



Working together to plan for the future

REGIONAL TRANSPORTATION ADVISORY COMMITTEE

June 22, 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 Teri Gregory at tgregory@compassidaho.org or 208-475-2225.

Written comments may be submitted by email to info@compassidaho.org. Comments can also be left by voicemail. Please call 208-475-2225 to record comments. Commenters must provide their name for the record. Comments identified by name that are received by 5:00 pm on June 21, 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 May 25, 2022, RTAC Meeting Minutes

IV. SPECIAL ITEM

8:35 *A. Raise Grant Applications

Page 7 *Lauren Locklear, City of Nampa, and Stephen Hunt, Valley Regional Transit, will present their recent RAISE grant applications*

Lauren Locklear
Stephen Hunt

V. ACTION ITEMS

9:05 *A. Recommend Resolution 19-2022 Modifying the FY2022-2028

Page 16 **Regional Transportation Improvement Program**

Toni Tisdale will seek RTAC recommendation of COMPASS Board of Director's approval of a Board Administrative Modification to the FY2022-2028 TIP.

Toni Tisdale

9:15 *B. Recommend Resolution Modifying the FY2022-2028 Regional
Page 22 **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.

Toni Tisdale

9:30 *C. Recommend Changes to the Transportation Improvement Program (TIP) Amendment Policy Toni Tisdale
Page 27
Toni Tisdale will seek RTAC recommendation of COMPASS Board of Directors' approval of changes to the TIP Amendment Policy.

VI. INFORMATION/DISCUSSION ITEMS

9:45 *A. Review Draft FY2023-2029 Regional Transportation Improvement Program (TIP) Toni Tisdale
Page 38
Toni Tisdale will seek RTAC review of the Draft FY2023-2029 TIP, prior to the public comment period.

VII. STATUS REPORTS (INFORMATION ONLY)

Page 49 *A. RTAC Agenda Worksheet

Page 52 *B. Obligation Report

VIII. OTHER:

Next Meeting:
July 27, 2022

IX. ADJOURNMENT (10:00)

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

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

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

REGIONAL TRANSPORTATION ADVISORY COMMITTEE
May 25, 2022
COMPASS, First Floor Board Room
ZOOM CONFERENCE CALL

**** DRAFT MINUTES ****

ATTENDEES:

Elizabeth Allen, Canyon County Development Services, via telephone
Mark Steuer for Jeff Barnes, City of Nampa, via telephone
Aaron Bauges, Idaho Transportation Department, via telephone
Lee Belt, City of Greenleaf, **Vice Chair**, via telephone
Clair Bowman, City of Nampa, via telephone
Miranda Carson, City of Meridian, via telephone
Tom Ferch, Ada County Highway District, via telephone
Doug Hanson, City of Kuna, via telephone
Kristi Inselman for Ryan Head, Ada County Highway District, via telephone
Caleb Hood, City of Meridian, via telephone
Stephen Hunt, Valley Regional Transit, in person
Liisa Itkonen, COMPASS, Ex. Officio, via telephone
Samantha Kenney, Central District Health, Ex. Officio, via telephone
Angela Lively, City of Caldwell, 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
Lenny Riccio, Canyon Highway District No. 4, 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
Bill Vaughan, City of Eagle, 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: Rodney Ashby, City of Nampa
Becky Crofts, City of Middleton
Lara Disney, Public Participation Workgroup
Gabe Finkelstein, Boise State University
Karen Gallagher, City of Boise
Steve Fultz, Canyon County Development Services
Tom Laws, Ada County Highway District
Leon Letson, Ada County Development Services
Dan Lister, Canyon County Development Services
Dave Rader, City of Boise
Jessica Szelag, City of Boise
Bob Watkins, Golden Gate Highway District

OTHERS PRESENT: Cecilia Arritola, Idaho Transportation Department, via telephone
Josie Gallup, COMPASS, in person
Ken Kanownik, Local Highway Technical Assistance Council, via telephone
Amy Luft, COMPASS, in person
Carl Miller, COMPASS, via telephone
Joey Schueler, COMPASS, via telephone
Matt Stoll, COMPASS, in person
Toni Tisdale, COMPASS, via telephone
Jason VanGuilder, City of Middleton, via telephone
Mary Ann Waldinger, COMPASS, via telephone

CALL TO ORDER

Chair Brent Moore called the meeting to order at 8:32 am.

OPEN DISCUSSION/ANNOUNCEMENTS

Tom Ferch announced that Ryan Head has accepted a position as Deputy Director for Development and Technical Services for the Ada County Highway District (ACHD) and that ACHD is now advertising to fill Ryan's old position as Planning Manager.

Clair Bowman announced that Mark Steuer, Director of Strategic Initiatives, will be the new RTAC representative for the City of Nampa, replacing Jeff Barnes on the committee.

Ken Kanownik, Local Highway Technical Assistance Council, reminded RTAC that applications for the Leading Idaho Bridge Program and the Child Pedestrian Safety Program are due by June 8, 2022.

CONSENT AGENDA

A. Approve April 27, 2022, RTAC Meeting Minutes

Lenny Riccio moved and Clair Bowman seconded approval of the Consent Agenda, with a correction to a spelling error. Motion passed unanimously.

ACTION ITEMS

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

Mary Ann Waldinger reviewed six lists of project priorities for CIM 2050. Each list was discussed and recommended individually.

After discussion, **Clair Bowman moved and Aaron Bauges seconded to recommend COMPASS Board of Directors' approval of prioritized state system roadway projects needed by 2030 as presented. Motion passed unanimously.**

After discussion, **Clair Bowman moved and Tom Ferch seconded to recommend COMPASS Board of Directors' approval of prioritized local system roadway projects needed by 2030 as presented. Motion passed unanimously.**

After discussion, **Stephen Hunt moved and Tina Wilson seconded to recommend COMPASS Board of Directors' approval of unfunded public transportation system priorities, with the clarification that the "Frequent," "Express," and "Secondary" networks be prioritized as priority numbers 2, 3, and 4, respectively, with the "Premium" network remaining as priority number 1, as presented. Motion passed unanimously.**

After discussion, **Caleb Hood moved and Stacey Yarrington seconded to recommend COMPASS Board of Directors' approval of unfunded regional pathway priorities, as presented, with the correction that Linder Road be shown as in the City of Meridian. Motion passed unanimously.**

After discussion, **Caleb Hood moved and Tina Wilson seconded to recommend COMPASS Board of Directors' approval of unfunded state and local roadway needs beyond 2030 as presented. Motion passed unanimously.**

After discussion, **Tina Wilson moved and Lenny Riccio seconded to recommend COMPASS Board of Directors' approval of unfunded studies, with the addition of a Northeast Canyon County Connectivity Study and a Boise River Crossing Study in central Canyon County. Motion passed unanimously.**

B. Recommend *Communities in Motion 2050* (CIM 2050) Implementation Policies

Liisa Itkonen reviewed draft CIM 2050 implementation policies, to guide tasks and processes for the implementation of CIM 2050.

Stephen Hunt moved and Tina Wilson seconded to recommend COMPASS Board of Directors' approval of the CIM 2050 implementation policies. Motion passed unanimously.

C. Recommend Resolution Modifying the FY2022-2028 Regional Transportation Improvement Program (TIP)

Toni Tisdale reviewed a proposed Board Administrative Modification to the FY2022-2028 TIP to increase the costs of two Idaho Transportation Department Projects.

Clair Bowman moved and Aaron Bauges seconded to recommend that the COMPASS Executive Committee adopt the resolution modifying the FY2022-2028 TIP as presented. Motion passed unanimously.

D. Recommend Priorities for the End-of-Year and Redistribution Program

Toni Tisdale reviewed proposed projects for the End-of Year and Redistribution Program.

After discussion, **Tom Ferch moved and Nichoel Baird Spencer seconded to recommend COMPASS Board of Directors' approval of the projects including leaving a tie for priority number 1 in the Transportation Management Area, as the tied projects have different funding sources, and breaking a tie for priority number 5 in the Transportation Management Area by prioritizing the projects in the order listed in the packet. Motion passed unanimously.**

E. Recommend Changes to the Transportation Improvement Program (TIP) Amendment Policy

Toni Tisdale reviewed proposed changes to the TIP Amendment Policy to simplify the TIP amendment process and provide more flexibility in approving cost changes due to inflation.

After discussion, **Clair Bowman moved and Aaron Bauges seconded to table action on this item until the June 22, 2022, RTAC meeting. Motion passed unanimously.**

INFORMATION/DISCUSSION ITEMS

A. Safe Streets for All Grant Partnership Opportunities

Joey Schueler shared COMPASS' plans to apply for a Safe Streets for All grant to develop a Regional Safety Action Plan and requested feedback from RTAC on opportunities to partner on the application.

Next Meeting: June 22, 2022

ADJOURNMENT

Stephen Hunt moved and Nichoel Baird Spencer seconded to adjourn at 10:03 am. Motion passed unanimously.



April, 2022

The Nampa Raise Project

**Reconnect Accessibility
and Improving Safety and
Equity**



North Nampa

Neighborhood

is a recognized opportunity zone and a historic part of Nampa covering nearly 2 square miles.

- It has slowly disconnected from the various communities of the surrounding area as two north-south roadways have developed into principle & minor arterials
- It is further cut off from the rest of the city and is blocked from Downtown;
 - Commercial Development North
 - Substandard railroad under passes to the East
 - Busy railroad tracks to the South
 - Northside Boulevard to the West
- It is a census tract with persistent poverty and a historically disadvantaged community
- It is a food desert, with the closest grocery store being a half mile or more from the neighborhood's nearest perimeter area and as far as two miles for some

Current Conditions



- The existing infrastructure in the neighborhood has deteriorated over time and is in poor conditions
- School crossings and routes in the area need more equitable access because of various safety concerns
- Poor connectivity in the sidewalks forces students to walk unprotected in the roadway
- The existing roadway has a severe crown that is difficult for pedestrians to cross and does not meet ADA requirements
- Majority of intersections do not have curb ramps and some have curbs that are over one-foot tall.

Current Conditions

- When the neighborhood was originally developed, wide treelined streets were used but have deteriorated over time
- Most sidewalks are in **extremely** poor condition due to age and impacts from mature trees and other vegetation
- The current sidewalks are narrow with many gaps in the foundation
- The gaps combined with the poor condition of existing walkways, inhibits the mobility of many residents in the neighborhood
- Challenges with roadway geometry, right-of-way, and costs have limited the ability to upgrade facilities

The Project

Goals



Increase connectivity and mobility for non-vehicular travelers



Reconnect this once vibrant with the rest of Nampa and the greater Treasure Valley



A Safer Community

Canyon County has the second highest crash rate in the State of Idaho with over 1,000 crashes each year. The North Nampa Neighborhood has had over 300 crashes in the last 6 years. 12 of those have been bike and pedestrian crashes – all injury crashes.

This project will improve pedestrian and bicyclist safety with thousands of feet of sidewalk infill, ADA ramp upgrades, new shared use path facilities, and crossing upgrades.



Reducing Our Carbon Footprint

The North Nampa Neighborhood is an area of persistent poverty and a historically disadvantaged community. Many of the residents don't have access to vehicles. This project will develop plans to connect the community to the rest of Nampa and the Treasure Valley with regional and local public transit hubs. Residents will have full sidewalk access from anywhere in the neighborhood to the planned transit locations. The transit locations will also feature park and ride areas as well as electric vehicle charging opportunities.

A new 1.6 mile extension of the Indian Creek Pathway will also provide regional connections to pathways throughout Nampa, Canyon County, and Southwest Idaho.



Improving Quality of Life

The North Nampa Neighborhood is an area of persistent poverty and a food desert. The nearest grocery store is at least a half mile from the perimeter of the neighborhood. New public transit stops will connect residents to basic amenities they currently cannot easily access without a vehicle. A new pedestrian bridge over the railroad at the southern edge of the neighborhood will connect residents to the farmers market location for the city as well. General beautification of the area with new sidewalks, ADA improvements, lighting, and other general streetscape improvements will improve the neighborhood ambiance and safety as well.



Connecting a Community

The North Nampa Neighborhood was one of the original neighborhoods in Nampa and has been slowly cutoff from the rest of Nampa ever since it's inception. It is sandwiched between two very busy arterials on it's east and west borders, a busy railroad to the south, and rapidly growing commercial/industrial development to the north. New pathways, a new pedestrian bridge to downtown, and transit stop will reconnect this historic neighborhood to the rest of Nampa and the greater Treasure Valley region.



Getting People to Work

Through this project, residents in this disadvantaged corner of Nampa will have access to public transit to get to jobs throughout Nampa and Canyon County and clear into Boise.



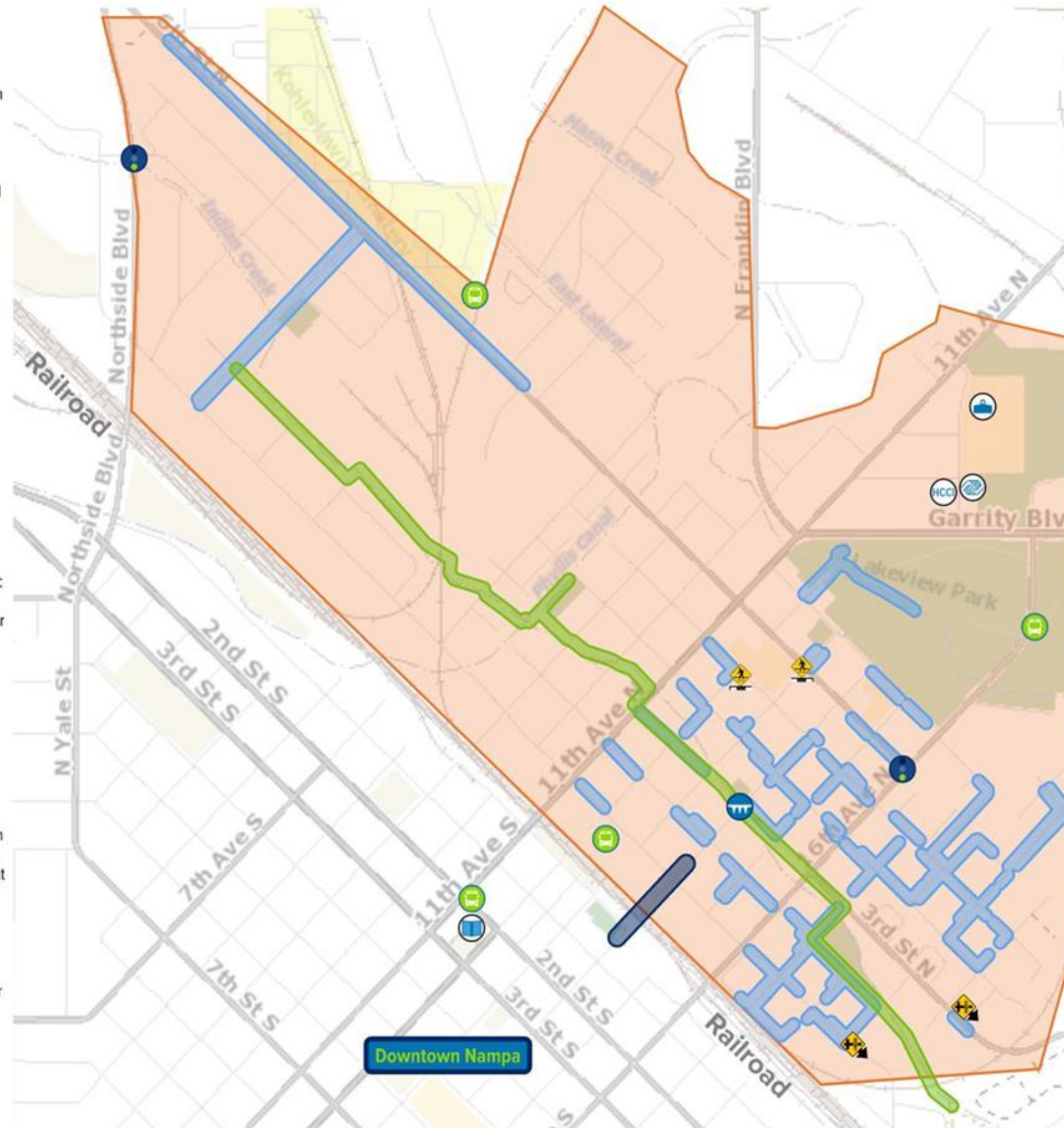
Improving Existing Facilities

The North Nampa Neighborhood is home to the only poorly rated bridge in Nampa. This project will replace that bridge which has substandard barrier and wooden sidewalks with a new bridge that meets today's standards and features safe and accessible pedestrian facilities. Substandard railroad underpass bridges will also be addressed with this project. These bridges have been repeatedly damaged due to extremely low vertical clearance. 16 crashes have occurred at these bridges in the last 6 years. This project will also address non-compliant curb ramps and sidewalk throughout the neighborhood as well as address poor pavement quality throughout the neighborhood.



Innovation

The early phases of this project will utilize innovative practices to identify crossing improvement locations by identifying near miss pedestrian crashes. Improvements will also be phased in short, medium, and long-term projects. Plan packages will be developed based on improvement prioritization and available funding to ensure that projects will get constructed.

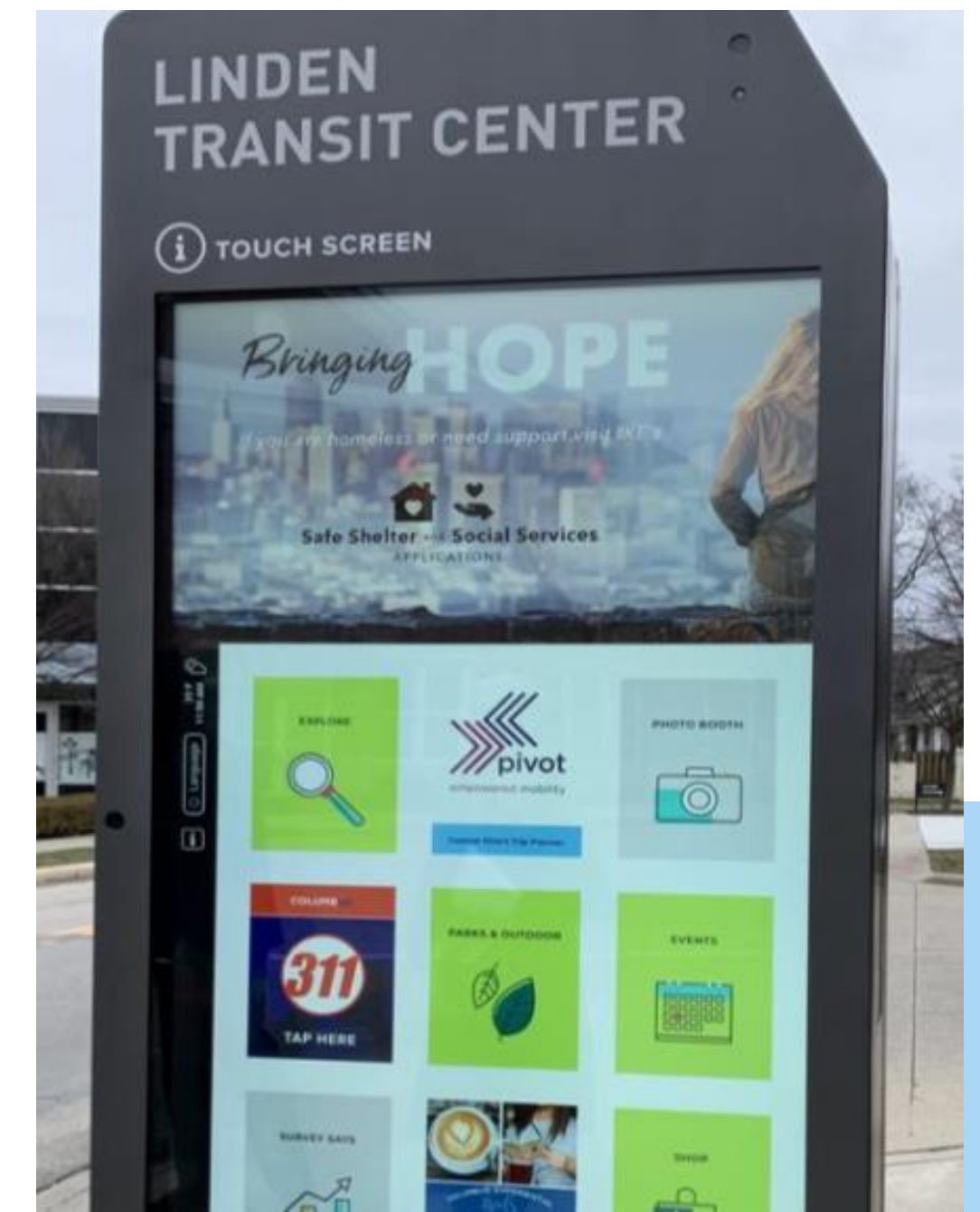
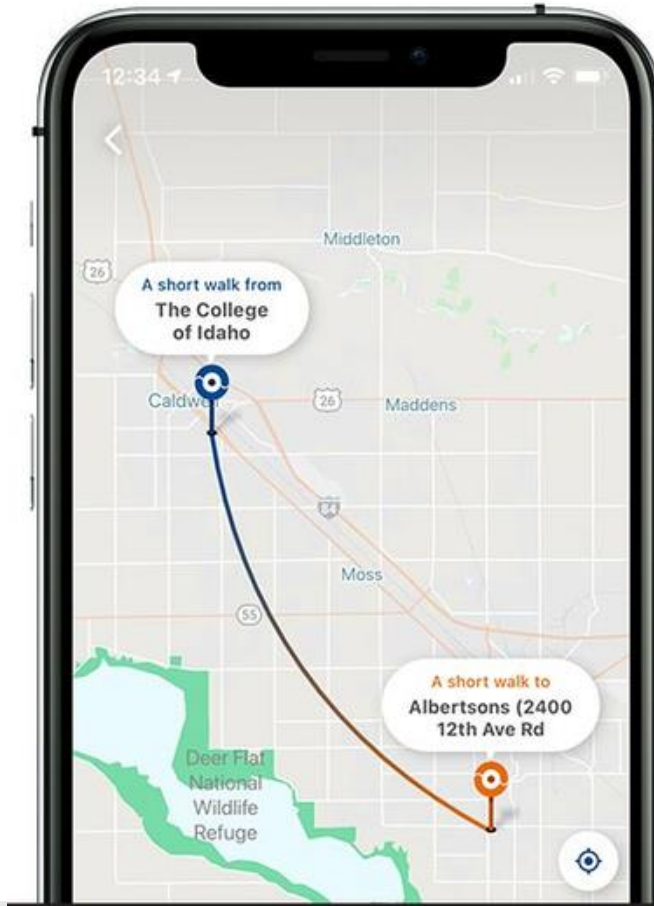


- North Nampa Neighborhood Improvement Area
- Indian Creek Pathway Extension
- 14th Ave. N. Pathway Bridge Connecting North Nampa to Downtown
- Sidewalk Improvements
- Signalization Enhancement
- Potential Public Transit Hub
- RRFB Crossing Enhancement
- RRX Underpass
- 14th Ave. North Bridge Replacement
- Library
- Snake River Elementary
- Boys and Girls Club of Nampa
- Hispanic Cultural Center of Idaho

Creating New Transit Opportunities

Public transit opportunities to connect residents with other part of Nampa and the Treasure Valley will be evaluated.

- Recommended locations will be identified for improving existing bus stops as well as constructing park & ride mobility hubs
- The viability of mobility kiosks will be assessed
- These kiosks are intended to allow users to request service through the VRT OnDemand App, request other transportation services, utilize mapping and wayfinding solutions, and request emergency services



14th Avenue Pedestrian & Cyclist Bridge

The Union Pacific rail yard cuts off the entire North Nampa Neighborhood from the adjacent Downtown area.

- Pedestrians can only travel into downtown along two limited and narrow routes.
 - 11th Avenue & 16th Avenue
 - Both are busy roadways that experience a lot of traffic through a given day
- A new bridge for pedestrians and cyclists at the southern limits of 14th Avenue and a bike boulevard will provide a safe crossing directly into the Downtown Nampa business area as well as provide access from Downtown to the Neighborhood, Lakeview Park, and beyond





THANK YOU

Lauren Locklear

Grant Writer

Public Works, Strategic Initiatives

Phone

208-936-1426

Email

locklear@cityofnampa.us

RTAC AGENDA ITEM V-A June 22, 2022

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

Request/Recommendation:

COMPASS staff requests RTAC recommendation of COMPASS Board of Directors' adoption of Resolution 19-2022 (attached), modifying the FY2022-2028 TIP to significantly increase the cost of two projects and decrease the cost of one project, as requested by the Idaho Transportation Department (ITD).

Background/Summary:

The ITD public transportation division requested a significant cost increase to one project included in Amendment #3 (approved in May 2022), to award closer to the requested amount. The full year apportionment for FY2022, which resulted in greater funding availability, was released after project funding level was recommended.

The ITD bonding division requested a significant cost increase to one project as well as the release of funds from one project in the COMPASS planning area.

These changes are described below.

- Key Number NEW04 – Transit – Purchase of Service, Rural Areas, Valley Regional Transit
 - Increase of \$166,000 (133%)
 - To increase award to better meet funding request
- Key Number 20788 – State Highway 16, Interstate 84 to US 20/26 and State Highway 44, Ada and Canyon Counties
 - Decrease of \$25,000,000 (-17%)
- Key Number 23409 – State Highway 16, Franklin Road to Ustick Road, Canyon County
 - Increase of \$39,108,000 (112%)
 - To cover final engineer's estimate and prepare project to go to bid
 - Partially funded through the release of funds from Key Number 20788

Implication (policy and/or financial):

The modification to the TIP ensures that the document continues to meet federal fiscal constraint requirements and enables the release of funds on one project and work to begin as soon as funds are available on two projects.

More Information:

- 1) Attachment – Resolution 19-2022
- 2) For detailed information contact: Toni Tisdale, Principal Planner at ttisdale@compassidaho.org

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RESOLUTION NO. 19-2022

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 Board of Directors approves the modification to the FY2022-2028 Regional Transportation Improvement Program.

ADOPTED this 27TH 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 #6
 FY2022-2028 Regional Transportation Improvement Program

Idaho Transportation Department, June 2022

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PC	RW	UT	CE	CN	SUM
NEW04 19464g	Transit - Purchase of Service, Rural Areas, VRT	2022							0
	Funding Source: FTA 5310-R	2023						62 <u>145</u>	62 <u>145</u>
	Coordinate purchase of service to support trips with at least one leg in rural areas of Ada and Canyon Counties. The service includes the unincorporated areas of the counties, as well as the Cities of Parma, Wilder, Greenleaf, Notus, Melba, Kuna, and Star. (Federal = \$232,000)	2024						62 <u>145</u>	62 <u>145</u>
		2025							0
		2026							0
		PD							0
		SUM	0	0	0	0	0	124 <u>290</u>	124 <u>290</u>
	<p style="color: red;">Increased award based on increased apportionments in FY2022 appropriations bill.</p> <p style="color: red;">Previous obligations: \$0 Original total: \$124,000 New total: \$290,000 Percent increase: 133.30%</p>								
20788	SH-16, I-84 to US 20/26 and SH-44, Ada and Canyon Counties	2022	150	5000	-14251 <u>-37797</u>	4150	39 <u>0</u>	415 <u>0</u>	-4497 <u>-28497</u>
	Funding Source: GARVEE	2023							0
	Environmental re-evaluation, final design, and right-of-way acquisition to extend State Highway 16 between Interstate 84 and US Highway 20/26 (Chinden Boulevard) and State Highway 44 (State Street) in Ada and Canyon Counties. Work is for Phases 2 and 3 of this project. Phase 2 construction projects were split out into KN 23408, 23409, and 23410. Phase 3 completes the system interchange at Interstate 84 and service interchanges at Franklin Road, Ustick Road, US 20/26, and State Highway 44; construction will be broken out as funding is determined.	2024							0
		2025							0
		2026							0
		PD							0
		SUM	150	5000	-14251 <u>-37797</u>	4150	39 <u>0</u>	415 <u>0</u>	-4497 <u>-28497</u>
	<p style="color: red;">Remove funds not needed in the project.</p> <p style="color: red;">Previous obligations: \$140,781,000* Original total: \$143,784,000* New total: \$118,784,000* Percent increase: -17.39%*</p>								

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							SUM
		Cost year	PE	PC	RW	UT	CE	CN	
20788	SH-16, I-84 to US 20/26 and SH-44, Ada and Canyon Counties	2022			0				0
	Funding Source: IM Same as above. (Federal = - \$927,000) Remove funds not needed in the project.	2023			-1000				-1000
		2024			7500				7500
		2025							0
		2026							0
		PD							0
		SUM	0	0	7500	0	0	0	7500
				6500				6500	
23409	SH-16, Franklin Road to Ustick Road, Canyon County	2022					5500	29521	35021
	Funding Source: TECM Construct new segment of State Highway 16 from Franklin Road to Ustick Road the City of Nampa and Canyon County. The roadway will include two lanes in each direction with at-grade intersections at Franklin Road and Ustick Road utilizing the on and off ramps for the future interchanges. Work also includes a new structure over the Union Pacific Railroad, Cherry Lane, Ten Mile Creek, and irrigation structures. Design and right-of-way budgeted in separate, previous project (KN 20788). (Federal = \$0) Remove TECM funding from project and change to other sources. Previous obligations: \$0* Original total: \$35,021,000* New total: \$74,129,000* Percent increase: 111.67%*	2023					0	0	0
		2024							0
		2025							0
		2026							0
		PD							0
		SUM	0	0	0	0	0	5500	29521
						0	0	0	
23409	SH-16, Franklin Road to Ustick Road, Canyon County	2022						0	0
	Funding Source: GARVEE Same as above. (Federal = \$0) Add GARVEE funds to project to meet current engineer's estimate.	2023						25000	25000
		2024							0
		2025							0
		2026							0
		PD							0
		SUM	0	0	0	0	0	0	25000
23409	SH-16, Franklin Road to Ustick Road, Canyon County	2022							
	Funding Source: NHPP Same as above. (Federal = \$45,523,000) Add NHPP funds to project to meet current engineer's estimate.	2023				0	0	0	0
		2024				500	2500	32600	35600
		2025					0	0	0
		2026					3200	10329	13529
		PD							0
		SUM	0	0	0	0	0	0	0
					500	5700	42929	49129	

*Includes costs in all funding sources.

CE = Construction Engineering
CN = Construction
FTA = Federal Transit Administration
GARVEE = Grant Anticipation Revenue Vehicle
FY = Fiscal Year
I = Interstate
IM = Interstate Maintenance
NHPP= National Highway Performance Program
PE = Preliminary Engineering
PC = Preliminary Engineering Consultant
R = Rural
RW = Right-of-Way
SH = State Highway
TECM = Transportation Expansion Congestion Mitigation
VRT = Valley Regional Transit
US = United States (Highway)
UT = Utilities

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RTAC AGENDA ITEM V-B June 22, 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 Resolution X-2022 (attached), modifying the FY2022-2028 TIP to significantly increase the cost of one project, as requested by the Idaho Transportation Department (ITD).

Background/Summary:

ITD requested to increase the cost of the US 20/26, Interstate 84 to Middleton Road, project to cover the bid. The change is described below.

- Key Number 22165 – US 20/26, Interstate 84 to Middleton Road
 - Increase of \$7,270,183 (14%)
 - Increase cost based on actual bid

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 by the COMPASS Executive Committee on July 12, 2022, followed by a request to ratify the approval by the full COMPASS Board of Directors on August 15, 2022.

Implication (policy and/or financial):

The modification to the TIP ensures that the document continues to meet federal fiscal constraint requirements and enables work to begin as soon as funds are available.

More Information:

- 1) Attachment – Resolution X-2022
- 2) 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 12TH day of July 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 #7
 FY2022-2028 Regional Transportation Improvement Program

Idaho Transportation Department, June 2022

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PC	RW	UT	CE	CN	SUM
22165	US 20/26 (Chinden), I-84 to Middleton Road, Canyon County	2022						207	207
	Funding Source: Local Participating Widen US 20/26 (Chinden Boulevard) from Interstate 84 to Middleton Road to six lanes in the City of Caldwell. Work includes a continuous median traffic separator with u-turn opportunities, and installation of two additional traffic signals. (Federal = \$0) No change to this funding source. Previous obligations: \$13,425,000* Original total: \$53,581,000* New total: \$60,851,183* Percent increase: 13.57%*	2023							0
		2024							0
		2025							0
		2026							0
		PD							0
		SUM	0	0	0	0	0	0	207
22165	US 20/26 (Chinden), I-84 to Middleton Road, Canyon County	2022	500 <u>150</u>					500 <u>0</u>	500 <u>150</u>
	Funding Source: State Capacity Same as above. (Federal = \$0) Increase construction costs by \$5,000,000 and adjust timing.	2023				300 <u>0</u>	700 <u>0</u>	7100 <u>0</u>	8100 <u>0</u>
		2024				0 <u>300</u>	0 <u>700</u>	0 <u>7100</u>	0 <u>8100</u>
		2025					0 <u>1029</u>	0 <u>4471</u>	0 <u>5500</u>
		2026							0
		PD							0
		SUM	0	0	0	300	1200 <u>1996</u>	7100 <u>11304</u>	8600 <u>13600</u>
22165	US 20/26 (Chinden), I-84 to Middleton Road, Canyon County	2022	150 <u>0</u>				2800 <u>0</u>	28399 <u>31198</u>	31349 <u>31198</u>
	Funding Source: TECM Same as above. (Federal = \$0) Decrease design funds and adjust construction funds with over decrease of \$151,000.	2023							0
		2024							0
		2025							0
		2026							0
		PD							0
		SUM	150 <u>0</u>	0	0	300	2800 <u>0</u>	28399 <u>31198</u>	31349 <u>31198</u>
22165	US 20/26 (Chinden), I-84 to Middleton Road, Canyon County	2022							0
	Funding Source: Leading Idaho Same as above. (Federal = \$0) Increase construction costs by \$1,771,000.	2023						0 <u>1000</u>	0 <u>1000</u>
		2024						0 <u>771</u>	0 <u>771</u>
		2025							0
		2026							0
		PD							0
		SUM	0	0	0	0	0	0	0 <u>1771</u>

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PC	RW	UT	CE	CN	SUM
22165	US 20/26 (Chinden), I-84 to Middleton Road, Canyon County	2022					ϕ 500		ϕ 500
	Funding Source: State	2023							0
	Same as above. (Federal = \$0) Increase construction costs by \$500,000.	2024							0
		2025							0
		2026							0
		PD							0
		SUM	0	0	0	0	ϕ 500	0	ϕ 500
22165	US 20/26 (Chinden), I-84 to Middleton Road, Canyon County	2022				ϕ 300	ϕ 3500	ϕ 11571	ϕ 15371
	Funding Source: AC (State)	2023					ϕ -1000		ϕ -1000
	Same as above. (Federal = \$0) Increase to show advance construction for all state funding.	2024				ϕ -300	ϕ -1471	ϕ -7100	ϕ -8871
		2025					ϕ -1029	ϕ -4471	ϕ -5500
		2026							0
		PD							0
		SUM	0	0	0	0	0	0	0

*Includes costs in all funding sources.

AC = Advance Construction
CE = Construction Engineering
CN = Construction
FY = Fiscal Year
I = Interstate
PE = Preliminary Engineering
PC = Preliminary Engineering Consultant
RW = Right-of-Way
TECM = Transportation Expansion Congestion Mitigation
US = United States (Highway)
UT = Utilities

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RTAC AGENDA ITEM V-C

Date: June 22, 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 (attached).

This item was tabled at the May 25, 2022, RTAC meeting to allow additional time for RTAC members to review the revised policy. Only minor grammatical changes have been made to the revised policy since it was presented in May.

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 cost 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 or 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 requiring action by the COMPASS Board of Directors to include only those project increases due to minor changes to the scope of work; 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 scope) 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 August 15, 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 (two versions – with and without tracked 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 ~~an~~ 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” 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, 2019](#) [April 20, 2020](#), policy number [Board 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 Involvement ²)	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. Transfer funding from the Federal Highway Administration (FHWA) to the Federal Transit Administration (FTA) or vice versa		X		
7.6. Increase in project cost if associated with a change to the scope of the project. <i>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) -</i>		X		
8. Conversion of funds from local to federal using limitations in #7		X		
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			X	
10.8. Mirror existing TIP with a new TIP to align first quarter obligations, after COMPASS Board of Directors' approval of the new TIP			X	
11.9. Changes within a "Suite of Projects" that fit criteria within the overall corridor ⁵			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 or operations for public transportation or highway operations projects, such as striping or signage) or a project less than \$200,000, do 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 Involvement ²)	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
12-10. 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 criteria above in #6</u>)				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-Year and Redistribution 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 Board 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 Involvement ²)	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 or operations for public transportation or highway operations projects, such as striping or signage) or a project less than \$200,000, do 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 and Redistribution program 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 VI-A

DATE: June 22, 2022

Topic: **Draft FY2023-2029 Regional Transportation Improvement Program (TIP) Project List**

Request/Recommendation:

This is an information item only.

Background/Summary:

The TIP is a short-term (five-to-seven year) budget of federally funded and regionally significant transportation projects in Ada and Canyon Counties. It is updated annually, with a public involvement period in the summer and approval by the COMPASS Board of Directors in the fall. In preparation for public comment on the draft FY2023-2029 TIP, the draft project list is attached for your review in three formats. The first two include all projects (new, existing, and changed), while the third lists major changes (as compared to the FY2022-2028 TIP) and new projects only. Please note that changes are still being made; the information provided is as of June 8, 2022.

- Draft FY2023-2029 TIP Detailed Project List - provides funding details and a description of each project.
 - Provided on the COMPASS website under "supplemental information" at www.compassidaho.org/documents/people/rtac/2022/220608DRAFT_23_29_TIP_Detail.pdf (92 pages).
- Draft FY2023-2029 TIP Basic Project List (Attachment 1) - provides a summarized version of each project.
- Major Changes List (Attachment 2) - provides a summary of new or removed projects, projects with advanced or delayed construction, and projects with major changes in scope, as compared to the FY2022-2028 TIP.
 - The Major Changes List will be updated in a red-line format and forwarded via email prior to public comment.
- Acronym List (Attachment 3) - acronyms used in the project names to make them fit within available space.

In addition, COMPASS staff maintains summarized worksheets for balancing purposes for each of the following programs:

- Surface Transportation Block Grant (STBG) in the Boise and Nampa Urbanized Areas
- Transportation Alternatives Program (TAP) in the Boise Urbanized Area
- Federal Transit Administration (FTA) programs in the Boise and Nampa Urbanized Areas

These worksheets are available upon request for a detailed programmatic review of projects.

Notes:

- Key numbers for new projects are temporary and start with the letters "ORN" (for Office of Transportation Investment reference number). Some ORN numbers are not yet available, and the key number may simply say "new" until an official number is assigned.

- Some projects use local agency key numbers, as they are locally funded and not included in the Idaho Transportation Department's tracking system but are regionally significant. These key numbers typically start with an alphabetical reference (e.g., RD2016-05).
- When construction for a project is beyond the first five years of the TIP, the year of construction is not always known. In those cases, you will see "PD" (for "preliminary development") instead of a specific project year. This serves as a placeholder until a project year is known.
- The "TIP Achievement" and "Regionally Significant" sections are not yet finalized.
- COMPASS staff is still developing maps and graphics.

Next Steps:

- June 27, 2022 – Draft FY2023-2029 TIP presented to the COMPASS Board of Directors for review
- **July 15, 2022 – Deadline for member agency comments**
 - Send your comments or questions via email to Toni Tisdale at the address below
- August 15 through September 13, 2022 – Public comment period
- September 7, 2022 – Open house; COMPASS First Floor Board Room, 3:00 to 6:00 p.m.
 - Member agency staff are invited to present project updates
- September 22, 2022 – Idaho Transportation Board requested to adopt the FY2023-2029 Idaho Transportation Investment Program
- September 28, 2022 – RTAC requested to recommend COMPASS Board of Directors' adoption of the FY2023-FY2029 TIP
- October 17, 2022 – COMPASS Board of Directors requested to adopt the FY2023-2029 TIP

The FY2023-2029 TIP will not be official until adopted by the COMPASS and Idaho Transportation Boards and approved by Federal Highway and Federal Transit Administrations. The current FY2022-2028 TIP will remain in effect until final approval of the FY2023-2029 TIP, which is anticipated by December 31, 2022.

Agencies with new projects or major changes to current projects in the FY2023-2029 TIP cannot act on those changes until federal approval of the FY2023-2029 TIP is obtained. However, an amendment to the FY2022-2028 TIP may be processed for actions that need to occur in the first quarter of FY2023, prior to federal approval.

More Information:

- 1) Attachment 1 – Draft FY2023-2029 TIP Basic Project List
- 2) Attachment 2 – Draft FY2023-2029 TIP Major Changes List
- 3) Attachment 3 – Acronym List
- 4) Draft FY2023-2029 TIP Detailed Project List – www.compassidaho.org/documents/people/rtac/2022/220608DRAFT_23_29_TIP_Detail.pdf
- 5) For detailed information contact: Toni Tisdale, Principal Planner, at ttisdale@compassidaho.org.

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FY2023-2029 Regional Transportation Improvement Program



Basic Project List (All Values in Thousands of Dollars)

All costs in current dollars

Project Name	Key #	Year*	Programmed Cost
10th Avenue ITS and Overlay, Caldwell	13905	2026	\$2,589
Access to Opportunity, Boise and Garden City	ORN23833	PD	\$15,908
Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	20841	2023	\$1,731
Bicycle and Pedestrian, Permanent Automated Counters, Boise, COMPASS	23313	2026	\$8
Bicycle and Pedestrian, Permanent Automated Counters, Nampa, COMPASS	23026	2023	\$39
Centennial Way Roundabout, Caldwell	13484	2026	\$3,698
Cherry Lane, 11th Avenue North to Idaho Center Boulevard, Nampa	22438	PD	\$1,633
Cherry Lane, Franklin Boulevard to 11th Avenue North, Rebuild, Nampa	22017	PD	\$1,599
Commuteride, ACHD – FY2023	22015	2023	\$220
Commuteride, ACHD – FY2024	22436	2024	\$275
Commuteride, ACHD – FY2025/FY2026	22386	2025	\$330
Commuteride, ACHD – FY2026	22738	2026	\$220
Commuteride, ACHD – FY2027	23328	2027	\$275
Commuteride, ACHD – FY2028	ORN23679	2028	\$220
Commuteride, ACHD – FY2029	ORN23680	2029	\$220
Commuteride, Safety and Security Cameras, Ada County	23314	2024	\$48
Cost Increase Set-Aside	15001	2027	\$2,076
Eagle Road, Lake Hazel Road to Amity Road, Meridian	RD216-04	2024	\$6,030
Fairview Avenue, Locust Grove Road to SH-55 (Eagle Road), Meridian	RC0133	2025	\$4,700
Five Mile Road Overpass and Widening, NEPA, Boise	23095	2025	\$2,224
Five Mile Road, I-84 Overpass Construction, Boise	ORN23591	2029	\$9,400
Five Mile Road, Overland Road to Franklin Road, Boise	RD203-04	PD	\$18,145
Franklin Boulevard, Freight Improvements near 3rd Avenue North, Nampa	22103	2023	\$8,168
Franklin Road, McDermott Road to Black Cat Road, Ada County	102497	PD	\$6,995
Garden Street Multi-Use Pathway, Cassia Park to Albion Street, Boise	23324	2024	\$1,645
Highway 30, Sand Hollow Road to SH-44, Canyon County	19951	2027	\$3,418
Homedale Road, Curve Improvements, Canyon Highway District	22878	2024	\$883
I-84 and I-184, Signage Replacement, Ada County - FY2024	23181	2024	\$510
I-84 and SH-44 Interchange Replacement, Canyon County	23188	2028	\$15,600
I-84, Bridge Repairs, City of Caldwell	21967	2023	\$1,656
I-84, Centennial Interchange to Franklin Interchange, FY2024	23437	2023	\$113,250
I-84, Cole Road and Overland Road Interchange, Lighting Improvements, Boise	22746	2023	\$245
I-84, Franklin Road Interchange to Karcher Road Interchange - West, Nampa	ORN23080	PD	\$8,633
I-84, Garrity Interchange to Ten Mile Interchange, Canyon and Ada Counties	20212	2027	\$3,370
I-84, Karcher Road Interchange, Nampa	23336	2023	\$31,500
I-84, Striping – FY2023	23708	2023	\$560
I-84, Striping – FY2024	ORN23803	2024	\$550
I-84, Striping – FY2025	ORN23804	2025	\$550
I-84, Striping – FY2026	ORN23805	2026	\$550
I-84, Striping – FY2027	ORN23806	2027	\$550
I-84, Striping – FY2028	ORN23807	2028	\$550
I-84, Striping – FY2029	ORN23808	2029	\$550
I-84B (Garrity Boulevard) and Stamm Lane Intersection Improvements, Nampa	22712	2027	\$1,862
Indiana and Orchard Shared Roadway, Canyon County	22602	2024	\$5,171

*PD = Preliminary Development (projects with development activity but no programmed year of construction)

Sorted by Project Name

All Values in Thousands of Dollars

Project Name	Key #	Year*	Programmed Cost
Lake Hazel Road, Cloverdale Road to Five Mile Road, Ada County	RD207-29	PD	\$5,753
Lake Hazel Road, Eagle Road to Cloverdale Road, Ada County	RD209-18	2026-2027	\$12,584
Lake Hazel Road, Five Mile Road to Maple Grove Road, Ada County	RD207-30	PD	\$6,160
Lake Hazel Road, Maple Grove Road to Cole Road, Ada County	RD216-05	PD	\$4,061
Linder Road, Overland Road to Franklin Road, Widen and Overpass, Meridian	RC0207	PD	\$21,421
Linder Road, SH-44 (State Street) to Floating Feather Road, Eagle	RD209-28	2026-2027	\$8,393
Linder Road, US 20/26 (Chinden) to SH-44 (State), Ada County	RD207-19	PD	\$20,907
Middleton Road and Ustick Road, Roundabout, Caldwell	13487	2023	\$3,594
Midway Road, SH-55 (Karcher Road) to I-84B, Rehabilitation, Canyon County	22016	2027	\$2,803
MS4 Permit and Storm Water Management Program, Ada County	ORN23599	2023	\$250
Northside Boulevard and Karcher Road, Intersection Improvements, Nampa	ORN23731	PD	\$5,370
Old Highway 30, Plymouth Street Bridge, Caldwell	13494	2027	\$9,909
Orchard Street Realignment, Gowen Road to Victory Road, Boise	RD207-01	2026-2027	\$22,434
Pathway, Federal Way and Broadway Avenue Multiuse Pathway, Boise	23307	2027	\$1,340
Pathway, Greenbelt Completion, Boise State	22385	2026	\$825
Pathway, Grimes City Pathway Extension, Nampa	23025	PD	\$391
Pathway, Rail with Trail, Meridian	13918	2024	\$529
Pathway, SH-55 (Eagle Road) Franklin to Pine, Meridian	20542	PD	\$618
Pathway, SH-55 (Eagle Road), McMillan to Bristol Heights, Boise	ORN23685	2027	\$1,019
Pavement Preservation and ADA, Phase 1, Boise Area – FY2022	19465	2022-2023	\$6,379
Pavement Preservation and ADA, Phase 2, Boise Area – FY2022	20122	2023	\$2,326
Pavement Preservation and ADA, Phase 3, Boise Area – FY2023	20006	2023-2024	\$1,015
Peckham Road, US-95 to Notus Road, Canyon County	13964	2023	\$3,595
Pedestrian Improvements and Widening, Montana Avenue, Caldwell	22018	PD	\$585
Pedestrian Improvements, SH-55, Bristol Heights to US 20/26, Boise	22931	2027	\$362
Pedestrian Improvements, US 20/26 (Chinden) at 43rd Street, Garden City	20549	2023	\$179
Planning and Mobility Implementation, Boise Area, VRT	18854	2023-2027	\$6,287
Planning and Mobility Implementation, Nampa Area, VRT	18842	2023-2027	\$5,729
Planning, Communities in Motion Update, COMPASS	20271	2023-2026	\$636
Planning, COMPASS – FY2023	20560	2023	\$232
Planning, COMPASS – FY2024	21889	2024	\$331
Planning, COMPASS – FY2025	22387	2025	\$430
Planning, COMPASS – FY2026	22800	2026	\$232
Planning, COMPASS – FY2027	23327	2027	\$331
Planning, COMPASS – FY2028	ORN23681	2028	\$232
Planning, COMPASS – FY2029	ORN23682	2029	\$232
Planning, FHWA Metropolitan Planning Funds, COMPASS – FY2023	22108	2023	\$1,459
Planning, FHWA Metropolitan Planning Funds, COMPASS – FY2024	22494	2024	\$1,459
Planning, FHWA Metropolitan Planning Funds, COMPASS – FY2025	22998	2025	\$1,459
Planning, FHWA Metropolitan Planning Funds, COMPASS – FY2026	23401	2026	\$1,459
Planning, FHWA Metropolitan Planning Funds, COMPASS – FY2027	ORN23772	2027	\$1,459
Planning, FHWA Metropolitan Planning Funds, COMPASS – FY2028	ORN23773	2028	\$1,459
Planning, FHWA Metropolitan Planning Funds, COMPASS – FY2029	ORN23774	2029	\$1,459
Planning, FTA Metropolitan Planning Funds, COMPASS – FY2023 - 2027	19144	2023-2027	\$2,080
Planning, High Capacity Corridor Alternatives Analysis, COMPASS	13046	PD	\$1,000
Railroad Crossing, Cherry Lane, Nampa	23378	2027	\$350
Railroad Crossing, Karcher Road, Nampa	23379	2027	\$350

*PD = Preliminary Development (projects with development activity but no programmed year of construction)

Sorted by Project Name
All Values in Thousands of Dollars

Page 2 of 4
Thursday, June 9, 2022
6:51 AM

Project Name	Key #	Year*	Programmed Cost
Railroad Crossing, Lemp Lane, Canyon County	20358	2024	\$255
Railroad Crossing, Look Lane, near Caldwell	20355	2023	\$500
Railroad Crossing, Old Fort Boise Road, Canyon County	20606	2023	\$230
Roadway and ADA Improvements, Boise Area – FY2024	20674	2025	\$6,567
Roadway and ADA Improvements, Boise Area – FY2026	21896	2026	\$9,505
Roadway and ADA Improvements, Boise Area – FY2027	22390	2027	\$9,259
Roadway and ADA Improvements, Boise Area – FY2028	22816	2028	\$7,640
Roadway and ADA Improvements, Boise Area – FY2029	23323	2029	\$8,175
Roadway and ADA Improvements, Part 1, Boise Area – FY2023	20259	2024	\$6,379
Safety Audit, Signalized Intersections, Nampa	23293	2023	\$66
SH-16, Franklin Road to Ustick Road, Canyon County	23409	2023-2024	\$49,129
SH-16, I-84 to Franklin Road, Nampa	23410	2023	\$20,580
SH-16, I-84 to US 20/26 and SH-44, Ada and Canyon Counties	20788	2019-2023	\$220,500
SH-16, SH-44 to Junction SH-52, Environmental Reevaluation	23175	2023	\$3,000
SH-16, Ustick Road to US 20/26 and SH-44, Ada County	23408	2022	\$78,371
SH-21, Pavement Preservation, Ada and Boise Counties	20612	2026	\$5,140
SH-21, Pavement Preservation, Boise	ORN23535	2023	\$1,218
SH-44 (State Street), SH-16 to Linder Road, Ada County	20266	2023	\$7,490
SH-44 (State Street), Star Road to SH-16, Ada County	20574	2026	\$10,960
SH-44, RWIS near SH-16, Ada County	23182	2024	\$510
SH-45 and Locust Lane Intersection, Nampa	22717	2027	\$2,556
SH-55 (Eagle Road), I-84 to SH-44, Microseals, Ada County	ORN23542	2025	\$3,059
SH-55 (Karcher Road), 10th Avenue to Middleton Road, Construction, Canyon	23184	2027	\$39,270
SH-55 (Karcher Road), Farmway Road to Middleton Road, Design, Canyon	22715	2027	\$169,250
SH-55 (Karcher Road), Pear Lane to Farmway Road, Design, Canyon	23335	2026	\$38,400
SH-55, Pavement Preservation, Owyhee and Canyon Counties	23163	2028	\$890
SH-55, SH-44 (State Street) to Payette River Bridge, Rehabilitation	20506	2023	\$9,638
SH-69, Pavement Preservation, Kuna to Meridian	22699	2029	\$2,551
Smart Trips Treasure Valley, ACHD	ORN23674	2023	\$453
SR2S, VRT, Ada County – FY2023	20493	2023	\$171
SR2S, VRT, Ada County – FY2024 and FY2025	21910	2024-2025	\$411
SR2S, VRT, Ada County – FY2026	ORN23834	2026	\$218
SR2S, VRT, Ada County – FY2027	23306	2027	\$280
SR2S, VRT, Ada County – FY2028	ORN23668	2028	\$280
SR2S, VRT, Ada County – FY2029	ORN23670	2029	\$280
SR2S, VRT, Canyon County – FY2023	22924	2023	\$65
SR2S, VRT, Canyon County – FY2024	ORN23842	2024	\$65
SR2S, VRT, Canyon County – FY2025	ORN23843	2025	\$65
State Street, Hertford Way to Ellens Ferry, Boise	IN210-03	2026	\$8,555
Study, Big Data Purchase, COMPASS	22394	2025	\$150
Study, Chinden Drainage and Design Plan, Garden City	23311	2025	\$200
Study, Coordinate Local Waterway-Pathway Plans, COMPASS	23312	2025	\$120
Study, Fiscal Impact Analysis, COMPASS	22395	2023	\$60
Study, I-84, SH-44 to Centennial Way, Canyon	23341	2024	\$2,000
Study, Safety Action Plan, COMPASS	ORN23676	2027	\$250
Study, Smart Corridors, Nampa Area, COMPASS	23320	PD	\$140
Study, Transportation Demand Management Plan, COMPASS	ORN23677	2027	\$150

*PD = Preliminary Development (projects with development activity but no programmed year of construction)

Sorted by Project Name
All Values in Thousands of Dollars

Page 3 of 4
Thursday, June 9, 2022
6:51 AM

Project Name	Key #	Year*	Programmed Cost
Study, Transportation System Management and Operations Plan, COMPASS	ORN23678	PD	\$250
Ten Mile Road, Victory Road to Overland Road, Meridian	RC0299	2022-2023	\$298
Transit - Above and Beyond ADA Paratransit, Nampa Area	20043	2023-2027	\$1,500
Transit - Acquisition of Service, Boise Area, VRT	19691	2023-2027	\$3,149
Transit - Acquisition of Service, Nampa Area, VRT	19464a	2023-2027	\$2,480
Transit - Fixed Line Service, Rural Areas, TVT	19983	2023-2024	\$4,182
Transit - Operations - Fixed Route and Mobility Management, Nampa Area, VRT	18786	2023-2027	\$9,323
Transit - Operations - Mobility Management, Boise Area, VRT	19041	2023-2027	\$7,070
Transit - Operations, Kuna Senior Center	19464f	2023-2024	\$62
Transit - Preventative Maintenance, Kuna Senior Center	NEW03	2023	\$6
Transit - Preventive Maintenance and Demand Response, Nampa Area, VRT	18914	2023-2027	\$2,644
Transit - Preventive Maintenance and Paratransit, Boise Area, VRT	19137	2023-2027	\$18,244
Transit - Purchase of Service, Rural Areas, VRT	19464g	2023-2024	\$124
Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT	18788	2023-2027	\$447
Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT	19122	2023-2027	\$3,190
Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY2023	ORN23667	2023	\$186
Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY2024	20659	2024	\$1,754
Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY2025	21903	2025	\$1,758
Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY2026	22393	2026	\$1,758
Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY2027	22815	2027	\$1,457
Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY2028	ORN23671	2028	\$1,457
Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY2029	ORN23673	2029	\$1,457
Transit - Rolling Stock, Infrastructure, and Technology, Nampa Area, VRT	18781	2023-2027	\$1,199
Transit - Rolling Stock, Infrastructure, and Technology, Nampa Area, VRT	20136e	2023-2027	\$1,715
Transit - State Street Premium Corridor, Part 2, Boise Area, VRT	23179	2023	\$5,882
Transit - Vehicle Replacement, ACHD	NEW05	2023-2024	\$664
Transit - Vehicle Replacements, TVT	NEW06	2023-2024	\$264
US 20/26 (Chinden), I-84 to Middleton Road, Canyon County	22165	2022	\$8,100
US 20/26 (Chinden), Phyllis Canal Bridge to SH-16, Ada County	20367	2023	\$9,100
US 20/26 (Chinden), Phyllis Canal Bridge, Rehabilitation, near Meridian	20227	2023	\$3,889
US 20/26 and SH-44, Pavement Rehabilitation, Ada County	20536	2023	\$3,752
US 20/26 and SH-44, Surface Treatments, Ada and Canyon Counties	22677	2024	\$10,430
US 20/26, Middleton Road to Star Road, Ada and Canyon Counties	23337	2024	\$226,490
US-95, Parma North City Limit to I-84, Canyon and Payette	23167	2028	\$8,869
US-95, Pavement Preservation, Canyon County	23162	2029	\$1,125
Ustick Road, Black Cat Road to Ten Mile Road, Meridian	200919	2024	\$4,293
Ustick Road, Star Road to McDermott Road, Ada County	203719	PD	\$5,677
Ustick Road, Ten Mile Road to Linder Road, Meridian	RD207-24	2025	\$6,686
Western Heritage Byway, Swan Falls Road, ACHD	22600	2024-2025	\$4,916

Major Changes List

Draft FY2023-2029 Regional Transportation Improvement Program (TIP)

For this report, "major changes" are defined as new or removed projects, projects with advanced or delayed construction, and projects with major changes in scope, as compared to the FY2022-2028 TIP. Projects are listed in alphabetical order of project name by funding program.

Bridge Preservation/Restoration

Key Number	Project	Year of Funding	Total Programmed Cost
Delayed			
13494	Old Highway 30, Plymouth Street Bridge, Caldwell*	FY2023 to FY2027	\$9,909,000

*Includes multiple funding sources.

Freight

Key Number	Project	Year of Funding	Total Programmed Cost
New			
ORN23080	I-84, Franklin Road Interchange to Karcher Road Interchange - West, Nampa	PD	\$8,633,000
ORN23731	Northside Boulevard and Karcher Road, Intersection Improvements, Nampa	PD	\$5,370,000

Local Highway Local Partnerships (Local Funds)

Key Number	Project	Year of Funding	Total Programmed Cost
New			
ORN23833	Access to Opportunity, Boise and Garden City*	PD	\$15,908,000
RD203-04	Five Mile Road, Overland Road to Franklin Road, Boise	PD	\$18,145,000
102497	Franklin Road, McDermott Road to Black Cat Road, Ada County	PD	\$6,995,000
200919	Ustick Road, Black Cat Road to Ten Mile Road, Meridian	2024	\$4,686,000
IN210-03	State Street, Hertford Way to Ellens Ferry, Boise	FY2026	\$8,555,000
203719	Ustick Road, Star Road to McDermott Road, Ada County	PD	\$5,677,000
Delayed			
RD216-04	Eagle Road, Lake Hazel Road to Amity Road, Meridian	FY2023 to FY2024	\$6,030,000
RC0133	Fairview Avenue, Locust Grove Road to SH-55 (Eagle Road), Meridian	FY2023 to FY2025	\$4,700,000
RD207-29	Lake Hazel Road, Cloverdale Road to Five Mile Road, Ada County	FY2025 to PD	\$5,753,000
RD209-18	Lake Hazel Road, Eagle Road to Cloverdale Road, Ada County	FY2024 to FY2026/2027	\$12,584,000
RD209-28	Linder Road, SH-44 (State Street) to Floating Feather Road, Eagle	FY2024 to FY2026/2027	\$8,393,000
RD207-01	Orchard Street Realignment, Gowen Road to Victory Road, Boise	FY2024 to FY2026/2027	\$22,434,000

*Design is proposed under TMA funding; right-of-way and construction are proposed under local funding while seeking federal funding.

Local Highway Rural (Federal Funds)

Key Number	Project	Year of Funding	Total Programmed Cost
Advanced			
19951	Highway 30, Sand Hollow Road to SH-44, Canyon County	PD to FY2027	\$3,418,000
Delayed			
13964	Peckham Road, US-95 to Notus Road, Canyon County	FY2022 to FY2023	\$3,595,000

Local Highway Transportation Management Area (TMA) (Federal Funds)

Key Number	Project	Year of Funding	Total Programmed Cost
New			
ORN23833	Access to Opportunity, Boise and Garden City*	PD	\$15,908,000
ORN23679	Commuteride, ACHD - FY2028	FY2028	\$220,000
ORN23680	Commuteride, ACHD - FY2029	FY2029	\$220,000
ORN23685	Pathway, SH-55 (Eagle Road), McMillan to Bristol Heights, Boise	FY2027	\$1,019,000
ORN23681	Planning, COMPASS - FY2028	FY2028	\$232,000
ORN23682	Planning, COMPASS - FY2029	FY2029	\$232,000
ORN23674	Smart Trips Treasure Valley, ACHD	FY2023	\$453,000
ORN23676	Study, Safety Action Plan, COMPASS	FY2027	\$250,000
ORN23677	Study, Transportation Demand Management Plan, COMPASS	FY2027	\$150,000
ORN23678	Study, Transportation System Management and Operations Plan, COMPASS	PD	\$250,000
20659	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT- FY2023	FY2023	\$186,000
ORN23671	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT- FY2028	FY2028	\$1,457,000
ORN23673	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT- FY2029	FY2029	\$1,457,000
Advanced			
23307	Pathway, Federal Way and Broadway Avenue Multiuse Pathway, Boise	PD to FY2027	\$1,340,000
22385	Pathway, Greenbelt Completion, Boise State	FY2026/2027 to FY2026	\$825,000
22931	Pedestrian Improvements, SH-55, Bristol Heights to US 20/26, Boise	PD to FY2027	\$362,000
23311	Study, Chinden Drainage and Design Plan, Garden City	PD to FY2025	\$200,000
23312	Study, Coordinate Local Waterway-Pathway Plans, COMPASS	PD to FY2025	\$120,000
22395	Study, Fiscal Impact Analysis, COMPASS	FY2025 to FY2023	\$60,000
Delayed			
20542	Pathway, SH-55 (Eagle Road) Franklin to Pine, Meridian	FY2025 to PD	\$618,000

*Design is proposed under TMA funding; right-of-way and construction are proposed under local funding while seeking federal funding.

Local Highway Urban (Federal Funds)

Key Number	Project	Year of Funding	Total Programmed Cost
NEW			
23328	Commuteride, ACHD - FY2027 (Canyon County)	FY2027	\$55,000
23327	Planning, COMPASS - FY2027 (Canyon County)	FY2027	\$99,000
Advanced			
22386	Commuteride, ACHD - FY2025/2026**	FY2026 to FY2025	\$330,000
13487	Middleton Road and Ustick Road, Roundabout, Caldwell	FY2025 to FY2023	\$3,594,000
22016	Midway Road, SH-55 (Karcher Road) to I-84B, Rehabilitation, Canyon County	PD to FY2027	\$2,803,000

Key Number	Project	Year of Funding	Total Programmed Cost
Delayed			
13484	Centennial Way Roundabout, Caldwell	FY2023 to FY2026	\$3,698,000
13494	Old Highway 30, Plymouth Street Bridge, Caldwell*	FY2023 to FY2027	\$9,909,000
Removed			
22738	Commuteride, ACHD – FY2026**	FY2026	\$55,000

*Project is funded with multiple funding sources.

**This applies only to Urban funds.

Other

Key Number	Project	Year of Funding	Total Programmed Cost
New			
ORN23599	MS4 Permit and Storm Water management Program, Ada County	FY2023	\$250,000
ORN23772	Planning, FHWA Metropolitan Planning Funds, COMPASS – FY2027	FY2027	\$1,459,000
ORN23773	Planning, FHWA Metropolitan Planning Funds, COMPASS – FY2028	FY2028	\$1,459,000
ORN23774	Planning, FHWA Metropolitan Planning Funds, COMPASS – FY2029	FY2029	\$1,459,000

Pavement Preservation/Restoration

Key Number	Project	Year of Funding	Total Programmed Cost
New			
ORN23535	SH-21, Pavement Preservation, Boise	FY2023	\$1,218,000
20612	SH-21, Pavement Preservation, Ada and Boise Counties	FY2026	\$5,140,000
ORN23542	SH-55 (Eagle Road), LI-84 to SH-44, Microseals, Ada County	FY2025	\$3,059,000
Advance			
23175	SH-16, SH-44 to Junction SH-52, Environmental Reevaluation	FY2026 to FY2023	\$3,000,000
Scope Changed and Advanced			
20536	US 20/26 and SH-44, Pavement Rehabilitation, Ada County	FY2026 to FY2023	\$3,752,000
22677	US 20/26 and SH-44, Surface Treatments, Ada and Canyon Counties	FY2026 to FY2024	\$10,430,000
Delayed			
20212	I-84, Garrity Interchange to Ten Mile Interchange, Canyon and Ada Counties	FY2025 to FY2027	\$3,370,000
22699	SH-69, Pavement Preservation Kuna to Meridian	FY2027 to FY2029	\$2,551,000
22165	US 20/26 (Chinden), I-84 to Middleton Road, Canyon County	FY2022 to FY2024	\$8,100,000
23162	US-95, Pavement Preservation, Canyon County	FY2028 to FY2029	\$1,125,000

Public Transportation*

Key Number	Project	Year of Funding	Total Programmed Cost
New FTA 5303			
19144	Planning, FTA Metropolitan Planning Funds, COMPASS – FY2023-2027	Added FY2026-2027	\$832,000
New FTA 5307			
18854	Planning and Mobility Implementation, Boise Area, VRT	Added FY2027	\$1,295,000
18842	Planning and Mobility Implementation, Nampa Area, VRT	Added FY2027	\$1,180,000
20043	Transit – Above and Beyond ADA Paratransit, Nampa Area	Added FY2027	\$300,000
18786	Transit – Operations – Fixed Route and Mobility Management, Nampa Area, VRT	Added FY2027	\$1,910,000
19041	Transit – Operations – Mobility Management, Boise Area, VRT	Added FY2027	\$1,414,000
18914	Transit – Preventive Maintenance and Demand Response, Nampa Area, VRT	Added FY2027	\$608,000

Key Number	Project	Year of Funding	Total Programmed Cost
19137	Transit – Preventive Maintenance and Paratransit, Boise Area, VRT	Added FY2027	\$3,638,000
18788	Transit – Rolling Stock, Infrastructure, and Technology, Boise Area, VRT	Added FY2027	\$63,000
18781	Transit – Rolling Stock, Infrastructure, and Technology, Nampa Area, VRT	Added FY2027	\$98,000
New FTA 5310			
19691	Transit – Acquisition of Service, Boise Area, VRT	Added FY2027	\$592,000
19464a	Transit – Acquisition of Service, Nampa Area, VRT	Added FY2027	\$496,000
New FTA 5339			
19122	Transit – Rolling Stock, Infrastructure, and Technology, Boise Area, VRT	Added FY2027	\$638,000
20136e	Transit – Rolling Stock, Infrastructure, and Technology, Nampa Area, VRT	Added FY2027	\$343,000

Safety

Key Number	Project	Year of Funding	Total Programmed Cost
New			
ORN23803	I-84, Striping – FY2024	FY2024	\$550,000
ORN23804	I-84, Striping – FY2025	FY2025	\$550,000
ORN23805	I-84, Striping – FY2026	FY2026	\$550,000
ORN23806	I-84, Striping – FY2027	FY2027	\$550,000
ORN23807	I-84, Striping – FY2028	FY2028	\$550,000
ORN23808	I-84, Striping – FY2029	FY2029	\$550,000
ORN23668	SR2S, VRT, Ada County – FY2028	PD	\$280,000
ORN23670	SR2S, VRT, Ada County – FY2029	PD	\$280,000
ORN23842	SR2S, VRT, Canyon County – FY2024	FY2024	\$65,000
ORN23843	SR2S, VRT, Canyon County – FY2025	FY2025	\$65,000
Delayed			
20574	SH-44 (State Street), Star Road to SH-16, Ada County	FY2024 to FY2026	\$10,960,000

State Highway Capacity

Key Number	Project	Year of Funding	Total Programmed Cost
New			
ORN23591	Five Mile Road, I-84 Overpass Construction, Boise	FY2029	\$9,400,000
Delayed			
23409	SH-16, Franklin Road to Ustick Road, Canyon County	FY2022 to FY2023/2024	\$49,129,000
23410	SH-16, I-84 to Franklin Road, Nampa	FY2022 to FY2023	\$20,542,000
20788	SH-16, I-84 to US 20/26 and SH-44, Ada and Canyon Counties	FY2019-2023 to FY2019-2025	\$220,500,000
23408	SH-16, Ustick Road to US 20/26 and SH-44, Ada County	FY2022 to FY2023/24	\$78,371,000
23335	SH-55 (Karcher Road), Pear Lane to Farmway Road, Design, Canyon	FY2024 to FY2026	\$38,400,000
23341	Study, I-84, SH-44 to Centennial Way, Canyon	FY2022 to FY2024	\$2,000,000

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Acronyms used in FY2023-2029 Regional Transportation Improvement Program Project List:

ACHD	Ada County Highway District
ADA	Americans with Disabilities Act
COMPASS	Community Planning Association of Southwest Idaho
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
I	Interstate
IN	Part of an ACHD key number
ITD	Idaho Transportation Department
ITS	Intelligent Transportation Systems
KN	Key number
MPO	Metropolitan Planning Organization
MS4	Municipal Separate Storm Sewer System
NEPA	National Environmental Policy Act
ORN	Office of Transportation Investment Systems (OTIS) Reference Number
OTIS	Office of Transportation Investment Systems
PD	Preliminary Development
RD	Part of an ACHD key number
SH	State Highway
SR2S	Safe Routes to School
TDM	Transportation Demand Management
TSMO	Transportation System Management and Operations
TVT	Treasure Valley Transit
US	United States (Highway)
VRT	Valley Regional Transit

RTAC AGENDA WORKSHEET

<i>ID #</i>	<i>Title/Description</i>	<i>Mandatory</i> ₁	<i>Additional Information</i>	<i>Agenda Type</i> ²	<i>Time</i>	<i>Presenters</i>	<i>Proposed Agenda</i>	<i>Board Agenda</i>
1.	Approve RTAC Meeting Minutes	Yes		Consent Agenda	5	N/A	Monthly	N/A
2.	Receive Obligation Report	No		Status Report	N/A	N/A	Monthly	N/A
3.	Receive RTAC Agenda Worksheet	No		Status Report	N/A	N/A	Monthly	N/A
UPCOMING AGENDA ITEMS								
4.	RAISE Grant Application	No	Member agency staff will present their recent RAISE grant applications.	Special Item	20	ACHD staff	July	N/A
5.	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
6.	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	Dane Hoskins	July	August

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 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	Joey Schueler	July	August
8.	Recommend the FY2023 COMPASS Resource Development Plan	Yes	Joey Schueler 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	Joey Schueler	August or September	Oct
9.	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
10.	Recommend Adoption of Resolution Amending <i>Communities in Motion 2040 2.0</i> (CIM 2040 2.0)	Yes	Carl Miller will seek RTAC recommendation for COMPASS Board of Directors' adoption of a resolution amending CIM 2040 2.0 to add funded projects.	Action	15	Carl Miller	Sept	Oct

ID #	Title/Description	Mandatory₁	Additional Information	Agenda Type²	Time	Presenters	Proposed Agenda	Board Agenda
11	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
12	Review the FY2022 <i>Communities in Motion</i> (CIM) Implementation Grants and Project Development Program Projects	No	Joey Schueler will review the FY2022 projects in the CIM Implementation grants and Project Development Program projects.	Information/ Discussion	15	Joey Schueler	September	Oct
13	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
14	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
15	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



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 - 6/15/2022] [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									
20536	3	SH 44, FY26 MICROSEALS: STATE, GLENWOOD, & CHINDEN	2026	Development	100	PE	\$5,000.00	\$5,000.00	\$0.00
							\$5,000.00	\$5,000.00	\$0.00
22699	3	SH 69, KUNA TO MERIDIAN, ADA CO	2027	Development	100	PE	\$10,000.00	\$0.00	\$10,000.00
						PC	\$15,000.00	\$0.00	\$15,000.00
							\$25,000.00	\$0.00	\$25,000.00
23162	3	US 95, WILDER TO PARMA NCL	2028	Development	100	PE	\$50,000.00	\$50,000.00	\$0.00
							\$50,000.00	\$50,000.00	\$0.00
23163	3	SH 55, ION JCT TO HOSKINS ROAD	2028	Development	100	PE	\$10,000.00	\$0.00	\$10,000.00
						PC	\$15,000.00	\$0.00	\$15,000.00
							\$25,000.00	\$0.00	\$25,000.00
State Hwy - Pavement Preservation Total							\$105,000.00	\$55,000.00	\$50,000.00
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
						CE	\$100,000.00	\$100,000.00	\$0.00
						CC	\$403,824.00	\$403,824.00	\$0.00
						CN	\$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	2023	Development	111	PC	\$100,000.00	\$100,000.00	\$0.00
						CE	\$200,000.00	\$0.00	\$200,000.00
						CC	\$1,600,000.00	\$0.00	\$1,600,000.00
						CN	\$10,000,000.00	\$0.00	\$10,000,000.00
							\$11,900,000.00	\$100,000.00	\$11,800,000.00
State Hwy - Pavement Restoration Total							\$18,610,054.00	\$6,810,054.00	\$11,800,000.00
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
						CE	\$200,823.00	\$0.00	\$200,823.00
						CN	\$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

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
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	\$25,000.00	\$0.00	\$25,000.00
						PC	\$100,000.00	\$0.00	\$100,000.00
							\$125,000.00	\$0.00	\$125,000.00
23455	3	I 84, ROBINSON ROAD OVERPASS REPAIR	2022	Development	103	PE	\$20,000.00	\$20,000.00	\$0.00
						CE	\$10,000.00	\$10,000.00	\$0.00
						CC	\$20,000.00	\$20,000.00	\$0.00
						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	PS&E (or equiv.)	103	PE	\$20,000.00	\$20,000.00	\$0.00
						CE	\$5,000.00	\$5,000.00	\$0.00
						CN	\$75,000.00	\$45,985.00	\$29,015.00
							\$100,000.00	\$70,985.00	\$29,015.00
State Hwy - Bridge Restoration Total							\$811,000.00	\$256,985.00	\$554,015.00
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	Awarded (or equiv.)	106	PE	(\$28,000.00)	(\$28,000.00)	\$0.00
						PC	(\$4,200.00)	(\$4,200.00)	\$0.00
						CE	\$100,000.00	\$100,000.00	\$0.00
						CC	\$303,764.00	\$303,764.00	\$0.00
						CN	\$2,177,161.00	\$2,177,161.00	\$0.00
							\$2,548,725.00	\$2,548,725.00	\$0.00
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

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder	
22102	3	STC-8223, FRANKLIN BLVD & KARCHER RD INT, NAMPA	2022	Development	135	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							\$6,316,725.00	\$2,732,725.00	\$3,584,000.00	
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
							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	\$150,000.00	\$80,000.00	
							PC	\$14,000.00	\$14,000.00	\$0.00
							LP	\$100,000.00	\$100,000.00	\$0.00
							\$344,000.00	\$264,000.00	\$80,000.00	
20788	3	SH 16, I 84 TO US 20/26 & SH44 IC, ADA & CANYON COS	2500	Development	107	LP	(\$1,000,000.00)	(\$1,000,000.00)	\$0.00	
							(\$1,000,000.00)	(\$1,000,000.00)	\$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	

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
23099	3	I 84, EXIT 25 IMPROVEMENT, CANYON CO	2022	Awarded (or equiv.)	112	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							\$12,455,024.02	\$11,626,296.00	\$828,728.02
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
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	2023	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	Awarded (or equiv.)	149	CE	\$300,000.00	\$300,000.00	\$0.00
						CC	\$3,039,985.00	\$3,039,985.00	\$0.00
						CN	\$20,210,015.00	\$20,210,015.00	\$0.00
							\$23,550,000.00	\$23,550,000.00	\$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							\$36,773,800.00	\$36,773,800.00	\$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

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
23410	3	SH 16, I 84 TO FRANKLIN RD, ADA & CANYON COS	2023	Awarded (or equiv.)	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							\$55,691,967.00	\$49,890,776.00	\$5,801,191.00
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
						PC	\$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	Awarded (or equiv.)	91	PC	\$1,458,965.03	\$1,458,965.03	\$0.00
							\$1,458,965.03	\$1,458,965.03	\$0.00
Hwy - Metropolitan Planning Total							\$1,458,965.03	\$1,458,965.03	\$0.00
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
						CC	\$35,000.00	\$35,000.00	\$0.00
						CL	\$15,000.00	\$15,000.00	\$0.00
						CN	\$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

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
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
						PC	\$900,000.00	\$0.00	\$900,000.00
						PL	\$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
Local Hwy - Urban									
13487	3	NHS-8213, MIDDLETON & USTICK ROUNDABOUT, 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	\$55,000.00	\$0.00
							\$55,000.00	\$55,000.00	\$0.00
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	\$50,000.00	\$0.00
						PL	\$15,000.00	\$15,000.00	\$0.00
						RW	\$60,000.00	\$60,000.00	\$0.00
							\$125,000.00	\$125,000.00	\$0.00
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	\$676,000.00	\$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
Local Hwy - Transportation Management Area									
19465	3	LOCAL, FY22 CAPITAL MAINTENANCE, PH 1, BOISE	2023	Development	51	CE	\$301,000.00	\$0.00	\$301,000.00
						CC	\$472,000.00	\$0.00	\$472,000.00
						CN	\$4,695,000.00	\$0.00	\$4,695,000.00
							\$5,468,000.00	\$0.00	\$5,468,000.00
19763	3	LOCAL, FY22 TRANSIT ASSET MANAGEMENT, VRT	2022	Development	51	CN	\$3,500,000.00	\$0.00	\$3,500,000.00
							\$3,500,000.00	\$0.00	\$3,500,000.00
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
19993	3	LOCAL, FY23 ROADWAY & ADA IMPROVEMENTS, PT 2, BOISE AREA	2022	Development	51	CE	\$100,000.00	\$0.00	\$100,000.00
						CC	\$200,000.00	\$0.00	\$200,000.00
						CN	\$2,005,000.00	\$0.00	\$2,005,000.00
							\$2,305,000.00	\$0.00	\$2,305,000.00
20129	3	LOCAL, FY21 CAPITAL MAINTENANCE, PH 2, ACHD	2022	Awarded (or equiv.)	51	CC	\$24,864.00	\$24,864.00	\$0.00
						CN	\$352,908.00	\$352,908.00	\$0.00
							\$377,772.00	\$377,772.00	\$0.00
20259	3	LOCAL, FY23 ROADWAY & ADA IMPROVEMENTS PART 1, BOISE AREA	2024	Development	51	RW	\$150,000.00	\$0.00	\$150,000.00
							\$150,000.00	\$0.00	\$150,000.00
20674	3	LOCAL, FY24 ROADWAY AND ADA IMPROVEMENTS, BOISE	2025	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	\$653,922.00	\$0.00
							\$653,922.00	\$653,922.00	\$0.00
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							\$14,759,694.00	\$2,538,694.00	\$12,221,000.00
Local Hwy - Transportation Alternatives; TMA									
20259	3	LOCAL, FY23 ROADWAY & ADA IMPROVEMENTS PART 1, BOISE AREA	2024	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	\$475,000.00	\$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
20841	3	SH 55, BIKE/PED BR OVER BOISE RV, EAGLE	2023	PS&E (or equiv.)	133	CN	\$441,000.00	\$441,000.00	\$0.00
							\$916,000.00	\$916,000.00	\$0.00
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	\$1,052,000.00	\$175,000.00
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
						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	\$20,000.00	\$20,000.00	\$0.00
						LP	(\$20,000.00)	(\$20,000.00)	\$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	\$10,000.00	\$0.00	\$10,000.00
						UT	\$10,000.00	\$0.00	\$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	\$7,000.00	\$7,000.00	\$0.00
						CN	\$200,000.00	\$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)

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
Hwy - Local Partnerships									
13918	3	LOCAL, RAIL WITH TRAIL PATHWAY, MERIDIAN	2024	Development	79	RW	\$120,000.00 \$120,000.00	\$0.00 \$0.00	\$120,000.00 \$120,000.00
19465	3	LOCAL, FY22 CAPITAL MAINTENANCE, PH 1, BOISE	2023	Development	79	CN	\$1,809,000.00 \$1,809,000.00	\$0.00 \$0.00	\$1,809,000.00 \$1,809,000.00
20129	3	LOCAL, FY21 CAPITAL MAINTENANCE, PH 2, ACHD	2022	Awarded (or equiv.)	79	CE	\$7,500.00 \$7,500.00	\$7,500.00 \$7,500.00	\$0.00 \$0.00
20367	3	US 20, PHYLLIS CANAL BR TO SH-16, ADA CO	2023	PS&E (or equiv.)	131	PE	\$5,000.00 \$5,000.00	\$0.00 \$0.00	\$5,000.00 \$5,000.00
20542	3	LOCAL, PED IMPROVEMENTS, EAGLE RD, MERIDIAN	2025	Development	79	PL	\$10,000.00 \$10,000.00	\$0.00 \$0.00	\$10,000.00 \$10,000.00
20549	3	US 20, CHINDEN; INT 43RD ST PED IMPRV, GARDEN CITY	2023	Development	79	PC	\$80,000.00 \$80,000.00	\$72,000.00 \$72,000.00	\$8,000.00 \$8,000.00
20674	3	LOCAL, FY24 ROADWAY AND ADA IMPROVEMENTS, BOISE	2025	Development	79	PE PC	\$29,000.00 \$178,000.00 \$207,000.00	\$0.00 \$0.00 \$0.00	\$29,000.00 \$178,000.00 \$207,000.00
20841	3	SH 55, BIKE/PED BR OVER BOISE RV, EAGLE	2023	PS&E (or equiv.)	79	PL CE CL	\$9,500.00 \$5,000.00 \$65,500.00 \$80,000.00	\$9,500.00 \$5,000.00 \$65,500.00 \$80,000.00	\$0.00 \$0.00 \$0.00 \$0.00
21896	3	LOCAL, FY26 ROADWAY AND ADA IMPROVEMENTS, BOISE	2026	Development	79	PE	\$29,000.00 \$29,000.00	\$29,000.00 \$29,000.00	\$0.00 \$0.00
22165	3	US 20/26, I 84 TO MIDDLETON RD, CANYON CO	2024	Development	79	CN	\$207,000.00 \$207,000.00	\$207,000.00 \$207,000.00	\$0.00 \$0.00
23095	3	I 84, FIVE MILE RD OVERPASS & WIDENING (NEPA), BOISE	2025	Development	79	PC	\$970,000.00 \$970,000.00	\$0.00 \$0.00	\$970,000.00 \$970,000.00
23410	3	SH 16, I 84 TO FRANKLIN RD, ADA & CANYON COS	2023	Awarded (or equiv.)	79	CN	\$2,500,000.00 \$2,500,000.00	\$2,500,000.00 \$2,500,000.00	\$0.00 \$0.00
Hwy - Local Partnerships Total							\$6,024,500.00	\$2,895,500.00	\$3,129,000.00
Hwy GARVEE - 2017 Legislative Authorization									
20788	3	SH 16, I 84 TO US 20/26 & SH44 IC, ADA & CANYON COS	2500	Development	142	PE PC RW LP UT CE	\$150,000.00 \$0.00 (\$100,000.00) (\$6,654,120.00) \$1,150,000.00 \$39,489.00	\$150,000.00 \$5,000,000.00 (\$100,000.00) (\$13,151,286.43) \$4,150,000.00 \$39,489.00	\$0.00 (\$5,000,000.00) \$0.00 \$6,497,166.43 (\$3,000,000.00) \$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
20788	3	SH 16, I 84 TO US 20/26 & SH44 IC, ADA & CANYON COS	2500	Development	142	CN	\$414,631.00 (\$5,000,000.00)	\$414,631.00 (\$3,497,166.43)	\$0.00 (\$1,502,833.57)
23081	3	I 84, FRANKLIN RD IC TO KARCHER IC - EAST, NAMPA	2022	Awarded (or equiv.)	142	CE CC	\$100,000.00 (\$100,000.00) \$0.00	\$100,000.00 (\$100,000.00) \$0.00	\$0.00 \$0.00 \$0.00
Hwy GARVEE - 2017 Legislative Authorization Total							(\$5,000,000.00)	(\$3,497,166.43)	(\$1,502,833.57)
Report Total							\$161,138,449.05	\$113,959,133.60	\$47,179,315.45