



Working together to plan for the future

REGIONAL TRANSPORTATION ADVISORY COMMITTEE December 15, 2021 - 8:30 a.m. COMPASS, 1st Floor Board Room 700 NE 2nd Street, Meridian, Idaho

ZOOM CONFERENCE CALL

(Subject to availability and functionality of connection.)

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

Committee members can participate in the meeting in-person or via Zoom conference call. The 1st Floor Board room is open for in-person attendance, but has limited capacity. In-person attendees must maintain physical distance and should wear a mask at all times in the COMPASS building, if not fully vaccinated.

Please specify whether you plan to attend in-person or virtually when RSVPing to Hailey Townsend at htownsend@compassidaho.org or 208-475-2232.

Written comments may be submitted by email to info@compassidaho.org. Comments can also be left by voicemail. Please call 208-475-2232 to record comments. Commenters must provide their name for the record. Comments identified by name that are received by 10:00 am on December 15, 2021, will be provided to the Committee members and read into the record during the meeting.

AGENDA

I. CALL TO ORDER (8:30)

II. OPEN DISCUSSION/ANNOUNCEMENTS

III. CONSENT AGENDA

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

IV. ACTION ITEM

8:35 *A. Approve *Communities in Motion 2050 (CIM 2050)* Mary Ann Waldinger

Page 7 "Foundation" for Needs Identification

Mary Ann Waldinger will seek approval of the CIM 2050 "foundation" to be used to help identify future transportation needs.

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

Page 14 *Toni Tisdale will seek RTAC approval of balancing actions to program available funds in the Surface Transportation Block Grant program in the Transportation Management Area.*

**REGIONAL TRANSPORTATION ADVISORY COMMITTEE
NOVEMBER 17, 2021
ZOOM CONFERENCE CALL
COMPASS 1st Floor Board Room**

****MINUTES****

ATTENDEES:

Rodney Ashby, City of Nampa, via telephone
Nichoel Baird Spencer, City of Eagle, via telephone
Jeff Barnes, City of Nampa, via telephone
Lee Belt, City of Greenleaf, via telephone
Clair Bowman, City of Nampa, via telephone
Bre Brush, City of Boise, via telephone
Miranda Carson for Al Christy, City of Meridian, via telephone
Becky Crofts, City of Middleton, via telephone
Kate Dahl, Canyon County Development Services, via telephone
Tom Ferch, Ada County Highway District, via telephone
Dave Rader for Karen Gallagher, City of Boise, via telephone
Ryan Head, Ada County Highway District, via telephone
Jace Hellman, City of Kuna, via telephone
Stephen Hunt, Valley Regional Transit, via telephone
Liisa Itkonen, COMPASS, Ex. Officio, via telephone
Angela Lively, City of Caldwell, via telephone
Brian McClure, City of Meridian, via telephone
Robb MacDonald, City of Caldwell, via telephone
Brent Moore, Ada County Development Services, **Vice Chair**, via telephone
Lenny Riccio, Canyon Highway District No. 4, **Chair**, via telephone
Darrell Romine, City of Melba, via telephone
Michael Toole, Department of Environmental Quality, via telephone
Tina Wilson for Angie Lee, City of Parma, via telephone
Stacey Yarrington, Ada County Development Services, via telephone

MEMBERS ABSENT:

Drew Alexander, Boise State University
Aaron Bauges, Idaho Transportation Department
Lara Disney, Public Participation Workgroup
Steve Fultz, Canyon County Development Services
Caleb Hood, City of Meridian
Rob Howarth, Central District Health, Ex. Officio
Tom Laws, Ada County Highway District
Dan Lister, Canyon County Development Services
Shawn Nickel, City of Star
Jenah Thornborrow, City of Garden City
Bob Watkins, Golden Gate Highway District
Bill Vaughan, City of Eagle

OTHERS PRESENT: Eric Adolfson, COMPASS, via telephone
Cecilia Arritola, Idaho Transportation Department, via telephone
Nathan Campbell, Boise State University, via telephone
Vanessa Fry, Boise State University, via telephone
Tevrin Fuller, COMPASS, via telephone
Destinie Hart, COMPASS, via telephone
Lila Klopfenstein, COMPASS, via telephone
Megan Larsen, COMPASS, via telephone
Amy Luft, COMPASS, via telephone
Katie McInally, Boise State University, via telephone
Carl Miller, COMPASS, via telephone
Hunter Mulhall, COMPASS, via telephone
Krista Paulsen, Boise State University, via telephone
Alexa Roitman, Boise State University, via telephone
Amy Schroeder, Idaho Transportation Department, via telephone
Mitch Skiles, COMPASS, via telephone
Matt Stoll, COMPASS, in person
Toni Tisdale, COMPASS, via telephone
Hailey Townsend, COMPASS, in person
Vince Trimboli, Idaho Transportation Department, via telephone
Mary Ann Waldinger, COMPASS, via telephone

CALL TO ORDER:

Chair Lenny Riccio called the meeting to order at 8:32 a.m.

OPEN DISCUSSION/ANNOUNCEMENTS

Toni Tisdale reminded RTAC members of the new reauthorization bill for transportation, the Infrastructure Investment and Jobs Act, which will provide funding for new and existing programs and encouraged agencies to submit applications for Phase I for programming. Amy Luft announced the next installment of the 2021 COMPASS Education Series, A Contemporary Approach to Managing Travel Demand, on December 8, 2021. Hunter Mulhall announced that the next Regional Operations Workgroup will cover the Congestion Management Process and identifying needs in the area and requested agency staff to participate in the workgroup.

CONSENT AGENDA

- A. Approve September 22, 2021, RTAC Meeting Minutes**
- B. Recommend Amendment to the FY2023-2029 COMPASS Funding Application Guide**
- C. Approve 2022 RTAC Meeting Times/Dates**

Brent Moore moved and Jeff Barnes seconded approval of the Consent Agenda as presented. Motion passed unanimously.

ACTION ITEMS

A. Update on Idaho Transportation Department (ITD) Projects

Amy Schroeder provided an update on Idaho Transportation Department (ITD) Transportation Expansion and Congestion Mitigation (TECM) projects in Ada and Canyon Counties.

ACTION ITEMS

A. Request Subcommittee to Oversee Affordable Housing Study

Boise State University students provided an overview of how parking requirements can affect the cost of building affordable housing. Carl Miller requested volunteers for an RTAC subcommittee to provide input into the integration of affordable housing into COMPASS planning.

After discussion, **a subcommittee was established to work with COMPASS staff to oversee an affordable housing study. The following RTAC members volunteered for the committee:**

Brent Moore, Stephen Hunt, Nichoel Baird Spencer, Caleb Hood, Kate Dahl, Tom Ferch, and Lee Belt.

B. Recommend Adoption of Resolutions Amending *Communities in Motion 2040 2.0* (CIM 2040 2.0) and the FY2021-2027 and FY2022-2028 Regional Transportation Improvement Programs (TIPs)

Liisa Itkonen presented amendments to CIM 2040 2.0 and the FY2021-2027 and FY2022-2028 TIPs and requested RTAC recommendation of COMPASS Board of Directors' adoption.

After discussion, **Clair Bowman moved and Nichoel Baird Spencer seconded to recommend COMPASS Board of Directors' adoption of amendments to *Communities in Motion 2040 2.0* (CIM 2040 2.0) and the FY2021-2027 and FY2022-2028 TIPs to add one project to CIM 2040 2.0 and both TIPs and remove four projects from both TIPs. This item will be brought to the COMPASS Board of Directors for action in its December 20, 2021, meeting. Motion passed unanimously.**

C. Approve Transportation Management Area (TMA) Balancing

Toni Tisdale reviewed balancing actions to program available funds in the Surface Transportation Block Grant (STBG) and Transportation Alternatives Program (TAP) programs in the TMA and requested RTAC approval.

After discussion, **Nichoel Baird Spencer moved and Tina Wilson seconded to approve actions to balance the STBG and TAP programs in the TMA. Motion passed unanimously.**

D. Recommend COMPASS Complete Network Policy

Carl Miller reviewed the COMPASS Complete Network Policy and requested RTAC recommendation of COMPASS Board of Directors' approval.

After discussion, **Stephen Hunt moved and Clair Bowman seconded to recommend COMPASS Board of Directors' approval of the COMPASS Complete Network Policy. Motion passed unanimously.**

INFORMATION/DISCUSSION ITEMS

A. Review *Communities in Motion 2050* (CIM 2050) “Foundation” and Needs Identification Process

Mary Ann Waldinger reviewed the likely funded projects that will form the basis for the foundation for the CIM 2050 transportation system.

B. Travel Survey Data Study Progress Update

Mary Ann Waldinger provided an update on the 2021 COMPASS household travel survey.

Next Meeting: December 15, 2021

ADJOURNMENT

Clair Bowman moved and Bre Brush seconded adjournment at 10:30 a.m. Motion passed unanimously.

\\cpa-file01\Shared\FY21\800 System Maintenance\820 Committee Support\RTAC\2021 Minutes\Unsigned\minutes9222021.docx

RTAC AGENDA ITEM IV-A

Date: December 15, 2021

Topic: *Communities in Motion 2050 (CIM 2050)* “Foundation” for Needs Identification

Request/Recommendation:

COMPASS staff seeks Regional Transportation Advisory Committee approval of the CIM 2050 “foundation” to be used to help identify future transportation needs.

Background/Summary:

In September, COMPASS staff presented an approach to identifying the transportation needs to support the CIM 2050 Vision as adopted by the COMPASS Board of Directors in August. This approach included meeting with transportation agencies to review and confirm the CIM 2040 2.0 long-term funded list and identify additional projects reasonably expected to be completed by 2050. Since then, COMPASS staff have met with the Idaho Transportation Department, Ada County Highway District (ACHD), City of Nampa, City of Caldwell, Canyon Highway District, and Valley Regional Transit to confirm the agencies’ likely funded transportation (roadway and public transit) projects by the year 2050. This is a fiscally constrained list based on the information currently available and essentially develops the draft “long-term” funded project list for CIM 2050.

In November, COMPASS staff presented the draft CIM 2050 foundation to RTAC and has continued to refine it since that time. Tables 1 – 4 and Figure 1 on the following pages identify the corridors, or portions of corridors, assumed to be complete by 2050. These corridors are the basis for the draft CIM 2050 foundation.

All corridors or portions of corridors listed in Tables 1 and 2 (state and local long-term funded projects, respectively) were listed as long-term **unfunded** in CIM 2040 2.0, but are currently considered **funded** for CIM 2050 and are included in the CIM 2050 foundation.

All projects in Table 3 (ACHD locally funded projects) are included in the CIM 2050 foundation. These projects were identified in ACHD’s 2040 Capital Improvement Plan (CIP), adopted in August 2020. The CIP includes projects with funding for right-of-way, but for which design and construction are unfunded. The 12 corridors shown in Table 3 are currently unfunded, but planned for eventual local funding. While all will be included in the CIM 2050 foundation, many will not be explicitly listed in CIM 2050 due to the local funding and/or the corridors’ functional classification. For example, of the 12 corridors, 10 are minor arterials, which are not included in CIM 2050. Principal arterials, regardless of funding source, will be listed in CIM 2050.

Table 4 shows the City of Nampa’s projects expected to be complete by 2050 included in the CIM 2050 foundation.

VRT’s projects will be presented to RTAC at the December meeting – this list will consist of a few additional routes and more frequent service (better frequency) on premium routes.

Implication (policy and/or financial):

Approval of the CIM 2050 “foundation” allows staff to begin the technical analysis to help identify potential future transportation needs. In early 2022, RTAC will receive both the draft funded project list and draft unfunded needs list for review and will begin prioritization of the identified needs.

More Information:

- 1) For detailed information contact Mary Ann Waldinger, at 208/475-2242 or mwaldinger@compassidaho.org

LI: T:\FY22\800 System Maintenance\820 Committee Support\RTAC\2022 Packets\12-15-21 Packet\IVA_CIM 2050 Foundation RTAC Dec2021R2.docx

Table 1: State Long-Term Unfunded List (per CIM 2040 2.0) Included in the CIM 2050 Foundation

CIM 2040 2.0 Priority	Regional State System Project	Long-Term Funded/ Complete by 2050	Design, ROW, or Construction (Budgeted)
1	Interstate 84 (Exit 27 to Exit 29) – add lanes, auxiliary lanes, improve interchanges and replace pedestrian bridge	YES	YES
2	US Highway 20/26 (Middleton Road to Eagle Rd)* – widen to 6 lanes	YES	YES
4	State Highway 55 (Pear Lane to Farmway Road [City of Caldwell]) – widen to 4 lanes	YES	YES
5	State Highway 16 (Expressway), I-84 to State Highway 44 – new limited access highway with interchanges at I-84, Franklin Rd, Ustick Rd, US 20/26 and SH 44	YES	YES
7	I-84/I-184 Overpasses – Projects have local sponsorship <ul style="list-style-type: none"> • Emerald Street (I-184) – widen to 4 lanes • Linder Road (I-84) – build new overpass • Five Mile Road (I-84) – widen to 4 lanes 	YES	YES

*CIM 2040 2.0 Long-Term Funded list included Middleton Rd to Star Rd interim widening to 4 lanes and Linder Rd to Eagle Rd widen to 6 lanes. The Long-Term Unfunded list included Middleton Rd to Linder Rd widen to 6 lanes.

Table 2: Local Long-Term Unfunded List (per CIM 2040 2.0) Included in the CIM 2050 Foundation

CIM 2040 2.0 Priority	Local System Project	Long-Term Funded/ Complete by 2050	Other Information
1	Franklin Rd (Star Rd to McDermott Rd) – widen to 5 lanes	YES	Long-term funded
2	Amity Rd (Kings Rd to McDermott Rd) – widen to 5 lanes	YES	
3	Franklin Blvd (Birch Ln to US 20/26) – widen to 5 lanes	YES	Intersection budgeted
4	Northside Blvd (Karcher Rd – US 20/26) – widen to 4/5 lanes	YES	Segment in long-term funded and PEL
5	Happy Valley Rd (Locust Ln to Stamm Ln) – widen to 5 3 lanes	YES	Change to 3 lanes
6	Middleton Rd (Greenhurst Rd to Caldwell-Nampa Blvd) – widen to 5 lanes	YES	
8	Midland Blvd (Greenhurst Rd to Roosevelt Ave) – widen to 3 lanes (Roosevelt Ave to Caldwell-Nampa Blvd) – widen to 5 lanes (Cherry Ln to US 20/26) – widen to 5 lanes	YES	Some segments and intersections already 5 lanes
9	Cherry Ln (Stiehl Creek Dr to McDermott Rd) – widen to 5 lanes (Middleton Rd to Stiehl Creek Dr) – construct new 3 lane road	YES	Realign Cherry Ln east of Middleton Rd
10	Lake Hazel Rd (Linder Rd to SH 69) – widen to 3 lanes (Pleasant Valley to Railroad Crossing) – new 5 lane road Greenhurst Rd (Middleton Rd to 12 th Ave) – widen to 3 lanes	YES	Greenhurst Rd east of 12th Ave segments complete
12	North/South Kuna Railroad Crossing	YES	Long-term funded per ACHD CIP
14	Idaho Center Blvd / Can Ada Rd (Achievement Dr to Ustick Rd) – widen to 5 lanes	YES	

Table 3: ACHD’s Additional Roadway “Locally Funded” Projects per Capital Improvement Plan Adopted August 2020

Local System Project	Long-Term Funded/ Complete by 2050	Other Information
Beacon Light Rd (Palmer Ln to Horseshoe Bend (SH 55)) - widen to 3 lanes	YES	Minor Arterial
Emerald St (Five Mile Rd to Cole Rd) - widen to 5 lanes	YES	Minor Arterial and existing deficiency Five Mile Rd to Maple Grove Rd
Fairview Ave (Five Mile Rd to Cole Rd) - widen to 7 lanes	YES	Regionally Significant
Five Mile Rd (Ustick Rd to McMillan Rd) - widen to 5 lanes	YES	Minor Arterial
King Rd (Swan Falls Rd to Eagle Rd) - widen to 3 lanes	YES	Minor Arterial
Linder Rd (Lake Hazel to Overland Rd) - widen to 3 lanes	YES	Minor Arterial
Linder Rd (Pine Ave to Ustick Rd) - widen to 3 lanes	YES	Minor Arterial and existing deficiency Cherry Ln to Ustick Rd
McMillan Rd (Cloverdale Rd to Five Mile Rd) - widen to 5 lanes	YES	Minor Arterial
Overland Rd (Locust Grove Rd to Cole Rd) - widen to 7 lanes	YES	Regionally Significant and Existing deficiency Five Mile Rd to Maple Grove Rd
Ustick Rd (Cole Rd to Curtis Rd) - widen to 5 lanes	YES	Minor Arterial and existing deficiency
Victory Rd (Black Cat Rd to Linder Rd) - widen to 3 lanes	YES	Minor Arterial
Victory Rd (Five Mile Rd to Cole Rd) - widen to 5 lanes	YES	Minor Arterial and existing deficiency Five Mile Rd to Cole Rd

Table 4: City of Nampa’s Additional Roadway Projects

Local System Project	Long-Term Funded/ Complete by 2050	Other Information
Lake Lowell Ave (Midway Rd to 12th Ave (SH 45)) - widen to 3 lanes	YES	Design for 12 th Ave to Midland Blvd underway
Lone Star Rd (Midway Rd to 12th Ave (SH 45)) - widen to 3 lanes	YES	Minor Arterial

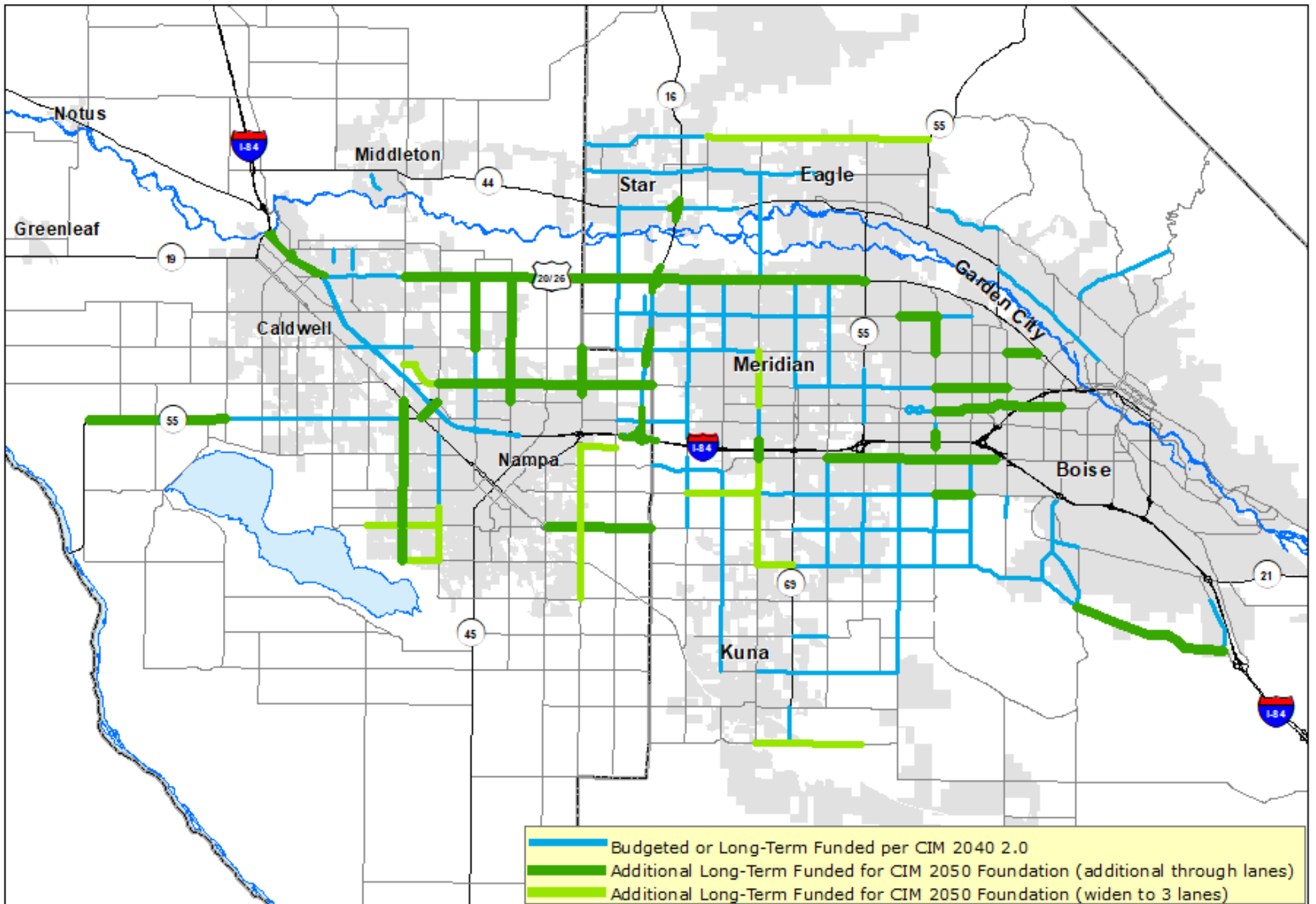


Figure 1: CIM 2050 Foundation

RTAC AGENDA ITEM IV-B

Date: December 15, 2021

Topic: Transportation Management Area (TMA) Balancing

Request/Recommendation:

COMPASS staff seeks Regional Transportation Advisory Committee (RTAC) approval to balance the Surface Transportation Block Group (STBG)-TMA program to use funding released from a project entering close-out.

Background/Summary:

Balancing the STBG-TMA program allows funds released through a project entering close-out to be used for other projects with funding needs. The STBG-TMA program will have \$267,000 available for reprogramming with the release of funds.

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

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

The needs submitted by sponsoring agencies are listed below, along with funding recommendations from COMPASS staff, based on the balancing policy priorities.

KN	Policy Priority	Project	FY2022 Request	Recommend STBG-TMA	Notes
Available				\$0	
19987	N/A	Capital Maintenance, Phase 2, Boise Area - FY2020	-\$267,000	-\$267,000	To reduce remaining funds for project entering close-out.
19847	1A	Capital Maintenance, Phase 3, Boise Area - FY2020	\$65,000	\$65,000	To cover increased costs of asphalt testing and construction engineering, as well as additional construction costs for thicker asphalt and correct additional non-compliant ramps.
20091	1A	Capital Maintenance, Phase 3, Boise Area - FY2019	\$150,000	\$150,000	To cover increased costs of asphalt testing and construction engineering, as well as additional construction costs for thicker asphalt and correct additional non-compliant ramps.
19465	1B	Pavement Preservation and ADA, Phase 1, Boise Area - FY2022	\$247,000	\$52,000	To covert local portion of federal aid for construction, which increased based on the engineer's estimate.

KN	Policy Priority	Project	FY2022 Request	Recommend STBG-TMA	Notes
20841	2A	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	\$679,000		To convert local portion to federal aid for construction. Project is "advance construction."
19763	2C	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2022	\$423,000		To cover annual shortfall for bus replacements.
20259	3	Roadway and ADA Improvements, Part 1, Boise Area - FY2023	\$500,000		To convert local portion to federal aid for right-of-way costs.
19993	3	Roadway and ADA Improvements, Part 2, Boise Area - FY2023	\$250,000		To convert local portion to federal aid for right-of-way costs.
19465	4	Pavement Preservation and ADA, Phase 1, Boise Area - FY2022	\$141,557		To convert local funds to federal aid for increased design costs.
20647	4	Roadway and ADA Improvements, Boise Area - FY2024	\$207,000		To convert local portion to federal aid for increased design costs.
20259	4	Roadway and ADA Improvements, Part 1, Boise Area - FY2023	\$300,000		To convert local portion to federal aid for increased design costs.
23095	9	Five Mile Road Overpass and Widening, NEPA, Boise	\$1,550,000		To convert local funds to federal aid for design costs.

A negative amount = funding is available for programming.

The changes, as proposed above, are shown in more detail on the STBG-TMA balancing worksheet (Attachment 1). Letters of request from sponsoring agencies are provided in Attachment 2 (note that funds already shown as local to convert to federal do not require an official request).

Implication (policy and/or financial):

The recommended staff actions allow full obligation of available STGB-TMA program funds, while maintaining balanced programs.

More Information:

- 1) Attachment 1: STBG-TMA balancing worksheet
- 2) Attachment 2: Letters of request
- 3) For detailed information contact: Toni Tisdale, Principal Planner, ttisdale@compassidaho.org

TT: T:\FY22\600 Projects\685 TIP\FY2228TIP\211215mmoRTACTmaBal.docx

**STBG-TMA Program Worksheet
FY2022-2028**

Attachment 1

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

Key No	Project	Prev	2022 (2021 CRRSAA)	2022	2023	2024 (2021 CRRSAA)	2024	2025	2026	2027 2028	Total	2022 Changes
Off-the-Top												
20729	Commuteride, ACHD (FY2022)	0		220							220	
22015	Commuteride, ACHD (FY2023)	0			220						220	
22436	Commuteride, ACHD (FY2024)	0					220				220	
22386	Commuteride, ACHD (FY2025)	0						220			220	
22738	Commuteride, ACHD (FY2026)	0							220		220	
23328	Commuteride, ACHD (FY2027)	0								220	220	
19920	COMPASS Planning (FY2022)	0		232							232	
20560	COMPASS Planning (FY2023)	0			232						232	
21889	COMPASS Planning (FY2024)	0					232				232	
22387	COMPASS Planning (FY2025)	0						232			232	
22800	COMPASS Planning (FY2026)	0							232		232	
23327	COMPASS Planning (FY2027)	0								232	232	
	SUBTOTAL			452	452		452	452	452	452		
Roadway Maintenance (82%)												
19887	Capital Maintenance, Phase 2, Boise Area - FY2020	1742		-267							1475	Release funds entering close-out.
19847	Capital Maintenance, Phase 3, Boise Area - FY2020	484		65							549	To cover increased construction cost requests \$65,000.
20091	Capital Maintenance, Phase 3, Boise Area - FY2019	611		150							761	To cover increased construction cost requests \$150,000.
20129	Capital Maintenance, Phase 2, Boise Area - FY2021	3367		315							3682	May 2021 increase \$473K to help cover OA limitation. Advanced to FY2021 per Admin Mod 18 through EOY. Oct 2021 requests \$315K to cover high bid recommended.
19465	Pavement Preservation and ADA, Phase 1, Boise Area - FY2022	724		5732							6651	Approved Admin Mod #20 Oct 2021 recommend to convert \$253K from local to federal. Admin Mod #20 Nov 2021 recommend to convert \$52K.
				195								Local funds added in Admin Mod #21/1 to cover engineer's estimate. Convert to federal, if possible.
20122	Pavement Preservation and ADA, Phase 2, Boise Area - FY2022	243		2326							2569	
20259	Roadway and ADA Improvements, Part 1, Boise Area - FY2023	838		500	1000						7717	Local funds (ROW). Convert to federal, if possible (also \$300K in local design).
19993	Roadway and ADA Improvements, Part 2, Boise Area - FY2023	34		250	500	2305					3089	Design was already completed on segments in another key number and moved to this key number.
												Local funds.
20080	Roadway and ADA Improvements, Part 3, Boise Area - FY2023	80		-80							0	Aug 2021 - Remove from federal-aid program, at request of ACHD. Amend #1
					0							Local funds.
20674	Roadway and ADA Improvements, Boise Area - FY2024	0		1055			6167				8179	
				207	750							Local funds.
21896	Roadway and ADA Improvements, Boise Area - FY2025	0			716		750	6075			8069	
				29	499							Local funds.
22390	Roadway and ADA Improvements, Boise Area - FY2026	0					1235	750	6175		8189	
					29							Local funds.
22816	Roadway and ADA Improvements, Boise Area - FY2027	0						1160	750	5801	7740	
							29					Local funds.
23323	Roadway and ADA Improvements, Boise Area - FY2028	0							896	5231	6156	
								29				Local funds.
	For balancing only - not programmed										2560	
	GOAL			8497	8323		8152	7985	7822	15644		
	SUBTOTAL		0	9296	8400	0	8152	7985	7821	11032		
	Difference			799	77		-1	0	-1	-2052		
Alternative Transportation Maintenance (15%)												
20095	Bicycle Parking, Secure Bicycle Facilities, Boise State	126		-11							0	Sept 2021 - Remove from federal-aid at request of Boise State. Amend #1
				-115								TAP-TMA funds.

Key No	Project	Prev	2022 (2021 CRRSAA)	2022	2023	2024 (2021 CRRSAA)	2024	2025	2026	2027 2028	Total	2022 Changes
21913	Bicycle Parking, Covered Bicycle Facility, Boise State	42		-4							0	Sept 2021 - Remove from federal-aid at request of Boise State. Amend #1
				-38								TAP-TMA funds.
19763	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2022	0	2548	529							3077	Sept 2019 - need \$2M every year to meet replacement goal. (\$423K in 2022)
19950	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2023	0			0						0	
20659	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2024	0					1491				1491	
21903	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2025	0						1461			1461	
22393	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2026	0							1431		1431	
22815	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2027	0								1431	1431	
						529						
13918	Rail with Trail Pathway, Meridian	75		120							724	Local funds.
23307	Pathway, Federal Way and Broadway Avenue Multi-Use Pathway, Boise	0								1223	1398	
				175								TAP-TMA funds. (Design)
23324	Garden Street Multi-Use Pathway, Cassia Park to Albion (Boise)	0	120			1093					1733	
							520					Local funds.
	GOAL			1554	1523		1491	1461	1431	2862		
	SUBTOTAL	75	2668	514	0	1622	1491	1461	1431	2654		
	Difference		2668	-1040	-1523		0	0	0	-208		
Studies/Special Projects (3%)												
20271	Planning, Communities in Motion Update, COMPASS	0			30		253	78	275		636	
20542	Pedestrian Improvements, SH-55 (Eagle Road), Meridian	0		89	96			4	418		611	TAP-TMA funds.
				0				4				Local funds.
13046	High Capacity Corridor Alternatives Analysis	0								1000	1000	
20841	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	659		233	38						3839	Nov 2022 - request to advance construct project in FY2022, includes request for additional federal-aid in FY2022 to off-set advance construction.
					537							TAP-State funds.
				679	0							Local funds. Advance construct - advance local funds from 2023 to 2022. Admin Mod #20. Convert to federal as much as possible. Admin Mod #21. (\$233,000)
22394	Study, Big Data Purchase, COMPASS	0						150			150	
22395	Study, Fiscal Impact Analysis, COMPASS	0						60			60	
23306	SR2S, VRT, Ada County - FY2027	0							208		281	
									73			TAP-TMA funds.
23311	Study, Chinden Drainage and Design Plan, Garden City	0								200	200	
23312	Study, Coordinate Local Waterway-Pathway Plans, COMPASS	0								120	120	
23313	Bicycle and Pedestrian Permanent Automated Counters, COMPASS	0							8		8	
23314	Comuteride, Safety and Security Cameras, ACHD	0					45				48	
							3					Local funds.
15001	Cost Increase Set-Aside, STBG-TMA	0							0		0	
	GOAL			311	305		298	292	286	572		
	SUBTOTAL	0	0	0	1723	0	298	292	283	1528		
	Difference			-311	1419		0	0	-3	956		
Capital												
23095	Five Mile Road Overpass and Widening, NEPA, Boise	351		552							2686	
					652		565	566				Local funds.
	SUBTOTAL		0	552	0	0	0	0	0	0		
Total Programmed			2668	10814	10575	1622	10393	10190	9987	15666		
*Total available			2668	10814	10602	1622	10394	10190	9991	19982		
Net Difference Programmed vs Available			0	0	27	0	1	0	4	4316		
% over/under programmed				0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	21.6%		
OA Limitation												
Current obligations in bold text												

red text = proposed changes
blue text = could change

Key No	Project	Prev	2022 (2021 CRRSAA)	2022	2023	2024 (2021 CRRSAA)	2024	2025	2026	2027 2028	Total	2022 Changes
--------	---------	------	--------------------	------	------	--------------------	------	------	------	-----------	-------	--------------

Gray highlight = local/other funds, previous and overall total (not included in the total programmed)

Teal highlight = funds for right-of-way

Green highlight = balancing notes regarding subtotals and goals

Peach highlight = funds for construction

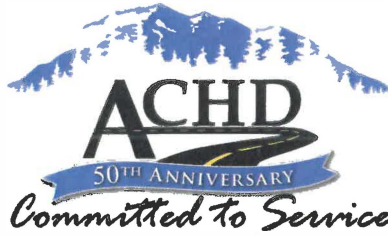
Purple highlight = funds for design

Yellow highlight = available for reprogramming

Other colors differentiate the funding split categories

*available funds based on ITD's Available vs Programmed projects report in Update Packet (2/8/2021), includes reduction of 2% per year to show inflation

Bold lines separate project categories



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

December 6, 2021
Matt Stoll, Executive Director
COMPASS
700 NE 2nd Street, Suite 200
Meridian, ID 83642

Dear Mr. Stoll: *MATT*

ACHD would like to request a total of \$215,000 in additional federal funds to cover the increased CC and CN costs for KN 19847 and KN 20091. The costs increased for the following reasons:

CC costs have continued to increase, because of the actual cost of the Construction Engineering & Inspection (CC) Services agreement and the new Section 405 requirement, which places more of the asphalt testing responsibility on the owner (ACHD), rather than the contractor. This change has led to more asphalt testing and the need to outsource some of the testing work. In addition, a review of the project has identified a shortage of CC funds to cover the actual cost of ACHD's staff time.

CN costs have increase for two reasons. During construction, there was a decision in the field to increase the thickness of some of the asphalt, and there was a significant amount of additional concrete work that was added after identifying non-compliant ADA ramps in the field.

Please increase funds like this:

KN 19847 – CC - \$50,907 + \$40,000 = \$90,907
KN 19847 – CN - \$365,932 + \$25,000 = \$390,932

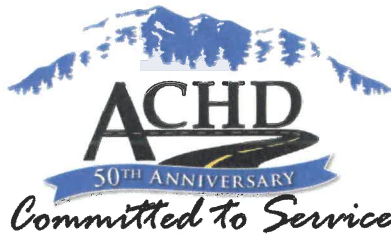
KN 20091 – CC - \$68,312 + \$25,000 = \$93,312
KN 20091 – CN - \$484,702 + \$125,000 = \$609,702

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

Sincerely,

A handwritten signature in blue ink that reads 'Justin Lucas'. The signature is fluid and cursive, with a long horizontal stroke extending to the right.

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



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

December 6, 2021
Matt Stoll, Executive Director
COMPASS
700 NE 2nd Street, Suite 200
Meridian, ID 83642

Dear Mr. Stoll:

ACHD would like to relocate internally, and release identified, surplus STBG-TMA funding from KN 19887, FY2020, Capital Maintenance, Phase 2. The project is in closeout and per ACHD Construction Services staff has sufficient remaining funding to close.

Please release surplus funds from KN 19887 like this:

PC - 13,849.87 - \$13,000 = \$0
PE - \$7,863.33 - \$7,863.33 = \$0
CN - \$442,019.57 - \$267,000 = \$175,019.57

Please make the following internal move:

CN - \$175,019.57 - \$50,000 = \$125,019.57
CC - \$159,501.39 + \$50,000 = \$209,501.39

In addition, ACHD requests that for any STBG-TMA funding released from KN 19887 and reprogrammed to another ACHD project, that the related matching funding accompany those funds. Also, if any STBG-TMA funding from KN 19887 are released to a non-ACHD project, the related, required matching funding will be refunded to ACHD.

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

Sincerely,

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

TO: Matt Stoll, Executive Director, COMPASS
FROM: Kelli Badesheim, Executive Director, VRT
SUBJECT: Request for Surface Transportation Funding
DATE: July 8, 2019

Per COMPASS staff, \$668,747 funded in FY2020
\$945,000 funded in FY2021

Summary:

As the Regional Public Transportation Authority (RPTA) for Ada and Canyon counties, Valley Regional Transit (VRT) is responsible for developing a list of funded and unfunded public transportation capital needs in the region. The VRT Board of Directors adopted the Transit Asset Management (TAM) Plan in 2018. The plan requires an analytical process to prioritize all regional public transportation assets. VRT uses this prioritization process to improve and maintain all public transportation assets in a State of Good Repair (SGR). The following outlines the process for asset management and the findings of our current replacement and maintenance priorities for capital required to support existing services in the region.

VRT adopted a policy to establish the TAM target of 2.5 for most of the asset categories. VRT defines the assets below 2.5 as either delayed replacement or deferred maintenance. VRT completed an analysis to determine the level of investment required to replace all assets under the 2.5 score in a five-year replacement/improvement scale. VRT score assets and update the analysis each year.

VRT staff provided the details of the analysis to the Regional Technical Advisory Committee (RTAC) on June 26, 2019. The information provided in the packet outlined the details of the annual investment required to reach the five-year replacement/improvement goal. The total need to address the capital backlog for the region is \$35 million. VRT has federal funding to address the issues in the small urban area. VRT requires up to \$2 million annually in additional federal funding in the large urban area to meet the replacement goal.

Recommendation/Request:

Based on the average annual need, VRT requests up to \$2 million each year to address assets in the Boise system with scores between 0.0 through 2.5. VRT would fund projects identified in the Transit Asset Management Plan including rollingstock replacement, CNG fueling system improvements, and infrastructure improvements. In addition, the projects represented in these categories are “shovel ready” and can be selected and scaled based on the additional federal funding secured. The local match

has been identified and is currently being secured through VRT's annual budgeting process.

Implication (policy and/or financial):

Maintaining public transportation assets in a state of good repair is critical to ensure the continuity and cost effective delivery of regional public transportation services. The asset management system provides a data-drive approach to achieving priorities that ensure assets are replaced at the optimal time.

Please contact me if you have any questions. Thank you in advance for considering this request.



City of Eagle

P.O. Box 1520
Eagle, Idaho 83616
208-939-6813

Jason Pierce
Mayor

Council Members:
Charlie Baun
Melissa Gindlesperger
Brad Pike
Kenny Pittman

Via e-mail, Hard Copy to Follow

COMPASS

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

November 2, 2021

RE: Key # 20841/Request for additional funding

Dear Director Stoll,

On behalf of the City of Eagle, I would like to request that Key#20841- Eagle Road Pedestrian and Bike Bridge be considered for additional funding for construction in Fiscal Year 2022. On October 12, 2021, the Eagle City Council voted unanimously to advance the construction of the Eagle Road Ped Bike Bridge from FY23 to FY22. Construction is anticipated to begin in Early 2023 and based on the results of the bid process complete by the end of the calendar year.

As you know, at the commencement of this project, it was estimated the project would be under \$2M to construct. The City at this point has a construction estimate of \$3.2M with over 1/3 of the cost being funded from local dollars. Through pathway impact fees and capital funds the City is in the position to advance the construction of the project but would like to request any additional balancing dollars that are available in FY22 to help off set the local burden and support advancing the construction.

This bridge project is local government investing in the increased modality and safety of SH-55. The bridge provides a dedicated pedestrian and bike option across the north channel of the Boise River along SH-55 (a 6 lane, 55-MPH, state highway) that was not provided by ITD when the bridge was constructed in 1999. ITD has no plans for expansion or for the provision of pedestrian and bike facilities on the existing bridge (or within the existing highway ROW). The nearest on-system crossings of the Boise River are Glenwood Street (SH-44) located 4-miles to the east or Linder Road (ACHD roadway) located 3-miles to the west. Increased federal funding will help off se the City's burden of improving safety on the state system. The project is programed to go out to bid the end of November with bid award in late December/Early January.

If you have any questions or concerns, please feel free to contact our City representative, Nichoel Baird Spencer at 939-0227 or by email at nbaird@cityofeagle.org. Thank you for your consideration.

Sincerely,



Jason Pierce
Mayor

CC: Eagle City Council
Toni Tisdale, COMPASS
LHTAC, Amanda LaMott

RTAC AGENDA ITEM V-A

Date: December 15, 2021

Topic: COMPASS Congestion Management Process (CMP)

Summary:

In 2005, COMPASS adopted the *Treasure Valley Congestion Management Systems Plan* (2005 CMP; linked below). The CMP outlines a methodology for producing up-to-date and accurate data on the state of traffic congestion in the region, identifies congestion management needs and strategies, and demonstrates how congestion is factored into the agency's long-range transportation plan and transportation improvement program (TIP). The most recent federal certification review of COMPASS cited the need to update the 2005 CMP with more current information regarding integration with the TIP and *Communities in Motion* (CIM), congestion management strategies, and performance measures. In 2019, COMPASS staff began updating the 2005 CMP to address the issues highlighted in the certification review and to reflect the most current information and polices.

In October 2020, COMPASS reviewed the updated CMP with RTAC and provided a draft of the process documentation for RTAC's feedback and review. Since that meeting, COMPASS staff has continued to further develop the process with stakeholder feedback and by working with COMPASS workgroups and staff to better define parts and pieces of the process, including updating the congestion management toolkit of strategies, redefining the CMP network, and reviewing congestion analysis process.

In the meeting, Hunter Mulhall will brief RTAC on the updated CMP, highlight the expected outcomes of the CMP, and explain RTAC's role in supporting the CMP. A final draft document of the process will be shared with RTAC in early 2022 for review, comment, acceptance, and recommendation to the COMPASS Board.

More Information:

- 1) Treasure Valley Congestion Management Systems Plan, 2005
(<https://www.compassidaho.org/documents/prodserve/reports/TreasureValleyCMSFinal.pdf>)
- 2) For detailed information contact Hunter Mulhall at hmulhall@compassidaho.org.

T:\FY22\800 System Maintenance\842 Congestion Management\CMP_memo_RTAC_Dec_2021.docx

RTAC AGENDA ITEM V-B

Date: December 15, 2021

Topic: *Communities in Motion 2050 (CIM 2050) Project Scoring Process*

Request/Recommendation:

For information/discussion only.

Background/Summary:

With the passage of Moving Ahead for Progress in the 21st Century (MAP-21), the transportation authorization bill enacted in 2012, the use of performance-based planning and programming became a significant consideration for metropolitan planning organizations, requiring a data-driven process to identify strategies and investments for transportation.

Over the years, COMPASS has used a variety of different methods for project selection for the long-range transportation plan and the regional transportation improvement program (TIP). COMPASS staff recommends meeting the full intent of performance-based project selection by developing a new project selection method and set of scoring criteria to be used for both the long-range plan and the TIP.

On August 25, 2021, an RTAC subcommittee was formed to assist with developing a new process. The subcommittee members included:

- Brent Moore, Ada County
- Clair Bowman, City of Nampa
- Jeff Barnes, City of Nampa
- Karen Gallagher, City of Boise
- Nichoel Baird Spencer, City of Eagle
- Ryan Head, Ada County Highway District
- Stephen Hunt, Valley Regional Transit

The subcommittee met four times and provided ideas and guidance throughout the development of the draft prioritization process (attached). The proposed new process incorporates the newly developed Complete Network Policy and *Communities in Motion 2050 (CIM 2050)* funding policy and is designed to ensure that projects meeting regional goals and the intent of COMPASS policies rank highest. In general, the scoring process will result in four lists of priorities:

- State System
- Local System
- Public Transportation System
- Pathway System

COMPASS staff will present the draft process, as recommended by the subcommittee, at the December RTAC meeting. In January 2022, staff will request a recommendation for the COMPASS Board of Directors to approve the process at its February 28, 2022, meeting.

Implication (policy and/or financial):

The process used for scoring transportation needs for CIM 2050 and the TIP should align with the policies and guidance of the COMPASS Board of Directors. Federal regulations require that data driven performance-based planning and programming be used in determining project selection.

More Information:

- 1) Attachment: RTAC Subcommittee Recommended Prioritization Process
- 2) For detailed information contact: Toni Tisdale, Principal Planner,
ttisdale@compassidaho.org

TT: T:\FY22\600 Projects\661 CIM\1. Project Management\Prioritization\211215mmoRTACscoring.docx

Prioritization Process for *Communities in Motion 2050*

Assumptions:

- Funded projects submitted by local agencies are considered funded and included in a plan as funded.
 - If any agency plans to apply for federal-aid funding (formula or competitive), the project should be listed in “Bin 1” of long-term funded projects (approximately 2030-2035) or the unfunded list.
- The description of a corridor will be developed based on the Complete Network Policy.
 - Major corridors will include consideration of all modes
 - Congestion management strategies identified in the congestion management process that do not include additional roadway capacity should be evaluated first to meet corridor deficiencies. If additional capacity is a warranted strategy, non-capacity strategies in the congestion management process should be considered as complementary project to extend the benefits of additional capacity.
- The main emphasis of the prioritization process is to help meet the regional goals of the long-range plan. *Communities in Motion 2050* (CIM 2050) includes high-capacity transit service by 2050.

Process:

- Build the foundation
 - Determine what is currently expected to be funded through 2050.
 - To be considered, the project must have a cost estimate and brief description and listed in a Capital Improvement Plan (or similar) when possible.
- Use COMPASS policies and planning strategies to guide the overall process.
 - CIM 2050 Funding Policy
 - Complete Network Policy
 - Congestion Management Process
- Seek assistance from COMPASS workgroups for corridors and projects that do not fit into the roadway-based scoring process.
 - Public Transportation Workgroup
 - Prioritize long-term funded (FY2030-2035) public transportation projects and unfunded groups of projects
 - Active Transportation Workgroup
 - Prioritize pathways for appropriate build-out progression
- Technical Analysis
 - Determine system deficiencies based on the 2050 population growth and the foundation funded system.
 - Applied to long-term funded projects:
 - Using the 2030 official model (2030 growth on official 2030 network – regional transportation improvement program plus Ada County Highway District’s 2026 to 2030 Capital Improvement Plan)
 - Is it deficient in 2030?
 - a. Yes – project goes in Bin 1
 - b. No – is it deficient in 2035?
 - i. Yes – project goes in Bin 2
 - ii. No – is it deficient in 2040?
 - 1. Yes – project goes in Bin 3
 - 2. No – is it deficient by 2045 or 2050?
 - a. Projects go in Bin 4.
 - Additional technical analysis and the scoring matrix (see below)

- Projects in Funded Bin 1 – to ensure timeliness of need and that needs meet goals in CIM 2050
- Projects in Unfunded list – to determine that needs meet goals in CIM 2050 and determine priority

Lists of Priorities:

- State System
 - Arterial or above
 - Prioritized with scoring matrix
 - Will include other modes along the corridor, as identified in the Complete Network Policy (e.g., automobility, public transportation, freight, bicycle/pedestrian)
- Local System
 - Arterial or above
 - Prioritized with scoring matrix
 - Will include other modes along the corridor, as identified in the Complete Network Policy (e.g., automobility, public transportation, freight, bicycle/pedestrian)
- Public Transportation System
 - Corridor improvements include capital and operations
 - Will include other modes, as applicable
 - Prioritized by Public Transportation Work Group to include incremental improvements coordinated with other systems/projects
- Pathway System (regional off-street pathways)
 - Prioritized by the Active Transportation Workgroup
 - On-street bicycle and pedestrian facilities are included with state and local system roadways, above

Scoring Matrix:

- CIM 2050 Goals
 - Through technical analyses, determine to what extent corridor needs meet the four overarching goals of CIM 2050:
 - Safety
 - Economic Vitality
 - Convenience
 - Quality of Life
 - The breakout of the types of information measured for this analysis are provided below.

Safety	Convenience
Bike Level of Traffic Stress	15 Minute Accessibility by Car
Bike/Ped Trips	30 Minute Accessibility by Bus
Crashes	30 Minute Accessibility by Car
Pedestrian Level of Service	60 Minute Accessibility by Bus
Economic Development	Bike Access to Parks
Auto Speed	Bus Trips
Congestion/Reliability Levels for Cars	Pedestrian Access to Parks
Congestion/Reliability Levels for Trucks	Quality of Life
Cracking Improved (VMT)	Air Pollution
Deficient Bridges Improved (Vol)	CIM Vision Consistency
Induced Rural Infrastructure Costs	Environmental Justice
Rutting Improved (VMT-inches)	Induced Farmland Development
Truck Speed	Noise Pollution
Truck VMT	

- Points equal 100 per category, with the total being an average of the four categories. (Maximum possible: 100 points)

- Technical Analysis
 - The difference (delta) between the overall foundation system with the corridor not included to the overall system with the corridor included in the following categories:
 - Vehicle Miles Traveled
 - Congested Vehicle Miles Traveled
 - Hours of Delay
 - The score will divide the delta amounts equally (by number) and determine a high (30 points), medium (20 points), and low (10 points), with the total being an average of the three categories. (Maximum possible: 30 points)
- Ranking
 - Based on the total of the CIM 2050 goals and technical analysis
 - Separated by state system and local system projects
 - Maximum possible: 130 points
 - An initial ranking will be provide based on the scoring system, created by the sponsor agency and COMPASS staff through the scoring matrix.
 - Final ranking will be based on additional examination and discussion by RTAC and the COMPASS Board of Directors.

Review materials:

- Project Description:
 - With the assistance of the sponsor jurisdiction, a project description will be developed to provide a high-level description of the corridor and needed improvements within the corridor.
 - The initial ranking will be determined using the scoring matrix above. This will change to final after Board action.
 - See example attached.
- Score Sheet:
 - Final scores for the CIM 2050 goal results and technical analysis results will be provided, with a radar chart, which visually represents intensity of meeting overarching goals and technical criteria.
 - Additional considerations are included, along with staff notes, to assist with additional details about the project for discussion and further refinement for the final rankings.
 - See example attached.
- Summary List:

A summary of rankings for each list of priorities will be provided, along with the detail information described above.

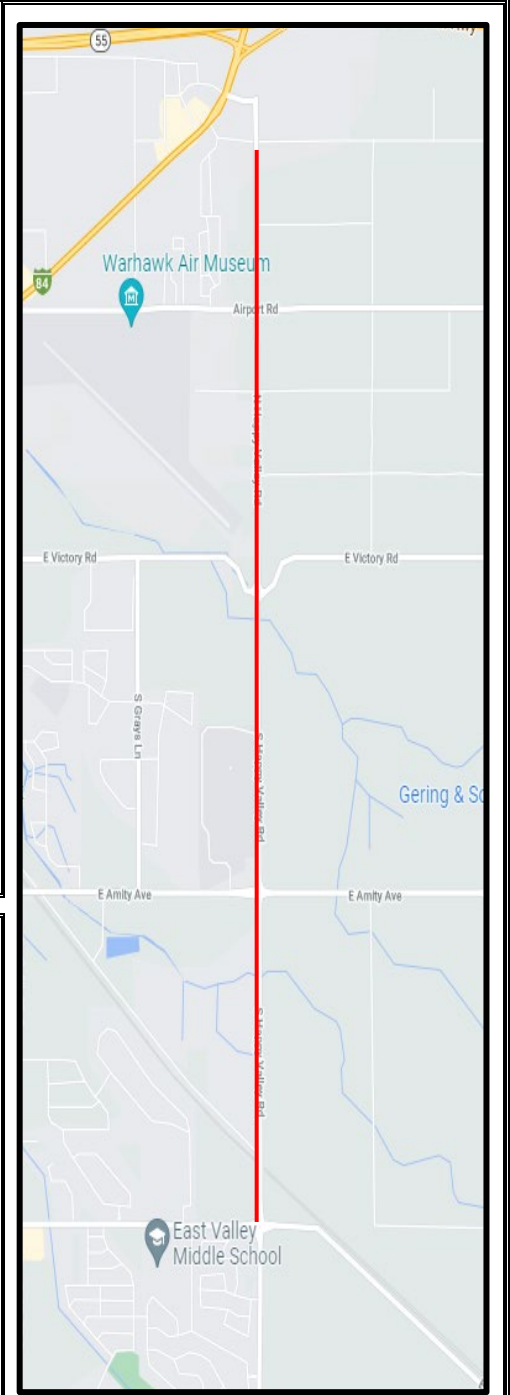
T:\FY22\600 Projects\661 CIM\1. Project Management\Prioritization\Prioritization Process for Communities in Motion 2050.docx

Where is this corridor?

- Greenhurst Road to Stamm Lane
- 3.5 miles long
- In the City of Nampa, Canyon County

What's the vision for this corridor?

- Widen from two to five lanes, including curb, gutter, sidewalks, and bike lanes.
- Identified as a **Primary Bicycle Route** and **Urban/Suburban Arterial** in the COMPASS Complete Network Policy
- This corridor traverses from one of the most congested, shopping areas of the City of Nampa to a developing suburban area of the city. The Saint Alphonsus Medical Center and Nampa Gateway Center are at the northern end of the corridor, followed closely by the Nampa Municipal Airport adjacent to the corridor also to the west. Columbia High School and East Valley Middle School are on the southern end of the corridor on the western side.
- Traffic is expected to continue to increase with additional development in the area.

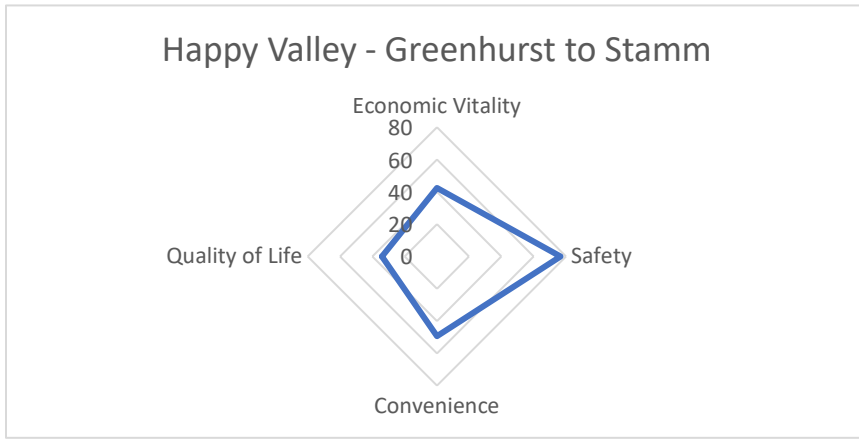


What's needed to achieve that vision?

Identified needs:	Recommended strategies:
<ul style="list-style-type: none"> ➤ Freight: <ul style="list-style-type: none"> • (not freight corridor, but would include info for freight, if warranted) 	<ul style="list-style-type: none"> • (Strategies would be included)
<ul style="list-style-type: none"> ➤ Public transportation: <ul style="list-style-type: none"> • Public transportation on crossroads 	<ul style="list-style-type: none"> • Bus stops at/near Garrity Boulevard and Victory Road
<ul style="list-style-type: none"> ➤ Active transportation: <ul style="list-style-type: none"> • Pedestrian safety near schools and shopping 	<ul style="list-style-type: none"> • ITS devices at crossings of high pedestrian use
<ul style="list-style-type: none"> ➤ General: <ul style="list-style-type: none"> • Keep traffic moving 	<ul style="list-style-type: none"> • Roundabouts where warranted

Corridor Type: Primary Bicycle Route, Urban/Suburban Arterial

Planning Level Cost Estimate for Proposed Improvements: \$53,167,000



CIM 2050 Goals

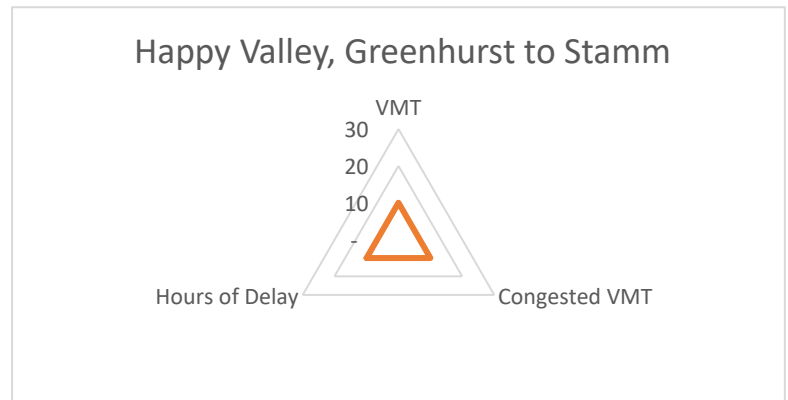
Score: 51 (Average)

Max Score: 100

Technical Analysis Results

Score: 10 (Average)

Max Score: 30



Total Score: 51 + 10 = 61

Additional Considerations:

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

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

- Proposed improvements will fill gaps in sidewalks to provide safe access to schools.
- Happy Valley Road is not a public transportation corridor, but a primary route and a secondary route cross Happy Valley Road. Development of these public transportation corridors, and consideration of these routes in the development of the Happy Valley Road corridor, supports regional transit.
- Prime farmland is near the vicinity of Happy Valley Road and should be a consideration in the development of the corridor.
- Minority and low-income populations are located on the western side of the corridor and should be considered in the development of the corridor.
- Mason Creek and Indian Creek are prone to flood during 100-year flood events, which should be considered in the development of the corridor

RTAC AGENDA ITEM V-C

Date: December 15, 2021

Topic: I-84 Corridor Operations Plan

Summary:

The I-84 Corridor Operations Plan is a collaborative planning effort, currently in progress, led by COMPASS and the Idaho Transportation Department to identify operational challenges and innovative transportation systems operations (TSMO) and intelligent transportation systems (ITS) solutions to improve safety, maximize reliability/capacity, and improve integrated operations along the interstate corridor in Ada and Canyon Counties. The TSMO and ITS strategies under evaluation in this plan are relatively low-cost options for improving operations and safety on the corridor where additional capacity is not feasible and can extend or preserve the benefits of large high-cost capacity projects such as the widening projects currently taking place from Nampa to Caldwell on I-84.

Transportation, law enforcement, emergency response, and land use agencies spanning the corridor have collaborated to identify the current operational challenges, goals, and objectives, and have helped screen and prioritize potential TSMO and ITS strategies and tactics for implementation. Products completed to date can be found on the Transportation Management and Operations web page on the COMPASS website (link below).

The final plan will include a program of TSMO/ITS tactics that best fit the goals and objectives of the plan, are supported by the project stakeholders, and are technical and fiscally feasible.

Hunter Mulhall will provide a current update on the work that has been completed on the project and outline the remaining project schedule and deliverables.

More Information:

- 1) COMPASS Transportation Management and Operations web page (<https://www.compassidaho.org/prodserv/trans-mgmt.htm>)
- 2) For detailed information contact Hunter Mulhall at hmulhall@compassidaho.org.

RTAC AGENDA WORKSHEET

ID #	Title/Description	Mandatory¹	Additional Information	Agenda Type²	Time	Presenters	Proposed Agenda	Board Agenda
1.	Approve RTAC Meeting Minutes	Yes		Consent Agenda	5	N/A	Monthly	N/A
2.	Receive Obligation Report	No		Status Report	N/A	N/A	As Appropriate	N/A
3.	Receive RTAC Agenda Worksheet	No		Status Report	N/A	N/A	Monthly	N/A
UPCOMING AGENDA ITEMS								
4.	Elect RTAC Chair and Vice Chair	Yes	Liisa Itkonen will facilitate the election of Chair and Vice Chair.	Action	15	Liisa Itkonen	January	N/A
5.	Recommend <i>Communities in Motion 2050</i> (CIM 2050) Project Scoring Process	Yes	Toni Tisdale will seek RTAC recommendation for COMPASS Board of Directors' approval of CIM 2050 project scoring process.	Action	15	Toni Tisdale	January	Feb
6.	Recommend Resolutions Amending <i>Communities in Motion 2050</i> and the FY2022-2028 Regional Transportation Improvement Program	Yes	Liisa Itkonen and Toni Tisdale will seek RTAC recommendation for COMPASS Board of Director's adoption of resolutions to amend CIM 2050 and the FY2022-2029 TIP to add a project for the City of Kuna.	Action	10	Toni Tisdale or Liisa Itkonen	January	Feb

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.	Solicit Member Agencies' Requests for FY2023 Unified Planning Work Program (UPWP)	No	Liisa Itkonen will solicit member agency requests for FY2023 UPWP.	Information/ Discussion	5	Liisa Itkonen	January	N/A
8.	Review Development of <i>Communities in Motion 2050</i> (CIM 2050)	No	Liisa Itkonen will review progress on developing <i>Communities in Motion 2050</i> .	Information/ Discussion	15	Liisa Itkonen	January	Feb
9.	Review Updated 2021 Information in <i>Communities in Motion 2040 2.0</i> (CIM 2040 2.0)	Yes	Liisa Itkonen will review updated 2021 information in CIM 2040 2.0.	Information/ Discussion	10	Liisa Itkonen	January	Feb
10.	Review <i>Communities in Motion 2050</i> (CIM 2050) Funded Projects and Unfunded Needs	No	Liisa Itkonen will review CIM 2050 funded projects and unfunded needs.	Information/ Discussion	20	Liisa Itkonen	January	Feb
11.	Review COMPASS Phase 2 Applications	No	Toni Tisdale and Tevrin Fuller will host an optional workshop to provide information about each federal-aid-eligible application to aid in the ranking process.	Information/ Discussion	60	Toni Tisdale and Tevrin Fuller	February 2, 2022 (Optional)	N/A
12.	Recommend Federal-Aid Rankings for COMPASS Programs	Yes	Toni Tisdale seeks recommendation of federal-aid rankings for all COMPASS federal-aid programs.	Action	15	Toni Tisdale	February	N/A

ID #	Title/Description	Mandatory¹	Additional Information	Agenda Type²	Time	Presenters	Proposed Agenda	Board Agenda
13	Review COMPASS Staff Funding Recommendations for Federal-Aid Programs	No	Toni Tisdale and Tevrin Fuller will host an optional workshop to discuss COMPASS staff funding recommendations based on the RTAC federal-aid ranking recommendations.	Information/ Discussion	60	Toni Tisdale Tevrin Fuller	March 1, 2022 (Optional)	N/A
14	Prioritize and Recommend Member Agencies' Requests for FY2023 Unified Planning Work Program (UPWP)	No	Liisa Itkonen will request RTAC prioritization of member agencies' requests for FY2023 UPWP and recommendation for Finance Committee's consideration.	Action	15	Liisa Itkonen	March	N/A
15	Recommend <i>Communities in Motion 2050</i> (CIM 2050) Funded Projects	No	Liisa Itkonen will seek RTAC recommendation for COMPASS Board of Directors' approval of CIM 2050 funded projects.	Action	10	Liisa Itkonen	March	Apr
16	Recommend Rail Planning Task for FY2023 UPWP	No	Liisa Itkonen will seek RTAC recommendation for COMPASS Board of Directors' approval of a rail planning task for FY2023 UPWP.	Action	10	Liisa Itkonen	March	Apr

ID #	Title/Description	Mandatory¹	Additional Information	Agenda Type²	Time	Presenters	Proposed Agenda	Board Agenda
17	Recommend Approval of Draft Federal-Aid Programs	Yes	Toni Tisdale will seek RTAC recommendation of approval of draft federal-aid programs, based on priority recommendations form RTAC.	Action	20	Toni Tisdale	March	N/A
18	Review the <i>Communities in Motion 2050</i> Implementation Policies	No	Liisa Itkonen will review <i>Communities in Motion 2050</i> implementation policies.	Information/ Discussion	20	Liisa Itkonen	March	June
19	Review draft Coordinated Public Transit-Human Services Transportation Plan	No	Lila Klopfenstein will review the draft Coordinated Public Transit-Human Services Transportation Plan	Information/ Discussion	20	Lila Klopfenstein	March	N/A
20	Travel Survey Data Study Progress Update	No	Mary Ann Waldinger will share some of the results from the travel survey data.	Information/ Discussion	15	Mary Ann Waldinger	March	N/A
21	Review <i>Communities in Motion 2050</i> (CIM 2050) Draft Unfunded Priorities	No	Liisa Itkonen will review CIM 2050 draft of unfunded priorities.	Information/ Discussion	20	Liisa Itkonen	April	June
22	Recommend the <i>Communities in Motion 2050</i> (CIM 2050) Unfunded Priorities	No	Liisa Itkonen will seek a RTAC recommendation for COMPASS Board of Directors' approval of the <i>Communities in Motion 2050</i> unfunded priorities.	Action	20	Liisa Itkonen	May	June

ID #	Title/Description	Mandatory¹	Additional Information	Agenda Type²	Time	Presenters	Proposed Agenda	Board Agenda
23	Recommend the <i>Communities in Motion 2050</i> (CIM 2050) Implementation Policies	No	Liisa Itkonen will seek a RTAC recommendation for COMPASS Board of Directors' approval of the CIM 2050 implementation policies.	Action	20	Liisa Itkonen	May	June
24	Recommend Priorities for the End-of-Year and Redistribution Program	Yes	Toni Tisdale will seek RTAC recommendation for Board of Directors' approval of the End-of Year and Redistribution Program.	Action	10	Toni Tisdale	May	June
25	Review Draft FY2023-2029 Regional Transportation Improvement Program	Yes	Toni Tisdale will seek RTAC review of the Draft FY2023-2029 TIP, prior to the public comment period.	Information/ Discussion	15	Toni Tisdale	May	June
26	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
27	Recommend Updates to FY2023 COMPASS Application Guide	Yes	Toni Tisdale and Destinie Hart seek RTAC recommendation for COMPASS Board of Directors' approval of FY2023 COMPASS Application Guide.	Action	15	Toni Tisdale and Destinie Hart	July	August

ID #	Title/Description	Mandatory¹	Additional Information	Agenda Type²	Time	Presenters	Proposed Agenda	Board Agenda
28.	Recommend Support of Priorities for Rural Projects	Yes	Toni Tisdale will seek RTAC recommendation of COMPASS Board of Directors' adoption of a resolution supporting priorities for applications in rural areas.	Consent	N/A	Toni Tisdale	September	Oct
29.	Recommend Adoption of Resolution Approving the Draft FY2023-2029 Regional Transportation Improvement Program and Associated Air Quality Conformity Demonstration	Yes	Toni Tisdale will seek RTAC recommendation for COMPASS Board of Directors' approval of the FY2023-2029 TIP and association air quality conformity demonstration.	Action	15	Toni Tisdale	September	Oct
30.	Recommend Adoption of <i>Communities in Motion 2050</i> (CIM 2050).	Yes	Liisa Itkonen will seek a RTAC recommendation for COMPASS Board of Directors' adoption of CIM 2050.	Action	20	Liisa Itkonen	November	Dec
31.	Recommend Approval of <i>Communities in Motion 2050</i> (CIM 2050) Update Policy.	Yes	Liisa Itkonen will seek a RTAC recommendation for COMPASS Board of Directors' approval of CIM 2050 update policy.	Action	10	Liisa Itkonen	November	Dec

\\wcpa-file01\Shared\WFY22\W800 System Maintenance\W820 Committee Support\WRTAC\W2022 Packets\W12-15-21 Packet\WVIA_RTAC Agenda Worksheet.docx



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 - 12/7/2021] [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 (Commerce)									
22699	3	SH 69, KUNA TO MERIDIAN, ADA CO	2027	Development	100	PE	\$90,000.00	\$0.00	\$90,000.00
							\$90,000.00	\$0.00	\$90,000.00
State Hwy - Pavement Preservation (Commerce) Total							\$90,000.00	\$0.00	\$90,000.00
State Hwy - Pavement Restoration									
21849	3	SH 45, JCT SH-78 TO DEER FLAT RD, CANYON CO	2022	Development	111	CE	\$150,750.00	\$0.00	\$150,750.00
						CC	\$115,000.00	\$0.00	\$115,000.00
						CN	\$9,242,933.00	\$0.00	\$9,242,933.00
							\$9,508,683.00	\$0.00	\$9,508,683.00
22665	3	SH 55, EAGLE RD; I-84 TO SH-44, ADA CO	2022	Development	111	CE	\$250,000.00	\$0.00	\$250,000.00
						CC	\$853,375.90	\$0.00	\$853,375.90
						CN	\$8,000,000.00	\$0.00	\$8,000,000.00
							\$9,103,375.90	\$0.00	\$9,103,375.90
State Hwy - Pavement Restoration Total							\$18,612,058.90	\$0.00	\$18,612,058.90
State Hwy - Bridge Preservation									
20405	3	I 84, FY22 D3 BRIDGE REPAIR	2022	Development	101	CE	\$112,200.00	\$0.00	\$112,200.00
						CN	\$1,591,812.00	\$0.00	\$1,591,812.00
							\$1,704,012.00	\$0.00	\$1,704,012.00
State Hwy - Bridge Preservation Total							\$1,704,012.00	\$0.00	\$1,704,012.00
State Hwy - Bridge Restoration									
20227	3	US 20, PHYLLIS CANAL BR, NR MERIDIAN	2023	Development	103	PE	(\$14,000.00)	(\$14,000.00)	\$0.00
							(\$14,000.00)	(\$14,000.00)	\$0.00
23188	3	SH 44, I 84 JCT SH 44 IC (MIDDLETON RD), CANYON CO	2028	Development	103	PE	\$225,000.00	\$0.00	\$225,000.00
						PC	\$1,000,000.00	\$0.00	\$1,000,000.00
							\$1,225,000.00	\$0.00	\$1,225,000.00
State Hwy - Bridge Restoration Total							\$1,211,000.00	(\$14,000.00)	\$1,225,000.00
State Hwy - Supporting Infrastructure Assets									
22746	3	I 84, COLE & OVERLAND LIGHTING, BOISE	2023	Development	146	PE	\$10,000.00	\$0.00	\$10,000.00
							\$10,000.00	\$0.00	\$10,000.00
State Hwy - Supporting Infrastructure Assets Total							\$10,000.00	\$0.00	\$10,000.00
State Hwy - Safety & Capacity (Safety)									
20428	3	SH 21, TECHNOLOGY WAY TO SURPRISE WAY, BOISE	2022	PS&E (or equiv.)	106	CE	\$100,000.00	\$100,000.00	\$0.00
						CC	\$500,000.00	\$303,764.00	\$196,236.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
20428	3	SH 21, TECHNOLOGY WAY TO SURPRISE WAY, BOISE	2022	PS&E (or equiv.)	106	CN	\$3,500,000.00 \$4,100,000.00	\$3,189,525.00 \$3,593,289.00	\$310,475.00 \$506,711.00
22101	3	LOCAL, PECKHAM RD INTERSECTIONS, COUNTY CO	2022	Development	135	PL UT CN	\$35,000.00 \$80,000.00 \$379,000.00 \$494,000.00	\$0.00 \$0.00 \$0.00 \$0.00	\$35,000.00 \$80,000.00 \$379,000.00 \$494,000.00
22102	3	STC-8223, FRANKLIN BLVD & KARCHER RD INT, NAMPA	2022	Development	135	PE PC PL RW CE CC CL CN	\$9,000.00 \$100,000.00 \$40,000.00 \$270,000.00 \$10,000.00 \$460,000.00 \$90,000.00 \$2,295,000.00 \$3,274,000.00	\$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00	\$9,000.00 \$100,000.00 \$40,000.00 \$270,000.00 \$10,000.00 \$460,000.00 \$90,000.00 \$2,295,000.00 \$3,274,000.00
State Hwy - Safety & Capacity (Safety) Total							\$7,868,000.00	\$3,593,289.00	\$4,274,711.00
State Hwy - Safety & Capacity (Capacity)									
13476	3	SH 44, SH 55 INTERSECTION IMPROVEMENT, EAGLE	2022	Awarded (or equiv.)	112	PE PC RW LP CE CC CN	\$80,000.00 \$1,062,052.00 \$1,000.00 \$192,000.00 \$224,041.00 \$1,537,753.00 \$6,611,937.00 \$9,708,783.00	\$80,000.00 \$1,062,052.00 \$1,000.00 \$192,000.00 \$224,041.00 \$1,537,753.00 \$6,611,937.00 \$9,708,783.00	\$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00
20367	3	US 20, PHYLLIS CANAL BR TO SH-16, ADA CO	2023	Development	112	PE PC	\$150,000.00 \$14,000.00 \$164,000.00	\$150,000.00 \$14,000.00 \$164,000.00	\$0.00 \$0.00 \$0.00
22712	3	I 84B, GARRITY BLVD & STAMM LN INT IMPV, NAMPA	2027	Development	112	PE	\$137,583.00 \$137,583.00	\$137,583.00 \$137,583.00	\$0.00 \$0.00
22717	3	SH 45, LOCUST LANE INTERSECTION, NAMPA	2027	Development	112	PE	\$146,717.00 \$146,717.00	\$146,717.00 \$146,717.00	\$0.00 \$0.00
23081	3	I 84, FRANKLIN RD IC TO KARCHER IC - EAST, NAMPA	2022	Awarded (or equiv.)	112	CN	\$460,521.02 \$460,521.02	\$0.00 \$0.00	\$460,521.02 \$460,521.02
23095	3	I 84, FIVE MILE RD OVERPASS & WIDENING (NEPA), BOISE	2025	Development	112	PC	\$101,000.00 \$101,000.00	\$0.00 \$0.00	\$101,000.00 \$101,000.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
23099	3	I 84, EXIT 25 IMPROVEMENT, CANYON CO	2022	Development	112	CN	\$1,300,000.00	\$0.00	\$1,300,000.00
							\$1,300,000.00	\$0.00	\$1,300,000.00
State Hwy - Safety & Capacity (Capacity) Total							\$12,018,604.02	\$10,157,083.00	\$1,861,521.02
TECM									
22715	3	SH 55, FARMWAY RD TO MIDDLETON RD, CANYON CO	2024	Development	149	PE	\$1,000,000.00	\$500,000.00	\$500,000.00
						PC	\$10,000,000.00	\$10,000,000.00	\$0.00
							\$11,000,000.00	\$10,500,000.00	\$500,000.00
23336	3	I 84, KARCHER IC, CANYON CO	2023	Development	149	PE	\$250,000.00	\$250,000.00	\$0.00
						PC	\$2,000,000.00	\$2,000,000.00	\$0.00
							\$2,250,000.00	\$2,250,000.00	\$0.00
23337	3	US 20, MIDDLETON RD TO STAR RD, ADA/CANYON COS	2024	Development	149	PE	\$1,000,000.00	\$1,000,000.00	\$0.00
						PC	\$6,773,800.00	\$6,773,800.00	\$0.00
							\$7,773,800.00	\$7,773,800.00	\$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	\$2,000,000.00	\$2,000,000.00	\$0.00
							\$2,100,000.00	\$2,100,000.00	\$0.00
23437	3	I 84, CENTENNIAL IC TO FRANKLIN IC, CANYON CO	2023	Development	149	PE	\$1,000,000.00	\$1,000,000.00	\$0.00
						PC	\$8,000,000.00	\$8,000,000.00	\$0.00
							\$9,000,000.00	\$9,000,000.00	\$0.00
TECM Total							\$32,123,800.00	\$31,623,800.00	\$500,000.00
TECM Bonding									
22165	3	US 20/26, I 84 TO MIDDLETON RD, CANYON CO	2022	Development	150	CN	\$37,000,000.00	\$0.00	\$37,000,000.00
							\$37,000,000.00	\$0.00	\$37,000,000.00
23408	3	SH 16, USTICK RD TO US 20/26, ADA & CANYON COS	2022	Development	150	CE	\$500,000.00	\$0.00	\$500,000.00
						CC	\$5,000,000.00	\$0.00	\$5,000,000.00
						CN	\$50,000,000.00	\$0.00	\$50,000,000.00
							\$55,500,000.00	\$0.00	\$55,500,000.00
23409	3	SH 16, FRANKLIN RD TO USTICK RD, ADA & CANYON COS	2022	Development	150	CE	\$500,000.00	\$0.00	\$500,000.00
						CC	\$5,000,000.00	\$0.00	\$5,000,000.00
						CN	\$50,000,000.00	\$0.00	\$50,000,000.00
							\$55,500,000.00	\$0.00	\$55,500,000.00
23410	3	SH 16, I 84 TO FRANKLIN RD, ADA & CANYON COS	2022	Development	150	CE	\$500,000.00	\$0.00	\$500,000.00
						CC	\$5,000,000.00	\$0.00	\$5,000,000.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
23410	3	SH 16, I 84 TO FRANKLIN RD, ADA & CANYON COS	2022	Development	150	CN	\$55,000,000.00	\$0.00	\$55,000,000.00
							\$60,500,000.00	\$0.00	\$60,500,000.00
TECM Bonding Total							\$208,500,000.00	\$0.00	\$208,500,000.00
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 - Planning & Scoping									
7827	3	SH 44, CORRIDOR STUDY, JCT I 84 TO EAGLE	2022	Awarded (or equiv.)	104	PC	\$960,000.00	\$0.00	\$960,000.00
							\$960,000.00	\$0.00	\$960,000.00
State Hwy - Planning & Scoping Total							\$960,000.00	\$0.00	\$960,000.00
Hwy - Metropolitan Planning									
20640	3	LOCAL, FY22 COMPASS METRO PLANNING	2022	Development	91	PC	\$1,199,189.00	\$100,841.79	\$1,098,347.21
							\$1,199,189.00	\$100,841.79	\$1,098,347.21
Hwy - Metropolitan Planning Total							\$1,199,189.00	\$100,841.79	\$1,098,347.21
Local Hwy - Transportation Alternatives									
20259	3	LOCAL, FY23 ROADWAY & ADA IMPROVEMENTS PART 1, BOISE AREA	2023	Development	134	PC	\$136,000.00	\$0.00	\$136,000.00
							\$136,000.00	\$0.00	\$136,000.00
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	Development	134	CE	\$12,000.00	\$0.00	\$12,000.00
						CC	\$44,000.00	\$0.00	\$44,000.00
						CL	\$10,000.00	\$0.00	\$10,000.00
						CN	\$348,000.00	\$0.00	\$348,000.00
							\$414,000.00	\$0.00	\$414,000.00
Local Hwy - Transportation Alternatives Total							\$614,753.00	\$0.00	\$614,753.00
State Hwy - Freight									
22103	3	OFFSYS, FRANKLIN BLVD & 3RD N FREIGHT IMPRV, NAMPA	2023	Development	139	PE	\$9,000.00	\$0.00	\$9,000.00
						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									
13494	3	STC-7787, OLD HWY 30; W PLYMOUTH ST BR, CANYON CO	2023	Development	46	RW	\$171,000.00	\$0.00	\$171,000.00
							\$171,000.00	\$0.00	\$171,000.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
19920	3	LOCAL, FY22 COMPASS PLANNING	2022	Development	46	PC	\$99,000.00 \$99,000.00	\$99,000.00 \$99,000.00	\$0.00 \$0.00
20560	3	LOCAL, FY23 COMPASS PLANNING	2023	Development	46	PC	\$99,000.00 \$99,000.00	\$0.00 \$0.00	\$99,000.00 \$99,000.00
20729	3	LOCAL, FY22 ACHD COMMUTERIDE	2022	Awarded (or equiv.)	46	CN	\$55,000.00 \$55,000.00	\$55,000.00 \$55,000.00	\$0.00 \$0.00
22015	3	LOCAL, FY23 ACHD COMMUTERIDE	2023	Development	46	CN	\$55,000.00 \$55,000.00	\$0.00 \$0.00	\$55,000.00 \$55,000.00
22438	3	LOCAL, CHERRY LN; 11TH AVE N TO IDAHO CENTER BLVD, NAMPA	2500	Development	46	PE PC PL	\$5,000.00 \$30,000.00 \$38,000.00 \$73,000.00	\$0.00 \$0.00 \$0.00 \$0.00	\$5,000.00 \$30,000.00 \$38,000.00 \$73,000.00
Local Hwy - Urban Total							\$552,000.00	\$154,000.00	\$398,000.00
Local Hwy - Transportation Management Area									
19465	3	LOCAL, FY22 CAPITAL MAINTENANCE, PH 1, BOISE	2022	Development	51	CE CC CN	\$236,000.00 \$472,000.00 \$4,719,000.00 \$5,427,000.00	\$0.00 \$0.00 \$0.00 \$0.00	\$236,000.00 \$472,000.00 \$4,719,000.00 \$5,427,000.00
19763	3	LOCAL, FY22 TRANSIT ASSET MANAGEMENT, VRT	2022	Development	51	CN	\$3,056,000.00 \$3,056,000.00	\$0.00 \$0.00	\$3,056,000.00 \$3,056,000.00
19920	3	LOCAL, FY22 COMPASS PLANNING	2022	Development	51	PC	\$232,000.00 \$232,000.00	\$232,000.00 \$232,000.00	\$0.00 \$0.00
20122	3	LOCAL, FY22 CAPITAL MAINTENANCE, PH 2, BOISE	2022	Development	51	CE CC CN	\$101,000.00 \$202,000.00 \$2,022,500.00 \$2,325,500.00	\$0.00 \$0.00 \$0.00 \$0.00	\$101,000.00 \$202,000.00 \$2,022,500.00 \$2,325,500.00
20674	3	LOCAL, FY24, ROADWAY AND ADA IMPROVEMENTS, BOISE	2024	Development	51	PC	\$1,055,000.00 \$1,055,000.00	\$0.00 \$0.00	\$1,055,000.00 \$1,055,000.00
20729	3	LOCAL, FY22 ACHD COMMUTERIDE	2022	Awarded (or equiv.)	51	CN	\$220,000.00 \$220,000.00	\$220,000.00 \$220,000.00	\$0.00 \$0.00
23095	3	I 84, FIVE MILE RD OVERPASS & WIDENING (NEPA), BOISE	2025	Development	51	PC	\$552,000.00 \$552,000.00	\$0.00 \$0.00	\$552,000.00 \$552,000.00
23324	3	LOCAL, GARDEN ST PATHWAY, CASSIA PARK TO ALBION, BOISE	2024	Development	51	PE PC	\$4,000.00 \$81,000.00	\$0.00 \$0.00	\$4,000.00 \$81,000.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
23324	3	LOCAL, GARDEN ST PATHWAY, CASSIA PARK TO ALBION, BOISE	2024	Development	51	PL	\$35,000.00	\$0.00	\$35,000.00
							\$120,000.00	\$0.00	\$120,000.00
Local Hwy - Transportation Management Area Total							\$12,987,500.00	\$452,000.00	\$12,535,500.00
Local Hwy - Transportation Alternatives; TMA									
20542	3	LOCAL, PED IMPROVEMENTS, EAGLE RD, MERIDIAN	2025	Development	133	PE	\$11,000.00	\$0.00	\$11,000.00
						PC	\$78,000.00	\$0.00	\$78,000.00
							\$89,000.00	\$0.00	\$89,000.00
23307	3	LOCAL, FEDERAL WAY AND BROADWAY AVE PATHWAY, BOISE	2500	Development	133	PE	\$5,000.00	\$0.00	\$5,000.00
						PC	\$134,000.00	\$0.00	\$134,000.00
						PL	\$36,000.00	\$0.00	\$36,000.00
							\$175,000.00	\$0.00	\$175,000.00
Local Hwy - Transportation Alternatives; TMA Total							\$264,000.00	\$0.00	\$264,000.00
Local Hwy - Rural									
13964	3	STC-3798, PECKHAM RD, GOLDEN GATE HD	2022	Development	45	CC	\$777,000.00	\$0.00	\$777,000.00
						CN	\$2,818,000.00	\$0.00	\$2,818,000.00
							\$3,595,000.00	\$0.00	\$3,595,000.00
Local Hwy - Rural Total							\$3,595,000.00	\$0.00	\$3,595,000.00
Local Hwy - Bridge									
13494	3	STC-7787, OLD HWY 30; W PLYMOUTH ST BR, CANYON CO	2023	Development	49	RW	\$149,000.00	\$0.00	\$149,000.00
							\$149,000.00	\$0.00	\$149,000.00
Local Hwy - Bridge Total							\$149,000.00	\$0.00	\$149,000.00
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

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
22602	3	STC-3714, INDIANA AND ORCHARD SHARED ROADWAY, CANYON HD #4	2025	Development	59	PC	\$119,000.00	\$0.00	\$119,000.00
							\$119,000.00	\$0.00	\$119,000.00
Hwy - Federal Lands Access Total							\$345,000.00	\$0.00	\$345,000.00
Hwy - Non-Participating									
13494	3	STC-7787, OLD HWY 30; W PLYMOUTH ST BR, CANYON CO	2023	Development	69	PC	\$0.00	\$104,000.00	(\$104,000.00)
							\$0.00	\$104,000.00	(\$104,000.00)
Hwy - Non-Participating Total							\$0.00	\$104,000.00	(\$104,000.00)
Hwy - Local Partnerships									
13918	3	LOCAL, RAIL WITH TRAIL PATHWAY, MERIDIAN	2024	Development	79	RW	\$120,000.00	\$0.00	\$120,000.00
							\$120,000.00	\$0.00	\$120,000.00
19465	3	LOCAL, FY22 CAPITAL MAINTENANCE, PH 1, BOISE	2022	Development	79	CE	\$65,000.00	\$0.00	\$65,000.00
						CN	\$435,000.00	\$0.00	\$435,000.00
							\$500,000.00	\$0.00	\$500,000.00
19993	3	LOCAL, FY23 ROADWAY & ADA IMPROVEMENTS, PT 2, BOISE AREA	2023	Development	79	LP	\$250,000.00	\$0.00	\$250,000.00
							\$250,000.00	\$0.00	\$250,000.00
20259	3	LOCAL, FY23 ROADWAY & ADA IMPROVEMENTS PART 1, BOISE AREA	2023	Development	79	LP	\$500,000.00	\$0.00	\$500,000.00
							\$500,000.00	\$0.00	\$500,000.00
20542	3	LOCAL, PED IMPROVEMENTS, EAGLE RD, MERIDIAN	2025	Development	79	PL	\$10,000.00	\$0.00	\$10,000.00
							\$10,000.00	\$0.00	\$10,000.00
20674	3	LOCAL, FY24, ROADWAY AND ADA IMPROVEMENTS, BOISE	2024	Development	79	PE	\$29,000.00	\$0.00	\$29,000.00
						PC	\$178,000.00	\$0.00	\$178,000.00
							\$207,000.00	\$0.00	\$207,000.00
21896	3	LOCAL, FY25 ROADWAY AND ADA IMPROVEMENTS, BOISE	2025	Development	79	PE	\$29,000.00	\$0.00	\$29,000.00
							\$29,000.00	\$0.00	\$29,000.00
23095	3	I 84, FIVE MILE RD OVERPASS & WIDENING (NEPA), BOISE	2025	Development	79	PC	\$245,000.00	\$0.00	\$245,000.00
							\$245,000.00	\$0.00	\$245,000.00
Hwy - Local Partnerships Total							\$1,861,000.00	\$0.00	\$1,861,000.00
Report Total							\$306,218,916.92	\$46,178,013.79	\$260,040,903.13