



# Working together to plan for the future

## REGIONAL TRANSPORTATION ADVISORY COMMITTEE

March 17, 2021 - 8:30 a.m.  
COMPASS, 1st Floor Board Room  
700 NE 2nd Street, Meridian, Idaho

### ZOOM CONFERENCE CALL

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

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

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

Written comments may be submitted by email to [info@compassidaho.org](mailto: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 March 17, 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 February 24, 2021, RTAC Meeting Minutes

#### IV. ACTION ITEM

8:35 \*A. Recommend Member Agencies' FY2022 UPWP Requests **Liisa Itkonen**

Page 6 *Liisa Itkonen seeks recommendation of member agencies' FY2022 UPWP requests in a priority order for consideration by the Finance Committee.*

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

Page 14 *Toni Tisdale will seek RTAC approval of actions to balance the TMA funding programs.*

9:05 \*C. Recommend Approval of Draft Federal-Aid Programs **Toni Tisdale**

Page 21 *Toni Tisdale will seek recommendation of approval of draft federal-aid programs, based on priority recommendations from RTAC.*

9:20 **\*D. Recommend Updates to the Transportation Improvement Program (TIP) Amendment Policy Updates** **Toni Tisdale**  
Page 31  
*Toni Tisdale will seek RTAC recommendation for COMPASS Board of Directors' approval to update the amendment policy for the TIP, at the request of ITD.*

9:25 **\*E. Recommend Approval of Project Delivery Extensions** **Tevrin Fuller**  
Page 40  
*Toni Tisdale will seek RTAC recommendation for COMPASS Board of Directors' approval to extend the deadline of several projects.*

## **V. INFORMATION/DISCUSSION ITEMS**

9:30 **\*A. Review Initial "All Aboard!" Survey Results** **Amy Luft/Rachel Haukkala**  
Page 44  
*Amy Luft and Rachel Haukkala will review the initial results of the "All Aboard" public survey on high-capacity transit.*

## **VI. STATUS REPORTS (INFORMATION ONLY)**

Page 58 **\*A. RTAC Agenda Worksheet**

Page 64 **\*B. Obligation Report**

## **VII. OTHER:**

**Next Meeting: April 28, 2021, RTAC Meeting**

## **VIII. ADJOURNMENT (10:15)**

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

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

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**REGIONAL TRANSPORTATION ADVISORY COMMITTEE  
FEBRUARY 24, 2021  
ZOOM CONFERENCE CALL**

**\*\*MINUTES\*\***

**ATTENDEES:**

Drew Alexander, Boise State University, via telephone  
Rodney Ashby, City of Nampa, via telephone  
Nichoel Baird Spencer, City of Eagle, via telephone  
Jeff Barnes, City of Nampa, via telephone  
Gordon Bates, Golden Gate Highway District #3, via telephone  
Clair Bowman, City of Nampa, via telephone  
Jayme Coonce, Idaho Transportation Department, via telephone  
Al Christy, City of Meridian, via telephone  
Becky Crofts, City of Middleton, via telephone  
Tom Ferch, Ada County Highway District, via telephone  
Karen Gallagher, City of Boise, via telephone  
Ryan Head, Ada County Highway District, via telephone  
Jace Hellman, City of Kuna, via telephone  
Stephen Hunt, Valley Regional Transit, via telephone  
Caleb Hood, City of Meridian, via telephone  
Liisa Itkonen, COMPASS, Ex. Officio, via telephone  
Tom Laws, Ada County Highway District, via telephone  
Angela Lively, City of Caldwell, via telephone  
Brian McClure, City of Meridian, via telephone  
Brent Moore, Ada County Development Services, **Vice Chair**, via telephone  
Shawn Nickel, City of Star, 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

**MEMBERS ABSENT:**

Lee Belt, City of Greenleaf  
Jason Boal, Ada County  
Bre Brush, City of Boise  
Kate Dahl, Canyon County Development Services  
Rob Howarth, Central District Health, Ex. Officio  
Angie Lee, City of Parma  
Dan Lister, Canyon County Development Services  
Robb MacDonald, City of Caldwell  
Andrew Mitzel, Office of the Governor  
Patricia Nilsson, Canyon County Development Services  
Jenah Thornborrow, City of Garden City  
Bill Vaughan, City of Eagle

**OTHERS PRESENT:** Cecilia Arritola, ITD, via telephone  
Tevrin Fuller, COMPASS, via telephone  
Tessa Greegor, Ada County Highway District, via telephone  
Destinie Hart, COMPASS, via telephone  
Rachel Haukkala, COMPASS, via telephone  
Amy Luft, COMPASS, via telephone  
Hunter Mulhall, COMPASS, via telephone  
Deanna Smith, Idaho Smart Growth, via telephone  
Matt Stoll, COMPASS, via telephone  
Toni Tisdale, COMPASS, via telephone  
Hailey Townsend, COMPASS, via telephone  
Mary Ann Waldinger, COMPASS, via telephone

## **CALL TO ORDER:**

Chair Lenny Riccio called the meeting to order at 8:31 a.m.

## **OPEN DISCUSSION/ANNOUNCEMENTS**

Mary Ann Waldinger announced that COMPASS has posted an RFP for a qualified consultant to develop, test, and implement a household travel survey and Valley Regional Transit (VRT) on-board transit survey throughout the COMPASS planning region. Responses are due by Friday, March 19, 2021.

Amy Luft announced that COMPASS has hired a new Communication Assistant, Jayleen Saucedo.

## **CONSENT AGENDA**

### **A. Approve January 27, 2021, RTAC Meeting Minutes**

**Tom Ferch moved and Nichoel Baird Spencer seconded approval of the Consent Agenda as presented. Motion passed unanimously.**

## **ACTION ITEMS**

### **A. Elect 2021 Vice Chair**

Liisa Itkonen facilitated the election of the new Vice Chair for 2021.

After discussion, **Tom Ferch moved and Karen Gallagher seconded to nominate Brent Moore as the new Vice Chair. Motion passed unanimously.**

### **B. Recommend Adoption of Resolutions Amending *Communities in Motion 2040 2.0* (CIM 2040 2.0) and the FY2021-FY2027 Regional Transportation Improvement Program (TIP)**

Liisa Itkonen reviewed resolutions amending CIM 2040 2.0 and the FY2021-FY2027 TIP to add an Idaho Transportation Department project for operational improvements on the Interstate 84 westbound off-ramp at State Highway 44 (Exit 25) and requested RTAC recommendation for the COMPASS Executive Committee's adoption.

After discussion, **Ryan Head moved and Gordon Bates moved to recommend that the COMPASS Executive Committee adopt Resolution X-2021 amending *Communities in Motion 2040 2.0* and Resolution XX-2021 amending the FY2021-2027 TIP as presented. Motion passed.**

### **C. Recommend Federal-Aid Rankings for COMPASS Programs**

Toni Tisdale and Tevrin Fuller reviewed federal-aid rankings for all COMPASS federal-aid programs.

After discussion, **Karen Gallagher moved and Clair Bowman seconded approval of federal-aid rankings as presented, with one minor modification to the Surface Transportation Block Grant-Urban list to break a tie (Freight Study is number 10 and the Economic Impact project is number 11). Motion passed unanimously.**

### **INFORMATION/DISCUSSION ITEMS**

#### **A. Discuss Innovative Funding for Growth**

Jayne Coonce with the Idaho Transportation Department reviewed innovative funding programs.

#### **B. Review Park and Ride Study**

Rachel Haukkala reviewed the final Park and Ride Study report.

**Next Meeting: March 17, 2021**

### **ADJOURNMENT**

**Stephen Hunt moved and Ryan Head seconded adjournment at 9:44 a.m. Motion passed.**

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## RTAC AGENDA ITEM IV-A

DATE: March 17, 2021

### **Topic: Member Agencies' FY2022 Unified Planning Work Program (UPWP) Requests**

#### **Request/Recommendation:**

COMPASS staff requests RTAC recommendation of member agencies' FY2022 UPWP requests in priority order for consideration by the Finance Committee. The Finance Committee will balance the priorities with the available resources and recommend a final UPWP and budget for COMPASS Board of Directors' approval.

#### **Background/Summary:**

The UPWP is developed annually and provides detailed information on COMPASS projects and tasks and available financial resources. The activities programmed in the UPWP fulfill federal requirements, address additional recommendations from the Federal Highway and Transit Administrations, and accommodate member agency requests as resources allow.

COMPASS received requests from Canyon Highway District #4 and City of Meridian for a total of four projects that would each require more than four COMPASS workdays in FY2022. Please see the attachment for the requests. The City of Meridian's requests are listed in the city's priority order.

#### Next Steps:

*April-* As needed, COMPASS, with requesting agencies, will refine the scope and workday estimates of member agencies' requests; COMPASS will develop a draft UPWP.

*May-* Finance Committee will review the draft UPWP; COMPASS staff will revise as needed.

*June/July-* Finance Committee will again review the draft UPWP and recommend it to the COMPASS Board of Directors; the Executive Committee will review workgroup charters to mirror tasks and deliverables in the UPWP and will recommend them to the COMPASS Board of Directors.

*August-* COMPASS Board of Directors will be asked to approve the UPWP and workgroup charters.

#### **Implications (policy and/or financial)**

In order to adequately budget COMPASS staff time, member agency requests for assistance of more than four workdays must be included in the UPWP.

#### **More Information:**

- 1) Attachment: Member agency requests.
- 2) For detailed information contact Liisa Itkonen at [litkonen@compassidaho.org](mailto:litkonen@compassidaho.org)

**Member Request Form for FY2022 UPWP Projects**

(for Program Number 701, General Membership Services)

Please enter the appropriate information below.

Requestor's Name/Agency: Phone Number:  Email: Title of Project: General Description of Project and Purpose (*attach additional sheets if necessary*):

Analysis of intersection and segment level of service for current traffic volumes and 20-year projected traffic volumes to identify future 20-year roadway system improvement needs and eligible/non-eligible projects. Also, new vehicle trips within the service area and trip characteristics will be estimated. This analysis will be the basis for a capital improvement plan that, along with estimated trip data, used to develop recommended traffic impact fees.

Significance and Regional Value:

Allows local agencies a funding mechanism to have new growth mitigate its impacts on the transportation system, particularly the arterial system that effects regional traffic patterns.

Expected Outcomes/Deliverables:

Traffic demand model peak hour outputs, traffic analysis zone data, and trip characteristics.

Expected Timeline (**begins mm/yy; ends mm/yy**) and Estimated COMPASS Staff Workdays:

10/2021 - 4/1/2022. 5 COMPASS Staff Workdays

Check Below For Type(s) of Support Needed (check as many as apply)	
<input type="checkbox"/>	Demographic Research
<input type="checkbox"/>	General Technical / Committee Support
<input type="checkbox"/>	GIS / Mapping / Spatial Data
<input type="checkbox"/>	Project Management / Administration
<input type="checkbox"/>	Public Involvement / Outreach
<input type="checkbox"/>	Transportation Planning
<input checked="" type="checkbox"/>	Travel Demand Modeling
<input type="checkbox"/>	Other Planning (environmental, land use, etc.)
<input type="checkbox"/>	Other Resources (i.e., specialized software, consultant services, etc.)

**SUBMIT NO LATER THAN February 19, 2021**  
**TO:** Liisa Itkonen, COMPASS  
 by email at [litkonen@compassidahoh.org](mailto:litkonen@compassidahoh.org)

**Next Steps:** If needed, COMPASS staff will follow up with the requesting agency to further define the request and to determine resources needed. **RTAC will be asked to review and prioritize member requests at its March 17, 2021, meeting.**

# Member Request Form for FY2022 UPWP Projects

(for Program Number 701, General Membership Services)

Please enter the appropriate information below.

Requestor's Name/Agency:

Phone Number:  Email:

Title of Project: 

Linder Road Overpass - Next Step Facilitation

**General Description of Project and Purpose** *(attach additional sheets if necessary):*

An extension of Linder Road over I-84 will provide connectivity between north and south Meridian and afford another route for motorists, bicycles and pedestrians within the area. The interstate creates an effective barrier today to efficient movement of people, goods and services. Some preliminary analysis was done last year, but additional and comprehensive impacts, both positive and negative, need to be understood and documented regarding the economic, social and transportation impacts of this project. The City is coordinating with ITD and ACHD on this project. We will need assistance with updated analysis and next steps in regard to moving design and environmental studies forward.

**Significance and Regional Value:**

With interchange and overpass spacing of every two miles at/over I-84, this is the only missing overpass east of the Canyon-Ada County line. Construction of this overpass will have benefits to both the roadway network and afford additional economic development opportunities. Further, there are anticipated safety benefits of a well designed and constructed overpass. The West Ada School District has also expressed their support of this project to better connect school zones which would help balance enrollments and pupil transportation aspects.

**Expected Outcomes/Deliverables:**

Assistance to move design and environmental studies (as needed) forward which will likely include a need for a refreshed comprehensive system analysis that meets the criteria of ITD to consider this project for funding.

**Expected Timeline** (begins mm/yy; ends mm/yy) and Estimated COMPASS Staff Workdays:

Hope to kick-off and complete analysis in calendar year 2021. It is estimated that 5 COMPASS staff workdays will be needed including meeting time with ITD and ACHD staff.

Check Below For Type(s) of Support Needed (check as many as apply)	
<input type="checkbox"/>	Demographic Research
<input type="checkbox"/>	General Technical / Committee Support
<input type="checkbox"/>	GIS / Mapping / Spatial Data
<input checked="" type="checkbox"/>	Project Management / Administration
<input checked="" type="checkbox"/>	Public Involvement / Outreach
<input type="checkbox"/>	Transportation Planning
<input checked="" type="checkbox"/>	Travel Demand Modeling
<input checked="" type="checkbox"/>	Other Planning (environmental, land use, etc.)
Environmental aspects of the project are still being discussed by the involved agencies; we may need assistance with this piece to move design forward.	
<input checked="" type="checkbox"/>	Other Resources (i.e., specialized software, consultant services, etc.)
TREDIS	

**SUBMIT NO LATER THAN February 19, 2021**  
**TO:** Liisa Itkonen, COMPASS  
 by email at [litkonen@compassidaho.org](mailto:litkonen@compassidaho.org)

**Next Steps:** If needed, COMPASS staff will follow up with the requesting agency to further define the request and to determine resources needed. **RTAC will be asked to review and prioritize member requests at its March 17, 2021, meeting.**



# Member Request Form for FY2022 UPWP Projects

(for Program Number 701, General Membership Services)

Please enter the appropriate information below.

Requestor's Name/Agency:

Phone Number:  Email:

Title of Project: 

Fields Transportation Work

General Description of Project and Purpose *(attach additional sheets if necessary)*:

The four square miles of north-west Meridian, between Chinden, Ustick, Can-ada, and McDermott has a specific area plan being developed, and there is some need/benefit to refining the transportation planning in the area. The City seeks to realize this area as an attractive destination that does not require residents to travel long distances to access amenities and goods, or to congest regional transportation access points for local trips.

Significance and Regional Value:

Existing and planned US 20/26 and SH 16 facilities will have significant impacts that are not well represented or accommodated for a planned urban area as it relates to many of the quality of life and good planning elements of CIM. For example, how could reasonable, consistent, and proactive access provisions and restrictions, guide development to the right locations, and that balance impacts to the regional transportation network efficiency? The City of Star may be doing similar work north of 20/26, and there may be benefits to transportation analysis that worked together.

Expected Outcomes/Deliverables:

Better understand future transportation needs based on existing/on-going planning work, and how the City can guide and support development with a high quality of life and consistent with regional needs and priorities. Work could include better understanding of lane configurations, right-of-way, pathway crossings, and general access, and could result in continued work, such as updating other transportation plans.

Expected Timeline **(begins mm/yy; ends mm/yy)** and Estimated COMPASS Staff Workdays:

10/21 to 2/22, 14 workdays (flexible on date and days)

Check Below For Type(s) of Support Needed (check as many as apply)	
<input type="checkbox"/>	Demographic Research
<input type="checkbox"/>	General Technical / Committee Support
<input type="checkbox"/>	GIS / Mapping / Spatial Data
<input type="checkbox"/>	Project Management / Administration
<input type="checkbox"/>	Public Involvement / Outreach
<input checked="" type="checkbox"/>	Transportation Planning
<input checked="" type="checkbox"/>	Travel Demand Modeling
<input checked="" type="checkbox"/>	Other Planning (environmental, land use, etc.)
Coordination with ACHD and ITD, and understanding development related policies that could influence better decision making with land use decisions.	
<input type="checkbox"/>	Other Resources (i.e., specialized software, consultant services, etc.)

**SUBMIT NO LATER THAN February 19, 2021**  
**TO:** Liisa Itkonen, COMPASS  
 by email at [litkonen@compassidaho.org](mailto:litkonen@compassidaho.org)

**Next Steps:** If needed, COMPASS staff will follow up with the requesting agency to further define the request and to determine resources needed. **RTAC will be asked to review and prioritize member requests at its March 17, 2021, meeting.**



February 19, 2021

TO: Mayor Robert Simison  
Meridian City Council

CC: Cameron Arial, Community Development Director  
Caleb Hood, Planning Division Manager

FROM: Brian McClure, Comprehensive Associate Planner

RE: Fields Sub Area Plan Update

In April of 2020 the Mayor and City Council approved a budget amendment to continue the work of the Comprehensive Plan for the 4 (four) square miles of northwest Meridian, bordered by Ustick, McDermott, Chinden and Can-Ada Roads, also known as the Fields. This memo is intended to provide an update on this work. **This project is not intended or planned to revisit the future land uses approved as part of the new Comprehensive Plan (Comp Plan)**, but rather to enhance the level of consideration and functional integration and development of the built and recreational environment, especially as it relates to the areas around the mixed-use core near the Star and McMillan intersection (area of focus).

Being relatively small and far removed from the core of the City, and cut off by the future State Highway 16 extension and county boundaries, this area represents both an opportunity and a risk. The risk is isolation without sense of place, and lacking in a complete suite of services, meeting the City's high standards, and that are fiscally and socially sustainable. The opportunity is creating a unique and distinct part of the City that maintains and continues the characteristics that contribute to the vision of the Comp Plan, that "Meridian is a premier, evolving, livable, vibrant, and connected community." As a reminder, the other vision statements for the topical sections of the Comp Plan include:

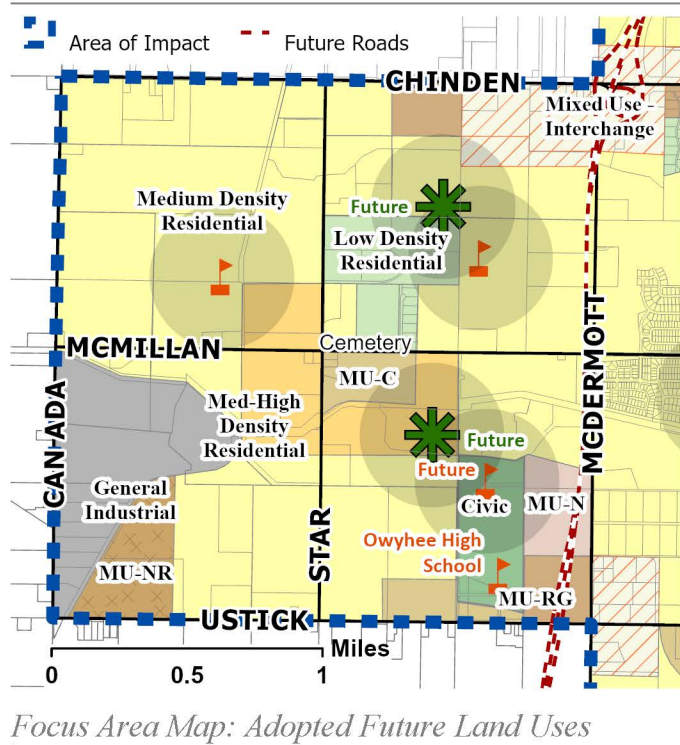
- A vibrant, diverse, clean, safe, and secure community in which to live, work, and thrive.
- A community thoughtfully adapting to changes.
- A community of family-friendly, healthy, and engaging places.
- A community strengthened by historic character and vibrant activity centers.
- A community of safe and efficient transportation.

***Initial Work***

The project consultants (Logan Simpson) and staff began work first with public engagement, reaching out directly to stakeholders around the area of focus at Star and McMillan. Development, investment, and financing interests were also consulted and involved, and partner agencies were interviewed and coordinated with. Since then, and with the adopted Comprehensive Plan acting as a back bone, draft materials have been prepared and efforts begun

to expand outreach. The consultant team has taken a closer look at land use balance and the relationships between households and non-residential uses, financing tools for infrastructure and open space, concept layouts for the overall area and the mixed-use core, and begun work on assembling context for the plan document. One of the critical elements of this work includes consideration for parks and trail elements to activate the area of focus.

While the Future Land Use Map depicts several future Park “halos” (general areas for future City parks), no property has been acquired and no funding has been set aside for the acquisition or development of such facilities. City Staff and the consulting team believe a central public open space is desired to help anchor the area of focus with a unique identity, and to preserve and continue a high quality of life. A similar local example may be the library and school at Bown’s Crossing. The commercial element at Bown’s languished for years without adequate rooftops and other public amenities. However, today it is a highly desirable place to be. Fragmented private open space is unlikely to provide the catalyst needed to attract and support both the residential and non-residential uses desired. Furthermore, and without an anchor attraction both for and until the mixed use core develops, there would likely be greater market pressure for strip commercial along the periphery of the planning area, both in and outside of Meridian’s Area of City Impact. There would be no inward facing community identity to build on.



*Focus Area Map: Adopted Future Land Uses*

With the construction of the Owyhee High School, and potential advancement for the regional sewer lift station, there is going to be significant development pressures on this area. To this end, and to ensure alignment with other policies of the Comprehensive Plan, Implementation has and will be a strong area of focus for the sub area plan. One of the areas of likely next steps will include exploring additional funding mechanisms, and on a timeline that makes use of market forces rather than bending to them. Utilities and open space are a critical consideration for the buildout of this area, and additional funding mechanisms for public improvements that support the vision, such as a Community Infrastructure District (CID) or Local Improvement District (LID), may be important and are being explored as part of this project. There may also be other mechanisms to facilitate development in alignment with a stronger purpose, such as working to reduce other risks typically associated with the entitlement process.

**Next Steps**

Next steps for the project include following up with property owners and other partners, and also casting a wider net of public engagement. While the overall land uses were already vetted through robust processes in 2017 with the Intermountain Gas Facility map amendment, and again with the 2019 Comprehensive Plan, the details within that structure are still fluid. Two consistent

elements of feedback have been the interest in thematic elements to reinforce an identity, and for continued expansion of the City's pathway network. City staff will be particularly interested in these how these may be better leveraged and integrated into the fabric of the sub area plan.

With the ongoing pandemic, and also the ease of use and general interest in the public by web tools, engagement is planned to be online. The public will be able to interactively engage with presentations by adding comments to materials, and also respond to a visual preference survey. Staff will also be available for in-person discussions, for those unable or uncomfortable with web-based engagement.

Staff wanted to provide you a written update on this high-priority project and plans to present to Council after public engagement. However, if you wish to discuss this memo and next steps earlier as a workshop item, staff will make ourselves available. For other questions or concerns, please feel free to reach out to me at [bmcclore@meridiancity.org](mailto:bmcclore@meridiancity.org).

# Member Request Form for FY2022 UPWP Projects

(for Program Number 701, General Membership Services)

Please enter the appropriate information below.

Requestor's Name/Agency:

Phone Number:  Email:

Title of Project: 

Regional Pathway and Waterway Planning

General Description of Project and Purpose *(attach additional sheets if necessary)*:

This is related to a STBG-TMA project proposal by COMPASS. Meridian would propose some initial work to coordinate with local agencies and partners, prior to engaging a consultant. There is some sensitivity of the topic, and it may be good to start the conversation first by clearly identifying objectives and needs, identifying potential partners, roles and responsibilities, and by inventorying needs.

Significance and Regional Value:

The regional pathway networks are fragmented with varying levels of success by different cities. Pathways along waterways are challenging for many reasons, the least of which is not the coordination of a myriad of other agency partners. Identifying clear needs and expectations prior to more detailed work may help to increase the odds of success in developing an invaluable tool that furthers a robust waterway linked pathway network.

Expected Outcomes/Deliverables:

Clearly identified purpose for next steps, understanding of agency stakeholders, initial work to build partnerships and relationships, and basic inventory of waterway and pathway needs (e.g. - irrigation facility types, pathway types, and crossing types, etc.).

Expected Timeline **(begins mm/yy; ends mm/yy)** and Estimated COMPASS Staff Workdays:

10/21 to 10/22, 14 days (flexible on date and days)

Check Below For Type(s) of Support Needed (check as many as apply)	
<input type="checkbox"/>	Demographic Research
<input type="checkbox"/>	General Technical / Committee Support
<input checked="" type="checkbox"/>	GIS / Mapping / Spatial Data
<input checked="" type="checkbox"/>	Project Management / Administration
<input type="checkbox"/>	Public Involvement / Outreach
<input checked="" type="checkbox"/>	Transportation Planning
<input type="checkbox"/>	Travel Demand Modeling
<input type="checkbox"/>	Other Planning (environmental, land use, etc.) <div style="border: 1px solid black; height: 15px; width: 100%; margin-top: 2px;"></div>
<input type="checkbox"/>	Other Resources (i.e., specialized software, consultant services, etc.) <div style="border: 1px solid black; height: 15px; width: 100%; margin-top: 2px;"></div>

**SUBMIT NO LATER THAN February 19, 2021**  
**TO:** Liisa Itkonen, COMPASS  
 by email at [litkonen@compassidaho.org](mailto:litkonen@compassidaho.org)

**Next Steps:** If needed, COMPASS staff will follow up with the requesting agency to further define the request and to determine resources needed. **RTAC will be asked to review and prioritize member requests at its March 17, 2021, meeting.**

### Topic: Transportation Management Area (TMA) Balancing

#### Request/Recommendation:

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

#### Background/Summary:

Each year, the available budget for federal programs fluctuates to some degree based on limits to the OA provided by the US Department of Transportation. This year, the OA limits impact federal-aid programs more than most years. The issues and a proposal are provided in the information below.

#### Obligation Authority Limitation:

Each year, Congress passes an appropriations bill for a full fiscal year of funding; however, our budget process starts months prior to the bill being passed. COMPASS and Idaho Transportation Department (ITD) staff budget funds based on an estimated total carried forward from the prior year's appropriations, consistent with the transportation authorization bill. COMPASS budgets up to 100% of the estimated amount. It is normal for the US Department of Transportation to limit OA near the middle of the fiscal year, historically to 94% to 97% of original estimates. In a typical year, the difference in estimates and the OA limitation is made up, in whole or in part, through redistribution of funds from other states at the end of the fiscal year. This year, the effective OA limitation is 88.53%, which created the need to take action to address the shortfall before obtaining redistribution.

#### Current Situation Based on Information Above (includes required local match):

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

We are aware that additional funding will be available in the near future; however, specific criteria and available funding are still unclear. We expect additional balancing will occur in the April or May 2021 RTAC meetings, which will hopefully cover the shortfall. Until then, staff seeks a strategy to obligate available funds in the most efficient way possible.

There are existing funding needs beyond what is currently budgeted in the programs; however, with the shortfall, we are proposing only strategies to balance the current program to match available funding levels at this time. The funding shortfall does not affect projects that are already obligated. The existing projects that have not been obligated are shown below with a strategy to balance to existing funding levels.

KN	Project	FY2021 Programmed	FY2021 Recommended for Formula Funding	FY2020 Highway Investment Program (HIP) Funds (carry-over)	FY2021 Local (to cover shortfall)	Comments
<b>STBG-TMA</b>						
18701	Capital Maintenance, Phase 1, Boise Area - FY2021	\$4,948,000	\$4,948,000			Submitted and ready for obligation
20129	Capital Maintenance, Phase 2, Boise Area - FY2021	\$2,121,000	\$742,109	\$153,000	\$1,225,891	Use available HIP funds plus local
20159	Capital Maintenance, Phase 2, Boise Area - FY2021	\$614,000	\$614,000			
18905	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2021	\$2,496,000	\$2,496,000			Transfer letter submitted
<b>TAP-TMA</b>						
20245	SR2S, VRT, Ada County - FY2021 and FY2022	\$344,000	\$287,695		\$56,305	Two-year project - \$88K already obligated
20549	Pedestrian Improvements, US 20/26 (Chinden) at 43rd Street, Garden City	\$56,000	\$56,000			
22995	Bicycle Improvements Low-Street Bike Route Signs and Pavement Markings, Ada	\$81,000	\$81,000			

This strategy affects the minimum number of projects and allows the remaining projects to continue as programmed.

The changes, as proposed above, are shown in more detail on the STBG-TMA balancing worksheet (Attachment 1) and the TAP-TMA balancing worksheet (Attachment 2).

**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: TAP-TMA balancing worksheet
- 3) For detailed information contact: Toni Tisdale, Principal Planner, [ttisdale@compassidaho.org](mailto:ttisdale@compassidaho.org)

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**STBG-TMA Program Worksheet**  
**FY2021-2027**

Attachment 1

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

Key No	Project	Prev	2021 - 2020 HIP (carry over)	2021	2022	2023	2024	2025	2026 2027	Total	2021 Balancing Comments
<b>Off-the-Top</b>											
20260	Commuteride, ACHD (FY2021)	220		0						220	Advanced FY2021 to FY2020 using Redistribution
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	
19389	COMPASS Planning (FY2021)	232		0						232	Advanced FY2021 to FY2020 using Redistribution
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	
	<b>SUBTOTAL</b>		0	0	452	452	452	452	452	2260	
<b>Roadway Maintenance (82%)</b>											
20003	Capital Maintenance, Phase 2, Boise Area - FY2019	2200	300							2500	9/29/20 - request to increase CC by \$30K and CN by \$270K to cover cost of increased milling, asphalt quantities and trucking costs based on density tests. <b>Admin Mod #2</b>
18728	Capital Maintenance, Phase 1, Boise Area - FY2020	4192	6	109						4307	9/18/20 - request \$115K to cover cost of supplemental professional services agreement and new tasks required by Governor's Task Force. <b>Admin Mod #2</b>
19847	Capital Maintenance, Phase 3, Boise Area - FY2020	467	0							467	6/12/20 - request \$153K to cover more complex construction treatment than originally expected. <b>Admin Mod #2 12/8/20 determined not needed. Remove \$153K.</b>
18701	Capital Maintenance, Phase 1, Boise Area - FY2021	494		4948						5442	
20129	Capital Maintenance, Phase 2, Boise Area - FY2021	242	153	742						2363	Increase 2020 HIP by \$153K, decrease formula by \$1,378,891 to cover OA limitation.
				1226							Local funds. Increase to cover OA limitation.
20159	Capital Maintenance, Phase 3, Boise Area - FY2021	91		614						705	5/21/20 request \$314K from local to federal to cover increased cost of construction based on more robust need. <b>Admin Mod #2</b>
				0					Local funds. Request to convert to federal-aid (5/21/2020)		
19465	Pavement Preservation and ADA, Phase 1, Boise Area - FY2022	543			5427					5970	
20122	Pavement Preservation and ADA, Phase 2, Boise Area - FY2022	233			2326					2559	
20006	Pavement Preservation and ADA Phase 3, Boise Area - FY2022	80			80					380	4/18/19 and 9/24/20 - requested to covert \$80K from local to federal and increase \$19K to cover the design contract.
					220				Local funds.		
20259	Roadway and ADA Improvements, Part 1, Boise Area - FY2023	538		0		5379				5917	Advanced FY2021 to FY2020 using Redistribution
19993	Roadway and ADA Improvements, Part 2, Boise Area - FY2023	231		0		2305				2536	Advanced FY2021 to FY2020 using Redistribution
20080	Roadway and ADA Improvements, Part 3, Boise Area - FY2023	80		0						80	Advanced FY2021 to FY2020 using Redistribution
						300			Local funds.		
20674	Roadway and ADA Improvements, Part 1, Boise Area - FY2024	0			516		5157			5673	



Key No	Project	Prev	2021 - 2020 HIP (carry over)	2021	2022	2023	2024	2025	2026 2027	Total	2021 Balancing Comments
20538	Roadway and ADA Improvements, Part 2, Boise Area - FY2024	0			221		2210			2431	
20683	Roadway and ADA Improvements, Part 3, Boise Area - FY2024	0			80		300			380	Local funds.
21896	Roadway and ADA Improvements, Part 1, Boise Area - FY2025	0				501		5010		5511	
21898	Roadway and ADA Improvements, Part 2, Boise Area - FY2025	0				215		2147		2362	
21902	Roadway and ADA Improvements, Part 3, Boise Area - FY2025	0				80			300	380	Local funds.
22390	Roadway and ADA Improvements, Part 1, Boise Area - FY2026	0					501		5010	5511	
22391	Roadway and ADA Improvements, Part 2, Boise Area - FY2026	0					215		2147	2362	
22392	Roadway and ADA Improvements, Part 3, Boise Area - FY2026	0					80		300	380	Local funds.
22816	Roadway and ADA Improvements, Part 1, Boise Area - FY2027	0						504	5010	5514	
22817	Roadway and ADA Improvements, Part 2, Boise Area - FY2027	0						216	2147	2363	
22927	Roadway and ADA Improvements, Part 3, Boise Area - FY2027	0						80	300	380	Local funds.
	For balancing only - not programmed								1440		
	GOAL			8557	8381	8210	8042	7877	15754	73670	
	SUBTOTAL			7639	8570	8400	8083	7877	15754	63123	
<b>Alternative Transportation Maintenance (15%)</b>											
18905	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2021	0		2496						2496	7/8/2019 - requested up to \$2M per year to address assets in the Boise system with scores between 0.0 and 2.5. Admin Mod #2 (+\$931K)
19763	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2022	0			1533					1533	
19950	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2023	0				1502				1502	
20659	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2024	0					1471			1471	
21903	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2025	0						1441		1441	
22393	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2026	0							1441	1441	
22815	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2027	0							1441	1441	
20095	Boise State University Secure Bike Facility			11							10/15/20 -requested additiona \$10,500 to cover construction inspicitions and LHTAC oversight. Admin Mod #2
21913	Boise State University Covered Bike Facility			4							10/15/20 -requested additiona \$3,500 to cover construction inspicitions and LHTAC oversight. Admin Mod #2
	GOAL			1565	1533	1502	1471	1441	2882	13477	
	SUBTOTAL			2496	1533	1502	1471	1441	2882	11325	
<b>Studies/Special Projects (3%)</b>											
19303	Planning, Travel Survey Data Collection, COMPASS	150		700						850	
20271	Planning, Communities in Motion Update, COMPASS					30	253	78	275	636	
20542	Pedestrian Improvements, SH-55 (Eagle Road), Meridian	0			79	96		409	0	603	
					10			9	0		
13046	High Capacity Corridor Alternatives Analysis	0							1000	1000	
20841	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	350				80				1544	TAP-TMA funds. TAP-State funds. Local funds. Needs \$93K for LHTAC oversight and CC.
						35					
						500					
						579					
22394	Study, Big Data Purchase, COMPASS	0						150		150	
22395	Study, Fiscal Impact Analysis, COMPASS	0						60		60	
15001	Cost Increase Set-Aside, STP-TMA	0	0	0	118					118	To be programmed for needs throughout the year or in the Update.
	GOAL			313	307	300	294	288	576	2696	
	SUBTOTAL			700	118	110	253	288	1275	2971	

Key No	Project	Prev	2021 - 2020 HIP (carry over)	2021	2022	2023	2024	2025	2026 2027	Total	2021 Balancing Comments
<b>Capital</b>											
13481	State Street and Collister Drive Intersection	13792		-115						13677	9/18/20 request to reduce construction by \$115,000. Project in closeout stage. <b>Admin Mod #2</b>
<b>Total Programmed</b>			<b>459</b>	<b>9509</b>	<b>10673</b>	<b>10464</b>	<b>10259</b>	<b>10058</b>	<b>18923</b>		
<b>*Total available</b>			<b>459</b>	<b>9509</b>	<b>10673</b>	<b>10464</b>	<b>10259</b>	<b>10058</b>	<b>20116</b>		2021 available based on OA limitation of 88.53%
<b>Net Difference Programmed vs Available</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1193</b>		
% over/under programmed			0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.9%		
<b>Current obligations in bold text</b>			<b>306</b>	<b>709</b>							

red text = proposed changes

blue text = could change

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

Purple highlight = funds for design

Teal highlight = funds for right-of-way

Peach highlight = funds for construction

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 (2/10/2020), includes reduction of 2% per year to show inflation

Bold lines separate project categories

**TAP-TMA Program Worksheet**  
**FY2021-2027**

Attachment 2

(amounts include local match)

Key No	Project	Prev Years	2021	2022	2023	2024	2025	PD	Total	FY 2021 Balancing
20245	SR2S, VRT, Ada County - FY2021 and FY2022	0	288						344	Decrease by \$56,305 to cover OA limitation.
			56							Local funds.
20493	SR2S, VRT, Ada County - FY2023	0			168				168	
21910	SR2S, VRT, Ada County - FY2024 and FY2025	0				397			397	
22933	SR2S, VRT, Ada County - FY2026	0						214	214	
13918	Rail with Trail Pathway, Meridian	0		391					648	
			120	138				Local funds. Cover ROW and remaining CN costs.		
20549	Pedestrian Improvements, US 20/26 (Chinden) at 43rd Street, Garden City (ACHD)	0	56		162				0	
20542	Pedestrian Improvements, SH-55 (Eagle Road), Meridian	0		79	96		409	0	603	
								0		STP-TMA funds. (removed)
				10			9	0		Local funds.
20841	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	639			35				1333	
					80					STP-TMA funds. Increased for inflation.
					579					Local funds. Needs \$93K for LHTAC oversight and CC. Increased for inflation.
					500					TAP-State funds.
22385	Pathway, Greenbelt Completion, Boise State					50		379	429	
22931	Pedestrian Improvements, SH-55, Bristol Heights to US 20/26 (Chinden), Boise						34		345	
							26			Local funds.

Key No	Project	Prev Years	2021	2022	2023	2024	2025	PD	Total	FY 2021 Balancing
			82						200	(10% local match)
22995	Bicycle Improvements Low-Stress Bike Route Signs and Pavement Markings, Ada		118							Local funds.
15001	Cost Increase Set-Aside, TAP-TMA					5				
<b>Total Programmed</b>			<b>426</b>	<b>470</b>	<b>461</b>	<b>452</b>	<b>443</b>	<b>878</b>		
<b>*Total Available</b>			<b>424</b>	<b>470</b>	<b>461</b>	<b>452</b>	<b>443</b>	<b>886</b>		2021 available based on OA limitation of 88.53%
<b>Net Difference Programmed vs Available</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-8</b>		
% over/under programmed			0.4%	-0.1%	0.0%	0.0%	0.0%	-0.9%		

red text = proposed changes

blue text = could change

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

Purple highlight = funds for design

Teal highlight = funds for right-of-way

Peach highlight = funds for construction

\*available funds based on ITD's Available vs Programmed projects (AvP) report in the Update Packet (as of 2/10/2020)

## RTAC AGENDA ITEM IV-C

Date: March 17, 2021

### **Topic: Draft Federal-Aid Programs Based on Recommended Priorities**

#### **Request/Recommendation:**

COMPASS staff seeks Regional Transportation Advisory Committee (RTAC) recommendation of draft Surface Transportation Block Grant – Transportation Management Area (STBG-TMA), Transportation Alternatives Program (TAP) – TMA, and STBG – Urban programs, based on project rankings recommended by RTAC on February 24, 2021.

#### **Background/Summary:**

Each year, COMPASS solicits funding applications for transportation needs through a two-phase approach. All applicants were required to submit a Phase I application; the deadline for Phase I applications for the FY2022-2028 funding cycle was December 7, 2020. COMPASS staff determined funding eligibility of all applications and provided that information to applicants on December 14, 2020. Members who submitted applications deemed eligible for federal-aid funding were requested to submit Phase II applications, providing additional information for the federal process, no later than January 19, 2021. RTAC ranked all eligible applications with an online paired comparison process February 3 - 14, 2020.

On February 24, 2021, RTAC reviewed the preliminary rankings for federal-aid eligible projects and recommended them to move forward in the process. The rankings guided staff in developing a funding plan for federal-aid programs, which also includes updates and changes for existing projects.

A summary of the funding recommendations of *new* projects, by program, is provided in Attachment 1. Worksheets, including full programming recommendations for each program, are provided in Attachments 2, 3, and 4. The attachments are the same as the documents provided at the March 3, 2021, optional RTAC workshop on federal-aid funding programs.

#### Highlights of Proposed Funding Plan

- Existing projects include an increase of 2% for inflation in the construction phase.
- Four of the top six ranked projects are funded in the STBG-TMA program. Two applications with larger costs were not able to be funded, and were skipped over for projects that would fit in within available funding. In addition, two projects are partially funded.
- The first and second-ranked projects are funded in the TAP-TMA program, and one project is partially funded. One application with larger costs was not able to be funded.
- The top-ranked project in the Nampa Urbanized Area is recommended for funding, and the fourth-ranked project is recommended for partial funding; however, funding is dependent on the balancing process with other metropolitan planning organizations across the state and the Local Highway Technical Assistance Council.
  - Staff is unsure if these projects will be funded in the final program.

## Next Steps

- **April 8, 2021** – Urban Balancing Committee meets (further balancing STP-U)
- **May 26, 2021** – RTAC reviews draft FY2022-2028 TIP
- **June 21, 2021** - COMPASS Board of Directors reviews draft FY2022-2028 TIP
- **August 2–31, 2021** –Public comment period on draft FY2022-2028 TIP
- **September 22, 2021** – RTAC requested to recommend FY2022-2028 TIP
- **October 18, 2021** – COMPASS Board of Directors requested to approve FY2022-2028 TIP

As mentioned in the previous memo (TMA Balancing), we are aware that additional funding will be available in the near future; however, specific criteria and available funding are still unclear. Once more information is available, staff will recommend continuing to fund the ranked projects, as shown in this item, based on eligibility criteria. We expect additional balancing will occur in the April or May 2021 RTAC meetings.

### **Implication (policy and/or financial):**

The project rankings recommended by RTAC on February 24, 2021, were used to develop the funding plan. The TIP update process allows costs to be updated based on COMPASS Board of Directors' guidance or new cost estimates. Today's action will allow the federal-aid programs managed by COMPASS to be included in the Draft FY2022-2028 TIP.

### **More Information:**

- 1) Attachment 1: RTAC Ranking of Federal-Aid-Eligible Applications, with Funding Recommendations
- 2) Attachment 2: Worksheet for STBG-TMA Program
- 3) Attachment 3: Worksheet for TAP-TMA Program
- 4) Attachment 4: Worksheet for STBG-U Program
- 5) For detailed information contact: Toni Tisdale, Principal Planner, at [ttisdale@compassidaho.org](mailto:ttisdale@compassidaho.org).

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# Final Ranking of Federal-Aid-Eligible Applications

Attachment 1

Recommended by RTAC on February 24, 2021.

Blue = funded Green = partially funded Yellow = recommended for funding Recommended by Staff on March 3, 2021

Preliminary Rank	Total Selections	Sponsor	Project
<b>Surface Transportation Block Grant – Transportation Management Area (STBG-TMA)</b>			
1	416	Valley Regional Transit	Safe Routes to School, Ada County- FY2027
2	361	City of Boise	Federal Way/Broadway Multi-Use Pathway
3	317	ACHD	Five Mile Road Overpass and Roadway Expansion Project
4	316	City of Boise	Garden Street Multi-Use Pathway, Cassia Park to Albion
5	304	City of Garden City	Chinden Drainage and Design Plan: Branstetter to Fairview Avenue
6	280	COMPASS	Coordinate Local Waterway-Pathway Plans
7	252	Valley Regional Transit	Public Transportation Rolling Stock, Infrastructure, and Technology
8	243	City of Meridian	N. Eagle Road Street Lighting
9	242	COMPASS	Bicycle/Pedestrian Permanent Automated Counter Purchase
10	199	ACHD	ACHD Commuteride Safety and Security Cameras
11	180	COMPASS	Smart Corridors
12	164	COMPASS	Transportation Demand Management (TDM) Plan
13	157	City of Kuna	Kuna Public Transportation - CIP & Operation Plan
14	156	COMPASS	Transit Oriented Development and Infill Analysis/Fiscal Impact Storymap
15	134	COMPASS	Deferred Maintenance Analysis
16	126	COMPASS	Transportation Systems Management and Operations Plan Update
17	69	COMPASS	Economic Impact of Bicycle/Pedestrian Infrastructure
18	62	COMPASS	Freight Study/Plan Update
<b>Transportation Alternatives Program – Transportation Management Area (TAP-TMA)</b>			
1	61	Valley Regional Transit	Safe Routes to School, Ada County- FY2027
2	36	City of Boise	Federal Way/Broadway Multi-Use Pathway
3	31	City of Boise	Garden Street Multi-Use Pathway, Cassia Park to Albion
4	28	Boise State University	Greenbelt Completion - Phase 2
<b>Surface Transportation Block Grant – Urban (STBG-U)</b>			
1	249	City of Nampa	Victory Road and Pedestrian Improvements
2	213	COMPASS	Coordinate Local Waterway-Pathway Plans (funded STBG-TMA)
3	195	COMPASS	Bicycle/Pedestrian Permanent Automated Counter Purchase
4	153	COMPASS	Smart Corridors (partial)
5	151	COMPASS	Deferred Maintenance Analysis

<b>Preliminary Rank</b>	<b>Total Selections</b>	<b>Sponsor</b>	<b>Project</b>
6	144	City of Kuna	Kuna Public Transportation - CIP & Operation Plan
7	128	COMPASS	Transportation Demand Management (TDM) Plan
8	114	COMPASS	Transit Oriented Development and Infill Analysis/Fiscal Impact Storymap
9	106	COMPASS	Transportation Systems Management and Operations Plan Update
10	71	COMPASS	Freight Study/Plan Update
11	71	COMPASS	Economic Impact of Bicycle/Pedestrian Infrastructure

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

Attachment 2

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

Key No	Project	Prev	2022	2023	2024	2025	2026	2027 2028	Total	2022 Update
<b>Off-the-Top</b>										
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	
NEW	Commuteride, ACHD (FY2027)	0						220	220	Add new project
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	
NEW	COMPASS Planning (FY2027)	0						232	232	Add new project
	SUBTOTAL	0	452	452	452	452	452	452		
<b>Roadway Maintenance (82%)</b>										
19465	Pavement Preservation and ADA, Phase 1, Boise Area - FY2022	543	5427						5970	No change.
20122	Pavement Preservation and ADA, Phase 2, Boise Area - FY2022	233	2326						2559	No change.
20006	Pavement Preservation and ADA Phase 3, Boise Area - FY2022	80	300						380	Local funds
20259	Roadway and ADA Improvements, Part 1, Boise Area - FY2023	538		5379					5917	No change.
19993	Roadway and ADA Improvements, Part 2, Boise Area - FY2023	231		2305					2536	No change.
20080	Roadway and ADA Improvements, Part 3, Boise Area - FY2023	80		300					380	Design from STBG-TMA. Local funds.
20674	Roadway and ADA Improvements, Part 1, Boise Area - FY2024	0	643		4791				5753	Adjusted design costs to 20% of CN and adjusted CN to the appropriation estimate.
			319							Local funds.
20538	Roadway and ADA Improvements, Part 2, Boise Area - FY2024	0	412		2053				2465	Adjusted design costs to 20% of CN and adjusted CN to the appropriation estimate.
20683	Roadway and ADA Improvements, Part 3, Boise Area - FY2024	0	80		300				380	Local funds.
21896	Roadway and ADA Improvements, Part 1, Boise Area - FY2025	0		342		4674			5016	Adjusted design costs to 20% of CN and adjusted CN to the appropriation estimate.
				597						Local funds.
21898	Roadway and ADA Improvements, Part 2, Boise Area - FY2025	0		402		2003			2405	Adjusted design costs to 20% of CN and adjusted CN to the appropriation estimate.
21902	Roadway and ADA Improvements, Part 3, Boise Area - FY2025	0		80		300			380	Local funds.
22390	Roadway and ADA Improvements, Part 1, Boise Area - FY2026	0			916		4579		5495	Adjusted design costs to 20% of CN and adjusted CN to the appropriation estimate.
22391	Roadway and ADA Improvements, Part 2, Boise Area - FY2026	0			392		1962		2355	Adjusted design costs to 20% of CN and adjusted CN to the appropriation estimate.
22392	Roadway and ADA Improvements, Part 3, Boise Area - FY2026	0			80		300		380	Local funds.
22816	Roadway and ADA Improvements, Part 1, Boise Area - FY2027	0				916		4579	5495	Adjusted design costs to 20% of CN and adjusted CN to the appropriation estimate.
22817	Roadway and ADA Improvements, Part 2, Boise Area - FY2027	0				393		1963	2355	Adjusted design costs to 20% of CN and adjusted CN to the appropriation estimate.
22927	Roadway and ADA Improvements, Part 3, Boise Area - FY2027	0				80		300	380	Local funds.
New	Roadway and ADA Improvements, Part 1, Boise Area - FY2028	0					896	4481	5378	Adjusted design costs to 20% of CN and adjusted CN to the appropriation estimate.
New	Roadway and ADA Improvements, Part 2, Boise Area - FY2028	0					384	1921	2305	Adjusted design costs to 20% of CN and adjusted CN to the appropriation estimate.
New	Roadway and ADA Improvements, Part 3, Boise Area - FY2028	0					80	300	380	Local funds.
	For balancing only - not programmed							2560		Not counted in total

Key No	Project	Prev	2022	2023	2024	2025	2026	2027 2028	Total	2022 Update
	GOAL		8497	8323	8152	7985	7822	15644		Rolling average (including FY2021, not shown on this table)
	SUBTOTAL	1705	8808	8428	8152	7985	7822	15504		
	Difference		311	105	0	0	0	-140		COMPASS borrowed in 2021. Payback 2022 and 2023
<b>Alternative Transportation Maintenance (15%)</b>										
19763	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2022	0	1554						1554	Increased for inflation
19950	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2023	0		1523					1523	Increased for inflation
20659	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2024	0			1491				1491	Increased for inflation
21903	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2025	0				1461			1461	Increased for inflation
22393	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2026	0					1431		1431	Increased for inflation
22815	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2027	0						1431	1431	Increased for inflation
NEW	Pathway, Federal Way and Broadway Avenue Multi-Use Pathway, Boise	0						1223	1398	Add new project. Ranked #2. (CN and ROW)
			175							TAP-TMA funds. (Design)
	GOAL		1554	1523	1491	1461	1431	2862		
	SUBTOTAL	0	1554	1523	1491	1461	1431	2654		
	Difference		0	0	0	0	0	-208		
<b>Studies/Special Projects (3%)</b>										
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	Increase \$4K to balance.
			0			4				TAP-TMA funds.
										Local funds. Decrease \$14K.
13046	High Capacity Corridor Alternatives Analysis	0						1000	1000	
20841	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	659		170	38				2197	Increase \$90K to balance.
					537					TAP-TMA funds. Increased for inflation.
				793						TAP-State funds.
										Local funds. Increase for inflation, Add \$93K for LHAC oversight and CC and minus \$90K increase to STBG-TMA.
22394	Study, Big Data Purchase, COMPASS	0				150			150	
22395	Study, Fiscal Impact Analysis, COMPASS	0				60			60	
NEW	SR2S, VRT, Ada County - FY2027	0						208	281	Add new project. Ranked #1.
								73		TAP-TMA funds.
NEW	Study, Chinden Drainage and Design Plan, Garden City	0						200	200	Add new project. Ranked #5.
NEW	Study, Coordinate Local Waterway-Pathway Plans, COMPASS	0						120	120	Add new project. Ranked #6.
NEW	Bicycle and Pedestrian Permanent Automated Counters, COMPASS	0					8		8	Add new project. Ranked #9. (Increase in increments of \$8K, as available)
NEW	Comuteride, Safety and Security Cameras, ACHD	0			45				47	Add new project. Ranked #10.
					2					Local funds.
15001	Cost Increase Set-Aside, STBG-TMA	0					3		3	
	GOAL		311	305	298	292	286	572		
	SUBTOTAL	0	0	200	298	292	286	1528		
	Difference		-311	-105	0	0	0	956		COMPASS borrowed in 2021. Payback 2022 and 2023
<b>Total Programmed</b>			<b>10814</b>	<b>10603</b>	<b>10394</b>	<b>10190</b>	<b>9991</b>	<b>17578</b>		
<b>*Total available</b>			<b>10814</b>	<b>10602</b>	<b>10394</b>	<b>10190</b>	<b>9991</b>	<b>19982</b>		
<b>Net Difference Programmed vs Available</b>			<b>0</b>	<b>-1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2404</b>		
% over/under programmed			0.0%	0.0%	0.0%	0.0%	0.0%	12.0%		
<b>OA Limitation</b>										
<b>Current obligations in bold text</b>										

red text = proposed changes

blue text = could change

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

**TAP-TMA Program Worksheet**  
**DRAFT FY2022-2028**

Attachment 3

(amounts include local match)

Key No	Project	Prev Years	2022	2023	2024	2025	2026	PD	Total	2022 Update
20493	SR2S, VRT, Ada County - FY2023	0		171					171	Increase for inflation.
21910	SR2S, VRT, Ada County - FY2024 and FY2025	0			411				411	Increase for inflation (\$14K to balance).
22933	SR2S, VRT, Ada County - FY2026	0					218	0	218	Increase for inflation.
<b>NEW</b>	<b>SR2S, VRT, Ada County - FY2027</b>	0						<b>73</b>	281	<b>Add new project. Ranked #1.</b>
								<b>208</b>		STBG-TMA funds
13918	Rail with Trail Pathway, Meridian	0	0						0	Expected withdrawal by City.
			0					Expected withdrawal by City.		
20549	Pedestrian Improvements, US 20/26 (Chinden) at 43rd Street, Garden City (ACHD)	0		165					165	Increase for inflation.
20542	Pedestrian Improvements, SH-55 (Eagle Road), Meridian	0	89	96		418		0	611	Increase CN for inflation. Increase \$1K to balance. Convert \$10K in design from local to federal
						4				STBG-TMA funds.
			0			4		0		Local funds. Decrease \$15K.
20841	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	659		38					2197	Increase for inflation. Increase \$3K to balance.
				170						STP-TMA funds. Increased to balance.
				793						Local funds. Add \$93K for LHAC oversight and CC, minus \$90K increase to STBG-TMA.
				537						TAP-State funds.
22385	Pathway, Greenbelt Completion, Boise State	0			50		225	523	817	Increase CN for inflation. Needs additional funding or split to half of project. <b>Increase to cover need Ranked #4. This is Advance Construction.</b>
							19			Local funds.
22931	Pedestrian Improvements, SH-55, Bristol Heights to US 20/26 (Chinden), Boise	0				34		291	351	Increase CN for inflation.
						26				Local funds.

Key No	Project	Prev Years	2022	2023	2024	2025	2026	PD	Total	2022 Update
NEW	Pathway, Federal Way and Broadway Avenue Multi-Use Pathway, Boise	0	175						1398	Add new project (design). Ranked #2.
								1223		STBG-TMA funds. (ROW, CN)
<b>Total Programmed</b>			264	470	461	452	443	886		
<b>*Total Available</b>			480	470	461	452	443	886		
<b>Net Difference Programmed vs Available</b>			-216	0	0	0	0	0		
% over/under programmed			-45.0%	0.1%	0.0%	0.0%	0.1%	0.0%		

red text = proposed changes

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

Purple highlight = funds for design

Teal highlight = funds for right-of-way

Peach highlight = funds for construction

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

**STBG-U Program Worksheet**  
**Draft FY2022-2028**

Attachment 4

(amounts include local match)

**Projects in Nampa Urbanized Area only**

Key No	Project	Prev Years	2022	2023	2024	2025	2026	PD	Total	2022 Update
<b>Off-the-Top</b>										
20729	Commuteride, ACHD (Canyon County) (FY2022)	0	55						55	
22015	Commuteride, ACHD (Canyon County) (FY2023)	0	55						55	
22436	Commuteride, ACHD (Canyon County) (FY2024)	0			55				55	
22386	Commuteride, ACHD (Canyon County) (FY2025)	0				55			55	
22738	Commuteride, ACHD (Canyon County) (FY2026)	0					55	0	55	Advance PD to 2026
<b>NEW</b>	<b>Commuteride, ACHD (Canyon County) (FY2027)</b>	0						55	55	Add new project.
19920	Planning, COMPASS (FY2022)	0	99						99	
20560	Planning, COMPASS (FY2023)	0	99						99	
21889	Planning, COMPASS (FY2024)	0			99				99	
22387	Planning, COMPASS (FY2025)	0				99			99	
22800	Planning, COMPASS (FY2026)	0					99	0	99	Advance PD to 2026
<b>NEW</b>	<b>Planning, COMPASS (FY2027)</b>	0						99	99	Add new project.
<b>Roadway Maintenance (82%)</b>										
13905	10th Avenue ITS and Overlay, Caldwell	248						1254	1501.6	Increase for inflation. Advance to funded year. <a href="#">Concept approved 8/24/2020.</a>
22016	Midway Road, SH-55 (Karcher Road) to I-84B (Caldwell Boulevard), Caldwell (CHD)	291						1191	1482.4	Increase for inflation. Advance to funded year. <a href="#">Concept approved 1/21/21.</a>
22017	Cherry Lane, Franklin Boulevard to 11th Avenue North, Nampa	230						1193	1423.4	Increase for inflation. Concept not approved (consultant should be on-board end of March 2021)
22438	Cherry Lane, 11th Avenue North to Idaho Center Boulevard, Nampa	0		171				1174	1345	Increase CN for inflation.
<b>NEW</b>	<b>Victory Road, Sugar Street to Happy Valley Road, Rebuild, Nampa</b>	0						1395	1395	Add new project, Ranked #1. (Design \$195,702, CN \$1,199,302)
<b>Alternative Transportation Maintenance (15%)</b>										
22018	Pedestrian Improvements and Widening, Montana Avenue near Syringa Middle School, Caldwell	89						578	667	Increase for inflation. Advance to funded year. Concept not approved (preliminary design starting in spring 2021)
22132	Holly Street/Northwest Nazarene University Roadway Reconfiguration, Nampa	121						340	461	Increase for inflation. Concept not approved (consultant should be on-board end of March 2021)

Key No	Project	Prev Years	2022	2023	2024	2025	2026	PD	Total	2022 Update
23025	Pathway, Grimes City Pathway Extension, Nampa	0						465	465	Increase for inflation. Advance design (\$77K) to funded year.
<b>Studies/Special Projects (3%)</b>										
23026	Bicycle/Pedestrian, Permanent Automated Counters, COMPASS	0						39	39	Advance if possible.
NEW	Study, Smart Corridors, Nampa Area, COMPASS	0						53	53	Add new project. Ranked #4 (partially funded)
<b>Capital (no longer part of goals)</b>										
13484	Centennial Road Roundabout, Caldwell	428		3011					4159	Increase for inflation.
				720				STP-State funds. Increase for inflation.		
13487	Middleton Road and Ustick Road Roundabout, Caldwell	337				2115			2452.5	(\$571K in ROW and UT programmed in 2021, but not obligated - not yet in previous year total) Increase for inflation
13494	Old Highway 30, Plymouth Street Bridge, Caldwell	2321		1914					11009	Need to add ROW in 2022 (\$171K) (delay from 2021). Increase CN for inflation.
			149	6626				Bridge Local funds. Increase CN for inflation.		
<b>Total Programmed</b>				<b>308</b>	<b>5096</b>	<b>154</b>	<b>2269</b>	<b>154</b>	<b>7836</b>	
Target Available								5000		
Funds Remaining								-2836		

blue text = current year needs through balancing, per agency/LHTAC

red text = current changes and/or requests, per agency

\*CPA = Community Planning Association (in TIP, combined similar key numbers into one for clarity)

Gray highlight = local funds (not included in the total programmed)

Purple highlight = funds for design

Teal highlight = funds for right-of-way

Construction

## RTAC AGENDA ITEM IV-D

Date: March 17, 2021

### **Topic: Updates to the Transportation Improvement Program Amendments Policy**

#### **Request/Recommendation:**

COMPASS staff seeks Regional Transportation Advisory Committee (RTAC) recommendation for COMPASS Board of Directors' approval of COMPASS Board Policy 2021-02 (attached), updating and replacing Board Policy 2020-01, "COMPASS Regional Transportation Improvement Program (TIP) Amendments" (referred to as the TIP Amendment Policy).

#### **Background/Summary:**

The COMPASS Board of Directors adopted Board Policy 2020-01, the TIP Amendment Policy, on April 20, 2020. This policy provides guidance to COMPASS staff regarding how to process changes to projects in the TIP. After a recent request to add a project to the TIP, Idaho Transportation Department (ITD) staff requested a policy review to explore a more efficient way to add operations-type projects to the TIP.

After discussion with ITD staff, item number 15 is proposed (see attachment), which allows a project that is operational in nature to be added to the TIP without public comment nor approval by the COMPASS Board of Directors. A footnote explains that operational improvements would be considered non-controversial projects that assist with safety issues or have seasonally critical timing. The situation will be determined by the COMPASS Executive Director and the COMPASS Board of Directors will be notified of action via email.

Two versions of the policy are provided in the attachment – one version with changes tracked and one "clean" version.

#### Next Steps:

COMPASS staff will seek COMPASS Board of Directors' adoption of the revised policy on April 19, 2021.

#### **Implication (policy and/or financial):**

The recommended policy update will help ensure clarity and transparency when amending the TIP, and allow additional efficiency when adding small operational projects.

#### **More Information:**

- 1) Attachment: Board Policy 2021-02 (clean and marked up versions)
- 2) For detailed information contact: Toni Tisdale, Principal Planner, at 208/475-2238 or [ttisdale@compassidaho.org](mailto:ttisdale@compassidaho.org).

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## POLICY STATEMENT

**No. Board** ~~2020-01~~2021-02

**Adopted:** ~~April 20, 2020~~  
**By:** COMPASS Board of Directors  
**Last Revision:** ~~February 25, 2019~~

### 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, or an 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 minimum 15 days
      - Public comment follows the procedures outlined in the Integrated Communication 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 Regional Transportation Advisory Committee



For the purposes of the TIP, state funds are treated the same as federal-aid funds. Therefore, projects funded with state funds follow the process outlined here.

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 a requested change is processed in 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 ~~2019-02~~ 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://apps.itd.idaho.gov/apps/Fund/stip2018/amendments/STIP\\_TIP\\_Amendment\\_Modification\\_Process.pdf](https://apps.itd.idaho.gov/apps/Fund/stip2018/amendments/STIP_TIP_Amendment_Modification_Process.pdf)
- Link to Interagency Consultation Committee webpage: <http://www.compassidaho.org/people/icc.htm>
- Link to Public Involvement webpage: <http://www.compassidaho.org/people/publicinvolvement.htm>
- Link to TIP policies and procedures: <http://www.compassidaho.org/prodserv/transimprovement.htm#TIPAmendPol>  
<https://www.compassidaho.org/prodserv/resourcedev.html#TIP>

<b>Process Matrix</b>				
	<b>Amendment</b>	<b>Board Administrative Modification</b>	<b>Staff Administrative Modification</b>	<b>Other</b>
<b>Action Required</b>	<b>BOARD ACTION (Includes Public Involvement<sup>1</sup>)</b>	<b>BOARD ACTION (No Public Involvement)</b>	<b>STAFF ACTION (No Board Action and No Public Involvement)</b>	<b>No Action Needed</b>
1. Add new project	X			
2. Remove project	X			
3. Significant <sup>2</sup> 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. Increase in project cost, 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.		X		
8. Conversion of funds from local to federal using limitations in #7		X		
9. 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			X	
10. Mirror existing TIP with a new TIP to align first quarter obligations, after COMPASS Board of Directors' approval of the new TIP			X	
11. Changes within a "Suite of Projects" that fit criteria within the overall corridor <sup>3</sup>			X	
12. COMPASS changes through the End-of-Year program and redistribution funded by ITD, after COMPASS Board of Directors' approval of local priorities			X	
13. ITD changes through the End-of-Year program and redistribution <sup>4</sup>			X	

<sup>1</sup> 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.

<sup>2</sup> 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.

<sup>3</sup> A "Suite of Projects" includes projects that started as one key number for improvements to an overall corridor and later split into multiple key numbers for efficiency in design and management.

<sup>4</sup> ITD changes for the end-of-year program and redistribution could fluctuate until the last minute. This policy allows for waiver of possible amendment criteria in order to allow flexibility at the end of the fiscal year. The COMPASS Board of Directors will be notified of action via email.

<b>Process Matrix</b>				
	<b>Amendment</b>	<b>Board Administrative Modification</b>	<b>Staff Administrative Modification</b>	<b>Other</b>
<b>Action Required</b>	<b>BOARD ACTION (Includes Public Involvement<sup>1</sup>)</b>	<b>BOARD ACTION (No Public Involvement)</b>	<b>STAFF ACTION (No Board Action and No Public Involvement)</b>	<b>No Action Needed</b>
14. Action for an emergency situation <sup>5</sup>			X	
<del>15.</del> <u>Action to add an improvement that is operational in nature<sup>6</sup></u>			<del>X</del>	
<del>15-16.</del> Changes needed during the construction phase of a project. If project meets criteria in #7, the request will be forwarded to COMPASS Board for a review (three working days) prior to approval through an Administrative Modification, if there are no concerns, with the intent to keep construction activities underway.			X	
<del>16-17.</del> Release of funds on any project (reprogram through the balancing process using criteria in #7)			X	
<del>17-18.</del> Any change not specifically listed above that does not trigger an amendment			X	
<del>18-19.</del> Spelling or grammatical corrections				X
<del>19-20.</del> Add detail or clarification to the description, if the scope of the project is not affected				X
<del>20-21.</del> Change match rate, if the total is not affected by the change (if cost change, follow criteria above)				X
<del>21-22.</del> Change status of informational items (such as inflation, performance measure, funding allocation, or project type)				X
<del>22-23.</del> Clarify title of the project if scope is not affected				X
<del>23-24.</del> Move funds within a phase <sup>7</sup> of a project, with no change to phase total.				X

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<sup>5</sup> 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.

<sup>6</sup> Operational improvements would be considered non-controversial improvements that assist with safety issues or have seasonally critical timing. The situation to be determined by COMPASS Executive Director. Examples: work that would normally be funded through ITD's operational budget, but due to unforeseen circumstances needs funding through other options, or work that is pressed for time due to construction season constraints, such as irrigation work. The COMPASS Board of Directors will be notified of action via email.

<sup>7</sup> 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 2021-02

**Adopted:** X  
**By:** COMPASS Board of Directors  
**Last Revision:** X

### 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, or an 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 minimum 15 days
      - Public comment follows the procedures outlined in the Integrated Communication 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 Regional Transportation Advisory Committee

For the purposes of the TIP, state funds are treated the same as federal-aid funds. Therefore, projects funded with state funds follow the process outlined here.

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 a requested change is processed in the TIP.

### **Previous Policy:**

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

### **Links to More Information:**

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

- Link to Glossary of Terms: <http://www.compassidaho.org/comm/glossary.htm>
- Link to ITD's STIP/TIP Amendment and Administrative Modification Process: [https://apps.itd.idaho.gov/apps/Fund/stip2018/amendments/STIP\\_TIP\\_Amendment\\_Modification\\_Process.pdf](https://apps.itd.idaho.gov/apps/Fund/stip2018/amendments/STIP_TIP_Amendment_Modification_Process.pdf)
- Link to Interagency Consultation Committee webpage: <http://www.compassidaho.org/people/icc.htm>
- Link to Public Involvement webpage: <http://www.compassidaho.org/people/publicinvolvement.htm>
- Link to TIP policies and procedures: <https://www.compassidaho.org/prodserve/resourcedev.html#TIP>

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<b>Process Matrix</b>				
	<b>Amendment</b>	<b>Board Administrative Modification</b>	<b>Staff Administrative Modification</b>	<b>Other</b>
<b>Action Required</b>	<b>BOARD ACTION (Includes Public Involvement<sup>1</sup>)</b>	<b>BOARD ACTION (No Public Involvement)</b>	<b>STAFF ACTION (No Board Action and No Public Involvement)</b>	<b>No Action Needed</b>
1. Add new project	X			
2. Remove project	X			
3. Significant <sup>2</sup> 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. Increase in project cost, 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.		X		
8. Conversion of funds from local to federal using limitations in #7		X		
9. 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			X	
10. Mirror existing TIP with a new TIP to align first quarter obligations, after COMPASS Board of Directors' approval of the new TIP			X	
11. Changes within a "Suite of Projects" that fit criteria within the overall corridor <sup>3</sup>			X	
12. COMPASS changes through the End-of-Year program and redistribution funded by ITD, after COMPASS Board of Directors' approval of local priorities			X	
13. ITD changes through the End-of-Year program and redistribution <sup>4</sup>			X	

<sup>1</sup> 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.

<sup>2</sup> 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.

<sup>3</sup> A "Suite of Projects" includes projects that started as one key number for improvements to an overall corridor and later split into multiple key numbers for efficiency in design and management.

<sup>4</sup> ITD changes for the end-of-year program and redistribution could fluctuate until the last minute. This policy allows for waiver of possible amendment criteria in order to allow flexibility at the end of the fiscal year. The COMPASS Board of Directors will be notified of action via email.

<b>Process Matrix</b>				
	<b>Amendment</b>	<b>Board Administrative Modification</b>	<b>Staff Administrative Modification</b>	<b>Other</b>
<b>Action Required</b>	<b>BOARD ACTION (Includes Public Involvement<sup>1</sup>)</b>	<b>BOARD ACTION (No Public Involvement)</b>	<b>STAFF ACTION (No Board Action and No Public Involvement)</b>	<b>No Action Needed</b>
14. Action for an emergency situation <sup>5</sup>			X	
15. Action to add an improvement that is operational in nature <sup>6</sup>			X	
16. Changes needed during the construction phase of a project. If project meets criteria in #7, the request will be forwarded to COMPASS Board for a review (three working days) prior to approval through an Administrative Modification, if there are no concerns, with the intent to keep construction activities underway.			X	
17. Release of funds on any project (reprogram through the balancing process using criteria in #7)			X	
18. Any change not specifically listed above that does not trigger an amendment			X	
19. Spelling or grammatical corrections				X
20. Add detail or clarification to the description, if the scope of the project is not affected				X
21. Change match rate, if the total is not affected by the change (if cost change, follow criteria above)				X
22. Change status of informational items (such as inflation, performance measure, funding allocation, or project type)				X
23. Clarify title of the project if scope is not affected				X
24. Move funds within a phase <sup>7</sup> of a project, with no change to phase total.				X

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<sup>5</sup> 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.

<sup>6</sup> Operational improvements would be considered non-controversial improvements that assist with safety issues or have seasonally critical timing. The situation to be determined by COMPASS Executive Director. Examples: work that would normally be funded through ITD's operational budget, but due to unforeseen circumstances needs funding through other options, or work that is pressed for time due to construction season constraints, such as irrigation work. The COMPASS Board of Directors will be notified of action via email.

<sup>7</sup> 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 IV-E

Date: March 17, 2021

### **Topic: Extension of Delivery Deadlines for Local Federal-Aid Projects**

#### **Request/Recommendation:**

COMPASS staff seeks Regional Transportation Advisory Committee recommendation of COMPASS Board of Directors' approval to extend deadlines on local federal-aid projects.

#### **Background/Summary:**

The COMPASS Funding Application Guide FY2022-2028, approved on August 17, 2020, includes a deadline of March 1 for obligation of funds in programs managed by COMPASS. The Idaho Transportation Department (ITD) has deadlines to "sweep," or remove, unobligated funds prior to the end of the fiscal year, and reprogram them to other projects that can obligate funds immediately. The COMPASS March 1 deadline was established to allow time to reprogram funds within the region if the sponsor is unable to obligate funds before ITD's sweep.

COMPASS received three extension requests from the Ada County Highway District (ACHD) and one request from the City of Caldwell (request letters attached). A summary of the requests is provided below:

#### **Capital Maintenance, Phase 2, Boise Area – FY2021 (ACHD) (Key Number 20129)**

- Total project cost (FY2021) = \$2,120,000
- Phase: Construction
- Funding source: Surface Transportation Block Grant – Transportation Management Area (STBG-TMA)
- Reason: The plans, specifications, and engineer's estimate packet is delivered, but the State/Local Agreement is under review
- Requested deadline for obligation: April 9, 2021

#### **Capital Maintenance, Phase 3, Boise Area – FY2021 (ACHD) (Key Number 20159)**

- Total project cost (FY2021) = \$614,000
- Phase: Construction
- Funding source: STBG-TMA
- Reason: The plans, specifications, and engineer's estimate packet is delivered, but the State/Local Agreement is under review
- Requested deadline for obligation: April 9, 2021

#### **Commuteride, ACHD, Van Replacements, Canyon County (Key Number 20136a)**

- Total project cost (FY2021) = \$386,000
- Phase: Construction (purchase)
- Funding source: Federal Transit Administration (FTA) 5339 Small Urban
- Reason: Waiting for FTA approval for funding before drafting the State/Local Agreement
- Requested deadline for obligation: April 23, 2021



**Middleton Road and Ustick Road, Roundabout, Caldwell** (Key Number 13487)

- Total project cost (FY2021) = \$591,000
- Funding source: STBG-Urban
- Reason: Funds are for right-of-way acquisition and utilities. During the review of right-of-way plans, there were changes to property ownership and property splits, which require the plans to be updated. (\$20,000 for design oversight is already obligated.)
- Requested deadline for obligation: June 1, 2021

**Implication (policy and/or financial)**

If projects are not delivered by the extended deadlines, it could be too late to reprogram funds to other projects, which could result in a loss of funding in the region.

**More Information:**

- 1) Attachment: Letters of Request
- 2) For detailed information contact: Tevrin Fuller, Data Analyst, at 208/475-2237 or [ttisdale@compassidaho.org](mailto:ttisdale@compassidaho.org).

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

February 16, 2021

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

3/4/2021 - COMPASS staff note, funds on KN 20537 are obligated. A State/Local Agreement is still needed.

Dear Mr. Stoll:

ACHD is actively working with ITD to complete the necessary approvals and related State and Local Agreements (SLA) for FY2021 projects.

ACHD requests an extension of the COMPASS Board's obligation deadline of March 1 to April 9, 2021 for the following federally funded projects:

- KN 20129 (FY2021 Capital Maintenance - Phase II) - The PS&E has been completed, but the SLA requires additional language and FHWA approval for Advanced Construction funding.
- KN 20159 (FY2021 Capital Maintenance - Phase III) – The PS&E has been completed, but the SLA requires additional language and FHWA approval for Advanced Construction funding.
- KN 20537 (Benjamin Ln Railroad Crossing) – ITD Legal is finalizing first draft of SLA.

ACHD would like to request a new funding obligation deadline of no later than April 23 for following, project.

- KN 20136a (Commuteride Van Replacement, 5339 SU) – ITD staff are waiting for FTA approval for funding before drafting SLA.

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

Sincerely,

Justin Lucas, AICP  
Deputy Director, Planning and Project Management  
Ada County Highway District



CITY OF  
*Caldwell, Idaho*

February 18, 2021

**GARRET NANCOLAS**  
Mayor

208.455.3011  
(f) 208.455.3003

**City Hall**  
411 Blaine Street  
Caldwell, Idaho 83605

**Post Office Box**  
P.O. Box 1179  
Caldwell, Idaho 83606

For a list of the City  
Council members, visit:  
**Website**  
[www.cityofcaldwell.com](http://www.cityofcaldwell.com)

COMPASS  
700 NE 2nd Street, Suite 200  
Meridian, Idaho 83642

Attn: Matt Stoll

**Re: Funding Extension Request for Middleton and Ustick Roundabout  
Project in Caldwell, Key # 13487**

Dear Matt,

As you are aware, the Middleton and Ustick Roundabout in Caldwell is nearing the right-of-way procurement phase of the project. Funds are already available now in 2021 for this project to move forward. However, due to project management responsibilities changing from ITD to LHTAC mid-project we were unable to receive approval of the proposed right-of-way plans from ITD. In addition, during the time between ITD's review without approval and now, there have been some changes to property ownerships and some parcel splits that will require the current proposed right-of-plans to be updated.

As a result of this delay, the City of Caldwell will be unable to meet the March 1<sup>st</sup> deadline to submit the final approved right-of-way plans, as required by the COMPASS Board. Therefore, we request an extension of the deadline until June 1<sup>st</sup>. We still expect to have final right-of-way plans completed and approved by June 1<sup>st</sup> and know that postponing or losing funding for the right-of-way acquisition necessary for this project would be detrimental to the City.

Your consideration on this matter is very much appreciated.

Thank You.

Sincerely,

Garret Nancolas, Mayor  
City of Caldwell  
421 Blaine St.  
Caldwell, Id 83605

## RTAC AGENDA ITEM V-A

Date: March 17, 2021

### **Topic: Initial "All Aboard!" Survey Results**

#### **Request/Recommendation:**

This is a discussion item only.

#### **Summary:**

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

A total of 11,706 people participated in the online survey. Initial survey results are attached and will be shared in the RTAC meeting.

Some notable initial results include:

- 68% prefer that high-capacity transit be separated from traffic.
- 86% prefer that the region make a long-term investment, even if it is more expensive.
- 39% would use high-capacity transit primarily for work/school, while 32% would use high-capacity transit primarily for social events or a night out.
- Stop locations (41%) and schedule (25%) would be the most important factors in a choice to use high-capacity transit.
- 92% would support or use high-capacity transit at least occasionally if it met their needs; 6% would neither use it nor support it. Two percent would need more information to answer.

COMPASS staff are beginning to analyze the results in detail to identify trends and compare responses by demographics, and to determine which modes and routes would best meet stated needs and preferences. Staff are also reviewing and compiling all open-ended comments and analyzing the information and nuances those provide.

The survey results will feed into the CIM 2050 Vision and the CIM 2050 public transportation system, with input from the Demographic Advisory, Public Transportation, and Environmental Review Workgroups, and RTAC. At the April RTAC meeting, COMPASS staff will dive deeper into the detailed survey results and next steps for the region.

#### **More Information:**

- 1) Attachment: Initial survey results
- 2) For questions contact Amy Luft at [aluft@compassidaho.org](mailto:aluft@compassidaho.org) or Rachel Haukkala at [rhaukkala@compassidaho.org](mailto:rhaukkala@compassidaho.org).

AL: t:\fy21\600 projects\661 cim\6. public transportation\high-capacity\survey\rtac\_mmo\_highlevelsurvey\_results\_march2021.docx

# *All Aboard!*

Exploring High-Capacity Transit for the Treasure Valley  
Quantitative Survey Results

Survey Dates: January 19 – February 27, 2021



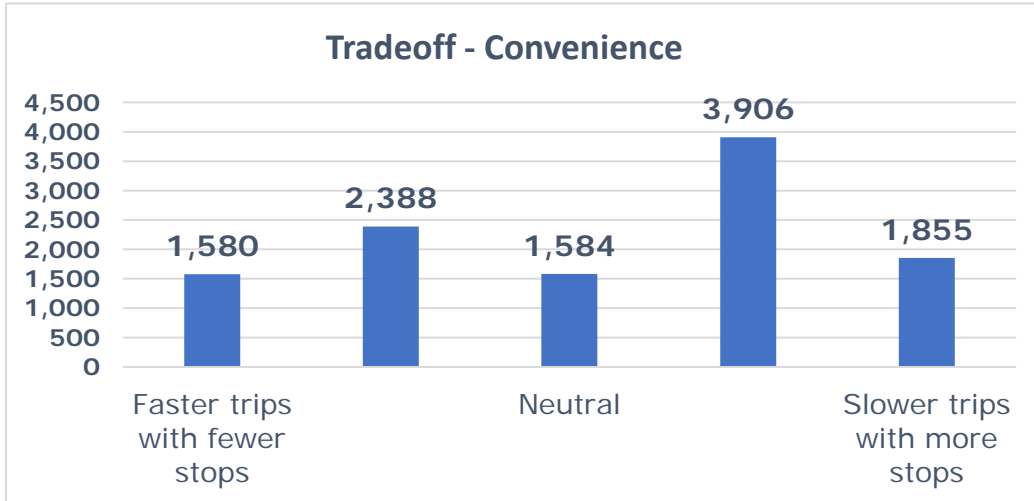
**Total Survey Participants:**  
**11,706**

## Tradeoffs.

For each question, choose the option that best shows which tradeoff you prefer.

### Convenience: More speed...or more stops? n=11,313

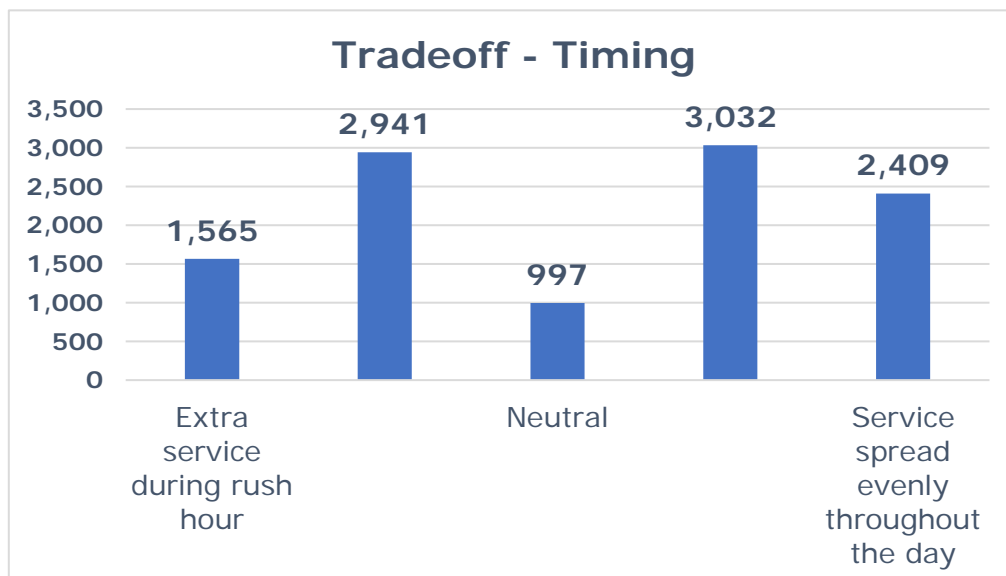
Faster trips with fewer stops along the way; I get to my destination faster.



Slower trips with more stops; I have more options to get on/off near my destinations.

### Timing: Focus service during rush hour... or spread it out throughout the day? n=10,944

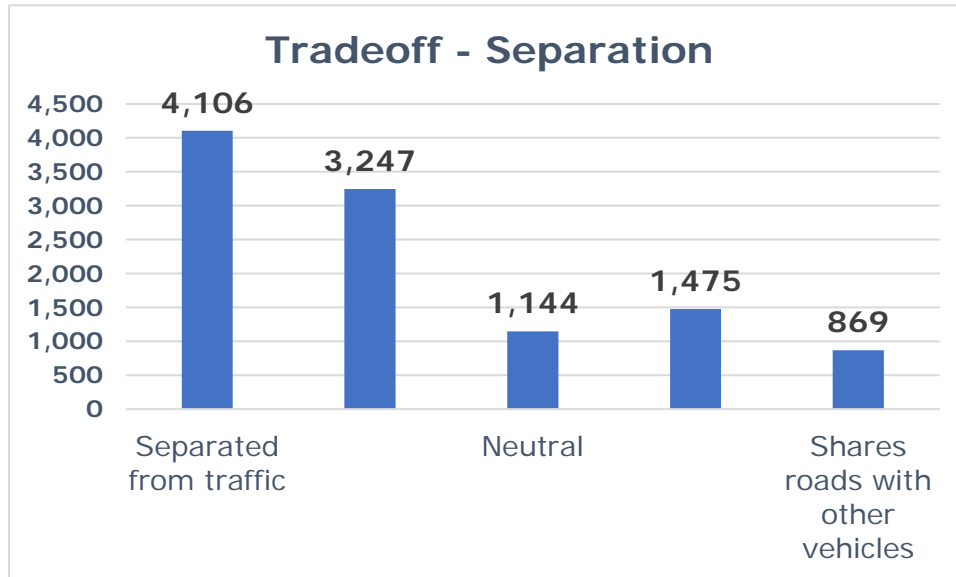
I'd prefer extra service during rush hour, even if that means less service at other times.



I'd prefer service spread evenly throughout the day. Not everyone travels during rush hour.

## Separation: Separate...or together? n=10,841

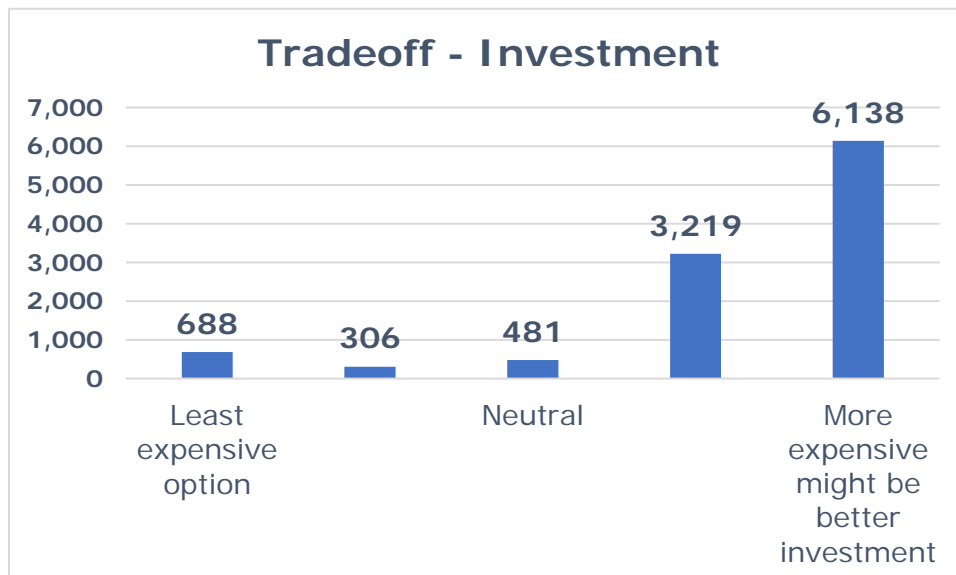
High-capacity transit separated from traffic. Faster and more reliable, but less convenient access, especially for cyclists and pedestrians.



High-capacity transit shares the road with other vehicles. Slower and less reliable, but easier to access, especially for cyclists and pedestrians.

## Investment Lower cost...or invest for the future? n=10,832

Build the least expensive option. We should keep costs as low as possible.

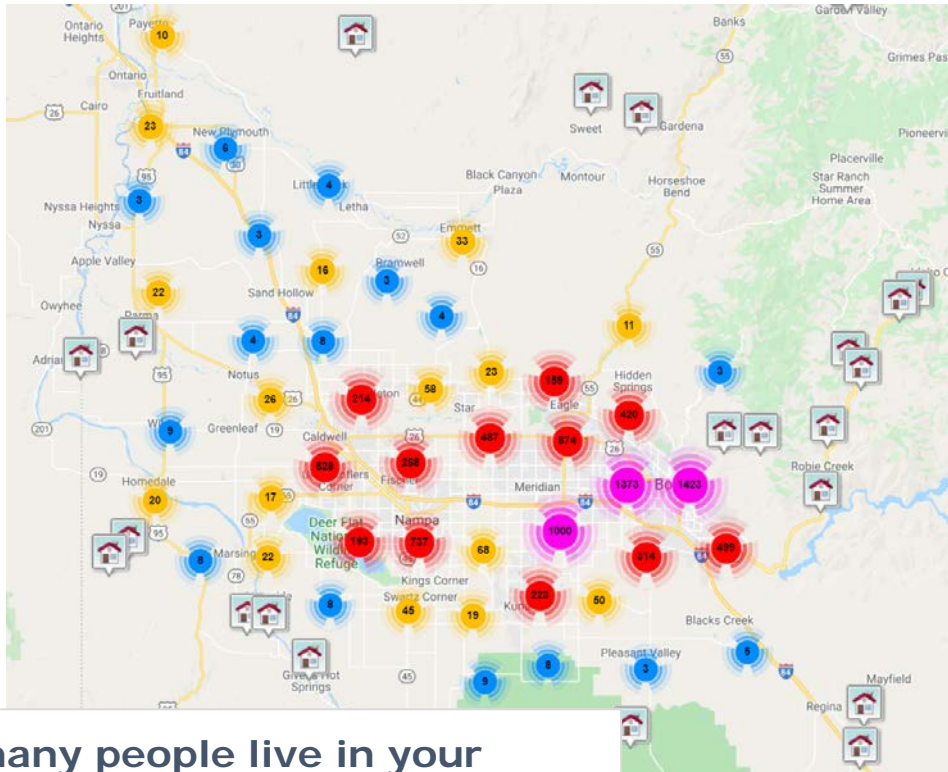


Cost should be considered, but not be the deciding factor. A more expensive alternative might be a better investment in the long term.

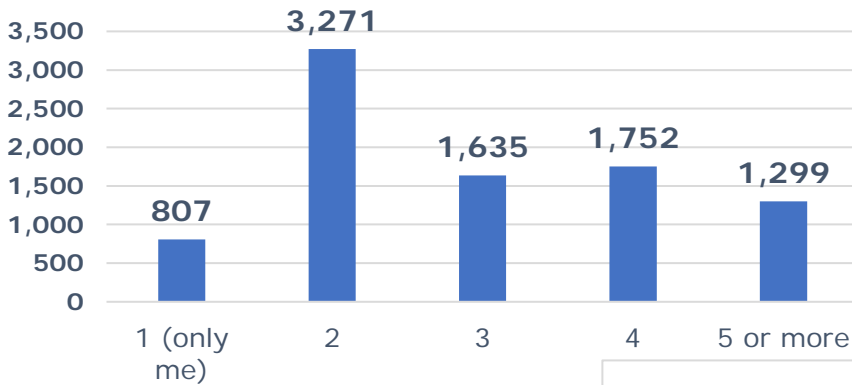
# Destinations.

Drag and drop at least two map markers to show your home and typical (pre-COVID) destinations.

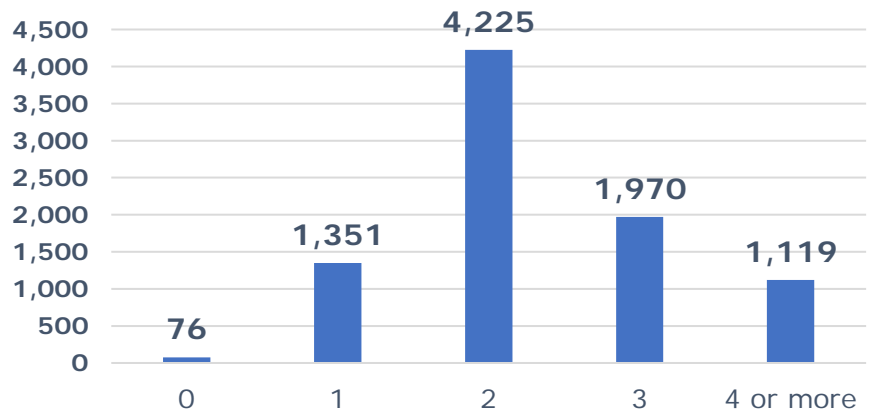
## Home



### How many people live in your household?

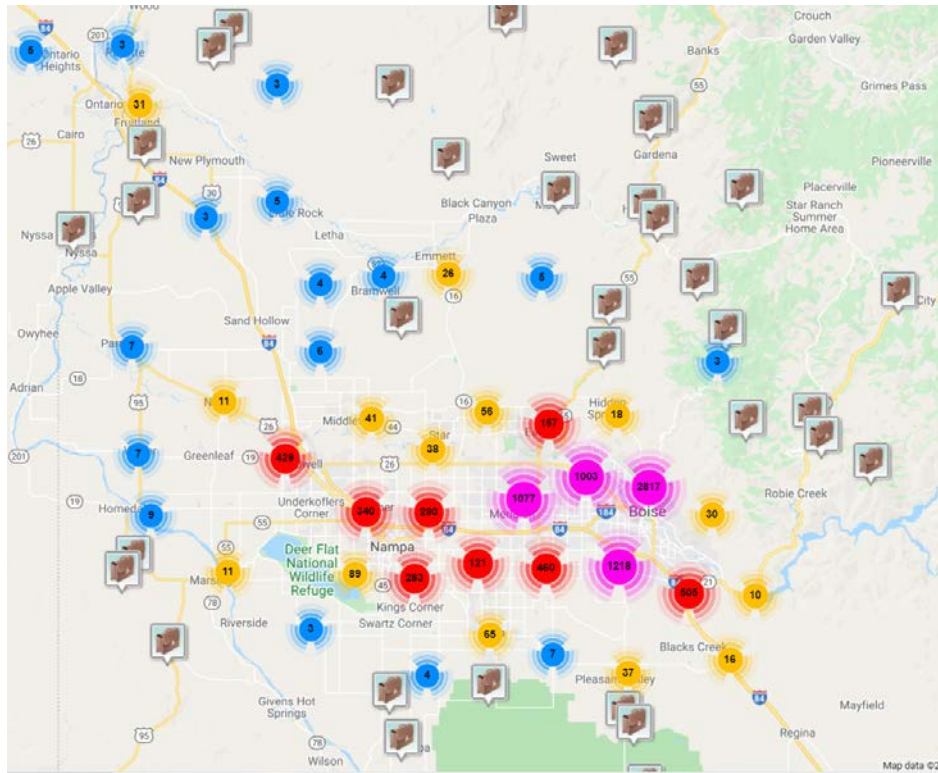


### How many vehicles are owned by your household?

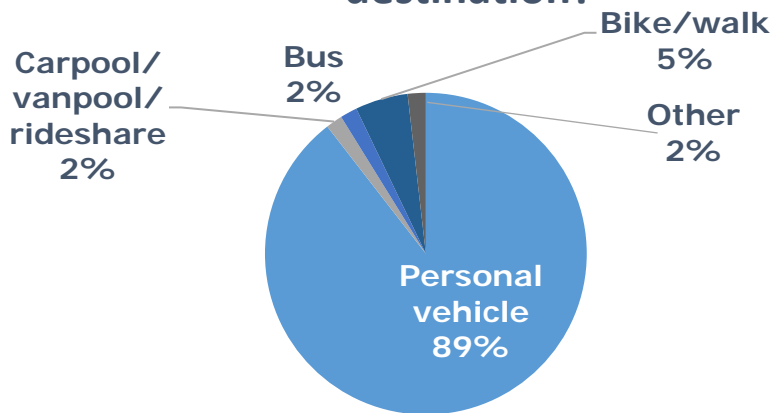




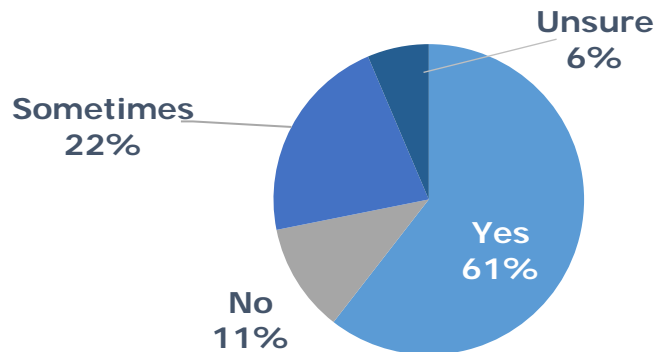
# Job



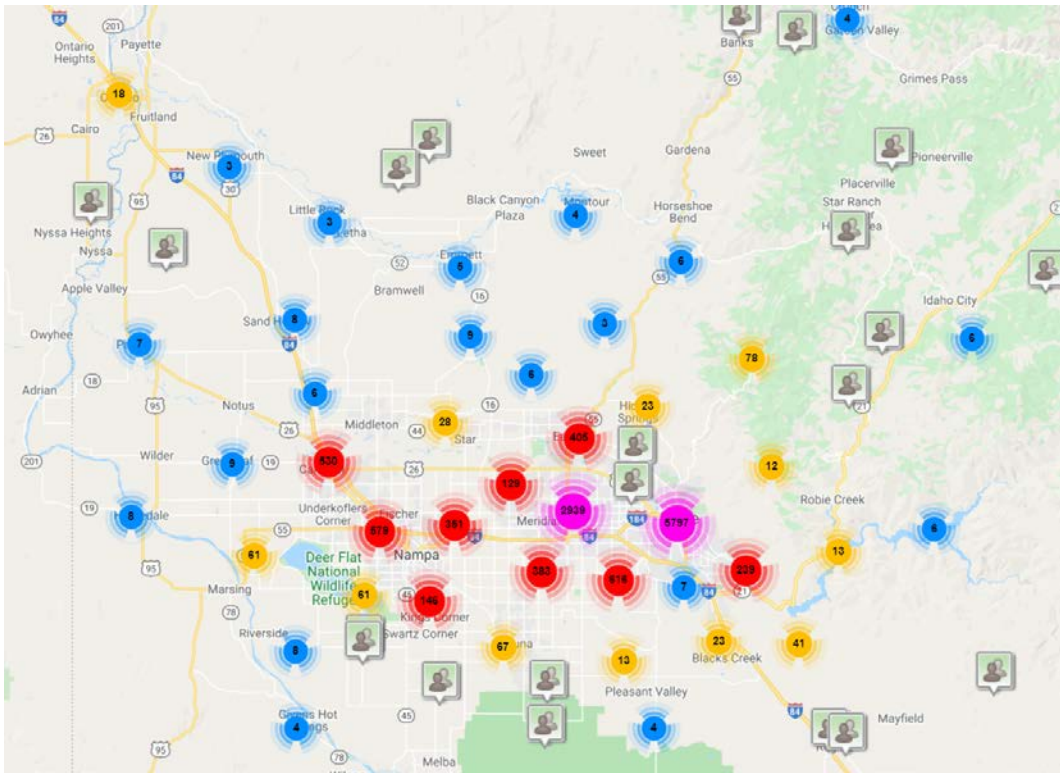
## Job: How do you typically get to your destination?



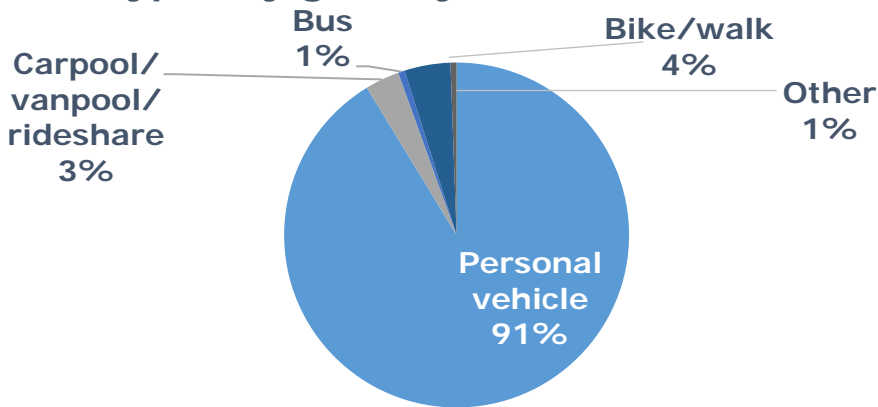
## Job: If it were available, would you use high-capacity transit instead?



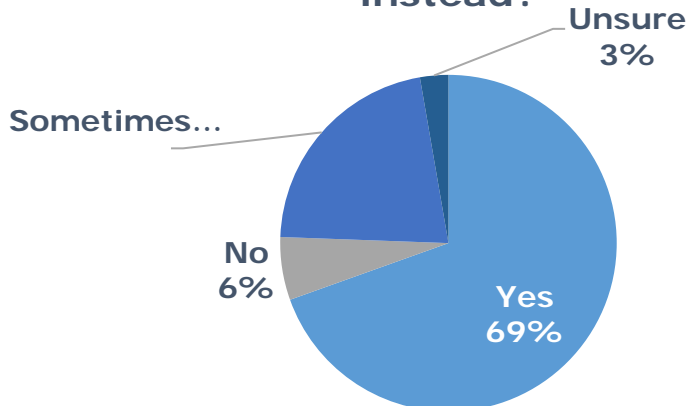
# Entertainment



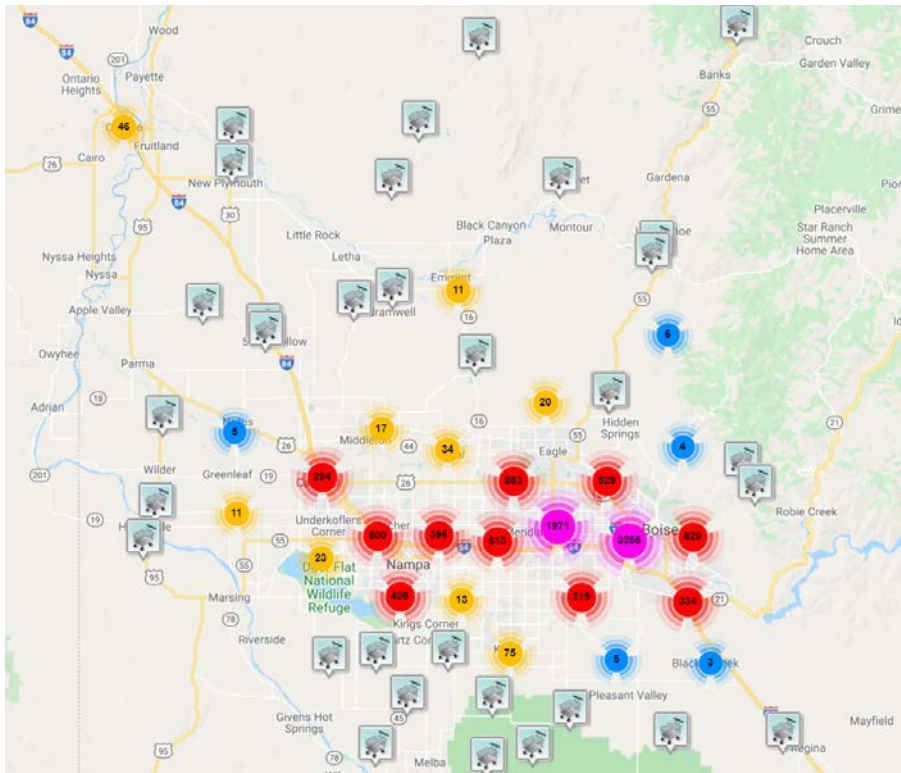
Entertainment: How do you typically get to your destination?



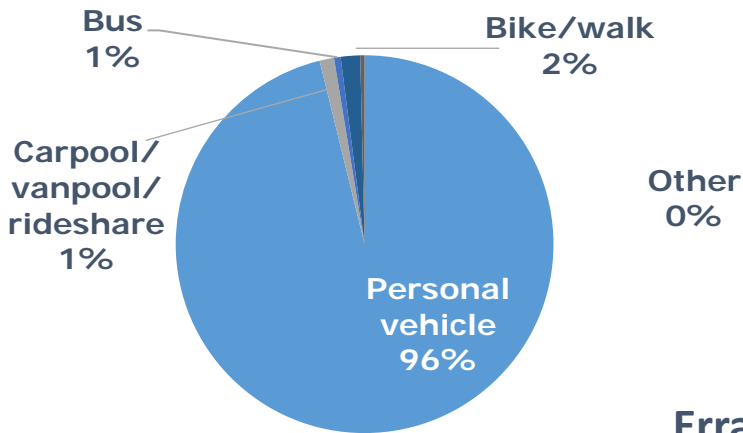
Entertainment: If it were available, would you use high-capacity transit instead?



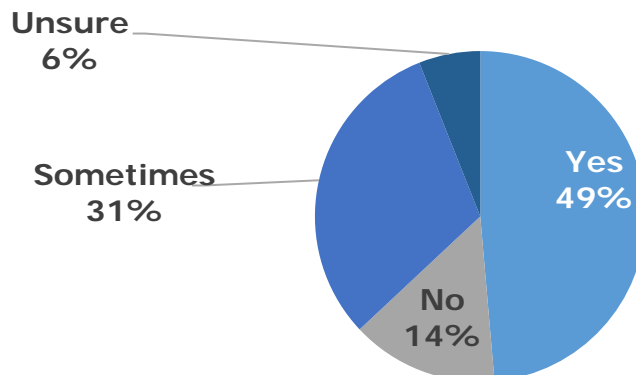
# Errands



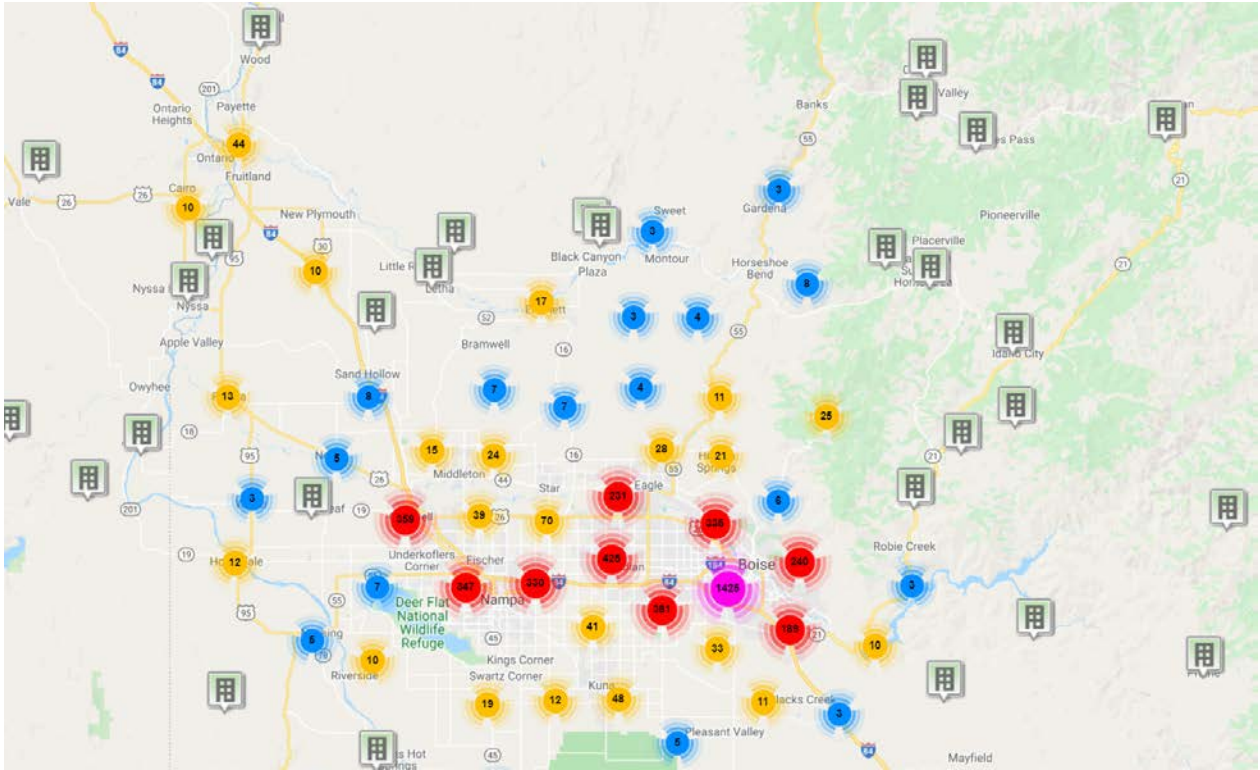
## Errands: How do you typically get to your destination?



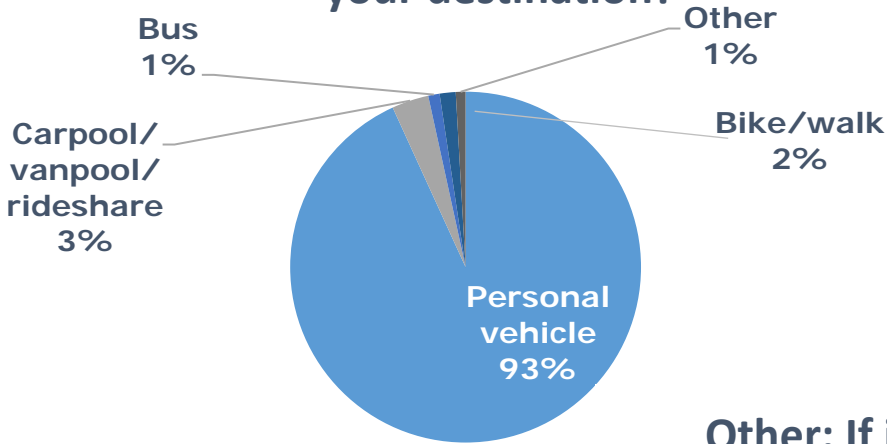
## Errands: If it were available, would you use high-capacity transit instead?



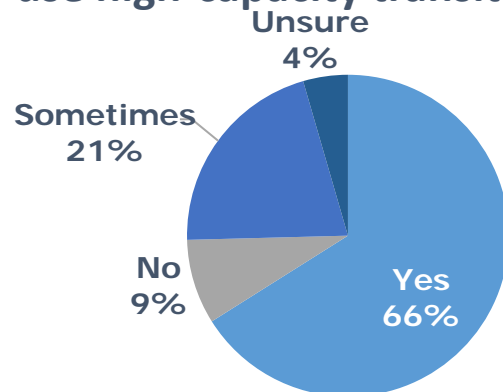
# Other



## Other: How do you typically get to your destination?



## Other: If it were available, would you use high-capacity transit instead?



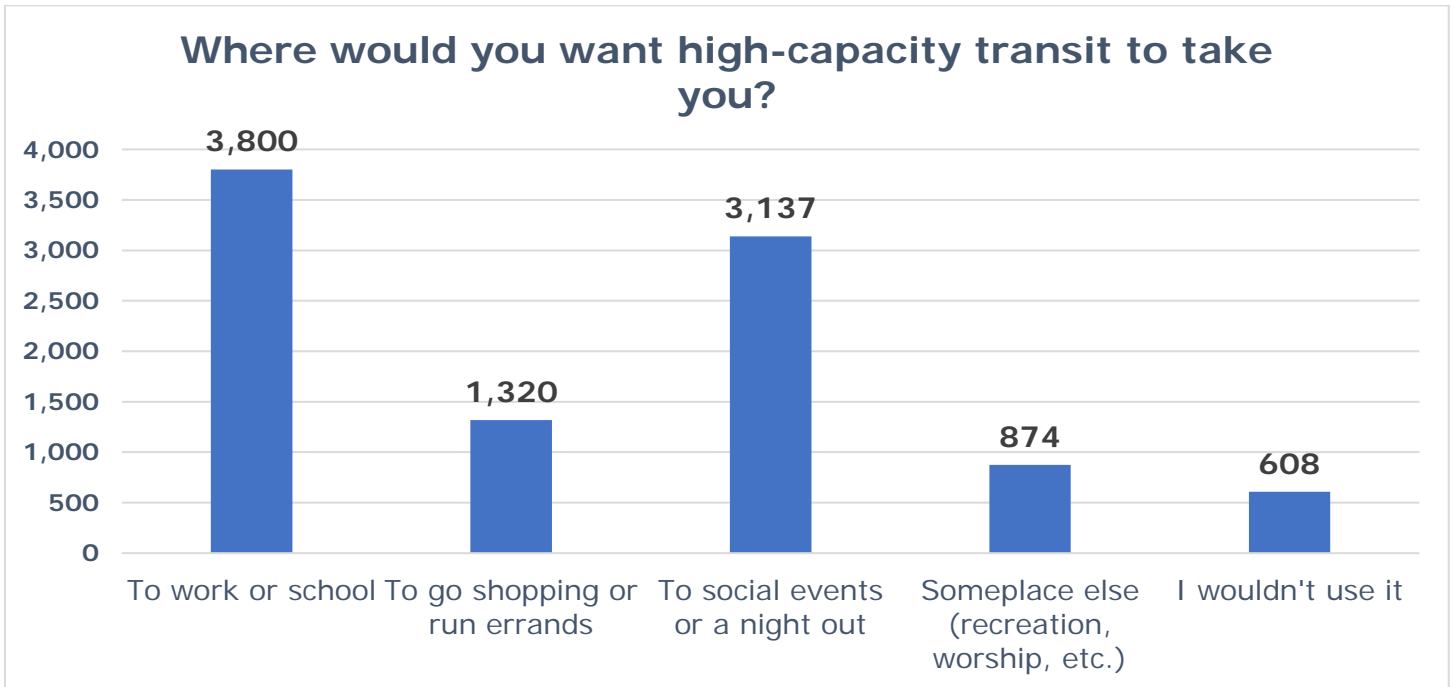
## Preferences.

For each set of options, select the one that best describes you.

### Where do you want to go?

Where would you most want high-capacity transit to take you?

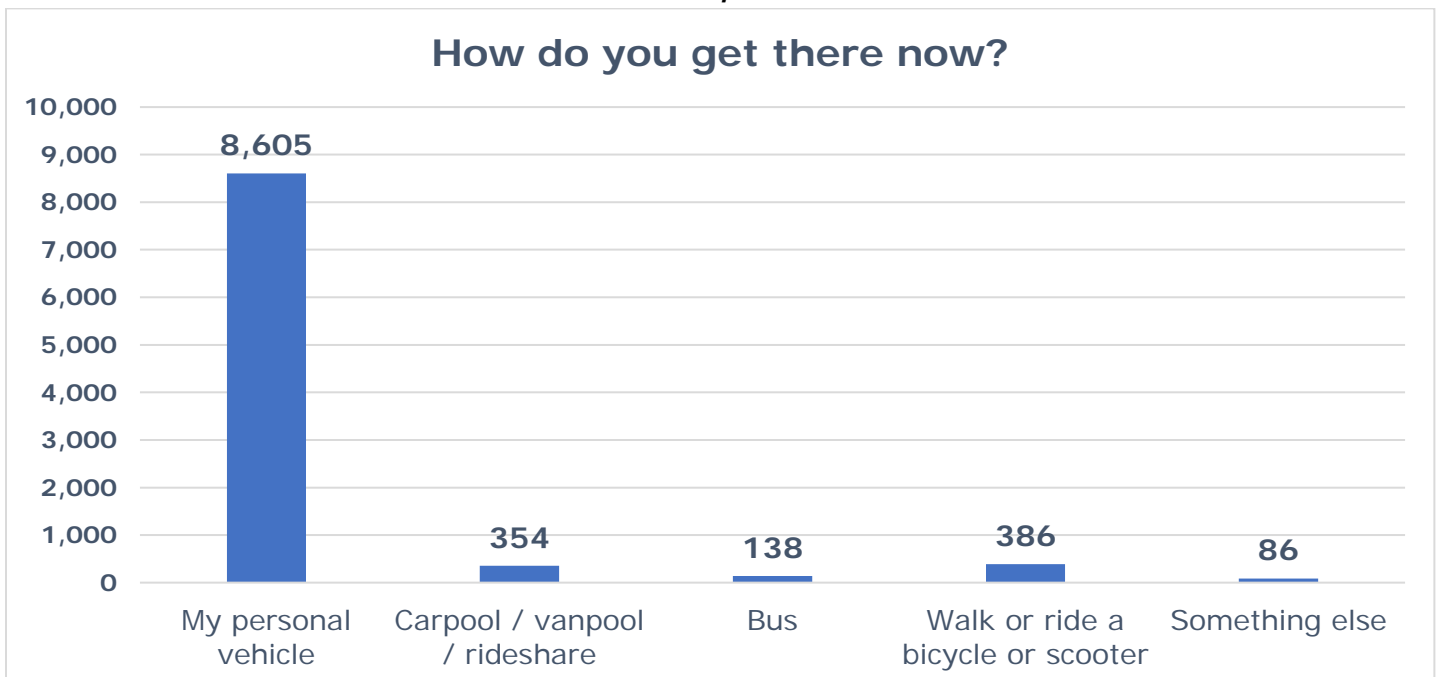
N=9,739



### How do you get there now?

Which did you use for most of your trips around town before COVID?

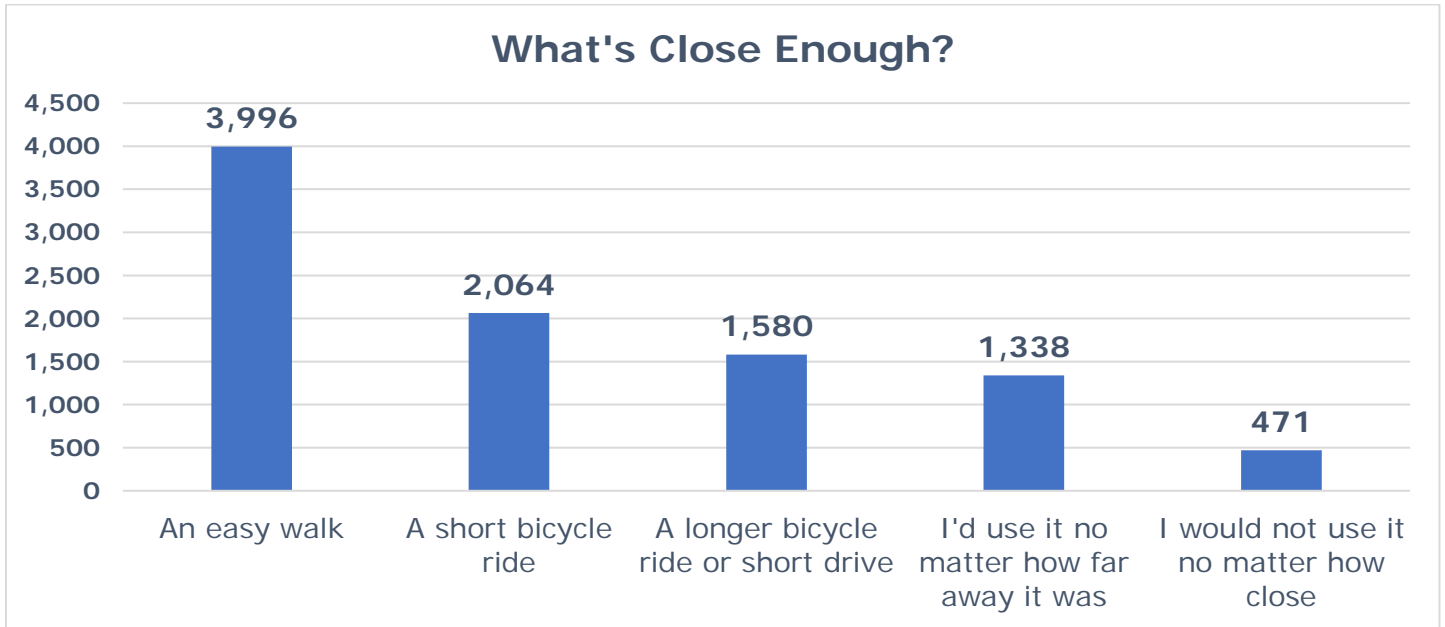
n=9,569



# What's close enough?

How close would a transit stop need to be to your home for you to use it?

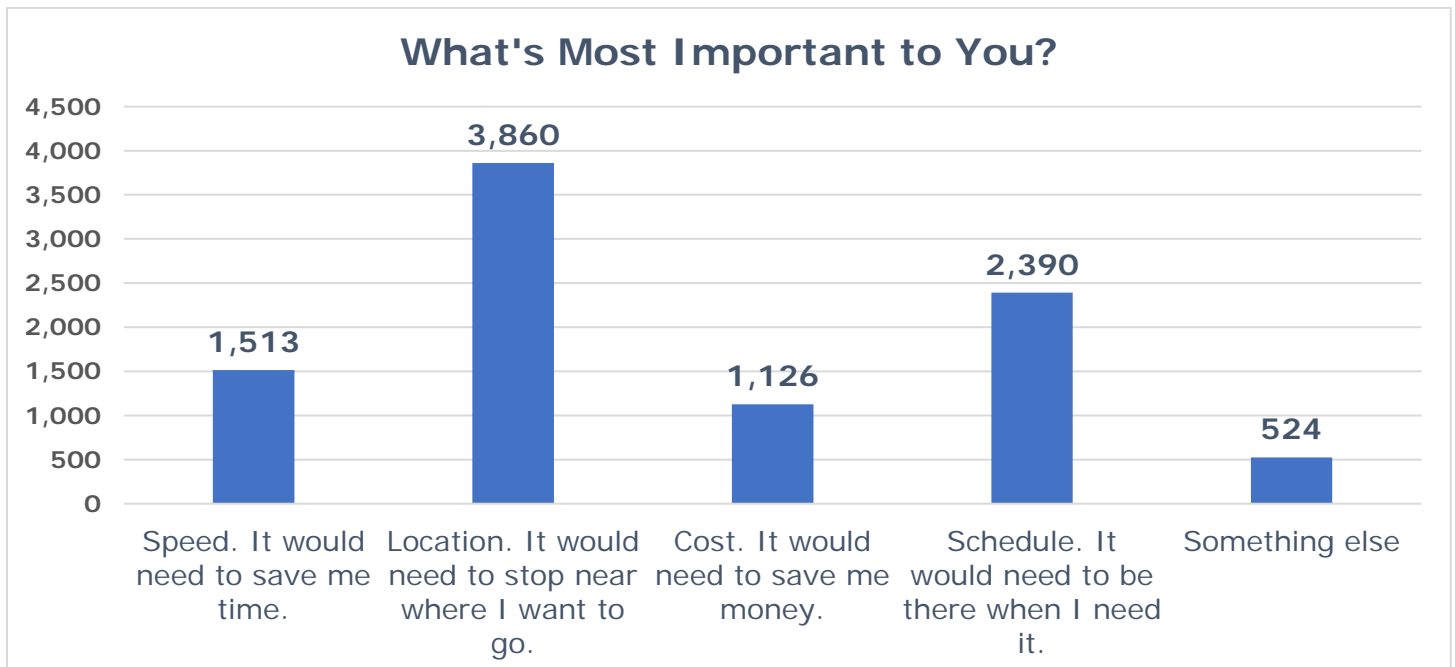
n=9,449



# What's most important to you?

Which is most important to you in a choice about high-capacity transit?

n=9,413



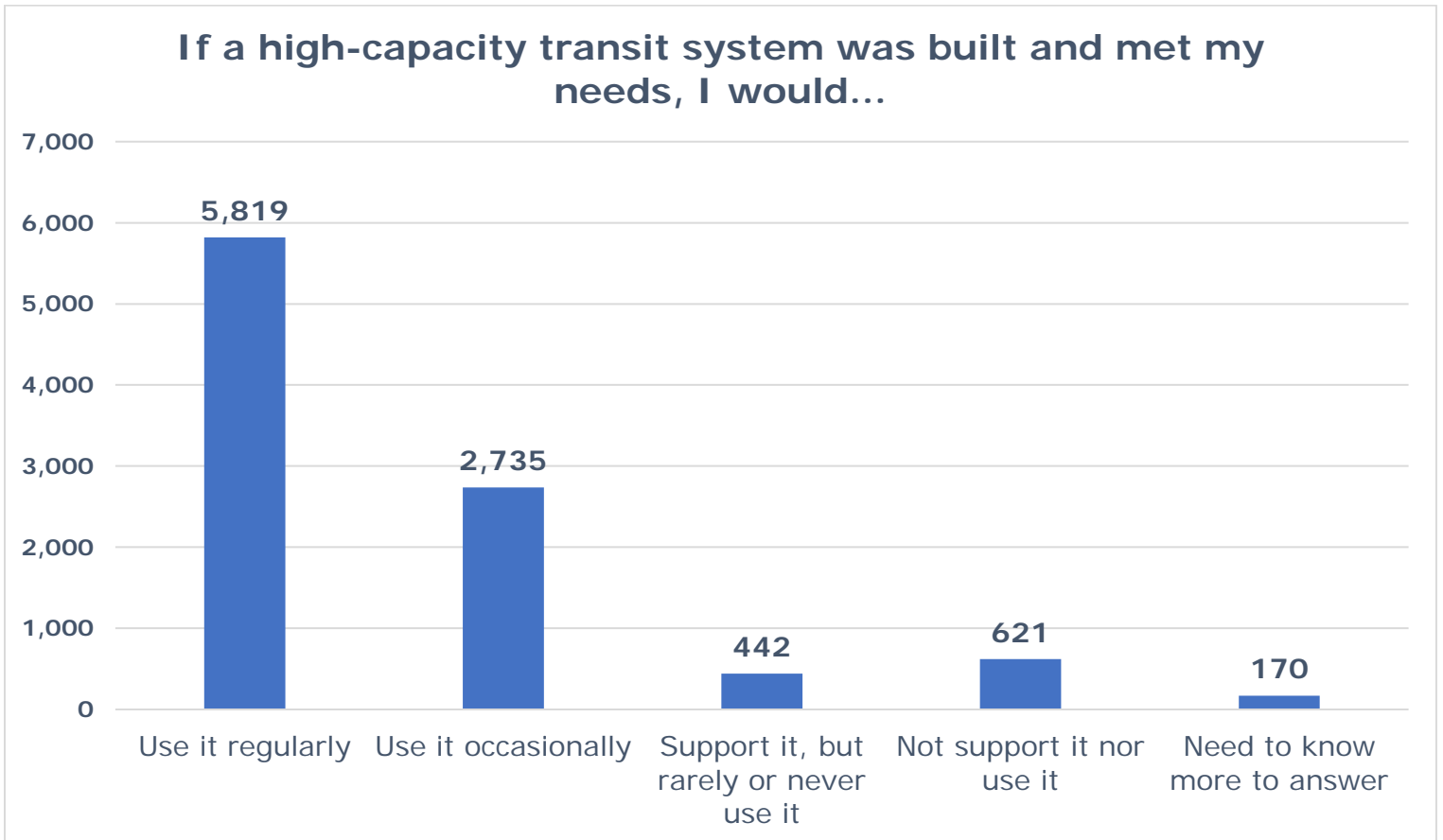
## Wrap Up.

Tell us a little bit about yourself (Optional).

Please finish this sentence:

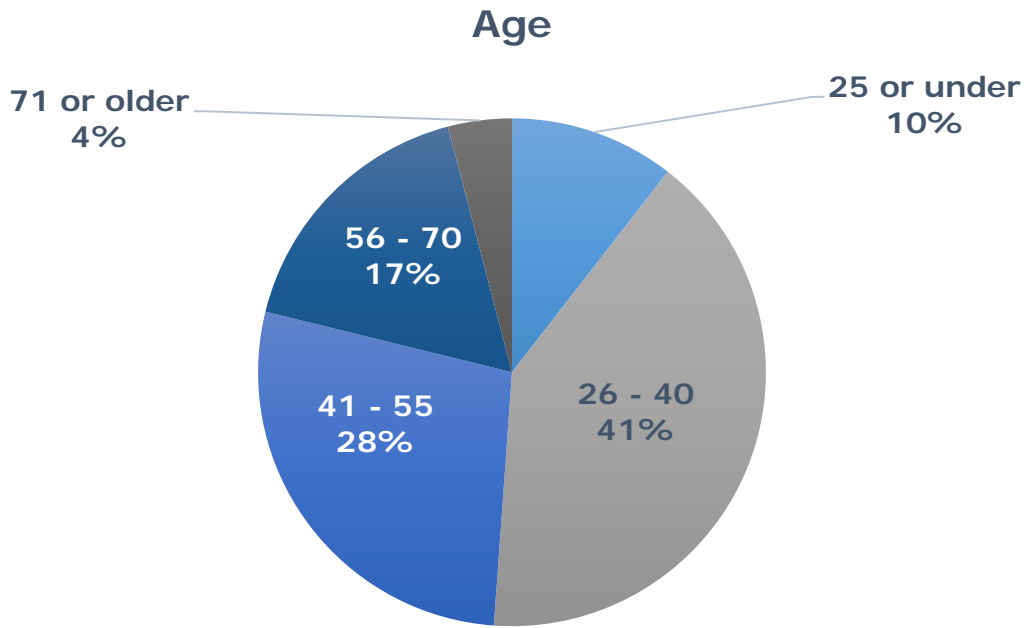
If a high-capacity transit system was built and met my needs, I would...

n=9,787



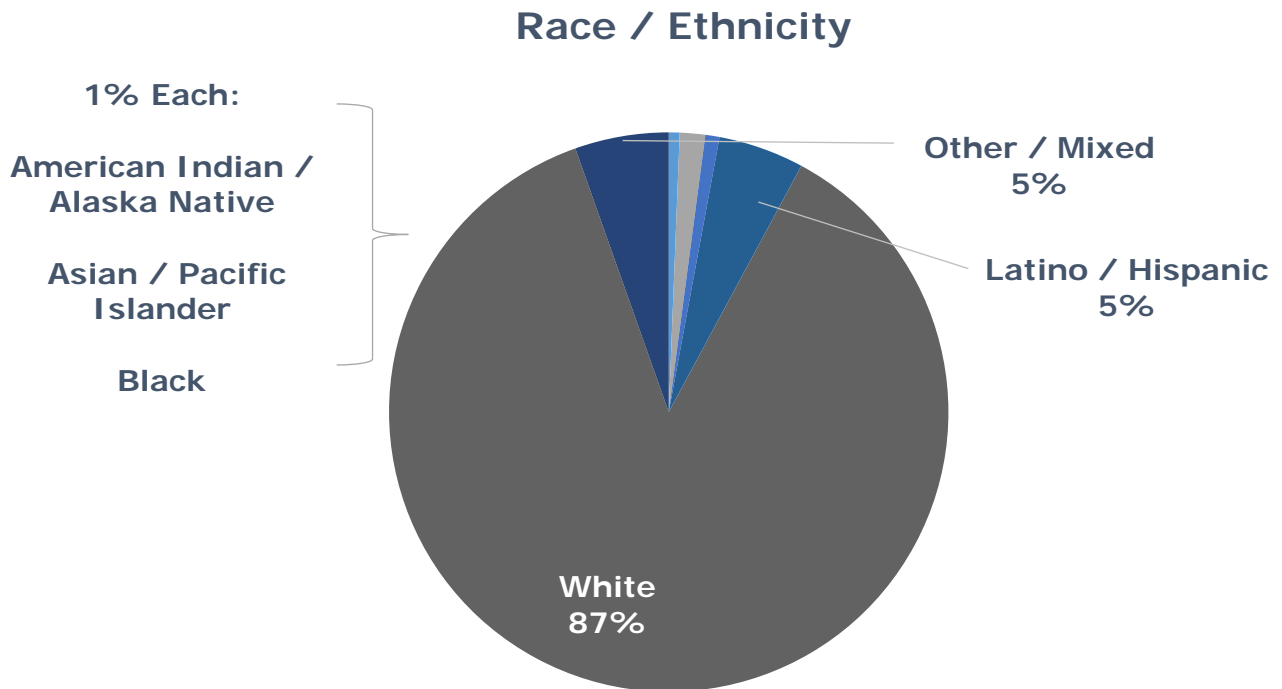
# What is your age?

n=9,718



# What is your race/ethnicity?

n=9,407

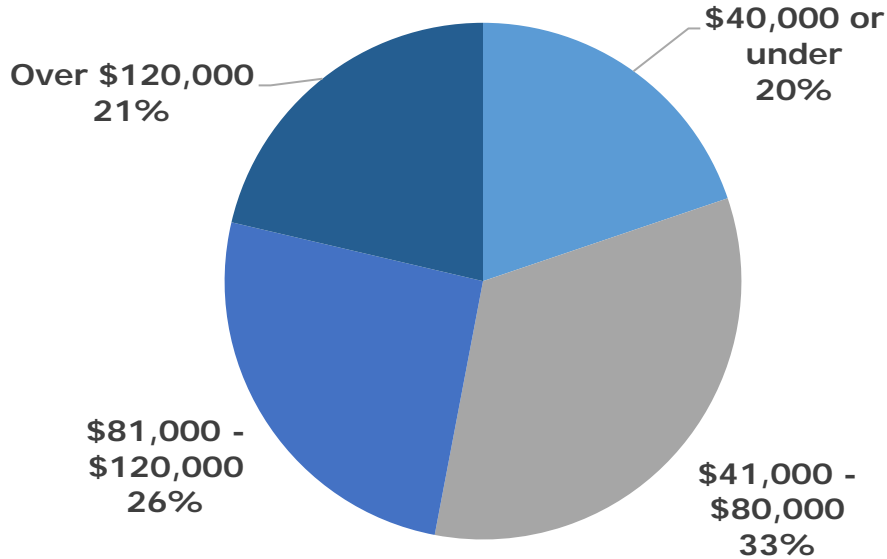




# What is your annual household income?

n=9,231

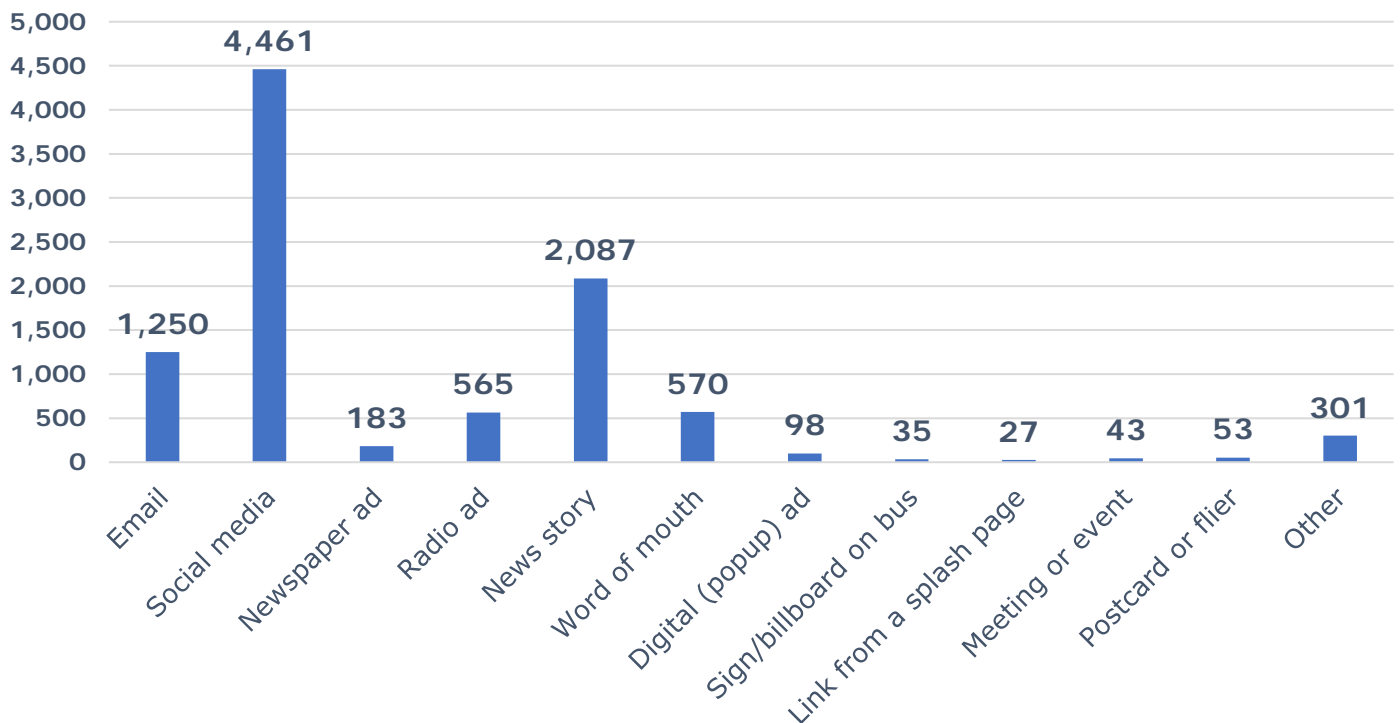
## Annual Household Income



# How did you learn about this survey?

n=9,673

## How did you learn...?



# RTAC AGENDA WORKSHEET

<b>ID #</b>	<b>Title/Description</b>	<b>Mandatory<sup>1</sup></b>	<b>Additional Information</b>	<b>Agenda Type<sup>2</sup></b>	<b>Time</b>	<b>Presenters</b>	<b>Proposed Agenda</b>	<b>Board Agenda</b>
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
<b>UPCOMING AGENDA ITEMS</b>								
4.	Review In Depth "All Aboard!" Survey Results	No	Rachel Haukkala will review the in depth results of the "All Aboard" public survey on high-capacity transit.	Information/ Discussion	20	Rachel Haukkala	April 28	Apr
5.	Review <i>Communities in Motion 2050</i> Vision	No	Carl Miller will review the <i>Communities in Motion 2050</i> Vision.	Information/ Discussion	20	Carl Miller	April	June
6.	Review the COMPASS Complete Network Policy	No	Carl Miller and the RTAC subcommittee will review the COMPASS Complete Network policy.	Information/ Discussion	30	Carl Miller	April	June
7.	Review CIM 2050 Performance Measures and Targets	No	Hunter Mulhall will review CIM 2050 performance measures.	Information/ Discussion	20	Hunter Mulhall / Carl Miller	April	Oct

<sup>1</sup> No, Yes, N/A (Not Applicable)

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

<b>ID #</b>	<b>Title/Description</b>	<b>Mandatory<sup>1</sup></b>	<b>Additional Information</b>	<b>Agenda Type<sup>2</sup></b>	<b>Time</b>	<b>Presenters</b>	<b>Proposed Agenda</b>	<b>Board Agenda</b>
<b>8.</b>	Review recommended actions from RTAC performance measure subcommittee	No	Hunter Mulhall will review the recommended actions by RTAC performance measure subcommittee to improve safety and open space measures.	Action	15	Hunter Mulhall	April	June
<b>9.</b>	Review COMPASS Data Bike Deployment	No	Braden Cervetti will review the COMPASS data bike pilot deployment and next steps.	Information/ Discussion	15	Braden Cervetti	April	N/A
<b>10.</b>	Review COMPASS Phase 2 Applications	No	COMPASS staff will host an optional workshop to discuss all COMPASS Phase 2 applications, prior to ranking.	Information/ Discussion	60	Destinie Hart and Tevrin Fuller	May 12 (Optional)	N/A
<b>11.</b>	Recommend the COMPASS Complete Network Policy	No	Carl Miller will seek RTAC recommendation for COMPASS Board of Directors' adoption of the COMPASS Complete Network policy.	Action	30	Carl Miller	May 26	June
<b>12.</b>	Recommend the <i>Communities in Motion 2050</i> Vision	No	Carl Miller will seek RTAC recommendation for COMPASS Board of Directors' adoption of the <i>Communities in Motion 2050</i> Vision.	Action	30	Carl Miller	May	June

<b>ID #</b>	<b>Title/Description</b>	<b>Mandatory<sup>1</sup></b>	<b>Additional Information</b>	<b>Agenda Type<sup>2</sup></b>	<b>Time</b>	<b>Presenters</b>	<b>Proposed Agenda</b>	<b>Board Agenda</b>
<b>13.</b>	Recommend Priorities for the End-of-Year Program and Redistribution	Yes	Toni Tisdale will seek RTAC recommendation for Board of Directors' approval of the End-of-Year Program and redistribution.	Action	10	Toni Tisdale	May	June
<b>14.</b>	Review Fiscal Impact Analysis Phase II	No	Carl Miller will review the Phase II of the Fiscal Impact Analysis tool.	Information/ Discussion	15	Carl Miller	May	June
<b>15.</b>	Review Draft FY2022-2028 Regional Transportation Improvement Program Project List	Yes	Toni Tisdale will seek RTAC review of the Draft FY2022-2028 TIP, prior to the public comment period.	Information/ Discussion	15	Toni Tisdale	May	June
<b>16.</b>	Review <i>Communities in Motion 2050</i> (CIM 2050) Funding Policy	No	Toni Tisdale will review the Draft CIM 2050 funding policy.	Information/ Discussion	20	Toni Tisdale	June	N/A
<b>17.</b>	Update on the Travel Survey Data Collection project	No	Mary Ann Waldinger will provide an update on the Travel Survey Data Collection project	Information/ Discussion	10	Mary Ann Waldinger	June or July	Aug
<b>18.</b>	Recommend <i>Communities in Motion 2050</i> (CIM 2050) Funding Policy	No	Toni Tisdale will seek RTAC recommendation for COMPASS Board of Directors' approval <i>Communities in Motion 2050</i> Funding Policy.	Action	20	Toni Tisdale	July	Aug

<b>ID #</b>	<b>Title/Description</b>	<b>Mandatory<sup>1</sup></b>	<b>Additional Information</b>	<b>Agenda Type<sup>2</sup></b>	<b>Time</b>	<b>Presenters</b>	<b>Proposed Agenda</b>	<b>Board Agenda</b>
<b>19.</b>	<i>Recommend Rankings for COMPASS' Local Programs</i>	Yes	<i>Destinie Hart seeks recommendation of rankings for CIM Implementation Grants and Project Development Program Projects.</i>	Action	15	Destinie Hart	July	N/A
<b>20.</b>	Review Updates to FY2022 COMPASS Application Guide	Yes	Toni Tisdale will seek RTAC recommendation for COMPASS Board of Directors' approval of FY22 COMPASS Application Guide	Action	15	Toni Tisdale	July	August
<b>21.</b>	Review CIM 2050 Performance Measures and Targets	No	Hunter Mulhall will review CIM 2050 performance measures and targets.	Information/ Discussion	20	Hunter Mulhall	August	Oct
<b>22.</b>	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	August	Oct
<b>23.</b>	Review <i>Communities in Motion 2050</i> unfunded needs	No	Liisa Itkonen will review <i>Communities in Motion 2050</i> unfunded needs.	Information/ Discussion	20	Liisa Itkonen	August	Oct
<b>24.</b>	Recommend FY22 Resource Development Plan	Yes	Destinie Hart will seek RTAC recommendation for COMPASS Board of Directors' approval of FY22 Resource Development Plan	Action	15	Destinie Hart	August	Oct

<b>ID #</b>	<b>Title/Description</b>	<b>Mandatory<sup>1</sup></b>	<b>Additional Information</b>	<b>Agenda Type<sup>2</sup></b>	<b>Time</b>	<b>Presenters</b>	<b>Proposed Agenda</b>	<b>Board Agenda</b>
<b>25.</b>	Recommend CIM 2050 Performance Measures and Targets	No	Hunter Mulhall will seek a RTAC recommendation for COMPASS Board of Directors' approval of CIM 2050 performance measures and targets.	Action	20	Hunter Mulhall	Sep 2021	Oct
<b>26.</b>	Recommend the <i>Communities in Motion 2050</i> Implementation Policies	No	Liisa Itkonen will seek a RTAC recommendation for COMPASS Board of Directors' approval of the <i>Communities in Motion 2050</i> implementation policies.	Action	20	Liisa Itkonen	Sep 2021	Oct 2021
<b>27.</b>	Recommend the <i>Communities in Motion 2050</i> Unfunded Priorities	No	Liisa Itkonen will seek a RTAC recommendation for COMPASS Board of Directors' approval of the <i>Communities in Motion 2050</i> unfunded priorities.	Action	20	Liisa Itkonen	Sep 2021	Oct 2021
<b>28.</b>	Recommend Approval of the Draft FY2022-2028 Regional Transportation Improvement Program and Associated Air Quality Conformity Demonstration	Yes	Toni Tisdale will seek RTAC recommendation for COMPASS Board of Directors' approval of the FY2022-2028 TIP and associated air quality conformity demonstration.	Action	15	Toni Tisdale	Sept	Oct
<b>29.</b>	Review FY2021 CIMI/PDP Projects	No	New Staff will review FY2021 CIMI/PDP Projects	Information/ Discussion (Could be Memo Only)	15	Destinie Hart	Sept	Oct

<b>ID #</b>	<b>Title/Description</b>	<b>Mandatory<sup>1</sup></b>	<b>Additional Information</b>	<b>Agenda Type<sup>2</sup></b>	<b>Time</b>	<b>Presenters</b>	<b>Proposed Agenda</b>	<b>Board Agenda</b>
<b>30.</b>	Review draft Coordinated Public Transit-Human Services Transportation Plan	No	Rachel Haukkala will review the draft Coordinated Public Transit-Human Services Transportation Plan	Information/ Discussion	20	Rachel Haukkala	Sep	N/A
<b>31.</b>	Recommend Approval of final Coordinated Public Transit-Human Services Transportation Plan	Yes	Rachel Haukkala will seek RTAC recommendation for COMPASS Board of Directors' approval of the final Coordinated Public Transit-Human Services Transportation Plan	Action	20	Rachel Haukkala	Dec	Feb
<b>32.</b>	Elect RTAC Chair and Vice Chair	Yes	Liisa Itkonen will facilitate the election of Chair and Vice Chair.	Action	15	Liisa Itkonen	Jan 2022	N/A
<b>33.</b>	Solicit Member Agencies' Requests for FY2023 Unified Planning Work Program (UPWP)	No	Liisa Itkonen will solicit member agency requests for FY2023 UPWP.	Information/ Discussion	5	Liisa Itkonen	Jan 2022	N/A
<b>34.</b>	Review Updated 2021 Information in Communities in Motion 2040 2.0 (CIM 2040 2.0)	Yes	Liisa Itkonen will review updated 2021 information in CIM 2040 2.0.	Information/ Discussion	10	Liisa Itkonen	Jan 2022	Feb

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# Scheduled vs. Obligated for the 2021 Schedule Year



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

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



KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
<b>State Hwy - Supporting Infrastructure Assets</b>									
22258	3	US 20, D3 CULVERT REPLACEMENTS	2021	Development	146	CC	\$22,500.00	\$0.00	\$22,500.00
						CN	\$236,500.00	\$0.00	\$236,500.00
							<b>\$259,000.00</b>	<b>\$0.00</b>	<b>\$259,000.00</b>
State Hwy - Supporting Infrastructure Assets Total							<b>\$259,000.00</b>	<b>\$0.00</b>	<b>\$259,000.00</b>
<b>State Hwy - Safety &amp; Capacity (Safety)</b>									
20428	3	SH 21, TECHNOLOGY WAY TO SURPRISE WAY, BOISE	2022	Development	106	PE	\$145,800.00	\$145,800.00	\$0.00
						PC	\$4,200.00	\$4,200.00	\$0.00
							<b>\$150,000.00</b>	<b>\$150,000.00</b>	<b>\$0.00</b>
State Hwy - Safety & Capacity (Safety) Total							<b>\$150,000.00</b>	<b>\$150,000.00</b>	<b>\$0.00</b>
<b>State Hwy - Safety &amp; Capacity (Capacity)</b>									
13476	3	SH 44, HALF CFI INT EAGLE RD & SH44, EAGLE	2021	Awarded (or equiv.)	112	PC	(\$29,000.00)	(\$29,000.00)	\$0.00
						RW	(\$9,000.00)	(\$9,000.00)	\$0.00
						LP	(\$13,000.00)	(\$13,000.00)	\$0.00
						CE	\$224,041.00	\$224,041.00	\$0.00
						CC	\$787,753.00	\$787,753.00	\$0.00
						CN	\$6,611,937.00	\$6,611,937.00	\$0.00
							<b>\$7,572,731.00</b>	<b>\$7,572,731.00</b>	<b>\$0.00</b>
20367	3	US 20, PHYLLIS CANAL BR TO SH-16, ADA CO	2023	Development	112	PE	\$30,000.00	\$30,000.00	\$0.00
						RW	\$50,000.00	\$50,000.00	\$0.00
						LP	\$2,650,000.00	\$2,650,000.00	\$0.00
							<b>\$2,730,000.00</b>	<b>\$2,730,000.00</b>	<b>\$0.00</b>
20574	3	SH 44, STAR RD TO SH-16, ADA CO	2024	Development	112	PE	\$60,500.00	\$60,500.00	\$0.00
						RW	\$1,000,000.00	\$0.00	\$1,000,000.00
							<b>\$1,060,500.00</b>	<b>\$60,500.00</b>	<b>\$1,000,000.00</b>
20788	3	SH 16, I 84 TO US 20/26 & SH44 IC, ADA & CANYON COS	2500	Development	107	RW	\$7,500,000.00	\$0.00	\$7,500,000.00
							<b>\$7,500,000.00</b>	<b>\$0.00</b>	<b>\$7,500,000.00</b>
21867	3	SH 55, KARCHER RD; MIDWAY TO MIDDLETON, NAMPA	2025	Development	112	PE	\$50,000.00	\$50,000.00	\$0.00
						PC	\$200,000.00	\$200,000.00	\$0.00
						RW	\$300,000.00	\$0.00	\$300,000.00
							<b>\$550,000.00</b>	<b>\$250,000.00</b>	<b>\$300,000.00</b>
22165	3	US 20/26, CHINDEN; I 84 TO MIDDLETON RD, CANYON CO	2022	Development	112	PE	\$200,000.00	\$200,000.00	\$0.00
						PC	\$2,000,000.00	\$2,000,000.00	\$0.00
						RW	\$50,000.00	\$50,000.00	\$0.00
						LP	\$9,950,000.00	\$9,950,000.00	\$0.00
							<b>\$12,200,000.00</b>	<b>\$12,200,000.00</b>	<b>\$0.00</b>

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
22619	3	I 84, USTICK RD OVERPASS, CANYON CO	2021	PS&E (or equiv.)	112	CN	\$461,527.00 <b>\$461,527.00</b>	\$0.00 <b>\$0.00</b>	\$461,527.00 <b>\$461,527.00</b>
22715	3	SH 55, KARCHER RD; INDIANA TO LAKE, CALDWELL	2027	Development	112	PE	\$472,497.00 <b>\$472,497.00</b>	\$0.00 <b>\$0.00</b>	\$472,497.00 <b>\$472,497.00</b>
22716	3	SH 55, KARCHER RD; LAKE TO MIDWAY, CALDWELL	2027	Development	112	PE	\$506,594.00 <b>\$506,594.00</b>	\$0.00 <b>\$0.00</b>	\$506,594.00 <b>\$506,594.00</b>
22717	3	SH 45, LOCUST LANE INTERSECTION, NAMPA	2027	Development	112	PE	\$20,000.00 <b>\$20,000.00</b>	\$0.00 <b>\$0.00</b>	\$20,000.00 <b>\$20,000.00</b>
23099	3	I 84, EXIT 25 IMPROVEMENT, CANYON CO	2022	Development	112	CN	\$1,300,000.00 <b>\$1,300,000.00</b>	\$0.00 <b>\$0.00</b>	\$1,300,000.00 <b>\$1,300,000.00</b>
State Hwy - Safety & Capacity (Capacity) Total							<b>\$34,373,849.00</b>	<b>\$22,813,231.00</b>	<b>\$11,560,618.00</b>
<b>Hwy - Metropolitan Planning</b>									
20050	3	LOCAL, FY21 COMPASS METRO PLANNING	2021	Awarded (or equiv.)	91	PC	\$1,199,189.00 <b>\$1,199,189.00</b>	\$1,185,411.18 <b>\$1,185,411.18</b>	\$13,777.82 <b>\$13,777.82</b>
Hwy - Metropolitan Planning Total							<b>\$1,199,189.00</b>	<b>\$1,185,411.18</b>	<b>\$13,777.82</b>
<b>Local Hwy - Transportation Alternatives</b>									
22031	3	LOCAL, FY21 CANYON CO SRTS COORDINATOR & ACTIVITIES	2021	Development	134	CN	\$64,753.00 <b>\$64,753.00</b>	\$0.00 <b>\$0.00</b>	\$64,753.00 <b>\$64,753.00</b>
22944	3	LOCAL, FY22 STODDARD PATHWAY, NAMPA	2022	Development	134	PE	\$10,000.00	\$0.00	\$10,000.00
						PC	\$58,000.00	\$0.00	\$58,000.00
						PL	\$10,000.00	\$0.00	\$10,000.00
							<b>\$78,000.00</b>	<b>\$0.00</b>	<b>\$78,000.00</b>
Local Hwy - Transportation Alternatives Total							<b>\$142,753.00</b>	<b>\$0.00</b>	<b>\$142,753.00</b>
<b>State Hwy - Freight</b>									
22102	3	STC-8223, FRANKLIN BLVD & KARCHER RD INT, NAMPA	2022	Development	139	PC	\$280,908.00 <b>\$280,908.00</b>	\$280,908.00 <b>\$280,908.00</b>	\$0.00 <b>\$0.00</b>
22103	3	OFFSYS, FRANKLIN BLVD & 3RD N FREIGHT IMPRV, NAMPA	2022	Development	139	PC	(\$280,908.00) <b>(\$280,908.00)</b>	(\$280,908.00) <b>(\$280,908.00)</b>	\$0.00 <b>\$0.00</b>
State Hwy - Freight Total							<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>Local Hwy - Urban</b>									
12048	3	STC-3016, S CEMETERY RD; SH 44 TO WILLOW CR, MIDDLETON	2021	Awarded (or equiv.)	46	PE	\$2,000.00	\$2,000.00	\$0.00
						PC	\$28,000.00	\$28,000.00	\$0.00
						PL	\$10,000.00	\$10,000.00	\$0.00
						CE	\$9,061.00	\$9,061.00	\$0.00
						CC	\$320,000.00	\$320,000.00	\$0.00
						CL	\$127,303.00	\$127,303.00	\$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
12048	3	STC-3016, S CEMETERY RD; SH 44 TO WILLOW CR, MIDDLETON	2021	Awarded (or equiv.)	46	CN	\$3,424,636.00 <b>\$3,921,000.00</b>	\$3,424,636.00 <b>\$3,921,000.00</b>	\$0.00 <b>\$0.00</b>
13484	3	STP-719, CENTENNIAL WAY ROUNDABOUT, CALDWELL	2023	Development	46	PE PC	\$3,000.00 \$3,000.00 <b>\$6,000.00</b>	\$3,000.00 \$3,000.00 <b>\$6,000.00</b>	\$0.00 \$0.00 <b>\$0.00</b>
13487	3	NHS-8213, MIDDLETON & USTICK ROUNDABOUT, CALDWELL	2025	Development	46	PL RW UT	\$20,000.00 \$560,000.00 \$11,000.00 <b>\$591,000.00</b>	\$20,000.00 \$0.00 \$0.00 <b>\$20,000.00</b>	\$0.00 \$560,000.00 \$11,000.00 <b>\$571,000.00</b>
13494	3	STC-7787, OLD HWY 30; W PLYMOUTH ST BR, CANYON CO	2023	Development	46	RW	\$171,000.00 <b>\$171,000.00</b>	\$0.00 <b>\$0.00</b>	\$171,000.00 <b>\$171,000.00</b>
13905	3	NHS-7773, N 10TH AVE ITS & OVERLAY, CALDWELL	2500	Development	46	PC	\$7,000.00 <b>\$7,000.00</b>	\$7,000.00 <b>\$7,000.00</b>	\$0.00 <b>\$0.00</b>
22016	3	STC-7973, MIDWAY RD; KARCHER TO CALDWELL BLVD, CANYON HD	2500	Development	46	PL	\$25,000.00 <b>\$25,000.00</b>	\$25,000.00 <b>\$25,000.00</b>	\$0.00 <b>\$0.00</b>
22017	3	NHS-8523, CHERRY LN; FRANKLIN BLVD TO 11TH AVE N, NAMPA	2500	Development	46	PL	\$30,000.00 <b>\$30,000.00</b>	\$30,000.00 <b>\$30,000.00</b>	\$0.00 <b>\$0.00</b>
22018	3	SMA-7813, MONTANA AVE; PED IMPRV & WIDENING, CALDWELL	2500	Development	46	PC PL	\$4,000.00 (\$4,000.00) <b>\$0.00</b>	\$4,000.00 (\$4,000.00) <b>\$0.00</b>	\$0.00 \$0.00 <b>\$0.00</b>
22132	3	LOCAL, INT HOLLY ST & NW NAZARENE U RDWAY, NAMPA	2500	Development	46	PL	\$20,000.00 <b>\$20,000.00</b>	\$20,000.00 <b>\$20,000.00</b>	\$0.00 <b>\$0.00</b>
Local Hwy - Urban Total							<b>\$4,771,000.00</b>	<b>\$4,029,000.00</b>	<b>\$742,000.00</b>
<b>Local Hwy - Transportation Management Area</b>									
18701	3	LOCAL, FY21 CAPITAL MAINTENANCE, PH 1, ACHD	2021	Development	51	CE CC CN	\$430,000.00 \$215,000.00 \$4,303,000.00 <b>\$4,948,000.00</b>	\$0.00 \$0.00 \$0.00 <b>\$0.00</b>	\$430,000.00 \$215,000.00 \$4,303,000.00 <b>\$4,948,000.00</b>
18905	3	LOCAL, FY21 ROLLING STOCK, INFRASTRUCTURE, TECH, VRT	2021	Development	51	CN	\$2,496,000.00 <b>\$2,496,000.00</b>	\$0.00 <b>\$0.00</b>	\$2,496,000.00 <b>\$2,496,000.00</b>
19303	3	LOCAL, PLANNING, TRAVEL SURVEY DATA COLLECTION, COMPASS	2021	Development	51	PC	\$700,000.00 <b>\$700,000.00</b>	\$700,000.00 <b>\$700,000.00</b>	\$0.00 <b>\$0.00</b>
20129	3	LOCAL, FY21 CAPITAL MAINTENANCE, PH 2, ACHD	2021	Development	51	CE CC CN	\$184,000.00 \$92,000.00 \$1,845,000.00 <b>\$2,121,000.00</b>	\$0.00 \$0.00 \$0.00 <b>\$0.00</b>	\$184,000.00 \$92,000.00 \$1,845,000.00 <b>\$2,121,000.00</b>

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
20159	3	LOCAL, FY21 CAPITAL MAINTENANCE, PHASE 3, BOISE AREA	2021	Development	51	CE	\$13,000.00	\$0.00	\$13,000.00
						CC	\$26,000.00	\$0.00	\$26,000.00
						CN	\$575,000.00	\$0.00	\$575,000.00
							<b>\$614,000.00</b>	<b>\$0.00</b>	<b>\$614,000.00</b>
Local Hwy - Transportation Management Area Total							<b>\$10,879,000.00</b>	<b>\$700,000.00</b>	<b>\$10,179,000.00</b>
<b>Local Hwy - Transportation Alternatives; TMA</b>									
20245	3	LOCAL, FY21 & FY22 ADA COUNTY SR2S, VRT	2021	Development	133	CN	\$344,000.00	\$88,000.00	\$256,000.00
							<b>\$344,000.00</b>	<b>\$88,000.00</b>	<b>\$256,000.00</b>
20549	3	US 20, CHINDEN; INT 43RD ST PED IMPRV, GARDEN CITY	2023	Development	133	PE	\$8,000.00	\$0.00	\$8,000.00
						PC	\$48,000.00	\$0.00	\$48,000.00
							<b>\$56,000.00</b>	<b>\$0.00</b>	<b>\$56,000.00</b>
22995	3	LOCAL, BIKE IMPROVEMENTS, SIGNS & PVMT MARKINGS, ADA	2021	Development	133	PE	\$1,000.00	\$0.00	\$1,000.00
						CN	\$81,365.00	\$0.00	\$81,365.00
							<b>\$82,365.00</b>	<b>\$0.00</b>	<b>\$82,365.00</b>
Local Hwy - Transportation Alternatives; TMA Total							<b>\$482,365.00</b>	<b>\$88,000.00</b>	<b>\$394,365.00</b>
<b>Local Hwy - Rural</b>									
19951	3	STC-3856, OLD HWY 30; SAND HOLLOW RD TO SH-44, CANYON HD	2500	Development	45	RW	\$55,000.00	\$0.00	\$55,000.00
							<b>\$55,000.00</b>	<b>\$0.00</b>	<b>\$55,000.00</b>
Local Hwy - Rural Total							<b>\$55,000.00</b>	<b>\$0.00</b>	<b>\$55,000.00</b>
<b>Off-System Hwy - Bridge</b>									
22593	3	OFFSYS, S 4TH AVE, INDIAN CREEK BR, CALDWELL	2021	Development	50	PC	\$165,500.00	\$165,500.00	\$0.00
						CC	\$277,000.00	\$0.00	\$277,000.00
						CN	\$140,500.00	\$0.00	\$140,500.00
							<b>\$583,000.00</b>	<b>\$165,500.00</b>	<b>\$417,500.00</b>
Off-System Hwy - Bridge Total							<b>\$583,000.00</b>	<b>\$165,500.00</b>	<b>\$417,500.00</b>
<b>Hwy Safety - Local</b>									
20430	3	STC-7821, INT N MIDDLETON RD & CORNELL ST, MIDDLETON	2021	PS&E (or equiv.)	118	PL	\$7,000.00	\$7,000.00	\$0.00
						CE	\$2,308.00	\$2,308.00	\$0.00
						CC	\$65,865.00	\$65,865.00	\$0.00
						CL	\$18,853.00	\$18,853.00	\$0.00
						CN	\$403,974.00	\$403,974.00	\$0.00
							<b>\$498,000.00</b>	<b>\$498,000.00</b>	<b>\$0.00</b>
21999	3	STP-8463, GREENHURST RD; SUNNYBROOK TO CANYON ST, NAMPA	2021	PS&E (or equiv.)	118	PC	(\$5,000.00)	(\$5,000.00)	\$0.00
						PL	\$5,000.00	\$5,000.00	\$0.00
						CE	\$2,231.00	\$2,231.00	\$0.00
						CC	\$150,000.00	\$150,000.00	\$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
21999	3	STP-8463, GREENHURST RD; SUNNYBROOK TO CANYON ST, NAMPA	2021	PS&E (or equiv.)	118	CL CN	\$35,174.00 \$831,595.00	\$35,174.00 \$831,595.00	\$0.00 \$0.00
							<b>\$1,019,000.00</b>	<b>\$1,019,000.00</b>	<b>\$0.00</b>
22878	3	SMA-3724, HOMEDALE RD CURVE IMPV, CANYON HD	2024	Development	118	PE PC PL	\$4,000.00 \$98,000.00 \$30,000.00	\$0.00 \$0.00 \$0.00	\$4,000.00 \$98,000.00 \$30,000.00
							<b>\$132,000.00</b>	<b>\$0.00</b>	<b>\$132,000.00</b>
Hwy Safety - Local Total							<b>\$1,649,000.00</b>	<b>\$1,517,000.00</b>	<b>\$132,000.00</b>
<b>Hwy Safety - Railroad Crossings</b>									
20537	3	OFFSYS, BENJAMIN LN BVRR RRX, BOISE	2022	Development	22	PE	\$20,000.00	\$20,000.00	\$0.00
							<b>\$20,000.00</b>	<b>\$20,000.00</b>	<b>\$0.00</b>
Hwy Safety - Railroad Crossings Total							<b>\$20,000.00</b>	<b>\$20,000.00</b>	<b>\$0.00</b>
<b>Hwy - Discretionary</b>									
22593	3	OFFSYS, S 4TH AVE, INDIAN CREEK BR, CALDWELL	2021	Development	38	CN	\$899,023.74	\$0.00	\$899,023.74
							<b>\$899,023.74</b>	<b>\$0.00</b>	<b>\$899,023.74</b>
22619	3	I 84, USTICK RD OVERPASS, CANYON CO	2021	PS&E (or equiv.)	145	CE CC CN	\$30,000.00 \$283,698.00 \$4,406,891.00	\$0.00 \$0.00 \$0.00	\$30,000.00 \$283,698.00 \$4,406,891.00
							<b>\$4,720,589.00</b>	<b>\$0.00</b>	<b>\$4,720,589.00</b>
Hwy - Discretionary Total							<b>\$5,619,612.74</b>	<b>\$0.00</b>	<b>\$5,619,612.74</b>
<b>Hwy - Federal Lands Access</b>									
22600	3	STC-3787, WESTERN HERITAGE BYWAY (SWAN FALLS RD), ADA CO	2024	Development	59	PC	\$200,000.00	\$0.00	\$200,000.00
							<b>\$200,000.00</b>	<b>\$0.00</b>	<b>\$200,000.00</b>
22602	3	STC-3714, INDIANA AND ORCHARD SHARED ROADWAY, CANYON HD #4	2024	Development	59	PC	\$13,000.00	\$0.00	\$13,000.00
							<b>\$13,000.00</b>	<b>\$0.00</b>	<b>\$13,000.00</b>
Hwy - Federal Lands Access Total							<b>\$213,000.00</b>	<b>\$0.00</b>	<b>\$213,000.00</b>
<b>Hwy - Local Partnerships</b>									
13349	3	SH 55, EAGLE RD: MERIDIAN TOWN CENTER - STAGE 3	2021	Development	131	CE CC CN	\$60,000.00 \$240,000.00 \$5,000,000.00	\$0.00 \$0.00 \$0.00	\$60,000.00 \$240,000.00 \$5,000,000.00
							<b>\$5,300,000.00</b>	<b>\$0.00</b>	<b>\$5,300,000.00</b>
13918	3	LOCAL, RAIL WITH TRAIL PATHWAY, MERIDIAN	2022	Development	79	RW	\$120,000.00	\$0.00	\$120,000.00
							<b>\$120,000.00</b>	<b>\$0.00</b>	<b>\$120,000.00</b>
19465	3	LOCAL, FY22 CAPITAL MAINTENANCE, PH 1, BOISE	2022	Development	79	PC	\$700.00	\$700.00	\$0.00
							<b>\$700.00</b>	<b>\$700.00</b>	<b>\$0.00</b>

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
20006	3	LOCAL, FY22 CAPITAL MAINTENANCE, PH 3, ACHD	2022	Development	79	PE	(\$5,000.00)	(\$5,000.00)	\$0.00
						PC	(\$75,000.00)	(\$75,000.00)	\$0.00
							<b>(\$80,000.00)</b>	<b>(\$80,000.00)</b>	<b>\$0.00</b>
21858	3	US 20, SH 16 TO LINDER RD, ADA COUNTY	2021	Development	131	PE	(\$5,000.00)	(\$5,000.00)	\$0.00
						RW	\$5,000.00	\$5,000.00	\$0.00
						LP	\$2,980,000.00	\$2,980,000.00	\$0.00
							<b>\$2,980,000.00</b>	<b>\$2,980,000.00</b>	<b>\$0.00</b>
22593	3	OFFSYS, S 4TH AVE, INDIAN CREEK BR, CALDWELL	2021	Development	79	CN	\$12,500.00	\$0.00	\$12,500.00
							<b>\$12,500.00</b>	<b>\$0.00</b>	<b>\$12,500.00</b>
22718	3	SH 44, PALMER LN INTERSECTION IMPROVEMENTS	2027	Development	131	PE	\$70,000.00	\$0.00	\$70,000.00
							<b>\$70,000.00</b>	<b>\$0.00</b>	<b>\$70,000.00</b>
23071	3	SH 45, REALIGNMENT ALTERNATIVES ANALYSIS, NEPA, NAMPA	2021	Development	79	PE	\$5,000.00	\$0.00	\$5,000.00
						PC	\$400,000.00	\$0.00	\$400,000.00
							<b>\$405,000.00</b>	<b>\$0.00</b>	<b>\$405,000.00</b>
Hwy - Local Partnerships Total							<b>\$8,808,200.00</b>	<b>\$2,907,700.00</b>	<b>\$5,907,500.00</b>
<b>Hwy GARVEE - 2017 Legislative Authorization</b>									
20788	3	SH 16, I 84 TO US 20/26 & SH44 IC, ADA & CANYON COS	2500	Development	142	PE	\$0.00	\$100,000.00	(\$100,000.00)
						RW	\$0.00	\$150,000.00	(\$150,000.00)
						LP	\$0.00	(\$250,000.00)	\$250,000.00
							<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
22196	3	I 84, FRANKLIN IC TO KARCHER IC, CANYON CO	2021	Development	142	PE	(\$50,000.00)	(\$50,000.00)	\$0.00
						RW	\$100,000.00	\$100,000.00	\$0.00
						LP	\$900,000.00	\$900,000.00	\$0.00
						UT	\$50,000.00	\$50,000.00	\$0.00
							<b>\$1,000,000.00</b>	<b>\$1,000,000.00</b>	<b>\$0.00</b>
23079	3	I 84, TEMP WIDENING, FRANKLIN IC TO KARCHER IC, NAMPA	2021	PS&E (or equiv.)	142	CE	\$500,000.00	\$500,000.00	\$0.00
						CC	\$2,000,000.00	\$1,000,000.00	\$1,000,000.00
						CN	\$14,300,000.00	\$9,020,690.00	\$5,279,310.00
							<b>\$16,800,000.00</b>	<b>\$10,520,690.00</b>	<b>\$6,279,310.00</b>
23080	3	I 84, FRANKLIN RD IC TO KARCHER IC - WEST, NAMPA	2021	Development	142	CC	\$6,497,000.00	\$0.00	\$6,497,000.00
						CN	\$62,000,000.00	\$0.00	\$62,000,000.00
							<b>\$68,497,000.00</b>	<b>\$0.00</b>	<b>\$68,497,000.00</b>
23081	3	I 84, FRANKLIN RD IC TO KARCHER IC - EAST, NAMPA	2021	Development	142	CC	\$5,000,000.00	\$0.00	\$5,000,000.00
						CN	\$50,000,000.00	\$0.00	\$50,000,000.00
							<b>\$55,000,000.00</b>	<b>\$0.00</b>	<b>\$55,000,000.00</b>
Hwy GARVEE - 2017 Legislative Authorization Total							<b>\$141,297,000.00</b>	<b>\$11,520,690.00</b>	<b>\$129,776,310.00</b>
Report Total							<b>\$216,027,338.74</b>	<b>\$49,979,402.18</b>	<b>\$166,047,936.56</b>