



Working together to plan for the future

REGIONAL TRANSPORTATION ADVISORY COMMITTEE

April 28, 2021 - 8:30 a.m.
COMPASS, 1st Floor Board Room
700 NE 2nd Street, Meridian, Idaho

ZOOM CONFERENCE CALL

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

Committee members are encouraged to participate in the meeting via Zoom conference call. Others may watch the meeting via Live Streaming on Facebook. If you do not have internet access, please call Hailey Townsend at the number below for an alternate to Facebook. The 2nd floor conference room is open for in-person attendance, but has limited capacity for physical distancing; for the health and safety of all participants, virtual participation is encouraged. In-person attendees are asked to maintain physical distance and are required to wear a mask at all times in the COMPASS building.

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

Written comments may be submitted by email to info@compassidaho.org. Comments can also be left by voicemail. Please call 208-475-2232 to record comments. Commenters must provide their name for the record. Comments identified by name that are received by 10:00 am on April 28, 2021, will be provided to the Committee members and read into the record during the meeting.

AGENDA

I. CALL TO ORDER (8:30)

II. OPEN DISCUSSION/ANNOUNCEMENTS

III. CONSENT AGENDA

Page 3 *A. Approve March 17, 2021, RTAC Meeting Minutes

IV. ACTION ITEM

8:35 *A. Request Subcommittee to Review *Communities in Motion 2050* Hunter Mulhall
Page 6 (CIM 2050) Performance Measures and Set Targets

Hunter Mulhall will introduce the draft CIM 2050 performance measures and request the formation of an RTAC subcommittee to review and set targets for the proposed measures.

8:50 *B. Approve Transportation Management Area (TMA) Balancing Toni Tisdale

Page 11 *Toni Tisdale will seek RTAC approval of actions to balance the TMA funding programs to include new funding through FY2021 Appropriations and the Coronavirus Response and Relief Supplemental Appropriations Act.*

V. INFORMATION/DISCUSSION ITEMS

- 9:05 ***A. Review Detailed "All Aboard!" Survey Results** Rachel Haukkala
Page 34 *Rachel Haukkala will review the detailed results of the "All Aboard" public survey on high-capacity transit.*
- 9:35 ***B. Review Outcomes of RTAC Performance Measure Review** Hunter Mulhall
Page 37 **Subcommittee Meetings**
Hunter Mulhall will review the outcomes of the RTAC performance measure subcommittee meetings to improve safety and open space measures.
- 9:55 ***C. Review Resilience Intern's Report for CIM 2050** Lila Klopfenstein
Page 40 *Lila Klopfenstein will review "resilience" as it relates to CIM 2050 and its relevance in the Treasure Valley.*
- 10:15 ***D. Overview of Research on Surface Transportation** Clair Bowman/
Page 43 **Block Grant Small Urban Funds** Toni Tisdale
Clair Bowman and Toni Tisdale will provide an overview of recent research on the STBG-Urban funding and thoughts of the findings.
- 10:30 ***E. Review Draft Allocation of House Bill 308 (Memo Only)** Toni Tisdale
Page 47 *A review of draft allocations of the FY2021 House Bill 308 is provided.*

VI. STATUS REPORTS (INFORMATION ONLY)

- Page 49 ***A. RTAC Agenda Worksheet**
- Page 56 ***B. Obligation Report**

VII. OTHER:

Next Meeting: May 26, 2021, RTAC Meeting

VIII. ADJOURNMENT (10:35)

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

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

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REGIONAL TRANSPORTATION ADVISORY COMMITTEE MARCH 17, 2021 ZOOM CONFERENCE CALL

****MINUTES****

ATTENDEES:

Drew Alexander, Boise State University, via telephone
Rodney Ashby, City of Nampa, via telephone
Nichoel Baird Spencer, City of Eagle, via telephone
Lee Belt, City of Greenleaf, via telephone
Gordon Bates, Golden Gate Highway District #3, via telephone
Bre Brush, City of Boise, via telephone
Miranda Carson for Caleb Hood, City of Meridian, via telephone
Jayme Coonce, Idaho Transportation Department, via telephone
Tom Ferch, Ada County Highway District, via telephone
Karen Gallagher, City of Boise, via telephone
Ryan Head, Ada County Highway District, via telephone
Jace Hellman, City of Kuna, via telephone
Stephen Hunt, Valley Regional Transit, via telephone
Liisa Itkonen, COMPASS, Ex. Officio, via telephone
Angela Lively, City of Caldwell, via telephone
Brian McClure, City of Meridian, via telephone
Brent Moore, Ada County Development Services, **Vice Chair**, via telephone
Patricia Nilsson, Canyon County Development Services, via telephone
Darrell Romine, City of Melba, via telephone
Michael Toole, Department of Environmental Quality, via telephone

MEMBERS ABSENT:

Jeff Barnes, City of Nampa
Jason Boal, Ada County
Clair Bowman, City of Nampa
Al Christy, City of Meridian
Becky Crofts, City of Middleton
Kate Dahl, Canyon County Development Services
Rob Howarth, Central District Health, Ex. Officio
Tom Laws, Ada County Highway District
Angie Lee, City of Parma
Dan Lister, Canyon County Development Services
Robb MacDonald, City of Caldwell
Andrew Mitzel, Office of the Governor
Shawn Nickel, City of Star
Lenny Riccio, Canyon Highway District No. 4, **Chair**
Jenah Thornborrow, City of Garden City
Bill Vaughan, City of Eagle

OTHERS PRESENT: Cecilia Arritola, ITD, via telephone
Tevrin Fuller, COMPASS, via telephone
Tessa Greegor, Ada County Highway District, via telephone
Rachel Haukkala, COMPASS, via telephone
Amy Luft, COMPASS, via telephone
Carl Miller, COMPASS, via telephone
Hunter Mulhall, COMPASS, via telephone
Jill Reyes, Valley Regional Transit, via telephone
Matt Stoll, COMPASS, via telephone
Michelle Tang, Ada County Highway District, via telephone
Toni Tisdale, COMPASS, via telephone
Hailey Townsend, COMPASS, via telephone

CALL TO ORDER:

Vice Chair Brent Moore called the meeting to order at 8:34 a.m.

OPEN DISCUSSION/ANNOUNCEMENTS

None.

CONSENT AGENDA

A. Approve February 24, 2021, RTAC Meeting Minutes

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

ACTION ITEMS

A. Recommend Member Agencies' FY2022 Unified Planning Work Program (UPWP) Requests

Liisa Itkonen reviewed member agencies' FY2022 UPWP submissions and requested that members rank the requests in priority order for consideration by the Finance Committee.

After ranking and discussion, **Stephen Hunt moved and Drew Alexander seconded to recommend the members' FY2022 UPWP requests in prioritized order for consideration by the Finance Committee:**

- 1. Traffic Impact Fee Study - Phase 2 / City of Caldwell (Canyon Highway District #4)**
- 2. Linder Road Overpass – Next Step Facilitation (City of Meridian)**
- 3. Fields Transportation Work (City of Meridian)**
- 4. Regional Pathway and Waterway Planning (City of Meridian)**

The COMPASS Finance Committee will balance the priorities with available resources and recommend a final UPWP for COMPASS Board of Directors' approval in August. Motion passed unanimously.

B. Approve Transportation Management Area (TMA) Balancing

Toni Tisdale reviewed balancing actions for the Surface Transportation Block Grant (STBG)-TMA and Transportation Alternatives Program (TAP)-TMA programs.

After discussion, **Karen Gallagher moved and Tom Ferch seconded to approve balancing actions for the STBG-TMA and TAP-TMA programs, as presented. Motion passed unanimously.**

C. Recommend Approval of Draft Federal-Aid Programs

Toni Tisdale reviewed draft federal-aid programs.

After discussion, **Ryan Head moved and Nichoel Baird Spencer seconded approval of the draft STBG-TMA and TAP-TMA programs, as well as the recommendations for the STBG-Urban program as presented, with the modification to include the Idaho Transportation Department/Ada County Highway District Five Mile Overpass and roadway expansion project and the City of Boise's Garden Street multi use pathway project in the draft FY2022-2028 TIP as locally funded projects. Motion passed unanimously.**

D. Recommend Updates to the Transportation Improvement Program (TIP) Amendment Policy Updates

Toni Tisdale reviewed requested updates to the TIP Amendment Policy to address the addition of small, operational projects.

After discussion, **Ryan Head moved and Karen Gallagher seconded to table action on the update to the COMPASS TIP Amendment Policy until the April 28, 2021, meeting, with further clarification regarding the definition of "operational" projects.**

E. Recommend Approval of Project Delivery Extensions

Tevrin Fuller reviewed requests for extension of the March 1 obligation deadline for four local federal-aid projects.

After discussion, **Patricia Nilsson moved and Karen Gallagher seconded to recommend COMPASS Board of Directors' approval to extend the March 1 obligation deadline for three Ada County Highway District (ACHD) projects and one City of Caldwell project. Motion passed unanimously.**

INFORMATION/DISCUSSION ITEMS

A. Review Initial "All Aboard!" Survey Results

Amy Luft and Rachel Haukkala reviewed the initial results of the "All Aboard" public survey on high-capacity transit.

Next Meeting: April 28, 2021

ADJOURNMENT

Stephen Hunt moved and Karen Gallagher seconded adjournment at 10:22 a.m. Motion passed unanimously.

RTAC AGENDA ITEM IV-A

Date: April 28, 2021

Topic: Request Subcommittee to Review *Communities in Motion 2050 (CIM 2050)* Performance Measures and Set Targets

Request/Recommendation:

COMPASS staff seeks the formation of an RTAC subcommittee to review and set targets for proposed CIM 2050 performance measures.

Background/Summary:

In December 2020, the COMPASS Board of Directors approved goals and objectives for CIM 2050. Since then, COMPASS staff developed draft performance measures (attached) to align with the CIM 2050 goals. These were developed by reviewing the existing CIM 2040 2.0 performance measures, studying peer agency practices, analyzing new datasets, and evaluating measures from member agencies. COMPASS staff is seeking volunteers from RTAC to form a subcommittee to finalize the draft list of performance measures and help set targets for each of the measures.

Implication (policy and/or financial):

The CIM 2050 performance measures are used to track progress and identify areas where additional work is necessary to accomplish the CIM 2050 goals. The CIM 2050 performance measures will be reported in the Change in Motion Scorecard to help identify policy issues that need additional resources, funding, or planning efforts.

More Information:

- 1) Attachment: Draft CIM 2050 Performance Measures
- 2) For detailed information contact: Hunter Mulhall, Principal Planner, at 208/475-2231, hmulhall@compassidaho.org or Carl Miller, Principal Planner, at 208/475-2239, cmiller@compassidaho.org.

Goal	Objectives	Description	Performance Measures (definitions on pgs. 3 & 4)
Economic Vitality	Economic vitality ¹	Develop a multimodal transportation system, including public transportation, bicycle, pedestrian, and auto modes, that promotes economic vitality to enable people and business to prosper.	<ol style="list-style-type: none"> 1. Job growth 2. Business output
	Freight accessibility and mobility ^{1 2}	Promote freight accessibility and mobility via truck and rail improvements to improve the efficient movement of goods and encourage economic development.	<ol style="list-style-type: none"> 3. Truck reliability (Interstate)[#]
	Preservation ¹ and infrastructure condition ²	Preserve and maintain existing transportation infrastructure .	<ol style="list-style-type: none"> 4. Interstate pavement in “good” condition[#] 5. Interstate pavement in “poor” condition[#] 6. Non-interstate national highway system (NHS) pavement in “good” condition[#] 7. Non-interstate NHS pavement in “poor” condition[#] 8. Bridges in “good” condition[#] 9. Bridges in “Poor” Condition[#] 10. Transit state of good repair (Rolling Stock)[#] 11. Transit state of good repair (Equipment)[#] 12. Transit state of good repair (Facilities)[#]
	Reliability ^{1 2}	Provide for a reliable transportation system to ensure all users can count on consistent travel times for all modes.	<ol style="list-style-type: none"> 13. Interstate reliability[#] 14. NHS reliability[#] 15. Truck travel time reliability for interstate[#] 16. Transit reliability (% of trips delivered on time)
	Travel and tourism ¹	Promote transportation improvements and scenic byways that support the Treasure Valley as a regional hub for travel and tourism .	Develop “Did You Know?” Factsheet
	Growth management ⁴	Develop and implement a regional vision to manage the impacts of growth through quantitative tools and objective feedback.	<ol style="list-style-type: none"> 17. Regional activity center catchment 18. Net fiscal impact of building permits
	Farmland preservation ³	Protect and preserve farmland for the region’s economy, a local and sustainable food supply, and the cultural heritage of the valley.	<ol style="list-style-type: none"> 19. Farmland consumption
Safety	Safety ¹	Provide a safe transportation system for all users.	<ol style="list-style-type: none"> 20. Number of fatalities[#] 21. Number of people injured in auto[#] crashes 22. Rate of auto fatalities[#] 23. Rate of auto serious injuries[#] 24. Non-motorized fatalities and serious injuries[#] 25. Total injury crashes
	Security ¹	Proactively assess risks and safeguard the security of all transportation users and infrastructure.	Develop “Did You Know?” Factsheet
	Resiliency ¹	Support a resilient transportation system by anticipating societal, climatic, and other changes; maintaining plans for response and recovery; and adapting to changes as they arise.	<ol style="list-style-type: none"> 26. Percentage of NHS bridges in floodplain in “poor” condition 27. Number of new units permitted in the floodplain 28. Number of new units permitted in the wildland-urban interface
Convenience	Accessibility and mobility ¹	Develop a regional transportation system that provides access and mobility for all users via safe, efficient, and convenient transportation options.	<ol style="list-style-type: none"> 29. Job accessibility (Auto) 30. Job accessibility (Bus)
	Connectivity ¹	Develop a transportation system with high connectivity that preserves capacity of the regional system and encourages walk and bike trips.	<ol style="list-style-type: none"> 31. Transit passenger ridership 32. Vanpools 33. Regional activity center walkability 34. Households near transit 35. Walkability near public schools
	Efficiency ¹ and congestion management ²	Manage and reduce congestion with cost-effective solutions to improve efficiency of the transportation system.	<ol style="list-style-type: none"> 36. Percentage of roadway miles considered highly congested (Interstate, State Highways, Arterials) 37. “Event” days on interstate (i.e., more than 30% increase from average travel time for AM or PM peak) 38. Annual hours of peak hour excessive delay per capita[#]

Quality of Life	Environment ^{1 2}	Develop and implement a regional vision and transportation system that protect and preserve the natural environment .	39. Percent of non-single occupancy vehicle travel [#] 40. Total emission reductions in Congestion Mitigation and Air Quality [#]
	Health ³	Develop and implement a regional vision and transportation system that enhance public health .	41. Bicycle/pedestrian volumes 42. Miles of bikeways
	Open space ³	Develop and implement a regional vision and transportation system that preserve open space and promote connectivity to open space areas, natural resources, and trails.	43. Miles of trails and pathways 44. Walkability near public park
	Housing and Affordability ⁴	Promote development patterns and a transportation system that provide for affordable housing and transportation options for all residents.	45. Housing affordability 46. Transportation affordability 47. Housing + transportation affordability
	Equity ⁴	Provide equitable access to safe, affordable, and reliable transportation options.	Develop "Did You Know?" Factsheet

¹—FAST Act requirements

²—National goals

[#]Federal Requirement

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

⁴—CIM 2050 new goal area/objective

Did You Know Factsheets

- Travel and Tourism (flights, hotel occupancy, transit service to airport)
- Security
- Equity
- Other notable but unquantifiable data or trends

Performance Measure	Description
Job Growth	Total job growth calculated from benefit cost analysis for projects on NHS/state system.
Business Output	Total business output calculated from benefit cost analysis for projects on NHS/state system.
Interstate Pavement in Good Condition [#]	Percentage of pavement on the interstate system considered to be in good condition.
Interstate Pavement in Poor Condition [#]	Percentage of pavement on the interstate system considered to be in poor condition.
Non-Interstate NHS Pavement in Good Condition [#]	Percentage of pavement on the NHS (excluding interstate) considered to be in good condition.
Non-Interstate NHS Pavement in Poor Condition [#]	Percentage of pavement on the NHS (excluding interstate) considered to be in poor condition.
Bridges in Good Condition [#]	Percentage of bridges on the NHS considered to be in good condition.
Bridges in Poor Condition [#]	Percentage of bridges on the NHS considered to be in poor condition.
Transit State of Good Repair: Rolling Stock [#]	Percentage of rolling stock that has reached or exceed its useful life (age).
Transit State of Good Repair: Facilities [#]	Percentage of facilities with a condition rating below 3. Criteria for rating facilities developed by Valley Regional Transit.
Transit State of Good Repair: Equipment [#]	Percentage of equipment that has reached or exceed its useful life (age).
Percentage of Person Miles Traveled Reliable on the Interstate System [#]	Percentage of person miles traveled (volume X occupancy X vehicle miles traveled) on the interstate considered reliable for the year. Reliability for a roadway is calculated by comparing the 80 th percentile travel time to the 50 th percentile travel time for peak periods for the year.
Percentage of Person Miles Traveled Reliable on the Non-Interstate System [#]	Percentage of person miles traveled (volume X occupancy X vehicle miles traveled) on the NHS (excluding interstate) considered reliable for the year. Reliability for a roadway is calculated by comparing the 80 th percentile travel time to the 50 th percentile travel time for peak periods for the year.
Truck Travel Time Reliability for Interstate [#]	Weighted (length) average truck travel time reliability measure for the interstate system. Reliability for a roadway is calculated by comparing the 95 th percentile travel time to the 50 th percentile travel times for peak periods for the year.
Transit Reliability	Percentage of stops on fixed route transit with arrivals no later than 5 minutes past scheduled and departures no earlier than scheduled for the reporting period.
Regional Activity Center Catchment	Percentage of households within a 5 minute drive time to a major activity center.
Net Fiscal Impact of Building Permits	Net amount of fiscal impact of new development reported in dollars for the reporting period.
Farmland Consumption	Percentage of total acres farmland consumed by new development for the reporting period (baseline 2021 farmland inventory).
Auto Safety: Number of Auto Fatalities [#]	Five-year rolling average of auto fatalities. This number excludes bicycle and pedestrian fatalities related to autos.
Auto Safety: Number of Auto Serious Injuries [#]	Five-year rolling average of auto serious injuries. This number excludes bicycle and pedestrian serious injuries related to autos.
Auto Safety: Rate of Auto Fatalities [#]	Five-year rolling average of the rate of auto fatalities. The rate is calculated by auto fatalities per 100,000,000 vehicle miles traveled in Ada and Canyon Counties.
Auto Safety: Rate of Auto Serious Injuries [#]	Five-year rolling average of the rate of auto serious injuries. The rate is calculated by auto serious injuries per 100,000,000 vehicle miles traveled for the year in Ada and Canyon Counties.
Non-motorized Safety: Number of Fatalities [#]	Five-year rolling average of bicycle and pedestrian fatalities.
Non-motorized Safety: Number of Serious Injuries [#]	Five-year rolling average of bicycle and pedestrian serious injuries.
Total Injury Crashes	Five-year rolling average number of auto crashes involving injury for the reporting period.
Percentage of NHS Bridges in Floodplain in Poor Condition	Number of bridges located in the floodplain considered to be in "poor" condition.
Number of New Units Permitted in the Floodplain	Number of newly permitted housing units permitted in the floodplain.
Number of New Units Permitted in the Wildland-Urban Interface	Number of newly permitted housing units permitted in the wildland-urban interface.
Jobs Accessibility: Auto	Average number of jobs accessible by automobile within 30 minutes on average weekday.
Jobs Accessibility: Multimodal	Average number of jobs accessible by transit within 30 minutes on average weekday.
Transit Passenger Ridership	Number of passengers for the year on fixed route transit. Data come from Valley Regional Transit's automatic passenger counters.
Vanpools	Average number of vanpools operating for the year.
Regional Activity Center Walkability	Percentage of households within ½ mile network distance of a major activity center.
Households Near Transit	Percent of households within ½ mile network distance of an existing ValleyRide stop.
Walkability: Public Schools	Percentage of households within ½ mile network distance walk to a public school.
Percent of Roadway Miles Considered Highly Congested (Interstate, State Highways, Arterials)	Percent of roadway miles with travel time index (TTI = Peak Hour Congested Travel Time/Free Flow Travel Time) > 2 for interstate, state highways, and arterial roads. Data come from the National Performance Measure Research Dataset and INRIX.

Performance Measure	Description
Number of "Event" Days on the Interstate	Number of weekdays in a year with congestion on I-84/I-184 causing a 30% longer commute from Caldwell/Boise (AM peak) or Boise/Caldwell (PM peak). Current commute times average about 30 minutes for both the AM and PM peak hours.
Annual Hours of Peak Hour Excessive Delay Per Capita [#]	Total hours of excessive delay (20mph slower or 60% of the posted speed limit) during peak travel time (weekdays 6am-10am and 3pm-7pm) calculated per capita for the Boise Urbanized Area as required per the FAST Act.
Non-Single Occupancy Vehicle Mode Share [#]	Percentage of commutes completed using modes other than single occupancy vehicle for five-year period based on American Community Survey estimates for Boise Urbanized Area as required per the FAST Act.
Total Emission Reductions in Congestion Mitigation and Air Quality (CMAQ) [#]	Total emissions reductions for all projects funded by CMAQ ⁱ funds, by applicable criteria pollutant and precursors for which the area is designated nonattainment or maintenance.
Multimodal Use: Bicycle and Pedestrian Volumes	Average of annual volumes from selected fixed bike pedestrian counters (seven counters included in the average).
Miles of Bikeway	The miles of bikeways as defined as a division of a road marked off with painted lines, for use by cyclists, not including sharrows or other markings within automobile lanes.
Miles of Trails and Pathways	Percentage increase of the miles of trails from previous reporting period (source: COMPASS Trails and Pathways inventory).
Walkability: Public Parks	Percentage of households within ½ mile network distance walk to a public park or open space.
Housing Affordability	The average cost of housing per year based on the on the average sales price compared to regional median income.
Transportation Affordability	The average cost of the work commute per year compared to regional median income.
Housing + Transportation Affordability	Sum of the average annual cost of both housing and transportation.

[#] Federal Requirement

ⁱ CMAQ funds are currently not allocated in the COMPASS planning area, therefore this measure will be reported as zero



Topic: Transportation Management Area (TMA) Balancing

Request/Recommendation:

COMPASS staff seeks Regional Transportation Advisory Committee (RTAC) approval to balance the Surface Transportation Block Group (STBG)-TMA and Transportation Alternatives Program (TAP)-TMA programs due to a shortfall of formula funding because of limited obligation authority (OA) and the availability of new funding.

Background/Summary:

Each year, the available budget for federal programs fluctuates to some degree based on limits to the OA provided by the US Department of Transportation. This year, the OA limitation is impacting federal-aid programs more than most years, causing a significant shortfall. At the same time, additional funding is available through Highway Infrastructure Program (HIP) and Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funds, which can be used to fill that gap. The issues and four programming options are provided in the information below.

Obligation Authority Limitation:

Each year, Congress passes an appropriations bill for a full fiscal year of funding; however, our budget process starts months prior to the bill being passed. COMPASS and Idaho Transportation Department (ITD) staff budget funds based on an estimated total carried forward from the prior year's appropriations, consistent with the transportation authorization bill. COMPASS budgets up to 100% of the estimated amount. It is normal for the US Department of Transportation to limit OA near the middle of the fiscal year, historically to 94% to 97% of original estimates. In a typical year, the difference in estimates and the OA limitation is made up, in whole or in part, through the End-of-Year and Redistribution Plan with funds from other areas of Idaho or other states at the end of the fiscal year. This year, the effective OA limitation is 88.53%. The top priority in balancing is to cover the currently-budgeted projects using federal funding as much as possible.

Current Situation on federal formula funds, based on OA limitation (includes required local match):

	Planning Allocation	Actual Available	Difference (shortage)
STBG-TMA	\$10,888,000	\$9,509,109	(\$1,378,891)
TAP-TMA	\$480,000	\$423,695	(\$56,305)
Total	\$11,368,000	\$10,428,417	(\$1,435,196)

The funding shortfall does not affect projects that are already obligated. In the March RTAC meeting, action was taken to reduce federal funding for two projects to balance the current programs to available funding:

- Key Number 20129 - Capital Maintenance, Phase 2, Boise Area - FY2021
 - Federal funding reduced by \$1,378,891
 - Available FY2020 HIP carryover funds of \$153,000 offset part of the reduction

- Key Number 20245 - SR2S, VRT, Ada County - FY2021 and FY2022
 - Federal funding reduced by \$56,305

However, additional federal funding has become available (see below). COMPASS staff proposes these two projects receive top priority for this additional funding.

New Available Funding (TMA):

For FY2021, two additional funding sources have become available:

- FY2021 HIP (formerly known as the “one-time” funds)
 - Total available (including required match): \$612,261
 - Eligibility is the same as STBG funds
 - Funds must be obligated by September 30, 2024
- FY2021 CRRSAA
 - Total available (including match): \$4,289,729
 - Eligibility is the same as STBG funds
 - A special provision is also available that allows more flexibility
 - Examples: projects may be on local roads and/or designed to local standards in certain cases
 - Funds are from the general budget, rather than the Highway Trust Fund
 - This will create additional documentation and possible audit through the Office of Inspector General, rather than the Department of Transportation
 - Match is not required by CRRSAA; however, ITD is the direct recipient of the funds is requiring the same match rate as STBG funds (7.34%)
 - Funds must be obligated by September 30, 2024

	Planning Allocation	Actual Available	Difference (shortage)	FY2021 HIP	FY2021 CRRSAA
STBG-TMA	\$10,888,000	\$9,509,109	(\$1,378,891)	\$612,261	\$4,289,729
TAP-TMA	\$480,000	\$423,695	(\$56,305)	\$0	\$0
Total	\$11,368,000	\$10,428,417	(\$1,435,196)	\$612,261	\$4,289,729

Due to numerous possibilities of using these funds, COMPASS staff reviewed all current project needs and how they fit in the COMPASS Balancing Policy (Attachment 1). The official agency request letters for each project are provided on the COMPASS website under “supplemental information” at <http://www.compassidaho.org/people/rtacmeetings.htm>.

COMPASS created four programming options for RTAC to consider in programming the available funding (Attachment 2). A summary of each option is available in Attachment 3. All options include funding the top priority projects that were affected by the OA limitation discussed above. Through discussion, additional tweaks may occur.

A few additional pieces of information to inform the discussion:

- The Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle project needs a minimum of \$1.1M in order to remain a viable project, as the city is unable to fully fund a cost increase. The full request is \$2,435,000 for construction and \$80,000 for additional design.
- Valley Regional Transit could convert formula funds to CRRSAA funds to allow more flexibility in potential large purchases.
- The City of Boise specifically requested the CRRSAA funds for the Garden Street Multi-Use Pathway, Cassia Park to Albion project, as it is currently designed to local standards using local funding, and this funding source would allow the project to continue at local design standards.

- The City of Meridian requests to remove the Rail with Trail Pathway, Meridian project from the FY2022 TAP program due to issues obtaining right-of-way. However, the city requests the project be considered for CRRSAA funds in FY2024 to allow more time for right-of-way acquisition.

Next Steps:

Staff included the initial suggestions for the End-of-Year and Redistribution Plan for TMA needs in Attachment 4, as it is an integral part of the funding discussion. However, staff will not request RTAC to recommend the End-of-Year and Redistribution Plan until the May meeting.

Since the new funding availability is not within normal expectations, staff requests a recommendation for programming for COMPASS Board of Director approval.

Implication (policy and/or financial):

The recommended staff actions allow two projects to meet the intent of the original program with full federal funding, allows projects to move forward with the most benefits to sponsor agencies, and creates the ability to fully obligate available TMA program funds within program deadlines.

More Information:

- 1) Attachment 1: Funding needs in the TMA
- 2) Attachment 2: Options for funding
- 3) Attachment 3: Summary of options for funding
- 4) Attachment 4: Initial End-of-Year Ranking
- 5) For detailed information contact: Toni Tisdale, Principal Planner, ttisdale@compassidaho.org

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Funding Needs in the Transportation Management Area

Attachment 1

Gray highlight = change is not consistent with policy

KN	Policy Priority*	Project	FY2021 Request	Notes	Anomaly with Policy
19993	N/A	Roadway and ADA Improvements, Part 2, Boise Area – FY2023	-\$197,000	To release PC funds that are not needed because design for a segment is already complete under different KN. The segment was delayed.	
20245	TOP	SR2S. VRT. Ada County - FY2021	\$56,000	To cover original cost of project. Short due to OA Limitation. Formula available from release from KN 20129	
20129	TOP	Capital Maintenance, Phase 2, Boise Area - FY2021	\$1,435,000	To cover original cost of project. Short due to OA Limitation. Release \$56K in formula for KN 20245.	Adjusted project to add local funds for to show fiscal constraint. Request to cover local portion. (\$1,435,000, total 2021 need \$2,121,000)
20129	1B	Capital Maintenance, Phase 2, Boise Area - FY2021	\$1,028,000	2021 Additional CN/CE funds to cover current estimate.	
20122	3	Pavement Preservation and ADA, Phase 2, Boise Area - FY2022	\$10,000	2021 add ROW funds to cover new design standards	Not consistent with original scope.
20259	3	Roadway and ADA Improvements, Part 1, Boise Area - FY2023	\$500,000	2022 to cover ROW on new design standards.	Not consistent with original scope.
19993	3	Roadway and ADA Improvements, Part 2, Boise Area - FY2023	\$250,000	2022 to cover ROW on new design standards.	Not consistent with original scope.
20674	3	Roadway and ADA Improvements, Part 1, Boise Area - FY2024	\$500,000	2023 to convert local to federal for ROW costs on new design standards.	Not consistent with original scope.
20538	3	Roadway and ADA Improvements, Part 2, Boise Area - FY2024	\$250,000	2023 to convert local to federal for ROW costs on new design standards.	Not consistent with original scope.
21896	3	Roadway and ADA Improvements, Part 1, Boise Area - FY2025	\$500,000	2024 to convert local to federal for ROW costs on new design standards.	Not consistent with original scope. No policy for future year construction, treated as advance year of construction.
19465	4	Pavement Preservation and ADA, Phase 1, Boise Area - FY2022	\$180,000	2021 additional PC to cover new design standards	Not consistent with original scope.

KN	Policy Priority*	Project	FY2021 Request	Notes	Anomaly with Policy
20259	4	Roadway and ADA Improvements, Part 1, Boise Area - FY2023	\$300,000	2021 additional design to cover new design standards.	Not consistent with original scope.
20674	4	Roadway and ADA Improvements, Part 1, Boise Area - FY2024	\$319,000	2022 to cover additional design costs on new design standards.	Not consistent with original scope.
21896	4	Roadway and ADA Improvements, Part 1, Boise Area - FY2025	\$597,000	2023 to convert local to federal for design costs on new design standards.	Not consistent with original scope. No policy for future year construction, treated as advance year of construction.
20841	4	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	\$80,000	2021 additional design	
19465	5	Pavement Preservation and ADA, Phase 1, Boise Area - FY2022	\$500,000	2022 additional construction to cover new design standards.	Not consistent with original scope. No policy for future year construction, treated as advance year of construction.
20259	5	Roadway and ADA Improvements, Part 1, Boise Area - FY2023	\$1,000,000	2023 to cover additional construction on new design standards.	Not consistent with original scope. No policy for future year construction, treated as advance year of construction.
19993	5	Roadway and ADA Improvements, Part 2, Boise Area - FY2023	\$500,000	2023 to cover additional construction on new design standards.	Not consistent with original scope. No policy for future year construction, treated as advance year of construction.
20674	5	Roadway and ADA Improvements, Part 1, Boise Area - FY2024	\$1,000,000	2024 to convert local to federal for construction costs on new design standards.	Not consistent with original scope. No policy for future year construction, treated as advance year of construction.
20538	5	Roadway and ADA Improvements, Part 2, Boise Area - FY2024	\$500,000	2024 to convert local to federal for CN costs on new design standards.	Not consistent with original scope. No policy for future year construction, treated as advance year of construction.
20841	5	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	\$2,435,000	2023 CN increase. (need minimum of \$1.1M)	No policy for future year construction, treated as advance year of construction.
18905	5	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY2021	\$2,000,000	2021 to date \$931,000	No policy for future year procurement, treated as advance year of construction.
19763	5	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY2022	\$2,000,000		No policy for future year construction, treated as advance year of construction.

KN	Policy Priority*	Project	FY2021 Request	Notes	Anomaly with Policy
19950	5	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY2023	\$2,000,000		No policy for future year construction, treated as advance year of construction.
20659	5	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY2024	\$2,000,000		No policy for future year construction, treated as advance year of construction.
20006	7	Pavement Preservation and ADA, Phase 3, Boise Area - FY2022	\$300,000	2022 to covert local to federal for construction costs.	
20080	7	Roadway and ADA Improvements, Part 3, Boise Area - FY2023	\$300,000	2023 to convert local to federal for construction costs.	
20006	9	Pavement Preservation and ADA, Phase 3, Boise Area - FY2022	\$75,000	2021 to convert local to federal for design costs.	
23095	8	Five Mile Road Overpass and Widening, NEPA, Boise	\$1,131,000	Convert local to federal for ROW. Scored #3 in recent ranking process.	
23095	9	Five Mile Road Overpass and Widening, NEPA, Boise	\$1,550,000	Convert local to federal for design. Scored #3 in recent ranking process.	
13918		Rail with Trail Pathway, Meridian	\$529,000	City requested to remove project due to timing, but consider for CRRSAA funds, which allows more time for ROW acquisition.	No policy for this consideration.
NEW	11	Garden Street Multi-Use Pathway, Cassia Park to Albion (Boise)	\$120,000	Add new project? Scored #4 in recent ranking process. City of Boise requests CRRSAA funds, as project could be construction at local standards and it is 30% designed. Design only.	
NEW	11	Garden Street Multi-Use Pathway, Cassia Park to Albion (Boise)	\$1,613,000	Add new project? Scored #4 in recent ranking process. City of Boise requests CRRSAA funds, as project could be construction at local standards and it is 30% designed. Construction only.	

Option 1 - Straight Policy

Gray highlight = change is not consistent with policy

Yellow highlight = also considered for End-of-Year (these funds would be replaced)

KN	Policy Priority	Project	FY2021 Request	FY2021 STBG-TMA Formula	FY2021 HIP	2021 CRRSAA	FY2022 STBG-TMA Formula	FY2022 TAP-TMA Formula	FY2023 STBG-TMA Formula	FY2024 STBG-TMA Formula	Notes
Total Available				\$0	\$612,261	\$4,289,729	\$0	\$216,000	\$0	\$0	
19993	N/A	Roadway and ADA Improvements, Part 2, Boise Area - FY2023	(\$197,000)	(\$197,000)							Release \$197K in PC funds FY2021 STBG-TMA per ACHD.
20245	TOP	SR2S. VRT. Ada County - FY2021	\$56,000	\$56,000							To cover original cost of project. Short due to OA Limitation. Formula available from release from KN 19993
20129	TOP	Capital Maintenance, Phase 2, Boise Area - FY2021	\$1,226,000	\$141,000	\$612,261		\$473,000				To cover original cost of project. Short due to OA Limitation. Cover remaining need using available FY2021 STBG-TMA, FY2021 HIP, and FY2022 STBG-TMA.
20129	1B	Capital Maintenance, Phase 2, Boise Area - FY2021	\$1,028,000				\$1,028,000				2021 Additional CN/CE funds to cover current estimate. To cover need with FY2022 STBG-TMA.
20122	3	Pavement Preservation and ADA, Phase 2, Boise Area - FY2022	\$10,000								2021 add ROW funds to cover new design standards
20259	3	Roadway and ADA Improvements, Part 1, Boise Area - FY2023	\$500,000								2022 to cover ROW on new design standards.
19993	3	Roadway and ADA Improvements, Part 2, Boise Area - FY2023	\$250,000								2022 to cover ROW on new design standards.
20674	3	Roadway and ADA Improvements, Part 1, Boise Area - FY2024	\$500,000								2023 to convert local to federal for ROW costs on new design standards.
20538	3	Roadway and ADA Improvements, Part 2, Boise Area - FY2024	\$250,000								2023 to convert local to federal for ROW costs on new design standards.
21896	3	Roadway and ADA Improvements, Part 1, Boise Area - FY2025	\$500,000								2024 to convert local to federal for ROW costs on new design standards.
19465	4	Pavement Preservation and ADA, Phase 1, Boise Area - FY2022	\$180,000								2021 additional PC to cover new design standards
20259	4	Roadway and ADA Improvements, Part 1, Boise Area - FY2023	\$300,000								2021 additional design to cover new design standards.

KN	Policy Priority	Project	FY2021 Request	FY2021 STBG-TMA Formula	FY2021 HIP	2021 CRRSAA	FY2022 STBG-TMA Formula	FY2022 TAP-TMA Formula	FY2023 STBG-TMA Formula	FY2024 STBG-TMA Formula	Notes
20674	4	Roadway and ADA Improvements, Part 1, Boise Area - FY2024	\$319,000								2022 to cover additional design costs on new design standards.
21896	4	Roadway and ADA Improvements, Part 1, Boise Area - FY2025	\$597,000								2023 to convert local to federal for design costs on new design standards..
20841	4	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	\$80,000					\$80,000			2021 additional design. Increase PC by \$80K in 2022.
19465	5	Pavement Preservation and ADA, Phase 1, Boise Area - FY2022	\$500,000								2022 additional construction to cover new design standards.
20259	5	Roadway and ADA Improvements, Part 1, Boise Area - FY2023	\$1,000,000								2023 to cover additional construction on new design standards.
19993	5	Roadway and ADA Improvements, Part 2, Boise Area - FY2023	\$500,000								2023 to cover additional construction on new design standards.
20674	5	Roadway and ADA Improvements, Part 1, Boise Area - FY2024	\$1,000,000								2024 to convert local to federal for construction costs on new design standards.
20538	5	Roadway and ADA Improvements, Part 2, Boise Area - FY2024	\$500,000								2024 to convert local to federal for CN costs on new design standards.
20841	5	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	\$2,435,000						\$1,523,000		2023 CN increase. (need minimum of \$1.1M) Increase \$1,523,000 in STBG-TMA.
18905	5	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY2021	\$2,000,000								2021 to date \$931,000
19763	5	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY2022	\$2,000,000			\$1,554,000	(\$1,554,000)				Change STBG-TMA formula to 2021 CRRSAA to allow flexibility in programming. No increase, but more flexibility. Increase 2022 by \$53,000 using STBG-TMA.
							\$53,000				
19950	5	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY2023	\$2,000,000			\$1,523,000			(\$1,523,000)		Change STBG-TMA formula to 2021 CRRSAA to allow flexibility in programming. No increase, but more flexibility.

KN	Policy Priority	Project	FY2021 Request	FY2021 STBG-TMA Formula	FY2021 HIP	2021 CRRSAA	FY2022 STBG-TMA Formula	FY2022 TAP-TMA Formula	FY2023 STBG-TMA Formula	FY2024 STBG-TMA Formula	Notes
20659	5	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY2024	\$2,000,000			\$1,212,729				(\$1,212,729) \$1,212,729	Change STBG-TMA formula to 2021 CRRSAA to allow flexibility in programming. No increase, but more flexibility. Increase 2024 \$1.2M to partially cover need.
20006	7	Pavement Preservation and ADA, Phase 3, Boise Area - FY2022	\$300,000								2022 to covert local to federal for construction costs.
20080	7	Roadway and ADA Improvements, Part 3, Boise Area - FY2023	\$300,000								2023 to convert local to federal for construction costs.
20006	9	Pavement Preservation and ADA, Phase 3, Boise Area - FY2022	\$75,000								2021 to convert local to federal for design costs.
23095	8	Five Mile Road Overpass and Widening, NEPA, Boise	\$1,131,000								Convert local to federal for ROW. Scored #3 in recent ranking process.
23095	9	Five Mile Road Overpass and Widening, NEPA, Boise	\$1,550,000					\$136,000			Convert local to federal for design. Scored #3 in recent ranking process. Increase PC by \$53,000 using FY2022 STBG-TMA formula and \$136K with FY2022 TAP (this portion could only pay
13918		Rail with Trail Pathway, Meridian	\$529,000								City requested to remove project due to timing, but consider for CRRSAA funds, which allows more time for ROW acquisition..
NEW	11	Garden Street Multi-Use Pathway, Cassia Park to Albion (Boise)	\$120,000								Add new project? Scored #4 in recent ranking process. City of Boise requests CRRSAA funds, as project could be construction at local standards and it is 30% designed. Design only.
NEW	11	Garden Street Multi-Use Pathway, Cassia Park to Albion (Boise)	\$1,613,000								Add new project? Scored #4 in recent ranking process. City of Boise requests CRRSAA funds, as project could be construction at local standards and it is 30% designed. Construction only.
Total recommended				\$0	\$612,261	\$4,289,729	\$0	\$216,000	\$0	\$0	
Total Available				\$0	\$612,261	\$4,289,729	\$0	\$216,000	\$0	\$0	
Difference				\$0	\$0	\$0	\$0	\$0	\$0	\$0	

Option 2- Cover current program first, then strategize to keep projects moving

Gray highlight = change is not consistent with policy

Yellow highlight = also considered for End-of-Year (these funds would be replaced)

KN	Policy Priority*	Project	FY2021 Request	FY2021 STBG-TMA Formula	FY2021 HIP	2021 CRRSAA	FY2022 STBG-TMA Formula	FY2022 TAP-TMA Formula	FY2023 STBG-TMA Formula	FY2024 STBG-TMA Formula	Notes
Total Available				\$0	\$612,261	\$4,289,729	\$0	\$216,000	\$0	\$0	
19993	N/A	Roadway and ADA Improvements, Part 2, Boise Area – FY2023	(\$197,000)	(\$197,000)							Release \$197K in PC funds FY2021 STBG-TMA per ACHD.
20245	TOP	SR2S. VRT. Ada County - FY2021	\$56,000	\$56,000							To cover original cost of project. Short due to OA Limitation. Formula available from release from KN 19993
20129	TOP	Capital Maintenance, Phase 2, Boise Area - FY2021	\$1,226,000	\$141,000	\$315,000	\$770,000					To cover original cost of project. Short due to OA Limitation. Cover remaining need using available FY2021 STBG-TMA, FY2021 HIP and FY2021 CRRSAA.
20129	1B	Capital Maintenance, Phase 2, Boise Area - FY2021	\$1,028,000			\$1,028,000					2021 Additional CN/CE funds to cover current estimate. .
20122	3	Pavement Preservation and ADA, Phase 2, Boise Area - FY2022	\$10,000								2021 add ROW funds to cover new design standards
20259	3	Roadway and ADA Improvements, Part 1, Boise Area - FY2023	\$500,000								2022 to cover ROW on new design standards.
19993	3	Roadway and ADA Improvements, Part 2, Boise Area - FY2023	\$250,000								2022 to cover ROW on new design standards.
20674	3	Roadway and ADA Improvements, Part 1, Boise Area - FY2024	\$500,000								2023 to convert local to federal for ROW costs on new design standards.
20538	3	Roadway and ADA Improvements, Part 2, Boise Area - FY2024	\$250,000								2023 to convert local to federal for ROW costs on new design standards.
21896	3	Roadway and ADA Improvements, Part 1, Boise Area - FY2025	\$500,000								2024 to convert local to federal for ROW costs on new design standards.
19465	4	Pavement Preservation and ADA, Phase 1, Boise Area - FY2022	\$180,000								2021 additional PC to cover new design standards
20259	4	Roadway and ADA Improvements, Part 1, Boise Area - FY2023	\$300,000								2021 additional design to cover new design standards.

KN	Policy Priority*	Project	FY2021 Request	FY2021 STBG-TMA Formula	FY2021 HIP	2021 CRRSAA	FY2022 STBG-TMA Formula	FY2022 TAP-TMA Formula	FY2023 STBG-TMA Formula	FY2024 STBG-TMA Formula	Notes
20674	4	Roadway and ADA Improvements, Part 1, Boise Area - FY2024	\$319,000								2022 to cover additional design costs on new design standards.
21896	4	Roadway and ADA Improvements, Part 1, Boise Area - FY2025	\$597,000								2023 to convert local to federal for design costs on new design standards.
20841	4	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	\$80,000			\$56,000		\$24,000			2021 additional design. Increase PC using CRRSAA in 2021 and \$24K using TAP-TMA in 2022.
19465	5	Pavement Preservation and ADA, Phase 1, Boise Area - FY2022	\$500,000								2022 additional construction to cover new design standards.
20259	5	Roadway and ADA Improvements, Part 1, Boise Area - FY2023	\$1,000,000								2023 to cover additional construction on new design standards.
19993	5	Roadway and ADA Improvements, Part 2, Boise Area - FY2023	\$500,000								2023 to cover additional construction on new design standards.
20674	5	Roadway and ADA Improvements, Part 1, Boise Area - FY2024	\$1,000,000								2024 to convert local to federal for construction costs on new design standards.
20538	5	Roadway and ADA Improvements, Part 2, Boise Area - FY2024	\$500,000								2024 to convert local to federal for CN costs on new design standards.
20841	5	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	\$2,435,000			\$2,435,729					2023 CN increase. (need minimum of \$1.1M) Increase \$2.4M with CRRSAA funds to cover increase in 2023
18905	5	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY2021	\$2,000,000								2021 to date \$931,000
19763	5	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY2022	\$2,000,000		\$297,261						increase FY2022 by \$297,261
19950	5	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY2023	\$2,000,000								

KN	Policy Priority*	Project	FY2021 Request	FY2021 STBG-TMA Formula	FY2021 HIP	2021 CRRSAA	FY2022 STBG-TMA Formula	FY2022 TAP-TMA Formula	FY2023 STBG-TMA Formula	FY2024 STBG-TMA Formula	Notes
20659	5	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY2024	\$2,000,000								
20006	7	Pavement Preservation and ADA, Phase 3, Boise Area - FY2022	\$300,000								2022 to covert local to federal for construction costs.
20080	7	Roadway and ADA Improvements, Part 3, Boise Area - FY2023	\$300,000								2023 to convert local to federal for construction costs.
20006	9	Pavement Preservation and ADA, Phase 3, Boise Area - FY2022	\$75,000								2021 to convert local to federal for design costs.
23095	8	Five Mile Road Overpass and Widening, NEPA, Boise	\$1,131,000					\$192,000			Convert local to federal for ROW. Scored #3 in recent ranking process. Increase PC \$192K with FY2022 TAP (could only pay for design on bike/ped)
23095	9	Five Mile Road Overpass and Widening, NEPA, Boise	\$1,550,000								Convert local to federal for design. Scored #3 in recent ranking process.
13918		Rail with Trail Pathway, Meridian	\$529,000								City requested to remove project due to timing, but consider for CRRSAA funds, which allows more time for ROW acquisition.
NEW	11	Garden Street Multi-Use Pathway, Cassia Park to Albion (Boise)	\$120,000								Add new project? Scored #4 in recent ranking process. City of Boise requests CRRSAA funds, as project could be construction at local standards and it is 30% designed. Design only.
NEW	11	Garden Street Multi-Use Pathway, Cassia Park to Albion (Boise)	\$1,613,000								Add new project? Scored #4 in recent ranking process. City of Boise requests CRRSAA funds, as project could be construction at local standards and it is 30% designed. Construction only.
Total recommended				\$0	\$612,261	\$4,289,729	\$0	\$216,000	\$0	\$0	
Total Available				\$0	\$612,261	\$4,289,729	\$0	\$216,000	\$0	\$0	
Difference				\$0	\$0	\$0	\$0	\$0	\$0	\$0	

Option 3- Cover current program first, then keep and add new projects

Gray highlight = change is not consistent with policy

Yellow highlight = also considered for End-of-Year (these funds would be replaced)

KN	Policy Priority*	Project	FY2021 Request	FY2021 STBG-TMA Formula	FY2021 HIP	2021 CRRSAA	FY2022 STBG-TMA Formula	FY2022 TAP-TMA Formula	FY2023 STBG-TMA Formula	FY2024 STBG-TMA Formula	Notes
Total Available				\$0	\$612,261	#####	\$0	\$216,000	\$0	\$0	
19993	N/A	Roadway and ADA Improvements, Part 2, Boise Area – FY2023	(\$197,000)	(\$197,000)							Release \$197K in PC funds FY2021 STBG-TMA per ACHD.
20245	TOP	SR2S. VRT. Ada County - FY2021	\$56,000	\$56,000							To cover original cost of project. Short due to OA Limitation. Formula available from release from KN 20129
20129	TOP	Capital Maintenance, Phase 2, Boise Area - FY2021	\$1,226,000	\$141,000	\$612,261	\$473,000					To cover original cost of project. Short due to OA Limitation. Cover remaining need using available FY2021 STBG-TMA, FY2021 HIP and FY2021 CRRSAA.
20129	1B	Capital Maintenance, Phase 2, Boise Area - FY2021	\$1,028,000								2021 Additional CN/CE funds to cover current estimate. .
20122	3	Pavement Preservation and ADA, Phase 2, Boise Area - FY2022	\$10,000								2021 add ROW funds to cover new design standards
20259	3	Roadway and ADA Improvements, Part 1, Boise Area - FY2023	\$500,000								2022 to cover ROW on new design standards.
19993	3	Roadway and ADA Improvements, Part 2, Boise Area - FY2023	\$250,000								2022 to cover ROW on new design standards.
20674	3	Roadway and ADA Improvements, Part 1, Boise Area - FY2024	\$500,000								2023 to convert local to federal for ROW costs on new design standards.
20538	3	Roadway and ADA Improvements, Part 2, Boise Area - FY2024	\$250,000								2023 to convert local to federal for ROW costs on new design standards.
21896	3	Roadway and ADA Improvements, Part 1, Boise Area - FY2025	\$500,000								2024 to convert local to federal for ROW costs on new design standards.
19465	4	Pavement Preservation and ADA, Phase 1, Boise Area - FY2022	\$180,000								2021 additional PC to cover new design standards
20259	4	Roadway and ADA Improvements, Part 1, Boise Area - FY2023	\$300,000								2021 additional design to cover new design standards.

KN	Policy Priority*	Project	FY2021 Request	FY2021 STBG-TMA Formula	FY2021 HIP	2021 CRRSAA	FY2022 STBG-TMA Formula	FY2022 TAP-TMA Formula	FY2023 STBG-TMA Formula	FY2024 STBG-TMA Formula	Notes
20674	4	Roadway and ADA Improvements, Part 1, Boise Area - FY2024	\$319,000								2022 to cover additional design costs on new design standards.
21896	4	Roadway and ADA Improvements, Part 1, Boise Area - FY2025	\$597,000								2023 to convert local to federal for design costs on new design standards. Increase \$597,000 to covert local to STBG at original scope levels.
20841	4	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	\$80,000					\$80,000			2021 additional design. Increase PC by \$80K in 2022.
19465	5	Pavement Preservation and ADA, Phase 1, Boise Area - FY2022	\$500,000								2022 additional construction to cover new design standards.
20259	5	Roadway and ADA Improvements, Part 1, Boise Area - FY2023	\$1,000,000								2023 to cover additional construction on new design standards.
19993	5	Roadway and ADA Improvements, Part 2, Boise Area - FY2023	\$500,000								2023 to cover additional construction on new design standards.
20674	5	Roadway and ADA Improvements, Part 1, Boise Area - FY2024	\$1,000,000								2024 to convert local to federal for construction costs on new design standards.
20538	5	Roadway and ADA Improvements, Part 2, Boise Area - FY2024	\$500,000								2024 to convert local to federal for CN costs on new design standards.
20841	5	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	\$2,435,000			\$2,435,000					2023 CN increase. (need minimum of \$1.1M) Increase \$2,435,000 with CRRSAA funds to cover increase in 2023
18905	5	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY2021	\$2,000,000								2021 to date \$931,000
19763	5	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY2022	\$2,000,000								
19950	5	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY2023	\$2,000,000								

KN	Policy Priority*	Project	FY2021 Request	FY2021 STBG-TMA Formula	FY2021 HIP	2021 CRRSAA	FY2022 STBG-TMA Formula	FY2022 TAP-TMA Formula	FY2023 STBG-TMA Formula	FY2024 STBG-TMA Formula	Notes
20659	5	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY2024	\$2,000,000								
20006	7	Pavement Preservation and ADA, Phase 3, Boise Area - FY2022	\$300,000								2022 to covert local to federal for construction costs.
20080	7	Roadway and ADA Improvements, Part 3, Boise Area - FY2023	\$300,000								2023 to convert local to federal for construction costs.
20006	9	Pavement Preservation and ADA, Phase 3, Boise Area - FY2022	\$75,000								2021 to convert local to federal for design costs.
23095	8	Five Mile Road Overpass and Widening, NEPA, Boise	\$1,131,000								Convert local to federal for ROW. Scored #3 in recent ranking process. Increase PC \$136K with FY2022 TAP (could only pay for design on bike/ped) Increase \$655K with CRRSAA (no limit)
23095	9	Five Mile Road Overpass and Widening, NEPA, Boise	\$1,550,000			\$852,729		\$136,000			Convert local to federal for Design. Scored #3 in recent ranking process. Increase PC \$136K with FY2022 TAP (could only pay for design on bike/ped) Increase \$853K with CRRSAA (no limit)
13918		Rail with Trail Pathway, Meridian	\$529,000			\$529,000					City requested to remove project due to timing, but consider for CRRSAA funds, which allows more time for ROW acquisition..Move to CRRSAA funding for construction by 2024.
NEW	11	Garden Street Multi-Use Pathway, Cassia Park to Albion (Boise)	\$120,000								Add new project? Scored #4 in recent ranking process. City of Boise requests CRRSAA funds, as project could be construction at local standards and it is 30% designed. Design only.
NEW	11	Garden Street Multi-Use Pathway, Cassia Park to Albion (Boise)	\$1,613,000								Add new project? Scored #4 in recent ranking process. City of Boise requests CRRSAA funds, as project could be construction at local standards and it is 30% designed. Construction only.
Total recommended				\$0	\$612,261	\$4,289,729	\$0	\$216,000	\$0	\$0	
Total Available				\$0	\$612,261	\$4,289,729	\$0	\$216,000	\$0	\$0	
Difference				\$0	\$0	\$0	\$0	\$0	\$0	\$0	

Option 4 - Cover current program and spread funds across agencies

Gray highlight = change is not consistent with policy

Yellow highlight = also considered for End-of-Year (these funds would be replaced)

KN	Policy Priority*	Project	FY2021 Request	FY2021 STBG-TMA Formula	FY2021 HIP	2021 CRRSAA	FY2022 STBG-TMA Formula	FY2022 TAP-TMA Formula	FY2023 STBG-TMA Formula	FY2024 STBG-TMA Formula	Notes
Total Available				\$0	\$612,261	\$4,289,729	\$0	\$216,000	\$0	\$0	
19993	N/A	Roadway and ADA Improvements, Part 2, Boise Area - FY2023	(\$197,000)	(\$197,000)							Release \$197K in PC funds FY2021 STBG-TMA per ACHD.
20245	TOP	SR2S. VRT. Ada County - FY2021	\$56,000	\$56,000							To cover original cost of project. Short due to OA Limitation. Formula available from release from KN 20129
20129	TOP	Capital Maintenance, Phase 2, Boise Area - FY2021	\$1,226,000	\$141,000	\$612,261		\$473,000				To cover original cost of project. Short due to OA Limitation. Cover remaining need using available FY2021 STBG-TMA, FY2021 HIP, and FY2021 CRRSAA.
20129	1B	Capital Maintenance, Phase 2, Boise Area - FY2021	\$1,028,000								2021 Additional CN/CE funds to cover current estimate.
20122	3	Pavement Preservation and ADA, Phase 2, Boise Area - FY2022	\$10,000								2021 add ROW funds to cover new design standards
20259	3	Roadway and ADA Improvements, Part 1, Boise Area - FY2023	\$500,000								2022 to cover ROW on new design standards.
19993	3	Roadway and ADA Improvements, Part 2, Boise Area - FY2023	\$250,000								2022 to cover ROW on new design standards.
20674	3	Roadway and ADA Improvements, Part 1, Boise Area - FY2024	\$500,000								2023 to convert local to federal for ROW costs on new design standards.
20538	3	Roadway and ADA Improvements, Part 2, Boise Area - FY2024	\$250,000								2023 to convert local to federal for ROW costs on new design standards.
21896	3	Roadway and ADA Improvements, Part 1, Boise Area - FY2025	\$500,000								2024 to convert local to federal for ROW costs on new design standards.
19465	4	Pavement Preservation and ADA, Phase 1, Boise Area - FY2022	\$180,000								2021 additional PC to cover new design standards
20259	4	Roadway and ADA Improvements, Part 1, Boise Area - FY2023	\$300,000								2021 additional design to cover new design standards.
20674	4	Roadway and ADA Improvements, Part 1, Boise Area - FY2024	\$319,000								2022 to cover additional design costs on new design standards.

KN	Policy Priority*	Project	FY2021 Request	FY2021 STBG-TMA Formula	FY2021 HIP	2021 CRRSAA	FY2022 STBG-TMA Formula	FY2022 TAP-TMA Formula	FY2023 STBG-TMA Formula	FY2024 STBG-TMA Formula	Notes
21896	4	Roadway and ADA Improvements, Part 1, Boise Area - FY2025	\$597,000								2023 to convert local to federal for design costs on new design standards.
20841	4	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	\$80,000					\$80,000			2021 additional design. Increase PC by \$80K in 2022.
19465	5	Pavement Preservation and ADA, Phase 1, Boise Area - FY2022	\$500,000								2022 additional construction to cover new design standards.
20259	5	Roadway and ADA Improvements, Part 1, Boise Area - FY2023	\$1,000,000								2023 to cover additional construction on new design standards.
19993	5	Roadway and ADA Improvements, Part 2, Boise Area - FY2023	\$500,000								2023 to cover additional construction on new design standards.
20674	5	Roadway and ADA Improvements, Part 1, Boise Area - FY2024	\$1,000,000								2024 to convert local to federal for construction costs on new design standards.
20538	5	Roadway and ADA Improvements, Part 2, Boise Area - FY2024	\$500,000								2024 to convert local to federal for CN costs on new design standards.
20841	5	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	\$2,435,000						\$1,523,000		2023 CN increase. (need minimum of \$1.1M) Increase \$1,523,000 in STBG-TMA.
18905	5	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY2021	\$2,000,000								2021 to date \$931,000
19763	5	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY2022	\$2,000,000			\$1,554,000	(\$1,554,000)				Change STBG-TMA formula to 2021 CRRSAA to allow flexibility in programming. No increase, but more flexibility.
19950	5	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY2023	\$2,000,000			\$1,523,000			(\$1,523,000)		Change STBG-TMA formula to 2021 CRRSAA to allow flexibility in programming. No increase, but more flexibility.
20659	5	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY2024	\$2,000,000								
20006	7	Pavement Preservation and ADA, Phase 3, Boise Area - FY2022	\$300,000								2022 to convert local to federal for construction costs.
20080	7	Roadway and ADA Improvements, Part 3, Boise Area - FY2023	\$300,000								2023 to convert local to federal for construction costs.
20006	9	Pavement Preservation and ADA, Phase 3, Boise Area - FY2022	\$75,000								2021 to convert local to federal for design costs.

KN	Policy Priority*	Project	FY2021 Request	FY2021 STBG-TMA Formula	FY2021 HIP	2021 CRRSAA	FY2022 STBG-TMA Formula	FY2022 TAP-TMA Formula	FY2023 STBG-TMA Formula	FY2024 STBG-TMA Formula	Notes
23095	8	Five Mile Road Overpass and Widening, NEPA, Boise	\$1,131,000								Convert local to federal for ROW. Scored #3 in recent ranking process.
23095	9	Five Mile Road Overpass and Widening, NEPA, Boise	\$1,550,000				\$1,081,000	\$136,000			Convert local to federal for design. Scored #3 in recent ranking process. Increase PC \$136K with FY2022 TAP (could only pay for design on bike/ped) and \$1,081,000 using FY2022 STBG-
13918		Rail with Trail Pathway, Meridian	\$529,000								City requested to remove project due to timing, but consider for CRRSAA funds, which allows more time for ROW acquisition..
NEW	11	Garden Street Multi-Use Pathway, Cassia Park to Albion (Boise)	\$120,000								Add new project? Scored #4 in recent ranking process. City of Boise requests CRRSAA funds, as project could be construction at local standards and it is 30% designed. Design only.
NEW	11	Garden Street Multi-Use Pathway, Cassia Park to Albion (Boise)	\$1,613,000			\$1,212,729					Add new project? Scored #4 in recent ranking process. City of Boise requests CRRSAA funds, as project could be constructed at local standards and it is 30% designed. Construction only.
I recommended				\$0	\$612,261	\$4,289,729	\$0	\$216,000	\$0	\$0	
Total Available				\$0	\$612,261	\$4,289,729	\$0	\$216,000	\$0	\$0	
Difference				\$0	\$0	\$0	\$0	\$0	\$0	\$0	

Option 1 Summary

Agency	Project	Project	Proposal	How much extra?	Source(s)
ACHD	19993	Roadway and ADA Improvements, Part 2, Boise Area – FY2023	Release \$197K in PC funds per ACHD.	(\$197,000)	FY2021 STBG-TMA
VRT	20245	SR2S. VRT. Ada County - FY2021	covers OA shortfall	\$56,000	FY2021 STBG-TMA
ACHD	20129	Capital Maintenance, Phase 2, Boise Area - FY2021	covers OA shortfall. Creates Advance construction with construction over 2 years.	\$1,226,261	FY2021 STBG-TMA, FY2021 HIP, FY2022 STBG-TMA
ACHD	20129	Capital Maintenance, Phase 2, Boise Area - FY2021	Covers partial increase	\$1,028,000	FY2022 STBG-TMA
Eagle	20841	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	Covers design request	\$80,000	FY2022 TAP-TMA
Eagle	20841	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	Covers \$1.5M of construction request (total \$2.44M)	\$1,523,000	FY2023 STBG-TMA
VRT	19763, 19950, 20659	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY2021-2024	Changes funds from STBG-TMA to CRRSAA - allowing flexibility in funding timing/amounts of funding large bus purchase, or other TAM Plan needs (total \$4,289,729)	\$0	FY2021 CRRSAA
VRT	19763	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY2021	Increases TAM funding in 2021	\$53,000	FY2022 STBG-TMA
VRT	20659	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY2024	Increases TAM funding in 2024	\$1,212,729	FY2024 STBG-TMA
ACHD	23095	Five Mile Road Overpass and Widening, NEPA, Boise	converts funds from local to federal, but limits spending to only design of the bike/ped portion with fed funds	\$136,000	FY2022 TAP-TMA
Total				\$5,117,990	

Total per agency	
ACHD	\$2,193,261
Eagle	\$1,603,000
VRT	\$1,321,729
Total	\$5,117,990

Option 2 Summary

Agency	Project	Project	Proposal	How much extra?	Source(s)
ACHD	19993	Roadway and ADA Improvements, Part 2, Boise Area – FY2023	Release \$197K in PC funds per ACHD.	(\$197,000)	FY2021 STBG-TMA
VRT	20245	SR2S. VRT. Ada County - FY2021	covers OA shortfall for SR2S	\$56,000	FY2021 STBG-TMA
ACHD	20129	Capital Maintenance, Phase 2, Boise Area - FY2021	covers OA shortfall for FY2021 Phase 2. Creates Advance construction with construction over 2 years.	\$1,226,000	FY2021 STBG-TMA, FY2021 HIP, FY2021 CRRSAA
ACHD	20129	Capital Maintenance, Phase 2, Boise Area - FY2021	Covers full increase on FY2021 Phase 2	\$1,028,000	FY2021 CRRSAA
Eagle	20841	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	Covers design request	\$80,000	FY2021 CRRSAA, FY2022 TAP-TMA
Eagle	20841	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	Covers full cost of construction request (total \$2.44M)	\$2,435,729	FY2021 CRRSAA
VRT	18905	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY2021	Covers \$156,000 additional increase for TAM plan	\$297,261	FY2021 HIP
ACHD	23095	Five Mile Road Overpass and Widening, NEPA, Boise	converts funds from local to federal, but limits spending to only design of the bike/ped portion with fed funds	\$192,000	FY2022 TAP-TMA
Total				\$5,117,990	

Total per agency	
ACHD	\$2,249,000
Eagle	\$2,515,729
VRT	\$353,261
Total	\$5,117,990

Option 3 Summary

Agency	Project	Project	Proposal	How much extra?	Source(s)
ACHD	19993	Roadway and ADA Improvements, Part 2, Boise Area – FY2023	Release \$197K in PC funds per ACHD.	(\$197,000)	FY2021 STBG-TMA
VRT	20245	SR2S. VRT. Ada County - FY2021	covers OA shortfall for SR2S	\$56,000	FY2021 STBG-TMA
ACHD	20129	Capital Maintenance, Phase 2, Boise Area - FY2021	covers OA shortfall for FY2021 Phase 2. Creates Advance construction with construction over 2 years.	\$1,226,261	FY2021 STBG-TMA, FY2021 HIP, FY2021 CRRSAA
Eagle	20841	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	Covers design request	\$80,000	FY2022 TAP-TMA
Eagle	20841	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	Covers full cost of construction request (total \$2.44M)	\$2,435,000	FY2021 CRRSAA
ACHD	23095	Five Mile Road Overpass and Widening, NEPA, Boise	converts funds from local to federal, but limits spending to only design of the bike/ped portion with fed funds	\$136,000	FY2022 TAP-TMA
ACHD	23095	Five Mile Road Overpass and Widening, NEPA, Boise	partial conversion of local to federal design no limits on modes	\$852,729	FY2021 CRRSAA
Meridian	13918	Rail with Trail Pathway, Meridian	Allows project to delay to a later year, otherwise it will be removed. Could also allow design to local standards through special provision.	\$529,000	FY2021 CRRSAA
Total				\$5,117,990	

Total per agency	
ACHD	\$2,017,990
Eagle	\$2,515,000
Meridian	\$529,000
VRT	\$56,000
	\$5,117,990

Option 4 Summary

Agency	Project	Project	Proposal	How much extra?	Source(s)
ACHD	19993	Roadway and ADA Improvements, Part 2, Boise Area – FY2023	Release \$197K in PC funds per ACHD.	(\$197,000)	FY2021 STBG-TMA
VRT	20245	SR2S. VRT. Ada County - FY2021	covers OA shortfall	\$56,000	FY2021 STBG-TMA
ACHD	20129	Capital Maintenance, Phase 2, Boise Area - FY2021	covers OA shortfall. Creates Advance construction with construction over 2 years.	\$1,226,261	FY2021 STBG-TMA, FY2021 HIP, FY2022 STBG-TMA
Eagle	20841	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	Covers design request	\$80,000	FY2022 TAP-TMA
Eagle	20841	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	Covers \$1.2M of construction request (total \$2.44M)	\$1,523,000	FY2023 STBG-TMA
VRT	19763 19950	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY2021-2023	Changes funds from STBG-TMA to CRRSAA - allowing flexibility in funding timing/amounts of funding large bus purchase, or other TAM Plan needs (total \$3,077,000)	\$0	FY2021 CRRSAA
ACHD	23095	Five Mile Road Overpass and Widening, NEPA, Boise	converts funds from local to federal, but limits spending to only design of the bike/ped portion with fed funds	\$136,000	FY2022-TAP-TMA
ACHD	23095	Five Mile Road Overpass and Widening, NEPA, Boise	partial conversion of local to federal for design no limits on modes	\$1,081,000	FY2022 STBG-TMA
Boise	NEW	Garden Street Multi-Use Pathway, Cassia Park to Albion (Boise)	Add project, can only move forward at local design level allowed through CRRSAA special provision	\$1,212,729	FY2021 CRRSAA
Total				\$5,117,990	

Total per agency	
ACHD	\$2,246,261
Boise	\$1,212,729
Eagle	\$1,603,000
VRT	\$56,000
	\$5,117,990

Initial End-of-Year (EOY) Ranks

Yellow highlight = EOY would replace programmed funds, depending on the option.

Gray highlight = change is not consistent with policy

KN	Policy Priority*	Project	FY2021 Request	2021 EOY List (expect at least the OA shortfall)	EOY Rank
Total Available (to meet 100% of appropriation)				\$1,435,196	
20129	TOP	Capital Maintenance, Phase 2, Boise Area - FY2021	\$1,435,000	\$529,000	1
20129	1B	Capital Maintenance, Phase 2, Boise Area - FY2021	\$1,028,000	\$1,028,000	2
20841	4	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	\$80,000	\$80,000	3
20006	9	Pavement Preservation and ADA, Phase 3, Boise Area - FY2022	\$75,000	\$75,000	4
23095	9	Five Mile Road Overpass and Widening, NEPA, Boise	\$1,550,000	\$1,550,000	5
20122	3	Pavement Preservation and ADA, Phase 2, Boise Area - FY2022	\$10,000	\$10,000	6
19465	4	Pavement Preservation and ADA, Phase 1, Boise Area - FY2022	\$180,000	\$180,000	7
20259	4	Roadway and ADA Improvements, Part 1, Boise Area - FY2023	\$300,000	\$300,000	8
20674	4	Roadway and ADA Improvements, Part 1, Boise Area - FY2024	\$319,000	\$319,000	9
Total recommended				\$4,071,000	
Total Available (to meet 100% of appropriation)				\$1,435,196	
Difference				(\$2,635,804)	

RTAC AGENDA ITEM V-A

Date: April 28, 2021

Topic: Detailed "All Aboard!" Survey Results

Request/Recommendation:

This is a discussion item only.

Summary:

COMPASS conducted the third in a series of public surveys to inform *Communities in Motion 2050* (CIM 2050) from January 19 – February 27, 2021. The survey focused on potential future high-capacity transit options and was developed with input from the Public Transportation Workgroup, Environmental Review Workgroup, RTAC, the Public Participation Workgroup, and the COMPASS Board of Directors.

A total of 11,706 people participated in the online survey. Initial survey results were shared in the RTAC meeting on March 17, 2021 and are linked below. Since then, COMPASS staff have analyzed the results in detail to identify trends and compare responses by demographics, and to determine which modes and routes would best meet stated needs and preferences. At this meeting, COMPASS staff will dive deeper into the detailed survey results and next steps for the region.

The survey results will feed into the CIM 2050 Vision and the CIM 2050 public transportation system, with input from the Demographic Advisory, Public Transportation, and Environmental Review Workgroups, and RTAC.

More Information:

- 1) Attachment: All Aboard! survey summary
- 2) Link to initial survey results:
<https://www.compassidaho.org/documents/prodserv/CIM2050/Input/AllAboardResults.pdf>
- 3) Link to all open-ended comments:
www.compassidaho.org/documents/prodserv/CIM2050/Input/All_Aboard_OpenEndedComments.pdf
- 4) For questions contact Rachel Haukkala at rhaukkala@compassidaho.org.

RH: T:\FY21\600 Projects\661 CIM\6. Public Transportation\Presentations\2021-04_RTAC\RTAC_Memo_HCT-Results_2021-04.docx

All Aboard!

Exploring High-Capacity Transit in the Treasure Valley

Survey Summary

January 19 – February 27, 2021

Responses: 11,706

Background

To inform an update to *Communities in Motion*, the regional long-range transportation plan for Ada and Canyon Counties, Idaho, the Community Planning Association of Southwest Idaho (COMPASS) hosted a series of three public surveys from 2019 – 2021.

The [first two surveys](#) (“A lot can change in 30 years” and “Where do we grow from here?”) focused on future conditions and regional growth patterns. In both surveys, respondents demonstrated an interest in high-capacity transit for the region.



High-capacity transit, generally defined as transit that is faster, carries more people, and provides higher quality services and amenities than a traditional local bus, has been discussed as an option for Ada and Canyon Counties – the Treasure Valley – for many years. To explore potential alignments and modes, a *Treasure Valley High-Capacity Transit Study* was completed in 2009, and [updated](#) in July 2020.

The study focused on four high-capacity transit modes (commuter rail, light rail, bus rapid transit exclusive, and bus rapid transit mixed traffic) and four east-west alignments, all south of the Boise River and roughly parallel to Interstate 84.

Following completion of the study and the first two surveys, COMPASS developed the “All Aboard!” survey to gain a better understanding of public needs, preferences, and destinations regarding future potential high-capacity transit in the Treasure Valley. The survey used an “indirect” approach, focusing on needs and preferences, as opposed to asking about specific alignments or modes, to avoid the influence of pre-conceived notions about specific alignments or modes on results. It was developed with input from COMPASS’ Public Transportation Workgroup, Environmental Review Workgroup, Public Participation Workgroup, Regional Transportation Advisory Committee, and Board of Directors, and was open to the public from January 19 – February 27, 2021.

Results

Over 11,700 people participated in the online survey; an additional 18 comments were received via email. A high-level overview of common themes gleaned from the results is provided below. Full [quantitative results](#) and [open-ended comments](#) are provided on the COMPASS website.

It is important to note that while over 11,700 individuals participated in the survey, participation was voluntary, not randomly generated; thus, results cannot be assumed to be representative of the population as a whole.

Common themes of survey responses included:

- Most respondents use their personal vehicle for transportation today.
- There is a willingness among respondents to use high-capacity transit in the future if it met their needs.
- For high-capacity transit to meet needs, it must be convenient, with an emphasis on ample and well-placed stops to provide easy access, as well as frequent and reliable service.
- Respondents strongly favor investment in a quality system, with the sentiment that a “cheap” system would not serve the intended purpose or attract ridership, and thus would fail.
- There is a desire to have a flexible system to accommodate special events and adapt to long-term changes in needs.
- Respondents would primarily want to use high-capacity transit for work, school, or a night out; the airport was frequently listed as a specific destination.
- Perceived benefits of high-capacity transit include increased mobility and accessibility for people who cannot or do not drive, positive environmental impacts, and the option to not drive, if desired – from avoiding drinking and driving, to ease of attending big events, to saving time, money, and stress.
 - *The survey did not specifically ask about benefits of high-capacity transit; however, many people noted perceived benefits in their open-ended comments.*

Next Steps

COMPASS staff will use the results to identify trends, needs, and common destinations, then compare those to potential transit modes and alignments as identified in the *Treasure Valley High Capacity Transit Study* to inform next steps and narrow options to best serve regional needs and preferences, as appropriate.

That information, in turn, will feed into *Communities in Motion 2050*, the regional long-range transportation plan for Ada and Canyon Counties. Specifically, results will inform the *Communities in Motion 2050* Vision, which outlines anticipated regional growth patterns and the related transportation system, and the planned 2050 public transportation system, including funded transit projects and unfunded transit needs.

Communities in Motion 2050 is scheduled for adoption by the COMPASS Board of Directors in December 2022.

Links

- *Treasure Valley High Capacity Transit Study 2020 Update*
 - www.compassidaho.org/documents/planning/studies/Treasure_Valley_High_Capacity_Transit_Study_2020_Update_Final0907.pdf
- Full “All Aboard!” Quantitative Results
 - www.compassidaho.org/documents/prodserv/CIM2050/Input/AllAboardResults.pdf
- Full “All Aboard!” Open-Ended Comments:
 - www.compassidaho.org/documents/prodserv/CIM2050/Input/All_Aboard_OpenEndedComments.pdf
- *Communities in Motion 2050* Public Participation Opportunities, including results of all three public surveys
 - www.compassidaho.org/prodserv/cim2050.htm#outreach

RTAC AGENDA ITEM V-B Date: April 28, 2021

Topic: Outcomes of RTAC Performance Measure Review Subcommittee meetings

Request/Recommendation:

This is an information item only.

Background/Summary:

The Change in Motion Scorecard is compiled every other year to illustrate progress toward meeting the goals and targets established in *Communities in Motion 2040 2.0* (CIM 2040 2.0). In November 2020, COMPASS staff presented RTAC with the results of the 2020 Change in Motion Scorecard. In that meeting, RTAC formed a subcommittee to review and prioritize the measures that were not on track to meet their targets. Based on the priorities, the subcommittee assisted in developing recommended actions that COMPASS and member agencies can implement to improve performance for the next reporting period.

The subcommittee prioritized three measures to focus on: auto fatalities, bike and pedestrian fatalities, and miles of trails and pathways. COMPASS staff facilitated the subcommittee discussion to identify why the measures were not on track, challenges to meeting targets, and strategies to improve performance. Recommended strategies were developed around COMPASS' four key functions: planning, implementation, technical expertise, and facilitation.

COMPASS staff will review the subcommittee's recommendations (attached) to determine how they will be included in COMPASS' current processes and tasks.

More Information:

- 1) Attachment: Recommendations from RTAC Performance Measure Review Subcommittee to improve the number and rate of auto fatalities and serious injuries, number bicycle and pedestrian fatalities, and miles of trails and pathways measures.
- 2) For detailed information contact: Hunter Mulhall, Principal Planner, at 208/475-2231, hmulhall@compassidaho.org.

Recommendations to decrease number and rates of auto, bicycle, and pedestrian accidents

PLAN	<ul style="list-style-type: none"> • Potential Regional Safety Operations Plan • Discuss possibility of vision zero goal • Focus on regional statistics and trends in CIM 2050
IMPLEMENT	<ul style="list-style-type: none"> • Prioritize safety in project development and CIM implementation programs • Fund safe routes to school with off the top funding
TECHNICAL EXPERTISE	<ul style="list-style-type: none"> • Make crash data, statistics, and analysis more easily accessible to members for their planning and decision making • Work with member agencies and safety experts to further analyze safety data to identify regional trends and solutions for those issues • Define useful data and analysis to support member agencies and COMPASS planning efforts
FACILITATE	<ul style="list-style-type: none"> • Safest Driver Campaign

Recommendations to increase miles of trails and pathways

PLAN	<ul style="list-style-type: none">• Conduct waterways and pathways analysis (Boise, Meridian, COMPASS)• Work with member agencies to coordinate more frequent and consistent updates to the trail network• Revisit targets in CIM 2050 and aim for percentage growth per reporting period, or look at reporting a percentage of planned network to better report progress
IMPLEMENT	<ul style="list-style-type: none">• Prioritize trails and pathway projects in project development and CIM implementation programs
TECHNICAL EXPERTISE	<ul style="list-style-type: none">• Develop better methodologies/measures for assessing trails and pathways network
FACILITATE	<ul style="list-style-type: none">• Continue to build partnerships with new and additional partners such as irrigation districts and rail operators

RTAC AGENDA ITEM V-C DATE: April 28, 2021

Topic: COMPASS Resilience Strategies

Background/Summary:

In 2015, the Fixing America's Surface Transportation (FAST) Act required metropolitan planning organizations, such as COMPASS, to include resilience in their long-range transportation plans. In preparation for *Communities in Motion 2050* (CIM 2050), Lila Klopfenstein, a Master's of Public Administration (MPA) student at Boise State University, worked as a COMPASS intern to research current resilience practices across the nation and develop a report, *Understanding Current Resilience Practices and Their Application to the Treasure Valley*. The report was used to create a plan outlining proposed resilience strategies (attached), to feed into the resilience section of CIM 2050.

Key Takeaways:

- Resilience planning identifies the vulnerabilities of infrastructure to future climate conditions and adapts accordingly.
- Resilience planning is cheaper than disaster recovery.
- Resilience is an increasingly integral component of transportation asset management.
- The four relevant factors with potential transportation impacts in the Treasure Valley are:
 - Warming temperatures
 - Changing precipitation patterns
 - Wildfire
 - Population growth
- These factors may increase maintenance costs of transportation infrastructure.

Proposed resilience strategies include collecting relevant data, monitoring progress, and reporting on results. Detailed strategies are outlined in the attached plan. Staff encourages RTAC members' feedback on the proposed strategies.

More Information:

- 1) Attachment: Draft COMPASS Resilience Strategies Plan
- 2) Link to *Understanding Current Resilience Practices and Their Application to the Treasure Valley*: <https://www.compassidaho.org/people/rtacmeetings.htm>, "Supplemental Information."
- 3) For detailed information contact Liisa Itkonen at litkonen@compassidaho.org

DRAFT COMPASS Resilience Strategies

Objective	Gather data and incorporate resilience into CIM 2050
Scope	Ada and Canyon Counties
Relevant Assets	For initial data collection and analysis relevant assets are limited to roadways, railways, and pathways.
Collect Asset Data	Sources: Transportation Agencies, Idaho Geological Survey, FHWA, FEMA
Collect Hazard Data	<p>Sources: Boise Climate Adaptation Assessment, Ada & Canyon Counties All-Hazards Reports, COMPASS Safety and Security Report</p> <p>Relevant factors with potential transportation impacts in the Treasure Valley:</p> <ol style="list-style-type: none"> 1. Warming temperatures 2. Changing precipitation patterns 3. Wildfire 4. Population growth
Assess Vulnerability	<p>CIM 2050 Objective for Resilience: Support a resilient transportation system by anticipating societal, climatic, and other changes; maintaining plans for response and recovery; and adapting to changes as they arise.</p> <p>Task 1: Assess vulnerability through stakeholder input.</p> <ul style="list-style-type: none"> • COMPASS sought stakeholder input during the following meetings: <ul style="list-style-type: none"> ◦ April 28, 2021- Resilience Intern’s presentation to RTAC <p>Task 2: Use indicators to assess and monitor system vulnerability.</p> <ul style="list-style-type: none"> • Percentage of NHS bridges in floodplain in “poor” condition • % growth in public transit ridership <p><i>Potential new indicators added to CIM 2050:</i></p> <ul style="list-style-type: none"> • # building permitted new units permitted in the floodplain • # building permitted new units in the wildland-urban interface
Regional Resilience Strategies	<p>The following short-term and long-term resilience strategies were developed based on available data and vulnerability assessments. Resilience strategies aim to improve data collection efforts and mitigation strategies in the Treasure Valley to protect vulnerable assets.</p> <p>Short-Term Resilience Strategies</p> <ul style="list-style-type: none"> • Review and adopt a list of critical transportation facilities starting with the list of infrastructure identified by the Hazards United States (HAZUS) model. • Locate or relocate critical facilities outside of WUI and the floodplain. • Collect spatial data on weather-induced unplanned maintenance events.

-
- Integrate critical infrastructure considerations into local continuity of operations plans.
 - Integrate weather hazard scenarios into the Treasure Valley Incident Management Operations Manual and Detour Route Plan.
 - Incorporate retrofitting or replacement of critical system elements in capital improvement plans.
 - Develop and publish an emergency evacuation route map on the COMPASS website.
 - Create a traffic app that provides real-time data to residents on heavy traffic and weather-caused road closures in the Treasure Valley.

Long-Term Resilience Strategies

- Continue to actively collaborate with local agencies and organizations involved in resilience.
- Promote open space in the WUI and the floodplain by implementing planned-unit developments, easements, setbacks, greenways, and sensitive-area tracks.
- Identify opportunities to increase system redundancy through alternate transit routes.
- Integrate floodplain management policies into other planning mechanisms within the Treasure Valley.
- Consider the residual risk associated with structural flood control in future land-use decisions.
- Implement storm water management regulations and master planning; adopt a storm water management master plan.
- Support research that investigates the link between harsh weather and transportation system impacts in the Treasure Valley.
- Encourage higher regulatory standards ordinances in hazard-vulnerable zones through zoning overlays, subdivision and development review, conservation easement, or a community rating system.

Integrate into Decision Making

To promote regional decision-making that addresses risk and promotes resilience at both local and regional levels COMPASS will:

1. Collect data to quantify resilience to help local decision-makers identify resilience-related concerns

- Continue collecting data for performance measures, identified by COMPASS
- Share information on resilience-related concerns, strategies, and performance measures
- Integrate resilience into editions of *Communities in Motion*

2. Reevaluate COMPASS’s project prioritization process

- Consider including resilience into COMPASS’s project priority process
-



Topic: Research on Surface Transportation Block Grant (STBG) Small Urban Funds

Request/Recommendation:

This item is for information and discussion only.

Background/Summary:

Federal funding allocations for local public agencies (LPAs) statewide are determined through Idaho Transportation Department (ITD) policy. The initial ITD Board policy for determining the formula for LPA allocations was adopted in 1998, based on 1990 Census data. The policy is somewhat complicated, but generally allocates 12.6% of the statewide STBG funds to LPAs, with 50% to rural areas (less than 5,000) and 50% to urban areas (over 5,000), based on the population split in 1990. The policy also states that the purpose is to proportionally allocate funds based on population and lane-miles; however, only population has been used in developing the allocations.

In 2000, the population of the Boise Urbanized Area exceeded 200,000, making it the first Transportation Management Area (TMA) in the State of Idaho. Along with the TMA status, came a direct allocation from the Federal Highway Administration (FHWA). However, the ITD Board policy continues to take the TMA allocation from the 50% urban allocation, which, over time, has created a large disparity in funding levels.

A lot has changed since the inception of the ITD policy. For example, 66% of Idaho’s population now lives in urban areas and 34% in rural areas, but the ITD policy has not been adjusted.

FHWA posts tables showing the intended allocation of federal funds among populations in each state. Below is the table for suballocations within the State of Idaho, as posted on the FHWA website (federal portion only):

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

DISTRIBUTION OF FISCAL YEAR 2021 SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBG) FUNDS

STATE	TOTAL STBG EXCLUSIVE OF TRANSPORTATION ALTERNATIVE SET-ASIDE, 2% SPR AND SECTION 154/159/164/31314 PENALTIES	STBG TRANSFER FOR MINIMUM CONDITION OF INTERSTATE PENALTY	SUBALLOCATED APPORTIONMENT			APPORTIONMENT AVAILABLE FOR ANY AREA	SET-ASIDE FOR OFF-SYSTEM BRIDGES	SET-ASIDE FOR BORDER STATE INFRASTRUCTURE
			AREAS OVER 200K	5K<AREAS≥200K	AREAS < 5K			
Idaho	81,672,075	-	10,020,324	19,841,436	15,057,881	32,967,429	3,785,005	-

Source: https://www.fhwa.dot.gov/legregs/directives/notices/n4510854/n4510854_t9.cfm

Some states, such as the state of Washington, provide even more than the suballocated apportionment shown above directly to the LPAs. In Idaho, the formula results in a much different scenario. The table below provides “point in time” amounts from ITD. These are estimated apportionments from ITD, as provided in the FY2021 Program Update Manual. The amounts are adjusted as official information is known; however, this information provides an idea

of how funds are allocated within the state of Idaho. Please note these amounts include required local match, and thus are higher than the amounts shown in the table above. Note the significant difference (\$12.6 million) between federal apportionment and ITD apportionment for the urban areas.

Areas > 200,000 (Boise TMA)	
FY2021 Federal Apportionment (including match)	\$10,814,077
FY2021 ITD Apportionment*	\$10,887,000
Areas 5,000 to 200,000 (Urban)	
FY2021 Federal Apportionment (including match)	\$21,413,162
FY2021 ITD Apportionment* per policy	\$8,770,000
Remainder	\$12,643,062
Areas < 5,000 (Rural)	
FY2021 Federal Apportionment (including match)	\$16,250,680
FY2021 ITD Apportionment*	\$19,280,000 #

*Per the ITD FY2021 Program Update Manual, February 2020. Amounts were adjusted, but proportions remained similar.

Includes "exchange" funds with LHTAC

The ITD Board policy was updated in 2006 and 2013, with no substantial changes, nor discussion with LPAs. The City of Nampa started researching the policy due to transportation funding shortfalls in the city, and has contacted ITD to discuss the issue. The city's white paper, *Surface Transportation Block Grant (STBG) Planning*, is attached.

Next Steps:

The City of Nampa will continue to research and initiate discussions with ITD officials. This information will be shared with the COMPASS Board of Directors, as well as with the Boards of Directors of the other metropolitan planning organizations across the state. Support from COMPASS member agencies and leaders is requested to encourage ITD to change its policy to allow more funding and cooperation to occur for the fast-growing areas of the state.

Implication (policy and/or financial):

If ITD is convinced of inequities in the ITD Board policy for LPA allocations to urban areas, federal funding allocated to urban LPAs could increase, creating more opportunities to improve local infrastructure in urban areas across the state.

More Information:

- 1) Attachment: Surface Transportation Block Grant (STBG) Planning
- 2) For detailed information contact: Toni Tisdale, Principal Planner, ttisdale@compassidaho.org or Clair Bowman, City of Nampa Senior Transportation Planner, bowmancm@cityofnampa.us.

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Surface Transportation Block Grant (STBG) Urban Allocations

Assumptions and policies that guide ITD's allocation of STBG funds to Local Public Agencies (LPAs) are long overdue for major review and reconsideration. ITD Board Policies 4028 and 4028S Supplemental are outdated; and at least one part appears never to have been applied. As a result, ITD apportions Urban LPAs less than 50% of the Federal Apportionment for urban areas between 5,000 and 200,000 population. In contrast, the largest urban area in the state – Boise's Transportation Management Area (TMA) – and sparsely populated rural areas receive full Federal Apportionments.

Background:

The following table compares FY2021 Federal Highway Administration and ITD appropriations to three population classifications in Idaho:

<u>Areas > 200,000 (Boise TMA)</u>		
FY2021 Federal Apportionment (Including Match)	\$10,814,077	
FY2021 ITD Apportionment	\$10,887,000	*
<u>Areas 5,000 to 200,000 (Urban)</u>		
FY2021 Federal Apportionment (Including Match)	\$21,413,062	
FY2021 ITD Apportionment per Policy 4028s	\$8,770,000	*
Withheld per Policy 4028S	(\$12,643,062)	
<u>Areas < 5,000 (Rural)</u>		
FY2021 Federal Apportionment (Including Match)	\$16,250,680	
FY2021 ITD Apportionment	\$19,280,000	# *
* Amounts were adjusted per ITD FY2021 Program Update Manual, February 2020, but remain similar.		
# Includes "exchange" funds with LHTAC.		

ITD has direct management control over funds to Urban and Rural classifications. Disparity between these apportionments is dramatic as documented above for FY2021. This practice maintains a 2003 Idaho Transportation Board determination when Boise was declared a TMA: Split the 12.6% fifty-fifty between Urban and Rural classifications; then subtract the TMA allocation from the Urban allocation.

Funds to the Boise TMA are specifically mandated by Congressional action. They go directly to COMPASS. Withholding the value of TMA funds from the Urban classification LPAs directly contradicts Congressional intent when direct TMA appropriations were initiated by Congress in 2003.

The 1990 Census identified 52% of Idaho's population as "Urban" and 48% as "Rural." It made sense then to split "Urban" and "Rural" funds fifty-fifty. This split was initiated by IT Board action in approximately 1993, codified in official Idaho Transportation Board Policy B-11-04 adopted in 1999:

“LPAs will receive an amount of Surface Transportation Program (STP) apportionments equal to 12.6% of the total TEA-21 annual federal formula apportionments...”

The 12.6% was then split evenly between Urban and Rural classifications:

“Available STP apportionments, as adjusted for obligation limitations, that are allocated to LPAs shall be divided equally between urban LPAs having jurisdiction over federal-aid highways within urban areas with a population of 5,000 or greater, and rural LPAs having jurisdiction over federal-aid highways outside urban areas having populations of 5,000 or greater.”

Board Policy B-11-04 was replaced in 2013 with Board Policies 4028 and 4028S. This recodification modernized language and format of the 1999 policy statement but retained a 12.6% suballocation split equally between Urban LPAs and Rural LPAs. The purpose statement in Policy 4028 specifically notes that this split will be proportional “...to population and lane-miles.” Board Policy 4028S, however, ignores this language and retains the decades-old distribution formula.

Boise’s urbanized area was reclassified as a Transportation Management Area (TMA) based on the 2000 Census. Notwithstanding, Board Policy 4028S specifically subtracts TMA dollars from Congressionally mandated urban appropriations before distributing the remainder to Urban LPAs. This leads to the dramatic inequity in federal versus ITD appropriations in the preceding table. An excerpt from the USDOT FY2021 Appropriation Table follows:

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

DISTRIBUTION OF FISCAL YEAR 2021 SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBG) FUNDS

STATE	TOTAL STBG EXCLUSIVE OF TRANSPORTATION ALTERNATIVE SET-ASIDE, 2% SPR AND SECTION 154/159/164/31314 PENALTIES	STBG TRANSFER FOR MINIMUM CONDITION OF INTERSTATE PENALTY	SUBALLOCATED APPORTIONMENT			APPORTIONMENT AVAILABLE FOR ANY AREA	SET-ASIDE FOR OFF-SYSTEM BRIDGES	SET-ASIDE FOR BORDER STATE INFRASTRUCTURE
			AREAS OVER 200K	5K<AREAS ≥ 200K	AREAS < 5K			
Idaho	81,672,075	-	10,020,324	19,841,436	15,057,881	32,967,429	3,785,005	-

Source: https://www.fhwa.dot.gov/legisregs/directives/notices/n4510854/n4510854_t9.cfm

Population shifts in Idaho further complicate the inequity. What was a 52%-48% split between urban and rural population of Idaho in 1990 is now 66% urban and 34% rural.

Questions:

1. Why are TMA funds even a part of ITD’s urban-rural policy 4028S? TMA funds go directly to COMPASS. They are mandated by Congressional appropriations entirely apart and separate from appropriations to Idaho’s smaller urban areas.
2. Why has there been no attempt to apply the Policy 4028 “population and lane miles” requirement? Two-thirds of Idaho’s population is now urban. And growth of lane miles, especially local road lane miles, within Urban areas has far out-paced growth in rural areas.

RTAC AGENDA ITEM V-E

Date: April 28, 2021

Topic: Draft Allocation of House Bill 308

Request/Recommendation:

This item is memo only.

Background/Summary:

On March 23, 2021, Governor Little signed into law House Bill 308, which provides additional funding to local governments in the form of a transfer of general funds to the Highway Distribution Account. These funds were part of the Governor's "Surplus Eliminator" proposal to distribute excess state funding. Staff expects the allocation will follow the same percentages as the regular distribution of highway funding to local agencies from the first quarter of FY2021. The draft allocations, as determined by COMPASS staff, are attached. Final numbers could fluctuate based on the official state allocation.

There does not appear to be restrictions on the funding. The transfer is expected to occur "as soon as practicable."

Implication (policy and/or financial):

There are no implications for COMPASS processes.

More Information:

- 1) Attachment: Table of Estimated Highway Distribution Account Payments
- 2) For detailed information contact: Toni Tisdale, Principal Planner,
ttisdale@compassidaho.org

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Estimated Highway Distribution Account Payments

Highway Districts	Estimated Payment		Cities	Estimated Payment
ACHD	\$8,573,865		Caldwell	\$656,335
Canyon HD	\$714,955		Greenleaf	\$9,943
Golden Gate HD	\$319,420		Middleton	\$95,014
Nampa HD	\$1,056,049		Nampa	\$1,114,190
Notus-Parma HD	\$287,320		Notus	\$7,160
			Parma	\$24,095
			Wilder	\$20,459

RTAC AGENDA WORKSHEET

ID #	Title/Description	Mandatory¹	Additional Information	Agenda Type²	Time	Presenters	Proposed Agenda	Board Agenda
1.	Approve RTAC Meeting Minutes	Yes		Consent Agenda	5	N/A	Monthly	N/A
2.	Receive Obligation Report	No		Status Report	N/A	N/A	As Appropriate	N/A
3.	Receive RTAC Agenda Worksheet	No		Status Report	N/A	N/A	Monthly	N/A
UPCOMING AGENDA ITEMS								
4.	Review COMPASS Phase 2 Applications	No	COMPASS staff will host an optional workshop to discuss all COMPASS Phase 2 applications, prior to ranking.	Information/ Discussion	60	Destinie Hart and Tevrin Fuller	May 12 (Optional)	N/A
5.	Recommend Updates to the Transportation Improvement Program (TIP)Amendment Policy	No	Toni Tisdale will seek RTAC recommendation for COMPASS Board of Directors' approval to update the amendment policy for the TIP, at the request of ITD.	Action	5	Toni Tisdale	May	June
6.	Recommend Priorities for the End-of-Year Program and Redistribution	Yes	Toni Tisdale will seek RTAC recommendation for Board of Directors' approval of the End-of-Year Program and redistribution.	Action	10	Toni Tisdale	May	June

¹ No, Yes, N/A (Not Applicable)

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

ID #	Title/Description	Mandatory¹	Additional Information	Agenda Type²	Time	Presenters	Proposed Agenda	Board Agenda
7.	Recommend "Locally Favored" High-Capacity Transit Alignment and Mode	No	Rachel Haukkala will seek RTAC recommendation for Board of Directors' approval of the "locally favored" high-capacity transit alignment and mode.	Action	20	Rachel Haukkala	May	June
8.	Review Fiscal Impact Analysis Phase II	No	Carl Miller will review the Phase II of the Fiscal Impact Analysis tool.	Information/ Discussion	15	Carl Miller	May	June
9.	Review Draft FY2022-2028 Regional Transportation Improvement Program Project List	Yes	Toni Tisdale will seek RTAC review of the Draft FY2022-2028 TIP, prior to the public comment period.	Information/ Discussion	15	Toni Tisdale	May	June
10.	Review CIM 2050 Pathways Prioritization Process	No	Braden Cervetti will review the CIM 2050 pathways prioritization process.	Information/ Discussion	15	Braden Cervetti	May	N/A
11.	Review COMPASS Data Bike Deployment	No	Braden Cervetti will review the COMPASS data bike pilot deployment and next steps.	Information/ Discussion	15	Braden Cervetti	May	N/A
12.	Review <i>Communities in Motion 2050</i> Vision Process	No	Carl Miller will review the <i>Communities in Motion 2050</i> Vision development.	Information/ Discussion	20	Carl Miller	May	June
13.	Review the COMPASS Complete Network Policy	No	Carl Miller and the RTAC subcommittee will review the COMPASS Complete Network policy.	Information/ Discussion	20	Carl Miller	May	June

ID #	Title/Description	Mandatory¹	Additional Information	Agenda Type²	Time	Presenters	Proposed Agenda	Board Agenda
14.	<i>Update on road building and design effects on speed(?)</i>	No	<i>Chris Danley from Vitruvian Planning will discuss how building and design affect speeds.</i>	<i>Information/Discussion</i>	20	Chris Danley	June	N/A
15.	Update of VRT Regional Planning and Prioritization	No	Stephen Hunt will provide an update on VRT's regional planning and prioritization.	Information/Discussion	20	Stephen Hunt	June	N/A
16.	Review <i>Communities in Motion 2050</i> (CIM 2050) Funding Policy	No	Toni Tisdale will review the Draft CIM 2050 funding policy.	Information/Discussion	20	Toni Tisdale	June	N/A
17.	Update on the Travel Survey Data Collection project	No	Mary Ann Waldinger will provide an update on the Travel Survey Data Collection project	Information/Discussion	10	Mary Ann Waldinger	June or July	Aug
18.	Recommend the COMPASS Complete Network Policy	No	Carl Miller will seek RTAC recommendation for COMPASS Board of Directors' adoption of the COMPASS Complete Network policy.	Action	20	Carl Miller	July 28	Aug
19.	Recommend the <i>Communities in Motion 2050</i> Vision	No	Carl Miller will seek RTAC recommendation for COMPASS Board of Directors' adoption of the <i>Communities in Motion 2050</i> Vision.	Action	20	Carl Miller	July	Aug

ID #	Title/Description	Mandatory¹	Additional Information	Agenda Type²	Time	Presenters	Proposed Agenda	Board Agenda
20.	Recommend <i>Communities in Motion 2050</i> (CIM 2050) Funding Policy	No	Toni Tisdale will seek RTAC recommendation for COMPASS Board of Directors' approval <i>Communities in Motion 2050</i> Funding Policy.	Action	20	Toni Tisdale	July	Aug
21.	Recommend <i>Rankings for COMPASS' Local Programs</i>	Yes	<i>Destinie Hart seeks recommendation of rankings for CIM Implementation Grants and Project Development Program Projects.</i>	Action	15	Destinie Hart	July	N/A
22.	Review Updates to FY2022 COMPASS Application Guide	Yes	Toni Tisdale will seek RTAC recommendation for COMPASS Board of Directors' approval of FY22 COMPASS Application Guide	Action	15	Toni Tisdale	July	August
23.	Review CIM 2050 Performance Measures and Targets	No	Hunter Mulhall will review CIM 2050 performance measures and targets.	Information/ Discussion	20	Hunter Mulhall	August	Oct
24.	Recommend FY22 Resource Development Plan	Yes	Destinie Hart will seek RTAC recommendation for COMPASS Board of Directors' approval of FY22 Resource Development Plan	Action	15	Destinie Hart	August	Oct

ID #	Title/Description	Mandatory¹	Additional Information	Agenda Type²	Time	Presenters	Proposed Agenda	Board Agenda
25	Recommend CIM 2050 Performance Measures and Targets	No	Hunter Mulhall will seek a RTAC recommendation for COMPASS Board of Directors' approval of CIM 2050 performance measures and targets.	Action	20	Hunter Mulhall	Sep 2021	Oct
26	Recommend Approval of the Draft FY2022-2028 Regional Transportation Improvement Program and Associated Air Quality Conformity Demonstration	Yes	Toni Tisdale will seek RTAC recommendation for COMPASS Board of Directors' approval of the FY2022-2028 TIP and associated air quality conformity demonstration.	Action	15	Toni Tisdale	Sept	Oct
27	Review FY2021 CIMI/PDP Projects	No	New Staff will review FY2021 CIMI/PDP Projects	Information/ Discussion (Could be Memo Only)	15	Destinie Hart	Sept	Oct
28	Review draft Coordinated Public Transit-Human Services Transportation Plan	No	Rachel Haukkala will review the draft Coordinated Public Transit-Human Services Transportation Plan	Information/ Discussion	20	Rachel Haukkala	Sep	N/A
29	Recommend Approval of final Coordinated Public Transit-Human Services Transportation Plan	Yes	Rachel Haukkala will seek RTAC recommendation for COMPASS Board of Directors' approval of the final Coordinated Public Transit-Human Services Transportation Plan	Action	20	Rachel Haukkala	Dec	Feb

ID #	Title/Description	Mandatory¹	Additional Information	Agenda Type²	Time	Presenters	Proposed Agenda	Board Agenda
30.	Elect RTAC Chair and Vice Chair	Yes	Liisa Itkonen will facilitate the election of Chair and Vice Chair.	Action	15	Liisa Itkonen	Jan 2022	N/A
31.	Solicit Member Agencies' Requests for FY2023 Unified Planning Work Program (UPWP)	No	Liisa Itkonen will solicit member agency requests for FY2023 UPWP.	Information/Discussion	5	Liisa Itkonen	Jan	N/A
32.	Review development of <i>Communities in Motion 2050</i>	No	Liisa Itkonen will review progress on developing <i>Communities in Motion 2050</i> .	Information/Discussion	15	Liisa Itkonen	Jan	Feb
33.	Review Updated 2021 Information in Communities in Motion 2040 2.0 (CIM 2040 2.0)	Yes	Liisa Itkonen will review updated 2021 information in CIM 2040 2.0.	Information/Discussion	10	Liisa Itkonen	Jan	Feb
34.	Review <i>Communities in Motion 2050</i> unfunded needs	No	Liisa Itkonen will review <i>Communities in Motion 2050</i> unfunded needs.	Information/Discussion	20	Liisa Itkonen	Jan	Oct
35.	Recommend the <i>Communities in Motion 2050</i> Unfunded Priorities	No	Liisa Itkonen will seek a RTAC recommendation for COMPASS Board of Directors' approval of the <i>Communities in Motion 2050</i> unfunded priorities.	Action	20	Liisa Itkonen	March	Apr

ID #	Title/Description	Mandatory¹	Additional Information	Agenda Type²	Time	Presenters	Proposed Agenda	Board Agenda
36.	Prioritize and Recommend Member Agencies' Requests for FY2023 Unified Planning Work Program (UPWP)	No	Liisa Itkonen will request RTAC prioritization of member agencies' requests for FY2023 UPWP and recommendation for Finance Committee's consideration.	Action	15	Liisa Itkonen	March	N/A
37.	Review the <i>Communities in Motion 2050</i> Implementation Policies	No	Liisa Itkonen will review <i>Communities in Motion 2050</i> implementation policies.	Information/ Discussion	20	Liisa Itkonen	March	June
38.	Recommend the <i>Communities in Motion 2050</i> Implementation Policies	No	Liisa Itkonen will seek a RTAC recommendation for COMPASS Board of Directors' approval of the <i>Communities in Motion 2050</i> implementation policies.	Action	20	Liisa Itkonen	May	June

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Scheduled vs. Obligated for the 2021 Schedule Year



[Group Type:Program] [Group Name:Highway Program (System)] [Major Program: Federal-Aid, State Highway System; Federal-Aid, Local Road System; State Funded Program] [District: 3] [MPO: COMPASS]
[Grouped Project Status: Grouped, Individual] [Details: Include] [Project Property: Ignore Project Properties] [Date Range: 1/1/1900 - 4/20/2021] [Fiscal Year: 2021] [Obligation Approval Level: FHWA] [Project Status: Development, PS&E (or equiv.), Awarded (or equiv.)] [Fiscal Year: 2021] [Indirect Costs Excluded] [PSS Manager: Ignore] [PSS Owner: Ignore] [PSS Sponsor: Ignore]

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
State Hwy - Pavement Preservation (Commerce)									
20060	3	I 84, SAND HOLLOW IC TO FARMERS SEBREE CANAL	2021	Awarded (or equiv.)	100	CE CN	\$114,525.00 \$1,224,515.00 \$1,339,040.00	\$114,525.00 \$1,224,515.00 \$1,339,040.00	\$0.00 \$0.00 \$0.00
20738	3	I 84, BROADWAY TO EISENMAN, BOISE	2021	Awarded (or equiv.)	100	PE CE CC CN	\$4,000.00 \$43,000.00 \$185,957.00 \$1,952,653.00 \$2,185,610.00	\$4,000.00 \$43,000.00 \$185,957.00 \$1,952,653.00 \$2,185,610.00	\$0.00 \$0.00 \$0.00 \$0.00 \$0.00
22237	3	I 84, EAST BOISE POE, ADA CO	2021	Development	100	CC CN	\$100,000.00 \$385,500.00 \$485,500.00	\$0.00 \$0.00 \$0.00	\$100,000.00 \$385,500.00 \$485,500.00
22677	3	US 20, FY22 MICROSEALS: FRONT, MYRTLE, & BROADWAY	2022	Development	100	PE	\$1,000.00 \$1,000.00	\$1,000.00 \$1,000.00	\$0.00 \$0.00
State Hwy - Pavement Preservation (Commerce) Total							\$4,011,150.00	\$3,525,650.00	\$485,500.00
State Hwy - Pavement Restoration									
22619	3	I 84, USTICK RD OVERPASS, CANYON CO	2021	PS&E (or equiv.)	111	CN	\$227,305.00 \$227,305.00	\$227,305.00 \$227,305.00	\$0.00 \$0.00
State Hwy - Pavement Restoration Total							\$227,305.00	\$227,305.00	\$0.00
State Hwy - Bridge Preservation									
20251	3	I 84, FY21 D3 E BRIDGE REPAIR, NAMPA	2021	Awarded (or equiv.)	101	PE CE CC CN	(\$58,000.00) \$95,210.00 \$100,000.00 \$999,705.00 \$1,136,915.00	(\$58,000.00) \$95,210.00 \$100,000.00 \$999,705.00 \$1,136,915.00	\$0.00 \$0.00 \$0.00 \$0.00 \$0.00
State Hwy - Bridge Preservation Total							\$1,136,915.00	\$1,136,915.00	\$0.00
State Hwy - Bridge Restoration									
20227	3	US 20, PHYLLIS CANAL BR, NR MERIDIAN	2023	Development	103	PC	\$150,000.00 \$150,000.00	\$150,000.00 \$150,000.00	\$0.00 \$0.00
State Hwy - Bridge Restoration Total							\$150,000.00	\$150,000.00	\$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
State Hwy - Supporting Infrastructure Assets									
22258	3	US 20, D3 CULVERT REPAIR	2021	Development	146	CC	\$22,500.00	\$0.00	\$22,500.00
						CN	\$236,500.00	\$0.00	\$236,500.00
							\$259,000.00	\$0.00	\$259,000.00
State Hwy - Supporting Infrastructure Assets Total							\$259,000.00	\$0.00	\$259,000.00
State Hwy - Safety & Capacity (Safety)									
20428	3	SH 21, TECHNOLOGY WAY TO SURPRISE WAY, BOISE	2022	Development	106	PE	\$145,800.00	\$145,800.00	\$0.00
						PC	\$4,200.00	\$4,200.00	\$0.00
							\$150,000.00	\$150,000.00	\$0.00
State Hwy - Safety & Capacity (Safety) Total							\$150,000.00	\$150,000.00	\$0.00
State Hwy - Safety & Capacity (Capacity)									
13476	3	SH 44, SH 55 INTERSECTION IMPROVEMENT, EAGLE	2022	Awarded (or equiv.)	112	PC	(\$29,000.00)	(\$29,000.00)	\$0.00
						RW	(\$9,000.00)	(\$9,000.00)	\$0.00
						LP	(\$13,000.00)	(\$13,000.00)	\$0.00
						CE	\$224,041.00	\$224,041.00	\$0.00
						CC	\$787,753.00	\$787,753.00	\$0.00
						CN	\$6,611,937.00	\$6,611,937.00	\$0.00
							\$7,572,731.00	\$7,572,731.00	\$0.00
20367	3	US 20, PHYLLIS CANAL BR TO SH-16, ADA CO	2023	Development	112	PE	\$30,000.00	\$30,000.00	\$0.00
						RW	\$50,000.00	\$50,000.00	\$0.00
						LP	\$3,650,000.00	\$3,650,000.00	\$0.00
							\$3,730,000.00	\$3,730,000.00	\$0.00
20574	3	SH 44, STAR RD TO SH-16, ADA CO	2024	Development	112	PE	\$60,500.00	\$60,500.00	\$0.00
							\$60,500.00	\$60,500.00	\$0.00
20788	3	SH 16, I 84 TO US 20/26 & SH44 IC, ADA & CANYON COS	2500	Development	107	RW	\$7,500,000.00	\$0.00	\$7,500,000.00
							\$7,500,000.00	\$0.00	\$7,500,000.00
21867	3	SH 55, KARCHER RD; MIDWAY TO MIDDLETON, NAMPA	2025	Development	112	PE	\$50,000.00	\$50,000.00	\$0.00
						PC	\$974,000.00	\$974,000.00	\$0.00
							\$1,024,000.00	\$1,024,000.00	\$0.00
22165	3	US 20/26, CHINDEN; I 84 TO MIDDLETON RD, CANYON CO	2022	Development	112	PE	\$200,000.00	\$200,000.00	\$0.00
						PC	\$2,000,000.00	\$2,000,000.00	\$0.00
						RW	\$50,000.00	\$50,000.00	\$0.00
						LP	\$10,950,000.00	\$10,950,000.00	\$0.00
							\$13,200,000.00	\$13,200,000.00	\$0.00
22619	3	I 84, USTICK RD OVERPASS, CANYON CO	2021	PS&E (or equiv.)	112	CE	\$88,664.00	\$88,664.00	\$0.00
						CC	\$371,947.20	\$371,947.20	\$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
22619	3	I 84, USTICK RD OVERPASS, CANYON CO	2021	PS&E (or equiv.)	112	CN	\$639,237.72	\$639,237.72	\$0.00
					144	CN	\$717,940.28	\$717,940.28	\$0.00
							\$1,817,789.20	\$1,817,789.20	\$0.00
22715	3	SH 55, KARCHER RD; INDIANA TO LAKE, CALDWELL	2027	Development	112	PE	\$472,497.00	\$0.00	\$472,497.00
							\$472,497.00	\$0.00	\$472,497.00
22716	3	SH 55, KARCHER RD; LAKE TO MIDWAY, CALDWELL	2027	Development	112	PE	\$506,594.00	\$0.00	\$506,594.00
							\$506,594.00	\$0.00	\$506,594.00
22717	3	SH 45, LOCUST LANE INTERSECTION, NAMPA	2027	Development	112	PE	\$20,000.00	\$0.00	\$20,000.00
							\$20,000.00	\$0.00	\$20,000.00
23079	3	I 84, TEMP WIDENING, FRANKLIN IC TO KARCHER IC, NAMPA	2021	Awarded (or equiv.)	112	CC	\$100,000.00	\$100,000.00	\$0.00
						CN	\$2,900,000.00	\$2,900,000.00	\$0.00
							\$3,000,000.00	\$3,000,000.00	\$0.00
State Hwy - Safety & Capacity (Capacity) Total							\$38,904,111.20	\$30,405,020.20	\$8,499,091.00
Hwy - Metropolitan Planning									
20050	3	LOCAL, FY21 COMPASS METRO PLANNING	2021	Awarded (or equiv.)	91	PC	\$1,199,189.00	\$1,185,411.18	\$13,777.82
							\$1,199,189.00	\$1,185,411.18	\$13,777.82
Hwy - Metropolitan Planning Total							\$1,199,189.00	\$1,185,411.18	\$13,777.82
Local Hwy - Transportation Alternatives									
22031	3	LOCAL, FY21 CANYON CO SRTS COORDINATOR & ACTIVITIES	2021	Awarded (or equiv.)	134	CN	\$64,753.00	\$64,753.00	\$0.00
							\$64,753.00	\$64,753.00	\$0.00
22944	3	LOCAL, FY22 STODDARD PATHWAY, NAMPA	2022	Development	134	PE	\$10,000.00	\$10,000.00	\$0.00
						PC	\$58,000.00	\$58,000.00	\$0.00
						PL	\$10,000.00	\$10,000.00	\$0.00
							\$78,000.00	\$78,000.00	\$0.00
Local Hwy - Transportation Alternatives Total							\$142,753.00	\$142,753.00	\$0.00
State Hwy - Freight									
22102	3	STC-8223, FRANKLIN BLVD & KARCHER RD INT, NAMPA	2022	Development	139	PC	\$280,908.00	\$280,908.00	\$0.00
							\$280,908.00	\$280,908.00	\$0.00
22103	3	OFFSYS, FRANKLIN BLVD & 3RD N FREIGHT IMPRV, NAMPA	2022	Development	139	PC	(\$280,908.00)	(\$280,908.00)	\$0.00
							(\$280,908.00)	(\$280,908.00)	\$0.00
State Hwy - Freight Total							\$0.00	\$0.00	\$0.00
Local Hwy - Urban									
12048	3	STC-3016, S CEMETERY RD; SH 44 TO WILLOW CR, MIDDLETON	2021	Awarded (or equiv.)	46	PE	\$2,000.00	\$2,000.00	\$0.00
						PC	\$28,000.00	\$28,000.00	\$0.00
						PL	\$10,000.00	\$10,000.00	\$0.00
						CE	\$9,061.00	\$9,061.00	\$0.00
						CC	\$320,000.00	\$320,000.00	\$0.00
						CL	\$127,303.00	\$127,303.00	\$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
12048	3	STC-3016, S CEMETERY RD; SH 44 TO WILLOW CR, MIDDLETON	2021	Awarded (or equiv.)	46	CN	\$3,424,636.00 \$3,921,000.00	\$3,424,636.00 \$3,921,000.00	\$0.00 \$0.00
13484	3	STP-719, CENTENNIAL WAY ROUNDABOUT, CALDWELL	2023	Development	46	PE PC	\$3,000.00 \$3,000.00 \$6,000.00	\$3,000.00 \$3,000.00 \$6,000.00	\$0.00 \$0.00 \$0.00
13487	3	NHS-8213, MIDDLETON & USTICK ROUNDABOUT, CALDWELL	2025	Development	46	PL RW UT	\$20,000.00 \$560,000.00 \$11,000.00 \$591,000.00	\$20,000.00 \$0.00 \$11,000.00 \$31,000.00	\$0.00 \$560,000.00 \$0.00 \$560,000.00
13905	3	NHS-7773, N 10TH AVE ITS & OVERLAY, CALDWELL	2500	Development	46	PC	\$7,000.00 \$7,000.00	\$7,000.00 \$7,000.00	\$0.00 \$0.00
22016	3	STC-7973, MIDWAY RD; KARCHER TO CALDWELL BLVD, CANYON HD	2500	Development	46	PL	\$25,000.00 \$25,000.00	\$25,000.00 \$25,000.00	\$0.00 \$0.00
22017	3	NHS-8523, CHERRY LN; FRANKLIN BLVD TO 11TH AVE N, NAMPA	2500	Development	46	PL	\$30,000.00 \$30,000.00	\$30,000.00 \$30,000.00	\$0.00 \$0.00
22018	3	SMA-7813, MONTANA AVE; PED IMPRV & WIDENING, CALDWELL	2500	Development	46	PC PL	\$4,000.00 (\$4,000.00) \$0.00	\$4,000.00 (\$4,000.00) \$0.00	\$0.00 \$0.00 \$0.00
22132	3	LOCAL, INT HOLLY ST & NW NAZARENE U RDWAY, NAMPA	2500	Development	46	PL	\$20,000.00 \$20,000.00	\$20,000.00 \$20,000.00	\$0.00 \$0.00
Local Hwy - Urban Total							\$4,600,000.00	\$4,040,000.00	\$560,000.00
Local Hwy - Transportation Management Area									
18701	3	LOCAL, FY21 CAPITAL MAINTENANCE, PH 1, ACHD	2021	PS&E (or equiv.)	51	PE PC CE CC CN	(\$13,000.00) (\$69,463.00) \$5,000.00 \$399,911.00 \$4,625,552.00 \$4,948,000.00	(\$13,000.00) (\$69,463.00) \$5,000.00 \$399,911.00 \$4,199,069.00 \$4,521,517.00	\$0.00 \$0.00 \$0.00 \$0.00 \$426,483.00 \$426,483.00
18905	3	LOCAL, FY21 ROLLING STOCK, INFRASTRUCTURE, TECH, VRT	2021	Development	51	CN	\$2,496,000.00 \$2,496,000.00	\$0.00 \$0.00	\$2,496,000.00 \$2,496,000.00
19303	3	LOCAL, PLANNING, TRAVEL SURVEY DATA COLLECTION, COMPASS	2021	Development	51	PC	\$700,000.00 \$700,000.00	\$700,000.00 \$700,000.00	\$0.00 \$0.00
20129	3	LOCAL, FY21 CAPITAL MAINTENANCE, PH 2, ACHD	2021	Development	51	CE CC CN	\$184,000.00 \$92,000.00 \$1,845,000.00 \$2,121,000.00	\$0.00 \$0.00 \$0.00 \$0.00	\$184,000.00 \$92,000.00 \$1,845,000.00 \$2,121,000.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
20159	3	LOCAL, FY21 CAPITAL MAINTENANCE, PHASE 3, BOISE AREA	2021	Development	51	CE	\$13,000.00	\$0.00	\$13,000.00
						CC	\$26,000.00	\$0.00	\$26,000.00
						CN	\$575,000.00	\$0.00	\$575,000.00
							\$614,000.00	\$0.00	\$614,000.00
Local Hwy - Transportation Management Area Total							\$10,879,000.00	\$5,221,517.00	\$5,657,483.00
Local Hwy - Transportation Alternatives; TMA									
20245	3	LOCAL, FY21 & FY22 ADA COUNTY SR2S, VRT	2021	Development	133	CN	\$344,000.00	\$288,000.00	\$56,000.00
							\$344,000.00	\$288,000.00	\$56,000.00
20549	3	US 20, CHINDEN; INT 43RD ST PED IMPRV, GARDEN CITY	2023	Development	133	PE	\$8,000.00	\$8,000.00	\$0.00
						PC	\$48,000.00	\$48,000.00	\$0.00
							\$56,000.00	\$56,000.00	\$0.00
22995	3	LOCAL, BIKE IMPROVEMENTS, SIGNS & PVMT MARKINGS, ADA	2021	Development	133	PE	\$1,000.00	\$1,000.00	\$0.00
						CN	\$81,365.00	\$0.00	\$81,365.00
							\$82,365.00	\$1,000.00	\$81,365.00
Local Hwy - Transportation Alternatives; TMA Total							\$482,365.00	\$345,000.00	\$137,365.00
Local Hwy - Rural									
19951	3	STC-3856, OLD HWY 30; SAND HOLLOW RD TO SH-44, CANYON HD	2500	Development	45	PL	\$15,000.00	\$15,000.00	\$0.00
						RW	\$55,000.00	\$0.00	\$55,000.00
							\$70,000.00	\$15,000.00	\$55,000.00
Local Hwy - Rural Total							\$70,000.00	\$15,000.00	\$55,000.00
Local Hwy - Bridge									
13494	3	STC-7787, OLD HWY 30; W PLYMOUTH ST BR, CANYON CO	2023	Development	49	PL	\$50,000.00	\$50,000.00	\$0.00
							\$50,000.00	\$50,000.00	\$0.00
Local Hwy - Bridge Total							\$50,000.00	\$50,000.00	\$0.00
Off-System Hwy - Bridge									
22593	3	OFFSYS, S 4TH AVE, INDIAN CREEK BR, CALDWELL	2021	Development	50	PC	\$165,500.00	\$165,500.00	\$0.00
						CC	\$277,000.00	\$0.00	\$277,000.00
						CN	\$140,500.00	\$0.00	\$140,500.00
							\$583,000.00	\$165,500.00	\$417,500.00
Off-System Hwy - Bridge Total							\$583,000.00	\$165,500.00	\$417,500.00
Hwy Safety - Local									
20430	3	STC-7821, INT N MIDDLETON RD & CORNELL ST, MIDDLETON	2021	PS&E (or equiv.)	118	PL	\$7,000.00	\$7,000.00	\$0.00
						CE	\$2,308.00	\$2,308.00	\$0.00
						CC	\$65,865.00	\$65,865.00	\$0.00
						CL	\$18,853.00	\$18,853.00	\$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
20430	3	STC-7821, INT N MIDDLETON RD & CORNELL ST, MIDDLETON	2021	PS&E (or equiv.)	118	CN	\$403,974.00 \$498,000.00	\$403,974.00 \$498,000.00	\$0.00 \$0.00
21999	3	STP-8463, GREENHURST RD; SUNNYBROOK TO CANYON ST, NAMPA	2021	PS&E (or equiv.)	118	PC PL CE CC CL CN	(\$5,000.00) \$5,000.00 \$2,231.00 \$150,000.00 \$35,174.00 \$831,595.00 \$1,019,000.00	(\$5,000.00) \$5,000.00 \$2,231.00 \$150,000.00 \$35,174.00 \$831,595.00 \$1,019,000.00	\$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00
22878	3	SMA-3724, HOMEDALE RD CURVE IMPV, CANYON HD	2024	Development	118	PE PC PL	\$4,000.00 \$98,000.00 \$30,000.00 \$132,000.00	\$4,000.00 \$98,000.00 \$30,000.00 \$132,000.00	\$0.00 \$0.00 \$0.00 \$0.00
Hwy Safety - Local Total							\$1,649,000.00	\$1,649,000.00	\$0.00
Hwy Safety - Railroad Crossings									
20537	3	OFFSYS, BENJAMIN LN BVRR RRX, BOISE	2022	Development	22	PE	\$20,000.00 \$20,000.00	\$20,000.00 \$20,000.00	\$0.00 \$0.00
Hwy Safety - Railroad Crossings Total							\$20,000.00	\$20,000.00	\$0.00
Hwy - Discretionary									
22593	3	OFFSYS, S 4TH AVE, INDIAN CREEK BR, CALDWELL	2021	Development	38	CN	\$899,023.74 \$899,023.74	\$0.00 \$0.00	\$899,023.74 \$899,023.74
22619	3	I 84, USTICK RD OVERPASS, CANYON CO	2021	PS&E (or equiv.)	145	CE CC CN	\$132,996.00 \$557,920.80 \$6,429,585.00 \$7,120,501.80	\$132,996.00 \$557,920.80 \$6,429,585.00 \$7,120,501.80	\$0.00 \$0.00 \$0.00 \$0.00
Hwy - Discretionary Total							\$8,019,525.54	\$7,120,501.80	\$899,023.74
Hwy - Federal Lands Access									
22600	3	STC-3787, WESTERN HERITAGE BYWAY (SWAN FALLS RD), ADA CO	2024	Development	59	PC	\$200,000.00 \$200,000.00	\$0.00 \$0.00	\$200,000.00 \$200,000.00
22602	3	STC-3714, INDIANA AND ORCHARD SHARED ROADWAY, CANYON HD #4	2024	Development	59	PC	\$13,000.00 \$13,000.00	\$0.00 \$0.00	\$13,000.00 \$13,000.00
Hwy - Federal Lands Access Total							\$213,000.00	\$0.00	\$213,000.00
Hwy - Non-Participating									
22995	3	LOCAL, BIKE IMPROVEMENTS, SIGNS & PVMT MARKINGS, ADA	2021	Development	69	PC	\$20,000.00	\$20,000.00	\$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
22995	3	LOCAL, BIKE IMPROVEMENTS, SIGNS & PVMT MARKINGS, ADA	2021	Development	69	CN	\$98,000.00	\$0.00	\$98,000.00
							\$118,000.00	\$20,000.00	\$98,000.00
Hwy - Non-Participating Total							\$118,000.00	\$20,000.00	\$98,000.00
Hwy - Local Partnerships									
13349	3	SH 55, EAGLE RD: MERIDIAN TOWN CENTER - STAGE 3	2021	Development	131	CE	\$60,000.00	\$0.00	\$60,000.00
						CC	\$404,957.13	\$404,957.13	\$0.00
						CN	\$5,000,000.00	\$0.00	\$5,000,000.00
							\$5,464,957.13	\$404,957.13	\$5,060,000.00
13918	3	LOCAL, RAIL WITH TRAIL PATHWAY, MERIDIAN	2022	Development	79	RW	\$120,000.00	\$0.00	\$120,000.00
							\$120,000.00	\$0.00	\$120,000.00
19465	3	LOCAL, FY22 CAPITAL MAINTENANCE, PH 1, BOISE	2022	Development	79	PC	\$700.00	\$700.00	\$0.00
							\$700.00	\$700.00	\$0.00
20006	3	LOCAL, FY22 CAPITAL MAINTENANCE, PH 3, ACHD	2022	Development	79	PE	(\$5,000.00)	(\$5,000.00)	\$0.00
						PC	(\$75,000.00)	(\$75,000.00)	\$0.00
							(\$80,000.00)	(\$80,000.00)	\$0.00
21858	3	US 20, SH 16 TO LINDER RD, ADA COUNTY	2021	Development	131	PE	(\$5,000.00)	(\$5,000.00)	\$0.00
						RW	\$5,000.00	\$5,000.00	\$0.00
						LP	\$3,021,000.00	\$3,021,000.00	\$0.00
							\$3,021,000.00	\$3,021,000.00	\$0.00
22593	3	OFFSYS, S 4TH AVE, INDIAN CREEK BR, CALDWELL	2021	Development	79	CN	\$12,500.00	\$0.00	\$12,500.00
							\$12,500.00	\$0.00	\$12,500.00
22619	3	I 84, USTICK RD OVERPASS, CANYON CO	2021	PS&E (or equiv.)	79	CN	\$3,507,000.00	\$3,507,000.00	\$0.00
							\$3,507,000.00	\$3,507,000.00	\$0.00
22718	3	SH 44, PALMER LN INTERSECTION IMPROVEMENTS	2027	Development	131	PE	\$70,000.00	\$0.00	\$70,000.00
							\$70,000.00	\$0.00	\$70,000.00
23071	3	SH 45, REALIGNMENT ALTERNATIVES ANALYSIS, NEPA, NAMPA	2021	Development	79	PE	\$5,000.00	\$0.00	\$5,000.00
						PC	\$400,000.00	\$0.00	\$400,000.00
							\$405,000.00	\$0.00	\$405,000.00
Hwy - Local Partnerships Total							\$12,521,157.13	\$6,853,657.13	\$5,667,500.00
Hwy GARVEE - 2017 Legislative Authorization									
20788	3	SH 16, I 84 TO US 20/26 & SH44 IC, ADA & CANYON COS	2500	Development	142	PE	\$100,000.00	\$100,000.00	\$0.00
						RW	\$150,000.00	\$150,000.00	\$0.00
						LP	(\$250,000.00)	(\$250,000.00)	\$0.00
							\$0.00	\$0.00	\$0.00
22196	3	I 84, FRANKLIN IC TO KARCHER IC, CANYON CO	2021	Development	142	PE	(\$378,258.00)	(\$378,258.00)	\$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
22196	3	I 84, FRANKLIN IC TO KARCHER IC, CANYON CO	2021	Development	142	RW	\$100,000.00	\$100,000.00	\$0.00
						LP	\$900,000.00	\$900,000.00	\$0.00
						UT	\$50,000.00	\$50,000.00	\$0.00
							\$671,742.00	\$671,742.00	\$0.00
23079	3	I 84, TEMP WIDENING, FRANKLIN IC TO KARCHER IC, NAMPA	2021	Awarded (or equiv.)	142	CE	\$500,000.00	\$500,000.00	\$0.00
						CC	\$1,000,000.00	\$1,000,000.00	\$0.00
						CN	\$7,324,191.00	\$7,324,191.00	\$0.00
							\$8,824,191.00	\$8,824,191.00	\$0.00
23080	3	I 84, FRANKLIN RD IC TO KARCHER IC - WEST, NAMPA	2021	PS&E (or equiv.)	142	CE	\$100,000.00	\$100,000.00	\$0.00
						CC	\$6,197,000.00	\$6,197,000.00	\$0.00
						CN	\$70,504,337.00	\$70,504,337.00	\$0.00
							\$76,801,337.00	\$76,801,337.00	\$0.00
23081	3	I 84, FRANKLIN RD IC TO KARCHER IC - EAST, NAMPA	2021	PS&E (or equiv.)	142	CE	\$100,000.00	\$100,000.00	\$0.00
						CC	\$4,795,986.00	\$4,795,986.00	\$0.00
						CN	\$50,104,014.00	\$49,962,369.00	\$141,645.00
							\$55,000,000.00	\$54,858,355.00	\$141,645.00
Hwy GARVEE - 2017 Legislative Authorization Total							\$141,297,270.00	\$141,155,625.00	\$141,645.00
Report Total							\$226,682,740.87	\$203,578,855.31	\$23,103,885.56