



Working together to plan for the future

REGIONAL TRANSPORTATION ADVISORY COMMITTEE
May 26, 2021 - 8:30 a.m.
COMPASS, 1st Floor Board Room
700 NE 2nd Street, Meridian, Idaho

ZOOM CONFERENCE CALL

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

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

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

Written comments may be submitted by email to info@compassidaho.org. Comments can also be left by voicemail. Please call 208-475-2232 to record comments. Commenters must provide their name for the record. Comments identified by name that are received by 10:00 am on May 26, 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 April 28, 2021, RTAC Meeting Minutes**

IV. ACTION ITEM

8:35 ***A. Recommend Priorities for the End-of-Year Program** **Toni Tisdale**
Page 6 **and Redistribution**
Toni Tisdale will seek RTAC recommendation for COMPASS Board of Directors' approval of the End-of-Year Program and redistribution.

8:45 ***B. Recommend Locally Favored High-Capacity Transit Option** **Rachel Haukkala**
Page 18 *Rachel Haukkala will seek RTAC recommendation for COMPASS Board of Directors' approval of the locally favored high-capacity transit alignment and mode.*

9:05 ***C. Recommend Approval of Fiscal Impact Analysis Use Policy** **Carl Miller**
Page 20 *Carl Miller will review the Phase II of the Fiscal Impact Tool (FIT) and seek RTAC recommendation for COMPASS Board of Directors' approval of the use policy.*

9:25 ***D. Recommend Resolution Amending the FY2021-2027** **Toni Tisdale**
Page 25 **Regional Transportation Improvement Program**
Toni Tisdale will seek RTAC recommendation for Board of Directors' approval of an amendment to the FY2021-2027 TIP to change the scope for an ITD culvert project and increase funds for a Treasure Valley Transit project.

V. INFORMATION/DISCUSSION ITEMS

9:30 ***A. Review Draft FY2022-2028 Regional Transportation** **Toni Tisdale/**
Page 35 **Improvement Program Project List** **Tevrin Fuller**
Toni Tisdale will seek RTAC review of the Draft FY2022-2028 TIP, prior to the public comment period.

9:45 **B. Review Communities in Motion 2050 Vision** **Carl Miller**
Page 43 *Carl Miller will review the Communities in Motion 2050 Vision development.*

10:05 **C. Review COMPASS Data Bike Pilot Report** **Braden Cervetti**
Page 44 *Braden Cervetti will review the COMPASS data bike pilot deployment and next steps.*

10:20 **D. Review the COMPASS Complete Network Policy** **Carl Miller**
Page 45 *Carl Miller and the RTAC subcommittee will review the COMPASS Complete Network policy.*

VI. STATUS REPORTS (INFORMATION ONLY)

Page 46 ***A. RTAC Agenda Worksheet**

Page 52 ***B. Obligation Report**

VII. OTHER:

Next Meeting: June 23, 2021, RTAC Meeting

VIII. ADJOURNMENT (10:45)

***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.

\\cpa-file01\Shared\FY21\800 System Maintenance\820 Committee Support\RTAC\2021 Packets\5-2021\Agenda_5262021.docx

**REGIONAL TRANSPORTATION ADVISORY COMMITTEE
APRIL 28, 2021
ZOOM CONFERENCE CALL**

****MINUTES****

ATTENDEES:

Drew Alexander, Boise State University, via telephone
Nichoel Baird Spencer, City of Eagle, via telephone
Jeff Barnes, City of Nampa, via telephone
Lee Belt, City of Greenleaf, via telephone
Clair Bowman, City of Nampa, via telephone
Bre Brush, City of Boise, via telephone
Al Christy, City of Meridian, via telephone
Jayme Coonce, Idaho Transportation Department, via telephone
Karen Gallagher, City of Boise, via telephone
Doug Hanson for Jace Hellman, City of Kuna, via telephone
Ryan Head, Ada County Highway District, via telephone
Caleb Hood, City of Meridian, via telephone
Stephen Hunt, Valley Regional Transit, via telephone
Liisa Itkonen, COMPASS, Ex. Officio, via telephone
Tom Laws, Ada County Highway District, via telephone
Angela Lively, City of Caldwell, via telephone
Brian McClure, City of Meridian, via telephone
Robb MacDonald, City of Caldwell, via telephone
Brent Moore, Ada County Development Services, **Vice Chair**, via telephone
Lenny Riccio, Canyon Highway District No. 4, **Chair**, via telephone
Michael Toole, Department of Environmental Quality, via telephone

MEMBERS ABSENT:

Rodney Ashby, City of Nampa
Gordon Bates, Golden Gate Highway District #3
Jason Boal, Ada County
Becky Crofts, City of Middleton
Kate Dahl, Canyon County Development Services
Lara Disney, Public Participation Workgroup
Tom Ferch, Ada County Highway District
Rob Howarth, Central District Health, Ex. Officio
Angie Lee, City of Parma
Dan Lister, Canyon County Development Services
Andrew Mitzel, Office of the Governor
Shawn Nickel, City of Star
Patricia Nilsson, Canyon County Development Services
Darrell Romine, City of Melba
Jenah Thornborrow, City of Garden City
Bill Vaughan, City of Eagle

OTHERS PRESENT: Cecilia Arritola, ITD, via telephone
Braden Cervetti, COMPASS, via telephone
Julie DeLorenzo, ITD, via telephone
Tevrin Fuller, COMPASS, via telephone
Rachel Haukkala, COMPASS, via telephone
Destinie Hart, COMPASS, via telephone
Lila Klopfenstein, COMPASS, via telephone
Caleb Lakey, ITD, via telephone
Amy Luft, COMPASS, via telephone
Carl Miller, COMPASS, via telephone
Hunter Mulhall, COMPASS, via telephone
Mitch Skiles, COMPASS, via telephone
Matt Stoll, COMPASS, via telephone
Toni Tisdale, COMPASS, via telephone
Hailey Townsend, COMPASS, via telephone

CALL TO ORDER:

Chair Lenny Riccio called the meeting to order at 8:33 a.m.

OPEN DISCUSSION/ANNOUNCEMENTS

None.

CONSENT AGENDA

A. Approve March 17, 2021, RTAC Meeting Minutes

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

ACTION ITEMS

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

Hunter Mulhall introduced the draft CIM 2050 Performance measures and requested volunteers for an RTAC subcommittee to review and set targets for the proposed measures.

After discussion, **the following members volunteered for the RTAC subcommittee to review and set targets for the proposed measures:**

- **Brian McClure**
- **Brent Moore**
- **Tom Laws**
- **Karen Gallagher**
- **Angela Lively**
- **Jeff Barnes**
- **Stephen Hunt**

B. Approve Transportation Management Area (TMA) Balancing

Toni Tisdale reviewed balancing actions for the TMA funding programs to include new funding through the FY2021 Highway Infrastructure Program and FY2021 Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA).

After discussion, **Clair Bowman moved and Stephen Hunt seconded to approve balancing action, Option 4, to balance the overall Surface Transportation Block Group (STBG)-TMA and Transportation Alternatives Program (TAP)-TMA programs, as modified to reduce STBG-TMA formula funding for the Ada County Highway District (ACHD) Five Mile Overpass project by \$529,000, add the City of Meridian Rail with Trail project for \$529,000 using CRRSAA funds, and exchange \$529,000 in CRRSAA funds for STBG-TMA funds for the VRT rolling stock project. Motion passed unanimously.**

INFORMATION/DISCUSSION ITEMS

A. Review Initial "All Aboard!" Survey Results

Rachel Haukkala reviewed the results of the "All Aboard" public survey on high-capacity transit and discussed next steps.

B. Review Outcomes of RTAC Performance Measure Review Subcommittee Meetings

Hunter Mulhall reviewed the outcomes of the RTAC performance measure subcommittee meetings to improve safety and pathway measures.

C. Review Resilience Intern's Report for CIM 2050

Lila Klopfenstein reviewed "resilience" as it relates to CIM 2050 and its relevance in the Treasure Valley.

D. Overview of Research on Surface Transportation Block Grant Small Urban Funds

Clair Bowman and Toni Tisdale provided an overview of recent research on the STBG-Urban funding. This item will be brought to the COMPASS Board of Directors at a future meeting.

E. Review Draft Allocation of House Bill 308 (Memo Only)

A review of draft allocations of the FY2021 House Bill 308 was provided as a memo item.

Next Meeting: May 26, 2021

ADJOURNMENT

Clair Bowman moved and Caleb Hood seconded adjournment at 10:39 a.m. Motion passed unanimously.

\\cpa-file01\Shared\FY21\800 System Maintenance\820 Committee Support\RTAC\2021 Minutes\Unsigned\minutes4282021.docx

Topic: End-of-Year and Redistribution Program Priorities

Request/Recommendation:

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

Background/Summary:

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

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

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

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

Priorities:

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

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

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

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

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

COMPASS staff will present needs in the Nampa Urbanized Area to the Urban Balancing Committee on July 8, 2021, for additional prioritization statewide.

Next Steps:

- June 21, 2021 – COMPASS staff will request COMPASS Board of Directors approval of the priority list for the End-of-Year and Redistribution Program for the STBG-TMA, STBG-Urban, and TAP-TMA programs
- July 8, 2021 – Urban Balancing Committee determines priorities for small urban areas
- Mid-August 2021 – Idaho Transportation Board approves priorities statewide
- Mid-September 2021 – ITD staff will notify COMPASS of available funds and actions taken

Implication (policy and/or financial):

Approval of End-of-Year and Redistribution Program priorities by the COMPASS Board of Directors makes the project eligible for obligation of funds, if funding becomes available. COMPASS policy allows all actions related to approved priorities to occur via administrative modification, which will occur in September 2021.

More Information:

- 1) Attachment 1: Draft COMPASS FY2021 End-of-Year and Redistribution Program Priorities
- 2) Attachment 2: Member Agency Requests
- 3) For detailed information contact: Toni Tisdale, Principal Planner, at 208/475-2238 or ttisdale@compassidaho.org.

COMPASS FY2021 End-of-Year and Redistribution Program Priorities
Staff Draft May 26, 2021

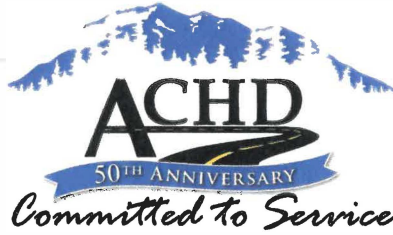
Priority	Key Number	Project	Sponsor	Current Program	Phase/ Amount Needed	Comments
Overall						
1	Increase all program obligation authority to 100% of allocation. (STBG-TMA \$1,378,891; STBG-Urban- \$1,002,000; TAP-TMA - \$56,305)					
Boise Urbanized Area (TMA) (STBG and TAP)						
1	20129	Capital Maintenance, Phase 2, Boise Area - FY2021	ACHD	STBG-TMA	CN/\$473,000	To cover original cost of project. Short due to obligation authority limitation. Funded in FY2022 through Advance Construction.
2	20091	Capital Maintenance, Phase 3, Boise Area - FY2019	ACHD	STBG-TMA	CC/\$23,000	Needs additional construction inspection funds due to new materials testing requirements.
2	19887	Capital Maintenance, Phase 2, Boise Area - FY2020	ACHD	STBG-TMA	CC/\$60,000	Needs additional construction inspection funds due to new materials testing requirements.
2	19847	Capital Maintenance, Phase 3, Boise Area - FY2020	ACHD	STBG-TMA	CC/\$17,000	Needs additional construction inspection funds due to new materials testing requirements.
2	20129	Capital Maintenance, Phase 2, Boise Area - FY2021	ACHD	STBG-TMA	CE/\$127,000 CN/\$901,000	Needs additional construction funds to cover current engineer's estimate.
3	20729	Commuteride, ACHD - FY2022	ACHD	STBG-TMA	CN/\$220,000	Advance construction project for early start.
4	20122	Pavement Preservation and ADA, Phase 2, Boise Area - FY2022	ACHD	STBG-TMA	RW/\$10,000	Needs right-of-way funds to cover new design standards.
5	19465	Pavement Preservation and ADA, Phase 1, Boise Area - FY2022	ACHD	STBG-TMA	PC/\$180,000	Needs additional design to cover new design standards.
5	20259	Roadway and ADA Improvements, Part 1, Boise Area - FY2023	ACHD	STBG-TMA	PC/\$300,000	Needs additional design to cover new design standards.
5	20841	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	Eagle	STBG-TMA / TAP-TMA	PC/\$80,000	Needs additional PC
6	19920	COMPASS Planning - FY2022	COMPASS	STBG-TMA	PC/\$232,000	Advance planning project for early start.
7C	20006	Pavement Preservation and ADA, Phase 3, Boise Area - FY2022	ACHD	Local	PC/\$75,000	Convert local to federal for design costs.
7C	23095	Five Mile Road Overpass and Widening, NEPA, Boise	ACHD	Local	PC/\$1,550,000	Convert local to federal for design. Scored #3 in recent ranking process. (Partially funded in FY2022)
Nampa Urbanized Area (Urban) (STBG)						
3	20260	Commuteride, ACHD - FY2022 (Canyon County)	ACHD	STBG-U	CN/\$55,000	Advance construction project for early start.
5	22438	Cherry Lane, 11th Avenue North to Idaho Center Boulevard, Nampa	Nampa	STBG-U	PE/\$5,000 PC/\$128,000 PL/\$38,000	Advance design, currently budgeted in FY2023.

Priority	Key Number	Project	Sponsor	Current Program	Phase/ Amount Needed	Comments
5	23025	Pathway, Grimes City Pathway Extension, Nampa	Nampa	STBG-U	PE/\$1,000 PC/\$66,000 PL/\$10,000	Advance design, currently budgeted in PD and recommended in FY2023 in the Update.
6	19920	COMPASS Planning – FY2022	COMPASS	STBG-U	PC/\$99,000	Advance planning project for early start.

Acronym Key:

ACHD = Ada County Highway District
 ADA = Americans with Disabilities Act
 CN = Construction
 COMPASS = Community Planning Association
 CPA = Community Planning Association (combined key number)
 FY = Fiscal Year
 PE = Preliminary Engineering (ITD's design review)
 PC = Preliminary Engineering Consultant (consultant services for design)
 PL = Preliminary Engineering (LHTAC oversight)
 RW = Right-of-Way
 STBG-TMA = Surface Transportation Block Grant – Transportation Management Area (Boise Urbanized Area)
 STBG-U = Surface Transportation Block Grant – Urban (Nampa Urbanized Area)
 TAP-TMA = Transportation Alternatives Program – Transportation Management Area (Boise Urbanized Area)

T:\FY21\600 Projects\685 TIP\FY2127TIP\COMPASS FY2021 End of Year Needs.docx



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

May 6, 2021

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

Dear Mr. Stoll: *MATT*

ACHD would like to request a total of \$100,000 in additional federal funds to cover the increased CC costs for KN 19887, KN 19847 and KN 20091. Several items have increased the cost of the current Construction Engineering & Inspection (CC) Services agreement. The most significant change is the new Section 405 requirement that places more of the asphalt testing responsibility on the owner (ACHD), rather than the contractor. This change has led to more asphalt testing and the need to outsource some of the testing work. Even without the increases caused by the Section 405 changes, a recent review of the project has identified a shortage of CC funds to cover the actual cost of the CC Services agreement and ACHD's staff time.

ACHD would like to request a total increase of \$100,000 in the CC budget for the three projects.

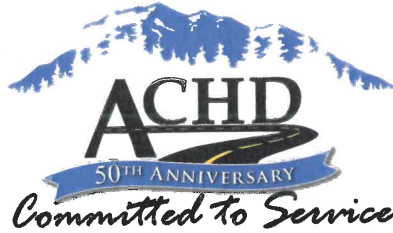
Please distribute funds within the three projects like this:

- KN 19887 – CC - \$120,241 + \$60,000 = \$180,241 (60% of increase)
- KN 19847 – CC - \$33,907 + \$17,000 = \$50,907 (17% of increase)
- KN 20091 – CC - \$45,312 + \$23,000 = \$68,312 (23% of increase)

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

Sincerely,

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



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

March 17, 2021

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

Dear Mr. Stoll: 

ACHD would like to request additional STBG/TMA funds for the FY2021 Capital Maintenance Phase II project (KN 20129). KN 20129 is currently programmed and funded as a \$2,121,000 STBG-TMA construction project. The segments that were selected for this project are:

- Warm Springs Avenue, Starcrest Drive to Starview Drive and from Glacier Drive to State Highway 21
- Edna Street, Five Mile Road to Patton Avenue

ACHD would like to request \$1,028,000 in STBG/TMA funds to cover an increase in the estimated construction costs for the project. The planning level pavement treatment called for a mill and inlay treatment. The pavement treatment recommended by the geotechnical report for the Edna Street segment calls for the removal and replacement of the roadway section and repaving with a 5" layer of asphalt. This more significant pavement treatment increased the cost of the construction.

Please distribute available STBG-TMA funds within the project like this:

CN - \$1,845,000 + \$901,000 = \$2,746,000
CE - \$276,000 + \$127,000 = \$403,000

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

Sincerely,



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



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

December 21, 2020
Matt Stoll, Executive Director
COMPASS
700 NE 2nd Street, Suite 200
Meridian, ID 83642

Dear Mr. Stoll: *MATT*

ACHD would like to request additional STP/TMA funds for the FY2022 Pavement Preservation Phase II project (KN 20122). The segment that was selected for this project is Collister Dr., between Quail Ridge Dr. and the terminating cul-de-sac at the north end of the street.

During project development, the residents of Collister Dr. requested that the deteriorated sidewalks be repaired. The design team determined that the sidewalks require full replacement to meet ADA standards. Temporary easements and rights of entry are needed during construction to facilitate sod repairs, sprinkler work, and to tie in some of the existing driveways.

KN 20122 is currently programmed without any right-of-way funds. ACHD would like to request \$10,000 in STP/TMA funds to cover the costs associated with constructing new sidewalks on this segment of Collister Dr.

Please distribute funds within the project like this:

LP - \$0 + \$10,000 = \$10,000

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

Sincerely,

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



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

March 23, 2021
Matt Stoll, Executive Director
COMPASS
700 NE 2nd Street, Suite 200
Meridian, ID 83642

Dear Mr Stoll:

ACHD would like to request additional STBG/TMA funds for the FY2022 Pavement Preservation and ADA, Phase 1 project (KN 19465). With direction from the ACHD Commission, staff are taking an integrated maintenance approach to all road projects with an emphasis on accessibility. For KN19465, the additional work requires an increase in the design budget of the project, and related construction budget. The increased design work addresses existing sidewalks with accessibility issues, eliminating sidewalk gaps, and making pedestrian crossing improvements. The pedestrian crossing improvements include adding bulb outs, a Pedestrian Hybrid Beacon (PHB), and relocating signal poles to allow for directional ADA ramps and Accessible Pedestrian Signals (APS). In addition, public outreach will be performed to improve the final design.

To help offset the increase in design and construction costs ACHD has chosen to remove the following segments:

- Pond Street, Targee Street to Hillcrest Drive
- Wainwright Drive, Eagle Road to Borego Way
- 26th Street, from State Street to Heron Street

KN 19465 is currently programmed and obligated as a \$524,000 STBG-TMA design project. ACHD requests \$180,000 in STBG/TMA funds to cover the increase in the estimated design costs. In addition, based on the increased scope of the project, ACHD will be increasing the FY2022 construction budget of \$5,427,000 STBG-TMA funds by \$500,000. This increase in construction costs will be refined as the design work is completed.

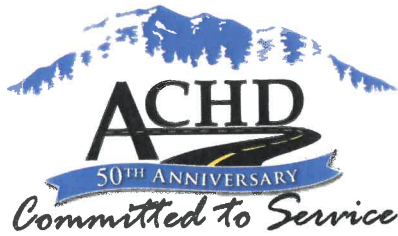
Please distribute funds within the project like this:

PC - \$524,000 + \$180,000 = \$704,000
CE - \$708,000 + \$65,000 - \$773,000
CN - \$4,719,000 + \$435,000 = \$5,154,000

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

Sincerely,

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



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

March 23, 2021
Matt Stoll, Executive Director
COMPASS
700 NE 2nd Street, Suite 200
Meridian, ID 83642

Dear Mr Stoll:

ACHD would like to request additional STBG/TMA funds for the FY2023 Roadway and ADA Improvements, Part 1 project (KN 20259). With direction from the ACHD Commission, staff are taking an integrated maintenance approach to all road projects with an emphasis on accessibility. For KN 20259, the additional work requires an increase in the design budget of the project. The increased design work addresses existing sidewalks with accessibility issues, eliminating sidewalk gaps, and making pedestrian crossing improvements. In addition, public outreach may be performed to improve the final design.

The project will include the following segments:

- Allumbaugh Street, Franklin Road to Fairmont Street
- Cole Road, Ustick Road to Mountain View Drive
- Edgewood Road, Harvey Street to Floating Feather Road
- Goldenrod Avenue, western terminus to Cloverdale Road
- McDermott Road, McMillan Road to Chinden Boulevard
- Orchard Street, Emerald Street to Fairview Avenue
- Orchard Street, Fairview Avenue to Chinden Boulevard

KN 20259 is currently programmed and obligated as a \$518,000 STBG-TMA design project. ACHD requests \$300,000 in additional STBG/TMA funds to cover the increase in the estimated design costs.

Please distribute funds within the project like this:

PC - \$518,000 + \$300,000 = \$818,000

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

Sincerely,

Dyan Bwins for

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



City of Eagle

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

Jason Pierce
Mayor

Council Members:
Charlie Baun
Melissa Gindlesperger
Brad Pike
Kenny Pittman

Via e-mail, Hard Copy to Follow

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

March 22, 2021

RE: Key # 20841/Request for additional funding

Dear Director Stoll,

On behalf of the City of Eagle, I would like to request that Key#20841- Eagle Road Pedestrian and Bike Bridge be considered for additional funding for both engineering/design in fiscal year 2021 & 2022 as well as construction in fiscal year 2023.

At the commencement of this project, it was thought the design phase would be 1-year but as we got into the project the hydraulics and floodway issues have extended design to two and a half years. In April of 2020, the Phase 2 Design professional services agreement was negotiated and scoped for \$383,422. Since engaging in this work, the consultant in consultation with ITD has identified additional engineering work to be completed. The City requests an additional \$80,000 to complete the supplemental engineering and design, as well as the required survey work for the project staging areas. The City is currently under contract for the engineering and design services and can commit to the immediate use and expenditure of the additional funds.

Additionally, with new federal funding coming from CRSSAA, the potential increase in federal HIP authorization, and year end sweeps the City would request that additional construction funds be allocated to fiscal year 2023 for construction of the Eagle Pedestrian/Bike Bridge. The latest construction estimate (November 2020) for the project is \$3.18M, oppose to the previous estimate of \$2.14M. The City continues to be dedicated to the construction of this project and has set aside over \$1M in local dollars, has received \$500,000 in TAP-Statewide funding, and will continues to set aside funds over the next two fiscal years for construction, but the cost of construction has escalated as the complexity of the project has changed over time. The City request as much funding as possible be directed to construction in fiscal year 2023, preferably a minimum of \$1.1M to offset the increases in construction costs to date.

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

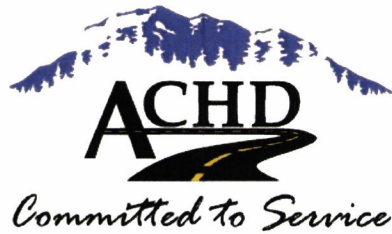
If you have any questions or concerns please feel free to contact our City representative, Nichoel Baird Spencer at 939-0227 or by email at nbaird@cityofeagle.org. Thank you for your consideration.

Sincerely



Jason Pierce
Mayor

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



Rebecca W. Arnold, President
Mary May, 1st Vice-President
Sara M. Baker, 2nd Vice-President
Jim D. Hansen, Commissioner
Kent Goldthorpe, Commissioner

April 18, 2019

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

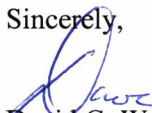
Dear Mr. ^{Matt}Stoll:

ACHD would like to increase the budgeted design cost for all future “Capital Maintenance, Local” projects from \$55,000 to \$80,000. Actual costs for contractors to perform required federal environmental review and a Geotech reports is higher than previously estimated. In addition, design costs are context-sensitive and the higher estimate reflects an average design cost for a typical road segment.

ACHD would also like to request that COMPASS place all Capital Maintenance, Local projects in the Transportation Improvement Program (TIP) on the federal funding needs list. The strategy behind the Capital Maintenance Local projects concept is to capture available federal funding, including funding in future years.

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

Sincerely,


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

RTAC AGENDA ITEM IV-B

Date: May 26, 2021

Topic: Locally Favored High-Capacity Transit Option

Request/Recommendation:

COMPASS staff requests Regional Transportation Advisory Committee (RTAC) recommendation for COMPASS Board of Directors' approval of the locally favored high-capacity transit option for alignment and mode.

Background/Summary:

COMPASS conducted a survey about potential future high-capacity transit options earlier this year. Initial survey results were shared in the RTAC meeting on March 17, 2021, and the COMPASS Board of Directors on April 19, 2021, and are linked below. Based on the survey results, COMPASS staff and the Public Transportation Workgroup identified the high-capacity transit alignment and mode that best fits the public's preferences, which is referred to as the locally favored option. The proposed locally favored option was shared with the COMPASS Board of Directors on April 19, 2021, and in the RTAC meeting on April 28, 2021. A summary of that presentation is attached. The proposed option is regional rail on the Boise Cutoff railroad corridor. Regional rail is a hybrid between commuter rail and light rail, using commuter rail technology with service more similar to light rail, providing service throughout the day with more stations than commuter rail.

The locally favored option will be reflected in multiple parts of *Communities in Motion 2050* (CIM 2050), including the CIM 2050 Vision and the overall public transportation system for 2050.

Implication (policy and/or financial):

The decision about the locally favored high-capacity transit alignment and mode allows the CIM 2050 Vision to be finalized and the dependent planning to move forward.

More Information:

- 1) Link to survey results:
<https://www.compassidaho.org/documents/prodserve/CIM2050/Input/AllAboardResults.pdf>
- 2) Link to all open-ended comments:
www.compassidaho.org/documents/prodserve/CIM2050/Input/All_Aboard_OpenEndedComments.pdf
- 3) Attachment: Summary of high-capacity transit mode and alignment analysis
- 4) For questions contact Rachel Haukkala at rhaukkala@compassidaho.org.

Key features	Alignments				Modes				NEW
	Fairview/Cherry	Boise Cutoff*	Franklin	Interstate 84	Light rail	Commuter rail	BRT Exclusive	BRT Mixed traffic	Regional Rail*
Invest in quality system for success									
Ample and well-placed stops for access**									**
Separation**									**
Flexibility in route changes									
Flexibility in capacity increase									
Destinations									

*Recommendation for "locally favored" option

**Most important factors based on survey results and constraints

Best
Middle
Lower Middle
Worst

RTAC AGENDA ITEM IV-C

Date: May 26, 2021

Topic: Fiscal Impact Analysis Use Policy

Request/Recommendation:

COMPASS staff seeks recommendation of Board of Directors' approval of the fiscal impact tool (FIT) use policy.

Summary:

Fiscal impact analyses estimate public revenues and expenditures associated with development proposals and land use scenarios. In July 2019, RTAC established a fiscal impact subcommittee to oversee the work to develop a regional FIT. The FIT was developed under contract with TischlerBise, Inc.

The FIT shows difference in revenues and costs by type of land use and geographic area. The tool determines revenues by considering tax rates and calculates fees based on land use "prototypes" for residential and non-residential development and representative real estate values. In addition, it computes the impact of new development on public capital and operating expenses of public education (K-12), public safety and emergency services, public parks, and more.

The FIT was developed in two phases. The first phase focused on regional impacts and was used by COMPASS to evaluate different transportation and growth scenarios for a *Communities in Motion 2050* public involvement survey in summer 2020. The second phase was designed to allow for more local analyses, and included additional geographic sensitivity, more land use "prototypes," and more marginal cost analyses.

COMPASS and Tischler Bise, Inc. reviewed the FIT and FIT use policy with the Fiscal Impact Subcommittee on May 11, 2021. COMPASS will be hosting a public education series presentation on the FIT June 8, 2021, with additional training for member agencies shortly thereafter. This fall, COMPASS will conduct stakeholder outreach to planning and zoning commissions, developer groups, neighborhood groups, and more.

The FIT use policy (attached) will establish how and when COMPASS will use the FIT as a member service. This policy identifies the analysis triggers for applying the FIT and establishes how COMPASS will report results. It also establishes a web-based interface for COMPASS member agencies to use the FIT. COMPASS seeks RTAC recommendation of COMPASS Board of Directors' approval of the FIT use policy.

More Information:

- 1) Attachment: Fiscal Impact Tool Use Policy
- 2) For more information contact Carl Miller at cmiller@compassidaho.org.

CM: t:\fy21\600 projects\661 cim\7. performance management\fiscal impact\rtac_fiscalimpact_may2021.docx

POLICY STATEMENT

No. Board 2021-XX

Adopted: DATE, 2021

By: COMPASS Board of Directors

Last Revised: NA

COMPASS Fiscal Impact Tool Use Policy

1. Background

The Treasure Valley has experienced considerable growth over the last several decades and more growth is anticipated. Growth brings about potential revenues in property taxes and development fees, but obligates public agencies to provide infrastructure and services. COMPASS has developed a fiscal impact tool (FIT) to better estimate expected revenues and costs to local governments as a result of new development so that decision-makers can better manage growth.

The FIT software is proprietary; thus, the tool itself will not be shared with the public. However, the inputs and methodology of the tool are provided in the COMPASS FIT report on the COMPASS website at: www.compassidaho.org/prodserv/fiscalimpact.htm. Contact COMPASS staff for additional information.

2. COMPASS Fiscal Impact Tool Use

The FIT was developed as a resource for member agencies to support local decision-making. COMPASS will run analyses for member agencies for large-scale development proposals including subdivisions, annexations, rezones, scenario planning, comprehensive plan changes, and other member agency requests, based on the triggers listed on the following page.

Proposals or other requests not meeting these thresholds may be reviewed for approval upon written request by a COMPASS Board member to the COMPASS Executive Director or as requested by the COMPASS Executive Director.

COMPASS member agencies may opt out of receiving fiscal impact reports, either in general or for specific development applications, via written request by a COMPASS Regional Transportation Advisory Committee member and submitted to the COMPASS Executive Director.

Fiscal Impact Tool Use Triggers

Application Type	Trigger	Reporting
Subdivision	Receipt of a development application for 50 residential units or more	COMPASS Development Checklist
	Receipt of a development application for 100,000 square feet or more of retail or office or 250,000 square feet or more of industrial space or Any combination of residential units or retail, office, or industrial space that generates the same equivalent trips as 100,000 square feet or more of retail	COMPASS Development Checklist
	Receipt of a development application for any application that generates the same equivalent daily trips as 100,000 square feet or more of retail	COMPASS Development Checklist
Annexation and/or Rezones	Upon Request	As negotiated by COMPASS and recipient
Scenario Planning	Upon Request	As negotiated by COMPASS and recipient
Comprehensive Plan Updates	Upon Request	As negotiated by COMPASS and recipient

COMPASS staff will determine the amount of residential and non-residential development in the evaluation. It is imperative that requestors provide clear and accurate information in development proposals to ensure highest quality results.

3. Reporting

COMPASS will report FIT results for subdivisions, annexations, and rezones via the COMPASS Development Checklist. An example of the FIT report is shown on the following page.

Fiscal Impact Analysis

The purpose of the fiscal impact analysis is to better estimate expected revenues and costs to local governments as a result of new development so that the public, stakeholders, and the decision-makers can better manage growth. Capital and operating expenditures are determined by various factors that determine service and infrastructure needs, including persons per household, student generation rates, lot sizes, street frontages, vehicle trip and trip adjustment factors, average trip lengths, construction values, income, discretionary spending, and employment densities.

Capital costs, projected in the model reflect the potential cost to serve new growth, regardless of whether the resources are available to cover the costs and assumes that the jurisdiction will continue to balance their annual budgets considering financial guidelines and policies, applicable operating impacts, and available resources.

The COMPASS Development Checklist considers the level of fiscal benefits, how many public agencies benefit or are burdened by additional growth, and how long the proposal will take to achieve a fiscal break-even point, if at all. More information about the COMPASS Fiscal Impact Tool is available at: www.compassidaho.org/prodserv/fiscalimpact.htm

Overall Net Fiscal Impact

Net Fiscal Impact, by Agency

City 

Highway District 

Break Even: 12 Years

EXAMPLE

County 

School District 

Fiscal Impact Analysis Report included with the COMPASS Development Checklist

Oversight

The COMPASS Regional Transportation Advisory Committee will oversee the FIT input data assumptions and outputs on a periodic basis to recommend improvements to the process and tool.

4. COMPASS Member Agency Use

COMPASS has developed a web-based interface to enable COMPASS member agencies to use the FIT tool themselves while ensuring integrity of the mechanics and outputs. COMPASS will host periodic trainings to enable member agency personnel to participate; this training is required for each individual prior to receiving access to the online tool. All official analyses and reporting shall be provided by COMPASS; results from the web-based FIT are not official results and should not be published to maintain consistency in reporting. COMPASS will conduct fiscal impact analysis based on official triggers or upon approved written requests.

Web-based FIT Interface

The web-based graphical interface enables COMPASS member agencies to use the FIT without the obligations of maintaining the data inputs or other updates. The web-based tool can be accessed at:

www.compassidaho.org/prodserv/fiscalimpact.htm

Conditions for Release

The FIT is proprietary property of COMPASS and Tischler Bise, Inc. COMPASS member agencies using the web-based FIT interface shall agree to the conditions of release described herein:

1. The recipient designee agrees to abide by all copyright use restrictions of the FIT by Tischler Bise, Inc.
2. The recipient will not distribute the FIT or any trade secret information related to fiscal analysis, to any party without the express written permission of COMPASS and Tischler Bise, Inc.
3. To the extent permitted by law, the recipient shall indemnify and hold harmless COMPASS, its officers, employees, and agents against any and all claims, damages, liability and court awards, including all costs, expenses, and attorney's fees, incurred as a result of the recipient's use.

5. Disclaimer

The FIT is a guide and approximation of the fiscal impact of development. It should not be used as an absolute decision-making tool, but as an additional data point in the development review process to help communities understand site-specific fiscal impacts and evaluate how land use changes cumulatively impact the long-term fiscal sustainability of the community. Changing economic conditions, housing values, and development schedules could impact the results of the analysis.

\\cpa.local\dfs\shared\fy21\600 projects\661 cim\7. performance management\fiscal impact\protocol\compass fiscal impact tool policy.docx

Fiscal Impact Tool (FIT)
Phase II - Community Level Analysis



COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho



Tischler Bise
FISCAL | ECONOMIC | PLANNING

Developer: Colin McAweeney
999 W Main Street #100
Boise, ID 83702
(301) 320-6900
www.tischlerbise.com

RTAC AGENDA ITEM IV-D

Date: May 26, 2021

Topic: Amendment to the FY2021-2027 Regional Transportation Improvement Programs (TIP)

Request/Recommendation:

COMPASS staff seeks Regional Transportation Advisory Committee recommendation of COMPASS Board of Directors' adoption of Resolution X-2021 (Attachment 1) amending the FY2021-2027 TIP.

Background/Summary:

COMPASS Policy 2020-01, COMPASS Regional Transportation Improvement Program (TIP) Amendments and Board Administrative Modifications, requires COMPASS Board of Directors' approval under the following situations and public involvement on the marked criteria:

No.	Criteria	Public Involvement
1	Add new project	X
2	Remove project	X
3	Significant 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	
6	Transfer funding from the Federal Highway Administration (FHWA) to the Federal Transit Administration (FTA) or vice versa	
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.	
8	Conversion of funds from local to federal using limitations in #7	

A summary of the action in Amendment #6 is provided below, including a reference to the criteria number requiring an amendment from the table above. Financial details are provided in the resolution.

The Idaho Transportation Department (ITD) requests to change the scope of a culvert replacement project on US 20/26 (Chinden Boulevard) near Northside Boulevard and Prescott Lane in Canyon County. Originally, two culverts were to be replaced; however, the work cannot be completed within existing right-of-way, making this a more complex project than originally anticipated. Therefore, ITD is requesting to change the project scope to remove the two culvert replacements and instead repair six culverts on US 20/26 between Knott Lane and CanAda Road in Canyon County and one culvert on State Highway 44 (State Street) near Cemetery Road in the City of Middleton to preserve the infrastructure. The project cost will not change. (TIP amendment criteria #3)

The two culverts in the original scope will be budgeted for replacement in the future.

A public comment period on the proposed change was held May 3 through May 17, 2021. Verbatim comments are provided in Attachment 2. Thirteen comments were received. Staff does not recommend changes based on public comment.

A summary of the action in the Board Administrative Modification #1 is provided below, including a reference to the criteria number requiring an amendment from the table above.

During the February Milestone Report update, staff found a discrepancy on a public transportation project for rural vehicle replacements sponsored by Treasure Valley Transit in FY2021. After researching the issue, it was determined there was not a change to the project, but that the amount was entered incorrectly in the TIP. The dollar amount needs to be changed to correct the error. However, since the change to the amount shown in the TIP to correct the error is a nearly 200% increase, Board approval is needed. No public comment is necessary for this action. (TIP amendment criteria #7)

COMPASS staff will seek COMPASS Board of Directors' adoption of Resolution X-2021 on June 21, 2021.

Implication (policy and/or financial):

This amendment will change the scope of one project and increase one project in FY2021 in the FY2021-2027 TIP to allow funds to be ready for immediate obligation.

More Information:

- 1) Attachment 1: Resolution X-2021
- 2) Attachment 2: Verbatim Public Comments
- 3) For detailed information contact: Toni Tisdale, Principal Planner, at ttisdale@compassidaho.org.

TT: T:\FY21\600 Projects\685 TIP\FY2127TIP\Amend\Amend6\210526mmoRTACTIPamend6.docx

RESOLUTION NO. X-2021

**FOR THE PURPOSE OF AMENDING THE FY2021-2027
REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM**

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

WHEREAS, the Fixing America's Surface Transportation (FAST) Act, Title 23 United States Code Section 134, and Title 49 United States Code Section 5303 requires metropolitan planning organizations to develop and approve a Transportation Improvement Program;

WHEREAS, the FAST Act, Title 23 United States Code Section 134, and Title 49 United States Code Section 5303 require projects contained in the Transportation Improvement Program to be financially constrained;

WHEREAS, the FAST Act, Title 23 United States Code Section 134, and Title 49 United States Code Section 5303 requires Transportation Improvement Programs be developed and amended in consultation with all interested parties;

WHEREAS, a public comment period was held between May 3 and 17, 2021, and comments were shared with the COMPASS Board of Directors for consideration;

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

WHEREAS, the Community Planning Association of Southwest Idaho developed this amendment to the FY2021-2027 Regional Transportation Improvement Programs in compliance with all applicable state and federal regulations; and

WHEREAS, the attached table details the amendment to FY2021-2027 Regional Transportation Improvement Program.

NOW, THEREFORE, BE IT RESOLVED, that the Community Planning Association of Southwest Idaho's Executive Committee approves the amendment to the FY2021-2027 Regional Transportation Improvement Program.

ADOPTED this 21st day of June 2021.

By: _____
Garret Nancolas, Chair
Community Planning Association
of Southwest Idaho Board of Directors

ATTEST:

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

T:\FY21\900 Operations\Board\2021 Resolutions\Resolution X-2021.docx

COMPASS Amendment #6 for the
FY2021-2027 Regional Transportation Improvement Program (TIP)

Idaho Transportation Department April 12, 2021

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PC	RW	UT	CE	CN	SUM
22258	US 20/26 and SH-44, Culvert Replacements Repair, Canyon County	2021					23	237	260
	Funding Source: State	2022							0
		2023							0
	Update and replace deficient culverts on US 20/26 between Knott Road and Northside Boulevard (milepost 28.975) and east of Prescott Road (milepost 30.862) Clean and line six culverts on US 20/26 (Chinden Boulevard) near Knott Lane, Northside Road, Madison Road, Prescott Lane (2), and CanAda Road in Canyon County; and one culvert on State Highway 44 (State Street) near Cemetery Road in the City of Middleton to preserve and maintain the roadway infrastructure. (Federal = \$0)	2024							0
		2025							0
		PD							0
		SUM	0	0	0	0	23	237	260
Change name, locations, and scope. No change to total cost.									

COMPASS Board Administrative Modification #1 for the
FY2021-2027 Regional Transportation Improvement Program (TIP)

Idaho Transportation Department, February 10, 2021

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PC	RW	UT	CE	CN	SUM
20136b	Transit – Vehicle Replacements, Rural Areas, TVT	2021					0	158 473	158 473
	Funding Source: FTA 5339 R	2022							0
		2023							0
	Purchase replacement transit vehicles that are currently operating fixed route and demand response services within rural areas of District 3. Additional details about this program are included in ITD's programming documents. (Federal = \$378,000)	2024							0
		2025							0
		PD							0
		SUM	0	0	0	0	0	158 473	158 473
Correction to the project to match the amounts in ITD's program. The scope did not change, but the TIP had an incorrect amount. (199% increase)									

5339 = Bus and Bus Facilities Program
CE = Construction Engineering
CN = Construction
FTA = Federal Transit Administration
FY = Fiscal Year

ITD = Idaho Transportation Department
PE = Preliminary Engineering
PC = Preliminary Engineering Consultant
R=Rural
RW = Right-of-Way

SH = State Highway
TVT = Treasure Valley Transit
US =United States Highway
UT = Utilities

Public Comments Received (Verbatim)

For amendments to: FY2021-2027 Regional Transportation Improvement Program

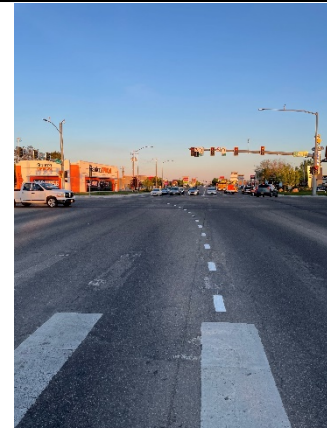
Public Comment Period: May 3 through 17, 2021
Total number of comments received by COMPASS: 13

Topic: Significantly change the scope of an Idaho Transportation Department project to replace two culverts on US 20/26 (Chinden Boulevard) into a preventive maintenance project adding six culverts on Chinden Boulevard and one on State Highway 44 (State Street)

Outreach methods: 3 email blasts; legal notices placed in *Idaho Statesman* and *Idaho Press Tribune*; public comment information posted to COMPASS website and social media channels

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code (City) Name Affiliation	Format
ITD, Why would you want our comments? You're just like Gov't, you don't listen to us and haven't for the past 10 years. Look at the mess on hwy 55 which I've been commenting on for the past 10 yrs; you didn't listen then and won't now so why bother. Your organization has absolutely no forward planning at all and every time it doesn't happen, you use \$ as an excuse.	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	(Caldwell) Chuck Stadick	Email
Has anyone ever thought about a car pool lane, encourages car pooling and motorcycles. Thank you for your time	Thank you for your comments; they will be shared with the COMPASS Board of Directors. Regarding your question, yes, carpool lanes have been discussed for various corridors in the region. However, while carpool lanes, or high-occupancy vehicle lanes, can provide many benefits, they are currently not allowed in Ada or Canyon Counties, per state statute. Removing this restriction is one of the COMPASS Board of Directors' legislative priorities.	(Nampa) Dusty	Email
I am 100% behind any effort to improve our east to west transportation in Boise. I would love to see a light rail from east Boise out to Caldwell. It would ease up the traffic on I-84 tremendously.	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	Kevin Dougherty	Email

<p align="center">Comment</p> <p>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center">Staff Response</p>	<p align="center">Zip Code (City) Name Affiliation</p>	<p align="center">Format</p>
<p>Dear loved ones, It seems to me as this: YES - on preventative, and YES to additional access points for commuters. But NO to the majority of these being solely placed on the Chinden Blvd area. State street corridor is long, even unto Middelton. I am not sure of the numbers, but one maintenance covert on each stretch (Chinden and State St). And a more even divide of additional coverts for each stretch (Chinden and State St). I will let you decide on the comparison of numbers of coverts per stretch, but it had seemed to me as being off in balance. Thank you for your time.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>		<p align="center">Email</p>
<p>Can we get the doted turning lane from karcher heading south turning left onto caldwell boulevard repainted. I see so many drivers start on the outside lane of karcher end up on the inside lane of caldwell boulevard because they turn to early or sharp. Many close calls. It's sad no one can drive without lines any more. Please and thank you.</p> <p>*** Thank you so much. I greatly appreciate you taking care of this. I drive this intersection in a semi 3 times a day.</p>	<p>I forwarded your request to ITD and received this response: In response to this concern, our paint crew was able to adjust their schedule in order to get the intersection of Karcher Rd. and Caldwell Blvd. completed yesterday evening. Please see the attached photo. Thank you for your comment!</p>	<p align="center">(Nampa) Dusty</p>	<p align="center">Email</p>
<p>My 2 comments 1) do it once. Make the culvert changes so they are compatible with the coming road widening projects. 2) fast track this. We are years behind on road improvements. We need to start catching up!</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p align="center">(Middleton) Steve Flora</p>	<p align="center">Email</p>



<p align="center">Comment</p> <p>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center">Staff Response</p>	<p align="center">Zip Code (City) Name Affiliation</p>	<p align="center">Format</p>
<p>I fully support this amendment to the FY2021-2027 Regional Transportation Improvement Program. Completing preventative maintenance work by doing culvert repairs now while other work is already scheduled to be performed will reduce future restrictions to traffic along these corridors. ***</p> <p>I am generally in favor of any fiscally responsible projects that improve traffic flow, safety, road wear, and add more public transportation options. We are woefully behind on public transportation and have been for decades. Yes, change the scope of work at the intersection of State Highway 44 and State Highway 55 to a traditional intersection if studies show that it will improve traffic flow. Additionally, this valley cannot wait 20 more years for a light rail system. In addition to high traffic, low parking, and the safety issues caused by them, our valley is missing out on vast amounts of commerce. Large corporations want to move to areas like the Treasure Valley, but when they review our mass transit system to get their employees to their locations, they find we basically don't have one. We have a subsidized private bussing system that covers about half the routes that it should at this point in our Valley's development. No light rail means no major corporations moving their headquarters here and bringing thousands of high-paying jobs with them. The lack of public transportation also greatly increases the current housing crisis that we face. Without effective public transportation, every adult in this valley must have a car to get where they are going. Having a car becomes a much bigger burden when living in high-density housing as there are parking costs and restrictions involved. Improving our mass transit systems in the short-term will go a long way toward improving both our housing shortage and improve our economic outlook. I don't like taxes anymore than anyone else, which is one reason that I love Idaho. But we must do something in the Treasure Valley to address this mass-transit issue today. If that means a special transportation tax for all Treasure Valley residents, I am for it. I know that our legislature must change laws for that to happen, but it is time for somebody to step up and lead that charge. Thank you for your time.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p> <p>***</p> <p>Thank you for your additional comments, they will also be shared with the COMPASS Board of Directors.</p>		<p align="center">Email</p>

<p align="center">Comment</p> <p>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center">Staff Response</p>	<p align="center">Zip Code (City) Name Affiliation</p>	<p align="center">Format</p>
<p>I am generally in favor of any fiscally responsible projects that improve traffic flow, safety, road wear, and add more public transportation options. We are woefully behind on public transportation and have been for decades. Yes, change the scope of work at the intersection of State Highway 44 and State Highway 55 to a traditional intersection if studies show that it will improve traffic flow. Additionally, this valley cannot wait 20 more years for a light rail system. In addition to high traffic, low parking, and the safety issues caused by them, our valley is missing out on vast amounts of commerce. Large corporations want to move to areas like the Treasure Valley, but when they review our mass transit system to get their employees to their locations, they find we basically don't have one. We have a subsidized private bussing system that covers about half the routes that it should at this point in our Valley's development. No light rail means no major corporations moving their headquarters here and bringing thousands of high-paying jobs with them. The lack of public transportation also greatly increases the current housing crisis that we face. Without effective public transportation, every adult in this valley must have a car to get where they are going. Having a car becomes a much bigger burden when living in high-density housing as there are parking costs and restrictions involved. Improving our mass transit systems in the short-term will go a long way toward improving both our housing shortage and improve our economic outlook. I don't like taxes anymore than anyone else, which is one reason that I love Idaho. But we must do something in the Treasure Valley to address this mass-transit issue today. If that means a special transportation tax for all Treasure Valley residents, I am for it. I know that our legislature must change laws for that to happen, but it is time for somebody to step up and lead that charge. Thank you for your time.</p>			
<p>I'm OK with this</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p align="center">Mac</p>	<p align="center">Email</p>
<p>These look like justified projects to improve traffic and public safety. Full speed ahead. Best Wishes,</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p align="center">Ron</p>	<p align="center">Email</p>
<p>I'm hopeful as a bus passenger and walker that this part of town becomes safer for that population I also feel like in the future there should be a north south route bus that goes to kuna eagle and meridian and a more regular chinden route that more people know about this will help with the transportation and it will be helpful to have it walkable</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p> <p>We did receive your comments submitted on April 8, 2021, about the transit projects on State Street. Thank you. They were provided to the COMPASS Board of</p>	<p align="center">Ian Bott</p>	<p align="center">Email</p>

<p align="center">Comment</p> <p>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center">Staff Response</p>	<p align="center">Zip Code (City) Name Affiliation</p>	<p align="center">Format</p>
<p>walkability is lacking in chinden and I know that because of frequent times at the fairgrounds at memorial stadium at the special Olympics office and riverside hotel at the bowling alley and on the garden city greenbelt thanks for your time I hope to hear from the other statements soon</p>	<p>Directors, and the Board did vote to add the projects to the regional long-range transportation plan and transportation improvement program (budget of federally funded transportation projects). You can find the updated long-range plan here and the updated transportation improvement program here. In addition, you can find all comments submitted in recent public comment periods, as well as results from the survey we conducted earlier this year on high-capacity transit, on the COMPASS website at https://www.compassidaho.org/comm/comments.htm#Comm. If you are looking for additional information, or response from us regarding a question that we missed, please let me know and I'll be happy to get you what you are looking for.</p>		
<p>I support the change of plan to include the two now scheduled into the upcoming upgrade of six more. The only concern is to not delay more than six months as that might lead to destructive deterioration.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>		<p align="center">Email</p>
<p>The proposed amendment to the FY2021-2027 TIP to provide for adding 6 culverts on US20/26 (Chinden Blvd), and adding 1 culvert on State Highway 44 (State St.) is very needed. Both these roads are heavily used, melting snow or heavy rains can cause serious problems. I personally use Chinden Blvd. frequently. It will be much safer for everyone when these needed improvements are made.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors. Just to clarify, the proposed change is to repair seven culverts instead of replacing two. With the change, no new culverts will be added at this time, but the repair will extend the overall life of the existing infrastructure.</p>	<p align="center">83704 (Boise) Betty Brigante</p>	<p align="center">Email</p>
<p>I believe that to address further growth, etc. that the 6 culverts should be added rather than just two.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors. Just to clarify, the proposed change is to repair seven culverts instead of replacing two. With the change, no new culverts will be added at this time, but the repair will extend the overall life of the existing infrastructure.</p>	<p align="center">Gary Martin</p>	<p align="center">Email</p>

t:\fy21\600 projects\685 tip\fy2127tip\amend\amend5\public\public_comments_verbatim.docx

Topic: Draft FY2022-2028 Regional Transportation Improvement Program (TIP) Project List

Request/Recommendation:

This is an information item only.

Background/Summary:

The TIP is a short-term (five-to-seven year) budget of federally funded and regionally significant transportation projects in Ada and Canyon Counties. It is updated annually, with a public involvement period in the summer and approval by the COMPASS Board of Directors in the fall. In preparation for public comment on the draft FY2022-2028 TIP, the draft project list is attached for your review in three formats. The first two include all projects (new, existing, and changed), while the third lists major changes (as compared to the FY2021-2027 TIP) and new projects only.

- Draft FY2022-2028 TIP Detailed Project List - provides funding details and a description of each project.
 - Provided on the COMPASS website under "supplemental information" at <http://www.compassidaho.org/people/rtacmeetings.htm> (69 pages).
- Draft FY2022-2028 TIP Basic Project List (Attachment 1) - provides a summarized version of each project.
- Major Changes List (Attachment 2) - provides a summary of new or removed projects, projects with advanced or delayed construction, and projects with major changes in scope, as compared to the FY2021-2027 TIP.
 - Additional changes may still occur. The Major Changes List will be updated in a red-line format and forwarded to you via email prior to public comment.

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

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

These worksheets are available upon request for a detailed financial review of projects within each program.

Notes:

- Key numbers for new projects are temporary and start with the letters "ORN" (for Office of Transportation Investment reference number). Some ORN numbers are not yet available, and the key number may simply say "new" until an official number is assigned.
- Some projects use local agency key numbers, as they are locally funded and not included in the Idaho Transportation Department's tracking system, but are regionally significant. These key numbers typically start with an alphabetical reference (e.g., RD2016-05).

- When construction for a project is beyond the first five years of the TIP, the year of construction is not always known. In those cases, you will see “PD” (for “preliminary development”) instead of a specific project year. This serves as a placeholder until a project year is known.
- The “TIP Achievement” and “Regionally Significant” sections are not yet updated.

Next Steps:

- June 21, 2021 – Draft FY2022-2028 TIP to COMPASS Board of Directors for review
- **July 16, 2021 – Deadline for member agency comments**
 - Send your comments via email to Toni or Tevrin at the email addresses below
- August 2 through 31, 2021 – Public comment period
- August 12, 2021 – Open house; time and format to be determined
- September 22, 2021 – RTAC recommendation of Board of Directors’ adoption requested on FY2022-FY2028 TIP
- September 2021 – Adoption of the FY2022-2028 Idaho Transportation Investment Program requested from Idaho Transportation Board
- October 18, 2021 – COMPASS Board action requested on FY2022-2028 TIP

The FY2022-2028 TIP will not be official until adopted by the COMPASS and Idaho Transportation Boards and approved by Federal Highway and Federal Transit Administrations. The current FY2021-2027 TIP will remain in effect until final approval of the FY2022-2028 TIP, which is expected by December 31, 2021.

Agencies with new projects or major changes to current projects in the FY2022-2028 TIP cannot act on those changes until federal approval of the FY2022-2028 TIP is obtained. However, an amendment to the FY2021-2027 TIP may be processed for actions that need to occur prior to federal approval.

More Information:

- 1) Attachment 1 – Draft FY2022-2028 TIP Basic Project List
- 2) Attachment 2 – Draft FY2022-2028 TIP Major Changes List
- 3) For detailed information contact: Toni Tisdale, Principal Planner, at ttisdale@compassidaho.org or Tevrin Fuller, Data Analyst, at tfuller@compassidaho.org.

TT: T:\FY21\600 Projects\685 TIP\FY2228TIP\210526mmoRTACreviewTIP.docx

FY2022-2028 Regional Transportation Improvement Program



Basic Project List (All Values in Thousands of Dollars)

All costs in current dollars

Project Name	Key #	Year*	Programmed Cost
10th Avenue ITS and Overlay, Caldwell	13905	2026	\$1,993
ADA Ramps, Greenleaf	22963	2022	\$58
Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	20841	2023	\$3,260
Bicycle and Pedestrian, Permanent Automated Counters, COMPASS	23026	2023	\$39
Bicycle and Pedestrian, Permanent Automated Counters, COMPASS	NEW7	2026	\$8
Capital Maintenance, Phase 2, Boise Area – FY2021	20129	2021-2022	\$473
Centennial Way Roundabout, Caldwell	13484	2023	\$3,628
Cherry Lane, 11th Avenue North to Idaho Center Boulevard, Nampa	22438	PD	\$1,343
Cherry Lane, Franklin Boulevard to 11th Avenue North, Rebuild, Nampa	22017	PD	\$1,192
Commuteride, ACHD	CPA3	2022-2027	\$1,595
Commuteride, ACHD, Van Replacements, Canyon County	20136a	2020-2022	\$584
Commuteride, Safety and Security Cameras, Ada County	NEW1	2024	\$48
Cost Increase Set-Aside	15001	2022-2024	\$3
Eagle Road, Amity Road to Victory Road, Meridian	RD207-33	2021-2022	\$483
Eagle Road, Lake Hazel Road to Amity Road, Meridian	RD216-04	2023	\$6,577
Fairview Avenue, Locust Grove Road to SH-55 (Eagle Road), Meridian	RC0133	2023	\$2,510
Five Mile Road Overpass and Widening	23095	2025	\$2,335
Franklin Boulevard and Karcher Road, Intersection Improvements, Nampa	22102	2022	\$1,555
Franklin Boulevard, Freight Improvements near 3rd Avenue North, Nampa	22103	2022	\$5,488
Garden Street Multi-Use Pathway, Cassia Park to Albion Street, Boise	NEW10	2024	\$1,733
Highway 30, Sand Hollow Road to SH-44, Canyon County	19951	PD	\$2,710
Holly Street/Northwest Nazarene University Roadway Reconfiguration, Nampa	22132	PD	\$338
Homedale Road, Curve Improvements, Canyon Highway District	22878	2024	\$867
I-84 and I-184 Signage Replacement, Ada County - FY2024	ORN23181	2024	\$500
I-84 and SH-44 Interchange Replacement, Canyon County	ORN23188	2028	\$16,225
I-84, Bridge Repairs, District 3 – FY2022	20405	2022	\$1,704
I-84, Cole Road and Overland Road Interchange, Lighting Improvements, Boise	22746	2023	\$250
I-84, Garrity Interchange to Ten Mile Interchange, Canyon and Ada Counties	20212	2025	\$2,897
I-84B (Garrity Boulevard) and Stamm Lane Intersection Improvements, Nampa	22712	2027	\$1,971
Indiana and Orchard Shared Roadway, Canyon County	22602	2024-2025	\$5,290
Lake Hazel Road, Cloverdale Road to Five Mile Road, Ada County	RD207-29	2025	\$6,216
Lake Hazel Road, Eagle Road to Cloverdale Road, Ada County	RD209-18	2024	\$8,186
Lake Hazel Road, Five Mile Road to Maple Grove Road, Ada County	RD207-30	PD	\$4,889
Lake Hazel Road, Maple Grove Road to Cole Road, Ada County	RD216-05	PD	\$4,061
Linder Road, SH-44 (State Street) to Floating Feather Road, Eagle	RD209-28	2024	\$7,068
Linder Road, US 20/26 (Chinden) to SH-44 (State), Ada County	RD207-19	PD	\$20,766
Microseals, Front/Myrtle/Broadway, Boise	22677	2026	\$1,589
Microseals, State/Glenwood/Chinden, Ada County	20536	2026	\$2,457
Middleton Road and Ustick Road, Roundabout, Caldwell	13487	2025	\$2,114
Midway Road, SH-55 (Karcher Road) to I-84B, Rehabilitation, Canyon County	22016	PD	\$1,189
Old Highway 30, Plymouth Street Bridge, Caldwell	13494	2023	\$8,729
Orchard Street Realignment, Gowen Road to Victory Road, Boise	RD207-01	2024-2025	\$18,656
Pathway, Federal Way and Broadway Avenue Multi-Use Pathway, Boise	ORN23307	PD	\$1,399
Pathway, Greenbelt Completion, Boise State	22385	2026-2027	\$972

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

Sorted by Project Name
All Values in Thousands of Dollars

Page 1 of 3
Tuesday, May 18, 2021
2:50 PM

Project Name	Key #	Year*	Programmed Cost
Pathway, Grimes City Pathway Extension, Nampa	23025	PD	\$462
Pathway, Rail with Trail, Meridian	13918	2024	\$649
Pavement Preservation and ADA, Phase 1, Boise Area – FY2022	19465	2022	\$5,427
Pavement Preservation and ADA, Phase 2, Boise Area – FY2022	20122	2022	\$2,326
Peckham Road Intersections, Canyon County	22101	2022	\$379
Peckham Road, US-95 to Notus Road, Canyon County	13964	2022	\$3,595
Pedestrian Improvements and Widening, Montana Avenue, Caldwell	22018	PD	\$636
Pedestrian Improvements, SH-55 (Eagle Road), Meridian	20542	2025	\$611
Pedestrian Improvements, SH-55, Bristol Heights to US 20/26, Boise	22931	PD	\$351
Pedestrian Improvements, Stoddard Pathway, Nampa	22944	2022	\$414
Pedestrian Improvements, US 20/26 (Chinden) at 43rd Street, Garden City	20549	2023	\$165
Planning and Mobility Implementation, Boise Area, VRT	18854	2022-2026	\$6,167
Planning and Mobility Implementation, Nampa Area, VRT	18842	2022-2026	\$5,618
Planning, Communities in Motion Update, COMPASS	20271	2023-2026	\$636
Planning, COMPASS	CPA1	2022-2027	\$1,887
Planning, High Capacity Corridor Alternatives Analysis, COMPASS	13046	PD	\$1,000
Planning, Metropolitan Planning Funds, COMPASS	CPA2	2022-2025	\$6,120
Railroad Crossing, Benjamin Lane, Boise	20537	2022	\$310
Railroad Crossing, Lemp Lane, Canyon County	20358	2024	\$255
Railroad Crossing, Look Lane, Caldwell	20355	2022	\$500
Railroad Crossing, Old Fort Boise Road, Canyon County	20606	2023	\$250
Roadway and ADA Improvements, Boise Area – FY2024	20674	2024	\$8,150
Roadway and ADA Improvements, Boise Area – FY2025	21896	2025	\$8,069
Roadway and ADA Improvements, Boise Area – FY2026	22390	2026	\$8,189
Roadway and ADA Improvements, Boise Area – FY2027	22816	2027	\$7,740
Roadway and ADA Improvements, Boise Area – FY2028	NEW2	2028	\$6,155
Roadway and ADA Improvements, Part 1, Boise Area – FY2023	20259	2023	\$7,015
Roadway and ADA Improvements, Part 2, Boise Area – FY2023	19993	2023	\$3,055
Roadway and ADA Improvements, Part 3, Boise Area – FY2023	20080	2023	\$300
Safety Audit, Signalized Intersections, Nampa	ORN23293	2023	\$66
SH-16, I-84 to US 20/26 and SH-44, Ada and Canyon Counties	20788	2019-2021	\$1
SH-21, Technology Way to Surprise Way, Boise	20428	2022	\$4,000
SH-44 (State Street), Palmer Lane Intersection Improvements, Star	22718	2027	\$780
SH-44 (State Street), SH-16 to Linder Road, Ada County	20266	2023	\$8,500
SH-44 (State Street), Star Road to SH-16, Ada County	20574	2024	\$10,749
SH-44, RWIS near SH-16, Ada County	ORN23182	2024	\$500
SH-45 and Locust Lane Intersection, Nampa	22717	2027	\$2,668
SH-45, SH-78 to Deer Flat Road, Canyon and Owyhee Counties	21849	2022	\$9,509
SH-55 (Eagle Road), I-84 to SH-44, Meridian to Eagle	22665	2022	\$9,103
SH-55 (Karcher Road), Indiana Avenue to Middleton Road, Construction, Canyon	22715	2027	\$20,856
SH-55 (Karcher Road), Indiana Avenue to Middleton Road, Design, Canyon	21867	2025	\$16,969
SH-55, Indiana Avenue to 10th Avenue, Canyon County	ORN23184	2028	\$23,139
SH-55, Pavement Preservation, Owyhee and Canyon Counties	ORN23163	2028	\$875
SH-55, SH-44 (State Street) to Payette River Bridge, Rehabilitation	20506	2023	\$11,744
SH-69, Pavement Preservation, Kuna to Meridian	22699	2027	\$2,591
SR2S, VRT, Ada County – FY2023	20493	2023	\$171
SR2S, VRT, Ada County – FY2024 and FY2025	21910	2024-2025	\$411

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

Sorted by Project Name
All Values in Thousands of Dollars

Page 2 of 3
Tuesday, May 18, 2021
2:50 PM

Project Name	Key #	Year*	Programmed Cost
SR2S, VRT, Ada County – FY2026	22993	2026	\$218
SR2S, VRT, Ada County – FY2027	ORN23306	2027	\$281
SR2S, VRT, Canyon County – FY2022	22922	2022	\$65
SR2S, VRT, Canyon County – FY2023	22924	2023	\$65
Study, Big Data Purchase, COMPASS	22394	2025	\$150
Study, Chinden Drainage and Design Plan, Garden City	NEW5	PD	\$200
Study, Coordinate Local Waterway-Pathway Plans, COMPASS	NEW6	PD	\$120
Study, Fiscal Impact Analysis, COMPASS	22395	2025	\$60
Ten Mile Road, Victory Road to Overland Road, Meridian	RC0299	2022-2023	\$2,984
Transit - Acquisition of Service, Boise Area, VRT	19691	2022-2026	\$2,015
Transit - Acquisition of Service, Canyon County, VRT	19464c	2021-2022	\$63
Transit - Acquisition of Service, Nampa Area, VRT	19464a	2022-2026	\$1,680
Transit - Fixed Line Service, Rural Areas, TVT	19983	2021-2022	\$800
Transit - Nampa Facility Renovations, TVT	NEW8	2022	\$56
Transit - Nampa Property Acquisition, TVT	20136c	2022	\$1,940
Transit - Operations - Fixed Route and Mobility Management, Nampa Area, VRT	18786	2022-2026	\$9,174
Transit - Operations - Mobility Management, Boise Area, VRT	19041	2022-2026	\$3,570
Transit - Preventive Maintenance and Demand Response, Nampa Area, VRT	18914	2022-2026	\$2,898
Transit - Preventive Maintenance and Paratransit, Boise Area, VRT	19137	2022-2026	\$18,409
Transit - Purchase of Service, Rural Areas, TVT	19464b	2021-2022	\$177
Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT	18788	2022-2026	\$1,591
Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT	19122	2022-2026	\$3,320
Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY2022	19763	2022	\$3,077
Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY2024	20659	2024	\$1,491
Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY2025	21903	2025	\$1,461
Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY2026	22393	2026	\$1,431
Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY2027	22815	2027	\$1,431
Transit - Rolling Stock, Infrastructure, and Technology, Nampa Area, VRT	18781	2022-2026	\$2,094
Transit - Rolling Stock, Infrastructure, and Technology, Nampa Area, VRT	20136e	2023-2026	\$1,424
Transit - Support Vehicle Replacement, TVT	NEW9	2022	\$45
US 20/26 (Chinden), I-84 to Middleton Road, Canyon County	22165	2022	\$37,399
US 20/26 (Chinden), Phyllis Canal Bridge to SH-16, Ada County	20367	2023	\$7,078
US 20/26 (Chinden), Phyllis Canal Bridge, Rehabilitation, near Meridian	20227	2023	\$3,652
US-95, Parma North City Limit to I-84, Canyon and Payette	ORN23167	2028	\$7,145
US-95, Pavement Preservation, Canyon County	ORN23162	2028	\$1,104
Ustick Road, Ten Mile Road to Linder Road, Meridian	RD207-24	2025	\$3,617
Western Heritage Byway, Swan Falls Road, ACHD	22600	2024-2025	\$5,372

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

Major Changes List

Draft FY2022-2028 Regional Transportation Improvement Program (TIP)

For the purpose of this report, "major changes" are defined as new or removed projects, advanced or delayed construction, or the scope changed significantly as compared to the FY2021-2027 TIP. Projects are listed in alphabetical order of project name by funding program.

Bridge Preservation/Restoration

Key Number	Project	Year of Funding	Total Programmed Cost
New			
ORN23188	I-84 and SH-44 Interchange Replacement, Canyon County	FY2028	\$16,225,000

Highway Local Partnerships

Key Number	Project	Year of Funding	Total Programmed Cost
New			
NEW10	Garden Street Multi-Use Pathway, Cassia Park to Albion Street, Boise (also includes federal funds)	FY2024	\$1,733,000
Removed			
20006	Pavement Preservation and ADA, Phase 3, Boise Area – FY2022	FY2022	\$300,000
20683	Roadway and ADA Improvements, Part 3, Boise Area – FY2024	FY2024	\$380,000
21902	Roadway and ADA Improvements, Part 3, Boise Area – FY2025	FY2025	\$380,000
22392	Roadway and ADA Improvements, Part 3, Boise Area – FY2026	FY2026	\$380,000
22927	Roadway and ADA Improvements, Part 3, Boise Area – FY2027	FY2027	\$380,000

Local Transportation Management Area (TMA)

Key Number	Project	Year of Funding	Total Programmed Cost
New			
NEW7	Bicycle and Pedestrian, Permanent Automated Counters, COMPASS	FY2026	\$8,000
NEW	Commuteride, ACHD	FY2027	\$220,000
NEW1	Commuteride, Safety and Security Cameras, Ada County	FY2024	\$48,000
NEW10	Garden Street Multi-Use Pathway, Cassia Park to Albion Street, Boise (also includes Local funds)	FY2024	\$1,733,000
ORN23307	Pathway, Federal Way and Broadway Avenue Multi-Use Pathway, Boise	PD	\$1,399,000
NEW	Planning, COMPASS	PD	\$232,000
NEW2	Roadway and ADA Improvements, Boise Area – FY2028	FY2028	\$6,155,000
ORN23306	SR2S, VRT, Ada County - FY2027	FY2027	\$281,000
NEW5	Study, Chinden Drainage and Design Plan, Garden City	PD	\$200,000
NEW6	Study, Coordinate Local Waterway-Pathway Plans, COMPASS	PD	\$120,000
Advanced			
22738	Commuteride, ACHD	PD to FY2026	\$220,000
22385	Pathway, Greenbelt Completion, Boise State	PD to FY2026/2027	\$972,000
Delayed			
13918	Pathway, Rail with Trail, Meridian	FY2022 to FY2024	\$724,000
Scope Change			
20674	Roadway and ADA Improvements, Boise Area – FY2024 (combined with KN 20538)	FY2024	\$5,673,000 \$8,150,000
21896	Roadway and ADA Improvements, Boise Area – FY2025 (combined with KN 21898)	FY2025	\$5,511,000 \$8,069,000
22390	Roadway and ADA Improvements, Boise Area – FY2026 (combined with KN 22391)	FY2026	\$5,511,000 \$8,189,000

Key Number	Project	Year of Funding	Total Programmed Cost
22816	Roadway and ADA Improvements, Boise Area - FY2027 (combined with KN 22817)	FY2027	\$5,514,000 \$7,740,000
Removed			
20538	Roadway and ADA Improvements, Part 2, Boise Area - FY2024	FY2024	\$2,431,000
21898	Roadway and ADA Improvements, Part 2, Boise Area - FY2025	FY2025	\$2,362,000
22391	Roadway and ADA Improvements, Part 2, Boise Area - FY2026	FY2026	\$2,371,000
22817	Roadway and ADA Improvements, Part 2, Boise Area - FY2026	FY2027	\$2,363,000

Local Highway Urban

Key Number	Project	Year of Funding	Total Programmed Cost
Advanced			
13905	10th Avenue ITS and Overlay, Caldwell	PD to FY2026	\$1,993,000
23026	Bicycle/Pedestrian, Permanent Automated Counters, COMPASS	PD to FY2023	\$39,000
22386	Commuteride, ACHD	PD to FY2026	\$55,000

Pavement Preservation/Restoration

Key Number	Project	Year of Funding	Total Programmed Cost
New			
ORN23163	SH-55, Pavement Preservation, Owyhee and Canyon Counties	FY2028	\$875,000
ORN23167	US-95, Parma North City Limit to I-84, Canyon and Payette	FY2028	\$7,145,000
ORN23162	US-95, Pavement Preservation, Canyon County	FY2028	\$1,104,000
Advance			
22665	SH-55 (Eagle Road), I-84 to SH-44, Meridian to Eagle	FY2027 to FY2022	\$9,103,000
Scope Change and Advance			
21849	SH-45, SH-78 to Melba Deer Flat Road, Canyon and Owyhee Counties	FY2025 to FY2022	\$9,509,000
Delayed			
22677	Microseals, Front/Myrtle/Broadway, Boise	FY2022 to FY2026	\$1,589,000
20536	Microseals, State/Glenwood/Chinden, Ada County	FY2022 to FY2026	\$2,457,000

Public Transportation*

Key Number	Project	Year of Funding	Total Programmed Cost
New FTA 5311			
NEW8	Transit - Nampa Facility Renovations, TVT	FY2022	\$56,000
New FTA 5339 Rural			
20136a	Commuteride, ACHD, Van Replacements, Canyon County	FY2022	\$228,000
20136c	Transit - Nampa Property Acquisition, TVT	FY2022	\$1,940,000
New State			
NEW9	Transit - Support Vehicle Replacement, TVT	FY2022	\$45,000

Safety

Key Number	Project	Year of Funding	Total Programmed Cost
New			
ORN23181	I-84 and I-184 Signage Replacement, Ada County - FY2024	FY2024	\$500,000
ORN23293	Safety Audit, Signalized Intersections, Nampa	FY2023	\$66,000
ORN23182	SH-44, RWIS near SH-16, Ada County	FY2024	\$500,000

State Highway Capacity

Key Number	Project	Year of Funding	Total Programmed Cost
NEW			
ORN23184	SH-55, Indiana Avenue to 10th Avenue, Canyon County	FY2028	\$23,139,000
Scope Change			
22715	SH-55 (Karcher Road), Indiana Avenue to Lake Avenue, Caldwell SH-55 Indiana Avenue to Middleton Road, Construction, Canyon (combines KN 22715, 22716, and 21867 into two projects with separate key number for design/right-of-way and construction)	FY2027	\$14,721,000 \$21,328,000
21867	SH-55 (Karcher Road), Midway Road to Middleton Road, Nampa SH-55 (Karcher Road), Indiana Avenue to Middleton Road, Design, Canyon (combines KN 22715, 22716, and 21867 into two projects with separate key number for design/right-of-way and construction)	FY2025	\$6,884,000 \$17,519,000
Remove			
22716	SH-55 (Karcher Road), Lake Avenue to Midway Road, Caldwell	FY2027	\$14,898,000

T:\FY21\600 Projects\685 TIP\FY2228TIP\Reports\MajorChanges\FY2022-2028MajorChanges.docx

RTAC AGENDA ITEM V-B

Date: May 26, 2021

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

Request/Recommendation:

This is a discussion item only.

Summary:

COMPASS began work on CIM 2050 with a growth forecast of 1,075,000 people, approved by the COMPASS Board of Directors in December 2019. That growth forecast, combined with public input gathered through three public surveys and a buildout calculation, is being used to develop a regional vision for growth and transportation to the year 2050. The resulting CIM 2050 Vision, or preferred growth and transportation scenario, will establish the official demographic assumptions for CIM 2050 transportation analyses.

COMPASS used the three public involvement surveys, each building upon the lessons learned from previous feedback, to ensure the CIM 2050 Vision reflects the values of the community. The first survey, conducted in fall 2019, explored how the region may evolve over the next 30 years, considering demographic, technological, and societal changes. The second survey, conducted in summer 2020, requested feedback on regional values, growth and transportation scenarios, and implementation strategies needed to achieve the public's vision for the future. The third survey, conducted early in 2021, focused on high-capacity transit options. Combined, over 18,000 surveys were completed in the three public input opportunities.

In June, COMPASS staff will be requesting the Demographic Advisory Workgroup (DAWG) to recommend the CIM 2050 demographic allocation. The demographic allocation is the forecast of population, households, and jobs by Transportation Analysis Zones. The DAWG has been providing guidance to the demographic growth allocation to align the regional vision with local land use plans and the feedback received in the three public involvement opportunities.

At this meeting COMPASS will review the process to develop the CIM 2050 Vision. In July, COMPASS will request that RTAC recommend the full CIM 2050 Vision, including the demographic allocation and vision map, to the COMPASS Board of Directors. These recommendations will be presented to the COMPASS Board of Directors for approval in August 2021.

More Information:

- 1) For detailed information contact Carl Miller at cmiller@compassidaho.org.

CM: t:\fy21\600 projects\620 demographics and growth management\cim 2050 vision\rtac_cimvision_mmo_022421.docx

RTAC AGENDA ITEM V-C

Date: May 26, 2021

Topic: 2020 COMPASS Data Bike Pilot Report

Request/Recommendation:

This is a discussion item only.

Summary:

In 2018, COMPASS applied for, and received, a “Technology Transfer” grant from the Federal Highway Administration to develop a measurement tool to generate quantitative pavement condition data for pathways and other off-street facilities within its planning area of Ada and Canyon Counties. The COMPASS Data Bike was purchased and outfitted with this funding.

The COMPASS Data Bike is an electric pedal-assisted bicycle that has been outfitted with sensors and cameras with a purpose of quickly and easily generating pavement analysis data for pathways. As the data bike is ridden, it gathers data on the pavement it passes over. These data are automatically transferred to a web-portal that then transforms the data into easy-to-read maps. These maps are bolstered with referenced pavement-photography for accuracy. The data collected by the COMPASS Data Bike is intended to complement field inspections performed by local agency staff and is not meant to replace thorough physical inspections. While the primary metric reported from the data bike is trail roughness, this measure alone is only one component among many used in a holistic assessment of trail conditions. The data bike is a proof-of-concept asset management project and is one of the first in the United States.

The *2020 COMPASS Data Bike Pilot Report* (provided on the COMPASS website under “supplemental information”) documents the bike’s use in its pilot year. The focus of the report is on the background and procedures, rather than the data itself, to provide the foundation to begin full data collection in 2021. Future reports will focus more heavily on pavement analysis data. In the meeting, COMPASS staff will share the pilot report, background on the data bike program, lessons learned, and next steps.

More Information:

- 1) 2020 COMPASS Data Bike Pilot Report: Provided on the COMPASS website under “supplemental information” at <http://www.compassidaho.org/people/rtacmeetings.htm>
- 2) For detailed information contact Braden Cervetti, Assistant Planner, at bcervetti@compassidaho.org.

T:\FY21\600 Projects\661 CIM\5. Active Transportation\DataBike\DataBike_memo_RTAC_May2020.docx

RTAC AGENDA ITEM V-D

Date: May 26, 2021

Topic: COMPASS Complete Network Policy

Request/Recommendation:

This is a discussion item only.

Summary:

In 2009, the COMPASS Board of Directors adopted the COMPASS Complete Streets policy as a way to communicate an approach to providing multimodal streets. However, that policy did not provide guidance for how to integrate different transportation users in a functioning transportation system, reflect the various user needs within the land use context, or provide implementation approaches for stakeholders to move to more complete streets.

The 2009 policy is being updated as part of the *Communities in Motion 2050* planning process to address this deficiency. The new COMPASS Complete Network policy will help articulate the vision for a regional transportation system, provide a framework for performance-based planning and programming, integrate congestion management strategies to support local decision-making, and describe how different roadway typologies work together to form a complete, multi-modal transportation network.

In July 2019, RTAC established a complete network subcommittee to oversee this work. In addition, COMPASS staff have been working with the Active Transportation, Freight Advisory, Public Transportation, and Environmental Review Workgroups to ensure individual modes are properly addressed in the policy.

In the meeting, COMPASS staff will provide a status update on the draft policy and will review the purpose, organization, and anticipated uses. At a future meeting, COMPASS will request recommendation from RTAC for adoption by the COMPASS Board of Directors.

More Information:

- 1) For detailed information contact Carl Miller at cmiller@compassidaho.org.

CM: \\cpa.local\dfs\shared\fy21\600 projects\661 cim\complete network policy\rtac_completenetwork_mmo_052621.docx

RTAC AGENDA WORKSHEET

ID #	Title/Description	Mandatory¹	Additional Information	Agenda Type²	Time	Presenters	Proposed Agenda	Board Agenda
1.	Approve RTAC Meeting Minutes	Yes		Consent Agenda	5	N/A	Monthly	N/A
2.	Receive Obligation Report	No		Status Report	N/A	N/A	As Appropriate	N/A
3.	Receive RTAC Agenda Worksheet	No		Status Report	N/A	N/A	Monthly	N/A
UPCOMING AGENDA ITEMS								
4.	Approve Transportation Management Area (TMA) Balancing	Yes	Toni Tisdale will seek approval of actions to balance the TMA funding programs.	Action	5	Toni Tisdale	June	N/A
5.	Update on road building and design effects on speed(?)	No	Chris Danley from Vitruvian Planning will discuss how building and design affect speeds.	Information/ Discussion	20	Chris Danley	June	N/A
6.	Update of VRT Regional Planning and Prioritization	No	Stephen Hunt will provide an update on VRT's regional planning and prioritization.	Information/ Discussion	20	Stephen Hunt	June	N/A
7.	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

¹ No, Yes, N/A (Not Applicable)

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

ID #	Title/Description	Mandatory¹	Additional Information	Agenda Type²	Time	Presenters	Proposed Agenda	Board Agenda
8.	Review CIM 2050 Pathways Prioritization Process	No	Braden Cervetti will review the CIM 2050 pathways prioritization process.	Information/ Discussion	15	Braden Cervetti	June	N/A
9.	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
10.	Recommend the COMPASS Complete Network Policy	No	Carl Miller will seek RTAC recommendation for COMPASS Board of Directors' adoption of the COMPASS Complete Network policy.	Action	20	Carl Miller	July	Aug
11.	Recommend the <i>Communities in Motion 2050</i> Vision	No	Carl Miller will seek RTAC recommendation for COMPASS Board of Directors' adoption of the <i>Communities in Motion 2050</i> Vision.	Action	20	Carl Miller	July	Aug
12.	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

ID #	Title/Description	Mandatory¹	Additional Information	Agenda Type²	Time	Presenters	Proposed Agenda	Board Agenda
13	Recommend Rankings for CIM Implementation Grants and Project Development Program Projects	Yes	Destinie Hart seeks recommendation of rankings for CIM Implementation Grants and Project Development Program Projects.	Action	15	Destinie Hart	July	Aug
14	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
15	Recommend Updates to the Transportation Improvement Program (TIP) Amendment Policy	No	Toni Tisdale will seek RTAC recommendation for COMPASS Board of Directors' approval to update the amendment policy for the TIP, at the request of ITD.	Action	5	Toni Tisdale	July	August
16	ADA Parking Presentation	No		Information	20	Jeremy Maxand	July	(Potentially Oct)
17	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

ID #	Title/Description	Mandatory¹	Additional Information	Agenda Type²	Time	Presenters	Proposed Agenda	Board Agenda
18	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
19	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	Sept	Oct
20	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
21	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
22	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	Sept	N/A

ID #	Title/Description	Mandatory¹	Additional Information	Agenda Type²	Time	Presenters	Proposed Agenda	Board Agenda
23	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
24	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
25	Solicit Member Agencies' Requests for FY2023 Unified Planning Work Program (UPWP)	No	Liisa Itkonen will solicit member agency requests for FY2023 UPWP.	Information/Discussion	5	Liisa Itkonen	Jan	N/A
26	Review development of <i>Communities in Motion 2050</i>	No	Liisa Itkonen will review progress on developing <i>Communities in Motion 2050</i> .	Information/Discussion	15	Liisa Itkonen	Jan	Feb
27	Review Updated 2021 Information in Communities in Motion 2040 2.0 (CIM 2040 2.0)	Yes	Liisa Itkonen will review updated 2021 information in CIM 2040 2.0.	Information/Discussion	10	Liisa Itkonen	Jan	Feb
28	Review <i>Communities in Motion 2050</i> unfunded needs	No	Liisa Itkonen will review <i>Communities in Motion 2050</i> unfunded needs.	Information/Discussion	20	Liisa Itkonen	Jan	Oct

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

T:\FY20\800 System Maintenance\820 Committee Support\RTAC\RTAC Agenda Worksheet.docx



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 - 5/10/2021] [Fiscal Year: 2021] [Obligation Approval Level: FHWA] [Project Status: Development, PS&E (or equiv.), Awarded (or equiv.)] [Fiscal Year: 2021] [Indirect Costs Excluded] [PSS Manager: Ignore] [PSS Owner: Ignore] [PSS Sponsor: Ignore]

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
State Hwy - Pavement Preservation (Commerce)									
20060	3	I 84, SAND HOLLOW IC TO FARMERS SEBREE CANAL	2021	Awarded (or equiv.)	100	CE	\$114,525.00	\$114,525.00	\$0.00
						CN	\$1,224,515.00	\$1,224,515.00	\$0.00
							\$1,339,040.00	\$1,339,040.00	\$0.00
20738	3	I 84, BROADWAY TO MOUNTAINHOME, ADA & ELMORE CO	2021	Awarded (or equiv.)	100	PE	\$4,000.00	\$4,000.00	\$0.00
						CE	\$43,000.00	\$43,000.00	\$0.00
						CC	\$185,957.00	\$185,957.00	\$0.00
						CN	\$1,952,653.00	\$1,952,653.00	\$0.00
							\$2,185,610.00	\$2,185,610.00	\$0.00
22237	3	I 84, EAST BOISE POE, ADA CO	2021	Development	100	CC	\$100,000.00	\$0.00	\$100,000.00
						CN	\$385,500.00	\$0.00	\$385,500.00
							\$485,500.00	\$0.00	\$485,500.00
22677	3	US 20, FY22 MICROSEALS: FRONT, MYRTLE, & BROADWAY	2022	Development	100	PE	\$1,000.00	\$1,000.00	\$0.00
							\$1,000.00	\$1,000.00	\$0.00
State Hwy - Pavement Preservation (Commerce) Total							\$4,011,150.00	\$3,525,650.00	\$485,500.00
State Hwy - Pavement Restoration									
21849	3	SH 45, JCT SH-78 TO DEER FLAT RD, CANYON CO	2025	Development	111	PE	(\$81,400.00)	(\$81,400.00)	\$0.00
						PC	\$41,400.00	\$41,400.00	\$0.00
							(\$40,000.00)	(\$40,000.00)	\$0.00
22619	3	I 84, USTICK RD OVERPASS, CANYON CO	2021	Awarded (or equiv.)	111	CN	\$227,305.00	\$59,084.00	\$168,221.00
							\$227,305.00	\$59,084.00	\$168,221.00
22665	3	SH 55, EAGLE RD; I-84 TO SH-44, ADA CO	2027	Development	111	PE	\$50,000.00	\$50,000.00	\$0.00
						PC	\$700,000.00	\$700,000.00	\$0.00
							\$750,000.00	\$750,000.00	\$0.00
State Hwy - Pavement Restoration Total							\$937,305.00	\$769,084.00	\$168,221.00
State Hwy - Bridge Preservation									
20251	3	I 84, FY21 D3 E BRIDGE REPAIR, NAMPA	2021	Awarded (or equiv.)	101	PE	(\$58,000.00)	(\$58,000.00)	\$0.00
						CE	\$95,210.00	\$95,210.00	\$0.00
						CC	\$100,000.00	\$100,000.00	\$0.00
						CN	\$999,705.00	\$999,705.00	\$0.00
							\$1,136,915.00	\$1,136,915.00	\$0.00
State Hwy - Bridge Preservation Total							\$1,136,915.00	\$1,136,915.00	\$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
State Hwy - Bridge Restoration									
20227	3	US 20, PHYLLIS CANAL BR, NR MERIDIAN	2023	Development	103	PC	\$150,000.00	\$150,000.00	\$0.00
							\$150,000.00	\$150,000.00	\$0.00
State Hwy - Bridge Restoration Total							\$150,000.00	\$150,000.00	\$0.00
State Hwy - Supporting Infrastructure Assets									
22258	3	US 20, D3 CULVERT REPAIR	2021	Development	146	CC	\$22,500.00	\$0.00	\$22,500.00
						CN	\$236,500.00	\$0.00	\$236,500.00
							\$259,000.00	\$0.00	\$259,000.00
State Hwy - Supporting Infrastructure Assets Total							\$259,000.00	\$0.00	\$259,000.00
State Hwy - Safety & Capacity (Safety)									
20428	3	SH 21, TECHNOLOGY WAY TO SURPRISE WAY, BOISE	2022	Development	106	PE	\$145,800.00	\$145,800.00	\$0.00
						PC	\$4,200.00	\$4,200.00	\$0.00
							\$150,000.00	\$150,000.00	\$0.00
State Hwy - Safety & Capacity (Safety) Total							\$150,000.00	\$150,000.00	\$0.00
State Hwy - Safety & Capacity (Capacity)									
13476	3	SH 44, SH 55 INTERSECTION IMPROVEMENT, EAGLE	2022	Awarded (or equiv.)	112	PE	\$0.00	(\$70,000.00)	\$70,000.00
						PC	(\$29,000.00)	(\$1,091,052.00)	\$1,062,052.00
						RW	(\$9,000.00)	(\$10,000.00)	\$1,000.00
						LP	(\$13,000.00)	(\$205,000.00)	\$192,000.00
						CE	\$224,041.00	\$0.00	\$224,041.00
						CC	\$787,753.00	\$0.00	\$787,753.00
						CN	\$6,611,937.00	\$0.00	\$6,611,937.00
							\$7,572,731.00	(\$1,376,052.00)	\$8,948,783.00
20367	3	US 20, PHYLLIS CANAL BR TO SH-16, ADA CO	2023	Development	112	PE	\$30,000.00	\$30,000.00	\$0.00
						RW	\$50,000.00	\$50,000.00	\$0.00
						LP	\$3,650,000.00	\$3,650,000.00	\$0.00
							\$3,730,000.00	\$3,730,000.00	\$0.00
20574	3	SH 44, STAR RD TO SH-16, ADA CO	2024	Development	112	PE	\$60,500.00	\$60,500.00	\$0.00
							\$60,500.00	\$60,500.00	\$0.00
20788	3	SH 16, I 84 TO US 20/26 & SH44 IC, ADA & CANYON COS	2500	Development	107	RW	\$7,500,000.00	\$0.00	\$7,500,000.00
							\$7,500,000.00	\$0.00	\$7,500,000.00
21867	3	SH 55, KARCHER RD; MIDWAY TO MIDDLETON, NAMPA	2025	Development	112	PE	\$50,000.00	\$50,000.00	\$0.00
						PC	\$974,000.00	\$974,000.00	\$0.00
							\$1,024,000.00	\$1,024,000.00	\$0.00
22165	3	US 20/26, CHINDEN; I 84 TO MIDDLETON RD, CANYON CO	2022	Development	112	PE	\$200,000.00	\$200,000.00	\$0.00
						PC	\$2,000,000.00	\$2,000,000.00	\$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
22165	3	US 20/26, CHINDEN; I 84 TO MIDDLETON RD, CANYON CO	2022	Development	112	RW LP	\$50,000.00 \$10,950,000.00 \$13,200,000.00	\$50,000.00 \$10,950,000.00 \$13,200,000.00	\$0.00 \$0.00 \$0.00
22619	3	I 84, USTICK RD OVERPASS, CANYON CO	2021	Awarded (or equiv.)	112 144	CE CC CN CN	\$68,664.00 \$250,868.00 \$1,075,674.70 \$717,940.28 \$2,113,146.98	\$68,664.00 \$250,868.00 \$1,066,521.52 \$717,940.28 \$2,103,993.80	\$0.00 \$0.00 \$9,153.18 \$0.00 \$9,153.18
22715	3	SH 55, KARCHER RD; INDIANA TO LAKE, CALDWELL	2027	Development	112	PE	\$472,497.00 \$472,497.00	\$0.00 \$0.00	\$472,497.00 \$472,497.00
22716	3	SH 55, KARCHER RD; LAKE TO MIDWAY, CALDWELL	2027	Development	112	PE	\$506,594.00 \$506,594.00	\$0.00 \$0.00	\$506,594.00 \$506,594.00
22717	3	SH 45, LOCUST LANE INTERSECTION, NAMPA	2027	Development	112	PE	\$20,000.00 \$20,000.00	\$0.00 \$0.00	\$20,000.00 \$20,000.00
23079	3	I 84, TEMP WIDENING, FRANKLIN IC TO KARCHER IC, NAMPA	2021	Awarded (or equiv.)	112	CC CN	\$100,000.00 \$2,900,000.00 \$3,000,000.00	\$100,000.00 \$2,900,000.00 \$3,000,000.00	\$0.00 \$0.00 \$0.00
State Hwy - Safety & Capacity (Capacity) Total							\$39,199,468.98	\$21,742,441.80	\$17,457,027.18
State Hwy - Board Unallocated									
23270	3	I 84, GALLOWAY ROAD UNDERPASS REPAIR	2021	Awarded (or equiv.)	71	PE CE CN	\$20,000.00 \$25,000.00 \$455,000.00 \$500,000.00	\$20,000.00 \$25,000.00 \$455,000.00 \$500,000.00	\$0.00 \$0.00 \$0.00 \$0.00
State Hwy - Board Unallocated Total							\$500,000.00	\$500,000.00	\$0.00
Hwy - Metropolitan Planning									
20050	3	LOCAL, FY21 COMPASS METRO PLANNING	2021	Awarded (or equiv.)	91	PC	\$1,504,958.99 \$1,504,958.99	\$1,504,958.99 \$1,504,958.99	\$0.00 \$0.00
Hwy - Metropolitan Planning Total							\$1,504,958.99	\$1,504,958.99	\$0.00
Local Hwy - Transportation Alternatives									
22031	3	LOCAL, FY21 CANYON CO SRTS COORDINATOR & ACTIVITIES	2021	Awarded (or equiv.)	134	CN	\$64,753.00 \$64,753.00	\$64,753.00 \$64,753.00	\$0.00 \$0.00
22944	3	LOCAL, FY22 STODDARD PATHWAY, NAMPA	2022	Development	134	PE PC PL	\$10,000.00 \$58,000.00 \$10,000.00 \$78,000.00	\$10,000.00 \$58,000.00 \$10,000.00 \$78,000.00	\$0.00 \$0.00 \$0.00 \$0.00
Local Hwy - Transportation Alternatives Total							\$142,753.00	\$142,753.00	\$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
State Hwy - Freight									
22102	3	STC-8223, FRANKLIN BLVD & KARCHER RD INT, NAMPA	2022	Development	139	PC	\$280,908.00	\$280,908.00	\$0.00
							\$280,908.00	\$280,908.00	\$0.00
22103	3	OFFSYS, FRANKLIN BLVD & 3RD N FREIGHT IMPRV, NAMPA	2022	Development	139	PC	(\$280,908.00)	(\$280,908.00)	\$0.00
							(\$280,908.00)	(\$280,908.00)	\$0.00
State Hwy - Freight Total							\$0.00	\$0.00	\$0.00
Local Hwy - Urban									
12048	3	STC-3016, S CEMETERY RD; SH 44 TO WILLOW CR, MIDDLETON	2021	Awarded (or equiv.)	46	PE	\$2,000.00	\$2,000.00	\$0.00
						PC	\$28,000.00	\$28,000.00	\$0.00
						PL	\$10,000.00	\$10,000.00	\$0.00
						CE	\$9,061.00	\$9,061.00	\$0.00
						CC	\$320,000.00	\$320,000.00	\$0.00
						CL	\$127,303.00	\$127,303.00	\$0.00
						CN	\$3,424,636.00	\$3,424,636.00	\$0.00
							\$3,921,000.00	\$3,921,000.00	\$0.00
13484	3	STP-719, CENTENNIAL WAY ROUNDABOUT, CALDWELL	2023	Development	46	PE	\$3,000.00	\$3,000.00	\$0.00
						PC	\$3,000.00	\$3,000.00	\$0.00
							\$6,000.00	\$6,000.00	\$0.00
13487	3	NHS-8213, MIDDLETON & USTICK ROUNDABOUT, CALDWELL	2025	Development	46	PL	\$20,000.00	\$20,000.00	\$0.00
						RW	\$10,000.00	\$10,000.00	\$0.00
						LP	\$550,000.00	\$550,000.00	\$0.00
						UT	\$11,000.00	\$11,000.00	\$0.00
							\$591,000.00	\$591,000.00	\$0.00
13905	3	NHS-7773, N 10TH AVE ITS & OVERLAY, CALDWELL	2500	Development	46	PC	\$7,000.00	\$7,000.00	\$0.00
						PL	\$20,000.00	\$20,000.00	\$0.00
							\$27,000.00	\$27,000.00	\$0.00
22016	3	STC-7973, MIDWAY RD; KARCHER TO CALDWELL BLVD, CANYON HD	2500	Development	46	PC	\$145,000.00	\$145,000.00	\$0.00
						PL	\$25,000.00	\$25,000.00	\$0.00
							\$170,000.00	\$170,000.00	\$0.00
22017	3	NHS-8523, CHERRY LN; FRANKLIN BLVD TO 11TH AVE N, NAMPA	2500	Development	46	PL	\$30,000.00	\$30,000.00	\$0.00
							\$30,000.00	\$30,000.00	\$0.00
22018	3	SMA-7813, MONTANA AVE; PED IMPRV & WIDENING, CALDWELL	2500	Development	46	PC	\$4,000.00	\$4,000.00	\$0.00
						PL	(\$4,000.00)	(\$4,000.00)	\$0.00
							\$0.00	\$0.00	\$0.00
22132	3	LOCAL, INT HOLLY ST & NW NAZARENE U RDWAY, NAMPA	2500	Development	46	PL	\$20,000.00	\$20,000.00	\$0.00
							\$20,000.00	\$20,000.00	\$0.00
Local Hwy - Urban Total							\$4,765,000.00	\$4,765,000.00	\$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
Local Hwy - Transportation Management Area									
18701	3	LOCAL, FY21 CAPITAL MAINTENANCE, PH 1, ACHD	2021	PS&E (or equiv.)	51	PE	(\$13,000.00)	(\$13,000.00)	\$0.00
						PC	(\$69,463.00)	(\$69,463.00)	\$0.00
						CE	\$5,000.00	\$5,000.00	\$0.00
						CC	\$399,911.00	\$399,911.00	\$0.00
						CN	\$4,625,552.00	\$4,199,069.00	\$426,483.00
							\$4,948,000.00	\$4,521,517.00	\$426,483.00
18905	3	LOCAL, FY21 ROLLING STOCK, INFRASTRUCTURE, TECH, VRT	2021	Development	51	CN	\$2,496,000.00	\$0.00	\$2,496,000.00
							\$2,496,000.00	\$0.00	\$2,496,000.00
19303	3	LOCAL, PLANNING, TRAVEL SURVEY DATA COLLECTION, COMPASS	2021	Development	51	PC	\$700,000.00	\$700,000.00	\$0.00
							\$700,000.00	\$700,000.00	\$0.00
20129	3	LOCAL, FY21 CAPITAL MAINTENANCE, PH 2, ACHD	2021	Development	51	CE	\$184,000.00	\$0.00	\$184,000.00
						CC	\$92,000.00	\$0.00	\$92,000.00
						CN	\$619,109.00	\$0.00	\$619,109.00
							\$895,109.00	\$0.00	\$895,109.00
20159	3	LOCAL, FY21 CAPITAL MAINTENANCE, PHASE 3, BOISE AREA	2021	Development	51	CE	\$13,000.00	\$0.00	\$13,000.00
						CC	\$26,000.00	\$0.00	\$26,000.00
						CN	\$575,000.00	\$0.00	\$575,000.00
							\$614,000.00	\$0.00	\$614,000.00
Local Hwy - Transportation Management Area Total							\$9,653,109.00	\$5,221,517.00	\$4,431,592.00
Local Hwy - Transportation Alternatives; TMA									
20245	3	LOCAL, FY21 & FY22 ADA COUNTY SR2S, VRT	2021	Development	133	CN	\$287,695.00	\$288,000.00	(\$305.00)
							\$287,695.00	\$288,000.00	(\$305.00)
20549	3	US 20, CHINDEN; INT 43RD ST PED IMPRV, GARDEN CITY	2023	Development	133	PE	\$8,000.00	\$8,000.00	\$0.00
						PC	\$48,000.00	\$48,000.00	\$0.00
							\$56,000.00	\$56,000.00	\$0.00
22995	3	LOCAL, BIKE IMPROVEMENTS, SIGNS & PVMT MARKINGS, ADA	2021	Development	133	PE	\$1,000.00	\$1,000.00	\$0.00
						CN	\$81,365.00	\$0.00	\$81,365.00
							\$82,365.00	\$1,000.00	\$81,365.00
Local Hwy - Transportation Alternatives; TMA Total							\$426,060.00	\$345,000.00	\$81,060.00
Local Hwy - Rural									
19951	3	STC-3856, OLD HWY 30; SAND HOLLOW RD TO SH-44, CANYON HD	2500	Development	45	PL	\$15,000.00	\$15,000.00	\$0.00
						RW	\$5,000.00	\$5,000.00	\$0.00
						LP	\$75,000.00	\$75,000.00	\$0.00
							\$95,000.00	\$95,000.00	\$0.00
Local Hwy - Rural Total							\$95,000.00	\$95,000.00	\$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
Local Hwy - Bridge									
13494	3	STC-7787, OLD HWY 30; W PLYMOUTH ST BR, CANYON CO	2023	Development	49	PL	\$50,000.00	\$50,000.00	\$0.00
							\$50,000.00	\$50,000.00	\$0.00
Local Hwy - Bridge Total							\$50,000.00	\$50,000.00	\$0.00
Off-System Hwy - Bridge									
22593	3	OFFSYS, S 4TH AVE, INDIAN CREEK BR, CALDWELL	2021	Development	50	PC	\$165,500.00	\$165,500.00	\$0.00
								\$0.00	\$277,000.00
								\$0.00	\$140,500.00
							\$583,000.00	\$165,500.00	\$417,500.00
Off-System Hwy - Bridge Total							\$583,000.00	\$165,500.00	\$417,500.00
Hwy Safety - Local									
20430	3	STC-7821, INT N MIDDLETON RD & CORNELL ST, MIDDLETON	2021	PS&E (or equiv.)	118	PL	\$7,000.00	\$7,000.00	\$0.00
								\$2,308.00	\$0.00
								\$65,865.00	\$0.00
								\$18,853.00	\$0.00
								\$403,974.00	\$0.00
							\$498,000.00	\$498,000.00	\$0.00
21999	3	STP-8463, GREENHURST RD; SUNNYBROOK TO CANYON ST, NAMPA	2021	Awarded (or equiv.)	118	PC	(\$7,474.00)	(\$7,474.00)	\$0.00
								\$7,002.00	\$0.00
								\$2,231.00	\$0.00
								\$150,000.00	\$0.00
								\$35,174.00	\$0.00
								\$866,970.00	\$0.00
							\$1,053,903.00	\$1,053,903.00	\$0.00
22878	3	SMA-3724, HOMEDALE RD CURVE IMPV, CANYON HD	2024	Development	118	PE	\$4,000.00	\$4,000.00	\$0.00
								\$98,000.00	\$0.00
								\$30,000.00	\$0.00
							\$132,000.00	\$132,000.00	\$0.00
Hwy Safety - Local Total							\$1,683,903.00	\$1,683,903.00	\$0.00
Hwy Safety - Railroad Crossings									
20537	3	OFFSYS, BENJAMIN LN BVRR RRX, BOISE	2022	Development	22	PE	\$20,000.00	\$20,000.00	\$0.00
							\$20,000.00	\$20,000.00	\$0.00
Hwy Safety - Railroad Crossings Total							\$20,000.00	\$20,000.00	\$0.00
Hwy - Discretionary									
22593	3	OFFSYS, S 4TH AVE, INDIAN CREEK BR, CALDWELL	2021	Development	38	CN	\$899,023.74	\$0.00	\$899,023.74
							\$899,023.74	\$0.00	\$899,023.74

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
22619	3	I 84, USTICK RD OVERPASS, CANYON CO	2021	Awarded (or equiv.)	145	CE	\$132,996.00	\$132,996.00	\$0.00
						CC	\$660,000.00	\$660,000.00	\$0.00
						CN	\$6,429,585.00	\$6,415,855.20	\$13,729.80
							\$7,222,581.00	\$7,208,851.20	\$13,729.80
Hwy - Discretionary Total							\$8,121,604.74	\$7,208,851.20	\$912,753.54
Hwy - Federal Lands Access									
22600	3	STC-3787, WESTERN HERITAGE BYWAY (SWAN FALLS RD), ADA CO	2024	Development	59	PC	\$200,000.00	\$0.00	\$200,000.00
							\$200,000.00	\$0.00	\$200,000.00
22602	3	STC-3714, INDIANA AND ORCHARD SHARED ROADWAY, CANYON HD #4	2024	Development	59	PC	\$13,000.00	\$0.00	\$13,000.00
							\$13,000.00	\$0.00	\$13,000.00
Hwy - Federal Lands Access Total							\$213,000.00	\$0.00	\$213,000.00
Hwy - Non-Participating									
22995	3	LOCAL, BIKE IMPROVEMENTS, SIGNS & PVMT MARKINGS, ADA	2021	Development	69	PC	\$20,000.00	\$20,000.00	\$0.00
						CN	\$98,000.00	\$0.00	\$98,000.00
							\$118,000.00	\$20,000.00	\$98,000.00
Hwy - Non-Participating Total							\$118,000.00	\$20,000.00	\$98,000.00
Hwy - Local Partnerships									
13349	3	SH 55, EAGLE RD: MERIDIAN TOWN CENTER - STAGE 3	2021	Development	131	CE	\$60,000.00	\$0.00	\$60,000.00
						CC	\$404,957.13	\$404,957.13	\$0.00
						CN	\$5,000,000.00	\$0.00	\$5,000,000.00
							\$5,464,957.13	\$404,957.13	\$5,060,000.00
13918	3	LOCAL, RAIL WITH TRAIL PATHWAY, MERIDIAN	2022	Development	79	RW	\$120,000.00	\$0.00	\$120,000.00
							\$120,000.00	\$0.00	\$120,000.00
19465	3	LOCAL, FY22 CAPITAL MAINTENANCE, PH 1, BOISE	2022	Development	79	PC	\$180,700.00	\$180,700.00	\$0.00
							\$180,700.00	\$180,700.00	\$0.00
20006	3	LOCAL, FY22 CAPITAL MAINTENANCE, PH 3, ACHD	2022	Development	79	PE	(\$5,000.00)	(\$5,000.00)	\$0.00
						PC	(\$75,000.00)	(\$75,000.00)	\$0.00
							(\$80,000.00)	(\$80,000.00)	\$0.00
20129	3	LOCAL, FY21 CAPITAL MAINTENANCE, PH 2, ACHD	2021	Development	79	CN	\$1,225,891.00	\$0.00	\$1,225,891.00
							\$1,225,891.00	\$0.00	\$1,225,891.00
20245	3	LOCAL, FY21 & FY22 ADA COUNTY SR2S, VRT	2021	Development	79	CN	\$56,305.00	\$0.00	\$56,305.00
							\$56,305.00	\$0.00	\$56,305.00
21858	3	US 20, SH 16 TO LINDER RD, ADA COUNTY	2021	Development	131	PE	(\$5,000.00)	(\$5,000.00)	\$0.00
						RW	\$5,000.00	\$5,000.00	\$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
21858	3	US 20, SH 16 TO LINDER RD, ADA COUNTY	2021	Development	131	LP	\$3,021,000.00	\$3,021,000.00	\$0.00
							\$3,021,000.00	\$3,021,000.00	\$0.00
22593	3	OFFSYS, S 4TH AVE, INDIAN CREEK BR, CALDWELL	2021	Development	79	CN	\$12,500.00	\$0.00	\$12,500.00
							\$12,500.00	\$0.00	\$12,500.00
22619	3	I 84, USTICK RD OVERPASS, CANYON CO	2021	Awarded (or equiv.)	79	CN	\$3,507,000.00	\$3,507,000.00	\$0.00
							\$3,507,000.00	\$3,507,000.00	\$0.00
22718	3	SH 44, PALMER LN INTERSECTION IMPROVEMENTS	2027	Development	131	PE	\$70,000.00	\$0.00	\$70,000.00
							\$70,000.00	\$0.00	\$70,000.00
23071	3	SH 45, REALIGNMENT ALTERNATIVES ANALYSIS, PEL, NAMPA	2021	Development	79	PE	\$5,000.00	\$0.00	\$5,000.00
						PC	\$400,000.00	\$0.00	\$400,000.00
							\$405,000.00	\$0.00	\$405,000.00
Hwy - Local Partnerships Total							\$13,983,353.13	\$7,033,657.13	\$6,949,696.00
Hwy GARVEE - 2017 Legislative Authorization									
20788	3	SH 16, I 84 TO US 20/26 & SH44 IC, ADA & CANYON COS	2500	Development	142	PE	\$100,000.00	\$100,000.00	\$0.00
						RW	\$150,000.00	\$150,000.00	\$0.00
						LP	\$341,375.00	\$341,375.00	\$0.00
						UT	\$50,000.00	\$50,000.00	\$0.00
							\$641,375.00	\$641,375.00	\$0.00
22196	3	I 84, FRANKLIN IC TO KARCHER IC, CANYON CO	2021	Development	142	PE	(\$378,258.00)	(\$378,258.00)	\$0.00
						RW	\$100,000.00	\$100,000.00	\$0.00
						LP	\$900,000.00	\$900,000.00	\$0.00
						UT	\$50,000.00	\$50,000.00	\$0.00
							\$671,742.00	\$671,742.00	\$0.00
23079	3	I 84, TEMP WIDENING, FRANKLIN IC TO KARCHER IC, NAMPA	2021	Awarded (or equiv.)	142	CE	\$500,000.00	\$500,000.00	\$0.00
						CC	\$1,000,000.00	\$1,000,000.00	\$0.00
						CN	\$7,324,191.00	\$7,324,191.00	\$0.00
							\$8,824,191.00	\$8,824,191.00	\$0.00
23080	3	I 84, FRANKLIN RD IC TO KARCHER IC - WEST, NAMPA	2021	PS&E (or equiv.)	142	CE	\$100,000.00	\$100,000.00	\$0.00
						CC	\$6,197,000.00	\$6,197,000.00	\$0.00
						CN	\$70,504,337.00	\$70,504,337.00	\$0.00
							\$76,801,337.00	\$76,801,337.00	\$0.00
23081	3	I 84, FRANKLIN RD IC TO KARCHER IC - EAST, NAMPA	2021	PS&E (or equiv.)	142	CE	\$100,000.00	\$100,000.00	\$0.00
						CC	\$4,795,986.00	\$4,795,986.00	\$0.00
						CN	\$50,104,014.00	\$49,962,369.00	\$141,645.00
							\$55,000,000.00	\$54,858,355.00	\$141,645.00
Hwy GARVEE - 2017 Legislative Authorization Total							\$141,938,645.00	\$141,797,000.00	\$141,645.00
Report Total							\$229,642,225.84	\$198,027,231.12	\$31,614,994.72