40 hours). Requests should be submitted using the attached form to Mary Ann Waldinger (mwaldinger@compassidaho.org) by **5:00 PM, Wednesday, February 15, 2023**.

Next Steps:

March- RTAC recommends member agencies' FY2024 UPWP requests in a priority order for consideration by the Finance Committee.

April- COMPASS, with requesting agencies, refines scope/workday estimates of member agencies' requests as needed; COMPASS develops the draft UPWP including highest-priority member agency projects as resources allow.

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 FY2024 UPWP and workgroup charters.

September – For member agency projects included in the FY2024 UPWP, the requesting agency develops a work plan and timeline with COMPASS staff.

More Information:

- 1) Attachment: FY2024 Request Form for member agencies
- 2) For detailed information contact Mary Ann Waldinger at mwaldinger@compassidaho.org

**COMPASS Member Request Form:
FY2024 Unified Planning Work Program (UPWP) Projects**

Requesting agency:

Contact name:

Phone:

Email:

Project title:

Brief description of project purpose (attach a map or additional information if needed):

Expected outcomes or deliverables:

Significance and regional value:

Estimated start date:

Target completion date:

Estimated COMPASS staff workdays:

(If unsure, contact COMPASS for assistance in estimating)

Type of support needed (check as many as apply):

Demographic research

General technical/data support

GIS/mapping/spatial data

Project management/
administration

Public involvement/outreach/
facilitation

Transportation planning

Travel demand modeling

Other planning (e.g.,
environmental, land use, etc.)

Other resources (e.g.,
specialized software, consultant
services, etc.)

Submit no later than February 15, 2023, to Mary Ann Waldinger, mwaldinger@compassidaho.org

Next steps:

1. COMPASS staff may follow up with additional questions if needed.
2. RTAC will review and prioritize member requests at its March 15, 2023, meeting for inclusion in the FY2024 UPWP.
3. Projects included in the UPWP will need a completed work plan for COMPASS assistance by October 2023.

RTAC AGENDA WORKSHEET

<i>ID #</i>	<i>Title/Description</i>	<i>Mandatory</i> ¹	<i>Additional Information</i>	<i>Agenda Type</i> ²	<i>Time</i>	<i>Presenters</i>	<i>Proposed Agenda</i>	<i>Board Agenda</i>
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	Monthly	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 and Sherone Sader will host an optional workshop to provide information about federal-aid-eligible applications and share initial scores.	Information/ Discussion	60	Toni Tisdale and Sherone Sader	February 8 (Optional)	N/A
5.	Special Item - Status Report on the State Highway 16 Corridor	Yes	Amy Schroeder (Idaho Transportation Department) will provide the status of the State Highway 16 corridor.	Information	10	Amy Schroeder	February	February
6.	Recommend Federal-Aid Rankings for COMPASS Programs	Yes	Toni Tisdale will seek recommendation of federal-aid rankings for all COMPASS federal-aid programs.	Action	15	Toni Tisdale	February	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.	Request Subcommittee for the FY2025-2031 COMPASS Application Guide	No	Toni Tisdale will seek volunteers to serve on an RTAC subcommittee to determine updates to the FY2025-2031 COMPASS Application Guide.	Action	5	Toni Tisdale	February	N/A
8.	Approve Balancing in the Transportation Management Area (TMA)	Yes	Toni Tisdale will seek approval of balancing actions in the TMA (Boise Urbanized Area), if needed.	Action	15	Toni Tisdale	February	April (if needed)
9.	Review Draft CIM 2055 Workplan	No	Austin Miller will review draft CIM 2055 workplan and request member feedback on items and timeline.	Information/ Discussion	15	Austin Miller	February	April
10.	Review COMPASS Staff Funding Recommendations for Federal-Aid Programs	No	Toni Tisdale and Sherone Sader 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 Sherone Sader	March 8 (optional)	N/A
11.	Recommend Recommendation of Draft Federal-Aid Programs	Yes	Toni Tisdale will seek RTAC recommendation of approval of draft federal-aid programs, based on ranking recommendations from RTAC.	Action	20	Toni Tisdale	March	N/A

ID #	Title/Description	Mandatory¹	Additional Information	Agenda Type²	Time	Presenters	Proposed Agenda	Board Agenda
12.	Approve Balancing in the Transportation Management Area (TMA)	Yes	Toni Tisdale will seek approval of balancing actions in the TMA (Boise Urbanized Area), if needed.	Action	15	Toni Tisdale	March	April (if needed)
13.	Prioritize and Recommend Member Agencies' Requests for FY2024 Unified Planning Work Program (UPWP)	No	Mary Ann Waldinger will seek prioritization of member agencies' requests and recommendation for inclusion in FY2024 UPWP.	Action	20	Mary Ann Waldinger	March	N/A
14.	Recommend Approval of the Draft Scope of Work for the High-Capacity Transit Planning and Environmental Linkages (PEL) study.	No	Lila Klopfenstein will summarize the activities of the Planning and Environmental Linkages Workgroup (PELWG) and request RTAC recommendation for Board approval of the draft scope of work for the high-capacity transit PEL study.	Action	20	Lila Klopfenstein	March	April
15.	Review Findings of Housing Analysis and Projections from Regional Housing Coordination Plan	No	Dane Hoskins and/or [consultant] will review insights from the Regional Housing Needs Assessment and present next steps.	Information/ Discussion	15?	Dane Hoskins/ [consultant]	March?	N/A

ID #	Title/Description	Mandatory¹	Additional Information	Agenda Type²	Time	Presenters	Proposed Agenda	Board Agenda
16.	Status Report – “Small Town Main Street” University of Idaho Capstone Project	No	Dane Hoskins and UI students will present the Small Town Main Street capstone project.	Information/ Discussion	30	Dane Hoskins/ UI students	April	N/A
17.	Approve Balancing in the Transportation Management Area (TMA)	Yes	Toni Tisdale will seek approval of balancing actions in the TMA (Boise Urbanized Area), if needed.	Action	15	Toni Tisdale	April	June (if needed)
18.	Recommend Priorities for the End-of-Year and Redistribution Program	Yes	Toni Tisdale will seek RTAC recommendation for Board of Directors’ approval of the End-of-Year and Redistribution Program.	Action	10	Toni Tisdale	May	June
19.	Approve Balancing in the Transportation Management Area (TMA)	Yes	Toni Tisdale will seek approval of balancing actions in the TMA (Boise Urbanized Area), if needed.	Action	15	Toni Tisdale	May	June (if needed)
20.	Review Draft FY2024-2030 Regional Transportation Improvement Program	Yes	Toni Tisdale will seek RTAC review of the Draft FY2024-2030 TIP project list, prior to the public comment period.	Information/ Discussion	15	Toni Tisdale	May	June

ID #	Title/Description	Mandatory¹	Additional Information	Agenda Type²	Time	Presenters	Proposed Agenda	Board Agenda
21.	Review Findings of Policy Analysis and Present Preliminary Action Plan from Regional Housing Coordination Plan	No	Dane Hoskins and/or [consultant] will review finding of the Policy Analysis and present a preliminary Action Plan for comment.	Information/ Discussion	15?	Dane Hoskins/ [consultant]	May	June (if needed)
22.	Review Draft CIM 2055 Workplan	No	Austin Miller will seek RTAC recommendation for CIM 2055 workplan items and timeline.	Action	15	Austin Miller	May	June
23.	Approve Balancing in the Transportation Management Area (TMA)	Yes	Toni Tisdale will seek approval of balancing actions in the TMA (Boise Urbanized Area), if needed.	Action	15	Toni Tisdale	June	August (if needed)
24.	Recommend Updates to the FY2025-2031 COMPASS Application Guide	Yes	Dane Hoskins and Toni Tisdale will seek RTAC recommendation for COMPASS Board of Directors' approval of the FY2025-2031 COMPASS Application Guide.	Action	15	Dane Hoskins and Toni Tisdale	July	August
25.	Recommend FY2024 Communities in Motion Implementation grants and Project Development Program projects	Yes	Toni Tisdale will seek RTAC recommendation for COMPASS Board Approval of the FY2024 Communities in Motion Implementation grants and Project Development Program projects.	Action	20	Toni Tisdale	July	August

ID #	Title/Description	Mandatory¹	Additional Information	Agenda Type²	Time	Presenters	Proposed Agenda	Board Agenda
26.	Present findings and Recommend Approval of Regional Housing Coordination Plan	Yes	Dane Hoskins and [consultant] will seek RTAC recommendation for COMPASS Board of Directors' approval of the Regional Housing Coordination Plan	Action	20	Dane Hoskins and/or [consultant]	July	August
27.	Recommend the FY2024 COMPASS Resource Development Plan	Yes	Toni Tisdale will seek RTAC recommendation of the FY2024 Resource Development Plan, which outlines projects the Resource Development Team may work on to seek funding.	Action	15	Toni Tisdale	September	October
28.	Recommend Support of Priorities for Rural Projects	Yes	Toni Tisdale will seek RTAC recommendation of COMPASS Board of Directors' adoption of a resolution supporting priorities for applications in rural areas.	Consent	N/A	Toni Tisdale	September	October
29.	Recommend Adoption of Resolution Approving the Draft FY2024-2030 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 FY2024-2030 TIP and associated air quality conformity demonstration.	Action	15	Toni Tisdale	September	October

ID #	Title/Description	Mandatory¹	Additional Information	Agenda Type²	Time	Presenters	Proposed Agenda	Board Agenda
30.	Review the FY2023 <i>Communities in Motion</i> (CIM) Implementation Grants and Project Development Program Projects	No	Toni Tisdale will review the FY2023 projects in the CIM Implementation grants and Project Development Program projects.	Information/ Discussion	15	Toni Tisdale	September	Oct
31.	Approve 2024 RTAC Meeting Dates/Times	Yes	COMPASS Staff will request RTAC approval of 2024 meeting dates and times.	Consent	0	TBD	November	N/A
32.	Approve Transportation Management Area (TMA) Balancing		Toni Tisdale will seek RTAC approval of balancing actions to program available funds in the STBG and TAP programs in the Transportation Management Area.	Action	10	Toni Tisdale	November	
33.	Approve Transportation Management Area (TMA) Balancing		Toni Tisdale will seek RTAC approval of balancing actions to program available funds in the STBG and TAP programs in the Transportation Management Area.	Action	10	Toni Tisdale	November	
34.	Approve 2024 RTAC Meeting Dates/Times	Yes	COMPASS Staff will request RTAC approval of 2024 meeting dates and times.	Consent	0	TBD	November	N/A

ID #	Title/Description	Mandatory¹	Additional Information	Agenda Type²	Time	Presenters	Proposed Agenda	Board Agenda
35.	Approve Balancing in the Transportation Management Area (TMA)	No	Toni Tisdale will seek approval of balancing actions in the TMA (Boise Urbanized Area), if needed.	Action	15	Toni Tisdale	December	Feb (if needed)
36.	Elect Chair and Vice Chair	Yes	COMPASS Staff will facilitate the election of Chair and Vice Chair.	Action	10	TBD	January 2024	N/A
37.	Approve Balancing in the Transportation Management Area (TMA)	Yes	Toni Tisdale will seek approval of balancing actions in the TMA (Boise Urbanized Area), if needed.	Action	15	Toni Tisdale	January	Feb (if needed)
38.	Review Communities in Motion (CIM) Implementation Grants and Project Development Program Projects	No	Toni Tisdale will review CIM Implementation and Project Development Program Project outcomes.	Information	15	Toni Tisdale	January	Feb
39.	Solicit Member Agencies' Requests for FY2024 Unified Planning Work Program (UPWP)	Yes	Mary Ann Waldinger will solicit member agency requests for FY2024 UPWP for projects needing more than five COMPASS workdays.	Information/ Discussion	10	Mary Ann Waldinger	January	N/A

<i>ID #</i>	<i>Title/Description</i>	<i>Mandatory</i> ¹	<i>Additional Information</i>	<i>Agenda Type</i> ²	<i>Time</i>	<i>Presenters</i>	<i>Proposed Agenda</i>	<i>Board Agenda</i>
40.	Status the Long-Range Planning Functional Classification Map Update Process	No	Mary Ann Waldinger will provide an update, status and next steps regarding the update to the Long-Range Planning Functional Classification Map, Canyon County	Information/ Discussion	10	Mary Ann Waldinger	January	N/A

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Scheduled vs. Obligated for the 2023 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 - 1/16/2023] [Fiscal Year: 2023] [Obligation Approval Level: FHWA] [Project Status: Development, PS&E (or equiv.), Awarded (or equiv.)] [Fiscal Year: 2023] [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									
20536	3	US 20, MICROSEALS, STATE/GLENWOOD/CHINDEN, ADA COUNTY	2023	Development	100	CE	\$100,000.00	\$0.00	\$100,000.00
						CC	\$1,279,180.00	\$0.00	\$1,279,180.00
						CN	\$15,217,650.00	\$0.00	\$15,217,650.00
							\$16,596,830.00	\$0.00	\$16,596,830.00
22677	3	US 20, FY24 SURFACE TREATMENTS: US 20/26 & SH 44	2024	Development	100	PE	\$160,000.00	\$0.00	\$160,000.00
							\$160,000.00	\$0.00	\$160,000.00
23535	3	SH 21, PAVEMENT PRESERVATION, BOISE	2023	PS&E (or equiv.)	100	PE	\$75,900.00	\$75,900.00	\$0.00
						CE	\$75,900.00	\$0.00	\$75,900.00
						CN	\$1,065,870.00	\$0.00	\$1,065,870.00
							\$1,217,670.00	\$75,900.00	\$1,141,770.00
23542	3	SH 55, EAGLE RD; I 84 TO SH 44, ADA CO	2027	Development	100	PE	\$51,600.00	\$0.00	\$51,600.00
						PC	\$120,000.00	\$0.00	\$120,000.00
							\$171,600.00	\$0.00	\$171,600.00
State Hwy - Pavement Preservation Total							\$18,146,100.00	\$75,900.00	\$18,070,200.00
State Hwy - Pavement Restoration									
20506	3	SH 55, SH-44 (STATE ST) TO PAYETTE RV BR, REHABILITATION	2023	PS&E (or equiv.)	111	PE	\$3,000.00	\$3,000.00	\$0.00
						CE	\$638,468.68	\$0.00	\$638,468.68
						CN	\$15,233,000.00	\$0.00	\$15,233,000.00
							\$15,874,468.68	\$3,000.00	\$15,871,468.68
State Hwy - Pavement Restoration Total							\$15,874,468.68	\$3,000.00	\$15,871,468.68
State Hwy - Bridge Restoration									
20227	3	US 20, PHYLLIS CANAL BR, NR MERIDIAN	2023	PS&E (or equiv.)	103	CE	\$370,880.00	\$370,880.00	\$0.00
						CC	\$171,000.00	\$171,000.00	\$0.00
						CN	\$3,894,236.00	\$3,894,236.00	\$0.00
							\$4,436,116.00	\$4,436,116.00	\$0.00
23095	3	I 84, FIVE MILE RD OVERPASS & WIDENING (NEPA), BOISE	2025	Development	103	PC	\$0.00	(\$400,000.00)	\$400,000.00
							\$0.00	(\$400,000.00)	\$400,000.00
23879	3	SH 21, SH 21, MORES CR BR REPAIR	2026	Development	103	PE	\$100,000.00	\$0.00	\$100,000.00
						PC	\$700,000.00	\$0.00	\$700,000.00
							\$800,000.00	\$0.00	\$800,000.00
State Hwy - Bridge Restoration Total							\$5,236,116.00	\$4,036,116.00	\$1,200,000.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
State Hwy - Supporting Infrastructure Assets									
22746	3	I 84, COLE & OVERLAND LIGHTING, BOISE	2023	Development	146	CE	\$11,628.00	\$0.00	\$11,628.00
						CN	\$233,172.00	\$0.00	\$233,172.00
							\$244,800.00	\$0.00	\$244,800.00
23181	3	I 84, FY24 D3 SIGNING	2024	Development	146	PE	\$10,000.00	\$0.00	\$10,000.00
							\$10,000.00	\$0.00	\$10,000.00
23182	3	SH 44, MP 12.5 RWIS	2024	Development	146	PE	\$25,000.00	\$0.00	\$25,000.00
							\$25,000.00	\$0.00	\$25,000.00
23708	3	I 84, FY23 D3 INTERSTATE STRIPING	2023	PS&E (or equiv.)	146	CE	\$50,000.00	\$50,000.00	\$0.00
						CN	\$509,480.00	\$509,480.00	\$0.00
							\$559,480.00	\$559,480.00	\$0.00
State Hwy - Supporting Infrastructure Assets Total							\$839,280.00	\$559,480.00	\$279,800.00
State Hwy - Safety & Capacity (Safety)									
22101	3	LOCAL, PECKHAM RD INTERSECTIONS, CANYON CO	2023	Development	135	UT	\$80,000.00	\$0.00	\$80,000.00
						CN	\$379,000.00	\$0.00	\$379,000.00
							\$459,000.00	\$0.00	\$459,000.00
22102	3	STC-8223, FRANKLIN BLVD & KARCHER RD INT, NAMPA	2023	Development	135	LP	\$270,000.00	\$0.00	\$270,000.00
						CE	\$10,000.00	\$0.00	\$10,000.00
						CC	\$460,000.00	\$0.00	\$460,000.00
						CL	\$90,000.00	\$0.00	\$90,000.00
						CN	\$2,295,000.00	\$0.00	\$2,295,000.00
							\$3,125,000.00	\$0.00	\$3,125,000.00
State Hwy - Safety & Capacity (Safety) Total							\$3,584,000.00	\$0.00	\$3,584,000.00
State Hwy - Safety & Capacity (Capacity)									
20266	3	SH 44, INT SH 16 TO LINDER RD, ADA CO	2023	PS&E (or equiv.)	112	CE	\$562,219.00	\$562,219.00	\$0.00
						CC	\$186,853.00	\$186,853.00	\$0.00
						CN	\$6,267,644.92	\$6,267,644.92	\$0.00
							\$7,016,716.92	\$7,016,716.92	\$0.00
20367	3	US 20, PHYLLIS CANAL BR TO SH 16, ADA CO	2023	Awarded (or equiv.)	112	PE	\$105,000.00	\$105,000.00	\$0.00
						RW	(\$25,000.00)	(\$25,000.00)	\$0.00
						LP	\$350,000.00	\$350,000.00	\$0.00
						CE	\$404,516.00	\$404,516.00	\$0.00
						CC	\$550,000.00	\$550,000.00	\$0.00
						CN	\$9,057,438.00	\$9,057,438.00	\$0.00
							\$10,441,954.00	\$10,441,954.00	\$0.00
20788	3	SH 16, I 84 TO US 20/26 & SH 44 IC, ADA & CANYON COS	2025	Development	107	RW	\$7,500,000.00	\$0.00	\$7,500,000.00
							\$7,500,000.00	\$0.00	\$7,500,000.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
22717	3	SH 45, LOCUST LANE INTERSECTION, NAMPA	2027	Development	112	RW	\$147,001.00	\$0.00	\$147,001.00
							\$147,001.00	\$0.00	\$147,001.00
23080	3	I 84, FRANKLIN RD IC TO KARCHER IC - WEST, NAMPA	2500	Awarded (or equiv.)	112	CE	\$0.00	\$20,000.00	(\$20,000.00)
						CC	\$0.00	\$400,000.00	(\$400,000.00)
						CN	\$84,450.00	\$1,084,450.00	(\$1,000,000.00)
							\$84,450.00	\$1,504,450.00	(\$1,420,000.00)
23095	3	I 84, FIVE MILE RD OVERPASS & WIDENING (NEPA), BOISE	2025	Development	112	PC	\$400,000.00	\$400,000.00	\$0.00
							\$400,000.00	\$400,000.00	\$0.00
23409	3	SH 16, FRANKLIN RD TO USTICK RD, ADA & CANYON COS	2026	Development	112	UT	\$500,000.00	\$0.00	\$500,000.00
						CE	\$200,000.00	\$0.00	\$200,000.00
						CC	\$200,000.00	\$0.00	\$200,000.00
							\$900,000.00	\$0.00	\$900,000.00
State Hwy - Safety & Capacity (Capacity) Total							\$26,490,121.92	\$19,363,120.92	\$7,127,001.00
State Hwy - Early Development (Unfunded Ideas)									
23175	3	SH 16, SH 44 TO JCT SH 52 ENVIRONMENTAL RE-EVAL, EMMETT	2023	Development	148	PE	\$50,000.00	\$50,000.00	\$0.00
						PC	\$2,950,000.00	\$2,950,000.00	\$0.00
							\$3,000,000.00	\$3,000,000.00	\$0.00
23336	3	I 84, KARCHER IC, KARCHER TO MIDDLETON ROAD, CANYON CO	2024	Development	148	CE	\$150,000.00	\$0.00	\$150,000.00
						CC	\$2,500,000.00	\$0.00	\$2,500,000.00
						CN	\$25,000,000.00	\$0.00	\$25,000,000.00
							\$27,650,000.00	\$0.00	\$27,650,000.00
23437	3	I 84, CENTENNIAL IC TO FRANKLIN IC, CANYON CO	2024	Development	148	CE	\$400,000.00	\$0.00	\$400,000.00
						CC	\$10,000,000.00	\$0.00	\$10,000,000.00
						CN	\$100,000,000.00	\$0.00	\$100,000,000.00
							\$110,400,000.00	\$0.00	\$110,400,000.00
23456	3	I 84, MERIDIAN RD IC TO EAGLE RD IC, DESIGN, MERIDIAN	2500	Development	148	PC	\$175,000.00	\$175,000.00	\$0.00
							\$175,000.00	\$175,000.00	\$0.00
23630	3	SH 44, I 84 TO STAR RD PEL AND NEPA STUDY	2023	Development	148	PC	\$3,000,000.00	\$0.00	\$3,000,000.00
							\$3,000,000.00	\$0.00	\$3,000,000.00
State Hwy - Early Development (Unfunded Ideas) Total							\$144,225,000.00	\$3,175,000.00	\$141,050,000.00
Leading Idaho									
23378	3	NHS-8523, CHERRY LANE, UPRR RRX 818670F, NAMPA	2023	Development	155	PE	\$5,000.00	\$5,000.00	\$0.00
						PC	\$25,000.00	\$25,000.00	\$0.00
						CN	\$525,000.00	\$0.00	\$525,000.00
							\$555,000.00	\$30,000.00	\$525,000.00
23379	3	STC-8223, KARCHER RD, UPRR RRX 818662N, NAMPA	2023	Development	155	PE	\$5,000.00	\$5,000.00	\$0.00
						PC	\$25,000.00	\$25,000.00	\$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
23379	3	STC-8223, KARCHER RD, UPRR RRX 818662N, NAMPA	2023	Development	155	CN	\$525,000.00 \$555,000.00	\$0.00 \$30,000.00	\$525,000.00 \$525,000.00
23408	3	SH 16, USTICK RD TO US 20/26, ADA & CANYON COS	2024	Awarded (or equiv.)	155	CC	\$36,517.46 \$36,517.46	\$36,517.46 \$36,517.46	\$0.00 \$0.00
23971	3	OFFSYS, S. COLE RD RRX, UPRR 819327P, ADA COUNTY	2023	Development	155	UT	\$250,000.00 \$250,000.00	\$0.00 \$0.00	\$250,000.00 \$250,000.00
Leading Idaho Total							\$1,396,517.46	\$96,517.46	\$1,300,000.00
TECM									
20788	3	SH 16, I 84 TO US 20/26 & SH 44 IC, ADA & CANYON COS	2025	Development	149	LP	\$0.00 \$0.00	\$1,084,238.67 \$1,084,238.67	(\$1,084,238.67) (\$1,084,238.67)
22165	3	US 20/26, I 84 TO MIDDLETON RD, CANYON CO	2025	Awarded (or equiv.)	149	CC	\$1,000,000.00 \$1,000,000.00	\$1,000,000.00 \$1,000,000.00	\$0.00 \$0.00
22715	3	SH 55, FARMWAY RD TO MIDDLETON RD, CANYON CO	2025	Development	149	PC RW LP UT	\$2,580,000.00 \$250,000.00 \$19,970,000.00 \$100,000.00 \$22,900,000.00	\$2,580,000.00 \$250,000.00 \$19,970,000.00 \$100,000.00 \$22,900,000.00	\$0.00 \$0.00 \$0.00 \$0.00 \$0.00
23336	3	I 84, KARCHER IC, KARCHER TO MIDDLETON ROAD, CANYON CO	2024	Development	149	PC RW UT	\$1,100,000.00 \$100,000.00 \$50,000.00 \$1,250,000.00	\$1,100,000.00 \$100,000.00 \$50,000.00 \$1,250,000.00	\$0.00 \$0.00 \$0.00 \$0.00
23337	3	US 20/26, MIDDLETON RD TO STAR RD, ADA/CANYON COS	2025	Development	149	PC RW LP UT	\$3,946,200.00 \$250,000.00 \$23,113,785.00 \$200,000.00 \$27,509,985.00	\$3,946,200.00 \$0.00 \$23,113,785.00 \$200,000.00 \$27,259,985.00	\$0.00 \$250,000.00 \$0.00 \$0.00 \$250,000.00
23408	3	SH 16, USTICK RD TO US 20/26, ADA & CANYON COS	2024	Awarded (or equiv.)	149	CC CN	\$2,409,415.00 \$73,171,086.00 \$75,580,501.00	\$2,409,415.00 \$73,171,086.00 \$75,580,501.00	\$0.00 \$0.00 \$0.00
23410	3	SH 16, I 84 TO FRANKLIN RD, ADA & CANYON COS	2023	Awarded (or equiv.)	149	CC CN	\$2,160,015.00 \$17,419,499.00 \$19,579,514.00	\$2,160,015.00 \$17,419,499.00 \$19,579,514.00	\$0.00 \$0.00 \$0.00
23437	3	I 84, CENTENNIAL IC TO FRANKLIN IC, CANYON CO	2024	Development	149	PC RW LP	\$200,000.00 \$100,000.00 \$2,000,000.00	\$200,000.00 \$100,000.00 \$2,000,000.00	\$0.00 \$0.00 \$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
23437	3	I 84, CENTENNIAL IC TO FRANKLIN IC, CANYON CO	2024	Development	149	UT	\$50,000.00	\$50,000.00	\$0.00
							\$2,350,000.00	\$2,350,000.00	\$0.00
TECM Total							\$150,170,000.00	\$151,004,238.67	(\$834,238.67)
TECM Bonding									
22165	3	US 20/26, I 84 TO MIDDLETON RD, CANYON CO	2025	Awarded (or equiv.)	150	CC CN	(\$2,800,000.00)	(\$2,800,000.00)	\$0.00
							\$2,799,500.00	\$2,799,500.00	\$0.00
							(\$500.00)	(\$500.00)	\$0.00
TECM Bonding Total							(\$500.00)	(\$500.00)	\$0.00
State Hwy - Planning & Scoping									
7827	3	SH 44, CORRIDOR STUDY, STAR RD TO EAGLE RD	2023	Awarded (or equiv.)	104	PE PC	\$68,120.00	\$68,120.00	\$0.00
							\$997,392.00	\$37,392.00	\$960,000.00
							\$1,065,512.00	\$105,512.00	\$960,000.00
23599	3	STATE, MS4 PERMIT & STORM WATER MGMT PROG, ADA & CANYON	2023	Development	104	PE PC	\$5,000.00	\$5,000.00	\$0.00
							\$245,000.00	\$245,000.00	\$0.00
							\$250,000.00	\$250,000.00	\$0.00
State Hwy - Planning & Scoping Total							\$1,315,512.00	\$355,512.00	\$960,000.00
Hwy - Metropolitan Planning									
22108	3	LOCAL, FY23 COMPASS METRO PLANNING	2023	Awarded (or equiv.)	91	PC	\$1,458,964.00	\$434,538.10	\$1,024,425.90
							\$1,458,964.00	\$434,538.10	\$1,024,425.90
Hwy - Metropolitan Planning Total							\$1,458,964.00	\$434,538.10	\$1,024,425.90
Local Hwy - Transportation Alternatives									
22922	3	LOCAL, FY22 CANYON CO SRTS COORDINATOR & ACTIVITIES	2023	Awarded (or equiv.)	134	CN	\$64,753.00	\$64,753.00	\$0.00
							\$64,753.00	\$64,753.00	\$0.00
22924	3	LOCAL, FY23 CANYON CO SRTS COORDINATOR & ACTIVITIES	2023	Development	134	CN	\$64,753.00	\$0.00	\$64,753.00
							\$64,753.00	\$0.00	\$64,753.00
Local Hwy - Transportation Alternatives Total							\$129,506.00	\$64,753.00	\$64,753.00
State Hwy - Freight									
22103	3	OFFSYS, FRANKLIN BLVD & 3RD N FREIGHT IMPRV, NAMPA	2500	Development	139	RW	\$600,000.00	\$0.00	\$600,000.00
							\$600,000.00	\$0.00	\$600,000.00
State Hwy - Freight Total							\$600,000.00	\$0.00	\$600,000.00
Local Hwy - Urban									
13487	3	NHS-8213, MIDDLETON & USTICK ROUNDABOUT, CALDWELL	2023	Development	46	CE CC CL	\$29,000.00	\$0.00	\$29,000.00
							\$575,000.00	\$0.00	\$575,000.00
							\$115,000.00	\$0.00	\$115,000.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
13487	3	NHS-8213, MIDDLETON & USTICK ROUNDBOUT, CALDWELL	2023	Development	46	CN	\$2,875,000.00 \$3,594,000.00	\$0.00 \$0.00	\$2,875,000.00 \$3,594,000.00
23026	3	LOCAL, AUTOMATED BIKE/PED COUNTERS, COMPASS	2023	Development	46	CN	\$39,000.00 \$39,000.00	\$0.00 \$0.00	\$39,000.00 \$39,000.00
Local Hwy - Urban Total							\$3,633,000.00	\$0.00	\$3,633,000.00
Local Hwy - Transportation Management Area									
19465	3	LOCAL, FY22 PAVEMENT PRESERVATION & ADA, PH 1, BOISE	2023	Awarded (or equiv.)	51	CN	\$6,002,385.00 \$6,002,385.00	\$0.00 \$0.00	\$6,002,385.00 \$6,002,385.00
20006	3	LOCAL, FY23 CAPITAL MAINTENANCE, PH 3, ACHD	2024	Development	51	CN	\$915,000.00 \$915,000.00	\$0.00 \$0.00	\$915,000.00 \$915,000.00
20122	3	STC-7133, FY22 PAVEMENT PRESERVATION AND ADA, PH 2, BOISE	2023	Development	51	CE CC CN	\$101,000.00 \$202,000.00 \$2,023,000.00 \$2,326,000.00	\$0.00 \$0.00 \$0.00 \$0.00	\$101,000.00 \$202,000.00 \$2,023,000.00 \$2,326,000.00
20259	3	LOCAL, FY23 ROADWAY & ADA IMPROVEMENTS PART 1, BOISE AREA	2024	Development	51	LP	\$150,000.00 \$150,000.00	\$0.00 \$0.00	\$150,000.00 \$150,000.00
20271	3	LOCAL, COMMUNITIES IN MOTION MINOR UPDATE	2026	Development	51	PC	\$183,000.00 \$183,000.00	\$0.00 \$0.00	\$183,000.00 \$183,000.00
20560	3	LOCAL, FY22/23 COMPASS PLANNING	2023	Development	51	PC	\$232,000.00 \$232,000.00	\$232,000.00 \$232,000.00	\$0.00 \$0.00
20841	3	SH 55, BIKE/PED BR OVER BOISE RV, EAGLE	2023	PS&E (or equiv.)	51	CN	\$581,000.00 \$581,000.00	\$0.00 \$0.00	\$581,000.00 \$581,000.00
21896	3	LOCAL, FY25 ROADWAY AND ADA IMPROVEMENTS, BOISE	2026	Development	51	PC	\$928,000.00 \$928,000.00	\$0.00 \$0.00	\$928,000.00 \$928,000.00
22015	3	LOCAL, FY23 ACHD COMMUTERIDE	2023	Development	51	CN	\$220,000.00 \$220,000.00	\$220,000.00 \$220,000.00	\$0.00 \$0.00
22395	3	LOCAL, FISCAL IMPACT ANALYSIS STUDY, COMPASS	2023	Development	51	PC	\$60,000.00 \$60,000.00	\$0.00 \$0.00	\$60,000.00 \$60,000.00
23667	3	LOCAL, FY23 ROLLING STOCK, INFRA, TECH, VRT	2023	Development	51	CN	\$186,000.00 \$186,000.00	\$0.00 \$0.00	\$186,000.00 \$186,000.00
23674	3	LOCAL, SMART TRIPS TREASURE VALLEY, ACHD	2023	Development	51	PE PC	\$3,000.00 \$388,000.00 \$391,000.00	\$0.00 \$0.00 \$0.00	\$3,000.00 \$388,000.00 \$391,000.00
Local Hwy - Transportation Management Area Total							\$12,174,385.00	\$452,000.00	\$11,722,385.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
Local Hwy - Transportation Alternatives; TMA									
20493	3	LOCAL, FY23 ADA COUNTY SR2S, VRT	2023	Development	133	CN	\$171,000.00	\$171,000.00	\$0.00
							\$171,000.00	\$171,000.00	\$0.00
20542	3	LOCAL, PED IMPROVEMENTS, EAGLE RD, MERIDIAN	2500	Development	133	PE	\$3,000.00	\$0.00	\$3,000.00
						PC	\$78,000.00	\$0.00	\$78,000.00
						PL	\$11,000.00	\$0.00	\$11,000.00
							\$92,000.00	\$0.00	\$92,000.00
20549	3	US 20, CHINDEN; INT 43RD ST PED IMPRV, GARDEN CITY	2023	Development	133	CE	\$35,000.00	\$0.00	\$35,000.00
						CN	\$144,000.00	\$0.00	\$144,000.00
							\$179,000.00	\$0.00	\$179,000.00
20841	3	SH 55, BIKE/PED BR OVER BOISE RV, EAGLE	2023	PS&E (or equiv.)	133	CN	\$870,000.00	\$0.00	\$870,000.00
							\$870,000.00	\$0.00	\$870,000.00
23095	3	I 84, FIVE MILE RD OVERPASS & WIDENING (NEPA), BOISE	2025	Development	133	RW	\$10,000.00	\$0.00	\$10,000.00
							\$10,000.00	\$0.00	\$10,000.00
Local Hwy - Transportation Alternatives; TMA Total							\$1,322,000.00	\$171,000.00	\$1,151,000.00
Local Hwy - Rural									
13964	3	STC-3798, PECKHAM RD, GOLDEN GATE HD	2023	Development	45	CL	\$777,000.00	\$0.00	\$777,000.00
						CN	\$2,818,000.00	\$0.00	\$2,818,000.00
							\$3,595,000.00	\$0.00	\$3,595,000.00
19951	3	STC-3856, OLD HWY 30; SAND HOLLOW RD TO SH-44, CANYON HD	2027	Development	45	RW	\$50,000.00	\$0.00	\$50,000.00
							\$50,000.00	\$0.00	\$50,000.00
Local Hwy - Rural Total							\$3,645,000.00	\$0.00	\$3,645,000.00
Hwy Safety - Local									
22878	3	SMA-3724, HOMEDALE RD CURVE IMPV, CANYON HD	2024	Development	118	RW	\$21,000.00	\$0.00	\$21,000.00
							\$21,000.00	\$0.00	\$21,000.00
23883	3	SMA-8323, 2ND ST S, SAFETY IMPROVEMENTS	2026	Development	118	PE	\$13,000.00	\$0.00	\$13,000.00
						PC	\$519,000.00	\$0.00	\$519,000.00
						PL	\$117,000.00	\$0.00	\$117,000.00
							\$649,000.00	\$0.00	\$649,000.00
Hwy Safety - Local Total							\$670,000.00	\$0.00	\$670,000.00
Hwy Safety - Railroad Crossings									
20606	3	OFFSYS, OLD FORT BOISE RD UPRR RRX, NOTUS-PARMA HD	2023	Development	22	CN	\$230,000.00	\$0.00	\$230,000.00
							\$230,000.00	\$0.00	\$230,000.00
23971	3	OFFSYS, S. COLE RD RRX, UPRR 819327P, ADA COUNTY	2023	Development	22	UT	\$152,000.00	\$0.00	\$152,000.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
23971	3	OFFSYS, S. COLE RD RRX, UPRR 819327P, ADA COUNTY	2023	Development	54	PE	\$75,000.00	\$0.00	\$75,000.00
							\$227,000.00	\$0.00	\$227,000.00
Hwy Safety - Railroad Crossings Total							\$457,000.00	\$0.00	\$457,000.00
Hwy - Discretionary									
23983	3	LOCAL, FY23 RAISE GRANT, NAMPA	2023	Development	39	PE	\$5,000,000.00	\$0.00	\$5,000,000.00
							\$5,000,000.00	\$0.00	\$5,000,000.00
Hwy - Discretionary Total							\$5,000,000.00	\$0.00	\$5,000,000.00
Hwy - Federal Lands Access									
22600	3	STC-3787, WESTERN HERITAGE BYWAY (SWAN FALLS RD), ADA CO	2025	Development	59	PC	\$269,241.00	\$0.00	\$269,241.00
							\$269,241.00	\$0.00	\$269,241.00
22602	3	STC-3714, INDIANA AND ORCHARD SHARED ROADWAY, CANYON HD #4	2025	Development	59	PC	\$249,451.00	\$0.00	\$249,451.00
							\$249,451.00	\$0.00	\$249,451.00
Hwy - Federal Lands Access Total							\$518,692.00	\$0.00	\$518,692.00
Hwy - Local Partnerships									
20367	3	US 20, PHYLLIS CANAL BR TO SH 16, ADA CO	2023	Awarded (or equiv.)	79	CN	\$821,347.00	\$821,347.00	\$0.00
							\$821,347.00	\$821,347.00	\$0.00
20841	3	SH 55, BIKE/PED BR OVER BOISE RV, EAGLE	2023	PS&E (or equiv.)	79	PE CE	\$2,674.00 (\$2,674.00)	\$2,674.00 (\$2,674.00)	\$0.00 \$0.00
							\$0.00	\$0.00	\$0.00
22165	3	US 20/26, I 84 TO MIDDLETON RD, CANYON CO	2025	Awarded (or equiv.)	79	CN	\$300,763.00	\$300,763.00	\$0.00
							\$300,763.00	\$300,763.00	\$0.00
22712	3	I 84B, GARRITY BLVD & STAMM LN INT IMPV, NAMPA	2027	Development	79	RW	\$385,027.00	\$0.00	\$385,027.00
							\$385,027.00	\$0.00	\$385,027.00
22717	3	SH 45, LOCUST LANE INTERSECTION, NAMPA	2027	Development	79	RW	\$620,257.00	\$0.00	\$620,257.00
							\$620,257.00	\$0.00	\$620,257.00
23674	3	LOCAL, SMART TRIPS TREASURE VALLEY, ACHD	2023	Development	79	PC	\$62,000.00	\$0.00	\$62,000.00
							\$62,000.00	\$0.00	\$62,000.00
Hwy - Local Partnerships Total							\$2,189,394.00	\$1,122,110.00	\$1,067,284.00
Hwy GARVEE - 2017 Legislative Authorization									
23080	3	I 84, FRANKLIN RD IC TO KARCHER IC - WEST, NAMPA	2500	Awarded (or equiv.)	142	CE CC CN	\$0.00 \$0.00 \$0.00	(\$20,000.00) (\$400,000.00) (\$1,000,000.00)	\$20,000.00 \$400,000.00 \$1,000,000.00
							\$0.00	(\$1,420,000.00)	\$1,420,000.00
Hwy GARVEE - 2017 Legislative Authorization Total							\$0.00	(\$1,420,000.00)	\$1,420,000.00
Report Total							\$399,074,557.06	\$179,492,786.15	\$219,581,770.91