



Working together to plan for the future

REGIONAL TRANSPORTATION ADVISORY COMMITTEE

May 25, 2022 - 8:30 a.m.

COMPASS, First Floor Board Room
700 NE 2nd Street, Meridian, Idaho

ZOOM CONFERENCE CALL

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

(Subject to availability and functionality of connection.)

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

Please specify whether you plan to attend in-person or virtually when RSVPing to Amy Luft at aluft@compassidaho.org or 208-475-2229.

Written comments may be submitted by email to info@compassidaho.org. Comments can also be left by voicemail. Please call 208-475-2229 to record comments. Commenters must provide their name for the record. Comments identified by name that are received by 5:00 pm on May 24, 2022, 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 April 27, 2022, RTAC Meeting Minutes**

IV. ACTION ITEMS

8:35 ***A. Recommend *Communities in Motion 2050 (CIM 2050)* Priorities** Toni Tisdale
Page 6 *Toni Tisdale and Mary Ann Waldinger will seek RTAC* Mary Ann Waldinger
recommendation of COMPASS Board of Directors' approval
of CIM 2050 priorities.

9:20 ***B. Recommend *Communities in Motion 2050 (CIM 2050)*** Liisa Itkonen
Page 50 **Implementation Policies**

Liisa Itkonen will seek RTAC recommendation of COMPASS Board of Directors' approval of the CIM 2050 implementation policies.

9:35 ***C. Recommend Resolution Modifying the FY2022-2028 Regional** **Toni Tisdale**
Page 52 **Transportation Improvement Program**
Toni Tisdale will seek RTAC recommendation of COMPASS Executive Committee's approval of a Board Administrative Modification to the FY2022-2028 TIP.

9:45 ***D. Recommend Priorities for the End-of-Year and Redistribution** **Toni Tisdale**
Page 56 **Program**
Toni Tisdale will seek RTAC recommendation of COMPASS Board of Directors' approval of the End-of Year and Redistribution Program.

9:55 ***E. Recommend Changes to the Transportation Improvement** **Toni Tisdale**
Page 62 **Program (TIP) Amendment Policy**
Toni Tisdale will seek RTAC recommendation of COMPASS Board of Directors' approval of changes to the TIP Amendment Policy.

V. INFORMATION/DISCUSSION ITEMS

10:10 ***A. Safe Streets for All Grant Partnership Opportunities** **Joey Schueler**
Page 73 *Joey Schueler will seek RTAC feedback on opportunities to partner on a Safe Streets for All grant application.*

VI. STATUS REPORTS (INFORMATION ONLY)

Page 74 ***A. RTAC Agenda Worksheet**

Page 78 ***B. Obligation Report**

VII. OTHER:

**Next Meeting:
June 22, 2022**

VIII. ADJOURNMENT (10:30)

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

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

T:\FY22\800 System Maintenance\820 Committee Support\RTAC\2022 Packets\5-25-2022 Packet\Agenda_05252022.docx

REGIONAL TRANSPORTATION ADVISORY COMMITTEE
April 27, 2022
COMPASS, First Floor Board Room
ZOOM CONFERENCE CALL

****DRAFT MINUTES****

ATTENDEES:

Jeff Barnes, City of Nampa, via telephone
Mark Wasdahl for Aaron Bauges, Idaho Transportation Department, via telephone
Lee Belt, City of Greenleaf, **Vice Chair**, via telephone
Clair Bowman, City of Nampa, in person
Miranda Carson, City of Meridian, via telephone
Jason VanGilder for Becky Crofts, via telephone
Lara Disney, Public Participation Workgroup, via telephone
Tom Ferch, Ada County Highway District, via telephone
Karen Gallagher, City of Boise, via telephone
Doug Hanson, City of Kuna, via telephone
Ryan Head, Ada County Highway District, via telephone
Caleb Hood, City of Meridian, via telephone
Stephen Hunt, Valley Regional Transit, via telephone
Liisa Itkonen, COMPASS, Ex. Officio, via telephone
Samantha Kenney, Central District Health, Ex. Officio, via telephone
Tom Laws, Ada County Highway District, via telephone
Robb MacDonald, City of Caldwell, via telephone
Brian McClure, City of Meridian, via telephone
Brent Moore, Ada County Development Services, **Chair**, via telephone
Shawn Nickel, City of Star, via telephone
Dave Rader, City of Boise, via telephone
Darrell Romine, City of Melba, via telephone
Nichoel Baird Spencer, City of Eagle, via telephone
Michael Toole, Department of Environmental Quality, via telephone
Hanna Veal, City of Garden City, via telephone
Tina Wilson, City of Parma, via telephone
Stacey Yarrington, Ada County Development Services, via telephone

MEMBERS ABSENT: Elizabeth Allen, Canyon County Development Services
Rodney Ashby, City of Nampa
Gabe Finkelstein Boise State University
Steve Fultz, Canyon County Development Services
Leon Letson, Ada County Development Services
Dan Lister, Canyon County Development Services
Angela Lively, City of Caldwell
Lenny Riccio, Canyon Highway District No. 4
Jessica Szelag, City of Boise
Bill Vaughan, City of Eagle
Bob Watkins, Golden Gate Highway District

OTHERS PRESENT: Cecilia Arritola, Idaho Transportation Department, via telephone
Nathaniel Campbell, via telephone
Vanessa Fry, Boise State University, via telephone
Tecele Gebremicheal, via telephone
Rachel Gonzalez, via telephone
Tessa Greeger, Ada County Highway District, via telephone
Katelyn Harper, via telephone
Lila Klopfenstein, COMPASS, via telephone
Amy Luft, COMPASS, in person
Ellie McDonald, via telephone
Carl Miller, COMPASS, via telephone
Megan Miller, via telephone
Olivia Patrick, via telephone
Krista Paulsen, Boise State University, via telephone
Alexa Roitman, via telephone
Joe Schueler, COMPASS, via telephone
Matt Stoll, COMPASS, in person
Toni Tisdale, COMPASS, via telephone
Tony Torres, via telephone
Mary Ann Waldinger, COMPASS, via telephone

CALL TO ORDER

Chair Brent Moore called the meeting to order at 8:33 a.m.

OPEN DISCUSSION/ANNOUNCEMENTS

Toni Tisdale announced that COMPASS has hired a new grant writer, Joey Schueler, and that Teverin Fuller will be leaving COMPASS, so there is a Resource Development Assistant position open.

Liisa Itkonen reminded RTAC of the public comment period on the draft *Coordinated Public Transit-Human Services Transportation Plan* and of open houses on the draft plan on May 4 in Boise and May 5 in Nampa.

CONSENT AGENDA

A. Approve March 30, 2022, RTAC Meeting Minutes

Stephen Hunt moved and Tina Wilson seconded approval of the Consent Agenda as presented. Motion passed with one abstention.

SPECIAL ITEM

A. Affordable Housing

Carl Miller provided a status report on RTAC housing subcommittee's work to date and Boise State University students presented four research projects on affordable housing topics.

ACTION ITEMS

A. Recommend Amendment to the FY2022-2028 Regional Transportation Improvement Program (TIP)

Toni Tisdale reviewed a proposed amendment to the FY2022-2028 TIP to add seven public transportation projects.

After discussion, **Stephen Hunt moved and Tina Wilson seconded to recommend that the COMPASS Executive Committee adopt the resolution amending the FY2022-2028 TIP as presented. Motion passed unanimously.**

B. Recommend Draft Transportation Management Area (TMA) Programs

Toni Tisdale reviewed revised draft TMA programs for the FY2023-2029 Regional Transportation Improvement Program (TIP), based on priority recommendations from RTAC, recent balancing actions, and a request by RTAC to revisit FY2024 recommendations.

After discussion, **Ryan Head moved and Karen Gallagher seconded to approve the revised FY2023-2029 draft TMA programs for inclusion in the draft FY2023-2029 TIP, including moving \$127,000 for Key No. 20841 (Bicycle/Pedestrian Bridge Over the Boise River) from the Surface Transportation Block Grant (STBG) program to the Transportation Alternative Program and allocating the \$127,000 in the STBG program resulting from the fund transfer, and other remaining STBG FY2023 funds, to Key No. 19550 (Transit Rolling Stock). Motion passed unanimously.**

INFORMATION/DISCUSSION ITEMS

A. *Communities in Motion 2050* (CIM 2050) Draft Priorities

Mary Ann Waldinger reviewed draft CIM 2050 "Bin 1" (needed by 2030) priority rankings and the additional unfunded project lists and needs. These items will be brought to RTAC for action in its May 25, 2022, meeting.

B. Infrastructure Investment and Jobs Act

Toni Tisdale and Carl Miller provided an overview of planning requirements and new funding programs in the Infrastructure Investment and Jobs Act.

Next Meeting: May 25, 2022

ADJOURNMENT

Karen Gallagher moved and Ryan Head seconded to adjourn at 10:29 am. Motion passed unanimously.

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

Request/Recommendation:

COMPASS staff seeks Regional Transportation Advisory Committee (RTAC) recommendation of COMPASS Board of Directors' approval of the CIM 2050 project priority rankings and unfunded project lists provided in Attachment 1.

Background/Summary:

The COMPASS Board of Directors approved the project scoring process for CIM 2050 on February 28, 2022. Initial rankings were provided to RTAC at its April 27, 2022, meeting.

CIM 2050 will include:

- Short-term budgeted projects (approved by the COMPASS Board April 18, 2022)
- Long-term funded projects (approved by the COMPASS Board April 18, 2022)
- Ranked priority projects
- Unfunded public transportation system, regional pathway and roadway projects, and studies

The prioritization process applies to projects identified as "needed" by 2030 (Bin 1), a subset of projects from the approved long-term funded and draft unfunded roadway lists. Seventeen roadway projects were evaluated using the regional travel demand model and the performance measure framework to analyze how each project impacts the CIM 2050 goals and the transportation system, per the approved prioritization process.

Note: Some Ada County Highway District (ACHD) locally funded projects are needed by 2030, and thus are considered part of "Bin 1." However, as those projects are locally funded and go through a separate prioritization process during the development of ACHD's Capital Improvement Plan, they are not included in this discussion.

Attachments 2 and 3 contain supporting summaries and score sheets for all projects included in Bin 1 that will be prioritized. These provide additional information to further inform possible refinements to the initial rankings, if necessary.

Please thoroughly review the initial rankings, supporting summaries, and score sheets prior to the meeting. If questions arise during your review, please contact COMPASS staff prior to the meeting.

In the meeting, COMPASS staff will request separate motions on each of the project lists:

- State roadway system (recommend rankings)
- Local roadway system (recommend rankings)
- Unfunded public transportation system (recommend system)
- Unfunded regional pathways (recommend un-ranked priority list)
- "Remaining" unfunded roadway system needs (recommend un-ranked priority list)
- Unfunded studies (recommend un-ranked priority list)

Implication (policy and/or financial):

Approval of the CIM 2050 project priority rankings and unfunded lists will provide the direction needed to continue to fund the highest needed projects in the region. Staff anticipates that member agencies will apply for funding for projects identified as "needed" by 2030 (Bin 1) through future formula and/or competitive processes. The unfunded lists will also provide the direction for additional funding opportunities.

More Information:

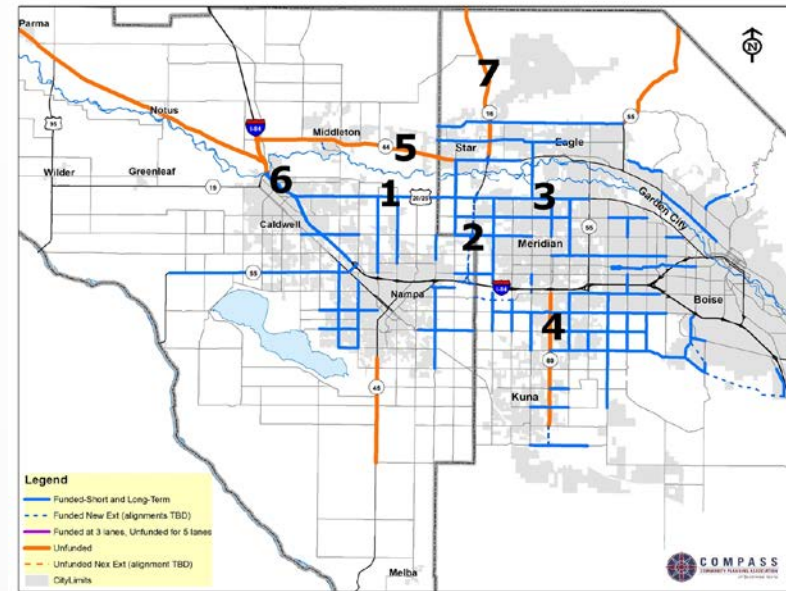
- 1) Attachment 1: Preliminary Project Priority Rankings and Unfunded Project Lists
- 2) Attachment 2: State System Corridor Summaries and Score Sheets
- 3) Attachment 3: Local System Corridor Summaries and Score Sheets
- 4) For detailed information contact: Toni Tisdale, Principal Planner, ttisdale@compassidaho.org or Mary Ann Waldinger, Principal Planner, mwaldinger@compassidaho.org.

TT/MW: T:\FY22\600 Projects\661 CIM\11. Plan Documents\Corridor Summaries\Prioritized Lists\220525mmoRTACpriorization.docx

State System Initial Rankings

Initial Ranking	Corridor
1	US Highway 20/26 Interim , Middleton Road to Star Road
2	State Highway 16 Phase 3 , Interstate 84 to State Highway 44
3	US Highway 20/26 Ultimate , State Highway 16 to State Highway 55 (Eagle Road)
4	State Highway 69 , Kuna Road to Interstate 84, *Unfunded*
5	State Highway 44 , Interstate 84 (Exit 25) to Star Road, *Unfunded*
6	Interstate 84 , Centennial Way (Exit 27) to Franklin Road (Exit 29)
7	State Highway 16 , State Highway 44 to Deep Canyon Road, *Unfunded*

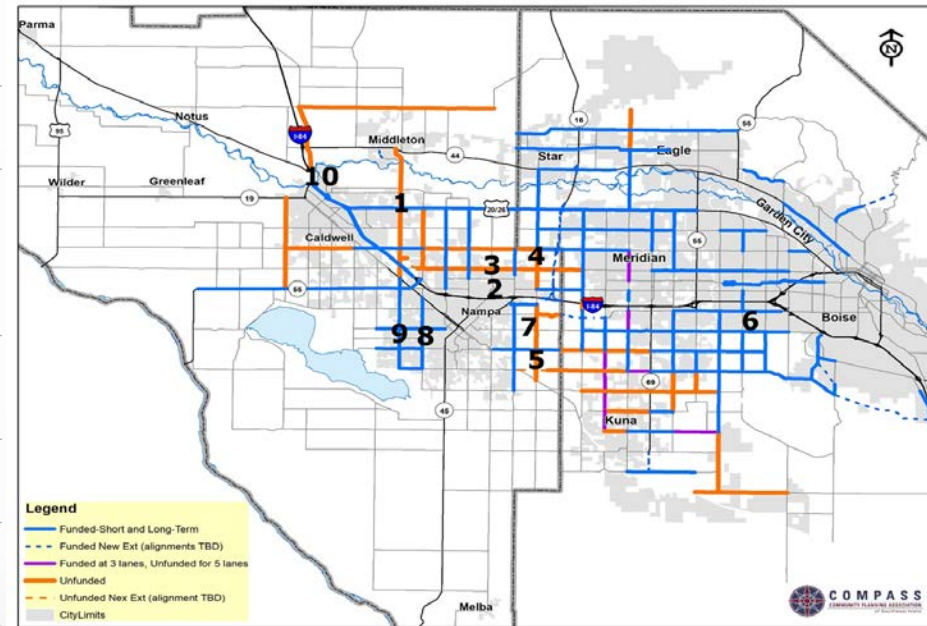
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Ranking
 Blue = Funded
 Orange = Unfunded

Local System Initial Rankings

Initial Ranking	Project
1	Middleton Road , Cherry Lane to State Highway 44 *Unfunded*
2	Cherry Lane / Fairview Avenue , Middleton Road to Black Cat Road *Unfunded*
3	Ustick Road , Midland Boulevard to Star Road *Unfunded*
4	Robinson Boulevard / Star Road , Franklin Road to Ustick Road *Unfunded* and Ustick Road to State Highway 44
5	Robinson Boulevard , Greenhurst Road to Stamm Lane *Unfunded*
6	Five Mile Road and Overpass , Overland Road to Franklin Road
7	Stamm Lane , Happy Valley Road to Robinson Boulevard *Unfunded*
8	Midland Boulevard , Cherry Lane to US Highway 20/26
9	Middleton Road , Greenhurst Road to Caldwell-Nampa Boulevard
10 ⁹	Old Highway 30 , US 20/26 to Purple Sage Road *Unfunded*



Ranking
 Blue = Funded
 Orange = Unfunded
 Purple = Mixed



CIM 2050 Unfunded Public Transportation System

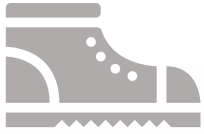
Sub-Priority	Route #	Premium Route
1	403	Overland Road Premium Route
	402	Vista Avenue Premium Route
	400	Cherry Lane/Fairview Avenue Premium Route
2	401	State Street Premium Route*
3	404	Orchard Premium Route
4	405	Garrity Boulevard Premium Route
5	406	Nampa-Caldwell Boulevard Premium Route
n/a		Frequent Network
n/a		Express Network
n/a		Secondary Network

* funded from with 15-minute frequency from Glenwood Street/Gary Lane to Main Street Station in downtown Boise and peak hour only service from City of Eagle to Glenwood Street/ Gary Lane.

Ranking

Orange = Unfunded

Purple¹⁰ = Mixed



Unfunded Regional Pathways (Off Network)

Segment Name	Description
Chinden Blvd Garden City	Construct 4.26 miles of new pathway between Maple Grove Rd, Boise and Fairview Ave, Boise
Five Mile Rd Boise	Construct 0.84 miles of new pathway between Emerald St, Boise and Overland Rd, Boise
Middleton Rd Middleton (South) *	Construct 2.45 miles of new pathway between Karcher Rd to Chacartegui Ln (South to north), Nampa and Chacartegui Ln to Karcher Rd (West to East, along rail)
Middleton Rd Middleton (North) *	Construct 0.83 miles of new pathway between Boise St to Star Blvd, Middleton (Section 1 South to North) and Star Blvd to Triumph Drive, Middleton (Section 2 South to North)
Indian Creek Pathway Caldwell *	Construct 1.59 miles of new pathway between Centennial Wy to Arthur St., Caldwell (Section 1 South to North) and 11th Ave/Archer Street to Sparrow Ave, Caldwell (Section 2 West to East)
Linder Rd Boise	Construct 0.375 miles of new pathway between W Washington St, Meridian and W Emerald Falls Dr, Meridian
Maple Grove Rd Boise	Construct 0.54 miles of new pathway between Victory Rd, Boise and Aquarius St, Boise
Rail with Trail Boise Spur Boise (North)	Construct 3.93 miles of new pathway between Five Mile Rd, Boise and Orchard St, Boise
Rail with Trail Boise Spur Boise (South)	Construct 2.93 miles of new pathway between N Hartman Street, Boise and Kootenai St, Boise
Rail with Trail Nampa Spur Nampa	Construct 1.03 miles of new pathway between 9th Ave, Nampa and 3rd St, Nampa
Ridenbaugh Canal (East) Boise	Construct 2.64 miles of new pathway between S Gekeler Ln, Boise and E Park River Dr, Boise
Ridenbaugh Canal (West) Boise	Construct 5.79 miles of new pathway between Five Mile Rd, Boise and Kootenai St/Protest St, Boise
State Street¹¹/SH 44 Boise	Construct 5 miles of new pathway between N Glenwood/Gary Ln, Garden City and 11th Street, Boise



Review Remaining Unfunded Roadway System "Needs" by 2031-2050

Interstate 84, State Highway 44 (Exit 25) to Centennial Way (Exit 27) – Additional through lanes and interchange modifications per the environmental study

State Highway 55 North, Beacon Light Road to Ada-Boise County Line – Additional travel lanes and access management

State Highway 45, Bowmont Road to Greenhurst Road – Additional travel lanes and access management to be determined by the SH 45 Reroute PEL and future NEPA

State Highway 16 Southern Connection, needs to be determined by a PEL and NEPA

US Highway 20/26 West, City of Parma to Interstate 84 (Exit 26 in City of Caldwell) - Additional travel lanes and access management

Amity Road, McDermott Road to State Highway 69 – Widen to 5 lanes

Farmway Road, State Highway 55 (Karcher Road) to State Highway 19 (Simplot Boulevard) – Widen to 5 lanes

Greenhurst Road "Extension" / Lake Hazel Road, Happy Valley Road to State Highway 69 – construct 3 lane extension to Lake Hazel Road and widen Lake Hazel to 5 lanes. *UPRR parallels existing Greenhurst Road. This project of the Robinson Boulevard project in Bin 1 should consider this.

Linder Road, Pine Avenue to Ustick Road* – Widen to 5 lanes

Purple Sage Road, Old Highway 30 to Can Ada Road – Widen to 3 lanes

Ten Mile Road, Deer Flat Road to Victory Road – Widen to 5 lanes

Ustick Road, Farmway Road to Lake Avenue – Widen to 5 lanes

Corridors may have more immediate needs identified through more detailed analyses, safety concerns, truck volume and / or growth. Year of need and cost estimates will be provided. Timing and type of improvements are to be determined by implementing agencies when additional funding is available/provided.



Unfunded Studies

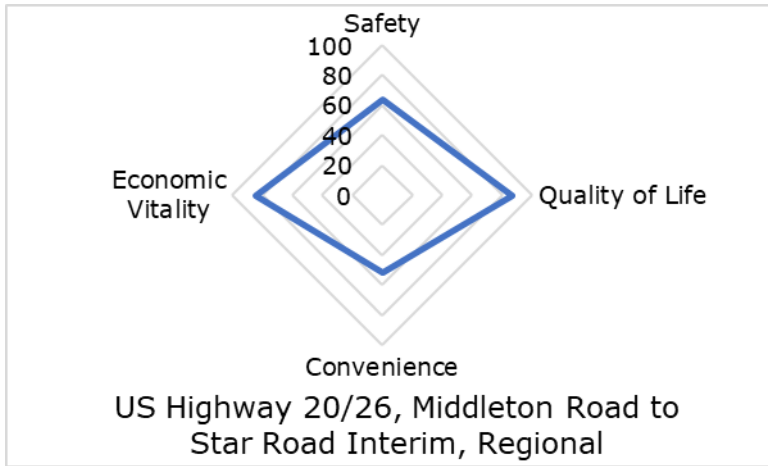
Recommended Sponsors	Corridor / Area	General Location	Description
ITD	I-84 Access Study (Canyon County - Caldwell)	Franklin Rd (Exit 29) to Karcher Rd (Exit 33)	Conduct an access study and preliminary traffic analysis to help identify the need and/or location of an additional interchange
ITD	I-84 Access Study (Canyon County - Northwest)	Sand Hollow (Exit 17) to SH 44/Middleton (Exit 25)	Conduct an access study and preliminary traffic analysis to help identify the need and/or location of an additional interchange
ITD / COMPASS	I-84/I-184 "Additional Lane" Corridor Study (Caldwell to Boise)	Caldwell to Boise	A study of additional lanes on I-84 and I-184 to evaluate all possible TSMO and TDM strategies
CHD, Caldwell, Nampa, Middleton and Star	Boise River Crossing Study (Canyon County East)	Middleton Rd to Star Rd	Evaluate the possible need to study an additional river crossing in Canyon County between Middleton Rd and Star Rd
CHD and Caldwell	Boise River Crossing Study (Canyon County West)	West of I-84	Evaluate the possible need to study an additional river crossing in Canyon County west of I-84 in the vicinity of Farmway Rd
ITD	Boise River Crossing Study (Ada County)	SH 55 (Eagle Rd) to Glenwood St	Evaluate the possible need to study an additional river crossing in Ada County between SH 55 (Eagle Rd) and SH 44 (Glenwood St)
COMPASS and various land use and transportation agencies	Regional Connectivity Study	South of I-84	Evaluate and identify gaps and / or bottlenecks in the roadway system to improve connectivity and provide viable options and alternatives to travel around, through and between communities.

Attachment 2
State Roadway System
Corridor Summaries and Score Sheets

**US Highway 20/26 Corridor
Middleton Road to Star Road
(Interim)**

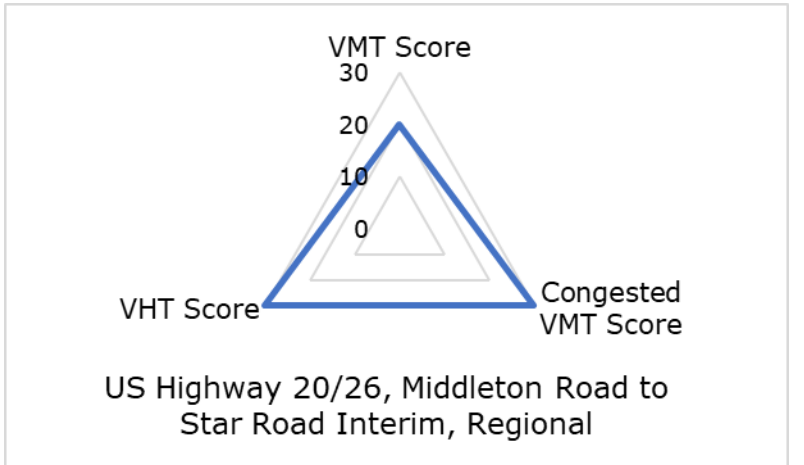
**Initial Ranking State System: 1
Long-Term Funded
Score: 98.4**

Identified as primary freight corridor in the COMPASS Complete Network Policy



Technical Analysis Results
Score: 26.7 (average)
Max Score: 30

VMT: Change in weekday vehicle miles of travel (VMT) for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.
Congested VMT: Change in weekday congested VMT for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.
VHT: Change in weekday vehicles hours of travel for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.



Total Score: 71.7 + 26.7 = 98.4

Additional Considerations:

Yes	Do proposed improvements fill gaps in the transportation system (for any mode, as appropriate)?	Somewhat	Are there identified environmental issues along the corridor?
Somewhat	Do proposed improvements support robust regional transit by 2050?	No	Are there minority and/or low-income populations along or near the corridor, or other equity considerations?
Somewhat	Are there improvements needed along other corridors to maximize benefits? ("companion projects")	Yes	Have any high priority safety issues been identified along the corridor?

Comments Regarding Scores and/or Considerations Listed Above (staff notes):

This project would complete a six-mile gap between two river crossings (Middleton Road and Star Road) and provide an alternate route to Interstate-84. Secondary bus service is proposed along this corridor. When operational, it would provide a connection at Star Road to the State Street premium bus route.

There have been a number of crashes along this corridor including a fatal crash in 2019. This project would also provide a more safe and comfortable active transportation option as the corridor study identifies a divided 10' multi-use pathway on both sides.

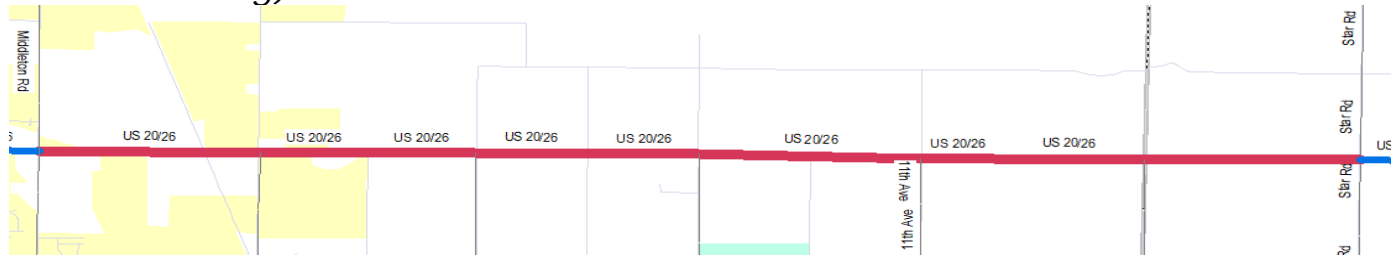
While the corridor does not intersect environmental justice areas, impacts to vulnerable populations should still be considered, as applicable.

See corridor score sheet for "US Highway 20/26 Corridor State Highway 16 to State Highway 55 (Eagle Road) Ultimate."

US 20/26 Corridor (long-term funded by 2030)

Middleton Road to Star Road

(Interim Widening)



Where is US 20/26, (Interim Widening), Middleton Road to Star Road

- From Middleton Road to Star Road
- 6 miles long
- In the City of Meridian, City of Caldwell, and unincorporated Ada and Canyon Counties
- Major intersections – Middleton Road, Franklin Road, Can Ada Road, and Star Road
- Other important things about location – US 20/26, Middleton Road, and Star Road are all principal arterials surrounded by prime farmland

What’s the vision for US 20/26?

US 20/26 is one of a few east-west roadways that stretch from Caldwell to Boise. Its role as an alternate to I-84 makes it a vital transportation route supporting high levels of commute and freight travel. This section maintains higher speeds and better mobility than more congested sections to the east.

Most of this section is farmland. However, robust growth is forecasted for the Cities of Caldwell, Nampa, and Meridian along the highway. US 20/26 is designated in the Complete Network Policy as a **primary freight** corridor and **secondary transit** corridor as it connects to Interstate 84 on the west and State Highway 16 to the east. It also includes a **proposed pathway** to provide an active transportation connection between Interstate 84 and the Boise River. This project would provide interim widening of US 20/26 to 4 lanes. Ultimately it will need to be widened to 6 lanes to match the sections to the east.

What’s needed to achieve that vision?

Identified needs:

Recommended strategies:



Freight:

- Manage access along the corridor
- Increased demand due to growth

- Consolidate residential access in new developments
- Add acceleration lanes, center turning lanes, and improved signals



Public transportation:

- Identify stop locations to support a future express route

- From Middleton Road to Star Road, site stops every 0.5 - 2 miles with “standard” bus stop amenities



Active transportation:

- Designate crossings on high-volume roads
- Identify and mitigate conflict-zones

- Construct separated side paths with signed/protected crossings
- Add bike shelters, racks, and repair stations, as appropriate



Auto:

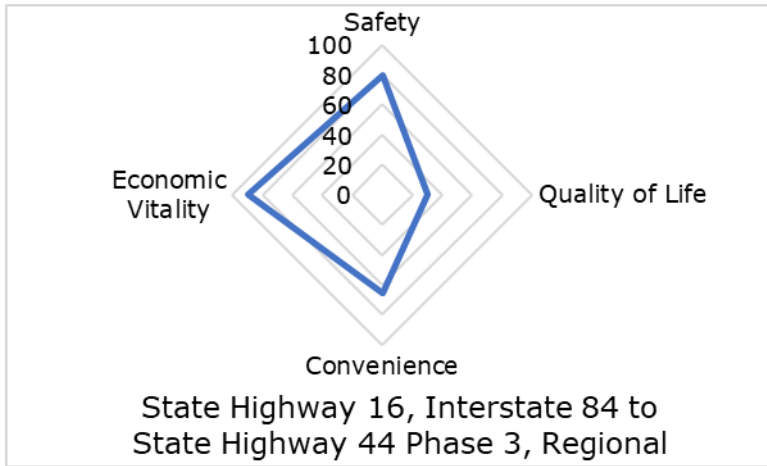
- Improve travel time and reliability
- Improve safety along corridor

- Add intersection control and deploy smart signal coordination
- Add rumble strips, highly visible markings, or improved lighting

**State Highway 16 Corridor
Interstate 84 to State Highway 44
Phase 3**

**Initial Ranking State System: 2
Long-Term Funded
Score: 87.8**

Identified as primary freight corridor in the COMPASS Complete Network Policy



**CIM 2050 Goals
Score: 66.1 (average)**

Max Score: 100

Safety: Safety and comfort of all modes considering speed, propensity of crashes, and existing multimodal infrastructure.

Quality of Life: Factors that make the Treasure Valley a great place to live, including mitigation of environmental degradation, protection of open spaces, and equity.

Convenience: Ability to access key destinations by all modes, factoring in travel speed and land use patterns.

Economic Vitality: Region's economic productivity considering the ability to move vehicles efficiently and maintain the system in a state of good repair.

Technical Analysis Results

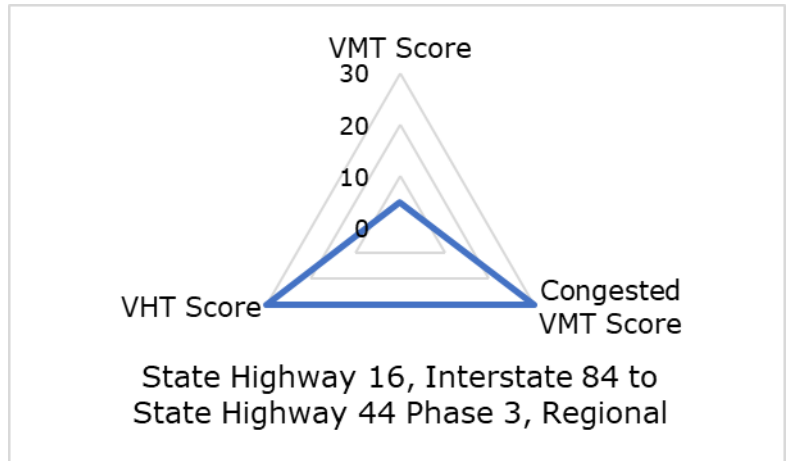
Score: 21.7 (average)

Max Score: 30

VMT: Change in weekday vehicle miles of travel (VMT) for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.

Congested VMT: Change in weekday congested VMT for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.

VHT: Change in weekday vehicles hours of travel for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.



Total Score: 66.1 + 21.7 = 87.8

Additional Considerations:

Somewhat	Do proposed improvements fill gaps in the transportation system (for any mode, as appropriate)?	Yes	Are there identified environmental issues along the corridor?
Somewhat	Do proposed improvements support robust regional transit by 2050?	n/a	Are there minority and/or low-income populations along or near the corridor, or other equity considerations?
Yes	Are there improvements needed along other corridors to maximize benefits? ("companion projects")	n/a	Have any high priority safety issues been identified along the corridor?

Comments Regarding Scores and/or Considerations Listed Above (staff notes):

State Highway 16, south of State Highway 44, will be completed in three main phases:

- Phase 1 included improvements to US 20/26 and the section near State Highway 16 corridor. This was recently completed.
- Phase 2 will build the new limited access highway with at-grade intersections.
- Phase 3 will convert those at-grade intersections to interchanges.

Construction of this new corridor will begin in fall 2022; therefore, no crash data are available.

This corridor will serve existing freight needs and accommodate growing freight demand across the region. While no transit service is planned along the corridor, this project could increase access to the future high-capacity transit corridor.

Finally, there are several identified environmental issues including sensitive hydrological areas, wildlife habitat, historic resources, and open space.

State Highway 16 Corridor (long-term funded by 2030)

Interstate 84 to State Highway 44 (Phase 3)

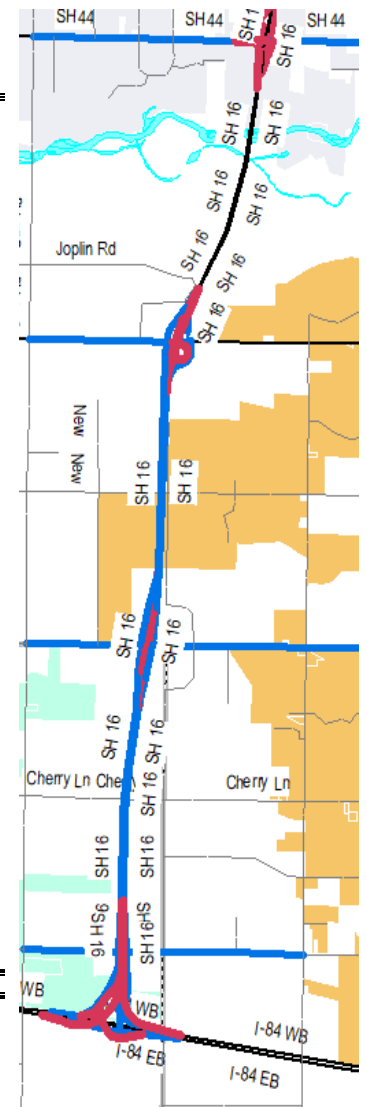
Where is the State Highway 16 Corridor?

- From Interstate 84 to State Highway 44
- 6 miles long
- In the Cities of Star, Meridian, and Nampa as well as unincorporated Ada and County Counties
- Major intersections – US 20/26, McMillan Road, Ustick Road, Cherry Lane, Franklin Road, and Interstate 84
- Surrounded by prime farmland

What's the vision for State Highway 16?

State Highway 16 will be a key corridor serving the central part of the valley. The future expressway will parallel McDermott Road and serve as a commute corridor for the unprecedented growth in northwest Meridian. It will also provide the rapid growth in the City of Star a connection to the larger markets in the Cities of Meridian and Nampa as well as to I-84.

The highway will serve as one of the only expressways with two lanes in both directions, a central median barrier, and limited interchanges to facilitate the movement of vehicles. State Highway 16 will be a **primary freight corridor**. This new corridor and its connection to I-84 will facilitate freight routing for the Amazon fulfillment center located north of Franklin Road as well as other industrial development in the area.



What's needed to achieve that vision?

Identified needs:



Freight:

- Serve future industrial development

Recommended strategies:

- Provide extended merging lanes to facilitate truck entry onto expressway.
- Consider freight movement in design and operation of adjacent roadways



Auto:

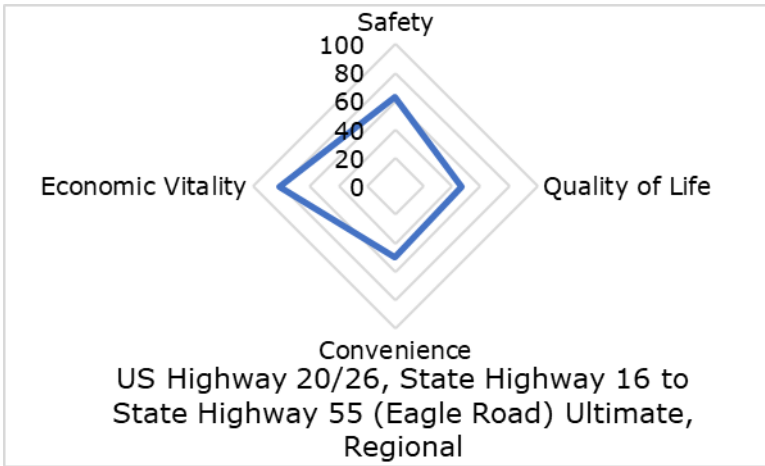
- Improved regional travel time and reliability
- Serve unprecedented growth and increased demand

- Ensure limited access
- Deploy high-visibility signage, lighting, and other safety measures
- Consider adequate capacity on adjacent local roads

**US Highway 20/26 Corridor
State Highway 16 to State Highway
55 (Eagle Road) Ultimate**

**Initial Ranking State System: 3
Long-Term Funded
Score: 83.6**

Identified as primary freight corridor in the COMPASS Complete Network Policy



**CIM 2050 Goals
Score: 60.3 (average)**

Max Score: 100

Safety: Safety and comfort of all modes considering speed, propensity of crashes, and existing multimodal infrastructure.

Quality of Life: Factors that make the Treasure Valley a great place to live, including mitigation of environmental degradation, protection of open spaces, and equity.

Convenience: Ability to access key destinations by all modes, factoring in travel speed and land use patterns.

Economic Vitality: Region's economic productivity considering the ability to move vehicles efficiently and maintain the system in a state of good repair.

Technical Analysis Results

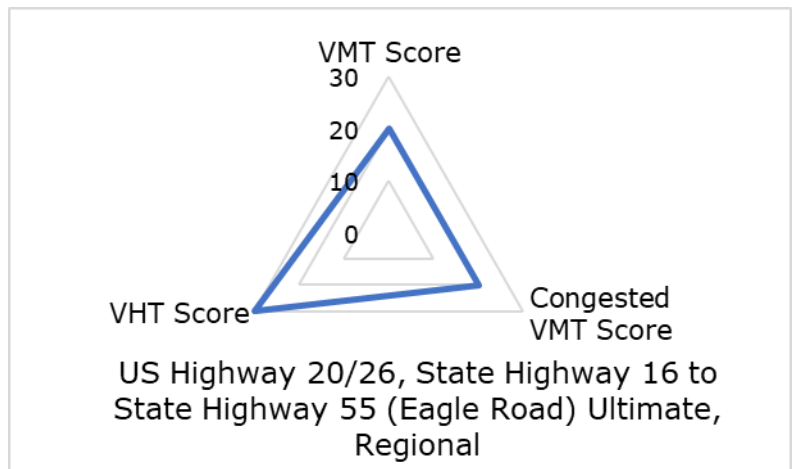
Score: 23.3 (average)

Max Score: 30

VMT: Change in weekday vehicle miles of travel (VMT) for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.

Congested VMT: Change in weekday congested VMT for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.

VHT: Change in weekday vehicles hours of travel for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.



Total Score: 60.3 + 23.3 = 83.6

Additional Considerations:

Somewhat	Do proposed improvements fill gaps in the transportation system (for any mode, as appropriate)?	Yes	Are there identified environmental issues along the corridor?
Yes	Do proposed improvements support robust regional transit by 2050?	No	Are there minority and/or low-income populations along or near the corridor, or other equity considerations?
Somewhat	Are there improvements needed along other corridors to maximize benefits? ("companion projects")	Yes	Have any high priority safety issues been identified along the corridor?

Comments Regarding Scores and/or Considerations Listed Above (staff notes):

The ultimate configuration will provide 3 travel lanes per direction and a separated 10' multi-use pathway on both sides. It will also provide a more efficient alternate route to I-84 for travel between the City of Caldwell and the City of Boise and will provide access to the new State Highway 16 limited access highway. Secondary bus service is proposed along this corridor. When operational, it will provide a connection at Star Road to the State Street premium bus route.

There have been several crashes along this corridor including two fatal crashes in 2019.

There are several identified environmental issues within one half-mile of the corridor including sensitive hydrological areas, wildlife habitat, and open space. While the corridor does not intersect environmental justice areas, impacts to vulnerable populations should still be considered.

See corridor score sheet for "US Highway 20/26 Corridor Middleton Road to Star Road (Interim)."

US 20/26 Corridor (long-term funded by 2040)

State Highway 16 to State Highway 55 (Eagle Road)

(Ultimate Widening)



Where is the US 20/26 Corridor?

- From State Highway 16 to State Highway 55 (Eagle Road)
- 6 miles long
- In the City of Meridian and Ada County
- Major intersections – State Highway 16, Black Cat Road, Ten Mile Road, Linder Road, Meridian Road, Locust Grove Road, and Eagle Road
- Surrounded by prime farmland and walkable school areas

What's the vision for US 20/26?

US Highway 20/26 is one of a few east-west roadways connecting the City of Caldwell to the City of Boise. The area in north Meridian has been one of the fastest growing in the region. The section between McDermott Road and Star Road is the second most congested Tier 1 segment in the region (2020), behind only Eagle Road near Interstate 84.

Recent projects between Locust Grove Road and Linder Road have widened the corridor to 4 lanes which has temporarily helped mobility in this section. While new development in this section is largely complete, the next wave of growth, anticipated between Black Cat Road and Star Road, is expected to increase traffic along the corridor. This project would widen US 20/26 to the ultimate 6-lane configuration.

US 20/26 is a **primary freight corridor** and a **secondary transit corridor** as it connects to Interstate 84, State Highway 16, and several activity centers including the Boise Research Center, Expo Idaho, and downtown Boise. It also includes a **proposed pathway** to provide a continuous on-network active transportation connection between Interstate 84 and the Boise River.

What's needed to achieve that vision?

Identified needs:

Recommended strategies:



Freight:

- Manage access through region
- Serve projected growth and demand

- Consolidate residential access in new developments
- Provide acceleration lanes, center turning lanes, and improved signals



Public transportation:

- Identify stop locations to support future express bus route
- Integrate land uses that support public transportation

- From SH-16 to SH-55, site stops every 0.5 - 2 miles with "standard" bus stop amenities
- Provide higher-density and mixed land-uses to reduce trip length



Active transportation:

- Designate crossings at high-volume roads
- Identify conflict-zones

- Construct separated side paths
- Add bike shelters, racks, and repair stations at bus stops



Auto:

- Mitigate congestion and improve reliability
- Improve safety along corridor

- Improve intersection control and deploy smart signal coordination
- Provide rumble strips, high-visibility signage, lighting, and other safety measures

Identified as primary freight corridor in the COMPASS Complete Network Policy



**CIM 2050 Goals
Score: 57.1 (average)**

Max Score: 100

Safety: Safety and comfort of all modes considering speed, propensity of crashes, and existing multimodal infrastructure.

Quality of Life: Factors that make the Treasure Valley a great place to live, including mitigation of environmental degradation, protection of open spaces, and equity.

Convenience: Ability to access key destinations by all modes, factoring in travel speed and land use patterns.

Economic Vitality: Region's economic productivity considering the ability to move vehicles efficiently and maintain the system in a state of good repair.

Technical Analysis Results

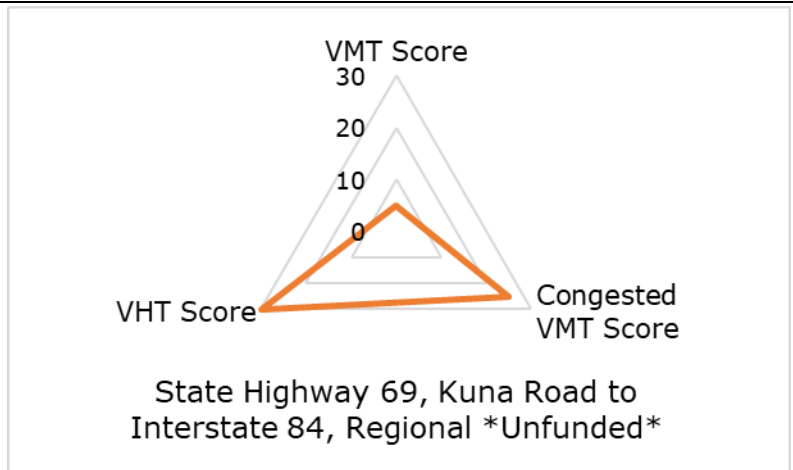
Score: 20.0 (average)

Max Score: 30

VMT: Change in weekday vehicle miles of travel (VMT) for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.

Congested VMT: Change in weekday congested VMT for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.

VHT: Change in weekday vehicles hours of travel for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.



Total Score: 57.1 + 20.0 = 77.1

Additional Considerations:

No	Do proposed improvements fill gaps in the transportation system (for any mode, as appropriate)?	Somewhat	Are there identified environmental issues along the corridor?
Somewhat	Do proposed improvements support robust regional transit by 2050?	Yes	Are there minority and/or low-income populations along or near the corridor, or other equity considerations?
Somewhat	Are there improvements needed along other corridors to maximize benefits? ("companion projects")	Somewhat	Have any high priority safety issues been identified along the corridor?

Comments Regarding Scores and/or Considerations Listed Above (staff notes):

State Highway 69 is the only state highway serving communities in south Ada County and is the primary commute route from the City of Kuna. CIM 2050 anticipates this to be one of the fastest growing subareas in the region.

ITD is completing a study to identify the needed improvements along this corridor. A study is underway looking at a new roadway with a UPRR overpass connecting SH 69/Kuna Road to King Road and potentially further south. It is yet to be determined if this would be a locally owned arterial or an extension of the highway.

The section between Victory Road and Interstate 84 has experienced a high rate of vehicular crashes. Improving congestion on this corridor will also enable more efficient and reliable bus routes serving neighborhoods with minority populations along the corridor.

State Highway 69 Corridor (unfunded)

Kuna Road to Interstate 84

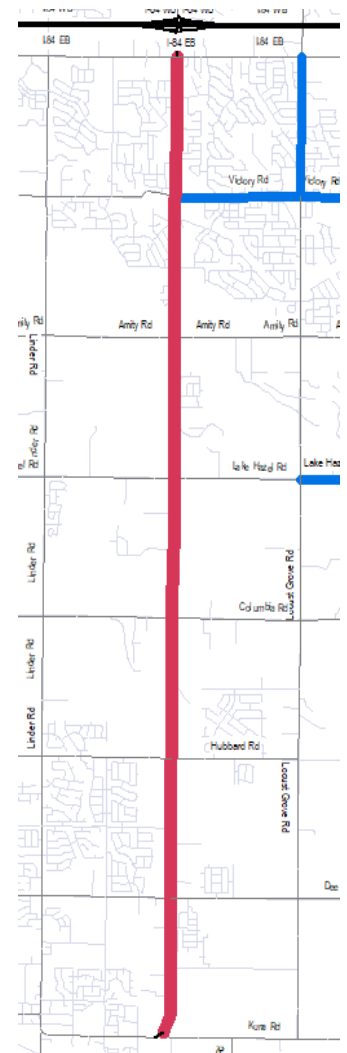
Where is the State Highway 69 Corridor?

- From Kuna Road to Interstate 84
- 7 miles long
- In City of Meridian, City of Kuna, and Ada County
- Major intersections – Kuna Road, Deer Flat Road, Hubbard Road, Columbia Road, Lake Hazel Road, Amity Road, Victory Road, Overland Road, and I-84
- Equity considerations – Environmental Justice Areas (race) at north and south ends of the corridor
- Other important things about location – Located near Bear Creek Park walkable park and school area, downtown Meridian activity center, and prime farmland

What’s the vision for State Highway 69 Corridor?

State Highway 69 is the only state highway serving communities in southern Ada County and is the primary commute route from the City of Kuna. State Highway 69 experiences heavy congestion near the connection to Interstate 84 and is listed as experiencing a “high” level of congestion in the 2020 Congestion Management Report.

Currently, this area serves mostly rural and urbanizing parts of the Cities of Kuna and Meridian. CIM 2050 anticipates this to be one of the fastest growing subareas in the region, adding to the congestion levels. State Highway 69 is a **primary freight** corridor from the Interstate to the terminus at Avalon Street, where it connects to the downtown Kuna activity center.



What’s needed to achieve that vision?

Identified needs:

Recommended strategies:



Freight:

- Manage access for trucks through region
- Enhance regional connections south of I-84

- Consolidate access throughout development and coordinate industrial land use planning
- Consider study findings in planning for possible southern connections



Public transportation:

- Intersects with future express bus route at Victory Road and State Highway 69

- Site a future “standard” bus stop at intersection



Active transportation:

- Designated crossings at high-volume roads
- Identification and mitigation of conflict-zones

- Construct separated side paths with signed/protected crossings



Auto:

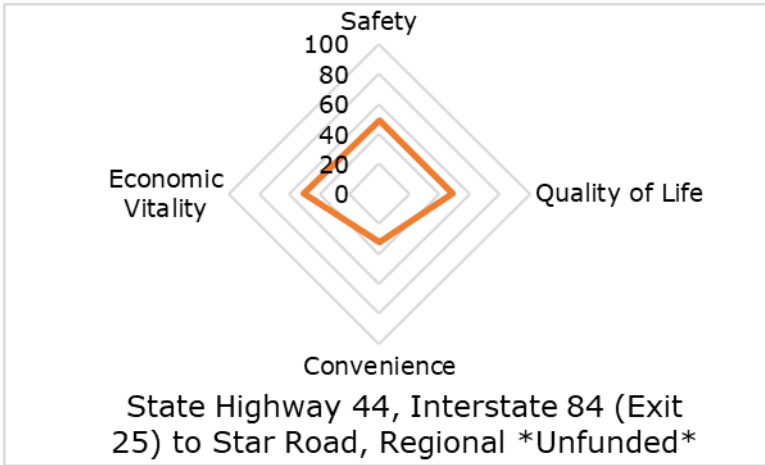
- Mitigate congestion and safety concerns from Victory Road through I-84 eastbound on-ramp
- Accommodate dramatic growth in demand

- Consider addition of an eastbound auxiliary lane on I-84
- Implement smart intersection coordination and adaptive signal timing

**State Highway 44 Corridor
Interstate 84 to Star Road**

**Initial Ranking State System: 5
Unfunded
Score: 68.5**

Identified as secondary freight and secondary transit corridor in the COMPASS Complete Network Policy



**CIM 2050 Goals
Score: 45.2 (average)**

Max Score: 100

Safety: Safety and comfort of all modes considering speed, propensity of crashes, and existing multimodal infrastructure.

Quality of Life: Factors that make the Treasure Valley a great place to live, including mitigation of environmental degradation, protection of open spaces, and equity.

Convenience: Ability to access key destinations by all modes, factoring in travel speed and land use patterns.

Economic Vitality: Region's economic productivity considering the ability to move vehicles efficiently and maintain the system in a state of good repair.

Technical Analysis Results

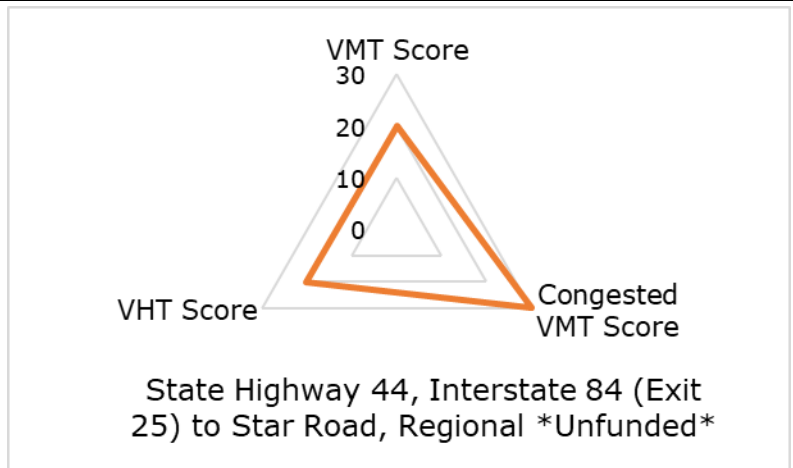
Score: 23.3 (average)

Max Score: 30

VMT: Change in weekday vehicle miles of travel (VMT) for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.

Congested VMT: Change in weekday congested VMT for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.

VHT: Change in weekday vehicles hours of travel for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.



Total Score: 45.2 + 23.3 = 68.5

Additional Considerations:

Yes	Do proposed improvements fill gaps in the transportation system (for any mode, as appropriate)?	Yes	Are there identified environmental issues along the corridor?
No	Do proposed improvements support robust regional transit by 2050?	Yes	Are there minority and/or low-income populations along or near the corridor, or other equity considerations?
Somewhat	Are there improvements needed along other corridors to maximize benefits? ("companion projects")	Yes	Have any high priority safety issues been identified along the corridor?

Comments Regarding Scores and/or Considerations Listed Above (staff notes):

This corridor is the only continuous east-west corridor north of the Boise River. It connects several minority populations in Canyon County to activity centers. There is a future secondary bus route along this corridor. The eastern terminus of this corridor at Star Road connects communities in Middleton and Star to the #401 State Street premium route.

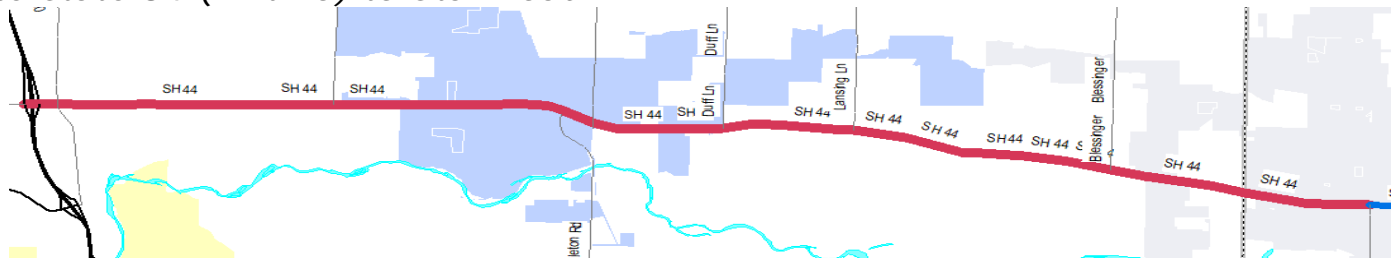
This project would provide minority populations along the western side of the corridor with improved access to goods and services.

Many crashes, including a fatal crash, have occurred on this segment in the last five years.

Lastly, there are several identified environmental issues within one half-mile of the corridor, including sensitive hydrological areas, wildlife habitat, contaminated sites, historic resources, and open space.

State Highway 44 Corridor (unfunded)

Interstate 84 (Exit 25) to Star Road



Where is the State Highway 44 Corridor?

- From I-84 to Star Road
- 10 miles long
- In the City of Star, City of Middleton, Ada County, and Canyon County
- Equity considerations – Environmental Justice (minority) area
- Major intersections – Star Road, Can Ada Road, Middleton Road, Emmett Road, Old Highway 30, and I-84
- Other important things about location – Principal arterial that runs through downtown Star and downtown Middleton activity centers. Located near walkable school and park areas in Star and Middleton. Surrounded by prime farmland.

What's the vision for State Highway 44?

State Highway 44/State Street is the only major roadway connecting Ada and Canyon Counties north of the Boise River. The entire route connects Interstate 84 in Canyon County to downtown Boise. However, this western section mostly serves the rural and urbanizing communities of Middleton and Star. Land along State Highway 44 is currently being developed, transforming parts of the highway from a rural highway into a busy urbanized roadway. This section is a key a commuter route with highway speeds typical for most of the day.

Recently, the City of Middleton has decided not to pursue a city bypass which means that all east-west trips will pass through the downtowns of the Cities of Middleton and Star. State Highway 44 is a **secondary freight** and **secondary transit** corridor.

What's needed to achieve that vision?

Identified needs:



Freight:

- Enhance east-west mobility north of the Boise River
- Safely accommodate freight in downtown Middleton and Star



Public transportation:

- Identify stop locations to support future secondary route



Active transportation:

- Designate crossings for high-volume roads
- Include active transportation best practices at bus stops



Auto:

- Mitigate congestion through Middleton and Star
- Accommodate growth and increased demand
- Improve safety along corridor

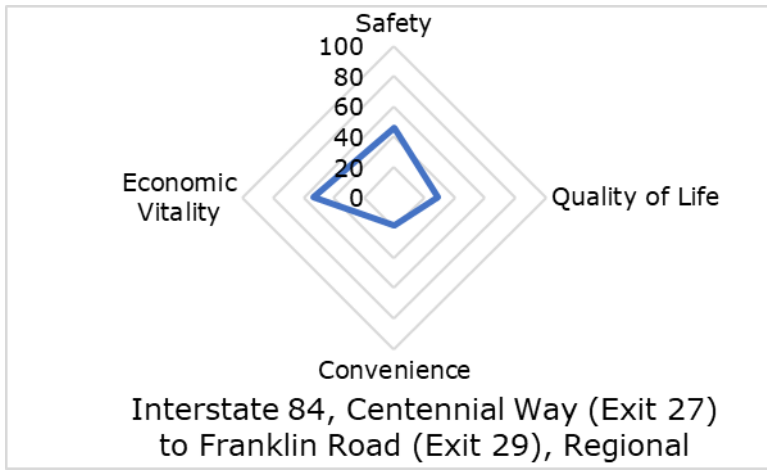
Recommended strategies:

- Provide center turn lanes, intersection controls, and smart signal coordination
- Ensure intersection design and active mode facility design accommodate freight
- From I-84 to SH-44, site stops every 0.5 - 2 miles with "standard" bus stop amenities
- Construct separated side paths
- Add bike shelters, racks, and repair stations at bus stops
- Deploy enhanced intersection controls and smart signal coordination
- Consolidate residential access during growth and buildout
- Deploy high visibility signage, rumble strips, lighting, and other safety measure as needed

Interstate 84 Corridor Centennial Way (Exit 27) to Franklin Road (Exit 29)

**Initial Ranking State System: 6
Long-Term Funded
Score: 50.1**

Identified as a primary freight corridor in the COMPASS Complete Network Policy



CIM 2050 Goals Score: 36.8 (average)

Max Score: 100

Safety: Safety and comfort of all modes considering speed, propensity of crashes, and existing multimodal infrastructure.

Quality of Life: Factors that make the Treasure Valley a great place to live, including mitigation of environmental degradation, protection of open spaces, and equity.

Convenience: Ability to access key destinations by all modes, factoring in travel speed and land use patterns.

Economic Vitality: Region's economic productivity considering the ability to move vehicles efficiently and maintain the system in a state of good repair.

Technical Analysis Results

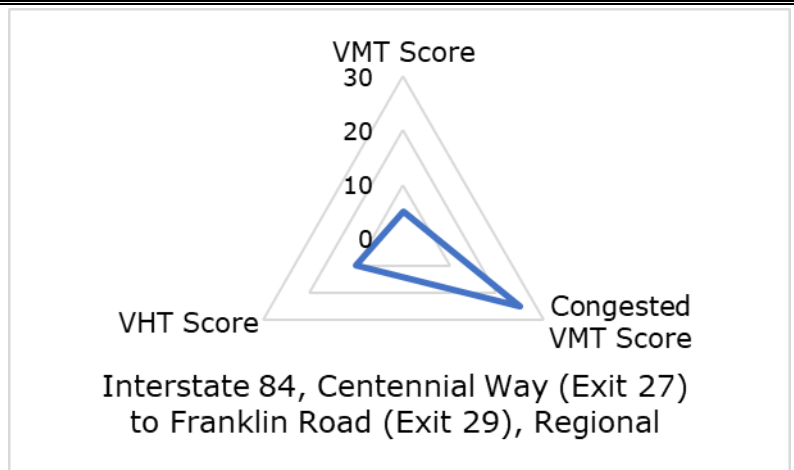
Score: 13.3 (average)

Max Score: 30

VMT: Change in weekday vehicle miles of travel (VMT) for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.

Congested VMT: Change in weekday congested VMT for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.

VHT: Change in weekday vehicles hours of travel for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.



Total Score: 36.8 + 13.3 = 50.1

Additional Considerations:

Yes	Do proposed improvements fill gaps in the transportation system (for any mode, as appropriate)?	Yes	Are there identified environmental issues along the corridor?
No	Do proposed improvements support robust regional transit by 2050?	Yes	Are there minority and/or low-income populations along or near the corridor, or other equity considerations?
Somewhat	Are there improvements needed along other corridors to maximize benefits? ("companion projects")	Yes	Have any high priority safety issues been identified along the corridor?

Comments Regarding Scores and/or Considerations Listed Above (staff notes):

This project will complete the last remaining funded segment of the 32-mile Interstate 84 (I-84) corridor and improve safety, efficiency, and reliability for users. This project includes:

- Improvements to 3 interchanges– Centennial Way (Exit 27), 10th Avenue (Exit 28) and Franklin Road (Exit 29)
- Replacement of the pedestrian bridge over I-84 at its current location with a 10', ADA accessible structure

Improving the bridge better connects Environmental Justice (minority) populations to services in downtown Caldwell.

A few crashes, including two fatal crashes, have occurred on this segment and associated interchanges. Since current configuration of interchanges spaces on- and off-ramps quite closely, technical analysis scores may not accurately capture the need to improve this section of I-84 with additional through-lanes and auxiliary lanes. However, these improvements will enhance the safety of the segment. Currently, over 97% of drivers turn left at the stop-controlled intersection at Centennial Way westbound off-ramp during peak hours. Lastly, the corridor has a "high" level of environmental issues. Within ½-mile of the corridor there are hydrological areas, wildlife-vehicle collisions, parks, historic structures, and open space.

Interstate 84 Corridor

Centennial Way (Exit 27) to Franklin Road (Exit 29)



Where is the Interstate 84 Corridor?

- From Centennial Way (Exit 27) in north Caldwell to Franklin Road (Exit 29) in east Caldwell
- 2 miles long
- In the City of Caldwell and Canyon County
- Equity considerations – Environmental Justice (minority) area
- Other important things about location – segment runs through the downtown Caldwell and College of Idaho activity centers, walkable school areas, walkable park areas, and walkable transit areas

What’s the vision for Interstate 84?

Interstate 84 is the main thoroughfare for regional traffic in the Treasure Valley’s transportation system. Within the region, I-84 carries the most traffic and sees the highest peak hour use. Many of the activity centers and major employers in the region are located along the I-84 corridor.

I-84 is a **primary freight** corridor and serves as the primary connection between the Pacific Northwest and Intermountain West. On a national level it connects the Treasure Valley to Portland and to Salt Lake City (via I-15).

ITD has committed over \$300 million to improving and widening the section between the Franklin Road (Exit 29) and Karcher Road (Exit 33) interchanges. This corridor will complete needed improvements in a fast urbanizing area of Canyon County.

What’s needed to achieve that vision?

Identified needs:

Recommended strategies:



Freight:

- Address safety concerns at the interchanges
- Facilitate efficient truck movements

- Consider auxiliary lanes to the on- and off-ramps
- Consider adding ramp metering



Auto:

- Moderate peak hour congestion at each of the interchanges

- Consider interchange modifications to facilitate more efficient merging



Active transportation:

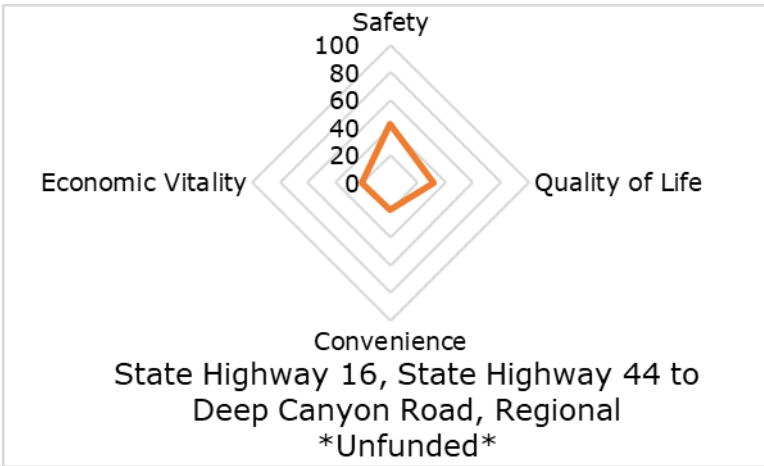
- Improve non-motorized services in the downtown area

- Replace pedestrian bridge over at its current location with a 10’ minimum, ADA accessible structure

**State Highway 16 Corridor
State Highway 44 to Deep Canyon
Road**

**Initial Ranking State System: 7
Unfunded
Score: 45.2**

Identified as primary freight corridor in the COMPASS Complete Network Policy

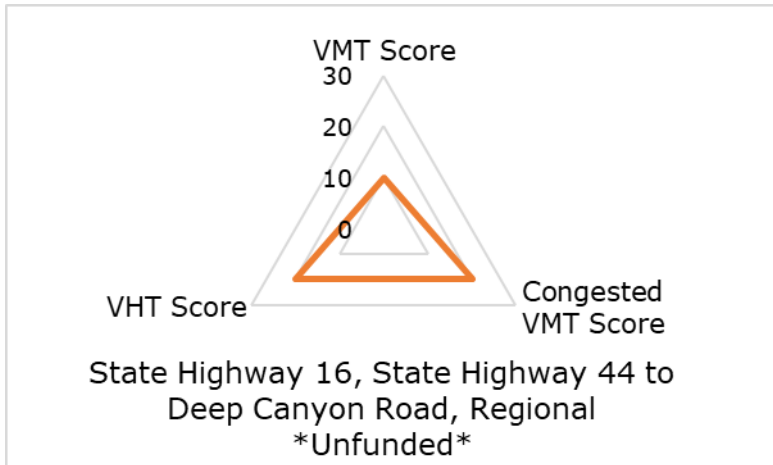


Technical Analysis Results
Score: 16.7 (average)
Max Score: 30

VMT: Change in weekday vehicle miles of travel (VMT) for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.

Congested VMT: Change in weekday congested VMT for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.

VHT: Change in weekday vehicles hours of travel for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.



Total Score: 28.5 + 16.7 = 45.2

Additional Considerations:

Yes	Do proposed improvements fill gaps in the transportation system (for any mode, as appropriate)?	Yes	Are there identified environmental issues along the corridor?
Somewhat	Do proposed improvements support robust regional transit by 2050?	No	Are there minority and/or low-income populations along or near the corridor, or other equity considerations?
Yes	Are there improvements needed along other corridors to maximize benefits? ("companion projects")	Yes	Have any high priority safety issues been identified along the corridor?

Comments Regarding Scores and/or Considerations Listed Above (staff notes):

The new State Highway 16 limited access highway will "terminate" at State Highway 44, as the highway to the north is limited to two lanes. ITD budgeted an environmental reevaluation study to determine needs and a concept for this portion of the highway. This project is proposed to begin in FY2023.

This section of State Highway 16 has experienced several crashes in the last few years with fatal crashes occurring north of the Deep Canyon Road termini. Additional growth in this area could exacerbate the bottleneck and safety issues.

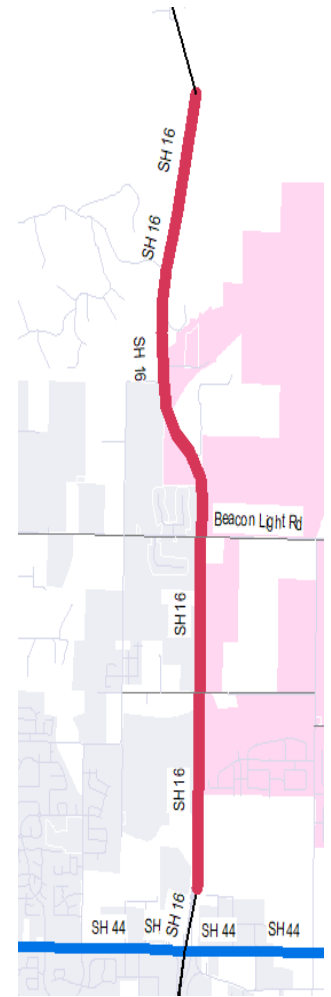
Finally, there are several identified environmental issues within one half-mile of the corridor including sensitive hydrological areas, wildlife habitat, historic resources, and open space. While the corridor does not intersect environmental justice areas, impacts to vulnerable populations should still be considered, as applicable.

State Highway 16 Corridor (unfunded)

State Highway 44 to Deep Canyon Road

Where is the State Highway 16 Corridor?

- From State Highway 44 to one mile North of Deep Canyon Road
- 4 miles long
- In the City of Eagle and Ada County
- Major intersections – Floating Feather Road, Beacon Light Road, and State Highway 44
- Surrounded by prime farmland



What's the vision for State Highway 16?

State Highway 16 is a key corridor serving the central part of the Treasure Valley. This section of the highway connects the City of Emmett in Gem County to employment centers and services in the Treasure Valley. Currently, the area is rural, with sloping terrain to the north. However, growth near State Highway 44 and other sizeable, planned communities proposed along both sides of the corridor north of Beacon Light Road would drastically increase the amount of traffic served by this corridor.

State Highway 16 is a **primary freight** corridor connecting to State Highway 44 and US 20/26 and Interstate 84.

What's needed to achieve that vision?

Identified needs:

Freight:



- Manage freight access
- Improve safety along the corridor

Auto:



- Accommodate increase in demand
- Mitigate delay on SH-44 at SH-16

Active transportation:



- Designate controlled safe crossings
- Support future planned development along this corridor

Recommended strategies:

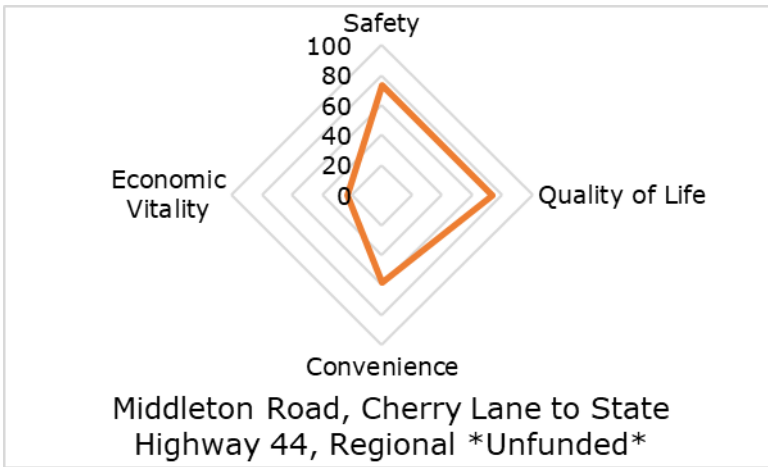
- Consolidate access points throughout the corridor
- Provide overtake lanes where topography warrants
- Provide center turning lane and turning bays
- Improve signal timing and coordination
- Provide best-practice crossings at intersections
- Construct separated pathways
- Maintain wide shoulders

Attachment 3
Local Roadway System
Corridor Summaries and Score Sheets

**Middleton Road Corridor
Cherry Lane to State Highway 44**

**Initial Ranking Local System: 1
Unfunded
Score: 85.4**

Identified as secondary freight corridor with proposed pathway in the COMPASS Complete Network Policy



Technical Analysis Results

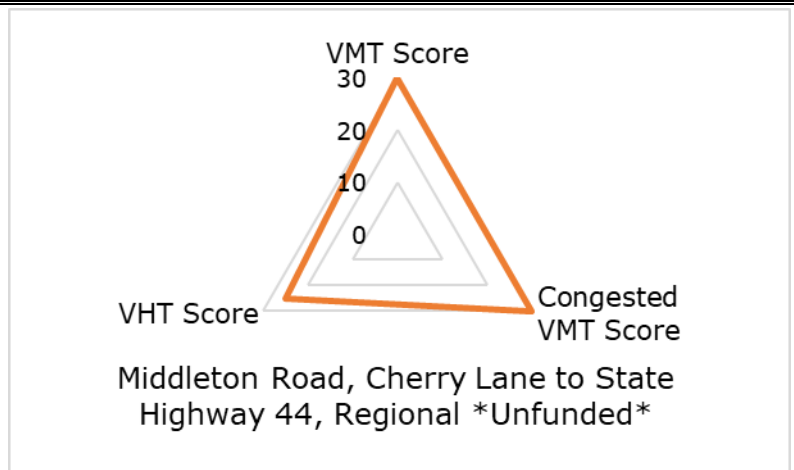
Score: 28.3 (average)

Max Score: 30

VMT: Change in weekday vehicle miles of travel (VMT) for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.

Congested VMT: Change in weekday congested VMT for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.

VHT: Change in weekday vehicles hours of travel for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.



Total Score: 57.1 + 28.3 = 85.4

Additional Considerations:

Somewhat	Do proposed improvements fill gaps in the transportation system (for any mode, as appropriate)?	Yes	Are there identified environmental issues along the corridor?
Yes	Do proposed improvements support robust regional transit by 2050?	Yes	Are there minority and/or low-income populations along or near the corridor, or other equity considerations?
Somewhat	Are there improvements needed along other corridors to maximize benefits? ("companion projects")	Yes	Have any high priority safety issues been identified along the corridor?

Comments Regarding Scores and/or Considerations Listed Above (staff notes):

This project is in a rapidly growing area of Canyon County and would improve an important river crossing. The next river crossing to the east is 6 miles away at Star Road. There are nearby racial minority populations that this project would benefit by providing better access to employment centers and to recreational facilities like Lake Lowell.

Intersections along the corridor have experienced a number of crashes in the last five years.

Proposed improvements would reduce travel time for both automobiles and the future frequent bus route running from US 20/26 to State Highway 44. In addition, this project would provide a north-south connection within the regional pathway system and provide communities access to the proposed high-capacity transit corridor.

The corridor has a "high" level of environmental issues. Within one-half mile of the corridor there are hydrological areas, wildlife-vehicle collisions, parks, historic structures, contaminated sites, and open space.

Middleton Road Corridor (unfunded)

Cherry Lane to State Highway 44

Where is the Middleton Road Corridor?

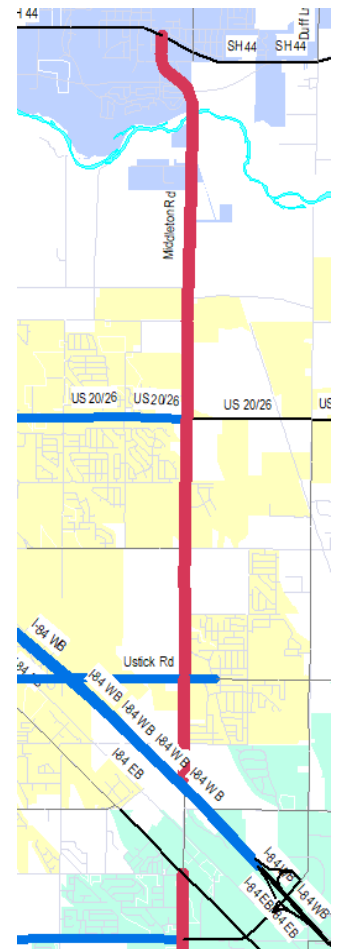
- From Laster Lane to State Highway 44
- About 6 miles long
- In Canyon County and the City of Middleton
- Major intersections – Ustick Road, Linden Road, US 20/26, and State Highway 44
- Equity considerations – nearby environmental justice (minority) areas
- Surrounded by prime farmland, next to a walkable school area at the Ustick intersection, and a main route connecting the Cities of Nampa and Caldwell to the City of Middleton

What's the vision for the Middleton Road corridor?

Middleton Road is an important north-south route that links the City of Middleton to the City of Nampa. It's the only road to cross the Boise River east of I-84 in Canyon County. This is a **secondary freight** corridor with a **proposed pathway**. The pathway would be one of the longest, continuous, north-south pathways in Canyon County and would connect non-motorized travelers to the Greenbelt.

Between downtown Middleton and US 20/26 this corridor is a **primary transit** route and serves one of the intercounty routes from the Happy Day Transit Center in Caldwell to downtown Meridian, via the communities of Middleton, Star, and Eagle. The overpass at I-84 would provide these communities access to a future high-capacity transit corridor. Though final station locations are yet to be determined, Middleton Road would provide an important connection for this service.

Currently this corridor is on the fringe of Caldwell and Nampa city limits and is a rapidly growing area. Substantial growth is forecasted in the future, with each community absorbing mostly residential growth in this area.



What's needed to achieve that vision?

Identified needs:

Recommended strategies:



Freight:

- Enhance freight access to Middleton and Star
- Manage conflicts and safely accommodate other modes

- Add center turn lanes, acceleration lanes, and improved intersection control
- Ensure freight is considered in transit and active mode facility design



Public transportation:

- Identify stop locations to support future frequent route
- Integrate land uses that support public transportation

- From US 20/26 to SH-44, site stops every 0.5 - 2 miles with "standard" bus stop amenities
- Provide higher-density and mixed land-uses to reduce trip length



Active transportation:

- Designate crossings for high-volume roads
- Identify conflict-zones

- Construct separated side paths
- Add bike shelters, racks, and repair stations at bus stops



Auto:

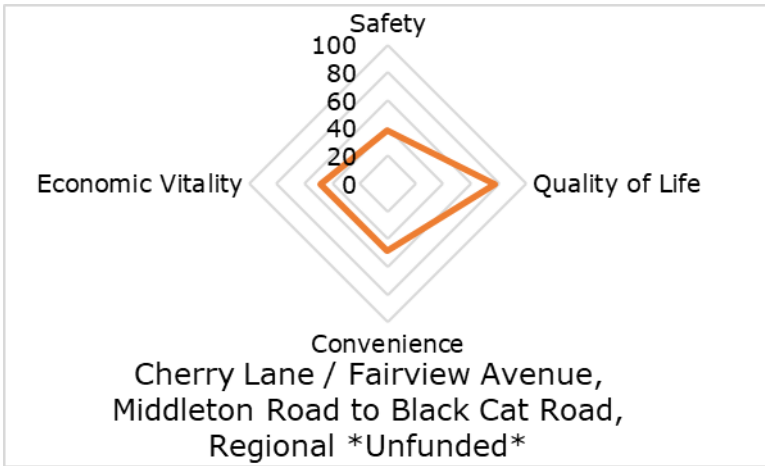
- Mitigate congestion
- Ensure safe facility design

- Add smart intersection improvements on intersections between Laster Lane and Ustick Road
- Consider rumble strips, high-visibility signage, or improved lighting, as appropriate

**Cherry Lane / Fairview Avenue
Corridor
Middleton Road to Black Cat Road**

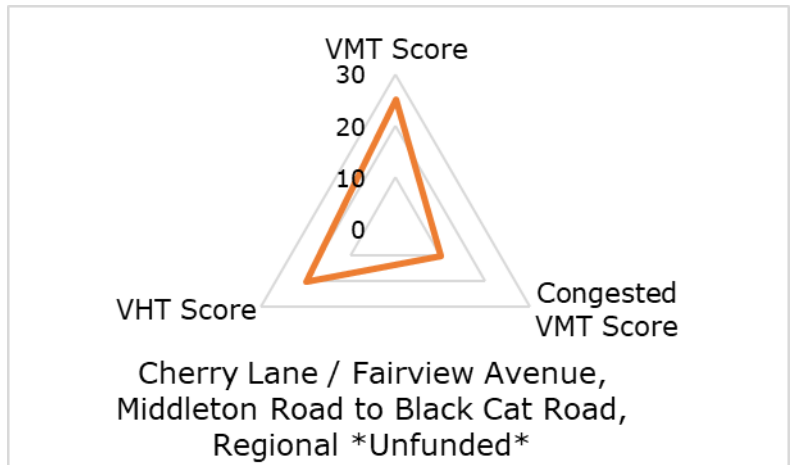
**Initial Ranking Local System: 2
Unfunded
Score: 71.2**

Identified as primary transit/secondary freight corridor in the COMPASS Complete Network Policy



Technical Analysis Results
Score: 18.3 (average)
Max Score: 30

VMT: Change in weekday vehicle miles of travel (VMT) for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.
Congested VMT: Change in weekday congested VMT for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.
VHT: Change in weekday vehicles hours of travel for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.



Total Score: 52.9 + 18.3 = 71.2

Additional Considerations:

Yes	Do proposed improvements fill gaps in the transportation system (for any mode, as appropriate)?	Yes	Are there identified environmental issues along the corridor?
Yes	Do proposed improvements support robust regional transit by 2050?	Yes	Are there minority and/or low-income populations along or near the corridor, or other equity considerations?
Unsure	Are there improvements needed along other corridors to maximize benefits? ("companion projects")	Yes	Have any high priority safety issues been identified along the corridor?

Comments Regarding Scores and/or Considerations Listed Above (staff notes):

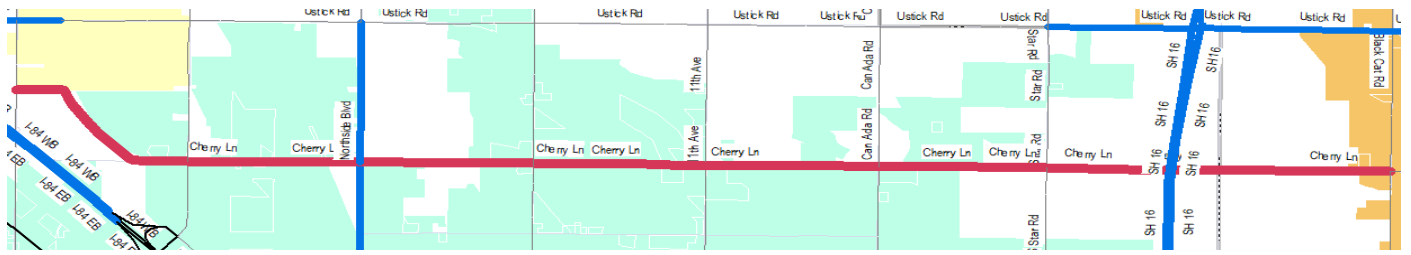
Fairview corridor receives high quality of life score as it serves a rapidly growing area of Canyon County, as well as Ada County. Proposed roadway improvements would not only support auto support the efficiency and reliability of future premium transit service along the corridor.

There have been several crashes along this corridor including two crashes with a total of five fatalities since 2019.

Finally, there are several identified environmental issues within one half-mile of the corridor including sensitive hydrological areas, parks, and open space.

Cherry Lane Corridor (unfunded)

Middleton Road to Black Cat Road



Where is the Cherry Lane Corridor?

- From Middleton Road to Black Cat Road
- 8 miles long
- In City of Meridian, City of Nampa, Ada County, and Canyon County
- Major intersections – Black Cat Road, McDermott Road, Can-Ada Road, Star Road, Franklin Road, Midland Boulevard, and Middleton Road
- Equity considerations – nearby environmental justice (minority) areas
- Other important things about location - Principal arterial, surrounded by prime farmland, near activity center and walkable school area at the Can-Ada intersection near the College of Western Idaho

What’s the vision for Cherry Lane?

Cherry Lane is a vital east-west route, running for 20 miles north of the City of Nampa through downtown Meridian and ending in downtown Boise. It also serves as an alternate route to I-84. This section serves urbanizing areas of north Nampa and west Meridian and connects to the activity center at the College of Western Idaho/Idaho Center event facility. The Saint Luke’s Nampa Medical Center is also on this corridor.

Cherry Lane also connects residential neighborhoods to local and regionally oriented employment centers, schools, and services. As such, it is identified as a **secondary freight** corridor and a **primary transit** corridor between Black Cat Road and Can-Ada Road in the COMPASS Complete Network Policy. This transit service would provide critical access from neighborhoods to the proposed high-capacity transit route.

What’s needed to achieve that vision?

Identified needs:

Recommended strategies:



Freight:

- Manage conflicts and safely accommodate other modes
- Accommodate demand following completion of SH-16

- Provide center turning lanes and bays, wide shoulders, and improve access controls
- Consolidate access in new development to reduce conflict with through traffic



Public transportation:

- Identify stop locations to support future premium bus route
- Reduce travel time

- From Can-Ada Road to Black Cat Road, site stops every 0.5 - 2 miles with “premium” bus stop amenities
- Provide transit signal priority, coupled with dedicated transit right-of-way at major intersections



Active transportation:

- Designate crossings for high-volume roads
- Identify conflict-zones

- Construct separated side paths
- Add bike shelters, racks, and repair stations at bus stops



Auto:

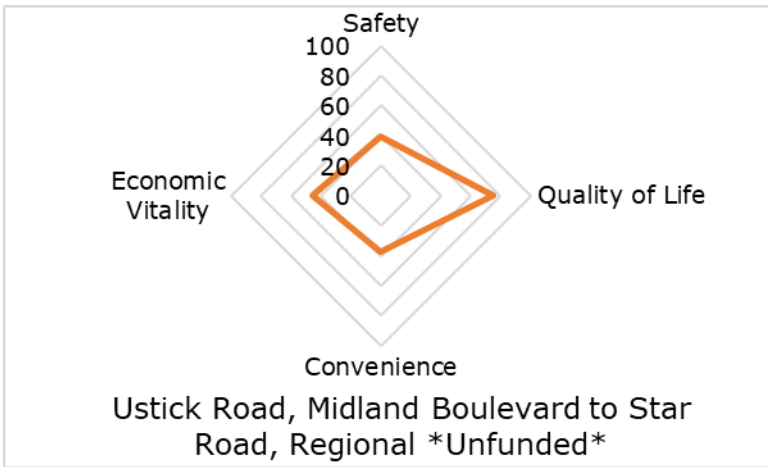
- Accommodate increase in demand and manage modal conflicts

- Add center turn lane, enhanced signal controls, and coordinated smart signal timing

**Ustick Road Corridor
Midland Boulevard to Star Road**

**Initial Ranking Local System: 3
Unfunded
Score: 66.4**

Identified as transit and secondary freight in the COMPASS Complete Network Policy.



Technical Analysis Results

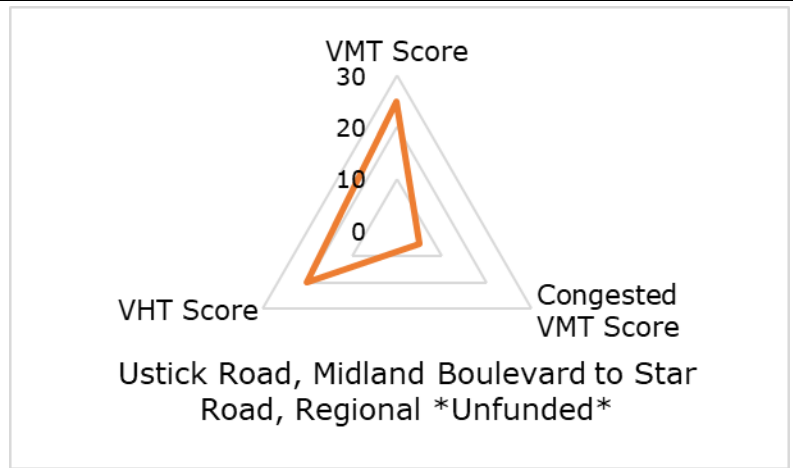
Score: 16.7 (average)

Max Score: 30

VMT: Change in weekday vehicle miles of travel (VMT) for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.

Congested VMT: Change in weekday congested VMT for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.

VHT: Change in weekday vehicles hours of travel for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.



Total Score: 49.7 + 16.7 = 66.4

Additional Considerations:

Yes	Do proposed improvements fill gaps in the transportation system (for any mode, as appropriate)?	Yes	Are there identified environmental issues along the corridor?
Yes	Do proposed improvements support robust regional transit by 2050?	Yes	Are there minority and/or low-income populations along or near the corridor, or other equity considerations?
Somewhat	Are there improvements needed along other corridors to maximize benefits? ("companion projects")	Yes	Have any high priority safety issues been identified along the corridor?

Comments Regarding Scores and/or Considerations Listed Above (staff notes):

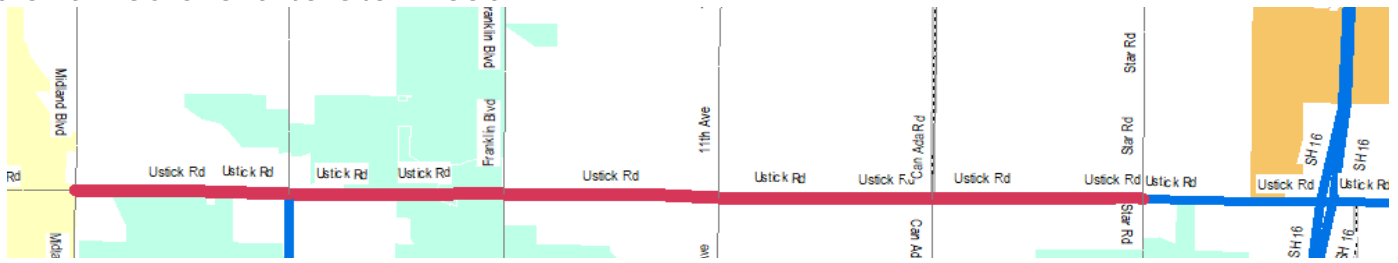
This corridor is the longest east-west corridor in the region connecting rural Canyon County from US 95 to the City of Boise and will have access to the new State Highway 16. These roadway improvements as well as the proposed express bus route will help serve minority areas.

Several serious crashes, including two fatal crashes between Midland Boulevard and Northside Boulevard, have occurred along this corridor.

Within one half-mile of the corridor, there are low-income populations as well as several identified environmental issues including sensitive hydrological areas, schools, and residential areas.

Ustick Road Corridor (unfunded)

Midland Boulevard to Star Road



Where is the Ustick Road Corridor?

- From Midland Boulevard to Star Road
- 5 miles long
- In the City of Nampa and Canyon County
- Equity considerations – environmental justice (low-income) populations
- Other important things about location – Principal arterial in a walkable school area and surrounded by prime farmland

What's the vision for Ustick Road Corridor?

Ustick Road is one of the longest continuous roads in the region, running 35 miles from the Snake River in Canyon County to Curtis Road in Ada County. The corridor changes in character between rural, suburban, and urban areas in the two counties. Ustick Road will serve one of the few State Highway 16 interchanges between Interstate 84 and US 20/26. Owyhee High School (City of Meridian) and Ridgevue High School (City of Nampa) are the two newest, traditional public high schools in the valley. They are expected to induce rapid growth in the surrounding areas and considerably increase traffic along Ustick Road.

Between Midland Boulevard and Star Road, Ustick Road serves as a **secondary freight** and **secondary transit** corridor.

What's needed to achieve that vision?

Identified needs:

Recommended strategies:



Freight:

- Accommodate demand following completion of SH-16
- Manage conflicts and safely accommodate other modes

- Consolidate access in new development to prevent conflicts with through traffic
- Provide center turning lanes, turning bays, wide shoulders, and appropriate intersection design



Public transportation:

- Identify stop locations to support future express route

- From Midland Boulevard to Star Road, site stops every 0.5 - 2 miles with "standard" bus stop amenities



Active transportation:

- Increase amenities at future bus stop locations

- Add bike racks and shelters at bus stops as appropriate
- Construct separated sidewalks



Auto:

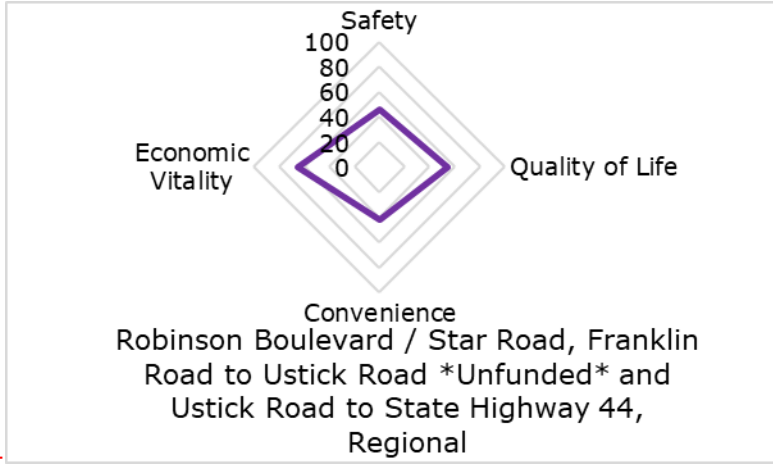
- Improve safety along the corridor
- Accommodate demand following completion of SH-16

- Consider improved intersection controls, rumble strips, or other safety measures
- Improve railroad crossing between Midland Boulevard and Northside Boulevard
- Deploy smart signal coordination

Robinson Boulevard/Star Road Corridor
Franklin Road to Ustick Road and Ustick Road to State Highway 44

Initial Ranking Local System: 4
Unfunded and Long-Term Funded
Score: 64.9

Identified as secondary freight/transit corridor with bike facilities in the COMPASS Complete Network Policy



CIM 2050 Goals
Score: 51.6 (average)
 Max Score: 100

Safety: Safety and comfort of all modes considering speed, propensity of crashes, and existing multimodal infrastructure.

Quality of Life: Factors that make the Treasure Valley a great place to live, including mitigation of environmental degradation, protection of open spaces, and equity.

Convenience: Ability to access key destinations by all modes, factoring in travel speed and land use patterns.

Economic Vitality: Region's economic productivity considering the ability to move vehicles efficiently and maintain the system in a state of good repair.

Technical Analysis Results

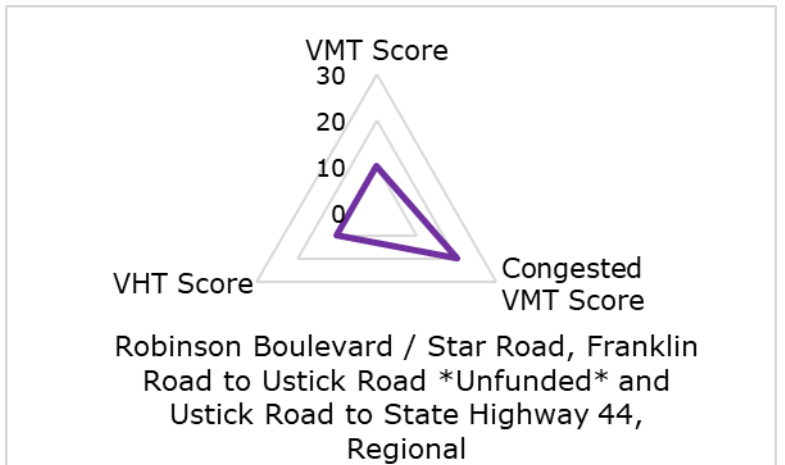
Score: 13.3 (average)

Max Score: 30

VMT: Change in weekday vehicle miles of travel (VMT) for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.

Congested VMT: Change in weekday congested VMT for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.

VHT: Change in weekday vehicles hours of travel for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.



Total Score: 51.6 + 13.3 = 64.9

Additional Considerations:

Somewhat	Do proposed improvements fill gaps in the transportation system (for any mode, as appropriate)?	Yes	Are there identified environmental issues along the corridor?
Somewhat	Do proposed improvements support robust regional transit by 2050?	No	Are there minority and/or low-income populations along or near the corridor, or other equity considerations?
Yes	Are there improvements needed along other corridors to maximize benefits? ("companion projects")	Somewhat	Have any high priority safety issues been identified along the corridor?

Comments Regarding Scores and/or Considerations Listed Above (staff notes):

This corridor is largely rural and farmland and could be one of the fastest growing areas in the region over the next decade. Star Road is one of the few roads with a Boise River bridge and an I-84 overpass. It also serves traffic from the Amazon fulfillment center, the College of Western Idaho, and the Idaho Center. This corridor would also provide an alternative or detour route for the new State Highway 16.

This corridor may increase access to a future high-capacity transit corridor.

There are several identified environmental issues within one half-mile including sensitive hydrological areas, wildlife habitat, contaminated sites, and open space. While the corridor does not intersect environmental justice areas, impacts to vulnerable populations should still be considered.

The widening of Star Road from Ustick Road to State Highway 44 is funded in the ACHD Capital Improvement Program.

Robinson Boulevard (unfunded) /Star Road Corridor (long-term funded by 2035)

Franklin Road to State Highway 44

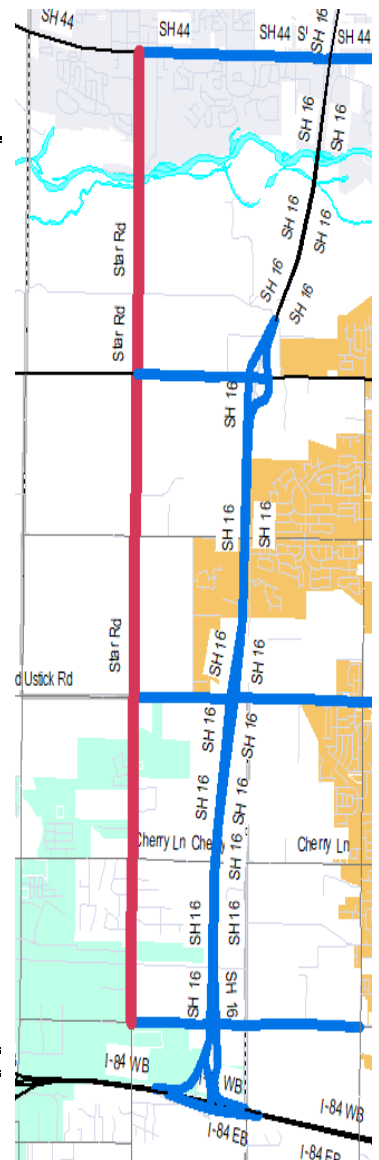
Where is the Robinson Boulevard/Star Road Corridor?

- From Franklin Road to State Highway 44 (State Street)
- 6 miles long
- In City of Meridian, City of Star, City of Nampa, Ada County, and Canyon County
- Major intersections – Cherry Lane, Ustick Road, McMillan Road, US 20/26, and State Highway 44
- Surrounded by prime farmland with activity centers and walkable areas at the southern and northern end of the segment

What's the vision for Robinson Boulevard/Star Road?

Star Road has seen an increase in traffic volume due to growth in the eastern and northern Nampa areas. Star Road runs parallel to the Highway 16 corridor and the north Can Ada Road corridor. Star Road is a **secondary freight** corridor. While it does not serve the volume of freight or transit of the two parallel routes, it serves an important role, providing a bridge over the Boise River as well as an I-84 overpass. It also serves freight traffic from the Amazon fulfillment center.

Near the corridor are major employers, regional retail centers, the College of Western Idaho, and the Idaho Center. Robust growth is forecasted for the area around the Idaho Center/College of Western Idaho activity center, which will increase traffic volumes. North of Ustick Road will see more residential growth and less commercial development. This is also a **secondary transit route**, providing access to a transit center at the College of Western Idaho. It will also provide bicycle facilities between Ustick Road and Highway 44 as a parallel to Highway 16.



What's needed to achieve that vision?

Identified needs:



Freight:

- Enhance freight access to Star with river crossing and I-84 overpass
- Provide last-mile connections to warehouse and industrial users
- Critical alternate route following SH-16 completion



Public transportation:

- Identify stop locations to support future secondary route
- Improve intersections to reduce travel time on premium routes



Active transportation:

- Designated crossings at high-volume roads
- Increase amenities at future bus stop locations



Auto:

- Accommodate demand following projected growth

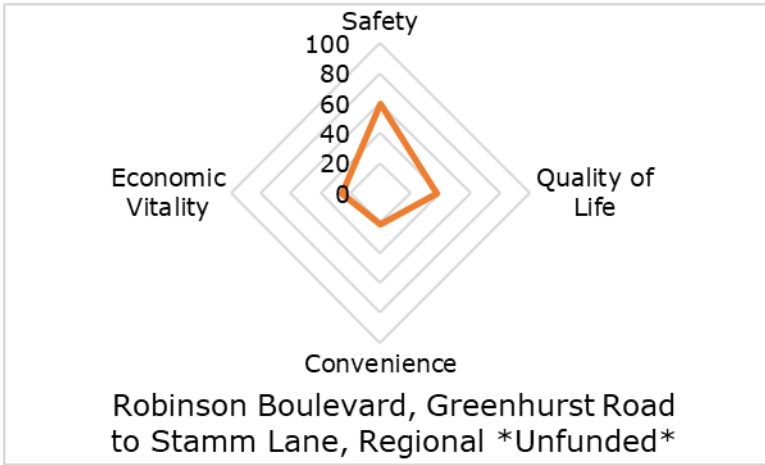
Recommended strategies:

- Provide center turn lanes, turning bays, acceleration lanes, and wide shoulders
- Provide improved control and smart signal coordination
- Improve intersection design and improve railroad crossing safety
- From Cherry Lane to SH-44, site stops every 0.5 - 2 miles with "standard" bus stop amenities
- Provide transit signal priority and dedicated right-of-way at the Star Road and Cherry Lane intersection
- Construct separated side paths
- Add bike shelters, racks, and repair stations at bus stops
- Improve intersection controls

**Robinson Boulevard Corridor
Greenhurst Road to Stamm Lane**

**Initial Ranking Local System: 5
Unfunded
Score: 62.8**

Identified as primary freight corridor in the COMPASS Complete Network Policy



**CIM 2050 Goals
Score: 36.1 (average)**

Max Score: 100

Safety: Safety and comfort of all modes considering speed, propensity of crashes, and existing multimodal infrastructure.

Quality of Life: Factors that make the Treasure Valley a great place to live, including mitigation of environmental degradation, protection of open spaces, and equity.

Convenience: Ability to access key destinations by all modes, factoring in travel speed and land use patterns.

Economic Vitality: Region's economic productivity considering the ability to move vehicles efficiently and maintain the system in a state of good repair.

Technical Analysis Results

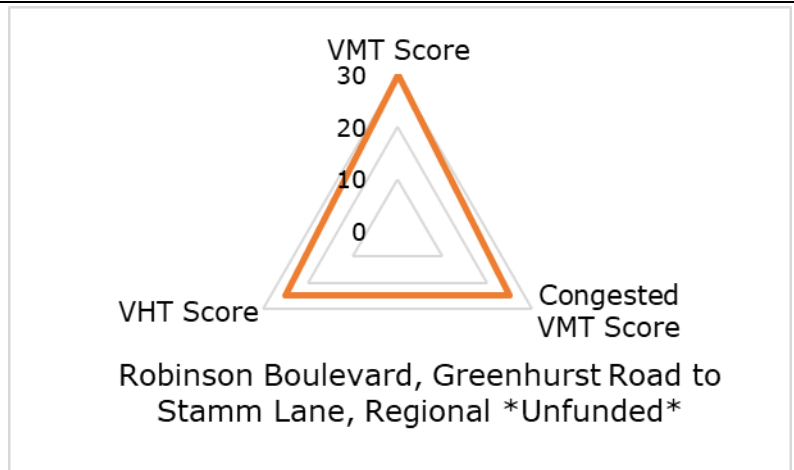
Score: 26.7 (average)

Max Score: 30

VMT: Change in weekday vehicle miles of travel (VMT) for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.

Congested VMT: Change in weekday congested VMT for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.

VHT: Change in weekday vehicles hours of travel for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.



Total Score: 36.1 + 26.7 = 62.8

Additional Considerations:

Somewhat	Do proposed improvements fill gaps in the transportation system (for any mode, as appropriate)?	Somewhat	Are there identified environmental issues along the corridor?
Somewhat	Do proposed improvements support robust regional transit by 2050?	No	Are there minority and/or low-income populations along or near the corridor, or other equity considerations?
Yes	Are there improvements needed along other corridors to maximize benefits? ("companion projects")	Yes	Have any high priority safety issues been identified along the corridor?

Comments Regarding Scores and/or Considerations Listed Above (staff notes):

The City of Nampa is conducting a study to connect Robinson Boulevard to the Airport Road-Overland Road extension and to the new State Highway 16 interchange. This connection would provide a viable alternative for auto and freight traffic to access I-84 and possibly reduce the traffic going through downtown Nampa and other parallel facilities. It could make parallel routes and other facilities more comfortable for bicyclists, pedestrians, and transit users.

There have been several crashes along this corridor recently, including two fatal crashes. Additionally, the project may improve safety for all users in urban Nampa, diverting freight and auto through-traffic away from pedestrian and bicyclists in downtown areas.

See additional information about the northern section of this corridor in the Robinson Boulevard/Star Road score sheet and corridor summary.

Robinson Boulevard Corridor (unfunded)

Greenhurst Road to Stamm Lane

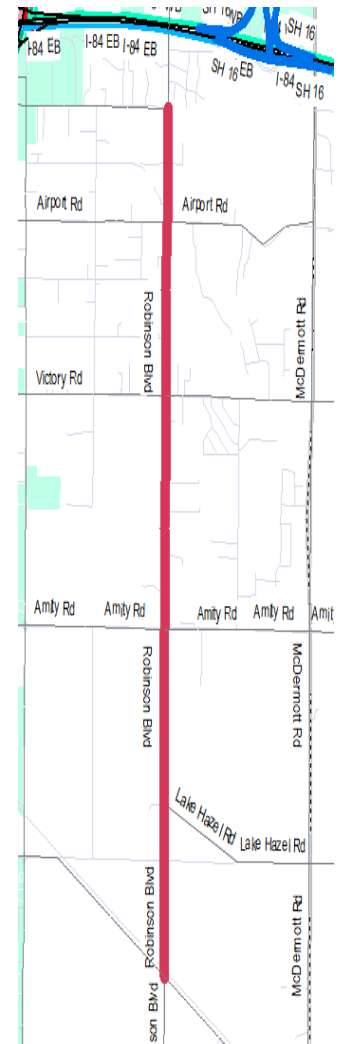
Where is the Robinson Boulevard Corridor

- From Greenhurst Road to Stamm Lane
- 4 miles long
- In the City of Nampa and Canyon County
- Major intersections – Stamm Lane, Airport Road, Victory Road, Amity Avenue, Lake Hazel Road, and Greenhurst Road
- Other important things about location – Surrounded by prime farmland

What’s the vision for Robinson Boulevard/Star Road?

Robinson Boulevard south of Interstate 84 carries substantial traffic and is experiencing increasing pressure from residential and commercial development in eastern Nampa. Robinson Boulevard is a **primary freight** corridor as it connects to the Amazon fulfillment center. It also has one of the few Interstate 84 overpasses in eastern Canyon County.

Currently, this area is on the fringe of the Nampa city limits. Additional growth is forecasted along this corridor as the City of Nampa extends eastward. These improvements would provide an alternative route for auto and freight traffic to access Interstate 84, bypassing State Highway 45/12th Avenue in downtown Nampa.



What’s needed to achieve that vision?

Identified needs:

Freight:



- Divert through-traffic to I-84 away from downtown Nampa
- Enhance regional connections south of I-84
- Accommodate increased freight demand

Public transportation:



- Bisepts future express route on Victory Road

Auto:



- Accommodate expected growth
- Improve safety along the corridor

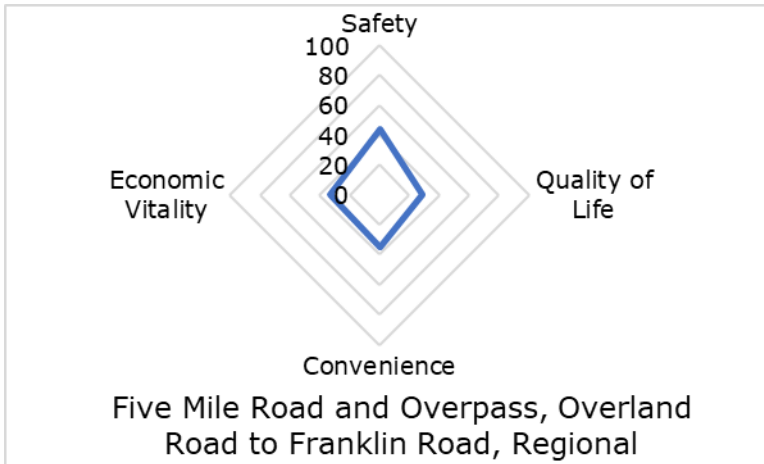
Recommended strategies:

- Plan for possible connections to I-84 and SH-16
- Consider possible connections to State Highway 45 and State Highway 69
- Provide center turn lanes, turning bays, acceleration lanes, and wide shoulders
- Site a “standard” bus stop at the intersection of Robinson and Victory
- Improve intersection controls and deploy smart signal coordination
- Provide rumble strips, high viability signage, lighting, or other safety measures

**Five Mile Road Corridor and Overpass
Overland Road to Franklin Road**

**Initial Ranking Local System: 6
Long-Term Funded
Score: 55.3**

Identified as primary transit corridor in the COMPASS Complete Network Policy



**CIM 2050 Goals
Score: 35.3 (average)**

Max Score: 100

Safety: Safety and comfort of all modes considering speed, propensity of crashes, and existing multimodal infrastructure.

Quality of Life: Factors that make the Treasure Valley a great place to live, including mitigation of environmental degradation, protection of open spaces, and equity.

Convenience: Ability to access key destinations by all modes, factoring in travel speed and land use patterns.

Economic Vitality: Region's economic productivity considering the ability to move vehicles efficiently and maintain the system in a state of good repair.

Technical Analysis Results

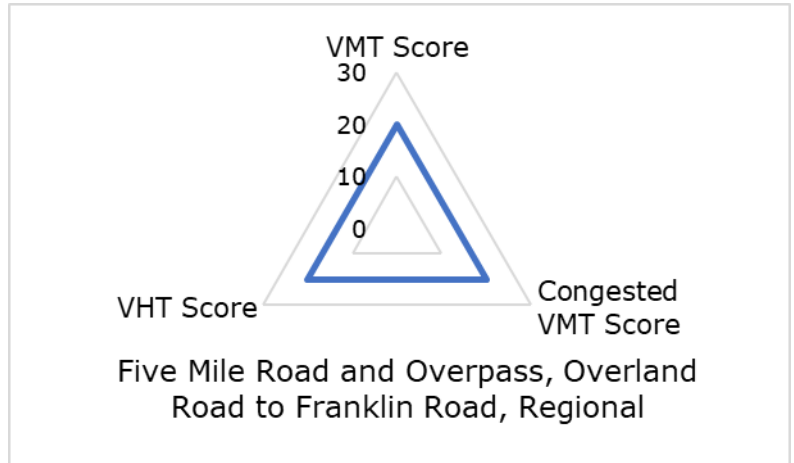
Score: 20.0 (average)

Max Score: 30

VMT: Change in weekday vehicle miles of travel (VMT) for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.

Congested VMT: Change in weekday congested VMT for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.

VHT: Change in weekday vehicles hours of travel for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.



Total Score: 35.3 + 20.0 = 55.3

Additional Considerations:

Yes	Do proposed improvements fill gaps in the transportation system (for any mode, as appropriate)?	Yes	Are there identified environmental issues along the corridor?
Yes	Do proposed improvements support robust regional transit by 2050?	Yes	Are there minority and/or low-income populations along or near the corridor, or other equity considerations?
No	Are there improvements needed along other corridors to maximize benefits? ("companion projects")	Yes	Have any high priority safety issues been identified along the corridor?

Comments Regarding Scores and/or Considerations Listed Above (staff notes):

This project will provide enhanced bicycle and pedestrian facilities for improved safety and access across the Interstate 84 (I-84) and remove a bottleneck by aligning lane configuration with adjacent roadways. In addition, the project will improve travel times and reliability for both auto and future transit routes.

The project also provides the ability for the Idaho Transportation Department to make improvements to I-84. Proposed improvements address the regional goals identified in CIM 2050, by improving the bicycle and pedestrian safety and comfort level in this area.

There are several identified environmental issues within one half-mile of the corridor including sensitive hydrological areas, wildlife habitat, contaminated sites, and open space. The project will improve the transportation system for nearby low-income populations north of I-84.

Five Mile Road Overpass Corridor (long-term funded by 2030)

Overland Road to Franklin Road

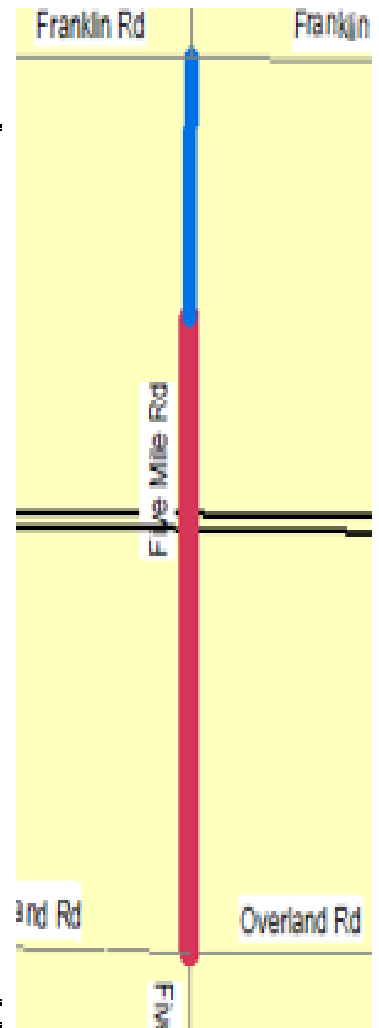
Where is the Five Mile Road Overpass Corridor?

- From Overland Road to Franklin Road
- 1 mile long
- In the City of Boise and Ada County
- Major intersections – Franklin Road, Overpass over I-84, and Overland Road
- Equity considerations – nearby Environmental Justice (low-income) Area
- Overpass over Interstate 84 and located near walkable transit area

What's the vision for Five Mile Road?

This stretch of Five Mile Road includes an overpass above Interstate 84 and connects to the adjacent intersections to the north (Franklin Road) and to the south (Overland Road). Another interchange at Five Mile Road is not feasible due to the proximity to the Wye interchange and Eagle Road interchange. Therefore, this overpass is critical for north-south movement across the Interstate. Five Mile Road is identified as a **secondary transit** corridor. This critical overpass currently lacks facilities for bicycles or pedestrians and presents a significant barrier to regional pathway connectivity.

While final transit locations for a high-capacity transit route have not been determined, this corridor may be a key connection point for automobile and non-motorized access to future high-capacity transit service.



What's needed to achieve that vision?

Identified needs:



Public transportation:

- Site stop locations to support future premium route on Overland Road
- Reduce travel time on premium routes



Active transportation:

- Provide bike and pedestrian facilities on the overpass
- Address dangerous conflict-zones



Auto:

- Increase capacity along section of corridor and address overpass "bottleneck"

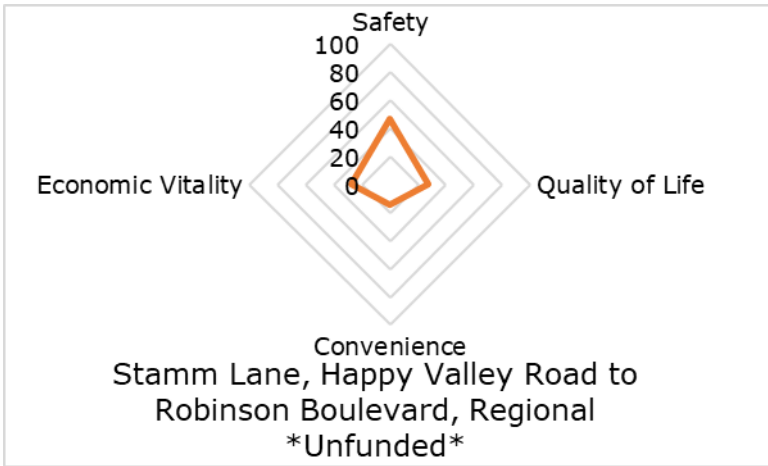
Recommended strategies:

- Site a "premium" bus stop at the Overland Road and Five Mile Road intersection
- Provide transit signal priority, coupled with dedicated transit right-of-way at the Overland Road and Five Mile Road intersection
- Construct separated bike and pedestrian facilities
- Add bike shelters, racks, and repair stations at future bus stops
- Reconstruct overpass to provide 2 travel lanes in each direction
- Reconstruct roadway with 5-lane configuration to match larger corridor

**Stamm Lane Corridor
Happy Valley Road to Robinson
Boulevard**

**Initial Ranking Local System: 7
Unfunded
Score: 43.9**

Not identified in the COMPASS Complete Network Policy.



**CIM 2050 Goals
Score: 28.9 (average)**

Max Score: 100

Safety: Safety and comfort of all modes considering speed, propensity of crashes, and existing multimodal infrastructure.

Quality of Life: Factors that make the Treasure Valley a great place to live, including mitigation of environmental degradation, protection of open spaces, and equity.

Convenience: Ability to access key destinations by all modes, factoring in travel speed and land use patterns.

Economic Vitality: Region's economic productivity considering the ability to move vehicles efficiently and maintain the system in a state of good repair.

Technical Analysis Results

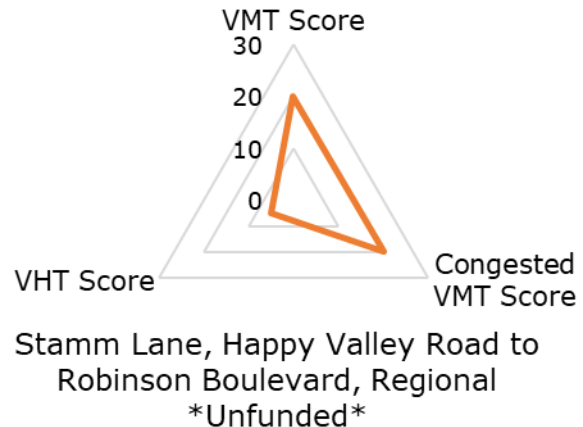
Score: 15.0 (average)

Max Score: 30

VMT: Change in weekday vehicle miles of travel (VMT) for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.

Congested VMT: Change in weekday congested VMT for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.

VHT: Change in weekday vehicles hours of travel for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.



Total Score: 28.9 + 15.0 = 43.9

Additional Considerations:

No	Do proposed improvements fill gaps in the transportation system (for any mode, as appropriate)?	Somewhat	Are there identified environmental issues along the corridor?
Somewhat	Do proposed improvements support robust regional transit by 2050?	Yes	Are there minority and/or low-income populations along or near the corridor, or other equity considerations?
Somewhat	Are there improvements needed along other corridors to maximize benefits? ("companion projects")	No	Have any high priority safety issues been identified along the corridor?

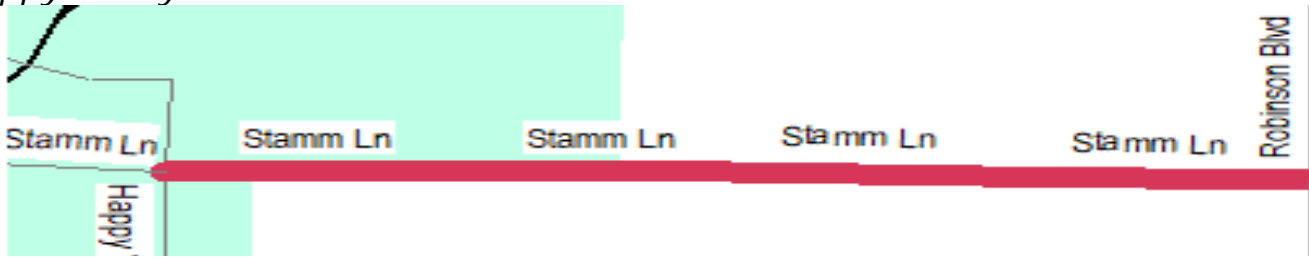
Comments Regarding Scores and/or Considerations Listed Above (staff notes):

Stamm Lane is a short section of approximately one mile in length. While short, it is important to provide safe, efficient access to the Gateway commercial area, Garrity Boulevard, and I-84. It is important to note that a longer corridor may have scored higher for the CIM 2050 goals areas.

Proposed roadway and potential pathway improvements will improve access to nearby services for low-income and minority populations.

Stamm Lane Corridor (unfunded)

Happy Valley Road to Robinson Boulevard



Where is the Stamm Lane Corridor?

- From Happy Valley Road to Robinson Boulevard
- 1 mile long
- In the City of Nampa and Canyon County
- Equity considerations – nearby environmental justice (minority and low-income) areas
- Major intersections – Robinson Road and Happy Valley Road
- Located near the Nampa Gateway Shopping Center

What's the vision for Stamm Lane?

Stamm Lane is a short but critical piece connecting populations in southeast Nampa to Interstate 84. Recently, Stamm Lane has evolved from a two-lane rural road serving large-lot homesites to a 3-lane road which provides access to a retail and a large multi-family housing development. To the east is the Nampa Gateway Center which provides some regional-scale department stores and other shopping for residents in central Nampa.

This project would widen Stamm Lane to 5 lanes to reduce the congestion at connection points including Happy Valley Road, Robinson Boulevard, and other points to the east. Eventually, this corridor may support mobility to the State Highway 16 expressway interchange at Interstate 84.

What's needed to achieve that vision?

Identified needs:

Recommended strategies:



Freight:

- Enhance key last-mile freight connections

- Provide appropriate intersection design, turning lanes, and turning radii
- Consider smart signal timing



Public transportation:

- Integrate land uses that support public transportation to support nearby future premium route

- Provide higher-density and mixed land-uses to reduce trip length



Active transportation:

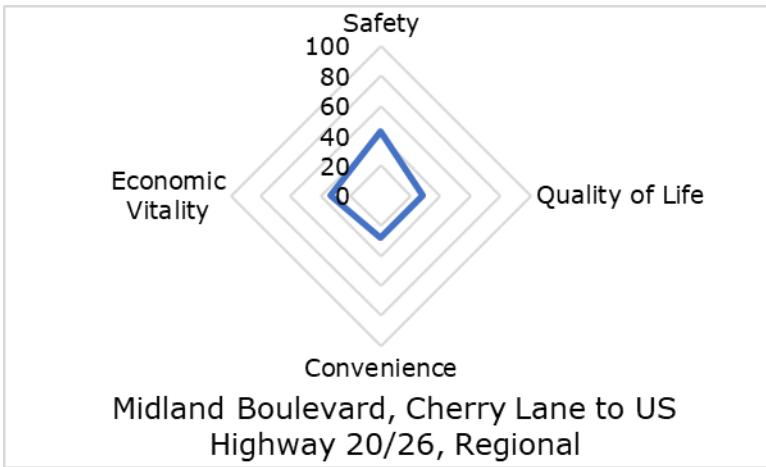
- Improve pathway connectivity
- Support first-last connections to bus stops on Garrity Boulevard

- Construct bike lanes and separated sidewalks
- Provide bike shelters, racks, and repair stations to support future higher-density developments

**Midland Boulevard Corridor
Cherry Lane to US 20/26**

**Initial Ranking Local System: 8
Long-Term Funded
Score: 43.0**

Identified as primary transit corridor in the COMPASS Complete Network Policy



**CIM 2050 Goals
Score: 33.0 (average)**

Max Score: 100

Safety: Safety and comfort of all modes considering speed, propensity of crashes, and existing multimodal infrastructure.

Quality of Life: Factors that make the Treasure Valley a great place to live, including mitigation of environmental degradation, protection of open spaces, and equity.

Convenience: Ability to access key destinations by all modes, factoring in travel speed and land use patterns.

Economic Vitality: Region's economic productivity considering the ability to move vehicles efficiently and maintain the system in a state of good repair.

Technical Analysis Results

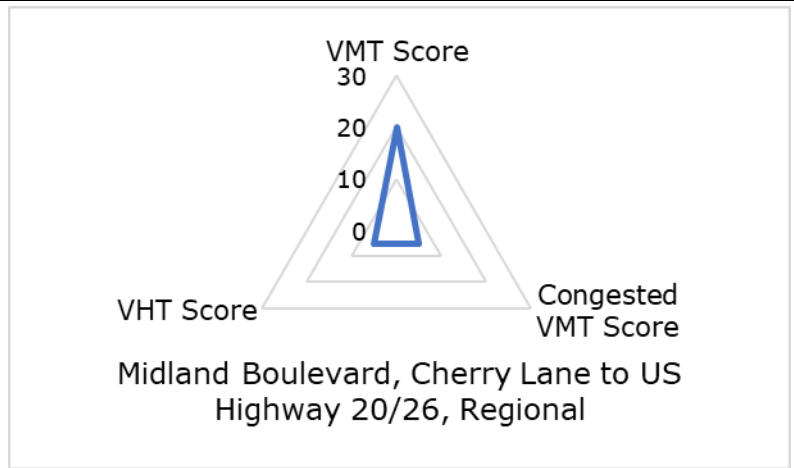
Score: 10.0 (average)

Max Score: 30

VMT: Change in weekday vehicle miles of travel (VMT) for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.

Congested VMT: Change in weekday congested VMT for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.

VHT: Change in weekday vehicles hours of travel for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.



Total Score: 33.0 + 10.0 = 43.0

Additional Considerations:

Somewhat	Do proposed improvements fill gaps in the transportation system (for any mode, as appropriate)?	Yes	Are there identified environmental issues along the corridor?
Yes	Do proposed improvements support robust regional transit by 2050?	Yes	Are there minority and/or low-income populations along or near the corridor, or other equity considerations?
Somewhat	Are there improvements needed along other corridors to maximize benefits? ("companion projects")	Somewhat	Have any high priority safety issues been identified along the corridor?

Comments Regarding Scores and/or Considerations Listed Above (staff notes):

This project serves racial minority and low-income populations in a rapidly growing area of Canyon County. It would increase accessibility to a regional medical center. The intersection at Cherry Lane and the segment near the Interstate 84 interchange has seen clusters of crashes, some with serious injuries.

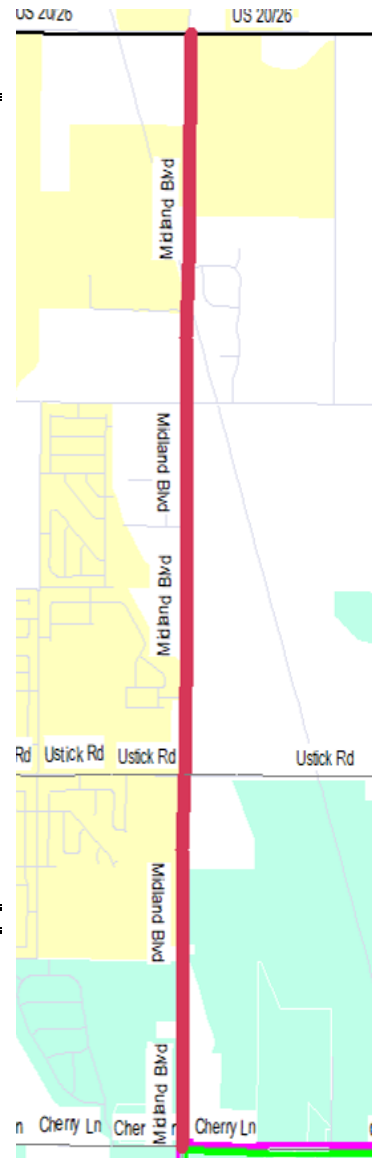
Future transit planned along the corridor may also increase access services as well as a future high-capacity transit route, parallel to Interstate 84.

There are several identified environmental issues within one half-mile of this corridor including sensitive hydrological areas, parks, and open space.

This corridor scored relatively low as it is in a farmland area and does not increase access to jobs relative to other corridors. Additional projects that parallel or bisect this section of Midland Boulevard may improve efficiency and reliability along this corridor.

Midland Boulevard Corridor (unfunded)

Cherry Lane to US 20/26



Where is the Midland Boulevard Corridor?

- From Cherry Lane to US 20/26
- 3 miles long
- In the City of Caldwell, City of Nampa, and Canyon County
- Major intersections – Cherry Lane, Ustick Road, Linden Road, and US Highway 20/26
- Equity considerations – Environmental Justice (minority) Area
- Other important things about location – surrounded by prime farmland

What’s the vision for Midland Boulevard?

Midland Boulevard is in a rural but rapidly urbanizing area of north Nampa and east Caldwell. The growth is adding additional traffic to north-south routes connecting to the Interstate 84 and US 20/26.

This section is a **primary transit** corridor with a potential connection to the high-capacity route along the Union Pacific Railroad (UPRR) corridor. The section between the Cherry Lane and Ustick Road is a secondary freight route serving the Marketplace shopping center, St. Luke’s regional medical center, and other retail and services.

What’s needed to achieve that vision?

Identified needs:



Freight:

- Manage conflicts and safely accommodate other modes



Public transportation:

- Identify stop locations to support future frequent route
- Integrate land uses that support public transportation



Active transportation:

- Support first/last mile connections to bus stops



Auto:

- Accommodate future development along the corridor
- Improve safety along the corridor

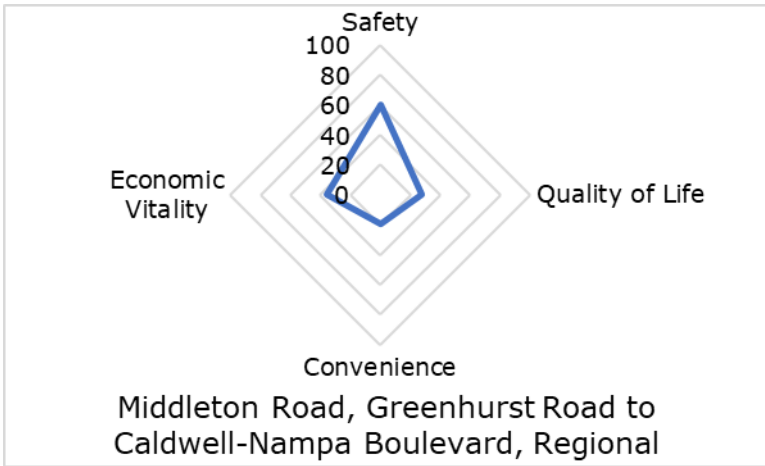
Recommended strategies:

- Consider freight needs in transit and active mode facility design
- Improve visibility for midblock pathway crossings
- From Cherry Lane to US 20/26, site stops every 0.5 - 2 miles with “standard” bus stop amenities
- Provide higher-density and mixed land uses to reduce trip length
- Construct separated sidewalks
- Add bicycle and pedestrian amenities at bus stops, as appropriate
- Provide turning lanes and intersection controls, as needed
- Prioritize multiple modes in facility design

**Middleton Road Corridor
Greenhurst Road to Caldwell-Nampa
Boulevard**

**Initial Ranking Local System: 9
Long-Term Funded
Score: 40.4**

Identified as secondary freight corridor in the COMPASS Complete Network Policy

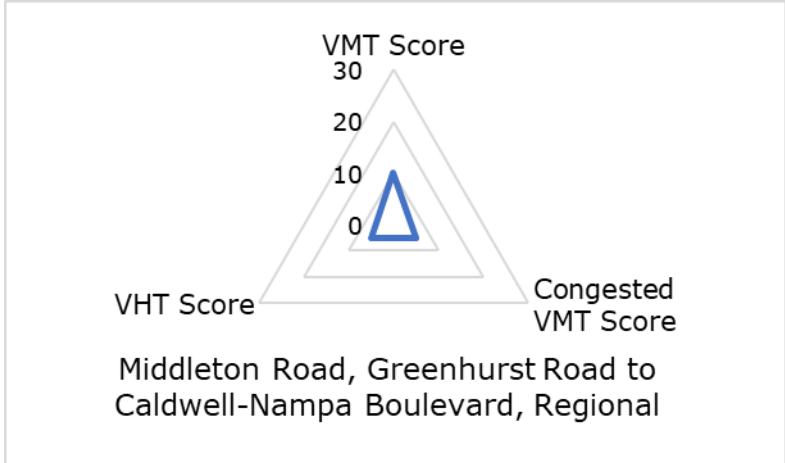


Technical Analysis Results
Score: 6.7 (average)
Max Score: 30

VMT: Change in weekday vehicle miles of travel (VMT) for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.

Congested VMT: Change in weekday congested VMT for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.

VHT: Change in weekday vehicles hours of travel for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.



Total Score: 33.7 + 6.7 = 40.4

Additional Considerations:

Somewhat	Do proposed improvements fill gaps in the transportation system (for any mode, as appropriate)?	Yes	Are there identified environmental issues along the corridor?
Somewhat	Do proposed improvements support robust regional transit by 2050?	Yes	Are there minority and/or low-income populations along or near the corridor, or other equity considerations?
Unsure	Are there improvements needed along other corridors to maximize benefits? ("companion projects")	Yes	Have any high priority safety issues been identified along the corridor?

Comments Regarding Scores and/or Considerations Listed Above (staff notes):

This is a north-south route providing access to the Lake Lowell recreation area. The *Nampa Bicycle and Pedestrian Master Plan* identifies planned side path/separated bicycle facilities along the corridor. Some sections have been improved through adjacent development. Improving connectivity will provide a safer and more efficient multimodal corridor. Proposed improvements will provide better access for minority populations nearby the corridor.

Serious and fatal crashes have occurred along the corridor. There are also several identified environmental issues within one half-mile of the corridor including sensitive hydrological areas, contaminated sites, historical resources, and open space.

See the Middleton Road Cherry Lane to State Highway 44 corridor score sheet for more information about the northern section of this corridor.

Middleton Road Corridor (long-term funded by 2030)

Greenhurst Road to Caldwell-Nampa Boulevard

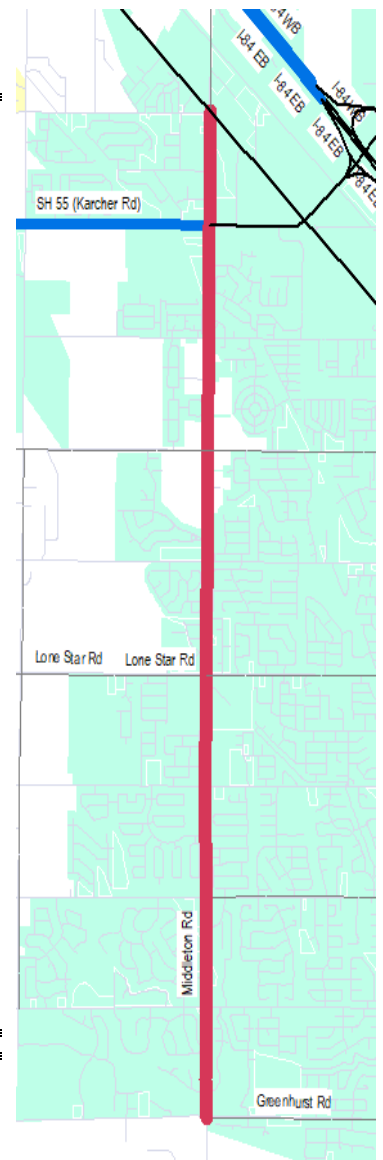
Where is the Middleton Road Corridor?

- From Greenhurst Road to Caldwell-Nampa Boulevard
- 5 miles long
- In the City of Nampa and Canyon County
- Major intersections – Iowa Avenue, Lake Lowell Avenue, Roosevelt Avenue, Lone Star Road, Orchard Avenue, Karcher Road, and Nampa-Caldwell Boulevard
- Equity considerations – Environmental Justice (minority) area
- Surrounded by the Karcher Mall activity center, prime farmland, walkable schools, walkable parks, and walkable transit areas

What's the vision for Middleton Road Corridor?

Middleton Road, between Greenhurst Road and Caldwell-Nampa Boulevard is a **secondary freight** corridor as it connects to State Highway 55 (Karcher Boulevard), the Karcher Mall activity center, and has an overpass of Interstate 84. This route runs along the current periphery of the City of Nampa. Currently this area is on the fringe of city limits for the Cities of Caldwell and Nampa. However, this is an area projected to see greater residential growth and urbanization in the future. With greater congestion on the State Highway 45 corridor, this route will be key to efficient freight movement.

This route also connects commuters to a potential park-and-ride location and future high-capacity transit route. While the exact location of potential station locations has not been determined, this route will provide access to a transit stop along the Nampa-Caldwell Boulevard. This route is proposed for bicycle facilities to enable non-motorized connection.



What's needed to achieve that vision?

Identified needs:

Recommended strategies:



Freight:

- Safely accommodate other modes
- Support diversion of traffic away from downtown Nampa

- Accommodate freight considerations in active mode and transit facility design
- Provide center turning lanes, turning bays, and improved intersections



Public transportation:

- Reduce travel time for the future premium route on Nampa-Caldwell Boulevard

- Provide transit signal priority, coupled with dedicated transit right-of-way at the intersection of Middleton Road and Nampa-Caldwell Boulevard



Active transportation:

- Improve safety along corridor

- Create safe and signalized crossings where necessary
- Identify areas of conflict



Auto:

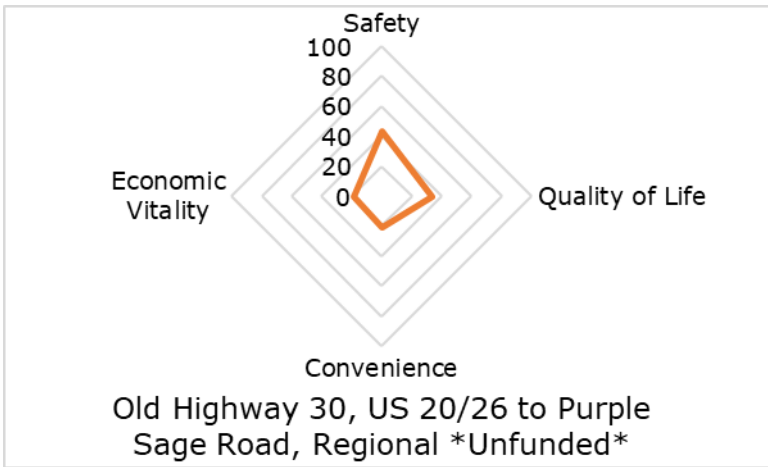
- Improve safety along corridor
- Accommodate growth

- Deploy rumble strips, high-visibility signage, lighting, and other safety counter measures
- Limit corridor access to support efficient travel

**Old Highway 30 Corridor
US 20/26 to Purple Sage Road**

**Initial Ranking Local System: 10
Unfunded
Score: 35.8**

Identified as secondary freight corridor in the COMPASS Complete Network Policy



**CIM 2050 Goals
Score: 29.1 (average)**

Max Score: 100

- Safety:** Safety and comfort of all modes considering speed, propensity of crashes, and existing multimodal infrastructure.
- Quality of Life:** Factors that make the Treasure Valley a great place to live, including mitigation of environmental degradation, protection of open spaces, and equity.
- Convenience:** Ability to access key destinations by all modes, factoring in travel speed and land use patterns.
- Economic Vitality:** Region's economic productivity considering the ability to move vehicles efficiently and maintain the system in a state of good repair.

Technical Analysis Results

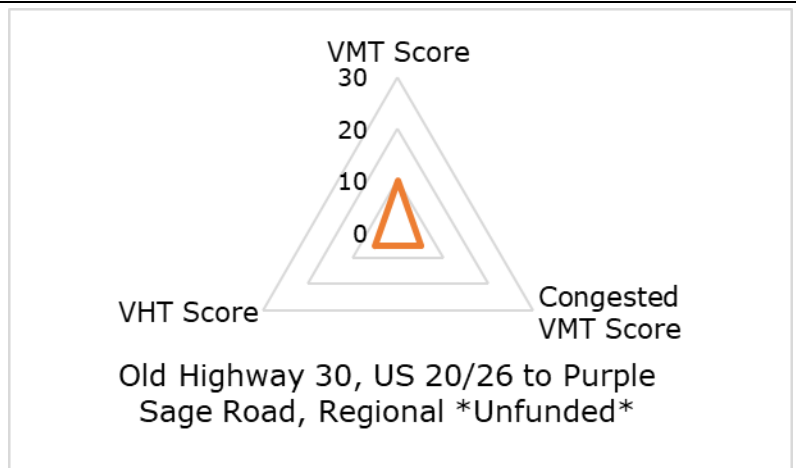
Score: 6.7 (average)

Max Score: 30

VMT: Change in weekday vehicle miles of travel (VMT) for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.

Congested VMT: Change in weekday congested VMT for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.

VHT: Change in weekday vehicles hours of travel for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.



Total Score: 31.1 + 6.7 = 37.8

Additional Considerations:

Somewhat	Do proposed improvements fill gaps in the transportation system (for any mode, as appropriate)?	Yes	Are there identified environmental issues along the corridor?
No	Do proposed improvements support robust regional transit by 2050?	Yes	Are there minority and/or low-income populations along or near the corridor, or other equity considerations?
Somewhat	Are there improvements needed along other corridors to maximize benefits? ("companion projects")	Yes	Have any high priority safety issues been identified along the corridor?

Comments Regarding Scores and/or Considerations Listed Above (staff notes):

Old Highway 30 runs parallel to I-84 and provides a logical and viable detour route. The southern terminus is near Plymouth Street bridge – a single lane bridge in poor condition. Agencies have been working together for the past several years on a new design and seeking funding to replace it.

Due to its location in northern Canyon County, Old Highway 30 provides access to and from prime farmland and to both Payette and Gem County. This project would also serve a racial minority area of Canyon County.

Severe injury crashes have occurred at the intersections, including a fatal crash north of Purple Sage Road.

There are several identified environmental issues within one half-mile of the corridor including sensitive hydrological areas, wildlife habitat, contaminated sites, historic resources, and open space. Additional projects that parallel or bisect Old Highway 30 may improve efficiency, reliability, and access along this corridor.

Old Highway 30 (unfunded) US Highway 20/26 to Purple Sage Road

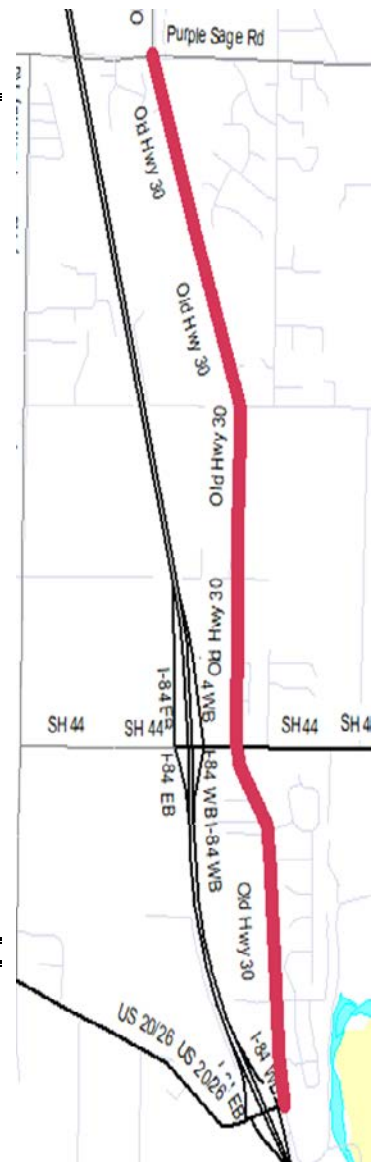
Where is Old Highway 30, US Highway 20/26 to Purple Sage Road?

- From US Highway 20/26 to Purple Sage Road
- 3 miles long
- In the City of Caldwell and Canyon County
- Major intersections – Purple Sage Road, State Highway 44, and US Highway 20/26
- Equity considerations – Environmental Justice (minority) area
- Other important things about location – Principal arterial surrounded by prime farmland

What's the vision for Old Highway 30?

Old Highway 30 parallels Interstate 84 in northwest Canyon County. This nearly 3-mile stretch is served by three interchanges: US 20/26, State Highway 44, and Oasis Road. While there are also overpasses at Purple Sage Road, Galloway Road, and Sand Hollow Road, only Old Highway 30 connects communities on the east side of the Interstate and serves as a **secondary freight** corridor.

Currently, Old Highway 30 serves a mostly rural area with scattered development and large lots with direct access to the roadway network. As growth continues, this area should see additional growth from the Cities of Caldwell and Middleton. This project would widen Old Highway 30 to 5 lanes to handle the additional traffic.



What's needed to achieve that vision?

Identified needs:

Freight:



- Mitigate freight impacts to nearby residential areas
- Accommodate freight in facility design

Auto:



- Improve safety along corridor
- Mitigate impacts to adjacent residential areas

Recommended strategies:

- Consider enhanced intersection controls
- Consolidate access points
- Provide wide shoulders, acceleration lanes, and appropriate turning radii
- Deploy rumble strips, high-visibility signage, lighting, and other measures as appropriate
- Improve visibility at intersections
- Consider signal coordination as appropriate

RTAC AGENDA ITEM IV-B

Date: May 25, 2022

Topic: *Communities in Motion 2050* Implementation Policies

Request/Recommendation:

COMPASS staff seeks RTAC recommendation of COMPASS Board of Directors' approval of the *Communities in Motion 2050* (CIM 2050) implementation policies.

Summary:

Communities in Motion 2050 addresses four goal areas and 18 objectives established by the COMPASS Board of Directors. A draft set of implementation policies (attached) have been developed to guide tasks and processes to achieve the goals and objectives. The draft implementation policies also reflect the focus areas of the federal transportation law, the Infrastructure Investment and Jobs Act (IIJA).

COMPASS completed its quadrennial federal Certification Review on May 5, 2022. The Certification Review process evaluates COMPASS practices and policies to ensure the agency is meeting all federal requirements. Certification Review results are anticipated later this summer. Staff asks for latitude to edit or add implementation policies to address any recommendations or corrective actions from the COMPASS Certification Review that are not already included in the policies. Any changes will be brought to the COMPASS Board of Directors prior to plan adoption.

Implication (policy and/or financial):

Regional policy statements guide the implementation of *Communities in Motion 2050*.

More Information:

- 1) Attachment: Draft CIM 2050 Implementation Policies
- 2) For detailed information contact Liisa Itkonen at 208/475-2241 or litkonen@compassidaho.org

CIM 2050 Implementation Policies

Regional policy statements help guide the implementation of *Communities in Motion 2050* (CIM 2050):

- Use anticipated available funding in Ada and Canyon Counties to strategically address regional priorities as identified in the regional long-range transportation plan as outlined in the [funding policy](#);
- [Coordinate](#) local plans for land use and transportation investments to implement the CIM 2050 Vision and goals;
- Incorporate the [Congestion Management Process](#) in project prioritization and funding considerations and continue to collect data to help implement appropriate congestion mitigation measures;
- Consider the COMPASS [Complete Network Policy](#) in transportation planning and funding decisions to promote appropriate design of transportation facilities for the needs of all users;
- Integrate equitable and sustainable practices in transportation and land use planning and decision-making;
- Employ a [grant program](#) and seek additional funding through competitive funding sources to assist agencies in finding innovative ways to implement CIM 2050;
- [Educate and actively engage](#) the public and stakeholders on best practices for implementing CIM 2050;
- Monitor, track, and [report on development activity](#) and changes to comprehensive plans and other related documents; and
- Consider the CIM 2050 Vision and goals when developing projects and tasks for the annual COMPASS [Unified Planning Work Program](#).

RTAC AGENDA ITEM IV-C May 25, 2022

Topic: Modification to the FY2022-2028 Regional Transportation Improvement Program (TIP)

Request/Recommendation:

COMPASS staff requests RTAC recommendation of COMPASS Executive Committee's adoption of a Board Administrative Modification to the FY2022-2028 TIP (attached).

Background/Summary:

The Idaho Transportation Department (ITD) requested significant cost increases to two projects, both with no changes to the scopes of expected work.

- Key Number 22665 – State Highway 55 (Eagle Road), Interstate 84 to State Highway 44, Meridian to Eagle
 - Increase of \$12,797,000 (130%)
 - To cover thicker asphalt and cost increases due to inflation
- Key Number 23336 – Interstate 84, Karcher Road Interchange, Nampa
 - Increase of \$1,900,000 (43.68%)
 - To increase and adjust the timing of costs to cover current estimates and programming

It is critical to be able to obligate funds immediately; therefore, ITD staff requested expedited approval of the modification. COMPASS staff will request approval of this action at the COMPASS Executive Committee meeting on June 7, 2022, followed by a request to ratify the approval by the full COMPASS Board of Directors on June 27, 2022.

Implication (policy and/or financial):

The modification to the TIP will ensure that the document continues to meet federal fiscal constraint requirements and enable work on to begin immediately on the projects.

More Information:

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

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RESOLUTION NO. X-2022

FOR THE PURPOSE OF MODIFYING THE FY2022-2028 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

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

WHEREAS, the Infrastructure Investment and Jobs Act (IIJA), Title 23 United States Code Section 134, and Title 49 United States Code Section 5303 require metropolitan planning organizations to develop and approve a transportation improvement program;

WHEREAS, the IIJA, Title 23 United States Code Section 134, and Title 49 United States Code Section 5303 require projects contained in the transportation improvement program to be financially constrained;

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

WHEREAS, the Community Planning Association of Southwest Idaho desires to take timely action to ensure the availability of federal funds;

WHEREAS, the Community Planning Association of Southwest Idaho developed this Board Administrative Modification to the FY2022-2028 Regional Transportation Improvement Program in compliance with all applicable state and federal regulations; and

WHEREAS, the attached table details the modification to the FY2022-2028 Regional Transportation Improvement Program.

NOW, THEREFORE, BE IT RESOLVED, that the Community Planning Association of Southwest Idaho’s Executive Committee approves the modification to the FY2022-2028 Regional Transportation Improvement Program.

ADOPTED this 7TH day of June 2022.

By: _____
Joe Stear, Chair
Community Planning Association
of Southwest Idaho Board of Directors

ATTEST:

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

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COMPASS Board Administrative Modification #4 for the FY2022-2028 Regional Transportation Improvement Program

Idaho Transportation Department, May 2022

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PC	RW	UT	CE	CN	SUM
22665	SH-55 (Eagle Road), I-84 to SH-44, Meridian to Eagle	2022		100			1003 1800	8000 10000	9103 11900
	Funding Source: NHPP	2023						0 10000	0 10000
	Rehabilitate the pavement on State Highway 55 (Eagle Road), from Interstate 84 in the City of Meridian to State Highway 44 (State Street) in the City of Eagle, to improve ride quality and extend pavement life. (Federal = \$20,293,000)	2024							0
		2025							0
		2026							0
		PD							0
		SUM	0	100	0	0	1003 1800	8000 20000	9103 21900
<p>Increase to cover thicker asphalt and cost increase due to inflation. No change to overall scope of the project. Funds from statewide balancing.</p> <p>Previous obligations: \$750,000 Original total: \$9,853,000 New total: \$22,650,000 Percent increase: 130%</p>									
23336	I-84, Karcher Road Interchange, Nampa	2022	250	2000 2650					2250 2900
	Funding Source: TECM	2023		1000 1100	1100 100	0 50			2100 1250
	Preliminary engineering and right-of-way acquisition to widen the Karcher Interchange on Interstate 84 in the City of Nampa. Work will include adding a free running right turn lane on the westbound to southbound off-ramp and continue the additional lane across the Interstate 84 and Union Pacific Railroad/Indian Creek structures. The third westbound land on State Highway 55 to be terminated prior to Middleton Road. Construction is currently unfunded. (Federal = \$0)	2024				0 2100			0 2100
		2025							0
		2026							0
		PD							0
		SUM	0	3000 3750	1100 2200	0 50	0	0	4350 6250
<p>Increase and adjust the timing of costs to cover current estimates and programming.</p> <p>Previous obligations: \$0 Original total: \$4,350,000 New total: \$6,250,000 Percent increase: 43.68%</p>									

CE = Construction Engineering
 CN = Construction
 FY = Fiscal Year
 I = Interstate
 NHPP = National Highway Performance Program
 PE = Preliminary Engineering
 PC = Preliminary Engineering Consultant
 RW = Right-of-Way
 SH = State Highway
 TECM = Transportation Expansion and Congestion Mitigation
 TIP = Transportation Improvement Program
 UT = Utilities

RTAC AGENDA ITEM IV-D

Date: May 25, 2022

Topic: End-of-Year and Redistribution Program Priorities

Request/Recommendation:

COMPASS staff seeks RTAC recommendation of COMPASS Board of Directors' approval of End-of-Year and Redistribution Program priorities, provided in Attachment 1.

Background/Summary:

Federal highway funding not obligated within its program year must be returned to the Federal Highway Administration at the end of the fiscal year. To ensure Idaho does not have to return funding, the Idaho Transportation Department (ITD) develops an End-of-Year Program to reprogram unobligated funds to other projects in the state. Unobligated funds from other states redistributed to Idaho also provide funding for this program. ITD divides available funding from the End-of-Year and Redistribution Program based on Idaho Transportation Board Policy 4028:

- 12.6% of available funding provided to local agencies
 - Urban entities receive one-half of the local funding
 - Large Urban areas (the Boise Urbanized Area) receive one-half of the urban funds
 - Small Urban areas (including the Nampa Urbanized Area) receive one-half of the urban funds
 - Rural entities receive one-half of the local funding

Metropolitan planning organizations submit local prioritized needs to ITD for inclusion in the End-of-Year and Redistribution Program, as funding becomes available. COMPASS staff keeps an ongoing list of needs and budgets additional funding as cost savings on other projects are realized. Any remaining needs, as well as opportunities to advance projects, are added to the End-of-Year and Redistribution Program priority list.

Projects receiving funding through the End-of-Year and Redistribution Program must be in the Transportation Improvement Program and ready to obligate funds immediately. There is not enough time to transfer funds from the Federal Highway Administration to the Federal Transit Administration in this process; therefore, some public transportation projects are ineligible for these funds.

Priorities:

COMPASS staff recommends priorities for the End-of-Year and Redistribution Program based on the COMPASS Board Policy, Balancing Surface Transportation Block Grant (STBG) and Transportation Alternative Program (TAP) Funds, approved by the COMPASS Board of Directors on February 22, 2021, which includes the following priority criteria:

1. Obtain 100% of the estimated allocation (historically limited to 92% to 97% of the estimated allocation)
2. Cover cost overruns/project needs on projects obligated in a previous year or currently under contract

3. Advance the construction phase of projects
4. Cover cost overruns/project needs/advance right-of-way phase on projects in the STBG or TAP programs
5. Cover cost overruns/project needs/advance design phase on projects in the STBG or TAP programs
6. Cover cost overruns/project needs/advance planning projects in the STBG or TAP programs
7. Cover cost overruns/project needs/advance project phases in non-STBG or TAP programs
 - A. Construction
 - B. Right-of-Way
 - C. Design
 - D. Planning/Studies

End-of-Year and Redistribution Program funds are first made available to projects within each program. If there are not enough projects in the program ready for obligation, funds may become available for other programs. COMPASS staff developed a list of recommended prioritized needs (Attachment 1), based on the policy. Staff requests RTAC recommendation of priorities for the End-of-Year and Redistribution Program, including breaking ties (highlighted in yellow). Cost increases are based on requests from member agencies, as described in their official requests in Attachment 2 (note that funds already shown as local to convert to federal do not require an official request).

The Balancing Policy for STBG-TMA, STBG-Urban, and TAP-TMA funds in its entirety is available online: www.compassidaho.org/documents/prodserv/trans/FY21/BalancingPolicy_FINAL_210222.pdf.

COMPASS staff will present needs in the Nampa Urbanized Area to the Urban Balancing Committee on July 7, 2022, for additional prioritization for statewide the STBG-Urban program.

Next Steps:

- June 27, 2022 – COMPASS staff will request COMPASS Board of Directors approval of the priority list for the End-of-Year and Redistribution Program for the STBG-TMA, STBG-Urban, and TAP-TMA programs
- July 7, 2021 – Urban Balancing Committee determines priorities for small urban areas
- Mid-August 2022 – Idaho Transportation Board will approve priorities statewide
- Mid-September 2022 – ITD staff will notify COMPASS of available funds and actions taken

Implication (policy and/or financial):

Approval of End-of-Year and Redistribution Program priorities by the COMPASS Board of Directors makes project needs eligible for obligation of funds if funding becomes available. COMPASS policy allows all actions related to approved priorities to occur via administrative modification, which will occur in September 2022.

More Information:

- 1) Attachment 1: Draft COMPASS FY2022 End-of-Year and Redistribution Program Priorities
- 2) Attachment 2: Member Agency Requests
- 3) For detailed information contact: Toni Tisdale, Principal Planner, at 208/475-2238 or ttisdale@compassidaho.org.

Priority	Key Number	Project	Sponsor	Current Program	Phase/ Amount Needed	Comments
Overall						
1	Increase all program obligation authority to 100% of allocation. (STBG-TMA \$899,000; STBG-Urban- \$X; TAP-TMA - \$81,000)					
Boise Urbanized Area (Transportation Management Area) (Surface Transportation Block Grant and Transportation Alternatives Program)						
1	19465	Pavement Preservation and ADA, Phase 1, Boise Area - FY2022 (EOY POLICY #1)	ACHD	Local	\$459,000	Construction – last project to deliver for STBG-TMA, to cover obligation authority shortfall
1	23307	Pathway, Federal Way and Broadway Avenue Multi-Use Pathway, Boise (EOY POLICY #1)	City of Boise	Local	\$81,000	Design – last project to deliver for TAP-TMA, to cover obligation authority shortfall
4	23307	Pathway, Federal Way and Broadway Avenue Multi-Use Pathway, Boise (EOY POLICY #5)	City of Boise	TAP-TMA, STBG-TMA	\$94,000	Design – cover additional anticipated costs for design
5	20259	Roadway and ADA Improvements, Part 1, Boise Area - FY2023 (EOY POLICY #7B)	ACHD	Local	\$150,000	Right-of-way – expecting project to be ready for obligation in August. Funds will be swept, but ready for End-of-Year funds. (Includes reduction in cost from \$500,000 to \$150,000)
6	20674	Roadway and ADA Improvements, Boise Area - FY2024 (EOY POLICY #7C)	ACHD	Local	\$207,000	Design – convert local funds to federal-aid funds
6	20006	Pavement Preservation and ADA, Phase 3, Boise Area - FY2022 (EOY POLICY #7C)	ACHD	Local	\$94,000	Design – convert local funds to federal-aid funds and cover cost increase
6	23095	Five Mile Road Overpass and Widening, NEPA, Boise (EOY POLICY #7C)	ACHD	Local	\$970,000	Design – convert local funds to federal-aid funds
Nampa Urbanized Area (Urban) (STBG)						
1	22015	Commuteride, ACHD (Canyon County) (FY2023) (EOY POLICY #2)	ACHD	STBG-Urban	\$55,000	Construction – late getting state/local agreement as funds are for the FY2023 service year. Funds may get swept due to the obligation authority shortfall but will be ready for End-of-Year.
2	22018	Montana Ave, Ped Improvements and Widening, Caldwell (EOY POLICY #4/5)	Caldwell	STBG-Urban	\$125,000	Right-of-Way and Design – received additional funding through balancing in April, obligation in process, but funds could be swept due to the obligation authority shortfall.

Acronym Key:

ACHD = Ada County Highway District

ADA = Americans with Disabilities Act

FY = Fiscal Year

STBG-TMA = Surface Transportation Block Grant – Transportation Management Area (Boise Urbanized Area)

STBG-U = Surface Transportation Block Grant – Urban (Nampa Urbanized Area)

TAP-TMA = Transportation Alternatives Program – Transportation Management Area (Boise Urbanized Area)

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PLANNING AND DEVELOPMENT SERVICES

MAYOR: Lauren McLean | DIRECTOR: Tim Keane

COMPASS

Attn: Matt Stoll, Director
700 NE 2nd Street, Suite 200
Meridian, ID 83642

March 16, 2022

RE: Key #23307/Request for Additional Funding
Federal Way and Broadway Avenue Multiuse Pathway

Dear Director Stoll,

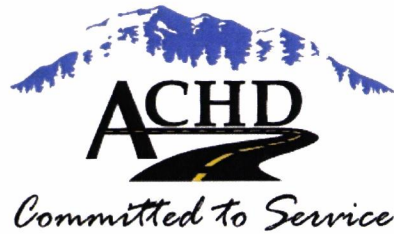
On Behalf of the City of Boise, I would like to request that the Federal Way and Broadway Avenue Multi-use pathway project (Key # 23307) be considered for additional funding in the *Preliminary Engineering Consulting* (PEC) category. The current programmed amount for PEC is \$134,000 and Boise would like to request an additional \$94,000 for PEC, for a total amount of \$228,000. The requested amount is estimated to cover the engineering effort including design, survey, geotechnical investigation, environmental scan, and public involvement.

If you have any questions or concerns, please feel free to contact Boise's Transportation Planner, Dave Rader at 208-608-7096 or drader@cityofboise.org.

Sincerely,

A handwritten signature in blue ink that reads "Lauren McLean".

Lauren McLean
Mayor, City of Boise



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

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

Matt

Dear Mr Stoll:

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

Please distribute funds within KN 20006 like this:

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

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

Sincerely,

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

RTAC AGENDA ITEM IV-E

Date: May 25, 2022

Topic: Regional Transportation Improvement Program Amendment Policy

Request/Recommendation:

COMPASS staff seeks Regional Transportation Advisory Committee (RTAC) recommendation of COMPASS Board of Directors' approval of an update to Policy No. Board 2020-01, COMPASS Regional Transportation Improvement Program (TIP) Amendments.

Background/Summary:

Policies direct staff and RTAC on matters related to management and operations of programs within the TIP. At the March 30, 2022, RTAC meeting, Idaho Transportation Department (ITD) staff requested that COMPASS staff review the TIP Amendment Policy and make recommendations to make the policy more flexible when updating costs based on economic conditions.

The current policy states that COMPASS Board of Directors must approve any cost increase more than \$2 million or 30% of the total cost, whichever is less. However, with new funding opportunities, many projects are underway that are much larger and more expensive than the region has seen historically. With these large projects, a small increase in the percentage cost of a project results in a large dollar amount, triggering the need for COMPASS Board action and delaying projects. This is exacerbated by the current significant inflation, which is causing large costs increases without any changes to the projects themselves. Staff recommends changes to the TIP Amendment Policy to address this issue and proposes other changes to simplify the overall amendment process.

Two versions of the policy are provided in the attachment – one version with changes tracked and one “clean” version of the revised document. A summary of the policy and recommended significant changes is below. Some minor changes are also included in the attached policy for correction or clarification that are not listed below. Number references refer to numbers in the current policy.

• Change Treatment of Non-Federal Regionally Significant Projects

- In the past all regionally significant projects were treated the same regardless of funding source. It is recommended that regionally significant projects without federal funding be treated the same as federal-aid projects for amendments (add, remove, significant scope change), but changes to these types of projects be processed through a staff administrative modification with COMPASS Executive Director approval.
 - The exception would be if the COMPASS Executive Director feels that COMPASS Board of Directors' action is warranted.

• Change Criteria

- **Adding small projects - Number 1**
 - Would change the criteria for requiring public involvement to allow new projects that are continuations of existing projects or services, such as vehicle replacements, operations projects, or small projects less than \$200,000 to be added without public involvement.
 - Board of Directors' action would still be required.

- **Board action for increases - Number 7**
 - Would keep the same dollar/percentage thresholds for action on cost increases but alter the trigger of any cost increase above the threshold requiring action by the COMPASS Board of Directors, to only those project increases due to minor changes to the scope of work requiring action by the COMPASS Board of Directors; other increases would be approved by the COMPASS Executive Director through a staff administrative modification.
 - Would allow cost changes due to new engineer's estimates or inflationary corrections (e.g., no change to the project expectations) to be approved by the COMPASS Executive Director no matter the dollar amount or percentage increase.
- **Increase in project phase - Number 9**
 - Would simplify the process to allow any cost increase, other than those requiring Board of Directors' approval (Number 7), to be approved by the COMPASS Executive Director.
- **Release of funds – Number 16**
 - Would simplify the process from requiring COMPASS Executive Director approval to release funds to allowing staff to release funds with no action. If the project is in a local program, the released funds would be included in a balancing action to move the funds to other projects. The requests will remain in a documentation file.
- **Remove Criteria:**
 - **Transfers between federal agencies - Number 6**
 - Remove; criterion not needed. Would allow for transferring funds between federal agencies to occur without Board of Directors' action. Currently, Board action is required if funds are transferred between the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). However, the *Communities in Motion 2050* Funding Policy supports using FHWA funding for public transportation projects. Additional Board approval for transfers that follow the intent of this Board-approved policy seems overly burdensome.
 - **Conversion of local funds to federal-aid funds - Number 8**
 - Remove; criterion not needed. The intent of most projects including local funding is to convert the local funds to federal-aid funds, if possible, unless specified in the application that local funds will cover a particular part of the project. This type of conversion takes place during the balancing process and is covered under the Transportation Management Area Balancing Policy (No. Board 2021-01) approved by the COMPASS Board of Directors.
 - **Catch all – Number 17**
 - Remove; criterion not needed. Current policy states that any changes not specifically listed do not trigger an amendment. If not specifically listed, the minimum action to process a change will be a staff administrative modification, or the COMPASS Executive Director could choose to process any action at a higher level.

Next Steps:

With RTAC's recommendation, COMPASS staff will seek COMPASS Board of Directors' approval of the revised policy on June 27, 2022.

Implication (policy and/or financial):

The recommended policy updates will help ensure clarity and transparency in funding recommendations and decisions, as well as expedite processing cost changes.

More Information:

- 1) Attachment: Policy 2020-01, COMPASS Regional Transportation Improvement Program (TIP) Amendments, with recommended changes
- 2) For detailed information contact: Toni Tisdale, Principal Planner, at 208/475-2238 or ttisdale@compassidaho.org.

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POLICY STATEMENT

No. Board ~~2020-01~~2022-02

Adopted: ~~April 20, 2020~~

By: COMPASS Board of Directors

Last Revision: ~~February 25, 2019~~April 20, 2020

Policy Statement:

COMPASS Regional Transportation Improvement Program (TIP) Amendments

Background:

COMPASS updates the TIP on an annual basis, similar to the Idaho Transportation Department's (ITD's) Statewide Transportation Investment Program (STIP) update schedule. COMPASS works closely with ITD, Valley Regional Transit, and member agencies to keep the TIP as accurate as possible throughout the fiscal year, as changes to projects are certain to occur.

Process:

Changes are processed ~~either~~ through an amendment, which requires approval by the COMPASS Board of Directors and ~~possibly~~ public involvement, ~~depending on the nature of the change;~~ a Board administrative modification, which requires approval by the COMPASS Board of Directors; or ~~a~~ staff administrative modification, which requires approval by the COMPASS Executive Director.

- Amendments
 - Triggered by:
 - Notification of changes from ITD, the Local Highway Technical Assistance Council (LHTAC), or Valley Regional Transit
 - Balancing actions, following Urban or Transportation Management Area (TMA) ~~b~~Balancing ~~G~~guidelines
 - Other considerations:
 - Could require notification of the Interagency Consultation Committee, if change triggers an amendment to the air quality conformity demonstration – up to 60 days
 - Could require a public comment period – open for a minimum of 15 days
 - Public comment follows the procedures outlined in the ~~Integrated Communication Plan~~COMPASS Participation Plan
- Administrative Modifications
 - Triggered by:
 - Notification of changes from ITD, LHTAC, or Valley Regional Transit
 - Balancing actions, following Urban or TMA ~~b~~Balancing ~~G~~guidelines

- Other considerations:
 - Included as information item in next COMPASS Board packet
 - Emailed to the Regional Transportation Advisory Committee

For the purposes of TIP amendments, state or locally funded “regionally significant”¹ projects are treated the same as federal-aid projects. Changes to projects with no federal funding are processed as staff administrative modifications and are approved by the COMPASS Executive Director unless the Executive Director determines a change warrants review and action by the COMPASS Board of Directors, based on the nature of the change.

Changes to projects obligated in previous years, but not included in the current TIP, will be processed as existing projects.

The process matrix on the next page provides criteria to determine how to amend the TIP as well as how to process a requested change to the TIP.

Previous Policy:

This policy replaces the TIP Amendment Policy approved by the COMPASS Board of Directors on February 25, 2019April 20, 2020, policy number 2019-022020-01.

Links to More Information:

Additional information about related information can be found on the COMPASS website.

- Link to Glossary of Terms: <http://www.compassidaho.org/comm/glossary.htm>
- Link to ITD’s STIP/TIP Amendment and Administrative Modification Process: https://itd.idaho.gov/funding/https://apps.itd.idaho.gov/apps/Fund/stip2018/amendments/STIP_TIP_Amendment_Modification_Process.pdf
- Link to Interagency Consultation Committee webpage: <https://www.compassidaho.org/people/icc.htm>
- Link to Public Involvement webpage: <https://www.compassidaho.org/people/publicinvolvement.htm>
- Link to TIP policies and procedures: <http://www.compassidaho.org/prodserv/transimprovement.htm#TIPAmendPol>

¹ Regionally Significant refers to capacity project on roadway classified as a principal arterial or higher.

Process Matrix				
Type of Action	Amendment	Board Administrative Modification	Staff Administrative Modification	Other
Action Required	BOARD ACTION (Includes Public Involvement²)	BOARD ACTION (No Public Involvement)	STAFF ACTION (No Board Action and No Public Involvement)	No Action Needed
<u>Type of Funding</u>	<u>Federal, non-federal</u>	<u>Federal, non-federal, if warranted</u>	<u>Federal, non-federal</u>	<u>Federal, non-federal</u>
1. Add new project ³	X	X		
2. Remove project	X			
3. Significant ⁴ change to project termini or scope	X			
4. Change that affects air quality conformity demonstration	X			
5. Advance or delay funds across fiscal years outside the first four years of the program		X		
<u>6. Transfer funding from the Federal Highway Administration (FHWA) to the Federal Transit Administration (FTA) or vice versa</u>		X		
<u>7.6. Increase in project cost if associated with a change to the scope of the project. Thresholds: -if project total increases >30%(minimum change > \$50,000 for local projects or \$500,000 for state projects) or \$2,000,000, whichever is less (minimum change > \$50,000 for local projects or \$500,000 for state projects) .</u>		X		
<u>8. Conversion of funds from local to federal using limitations in #7</u>		X		
<u>9.7. Increase in project cost Increase in project phase cost (project phase refers to the development of a project (design, right-of-way, or construction), unless total project cost increase meets the limitations in #7. If less than thresholds in #6 or if costs are not associated with a change in scope</u>			X	
<u>10.8. Mirror existing TIP with a new TIP to align first quarter obligations, after COMPASS Board of Directors' approval of the new TIP</u>			X	
<u>11.9. Changes within a "Suite of Projects" that fit criteria within the overall corridor⁵</u>			X	

² If the sponsoring agency has already solicited public comment on the project, an additional public comment period may not be required. The need for public comment is determined by the COMPASS Executive Director after review of a description of the sponsoring agency's process. If approved by the Executive Director, a description of the sponsoring agency's public comment process and comments received will be provided with the action.

³ Adding new projects that are a continuation of an existing projects or services, such as vehicle replacement, operations for public transportation, operations project such as striping or signage, or less than \$200,000, does not require public involvement.

⁴ Definition of "significant"

- Construction: termini change greater than ¼ mile, or scope change that is inconsistent with the National Environmental Policy Act (NEPA) documentation or will alter the NEPA determination, or that would be functionally different from current expectations, such as a change in multi-modal improvements, increase or decrease in number of lanes, or change the type of intersection (traditional vs. roundabout).
- Public transportation: change in use of funds, such as changing from a capital project to an operations project.
- If significance is unclear, the COMPASS Executive Director will determine.

⁵ A "Suite of Projects" includes projects that started as one key number for improvements to an overall corridor and later was split into multiple key numbers for efficiency in design and management.

Process Matrix				
Type of Action	Amendment	Board Administrative Modification	Staff Administrative Modification	Other
Action Required	BOARD ACTION (Includes Public Involvement²)	BOARD ACTION (No Public Involvement)	STAFF ACTION (No Board Action and No Public Involvement)	No Action Needed
<u>Type of Funding</u>	<u>Federal, non-federal</u>	<u>Federal, non-federal, if warranted</u>	<u>Federal, non-federal</u>	<u>Federal, non-federal</u>
12.10. COMPASS changes through the End-of-Year program and redistribution funded by ITD, after COMPASS Board of Directors' approval of local priorities			X	
13.11. ITD changes through the End-of-Year program and redistribution ⁶			X	
14.12. Action for an emergency situation ⁷			X	
15.13. Changes needed during the construction phase of a project. If project <u>has a change in scope meets criteria in #7</u> , the request will be forwarded to <u>the COMPASS Board of Directors</u> for a review (three working days) prior to approval through a <u>Staff Administrative Modification</u> , if there are no concerns, with the intent to keep construction activities underway.			X	
16.14. Release of funds on any project <u>at the request of the sponsor (reprogram through the balancing process using criteria in #7)</u>			X	X
17. <u>Any change not specifically listed above that does not trigger an amendment</u>			X	
18.15. Spelling or grammatical corrections				X
19.16. Add detail or clarification to the description, if the scope of the project is not affected				X
20.17. Change match rate, if the total is not affected by the change (if <u>total cost changes</u> , follow <u>thresholds</u> criteria <u>above</u> in #6)				X
21.18. Change status of informational items (such as inflation, performance measure, funding allocation, or project type)				X
22.19. Clarify title of the project if scope is not affected				X
23.20. Move funds within a phase ⁸ of a project, with no change to phase total.				X

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⁶ ITD changes for the eEnd-of-yYear program and redistribution could fluctuate until the last minute. This policy allows for waiver of possible amendment criteria in order to allow flexibility at the end of the fiscal year. The COMPASS Board of Directors will be notified of action via email.

⁷ Emergency situation to be determined by COMPASS Executive Director. An example: action taken to begin work on a project due to extenuating circumstances, such as damage to a facility due to extreme weather or a vehicle crash. The COMPASS Board of Directors will be notified of action via email.

⁸ Moving funds between parts of a specific phase, such as between preliminary engineering (PE) and preliminary engineering consultant (PC) (both part of the design phase), may be completed with no official action, if there is no change in total cost.

POLICY STATEMENT

No. Board 2022-02

Adopted:

By: COMPASS Board of Directors

Last Revision: April 20, 2020

Policy Statement:

COMPASS Regional Transportation Improvement Program (TIP) Amendments

Background:

COMPASS updates the TIP on an annual basis, similar to the Idaho Transportation Department's (ITD's) Statewide Transportation Investment Program (STIP) update schedule. COMPASS works closely with ITD, Valley Regional Transit, and member agencies to keep the TIP as accurate as possible throughout the fiscal year, as changes to projects are certain to occur.

Process:

Changes are processed through an amendment, which requires approval by the COMPASS Board of Directors and public involvement; a Board administrative modification, which requires approval by the COMPASS Board of Directors; or a staff administrative modification, which requires approval by the COMPASS Executive Director.

- Amendments
 - Triggered by:
 - Notification of changes from ITD, the Local Highway Technical Assistance Council (LHTAC), or Valley Regional Transit
 - Balancing actions, following Urban or Transportation Management Area (TMA) balancing guidelines
 - Other considerations:
 - Could require notification of the Interagency Consultation Committee, if change triggers an amendment to the air quality conformity demonstration – up to 60 days
 - Could require a public comment period – open for a minimum of 15 days
 - Public comment follows the procedures outlined in the COMPASS Participation Plan
- Administrative Modifications
 - Triggered by:
 - Notification of changes from ITD, LHTAC, or Valley Regional Transit
 - Balancing actions, following Urban or TMA balancing guidelines

- Other considerations:
 - Included as information item in next COMPASS Board packet
 - Emailed to the Regional Transportation Advisory Committee

For the purposes of TIP amendments, state or locally funded “regionally significant¹” projects are treated the same as federal-aid projects. Changes to projects with no federal funding are processed as staff administrative modifications and are approved by the COMPASS Executive Director unless the Executive Director determines a change warrants review and action by the COMPASS Board of Directors, based on the nature of the change.

Changes to projects obligated in previous years, but not included in the current TIP, will be processed as existing projects.

The process matrix on the next page provides criteria to determine how to amend the TIP as well as how to process a requested change to the TIP.

Previous Policy:

This policy replaces the TIP Amendment Policy approved by the COMPASS Board of Directors on April 20, 2020, policy number 2020-01.

Links to More Information:

Additional information about related information can be found on the COMPASS website.

- Link to Glossary of Terms: <http://www.compassidaho.org/comm/glossary.htm>
- Link to ITD’s STIP/TIP Amendment and Administrative Modification Process: <https://itd.idaho.gov/funding/>
- Link to Interagency Consultation Committee webpage: <https://www.compassidaho.org/people/icc.htm>
- Link to Public Involvement webpage: <https://www.compassidaho.org/people/publicinvolvement.htm>
- Link to TIP policies and procedures: <http://www.compassidaho.org/prodserv/transimprovement.htm#TIPAmendPol>

¹ Regionally Significant refers to capacity project on roadway classified as a principal arterial or higher.

Process Matrix				
Type of Action	Amendment	Board Administrative Modification	Staff Administrative Modification	Other
Action Required	BOARD ACTION (Includes Public Involvement²)	BOARD ACTION (No Public Involvement)	STAFF ACTION (No Board Action and No Public Involvement)	No Action Needed
Type of Funding	Federal, non-federal	Federal, non-federal, if warranted	Federal, non-federal	Federal, non-federal
1. Add new project ³	X	X		
2. Remove project	X			
3. Significant ⁴ change to project termini or scope	X			
4. Change that affects air quality conformity demonstration	X			
5. Advance or delay funds across fiscal years outside the first four years of the program		X		
6. Increase in project cost if associated with a change to the scope of the project. <i>Thresholds: if project total increases >30% or \$2,000,000, whichever is less (minimum change > \$50,000 for local projects or \$500,000 for state projects)</i>		X		
7. Increase in project cost if less than thresholds in #6 or if costs are not associated with a change in scope			X	
8. Mirror existing TIP with a new TIP to align first quarter obligations, after COMPASS Board of Directors' approval of the new TIP			X	
9. Changes within a "Suite of Projects" that fit criteria within the overall corridor ⁵			X	
10. COMPASS changes through the End-of-Year program and redistribution funded by ITD, after COMPASS Board of Directors' approval of local priorities			X	
11. ITD changes through the End-of-Year program and redistribution ⁶			X	

² If the sponsoring agency has already solicited public comment on the project, an additional public comment period may not be required. The need for public comment is determined by the COMPASS Executive Director after review of a description of the sponsoring agency's process. If approved by the Executive Director, a description of the sponsoring agency's public comment process and comments received will be provided with the action.

³ Adding new projects that are a continuation of an existing projects or services, such as vehicle replacement, operations for public transportation, operations project such as striping or signage, or less than \$200,000, does not require public involvement.

⁴ Definition of "significant"

- Construction: termini change greater than ¼ mile, or scope change that is inconsistent with the National Environmental Policy Act (NEPA) documentation or will alter the NEPA determination, or that would be functionally different from current expectations, such as a change in multi-modal improvements, increase or decrease in number of lanes, or change the type of intersection (traditional vs. roundabout).
- Public transportation: change in use of funds, such as changing from a capital project to an operations project.
- If significance is unclear, the COMPASS Executive Director will determine.

⁵ A "Suite of Projects" includes projects that started as one key number for improvements to an overall corridor and later was split into multiple key numbers for efficiency in design and management.

⁶ ITD changes for the End-of-Year program and redistribution could fluctuate until the last minute. This policy allows for waiver of possible amendment criteria in order to allow flexibility at the end of the fiscal year. The COMPASS Board of Directors will be notified of action via email.

Process Matrix				
Type of Action	Amendment	Board Administrative Modification	Staff Administrative Modification	Other
Action Required	BOARD ACTION (Includes Public Involvement²)	BOARD ACTION (No Public Involvement)	STAFF ACTION (No Board Action and No Public Involvement)	No Action Needed
Type of Funding	Federal, non-federal	Federal, non-federal, if warranted	Federal, non-federal	Federal, non-federal
12. Action for an emergency situation ⁷			X	
13. Changes needed during the construction phase of a project. If project has a change in scope, the request will be forwarded to the COMPASS Board of Directors for review (three working days) prior to approval through a Staff Administrative Modification, if there are no concerns, with the intent to keep construction activities underway.			X	
14. Release of funds on any project at the request of the sponsor				X
15. Spelling or grammatical corrections				X
16. Add detail or clarification to the description, if the scope of the project is not affected				X
17. Change match rate, if the total is not affected by the change (if total cost changes, follow thresholds criteria in #6)				X
18. Change status of informational items (such as inflation, performance measure, funding allocation, or project type)				X
19. Clarify title of the project if scope is not affected				X
20. Move funds within a phase ⁸ of a project, with no change to phase total.				X

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⁷ Emergency situation to be determined by COMPASS Executive Director. An example: action taken to begin work on a project due to extenuating circumstances, such as damage to a facility due to extreme weather or a vehicle crash. The COMPASS Board of Directors will be notified of action via email.

⁸ Moving funds between parts of a specific phase, such as between preliminary engineering (PE) and preliminary engineering consultant (PC) (both part of the design phase), may be completed with no official action, if there is no change in total cost.

RTAC AGENDA ITEM V-A

Date: May 25, 2022

Topic: Safe Streets and Roads for All Grant (SS4A)

Request/Recommendation

This is an information and discussion item only.

Background/Summary:

The Infrastructure Investment and Jobs Act, also known as the Bipartisan Infrastructure Law, established a new Safe Streets and Roads for All (SS4A) discretionary grant program that will provide \$5-6 billion in grants over the next five years. The funding will support regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. The SS4A program supports the National Roadway Safety Strategy and a goal of zero fatalities and serious injuries on our nation's roadways.

COMPASS staff plans to apply for a SS4A grant, which would provide funding to support a "Regional Safety Action Plan," which thus far does not exist in COMPASS' two-county planning area. In February 2022, RTAC ranked the COMPASS Regional Safety Action Plan project fourth out of eight projects for Surface Transportation Block Grant – Transportation Management Area funds. This project is recommended for funding in FY2027 in the draft FY2023-2029 Regional Transportation Improvement Program. A SS4A grant would advance this project to FY2023 if funded.

COMPASS staff attended several informational webinars (link provided below) for cities, counties, and metropolitan planning organizations and noted the following key highlights:

- Joint applications from as large of an area of impact as possible are strongly encouraged.
- Letters of support from as many local jurisdictions as possible are encouraged, as they point to a more unified, comprehensive implementation of a funded action plan.
- To apply for safety implementation grants, applicants **must** first have an established safety action plan. The proposed COMPASS Regional Safety Action Plan would fulfill this requirement. For this reason, it is advised that agencies wait to submit applications for SS4A implementation grants until a Regional Safety Action Plan is complete. Receiving grant funding to develop the plan will accelerate that timeline.

COMPASS is requesting discussion and feedback on a SS4A grant submission with support from member agencies. If COMPASS proceeds, we will seek letters of support from member agencies. The Regional Safety Action Plan will align with Idaho's overarching statewide safety action plan, as the state has a new requirement to align with the National Roadway Safety Strategy. If funds are obtained, a consultant will be hired to develop the Regional Safety Action Plan. Upon completion of the plan, member agencies could pursue implementation grant funding to carry out projects identified in the plan.

More Information:

- 1) Informational webinars link: <https://www.transportation.gov/grants/SS4A/webinars>
- 2) For additional information contact: Joey Schueler, Principal Planner, at 208/475-2232 or jschueler@compassidaho.org.

RTAC AGENDA WORKSHEET

<i>ID #</i>	<i>Title/Description</i>	<i>Mandatory</i> <small>1</small>	<i>Additional Information</i>	<i>Agenda Type</i> ²	<i>Time</i>	<i>Presenters</i>	<i>Proposed Agenda</i>	<i>Board Agenda</i>
1.	Approve RTAC Meeting Minutes	Yes		Consent Agenda	5	N/A	Monthly	N/A
2.	Receive Obligation Report	No		Status Report	N/A	N/A	Monthly	N/A
3.	Receive RTAC Agenda Worksheet	No		Status Report	N/A	N/A	Monthly	N/A
UPCOMING AGENDA ITEMS								
4.	RAISE Grant Applications	No	Member agencies staff will present their recent RAISE grant applications.	Special Item	20	ACHD, City of Nampa, and VRT staff	June	N/A
5.	Discuss Safe Streets for All Grant Partnership Opportunities	No	Joey Schueler will seek RTAC feedback on opportunities to partner on a Safe Streets for All grant application.	Information/Discussion	15	Joey Schueler	May	N/A
6.	Review Draft FY2023-2029 Regional Transportation Improvement Program (TIP)	Yes	Toni Tisdale will seek RTAC review of the Draft FY2023-2029 TIP, prior to the public comment period.	Information/Discussion	15	Toni Tisdale	June	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 Approval of Coordinated Public Transit-Human Services Transportation Plan	Yes	Lila Klopfenstein will seek RTAC recommendation for COMPASS Board of Directors' approval of the Coordinated Public Transit-Human Services Transportation Plan.	Action	20	Lila Klopfenstein	July	Aug
8.	Recommend Updates to FY2023-2030 COMPASS Application Guide	Yes	Toni Tisdale will seek RTAC recommendation for COMPASS Board of Directors' approval of FY2023 COMPASS Application Guide.	Action	15	Toni Tisdale	July	August
9.	Recommend FY2023 <i>Communities in Motion</i> (CIM) Implementation Grant and Project Development Program Rankings	Yes	Toni Tisdale will seek RTAC recommendation of the rankings of the CIM Implementation Grants and Project Development Program.	Action	15	Toni Tisdale	July	August
10.	Recommend the FY2023 COMPASS Resource Development Plan	Yes	Toni Tisdale will seek RTAC recommendation of the FY2023 Resource Development Plan, which outlines projects the Resource Development Team may work on to seek funding.	Action	15	Toni Tisdale	August or September	Oct

ID #	Title/Description	Mandatory₁	Additional Information	Agenda Type²	Time	Presenters	Proposed Agenda	Board Agenda
11	Recommend Support of Priorities for Rural Projects	Yes	Toni Tisdale will seek RTAC recommendation of COMPASS Board of Directors' adoption of a resolution supporting priorities for applications in rural areas.	Consent	N/A	Toni Tisdale	Sept	Oct
12	Recommend Adoption of Resolution Approving the Draft FY2023-2029 Regional Transportation Improvement Program (TIP) and Associated Air Quality Conformity Demonstration	Yes	Toni Tisdale will seek RTAC recommendation for COMPASS Board of Directors' approval of the FY2023-2029 TIP and association air quality conformity demonstration.	Action	15	Toni Tisdale	Sept	Oct
13	Review the FY2022 <i>Communities in Motion</i> (CIM) Implementation Grants and Project Development Program Projects	No	Toni Tisdale will review the FY2022 projects in the CIM Implementation grants and Project Development Program projects.	Information/ Discussion	15	Toni Tisdale	September	Oct
14	Review the COMPASS Fiscal Impact Tool results and discuss tool calibration process	No	Carl Miller will review the results and use of the Fiscal Impact Tool and discuss tool calibration and next steps.	Action	20	Carl Miller	September	N/A
15	Recommend Adoption of <i>Communities in Motion 2050</i> (CIM 2050)	Yes	Carl Miller will seek a RTAC recommendation for COMPASS Board of Directors' adoption of CIM 2050.	Action	20	Carl Miller	November	Dec

ID #	Title/Description	Mandatory₁	Additional Information	Agenda Type²	Time	Presenters	Proposed Agenda	Board Agenda
16	Recommend Approval of <i>Communities in Motion 2050</i> (CIM 2050) Update Policy	Yes	Carl Miller will seek a RTAC recommendation for COMPASS Board of Directors' approval of CIM 2050 update policy.	Action	10	Carl Miller	November	Dec

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Scheduled vs. Obligated for the 2022 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 - 5/11/2022] [Fiscal Year: 2022] [Obligation Approval Level: FHWA] [Project Status: Development, PS&E (or equiv.), Awarded (or equiv.)] [Fiscal Year: 2022] [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									
22699	3	SH 69, KUNA TO MERIDIAN, ADA CO	2027	Development	100	PE	\$90,000.00	\$0.00	\$90,000.00
							\$90,000.00	\$0.00	\$90,000.00
State Hwy - Pavement Preservation Total							\$90,000.00	\$0.00	\$90,000.00
State Hwy - Pavement Restoration									
21849	3	SH 45, JCT SH-78 TO DEER FLAT RD, CANYON CO	2022	Awarded (or equiv.)	111	PE	(\$300,000.00)	(\$300,000.00)	\$0.00
							\$100,000.00	\$100,000.00	\$0.00
							\$403,824.00	\$403,824.00	\$0.00
							\$6,506,230.00	\$6,506,230.00	\$0.00
							\$6,710,054.00	\$6,710,054.00	\$0.00
22665	3	SH 55, EAGLE RD; I-84 TO SH-44, ADA CO	2022	Development	111	PC	\$100,000.00	\$100,000.00	\$0.00
							\$150,000.00	\$0.00	\$150,000.00
							\$853,375.90	\$0.00	\$853,375.90
							\$8,000,000.00	\$0.00	\$8,000,000.00
							\$9,103,375.90	\$100,000.00	\$9,003,375.90
State Hwy - Pavement Restoration Total							\$15,813,429.90	\$6,810,054.00	\$9,003,375.90
State Hwy - Bridge Preservation									
20405	3	I 84, FY22 D3 BRIDGE REPAIR	2022	PS&E (or equiv.)	101	PE	\$40,505.00	\$40,505.00	\$0.00
							\$200,823.00	\$0.00	\$200,823.00
							\$2,108,639.00	\$0.00	\$2,108,639.00
							\$2,349,967.00	\$40,505.00	\$2,309,462.00
State Hwy - Bridge Preservation Total							\$2,349,967.00	\$40,505.00	\$2,309,462.00
State Hwy - Bridge Restoration									
20227	3	US 20, PHYLLIS CANAL BR, NR MERIDIAN	2023	PS&E (or equiv.)	103	PE	(\$14,000.00)	(\$14,000.00)	\$0.00
							(\$14,000.00)	(\$14,000.00)	\$0.00
23095	3	I 84, FIVE MILE RD OVERPASS & WIDENING (NEPA), BOISE	2025	Development	103	PC	\$400,000.00	\$0.00	\$400,000.00
							\$400,000.00	\$0.00	\$400,000.00
23188	3	SH 44, I 84 JCT SH 44 IC (MIDDLETON RD), CANYON CO	2028	Development	103	PE	\$225,000.00	\$0.00	\$225,000.00
							\$700,000.00	\$0.00	\$700,000.00
							\$925,000.00	\$0.00	\$925,000.00
23455	3	I 84, ROBINSON ROAD OVERPASS REPAIR	2022	Development	103	PE	\$20,000.00	\$20,000.00	\$0.00
							\$10,000.00	\$10,000.00	\$0.00
							\$20,000.00	\$20,000.00	\$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
23455	3	I 84, ROBINSON ROAD OVERPASS REPAIR	2022	Development	103	CN	\$150,000.00	\$150,000.00	\$0.00
							\$200,000.00	\$200,000.00	\$0.00
23457	3	I 184, ORCHARD ST OVERPASS REPAIR	2022	Development	103	PE	\$20,000.00	\$20,000.00	\$0.00
						CE	\$5,000.00	\$0.00	\$5,000.00
						CN	\$75,000.00	\$0.00	\$75,000.00
							\$100,000.00	\$20,000.00	\$80,000.00
State Hwy - Bridge Restoration Total							\$1,611,000.00	\$206,000.00	\$1,405,000.00
State Hwy - Supporting Infrastructure Assets									
22746	3	I 84, COLE & OVERLAND LIGHTING, BOISE	2023	Development	146	PE	\$10,000.00	\$0.00	\$10,000.00
							\$10,000.00	\$0.00	\$10,000.00
State Hwy - Supporting Infrastructure Assets Total							\$10,000.00	\$0.00	\$10,000.00
State Hwy - Safety & Capacity (Safety)									
20428	3	SH 21, TECHNOLOGY WAY TO SURPRISE WAY, BOISE	2022	PS&E (or equiv.)	106	PE	\$0.00	(\$28,000.00)	\$28,000.00
						PC	\$0.00	(\$4,200.00)	\$4,200.00
						CE	\$100,000.00	\$100,000.00	\$0.00
						CC	\$303,764.00	\$303,764.00	\$0.00
						CN	\$3,189,525.00	\$2,177,161.00	\$1,012,364.00
							\$3,593,289.00	\$2,548,725.00	\$1,044,564.00
22101	3	LOCAL, PECKHAM RD INTERSECTIONS, COUNTY CO	2022	Development	135	PL	\$35,000.00	\$35,000.00	\$0.00
						UT	\$80,000.00	\$0.00	\$80,000.00
						CN	\$379,000.00	\$0.00	\$379,000.00
							\$494,000.00	\$35,000.00	\$459,000.00
22102	3	STC-8223, FRANKLIN BLVD & KARCHER RD INT, NAMPA	2022	Development	135	PE	\$6,400.00	\$6,400.00	\$0.00
						PC	\$113,600.00	\$113,600.00	\$0.00
						PL	\$29,000.00	\$29,000.00	\$0.00
						LP	\$270,000.00	\$0.00	\$270,000.00
						CE	\$10,000.00	\$0.00	\$10,000.00
						CC	\$460,000.00	\$0.00	\$460,000.00
						CL	\$90,000.00	\$0.00	\$90,000.00
						CN	\$2,295,000.00	\$0.00	\$2,295,000.00
							\$3,274,000.00	\$149,000.00	\$3,125,000.00
State Hwy - Safety & Capacity (Safety) Total							\$7,361,289.00	\$2,732,725.00	\$4,628,564.00
State Hwy - Safety & Capacity (Capacity)									
13476	3	SH 44, SH 55 INTERSECTION IMPROVEMENT, EAGLE	2022	Awarded (or equiv.)	112	PE	\$80,000.00	\$80,000.00	\$0.00
						PC	\$1,062,052.00	\$1,062,052.00	\$0.00
						RW	\$1,000.00	\$1,000.00	\$0.00
						LP	\$192,000.00	\$192,000.00	\$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
13476	3	SH 44, SH 55 INTERSECTION IMPROVEMENT, EAGLE	2022	Awarded (or equiv.)	112	CE	\$224,041.00	\$224,041.00	\$0.00
						CC	\$1,537,753.00	\$1,537,753.00	\$0.00
						CN	\$6,611,937.00	\$6,611,937.00	\$0.00
							\$9,708,783.00	\$9,708,783.00	\$0.00
20266	3	SH 44, INT SH-16 TO LINDER RD, ADA CO	2023	PS&E (or equiv.)	112	PE	\$86,000.00	\$86,000.00	\$0.00
						PC	(\$48,000.00)	(\$48,000.00)	\$0.00
							\$38,000.00	\$38,000.00	\$0.00
20367	3	US 20, PHYLLIS CANAL BR TO SH-16, ADA CO	2023	PS&E (or equiv.)	112	PE	\$230,000.00	\$230,000.00	\$0.00
						PC	\$14,000.00	\$14,000.00	\$0.00
						LP	\$450,000.00	\$450,000.00	\$0.00
							\$694,000.00	\$694,000.00	\$0.00
22165	3	US 20/26, I 84 TO MIDDLETON RD, CANYON CO	2024	Development	112	PE	\$150,000.00	\$150,000.00	\$0.00
						CE	\$500,000.00	\$500,000.00	\$0.00
							\$650,000.00	\$650,000.00	\$0.00
22712	3	I 84B, GARRITY BLVD & STAMM LN INT IMPV, NAMPA	2027	Development	112	PE	\$137,583.00	\$137,583.00	\$0.00
							\$137,583.00	\$137,583.00	\$0.00
22717	3	SH 45, LOCUST LANE INTERSECTION, NAMPA	2027	Development	112	PE	\$146,717.00	\$146,717.00	\$0.00
							\$146,717.00	\$146,717.00	\$0.00
23081	3	I 84, FRANKLIN RD IC TO KARCHER IC - EAST, NAMPA	2022	Awarded (or equiv.)	112	CN	\$460,521.02	\$0.00	\$460,521.02
							\$460,521.02	\$0.00	\$460,521.02
23095	3	I 84, FIVE MILE RD OVERPASS & WIDENING (NEPA), BOISE	2025	Development	112	PC	\$101,000.00	\$0.00	\$101,000.00
							\$101,000.00	\$0.00	\$101,000.00
23099	3	I 84, EXIT 25 IMPROVEMENT, CANYON CO	2022	Awarded (or equiv.)	112	CE	\$162,297.00	\$146,019.00	\$16,278.00
						CN	\$1,706,123.00	\$1,535,194.00	\$170,929.00
							\$1,868,420.00	\$1,681,213.00	\$187,207.00
State Hwy - Safety & Capacity (Capacity) Total							\$13,805,024.02	\$13,056,296.00	\$748,728.02
TECM									
22715	3	SH 55, FARMWAY RD TO MIDDLETON RD, CANYON CO	2024	Development	149	PE	\$250,000.00	\$250,000.00	\$0.00
						PC	\$2,100,000.00	\$2,100,000.00	\$0.00
							\$2,350,000.00	\$2,350,000.00	\$0.00
23336	3	I 84, KARCHER IC, CANYON CO	2024	Development	149	PE	\$250,000.00	\$250,000.00	\$0.00
						PC	\$2,650,000.00	\$2,650,000.00	\$0.00
							\$2,900,000.00	\$2,900,000.00	\$0.00
23337	3	US 20, MIDDLETON RD TO STAR RD, ADA/CANYON COS	2024	Development	149	PE	\$250,000.00	\$250,000.00	\$0.00
						PC	\$1,773,800.00	\$1,773,800.00	\$0.00
							\$2,023,800.00	\$2,023,800.00	\$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
23341	3	I 84, SH 44 IC TO CENTENNIAL WAY IC, CANYON CO	2022	Development	149	PE	\$100,000.00	\$100,000.00	\$0.00
						PC	\$1,600,000.00	\$1,600,000.00	\$0.00
							\$1,700,000.00	\$1,700,000.00	\$0.00
23408	3	SH 16, USTICK RD TO US 20/26, ADA & CANYON COS	2022	Development	149	CE	\$300,000.00	\$300,000.00	\$0.00
							\$300,000.00	\$300,000.00	\$0.00
23410	3	SH 16, I 84 TO FRANKLIN RD, ADA & CANYON COS	2023	Development	149	CE	\$300,000.00	\$300,000.00	\$0.00
						CC	\$3,039,985.00	\$3,039,985.00	\$0.00
						CN	\$20,410,015.00	\$20,410,015.00	\$0.00
							\$23,750,000.00	\$23,750,000.00	\$0.00
23437	3	I 84, CENTENNIAL IC TO FRANKLIN IC, CANYON CO	2023	Development	149	PE	\$250,000.00	\$250,000.00	\$0.00
						PC	\$3,700,000.00	\$3,700,000.00	\$0.00
							\$3,950,000.00	\$3,950,000.00	\$0.00
TECM Total							\$36,973,800.00	\$36,973,800.00	\$0.00
TECM Bonding									
22165	3	US 20/26, I 84 TO MIDDLETON RD, CANYON CO	2024	Development	150	CC	\$2,800,000.00	\$2,800,000.00	\$0.00
						CN	\$34,200,000.00	\$28,398,809.00	\$5,801,191.00
							\$37,000,000.00	\$31,198,809.00	\$5,801,191.00
22715	3	SH 55, FARMWAY RD TO MIDDLETON RD, CANYON CO	2024	Development	150	PC	\$4,200,000.00	\$4,200,000.00	\$0.00
							\$4,200,000.00	\$4,200,000.00	\$0.00
23337	3	US 20, MIDDLETON RD TO STAR RD, ADA/CANYON COS	2024	Development	150	PC	\$5,000,000.00	\$5,000,000.00	\$0.00
							\$5,000,000.00	\$5,000,000.00	\$0.00
23408	3	SH 16, USTICK RD TO US 20/26, ADA & CANYON COS	2022	Development	150	CC	\$5,200,000.00	\$5,200,000.00	\$0.00
						CN	\$73,457,003.00	\$73,457,004.00	(\$1.00)
							\$78,657,003.00	\$78,657,004.00	(\$1.00)
23409	3	SH 16, FRANKLIN RD TO USTICK RD, ADA & CANYON COS	2022	Development	150	CE	\$500,000.00	\$0.00	\$500,000.00
						CC	\$5,000,000.00	\$0.00	\$5,000,000.00
						CN	\$29,521,015.00	\$0.00	\$29,521,015.00
							\$35,021,015.00	\$0.00	\$35,021,015.00
23410	3	SH 16, I 84 TO FRANKLIN RD, ADA & CANYON COS	2023	Development	150	CN	\$5,491,967.00	\$5,491,967.00	\$0.00
							\$5,491,967.00	\$5,491,967.00	\$0.00
23437	3	I 84, CENTENNIAL IC TO FRANKLIN IC, CANYON CO	2023	Development	150	PC	\$4,000,000.00	\$4,000,000.00	\$0.00
							\$4,000,000.00	\$4,000,000.00	\$0.00
TECM Bonding Total							\$169,369,985.00	\$128,547,780.00	\$40,822,205.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
State Hwy - System Support									
22963	3	LOCAL, FY22 GREENLEAF 8 ADA RAMPS	2022	Development	102	CN	\$58,000.00	\$0.00	\$58,000.00
							\$58,000.00	\$0.00	\$58,000.00
State Hwy - System Support Total							\$58,000.00	\$0.00	\$58,000.00
State Hwy - Board Unallocated									
23456	3	I 84, MERIDIAN RD IC TO EAGLE RD IC, DESIGN, MERIDIAN	2022	Development	71	PE	\$5,000.00	\$5,000.00	\$0.00
							\$1,325,000.00	\$0.00	\$1,325,000.00
							\$1,330,000.00	\$5,000.00	\$1,325,000.00
State Hwy - Board Unallocated Total							\$1,330,000.00	\$5,000.00	\$1,325,000.00
State Hwy - Planning & Scoping									
7827	3	SH 44, CORRIDOR STUDY, JCT I 84 TO EAGLE	2022	Awarded (or equiv.)	104	PC	\$960,000.00	\$50,000.00	\$910,000.00
							\$960,000.00	\$50,000.00	\$910,000.00
State Hwy - Planning & Scoping Total							\$960,000.00	\$50,000.00	\$910,000.00
Hwy - Metropolitan Planning									
20640	3	LOCAL, FY22 COMPASS METRO PLANNING	2022	Development	91	PC	\$1,199,189.00	\$549,510.04	\$649,678.96
							\$1,199,189.00	\$549,510.04	\$649,678.96
Hwy - Metropolitan Planning Total							\$1,199,189.00	\$549,510.04	\$649,678.96
Local Hwy - Transportation Alternatives									
20841	3	SH 55, BIKE/PED BR OVER BOISE RV, EAGLE	2023	PS&E (or equiv.)	134	CN	\$537,000.00	\$0.00	\$537,000.00
							\$537,000.00	\$0.00	\$537,000.00
22922	3	LOCAL, FY22 CANYON CO SRTS COORDINATOR & ACTIVITIES	2022	Development	134	CN	\$64,753.00	\$0.00	\$64,753.00
							\$64,753.00	\$0.00	\$64,753.00
22944	3	LOCAL, FY22 STODDARD PATHWAY, NAMPA	2022	PS&E (or equiv.)	134	CE	\$2,000.00	\$2,000.00	\$0.00
							\$35,000.00	\$35,000.00	\$0.00
							\$15,000.00	\$15,000.00	\$0.00
							\$406,000.00	\$406,000.00	\$0.00
							\$458,000.00	\$458,000.00	\$0.00
Local Hwy - Transportation Alternatives Total							\$1,059,753.00	\$458,000.00	\$601,753.00
State Hwy - Freight									
22103	3	OFFSYS, FRANKLIN BLVD & 3RD N FREIGHT IMPRV, NAMPA	2023	Development	139	PE	\$9,000.00	\$0.00	\$9,000.00
							\$900,000.00	\$0.00	\$900,000.00
							\$50,000.00	\$0.00	\$50,000.00
							\$959,000.00	\$0.00	\$959,000.00
State Hwy - Freight Total							\$959,000.00	\$0.00	\$959,000.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
Local Hwy - Urban									
13487	3	NHS-8213, MIDDLETON & USTICK ROUNDBOUT, CALDWELL	2025	Development	46	PC	\$25,000.00	\$25,000.00	\$0.00
						PL	\$20,000.00	\$20,000.00	\$0.00
							\$45,000.00	\$45,000.00	\$0.00
13905	3	NHS-7773, N 10TH AVE ITS & OVERLAY, CALDWELL	2026	Development	46	PE	\$2,000.00	\$2,000.00	\$0.00
						PL	\$25,000.00	\$25,000.00	\$0.00
							\$27,000.00	\$27,000.00	\$0.00
19920	3	LOCAL, FY22 COMPASS PLANNING	2022	Development	46	PC	\$99,000.00	\$99,000.00	\$0.00
							\$99,000.00	\$99,000.00	\$0.00
20560	3	LOCAL, FY22/23 COMPASS PLANNING	2023	Development	46	PC	\$99,000.00	\$99,000.00	\$0.00
							\$99,000.00	\$99,000.00	\$0.00
20729	3	LOCAL, FY22 ACHD COMMUTERIDE	2022	Awarded (or equiv.)	46	CN	\$55,000.00	\$55,000.00	\$0.00
							\$55,000.00	\$55,000.00	\$0.00
22015	3	LOCAL, FY23 ACHD COMMUTERIDE	2023	Development	46	CN	\$55,000.00	\$0.00	\$55,000.00
							\$55,000.00	\$0.00	\$55,000.00
22016	3	STC-7973, MIDWAY RD; KARCHER TO CALDWELL BLVD, CANYON HD	2500	Development	46	PC	(\$25,000.00)	(\$25,000.00)	\$0.00
						PL	\$25,000.00	\$25,000.00	\$0.00
							\$0.00	\$0.00	\$0.00
22018	3	SMA-7813, MONTANA AVE; PED IMPRV & WIDENING, CALDWELL	2500	Development	46	PC	\$50,000.00	\$0.00	\$50,000.00
						PL	\$15,000.00	\$0.00	\$15,000.00
						RW	\$60,000.00	\$0.00	\$60,000.00
							\$125,000.00	\$0.00	\$125,000.00
22438	3	LOCAL, CHERRY LN; 11TH AVE N TO IDAHO CENTER BLVD, NAMPA	2500	Development	46	PE	\$5,000.00	\$5,000.00	\$0.00
						PC	\$128,000.00	\$128,000.00	\$0.00
						PL	\$38,000.00	\$38,000.00	\$0.00
							\$171,000.00	\$171,000.00	\$0.00
Local Hwy - Urban Total							\$676,000.00	\$496,000.00	\$180,000.00
Local Hwy - Transportation Management Area									
19465	3	LOCAL, FY22 CAPITAL MAINTENANCE, PH 1, BOISE	2022	Development	51	CE	\$301,000.00	\$0.00	\$301,000.00
						CC	\$472,000.00	\$0.00	\$472,000.00
						CN	\$5,154,000.00	\$0.00	\$5,154,000.00
							\$5,927,000.00	\$0.00	\$5,927,000.00
19763	3	LOCAL, FY22 TRANSIT ASSET MANAGEMENT, VRT	2022	Development	51	CN	\$3,077,000.00	\$0.00	\$3,077,000.00
							\$3,077,000.00	\$0.00	\$3,077,000.00
19920	3	LOCAL, FY22 COMPASS PLANNING	2022	Development	51	PC	\$232,000.00	\$232,000.00	\$0.00
							\$232,000.00	\$232,000.00	\$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
20122	3	LOCAL, FY22 CAPITAL MAINTENANCE, PH 2, BOISE	2022	Development	51	CE	\$101,000.00	\$0.00	\$101,000.00
						CC	\$202,000.00	\$0.00	\$202,000.00
						CN	\$2,022,500.00	\$0.00	\$2,022,500.00
							\$2,325,500.00	\$0.00	\$2,325,500.00
20129	3	LOCAL, FY21 CAPITAL MAINTENANCE, PH 2, ACHD	2022	Awarded (or equiv.)	51	CC	\$0.00	\$24,864.00	(\$24,864.00)
						CN	\$0.00	\$352,908.00	(\$352,908.00)
							\$0.00	\$377,772.00	(\$377,772.00)
20259	3	LOCAL, FY23 ROADWAY & ADA IMPROVEMENTS PART 1, BOISE AREA	2023	Development	51	RW	\$430,078.00	\$0.00	\$430,078.00
							\$430,078.00	\$0.00	\$430,078.00
20674	3	LOCAL, FY24, ROADWAY AND ADA IMPROVEMENTS, BOISE	2024	Development	51	PC	\$1,055,000.00	\$1,055,000.00	\$0.00
							\$1,055,000.00	\$1,055,000.00	\$0.00
20729	3	LOCAL, FY22 ACHD COMMUTERIDE	2022	Awarded (or equiv.)	51	CN	\$220,000.00	\$220,000.00	\$0.00
							\$220,000.00	\$220,000.00	\$0.00
20841	3	SH 55, BIKE/PED BR OVER BOISE RV, EAGLE	2023	PS&E (or equiv.)	51	CN	\$653,922.00	\$0.00	\$653,922.00
							\$653,922.00	\$0.00	\$653,922.00
23095	3	I 84, FIVE MILE RD OVERPASS & WIDENING (NEPA), BOISE	2025	Development	51	PC	\$552,000.00	\$0.00	\$552,000.00
							\$552,000.00	\$0.00	\$552,000.00
23324	3	LOCAL, GARDEN ST PATHWAY, CASSIA PARK TO ALBION, BOISE	2024	Development	51	PE	\$4,000.00	\$0.00	\$4,000.00
						PC	\$207,000.00	\$0.00	\$207,000.00
						PL	\$35,000.00	\$0.00	\$35,000.00
							\$246,000.00	\$0.00	\$246,000.00
Local Hwy - Transportation Management Area Total							\$14,718,500.00	\$1,884,772.00	\$12,833,728.00
Local Hwy - Transportation Alternatives; TMA									
20259	3	LOCAL, FY23 ROADWAY & ADA IMPROVEMENTS PART 1, BOISE AREA	2023	Development	133	PC	\$136,000.00	\$136,000.00	\$0.00
							\$136,000.00	\$136,000.00	\$0.00
20841	3	SH 55, BIKE/PED BR OVER BOISE RV, EAGLE	2023	PS&E (or equiv.)	133	CC	\$475,000.00	\$0.00	\$475,000.00
						CN	\$441,000.00	\$153,000.00	\$288,000.00
							\$916,000.00	\$153,000.00	\$763,000.00
23307	3	LOCAL, FEDERAL WAY AND BROADWAY AVE PATHWAY, BOISE	2500	Development	133	PE	\$5,000.00	\$0.00	\$5,000.00
						PC	\$134,000.00	\$0.00	\$134,000.00
						PL	\$36,000.00	\$0.00	\$36,000.00
							\$175,000.00	\$0.00	\$175,000.00
Local Hwy - Transportation Alternatives; TMA Total							\$1,227,000.00	\$289,000.00	\$938,000.00
Local Hwy - Rural									
13964	3	STC-3798, PECKHAM RD, GOLDEN GATE HD	2022	Development	45	UT	\$25,000.00	\$25,000.00	\$0.00
						CC	\$777,000.00	\$0.00	\$777,000.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
13964	3	STC-3798, PECKHAM RD, GOLDEN GATE HD	2022	Development	45	CN	\$2,818,000.00	\$0.00	\$2,818,000.00
							\$3,620,000.00	\$25,000.00	\$3,595,000.00
19951	3	STC-3856, OLD HWY 30; SAND HOLLOW RD TO SH-44, CANYON HD	2500	Development	45	RW LP	\$20,000.00 (\$20,000.00)	\$20,000.00 (\$20,000.00)	\$0.00 \$0.00
							\$0.00	\$0.00	\$0.00
Local Hwy - Rural Total							\$3,620,000.00	\$25,000.00	\$3,595,000.00
Hwy Safety - Railroad Crossings									
20537	3	OFFSYS, BENJAMIN LN, BVRR RRX 819604W, BOISE	2022	Development	22	CN	\$310,000.00	\$0.00	\$310,000.00
							\$310,000.00	\$0.00	\$310,000.00
20606	3	OFFSYS, OLD FORT BOISE RD UPRR RRX, NOTUS-PARMA HD	2023	Development	22	PE UT	\$10,000.00 \$10,000.00	\$0.00 \$0.00	\$10,000.00 \$10,000.00
							\$20,000.00	\$0.00	\$20,000.00
23389	3	SMA-9833, N MILWAUKEE ST BVRR RRX 906394X, BOISE	2022	Development	22	PE CN	\$7,000.00 \$200,000.00	\$7,000.00 \$0.00	\$0.00 \$200,000.00
							\$207,000.00	\$7,000.00	\$200,000.00
Hwy Safety - Railroad Crossings Total							\$537,000.00	\$7,000.00	\$530,000.00
Hwy - Federal Lands Access									
22600	3	STC-3787, WESTERN HERITAGE BYWAY (SWAN FALLS RD), ADA CO	2025	Development	59	PC	\$226,000.00	\$0.00	\$226,000.00
							\$226,000.00	\$0.00	\$226,000.00
22602	3	STC-3714, INDIANA AND ORCHARD SHARED ROADWAY, CANYON HD #4	2025	Development	59	PC	\$119,000.00	\$0.00	\$119,000.00
							\$119,000.00	\$0.00	\$119,000.00
Hwy - Federal Lands Access Total							\$345,000.00	\$0.00	\$345,000.00
Hwy - Non-Participating									
13494	3	STC-7787, OLD HWY 30; W PLYMOUTH ST BR, CANYON CO	2023	Development	69	PC	\$0.00	\$104,000.00	(\$104,000.00)
							\$0.00	\$104,000.00	(\$104,000.00)
Hwy - Non-Participating Total							\$0.00	\$104,000.00	(\$104,000.00)
Hwy - Local Partnerships									
13918	3	LOCAL, RAIL WITH TRAIL PATHWAY, MERIDIAN	2024	Development	79	RW	\$120,000.00	\$0.00	\$120,000.00
							\$120,000.00	\$0.00	\$120,000.00
20259	3	LOCAL, FY23 ROADWAY & ADA IMPROVEMENTS PART 1, BOISE AREA	2023	Development	79	LP	\$69,922.00	\$0.00	\$69,922.00
							\$69,922.00	\$0.00	\$69,922.00
20367	3	US 20, PHYLLIS CANAL BR TO SH-16, ADA CO	2023	PS&E (or equiv.)	131	PE	\$5,000.00	\$0.00	\$5,000.00
							\$5,000.00	\$0.00	\$5,000.00
20542	3	LOCAL, PED IMPROVEMENTS, EAGLE RD, MERIDIAN	2025	Development	79	PL	\$10,000.00	\$0.00	\$10,000.00
							\$10,000.00	\$0.00	\$10,000.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
20549	3	US 20, CHINDEN; INT 43RD ST PED IMPRV, GARDEN CITY	2023	Development	79	PC	\$72,000.00	\$72,000.00	\$0.00
							\$72,000.00	\$72,000.00	\$0.00
20674	3	LOCAL, FY24, ROADWAY AND ADA IMPROVEMENTS, BOISE	2024	Development	79	PE	\$29,000.00	\$0.00	\$29,000.00
						PC	\$178,000.00	\$0.00	\$178,000.00
							\$207,000.00	\$0.00	\$207,000.00
20841	3	SH 55, BIKE/PED BR OVER BOISE RV, EAGLE	2023	PS&E (or equiv.)	79	PL	\$9,500.00	\$9,500.00	\$0.00
						CE	\$5,000.00	\$5,000.00	\$0.00
						CL	\$65,500.00	\$65,500.00	\$0.00
							\$80,000.00	\$80,000.00	\$0.00
21896	3	LOCAL, FY25 ROADWAY AND ADA IMPROVEMENTS, BOISE	2025	Development	79	PE	\$29,000.00	\$29,000.00	\$0.00
							\$29,000.00	\$29,000.00	\$0.00
22165	3	US 20/26, I 84 TO MIDDLETON RD, CANYON CO	2024	Development	79	CN	\$207,000.00	\$207,000.00	\$0.00
							\$207,000.00	\$207,000.00	\$0.00
23095	3	I 84, FIVE MILE RD OVERPASS & WIDENING (NEPA), BOISE	2025	Development	79	PC	\$970,000.00	\$0.00	\$970,000.00
							\$970,000.00	\$0.00	\$970,000.00
Hwy - Local Partnerships Total							\$1,769,922.00	\$388,000.00	\$1,381,922.00
Hwy GARVEE - 2017 Legislative Authorization									
20788	3	SH 16, I 84 TO US 20/26 & SH44 IC, ADA & CANYON COS	2500	Development	142	PE	\$150,000.00	\$150,000.00	\$0.00
						RW	(\$100,000.00)	(\$100,000.00)	\$0.00
						LP	(\$6,654,120.00)	(\$6,654,120.00)	\$0.00
						UT	\$1,150,000.00	\$1,150,000.00	\$0.00
						CE	\$39,489.00	\$39,489.00	\$0.00
						CN	\$414,631.00	\$414,631.00	\$0.00
							(\$5,000,000.00)	(\$5,000,000.00)	\$0.00
Hwy GARVEE - 2017 Legislative Authorization Total							(\$5,000,000.00)	(\$5,000,000.00)	\$0.00
Report Total							\$270,843,858.92	\$187,623,442.04	\$83,220,416.88