



Working together to plan for the future

REGIONAL TRANSPORTATION ADVISORY COMMITTEE
July 28, 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 can participate in the meeting in-person or via Zoom conference call. The 1st floor Board room is open for in-person attendance, but has limited capacity. In-person attendees must maintain physical distance and should wear a mask at all times in the COMPASS building, if not fully vaccinated.

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

Written comments may be submitted by email to info@compassidaho.org. Comments can also be left by voicemail. Please call 208-475-2232 to record comments. Commenters must provide their name for the record. Comments identified by name that are received by 10:00 am on July 28, 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 June 23, 2021, RTAC Meeting Minutes**

IV. ACTION ITEM

8:35 ***A. Recommend *Communities in Motion 2040 2.0 (CIM 2040 2.0)* Liisa Itkonen**
Page 6 **Amendment #6 and FY2021-2027 Transportation Improvement Program (TIP) #7**

Liisa Itkonen will seek RTAC recommendation for COMPASS Board of Directors' adoption of resolutions amending CIM 2040 2.0 for design and planning projects on I-84, and FY2021-2027 TIP for design and planning projects on I-84, SH-55, and US 20/26.

8:45 ***B. Approve Transportation Management Area (TMA) Balancing Toni Tisdale**
Page 19 *Toni Tisdale will seek approval of actions to balance the TMA funding programs.*

8:55 ***C. Recommend the *Communities in Motion 2050 (CIM 2050) Vision*** Carl Miller
Page 33 *Carl Miller will seek RTAC recommendation for COMPASS Board of Directors' adoption of the Communities in Motion 2050 Vision.*

9:15 **D. Recommend *Communities in Motion 2050 (CIM 2050) Funding Policy*** Toni Tisdale
Page 36 *Toni Tisdale will seek RTAC recommendation for COMPASS Board of Directors' approval Communities in Motion 2050 Funding Policy.*

9:25 ***E. Recommend Rankings for CIM Implementation Grants and Project Development Program Projects** Destinie Hart
Page 39 *Destinie Hart will seek recommendation of rankings for COMPASS Board of Directors' approval for CIM Implementation Grants and Project Development Program Projects.*

9:40 ***F. Recommend the FY2023-2029 COMPASS Funding Application Guide** Toni Tisdale
Page 42 *Toni Tisdale will seek RTAC recommendation for COMPASS Board of Directors' approval of the FY2023-2029 COMPASS Funding Application Guide.*

V. INFORMATION/DISCUSSION ITEMS

VI. STATUS REPORTS (INFORMATION ONLY)

Page 78 ***A. RTAC Agenda Worksheet**

Page 84 ***B. Obligation Report**

VII. OTHER:

Next Meeting: August 25, 2021, RTAC Meeting

VIII. ADJOURNMENT (9:55)

***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\7-2021\Agenda_7282021.docx

**REGIONAL TRANSPORTATION ADVISORY COMMITTEE
JUNE 23, 2021
ZOOM CONFERENCE CALL**

****MINUTES****

ATTENDEES:

Drew Alexander, Boise State University, via telephone
Rodney Ashby, City of Nampa, 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
Jayme Coonce, Idaho Transportation Department, via telephone
Tim O'Meara for Becky Crofts, City of Middleton, via telephone
Lara Disney, Public Participation Workgroup, via telephone
Tom Ferch, Ada County Highway District, via telephone
Karen Gallagher, City of Boise, via telephone
Ryan Head, Ada County Highway District, via telephone
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
Brent Moore, Ada County Development Services, **Vice Chair**, via telephone
Darrell Romine, City of Melba, via telephone
Bill Vaughan, City of Eagle, via telephone
Stacey Yarrington, Ada County Development Services, via telephone

MEMBERS ABSENT:

Nichoel Baird Spencer, City of Eagle
Al Christy, City of Meridian
Kate Dahl, Canyon County Development Services
Steve Fultz, Canyon County Development Services
Jace Hellman, City of Kuna
Caleb Hood, City of Meridian
Rob Howarth, Central District Health, Ex. Officio
Angie Lee, City of Parma
Dan Lister, Canyon County Development Services
Robb MacDonald, City of Caldwell
Shawn Nickel, City of Star
Lenny Riccio, Canyon Highway District No. 4, **Chair**
Jenah Thornborrow, City of Garden City
Michael Toole, Department of Environmental Quality

OTHERS PRESENT: Cecilia Arritola, ITD, via telephone
Chris Danley, Vitruvian Planning, via telephone
Tevrin Fuller, COMPASS, via telephone
Tessa Greegor, ACHD Commuteride, via telephone
Destinie Hart, COMPASS, via telephone
Lila Klopfenstein, COMPASS, via telephone
Amy Luft, COMPASS, via telephone
Carl Miller, COMPASS, via telephone
Mitch Skiles, COMPASS, via telephone
Matt Stoll, COMPASS, in person
Toni Tisdale, COMPASS, via telephone
Hailey Townsend, COMPASS, in person
Mary Ann Waldinger, COMPASS, via telephone

CALL TO ORDER:

Vice Chair Brent Moore called the meeting to order at 8:34 a.m.

OPEN DISCUSSION/ANNOUNCEMENTS

None.

CONSENT AGENDA

A. Approve May 26, 2021, RTAC Meeting Minutes

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

ACTION ITEMS

A. Approve Transportation Management Area (TMA) Balancing

Toni Tisdale reviewed the actions to balance the TMA funding programs. The actions release almost \$200,000 from one project due to a good bid, and reprograms the funds to four other projects.

After discussion, **Ryan Head moved and Karen Gallagher seconded to approve the balancing actions for the Surface Transportation Block Grant - TMA program, as presented.**

Motion passed unanimously.

INFORMATION/DISCUSSION ITEMS

A. Update on Road Building and Design Effects on Speed

Chris Danley with Vitruvian Planning discussed how building and design affect speeds.

B. Update of Valley Regional Transit (VRT) Regional Planning and Prioritization

Stephen Hunt with Valley Regional Transit provided an update on VRT's regional planning and prioritization.

C. Review Draft *Communities in Motion 2050* (CIM 2050) Funding Policy

Toni Tisdale reviewed the draft CIM 2050 funding policy.

D. Update on the Travel Survey Data Collection Project

Mary Ann Waldinger provided an update on the Travel Survey Data Collection project.

Next Meeting: July 28, 2021

ADJOURNMENT

Karen Gallagher moved and Clair Bowman seconded adjournment at 10:00 a.m. Motion passed unanimously.

\\cpa-file01\Shared\FY21\800 System Maintenance\820 Committee Support\RTAC\2021 Minutes\Unsigned\minutes6232021.docx

RTAC AGENDA ITEM IV-A July 28, 2021

Topic: *Communities in Motion 2040 2.0* and FY2021-2027 Regional Transportation Improvement Program Amendments

Request/Recommendation:

COMPASS staff requests RTAC recommendation for COMPASS Board of Directors' adoption of resolutions (Attachments 1 and 2) amending *Communities in Motion 2040 2.0* (CIM 2040 2.0) and the FY2021-2027 Regional Transportation Improvement Program (TIP) to add three projects for planning and design on I-84 in Canyon County, as requested by the Idaho Transportation Department (ITD), and one project to study a southern connection from the City of Nampa to I-84, as requested by the City of Nampa. An amendment only to the FY2021-2027 TIP is also requested to add ITD projects for planning and design for State Highway 16, State Highway 55 in Canyon County, and US 20/26 in Ada and Canyon Counties and a project for safety improvements for a railroad crossing on Milwaukee Street in the City of Boise. In addition, the amendment would increase the cost of a bridge project in the City of Caldwell, as requested by the City of Caldwell.

The COMPASS Board of Directors will be asked to adopt the resolutions in its August 16, 2021, meeting.

Background/Summary:

When funding is identified to pay for a new project, *Communities in Motion* must be amended to reflect the change and add the project as "funded." The TIP amendment mirrors the *Communities in Motion* amendment, and includes changes to three additional projects and a new project on a minor arterial.

At the request of ITD, COMPASS is proposing to amend CIM 2040 2.0 and the FY2021-2027 TIP to add three new funded projects (Attachment 2):

- I-84, Centennial Way and Franklin Road in the City of Caldwell
 - Design and purchase right-of-way in preparation for future widening (construction currently unfunded)
- I-84, Karcher Road Interchange in the City of Nampa
 - Design and purchase right-of-way in preparation for future widening (construction currently unfunded)
- I-84, State Highway 44 to Centennial Way in the City of Caldwell
 - Study corridor to determine needed improvements

In addition, at the City of Nampa's request, the proposed amendments to CIM 2040 2.0 and FY2021-2027 TIP would add a study to determine needs and weigh options for a southern connection from the City of Nampa to I-84, between McDermott Road and Robinson Road (Attachment 2). The request from the City of Nampa to add this project is provided in Attachment 3.

The proposed amendment to the FY2021-2027 TIP also includes the following projects (Attachment 2):

- State Highway 16, I-84 to US 20/26 in Ada and Canyon Counties
 - Design for "Phase 3," in preparation for future interchanges along the corridor (construction currently unfunded)
- State Highway 55, Pear Lane to Indiana Avenue in Canyon County
 - Design and purchase right-of-way in preparation for future widening (construction currently unfunded)
- US 20/26, Middleton Road in the City of Caldwell to Star Road in Ada County
 - Design and purchase right-of-way in preparation for future widening (construction currently unfunded)
- Milwaukee Street railroad crossing in the City of Boise
 - Add safety improvements

A public comment period on the proposed amendments was held between July 6 and 20, 2021. COMPASS received 17 comments. Staff does not recommend changes based on public comments received. Verbatim public comments are posted under "Supplemental Information" on the COMPASS RTAC webpage: <https://www.compassidaho.org/people/rtacmeetings.htm>.

A proposed COMPASS Board administrative modification to the FY2021-2027 TIP includes the following project (Attachment 2):

- South 4th Avenue, Indian Creek Bridge, Caldwell
 - Increase construction costs based on final engineer's estimate (increase of 58.65%, which requires Board action, but not public involvement)
 - The city's letter requesting to increase the project is provided in Attachment 3.

Implication (policy and/or financial):

The amendments to CIM 2040 2.0 and the FY2021-2027 TIP and the administrative modification to the FY2021-2027 TIP enable work on the projects to begin immediately.

More Information:

- 1) Attachment 1 – Resolution X1-2021
- 2) Attachment 2 – Resolution X2-2021
- 3) Attachment 3 – Request Letters
- 4) For detailed information contact: Liisa Itkonen, Principal Planner, at litkonen@compassidaho.org or Toni Tisdale, Principal Planner, at ttisdale@compassidaho.org.



RESOLUTION NO. X1-2021

FOR THE PURPOSE OF AMENDING COMMUNITIES IN MOTION 2040 2.0

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

WHEREAS, the 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 prepare regional long-range transportation plans covering a period of no less than 20 years;

WHEREAS, the FAST Act, Title 23 United States Code Section 134, and Title 49 United States Code Section 5303 require projects contained in the regional long-range transportation plan to be financially constrained;

WHEREAS, COMPASS proposed an amendment to *Communities in Motion 2040 2.0* to add three Idaho Transportation Department funded planning and design projects for Interstate 84 (I-84), and a City of Nampa funded project to study a southern connection from the City of Nampa to I-84 between McDermott Road and Robinson Road (details attached);

WHEREAS, the FAST Act, Title 23 United States Code Section 134, and Title 49 United States Code Section 5303 requires regional long-range transportation plans be developed and amended in consultation with all interested parties;

WHEREAS, a public comment period was held between July 6 and July 20, 2021, and comments were shared with the COMPASS Board of Directors for consideration;

WHEREAS, the Community Planning Association of Southwest Idaho developed this amendment to *Communities in Motion 2040 2.0* in compliance with all applicable state and federal regulations; and

NOW, THEREFORE, BE IT RESOLVED, that the Community Planning Association of Southwest Idaho’s Board of Directors approves the amendment to *Communities in Motion 2040 2.0*.

ADOPTED this 16th day of August, 2021.

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

ATTEST:

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

Communities in Motion 2040 2.0 Proposed Amendment #6

This proposed amendment adds three projects requested by the Idaho Transportation Department (ITD), and one project requested by the City of Nampa:

ITD requested projects:

- A project to design additional lanes on **I-84 between Centennial Way and Franklin Road (Exit 27-29)**. Project would also include funds for right-of-way acquisition (total funds: \$10 million). Construction currently unfunded. (FY2022)
- A project to design an additional lane for the **I-84, Karcher Road Interchange in the City of Nampa**. Project would also include funds for right-of-way acquisition (total funds: \$3 million). Construction currently unfunded. (FY2022)
- A project to study the needed improvements on **I-84 between State Highway 44 in Canyon County to Centennial Way in the City of Caldwell (Exit 25-27)**(\$2 million). Construction currently unfunded. (FY2022)

City of Nampa requested project:

- A study to determine needs and weigh options for **a southern connection from the City of Nampa to I-84 between McDermott Road and Robinson Road.**

T:\FY21\600 Projects\661 CIM\Amendments\6 Aug 2021\Resolution x1-2021.docx

RESOLUTION NO. X2-2021

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

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

WHEREAS, the 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 July 6 and 20, 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 Board of Directors approves the amendment to the FY2021-2027 Regional Transportation Improvement Program.

ADOPTED this 16th day of August 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 x2-2021.docx

COMPASS Amendment #7 for the
FY2021-2027 Regional Transportation Improvement Program (TIP)

ITD and City of Nampa June 2021

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PC	RW	UT	CE	CN	SUM
20351	I-84, Karcher Road Interchange in the City of Nampa to the City of Caldwell	2021							0
	Funding Source: State (TECM)	2022	ϑ 1000	ϑ 8000	ϑ 1000				ϑ 10000
	Environmental study and design, and right-of-way and construction on Interstate 84 between the Karcher Road Interchange in the City of Nampa to the City of Caldwell. Actual termini and improvements will be determined through the environmental process. Construction projects will be split out once the phasing is determined. (Federal = \$0)	2023							0
		2024							0
		2025							0
		PD							0
		SUM	ϑ 1000	ϑ 8000	ϑ 1000	0	0	0	ϑ 10000
Increase design \$10,000,000 to add Centennial Way to Franklin Road in the City of Caldwell and purchase right-of-way needed for the project.									
Previously obligated: \$3,970,000 Overall total project cost: \$13,981,000 Total percent change: 251.19%									
20351	I-84, Karcher Road Interchange in the City of Nampa to the City of Caldwell	2021		11					11
	Funding Source: State (Restoration)	2022							0
	Same as above. (Federal = \$0) No change to this funding source.	2023							0
		2024							0
		2025							0
		PD							0
		SUM	0	11	0	0	0	0	11
23336	I-84, Karcher Road Interchange, Nampa	2021							0
	Funding Source: State (TECM)	2022	ϑ 250	ϑ 1750	ϑ 1000				ϑ 3000
	Preliminary engineering and right-of-way acquisition to widen the Karcher Interchange on I-84 in the City of Nampa. Work will include adding a free running right turn lane on the westbound off-ramp and continue the new lane across the I-84 and Union Pacific Railroad/Indian Creek structure to Caldwell Boulevard. Construction is currently unfunded. (Federal = \$0)	2023							0
		2024							0
		2025							0
		PD							0
		SUM	ϑ 250	ϑ 1750	ϑ 1000	0	0	0	ϑ 3000
Add project.									

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PC	RW	UT	CE	CN	SUM
23341	Study, I-84, SH-44 to Centennial Way, Caldwell	2021							0
	Funding Source: State (TECM)	2022	ϕ 100	ϕ 1900					ϕ 2000
	Corridor study on I-84 from SH-44 (Exit 25) to Centennial Way (Exit 27) in the City of Caldwell to determine what improvements are needed to address safety and mobility in this corridor. (Federal = \$0)	2023							0
		2024							0
		2025							0
		PD							0
		SUM	ϕ 100	ϕ 1900	0	0	0	0	ϕ 2000
Add project.									
NAM02	Study, Southern Connection to I-84 at SH-16 Interchange, Nampa	2021							0
	Funding Source: Local Non-Participating	2022		ϕ 200					ϕ 200
	Corridor study to determine needs and weigh options for a southern connection to the future Interstate 84 Interchange at State Highway 16. A connection to local roads would be between McDermott Road and Robinson Road in the City of Nampa. Community outreach and engagement will be limited to information updates, as no decisions regarding specific design, location, impacts, or mitigation are intended as part of the study. (Federal = \$0)	2023							0
		2024							0
		2025							0
		PD							0
		SUM	0	ϕ 200	0	0	0	0	ϕ 200
Add project.									
20788	SH-16, I-84 to US 20/26 and SH-44, Ada and Canyon Counties	2021	ϕ 100	ϕ 15000	591 491	50			641 15641
	Funding Source: State (GARVEE)	2022							
	Preliminary engineering and right-of-way acquisition, and construction to extend State Highway 16 between Interstate 84 and US Highway 20/26 (Chinden Boulevard) and State Highway 44 (State Street) in Ada and Canyon Counties. Construction is currently unfunded. Construction projects will be added and split out once the phasing is determined. (Federal = \$0)	2023							0
		2024							0
		2025							0
		PD							0
		SUM	ϕ 100	ϕ 15000	591 491	50	0	0	641 15641
Make corrections to work phases and increase design by \$15,000,000 to increase scope to design phase 3 of the corridor improvements (grade separated interchanges). Funds available through cost savings on other GARVEE projects.									
Previously obligated: \$125,140,000 Overall total project cost: \$148,281,375 Total percent change: 11.25%									

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PC	RW	UT	CE	CN	SUM
20788	SH-16, I-84 to US 20/26 and SH-44, Ada and Canyon Counties	2021			7500				7500
	Funding Source: IM	2022							0
	Same as above. (Federal = \$6,950,000) No change to this funding source.	2023							0
		2024							0
		2025							0
		PD							0
		SUM	0	0	7500	0	0	0	7500
23335	SH-55, Pear Lane to Indiana Avenue, Canyon County	2021							0
	Funding Source: State (TECM)	2022	ϕ <u>1000</u>	ϕ <u>9000</u>	ϕ <u>30000</u>				ϕ <u>40000</u>
	Preliminary engineering and right-of-way acquisition to improve safety and mobility on SH-55 by widening the corridor from two lanes to five lanes (two through lanes each direction and a center turn lane) from Pear Lane to Indiana Avenue in Canyon County. Construction is currently unfunded. (Federal = \$0) Add project.	2023							0
		2024							0
		2025							0
		PD							0
		SUM	ϕ <u>1000</u>	ϕ <u>9000</u>	ϕ <u>30000</u>	0	0	0	ϕ <u>40000</u>
23337	US 20/26, Middleton Road to Star Road, Ada and Canyon Counties	2021							0
	Funding Source: State (TECM)	2022	ϕ <u>1000</u>	ϕ <u>11000</u>	ϕ <u>40000</u>				ϕ <u>52000</u>
	Preliminary engineering and right-of-way acquisition to widen US 20/26 from Middleton Road in the City of Caldwell to Star Road in Ada County. Work will include widening the corridor from two lanes to five lanes (two through lanes each direction and a center turn lane). Construction is currently unfunded. (Federal = \$0) Add project.	2023							0
		2024							0
		2025							0
		PD							0
		SUM	ϕ <u>1000</u>	ϕ <u>11000</u>	ϕ <u>40000</u>	0	0	0	ϕ <u>52000</u>
23389	Railroad Crossing, Milwaukee Street, Boise	2021							0
	Funding Source: Strategic Initiatives	2022						ϕ <u>200</u>	ϕ <u>200</u>
	Resurface the railroad crossing on Milwaukee Street in the City of Boise. Work will also include improvements to the concrete planking, ballasts, ties, and rails at the intersection. Costs will be shared with the railroad. (Federal = \$0) Add project. Overall total project cost: \$400,000	2023							0
		2024							0
		2025							0
		PD							0
		SUM	0	0	0	0	0	ϕ <u>200</u>	ϕ <u>200</u>

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PC	RW	UT	CE	CN	SUM
23389	Railroad Crossing, Milwaukee Street, Boise	2021							0
	Funding Source: Private Company	2022						0	0
	Same as above. (Federal = \$0)	2023							0
		2024							0
		2025							0
		PD							0
		SUM	0	0	0	0	0	0	0
							0	0	

COMPASS Board Administrative Modification #2 for the
FY2021-2027 Regional Transportation Improvement Program (TIP)

City of Caldwell July 2021

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PC	RW	UT	CE	CN	SUM
22593	South 4 th Avenue, Indian Creek Bridge, Caldwell	2021						899	899
	Funding Source: Bridge (Discretionary)	2022							0
	Improve bridge on South 4th Avenue over Indian Creek in the City of Caldwell. The bridge is in poor condition. Funds will come from the Competitive Highway Bridge Program, as well as formula funds. (Federal = \$833,034)	2023							0
		2024							0
		2025							0
		PD							0
		SUM							899
Previously obligated: \$278,173 Overall total project cost: \$2,817,771 Total percent change: 58.65%									
22593	South 4th Avenue, Indian Creek Bridge, Caldwell	2021	2	166			277	141	586
	Funding Source: Bridge (Local)	2022					472	1001	1641
	Same as above. (Federal = \$1,521.000) Increase construction phase by \$1,055,575 to cover current engineer's estimate.	2023							0
		2024							0
		2025							0
		PD							0
		SUM	2	166	0	0	277	141	586
					462	1001	1641		
22593	South 4th Avenue, Indian Creek Bridge, Caldwell	2021						13	13
	Funding Source: Local Participating	2022						0	0
	Same as above. (Federal = \$0) Remove local participating, as local funds are already incorporated into the required local match.	2023							0
		2024							0
		2025							0
		PD							0
		SUM	0	0	0	0	0	0	13
							0	0	

CE = Construction Engineering
CN = Construction
FY = Fiscal Year
GARVEE = Grant Anticipation Revenue Vehicle
(Type of bonding)
I = Interstate
PE = Preliminary Engineering
PC = Preliminary Engineering Consultant
RW = Right-of-Way
SH = State Highway
US = United States Highway
UT = Utilities

DEBBIE KLING
MAYOR



CITY HALL
411 3RD STREET SOUTH
NAMPA, ID 83651
(208) 468-5401

OFFICE OF THE MAYOR

June 24, 2021

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

Dear Mr. Stoll:

The City of Nampa requests that you add a project to the Regional Transportation Improvement Program that is pending approval. This project is currently funded solely by the City. All our effort, however, is oriented to Federal Highway Administration requirements in case federal funds might later be available. Further, considering potential availability of such funds, we are contemplating adding City funding to increase its scope and become a Planning and Environmental Linkages (PEL) study. Details are as follows:

- Project Title:
 - Southerly Connection to I-84 between McDermott Road and Robinson Road
- Funding:
 - \$200,000 in FY2021 funds from City of Nampa. No others currently committed.
- Project Description:
 - The purpose of this process is to begin the planning for a SH-16 South Connection in Nampa. At this time, no specific environmental or planning process is preferred – this planning study will explore options and consider pros and cons of each. Community outreach and engagement will be limited to informational updates, as no decisions regarding specific design, location, impacts, or mitigation are intended as part of this study. Information from this study can be used to accompany funding or grant requests. This project is anticipated to be complete in February 2022.

Thank you, in advance, for your consideration.

Sincerely,

Debbie Kling, Mayor
City of Nampa



GARRET NANCOLAS
Mayor

208.455.3011
(7) 208.455.3008

City Hall
411 Balna Street
Caldwell, Idaho 83605

Post Office Box
P.O. Box 1179
Caldwell, Idaho 83605

For a list of the City
Council members, visit:
Website
www.cityofcaldwell.org

CITY OF *Caldwell, Idaho*

July 15, 2021

RE: Key Number 22593

Bundled Bridge Project – Caldwell 4th Avenue Indian Creek Bridge

Dear Friends on the Regional Technical Advisory Council and COMPASS Board:

We are so appreciative to have this needed bridge project included in this bundled effort. The 4th Avenue Bridge when last examined for load rating produced alarming results. It is in Caldwell's downtown and having it replaced is an important project.

Unfortunately, estimated construction costs have come up as the design of the project has approached completion. May we have RTAC's and the COMPASS Board's consideration to increase the funding to meet those demands?

Thank you!

Sincerely,

Robb MacDonald, PE, MSCE

Caldwell City Engineer
City of Caldwell, Idaho
208 455 3060

Rmacdonald@cityofcaldwell.org

Brent Orton PE, MSCE

Public Works Director
City of Caldwell, Idaho
208-455-4734

Borton@cityofcaldwell.org

"The Treasure of the Valley"

Topic: Transportation Management Area (TMA) Balancing

Request/Recommendation:

COMPASS staff seeks Regional Transportation Advisory Committee (RTAC) approval to balance the Transportation Alternatives Program (TAP) - TMA program due to the availability of funding.

Background/Summary:

Balancing the TAP-TMA program will allow \$79,646 to be reprogrammed due to a request from the Ada County Highway District to remove a project from the TAP-TMA program.

COMPASS staff recommends programming available funds based on priorities outlined in Board Policy 2021-01, Balancing Policy for the Surface Transportation Block Grant Program (STBG) and Transportation Alternatives Program (TAP) funds, approved by the COMPASS Board of Directors on February 22, 2021. The full policy may be found online at <https://www.compassidaho.org/prodserv/resourcedev.html#TIP>.

The following requests were received for FY2021 funding and are eligible for TAP-TMA funding (see Attachment 1 for additional detail, as well as STBG-TMA requests):

- **Pavement Preservation and ADA, Phase 2, Boise Area – FY2022** (key number 20122) – add right-of-way funds to cover new design standards (\$10,000 recommended)
- **Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle** (key number 20841) – request for additional design (funded in FY2022) (\$69,646 recommended)
- **Pavement Preservation and ADA, Phase 1, Boise Area – FY2022** (key number 19465) – additional design to cover new design standards (no funding recommended)
- **Roadway and ADA Improvements, Part 1, Boise Area – FY2023** (key number 20259) – request additional design to cover new design standards (no funding recommended)
- **Pavement Preservation and ADA, Phase 3, Boise Area – FY2022** (key number 20006) – convert local funds to federal funds for design costs (no funding recommended)

The request letters from each sponsor agency are provided in Attachment 2. The balancing worksheet for the TAP-TMA program is provided in Attachment 3.

Implication (policy and/or financial):

The recommended staff actions allows the release of federal funds for one project, fully funds the needs in one project, and partially funds the need of one project to fully obligate available TAP-TMA program funds within program deadlines.

More Information:

- 1) Attachment 1: Funding needs in the TMA
- 2) Attachment 2: Sponsor requests
- 3) Attachment 3: TAP-TMA balancing worksheet
- 4) For detailed information contact: Toni Tisdale, Principal Planner, ttisdale@compassidaho.org

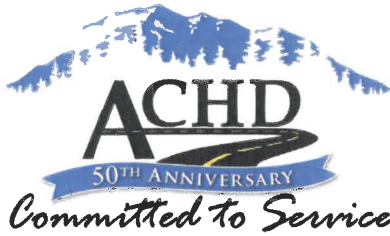
Funding Needs in the Transportation Management Area

Gray highlight = change is not consistent with original scope

Green highlight = recommended for funding

Peach highlight = recommended for partial funding

KN	Policy Priority*	Project	FY2021 Request	Notes	Comment
22995	N/A	Bicycle Improvements Low-Stress Bike Route Signs and Pavement Markings, Ada	-\$82,000	2021 release federal-aid on project due to timing deficiency to obligate funds. Project also includes \$118,000 in local funding, and it made sense to complete the entire project with local funds at this time. Project includes 10% local match rate, leaving \$79,646 for reprogramming with required local match.	Release \$79,646.
20129	1B	Capital Maintenance, Phase 2, Boise Area - FY2021	\$473,000	FY2021 needs additional to cover the OA limitation shortfall.	Not eligible for TAP funds.
20129	1B	Capital Maintenance, Phase 2, Boise Area - FY2021	\$981,087	2021 additional CN/CE funds to cover current estimate.	Not eligible for TAP funds.
18905	2C	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2021	\$2,000,000	2021 request additional funds to help cover shortfall of asset replacement. To date \$931,000.	Not eligible for TAP funds.
20122	3	Pavement Preservation and ADA, Phase 2, Boise Area - FY2022	\$10,000	2021 add ROW funds to cover new design standards	Recommend \$10,000.
20841	4	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	\$80,000	2021 additional design	Recommend \$69,646.
19465	4	Pavement Preservation and ADA, Phase 1, Boise Area - FY2022	\$180,000	2021 additional PC to cover new design standards	
20259	4	Roadway and ADA Improvements, Part 1, Boise Area - FY2023	\$300,000	2021 additional design to cover new design standards.	
20006	9	Pavement Preservation and ADA, Phase 3, Boise Area - FY2022	\$75,000	2021 to convert local to federal for design costs.	



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

July 1, 2021
Matt Stoll, Executive Director
COMPASS
700 NE 2nd Street, Suite 200
Meridian, ID 83642

Dear Mr Stoll: *MATT*

ACHD would like to convert the Bicycle Improvements, Signs and Pavement Marking project (KN 22995) to 100% local funding and release all of the Transportation Alternatives Program (TAP) funding.

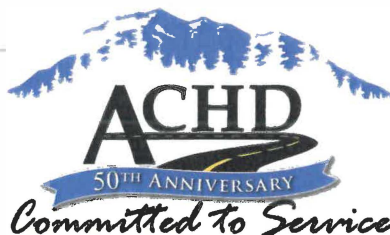
Unfortunately, with the consultant agreement being approved on June 22, 2021, there is insufficient time to complete the design work before the TAP construction funding obligation deadline on July 30, 2021. This longer than anticipated time to receive an approved consultant agreement was a compilation of several delays, starting with the availability of funds and ending with a long consultant selection process.

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

Sincerely,

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

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



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

March 17, 2021

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

Staff comment: request increased to \$1,080,000, as \$53,000 was transferred to KN 20159 to cover overage. Project received \$98,913 in June balancing leaving remaining need of \$981,087.

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

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

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

Summary:

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

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

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

Recommendation/Request:

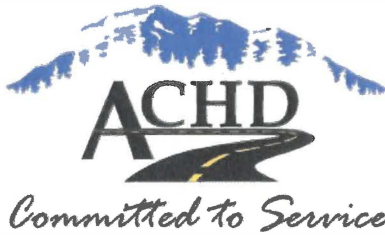
Based on the average annual need, VRT requests up to \$2 million each year to address assets in the Boise system with scores between 0.0 through 2.5. VRT would fund projects identified in the Transit Asset Management Plan including rollingstock replacement, CNG fueling system improvements, and infrastructure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

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

Implication (policy and/or financial):

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

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



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



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

A handwritten signature in black ink, appearing to read "Jason Pierce", with a long horizontal flourish extending to the right.

Jason Pierce
Mayor

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



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,

Dyan Bewins for

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:

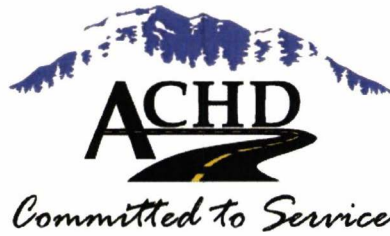
PC - \$518,000 + \$300,000 = \$818,000

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 Bwims for

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



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. Stoll~~^{Matt}:

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,

A handwritten signature in blue ink, appearing to read 'D. Wallace', is written over the word 'Sincerely,'.

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

TAP-TMA Program Worksheet
FY2021-2027

Attachment 3

(amounts include local match)

Key No	Project	Prev Years	2021	2022	2023	2024	2025	PD	Total	FY 2021 Balancing
20245	SR2S, VRT, Ada County - FY2021 and FY2022	0	288						344	Decrease by \$56,305 to cover OA limitation. Admin Mod #8.
			56							Local STBG-TMA funds. Admin Mod #11.
20493	SR2S, VRT, Ada County - FY2023	0			168				168	
21910	SR2S, VRT, Ada County - FY2024 and FY2025	0				397			397	
22933	SR2S, VRT, Ada County - FY2026	0						214	214	
13918	Rail with Trail Pathway, Meridian	0		391					648	
			120	138				Local funds. Cover ROW and remaining CN costs.		
20549	Pedestrian Improvements, US 20/26 (Chinden) at 43rd Street, Garden City (ACHD)	0	56		162				0	
20542	Pedestrian Improvements, SH-55 (Eagle Road), Meridian	0		79	96		409	0	603	
								0		STP-TMA funds. (removed)
				10			9	0		Local funds.
20841	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	639	70		35				1413	3/22/21 needs \$80K in FY2021 for additional design work. Recommend increase \$70K
					80					STP-TMA funds. Increased for inflation.
				10	579					Local funds. Needs \$93K for LHTAC oversight and CC. Increased for inflation. Recommend increase \$10K (expected to be replaced by federal funds in the update)
					500					TAP-State funds.
22385	Pathway, Greenbelt Completion, Boise State					50		379	429	

Key No	Project	Prev Years	2021	2022	2023	2024	2025	PD	Total	FY 2021 Balancing
22931	Pedestrian Improvements, SH-55, Bristol Heights to US 20/26 (Chinden), Boise						34	285	345	
							26			Local funds.
22995	Bicycle Improvements Low-Stress Bike Route Signs and Pavement Markings, Ada		0						200	(10% local match) Remove \$82K in federal-aid at request of ACHD, July 2021. Recommended.
			47	153						Local funds. Increase CE by \$1K and CN by \$81K and delay CN to FY2022. (project will be removed during the update) Recommended.
20122	Pavement Preservation and ADA, Phase 2, Boise Area - FY2022	233	10						2569	12/21/2020 needs \$10K to cover ROW for sidewalk segment. Recommended.
				2326						STBG-TMA funds.
15001	Cost Increase Set-Aside, TAP-TMA					5				
Total Programmed			424	470	461	452	443	878		
*Total Available			424	470	461	452	443	886		2021 available based on OA limitation of 88.53%
Net Difference Programmed vs Available			0	0	0	0	0	-8		
% over/under programmed			-0.1%	-0.1%	0.0%	0.0%	0.0%	-0.9%		

red text = proposed changes

blue text = could change

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

Purple highlight = funds for design

Teal highlight = funds for right-of-way

Peach highlight = funds for construction

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

RTAC AGENDA ITEM IV-C

Date: July 28, 2021

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

Request/Recommendation:

COMPASS staff requests Regional Transportation Advisory Committee (RTAC) recommendation of COMPASS Board of Directors' approval of the *Communities in Motion 2050* Vision.

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. 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. Combined, over 18,000 surveys were completed in the three public input opportunities. The resulting CIM 2050 Vision, or preferred growth and transportation scenario, will establish the official demographic assumptions for CIM 2050 transportation analyses.

In May, staff reviewed the CIM 2050 Vision map with the COMPASS Public Participation Workgroup to determine how to best convey the vision and its most relevant features. In June, COMPASS staff reviewed the process to develop the CIM 2050 Vision with the Regional Transportation Advisory Committee. On July 15, the Demographic Advisory Workgroup recommended the demographic allocation. Pending RTAC recommendation, these recommendations will be presented to the COMPASS Board of Directors for approval in August 2021.

Implication (policy and/or financial):

The CIM 2050 Vision will establish the official growth scenario and demographic assumptions for CIM 2050 transportation analyses.

More Information:

- 1) Attachment: *Communities in Motion 2050* Vision
- 2) For detailed information contact Carl Miller at cmiller@compassidaho.org.

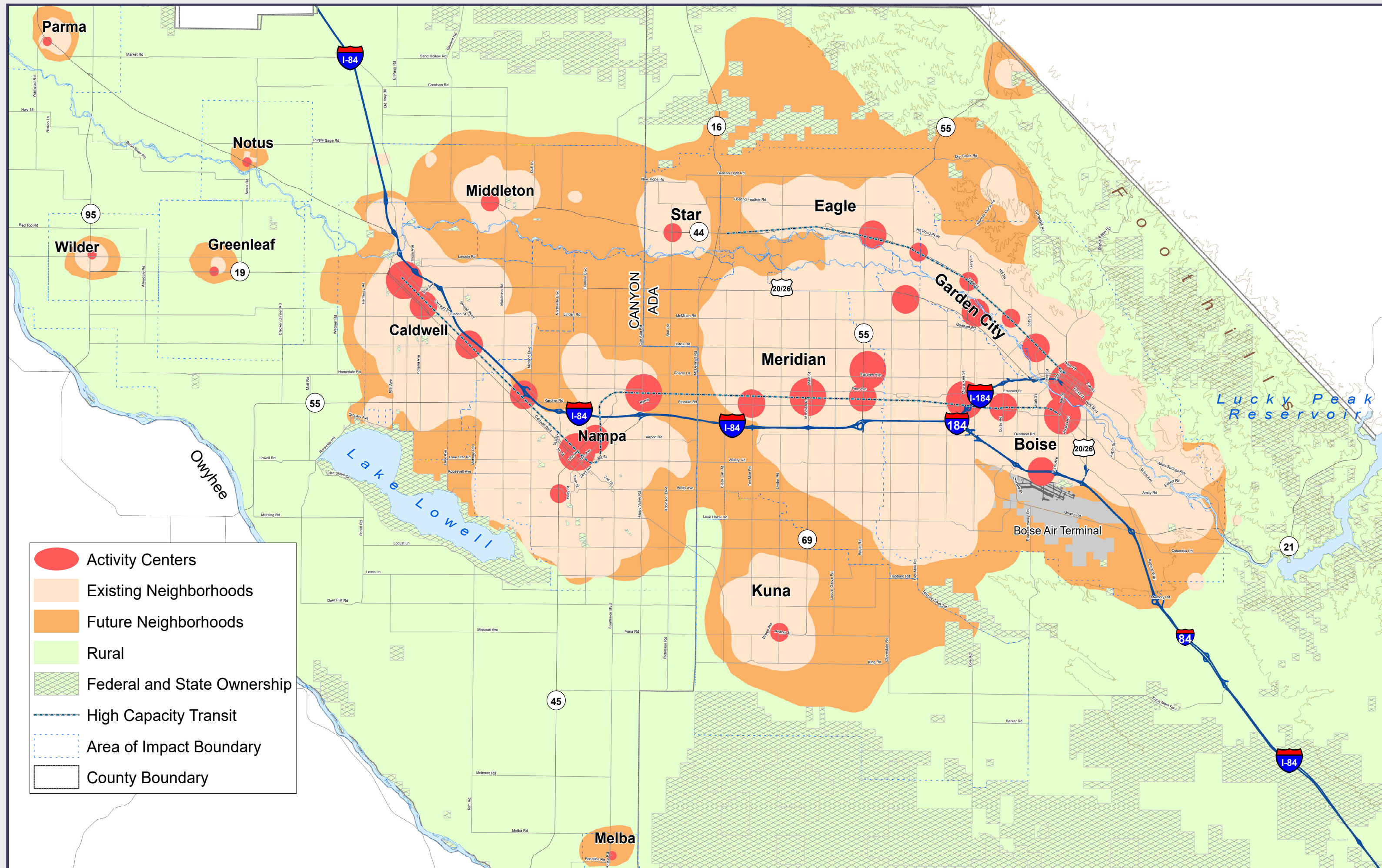
CM: t:\fy21\600 projects\620 demographics and growth management\cim 2050 vision\rtac_cimvision_mmo_072821.docx



COMMUNITIES IN MOTION 2050

COMMUNITIES IN MOTION 2050 VISION

The *Communities in Motion 2050* Vision illustrates the preferred growth scenario to the year 2050 for Ada and Canyon Counties, ID. Created using input from local stakeholders, including the public, the Vision guides development of the long-range transportation plan, *Communities in Motion 2050*. Both the *Communities in Motion 2050* plan and Vision support safety, convenience, economic vitality, and quality of life for all residents.



COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

The Community Planning Association of Southwest Idaho (COMPASS) is an association of local governments working together to plan for the future of Ada and Canyon Counties. COMPASS members coordinate regional efforts and set priorities for spending federal transportation funding.

This map depicts how the region is forecasted to look in 2050, based on the *Communities in Motion 2050* Vision.

The corresponding color-coded illustrations and descriptions below provide details about each development type.



ACTIVITY CENTERS

Activity centers are concentrations of residential and commercial areas, such as downtowns, office parks, and shopping centers. They represent the highest densities and most diverse land uses in the region and support a robust mix of transportation modes.



EXISTING NEIGHBORHOODS

Existing neighborhoods comprise most of the built environment and have opportunities for reuse and infill. These are primarily urban residential areas, but also include services such as parks, schools, and shopping. A balance of transportation options is needed, depending on the location and specific land uses.



FUTURE NEIGHBORHOODS

Future neighborhoods are anticipated to be developed as urban neighborhoods by the year 2050. They are mostly located near existing infrastructure to avoid consuming farmland. A balance of transportation options will be needed, depending on the location and specific land uses.

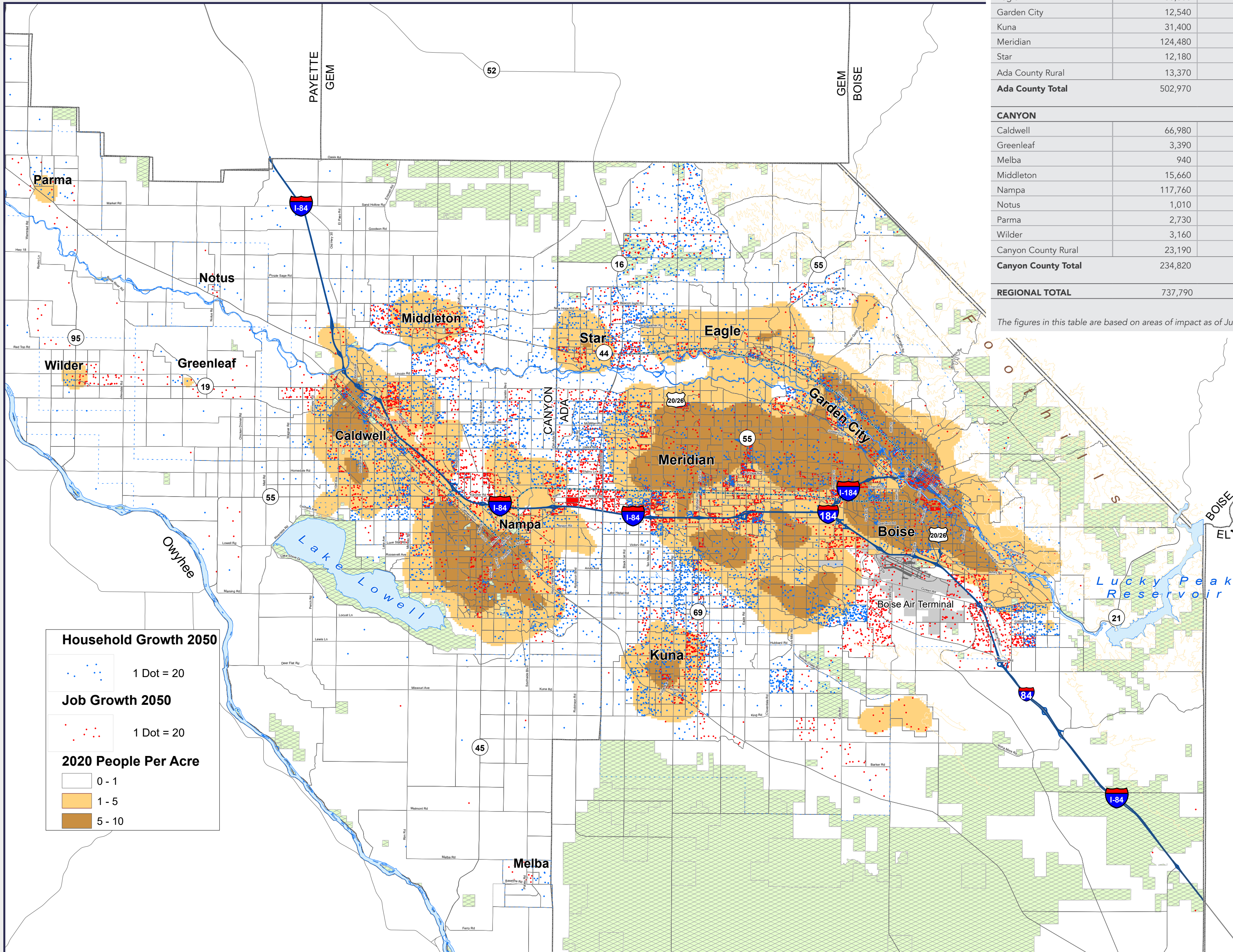


RURAL

Rural areas include farmland and open space. Most arterial roads in rural areas are regional and are meant for longer trips.

FORECASTED GROWTH

COMPASS forecasts that 1,075,000 people will live in in Ada and Canyon Counties by 2050. The map below shows the location and density of households and jobs in the region in 2020 and where new growth is likely to occur by 2050. The year 2020 is represented by solid colors, with darker shades indicating more densely populated areas. Dots reflect the additional households and jobs forecasted by 2050, with each dot representing 20 new households (blue) or jobs (red). The table reflects similar information, comparing 2020 and 2050 population and jobs for each municipality.



	2020 Population	2020 Jobs	2050 Population	2050 Jobs
ADA				
Boise	273,320	149,330	314,520	198,130
Eagle	35,680	9,850	54,670	15,740
Garden City	12,540	8,340	19,000	11,520
Kuna	31,400	4,700	72,020	14,130
Meridian	124,480	46,970	192,540	80,270
Star	12,180	1,240	22,380	5,300
Ada County Rural	13,370	2,580	40,690	8,670
Ada County Total	502,970	223,010	715,820	333,760
CANYON				
Caldwell	66,980	18,720	111,190	35,000
Greenleaf	3,390	890	4,170	1,570
Melba	940	200	1,700	420
Middleton	15,660	1,900	40,570	9,750
Nampa	117,760	40,560	168,140	71,710
Notus	1,010	200	1,460	370
Parma	2,730	890	3,330	1,250
Wilder	3,160	730	3,620	1,850
Canyon County Rural	23,190	3,750	25,000	4,200
Canyon County Total	234,820	67,840	359,180	126,120
REGIONAL TOTAL	737,790	290,850	1,075,000	459,880

The figures in this table are based on areas of impact as of July 2021.

RTAC AGENDA ITEM IV-D

Date: July 28, 2021

Topic: **Communities in Motion 2050 Funding Policy**

Request/Recommendation:

COMPASS staff seeks Regional Transportation Advisory Committee recommendation of COMPASS Board of Directors' approval of the *Communities in Motion 2050* Funding Policy, as recommended by the RTAC subcommittee.

Background/Summary:

A funding policy, to guide how federal transportation funding is allocated throughout the region, is included in *Communities in Motion* (CIM), the long-range transportation plan for Ada and Canyon Counties. This policy informs not only the long-range plan itself, but is used continually to guide budgeting decisions in the regional transportation improvement program (TIP).

In January 2013, the COMPASS Board of Directors approved a funding policy for CIM 2040 with a focus on maintaining the existing transportation system. The policy also included specified amounts for off-the-top funding and percentage splits for roadways (82%), public/alternative transportation (15%), and studies or special projects (3%) in the Surface Transportation Block Grant (STBG) programs.

The COMPASS Board of Directors updated the funding policy for CIM 2040 2.0, the current regional long-range transportation plan for Ada and Canyon Counties, in October 2017. The policy states:

Use federal funds to maintain the existing transportation system and to strategically address regional priorities as identified in the regional long-range transportation plan.

The policy maintains the off-the-top funding and percentage splits from the CIM 2040 policy.

In December 2020, RTAC members responded to a survey to determine how to move forward with possible changes to the funding policy for CIM 2050. Survey results and a policy development plan were shared with RTAC on January 27, 2021.

An RTAC subcommittee met in February, March, and April, 2021, to discuss the funding policy and made the recommendations to RTAC for discussion. The draft funding policy and funding goals, as discussed by RTAC in June, are provided below.

Overall Funding Policy (red text reflects changes to current policy)

Use federal *formula* funds to maintain the existing transportation *network and fill gaps in the alternative transportation system*, and *use new available funding* to strategically address regional priorities as identified in the regional long-range transportation plan.

Funding Goals (red text reflects changes to current policy)

STBG – Transportation Management Area (STBG-TMA) (Boise Urbanized Area) – shown below using dollar amounts as examples, based on the FY2022 estimated available amount of \$10,814,000.

Off-the-Top	Policy Amount	Illustrative Amount	Illustrative Running Total Remaining
COMPASS*	\$232,000		\$10,582,000
Ada County Highway District (ACHD) Commuteride	\$220,000		\$10,362,000
Safe Routes to School Education Program (Ada)	\$280,000		\$10,082,000
Split of Remaining Funds			
Local Network Improvements**	72%	\$7,259,040	\$2,822,960
Pathways (State Highway or off-network)***	12%	\$1,209,840	\$1,613,120
Public Transportation Capital	13%	\$1,310,660	\$302,460
Studies and Special Projects	3%	\$302,460	\$0

STBG-Urban (Nampa Urbanized Area) – shown below using dollar amounts as examples, based on the FY2022 estimated available amount of \$1,924,035.

Off-the-Top	Policy Amount	Illustrative Amount	Illustrative Running Total Remaining
COMPASS*	\$99,000		\$1,825,035
ACHD Commuteride	\$55,000		\$1,770,035
Safe Routes to School Education Program (Canyon)	\$50,000		\$1,720,035
Split of Remaining Funds			
Local Network Improvements**	85%	\$1,462,030	\$258,005
Alternative Transportation Capital	12%	\$206,404	\$51,601
Studies and Special Projects	3%	\$51,601	\$0

Gray highlight = illustrative information based on FY2022 estimates

*COMPASS Off-the-Top is based on a standard \$331,000, and divided between Boise Urbanized Area and Nampa Urbanized Area funds based on 70/30 split in population (Boise Urbanized Area/Nampa Urbanized Area)

** See definition of local network improvements below

*** If application not sought or funds remains, funds split equally between Local Network Improvements and Public Transportation Capital

Local Network Improvements - Includes all capital improvements to “maintain and improve the infrastructure and operational performance on the current system.”

Work may include:

- Overlays, rehabilitation, or rebuilds on a roadway (with no added through-lane capacity)
- Transportation improvements that save lives
- Filling gaps on on-system bicycle/pedestrian facilities (including crosswalks and adding/widening shoulders)
- Compliance with the Americans with Disabilities Act
- Improvements to the intelligent transportation system and similar operations systems

Projects should reflect strategies outlined in the COMPASS Congestion Management Process, which can be found on the COMPASS website: <https://www.compassidaho.org/prodserv/cms-intro.htm>.

Implication (policy and/or financial):

The CIM 2050 funding policy will guide COMPASS staff in proposing funding priorities for CIM 2050 and will direct how projects are funded in future TIPS.

More Information:

- 1) For detailed information contact: Toni Tisdale, Principal Planner,
ttisdale@compassidaho.org

TT:LI: T:\FY21\600 Projects\661 CIM\10. Financial\Funding Policy\210728mmoRTACFundingPolicy.docx

RTAC AGENDA ITEM IV-E

DATE: July 28, 2021

Topic: FY2022 *Communities in Motion* (CIM) Implementation Grants and Project Development Program

Request/Recommendation:

COMPASS staff seeks RTAC recommendation of COMPASS Board of Directors' approval of FY2022 CIM Implementation Grants and Project Development Program projects.

Background/Summary:

Between May 12 and May 24, 2021, RTAC ranked 6 CIM Implementation Grant applications and 12 applications for the Project Development Program using a paired comparison process. The resulting rankings are shown in the attachment.

FY2021 projects in these programs are complete or nearing completion. Staff will provide an update on the status of each FY2021 project for both the CIM Implementation Grant and Project Development Programs.

Communities in Motion Implementation Grants

The CIM Implementation Grant program was developed to support COMPASS member agencies in their efforts to implement *Communities in Motion*. These grant funds are for locally important projects in downtowns or major activity centers that also help achieve regional goals.

The total amount requested for CIM Implementation Grants for FY2022 was \$145,848. In recent years, \$50,000 has been budgeted for this program. If \$50,000 is again budgeted for FY2022, the top two ranked projects could be fully funded.

FY2021 CIM Implementation Grants

Two CIM Implementation Grants were funded in FY2021. Both have requested extensions due to extenuating circumstances.

- **City of Eagle**, Eagle Island Pathway (design and construct): design is complete. An extension for construction is requested due to unsuitable river conditions.
- **City of Wilder**, Sidewalk B Phase 1 (design and construct): design is complete. An extension for construction is requested due to a cement shortage.

Project Development Program

The Project Development Program transforms member agency needs into well-defined projects with cost estimates, purpose and need statements, public involvement information, and environmental scans to ensure readiness for funding applications.

The total amount requested for the Project Development Program in FY2022 was \$300,000. In recent years, \$75,000 has been budgeted for this program. If \$75,000 is budgeted again for FY2022, the top three ranked projects could be fully funded.

FY2021 Project Development Program Projects:

Three Project Development Program projects were funded in FY2021. One is complete and the other two are nearing completion.

- **Garden City**, Chinden Sidewalk Project: A final report was completed by J-U-B Engineers, Inc. and can be accessed on the COMPASS website at www.compassidaho.org/prodserv/projectdev.html.
- **City of Greenleaf**, Friends Road Project: The final report by Keller and Associates, Inc. will be complete in August 2021 and posted to the COMPASS website at the link above.
- **City of Notus**, Street Rebuilds with Stormwater Improvements Phase 2: The final report by Lochner Engineering is in process and on track for completion before September 15, 2021. It will be posted to the COMPASS website at the link above.

Next Steps:

The COMPASS Board of Directors will be asked to approve the recommended FY2022 CIM Implementation Grants and Project Development Program projects, as well as the FY2022 COMPASS Unified Planning Work Program and Budget, which will include the funding for the programs, in its August 16, 2021 meeting.

Implication (policy and/or financial):

Funding these projects will help “move the needle” toward achieving *Communities in Motion* performance measures.

More Information:

- 1) Attachment: FY2022 Paired Comparison Selection Results for CIM Implementation Grants and the Project Development Program.
- 2) For detailed information, contact: Destinie Hart, Principal Planner, at dhart@compassidaho.org

T:\FY21\600 Projects\685 Resource Development\F-RTAC & Board\July2021 RTAC Rankings\Memo RTAC July 2021 FY2022 Rankings.docx

Preliminary Ranking of Local-Aid Eligible Applications

Attachment 1

In preliminary rank order by funding program, based on results from online paired comparison process.

Preliminary Rank	Total Selections	Sponsor	Project
Communities In Motion Implementation Grants			
1	94	City of Wilder	Golden Gate Avenue Sidewalk Project
2	66	City of Kuna	ADA Sidewalk Connector Between Downtown Main Street and Kuna Senior Center
3	63	City of Wilder	2 nd Street East Sidewalk Installation
4	41	City of Boise	Capitol Boulevard Bike Counter with Digital Display
5	40	Boise State University	Bicycle and Pedestrian Counters
6	39	City of Wilder	Road Reconstruction Following Irrigation Repairs
Project Development Program			
1	178	City of Garden City	52 nd Street Pedestrian Bridge
2a	174	City of Star	Safe Route to School, Floating Feather Road to Star Middle School
2b	174	City of Eagle	Grade Separated Bicycle and Pedestrian Crossing of State Highway 44 – Phase 2
3	165	City of Boise	I-184 Liberty Street Bike and Pedestrian Bridge
4	149	City of Star	Star Greenbelt Planning
5	142	City of Meridian	Linder Road Overpass
6	138	City of Notus	Notus Comprehensive Street Rebuild Project
7	125	City of Nampa	Nampa’s Historic Downtown Master Plan
8	95	City of Meridian	East 2 nd Street Placemaking
9	87	City of Nampa	Airport Perimeter Pathway
10	46	City of Star	State Highway 44 Sidewalks Feasibility Study
11	45	City of Star	Star Downtown Parking Study

T:\FY21\600 Projects\685 Resource Development\K-Applications by Year\All FY2022 Applications\Local\Preliminary Local-Aid Ranking.docx

RTAC AGENDA ITEM IV-F

Date: July 28, 2021

Topic: FY2023-2029 COMPASS Funding Application Guide

Request/Recommendation:

COMPASS staff seeks Regional Transportation Advisory Committee recommendation for COMPASS Board of Directors' approval of the FY2023-2029 COMPASS Funding Application Guide (Attachment 1).

Background/Summary:

Each year, in preparation for soliciting funding applications, COMPASS staff updates the application guide to incorporate timely dates and other information for the application process. Staff proposes only minor updates to the FY2023-2029 COMPASS Funding Application Guide, including updating deadlines and estimated available amounts of funding. The process outlined in the FY2023-2029 COMPASS Funding Application Guide will remain the same as the process for the FY2022-2028 funding cycle, including the online vendor for the application; however, the ranking format is proposed to change to a worksheet similar to that used this year for the *Communities in Motion* Implementation Grants and Project Development Program from May 25 through and June 4, 2021.

The draft FY2023-2029 COMPASS Funding Application Guide is provided in Attachment 1. A red-line, strike version to see changes from FY2022-2028 is available upon request.

Staff anticipates more objective criteria will be needed in the future to support the focus on performance-based planning measures, which are a high priority for federal programs. COMPASS staff are currently updating the COMPASS Complete Network Policy, which we anticipate will be a driving factor in the future ranking of federal-aid projects. Approval of the updated Complete Network Policy is anticipated in fall 2021. An updated funding policy for *Communities in Motion 2050* will also play a large role in future project prioritization. RTAC will be requested to recommend the funding policy at the July 28, 2021 meeting; and it is anticipated to be brought to the COMPASS Board of Directors for approval in August 2021.

A full restructuring of the FY2024-2030 COMPASS Funding Application Guide, to accommodate these policy changes, is expected, and will likely be drafted in winter/spring 2022, with the assistance of an RTAC subcommittee.

Implication (policy and/or financial):

Approval of the FY2023-2029 COMPASS Funding Application Guide will allow COMPASS staff to assist member agency staff in applying for projects to further *Communities in Motion* goals.

More Information:

- 1) Attachment 1: Draft FY2023-2029 COMPASS Funding Application Guide
- 2) For detailed information contact: Toni Tisdale, Principal Planner, at 208/475-2238 or ttisdale@compassidaho.org or Destinie Hart, Principal Planner, at 208/475-2240 or dhart@compassidaho.org.



Funding Application Guide

FY2023-2029

(DRAFT)



Table of Contents

Introduction	1
Eligibility	1
Application Process	1
Phase I Application.....	1
Phase I Content	1
Projects/Funding Source Match	2
Phase II Application	2
Phase II Content.....	2
Online Application	3
Application Assistance.....	3
Schedule.....	4
Ranking	5
Funding Sources and Programming	5
Federal Funding	5
COMPASS Funding	6
Funding Policy.....	6
More Information	6
Supplemental Information Attachments.....	6

Introduction

The Community Planning Association of Southwest Idaho (COMPASS) serves as a regional forum for making decisions about transportation and related planning and setting priorities for spending federal transportation funds. COMPASS accepts applications annually for funding for transportation projects; the FY2023-2029 funding period begins October 1, 2022.

Eligibility

Any agency with a transportation project that is in, runs through, or touches Ada and/or Canyon Counties is eligible to apply.

Application Process

Applications to COMPASS are accepted in two phases.

Phase I Application

A Phase I application is a simple preliminary application requesting very basic information and is **mandatory for all** applications for funding sources managed through COMPASS for:



- Large or small projects
- Projects requesting federal or non-federal funding
- Projects ready to compete for funding
- Projects in need of assistance to prepare to compete for funding (Project Development Program)
- Projects in need of any other COMPASS staff assistance

Phase I applications are due no later than midnight, Monday, December 6, 2021. An additional opportunity to submit Phase I applications for *Communities in Motion* (CIM) Implementation Grants or Project Development Program assistance only will be available during April 2022. See more details in the schedule starting on page 4.

Phase I applications provide COMPASS staff with information on the transportation-related needs in each community. Those projects are then included in the COMPASS Resource Development Plan, which guides grant-seeking efforts throughout the year.

Phase I Content

Phase I applications must include, but are not limited to:

- Project Title
- Local Ranking (if multiple applications are submitted)
- Project Type
- Project Location (map/sketch required)

- Project Description
- Purpose and Need for Project
- Estimated Cost (including how cost was determined)
- Match Commitment Documentation (not needed for Project Development Program unless agency chooses to provide matching funds)
- Phasing
- Right-Of-Way Ownership/Status
- Project Partners
- Project Readiness
- Conformance with Plans
- Support of CIM 2040 2.0 Performance Measures
- Cover Letter (optional)
- Support Letters (optional)

All required items must be received by the due date or the application will not be considered for funding. Match commitment letters are required for federal-aid applications in December, but not until May for CIM Implementation Grant applications (even if the application is submitted in December).

See the **“Application Supplemental”** for a sample application and guidance. COMPASS staff can provide technical assistance in completing project applications prior to the December 6, 2021; January 19, 2022; and May 4, 2022 deadlines (see “Schedule,” page 4).

Projects/Funding Source Match

COMPASS staff will review all Phase I applications to determine eligibility for various funding sources. If a project is eligible for a federal funding source, COMPASS staff will notify the applicant, who will then need to submit a **Phase II** application to provide the additional details needed for a federal-aid project.



Phase II Application

Phase II applications require additional project information (see page 3).

- Required for projects eligible for federal funding sources
- **Due no later than noon on Tuesday, January 18, 2022**

Links to forms and other information required to complete the application are provided within the online application.

Phase II Content

Information requested in Phase II depends on the type of project and may include, but is not limited to:

All Projects:

- Local or regional scope
- Modes and connectivity
- Complete streets
- Safety improvements
- Traffic volumes (road, bicycle, pedestrian)
- Congestion mitigation
- Environmental Justice areas
- Economically Distressed areas
- Environmental considerations

Roadways/Bridges:

- Functional classification
- Life cycle cost
- Pavement condition index
- Bridge sufficiency rating
- Freight corridors
- Intelligent Transportation System (ITS) improvements

Required Attachments*:

- Idaho Transportation Department forms 0414, 1150, 2435
- COMPASS form A100

*All required attachments must be received by the due date or the application will not be considered for funding.

Online Application

All applications must be submitted through the designated online system, which tracks all steps of the application process including correspondence and submittals.

Application Assistance

COMPASS staff provides assistance to COMPASS members for all types of funding applications, whether or not the funding source is managed by COMPASS. Non-COMPASS sources include, but are not limited to, some federal funding programs, as well as funding available through the Idaho Transportation Department, the Local Highway Technical Assistance Council, Valley Regional Transit (VRT), and foundations and other funding sources. See **“Application Assistance Supplemental”** for details.

Alternative Transportation:

- Trip purposes
- Land ownership
- Appropriate contacts
- Vehicle replacement
- Customer service and mobility support

Planning and Special Projects:

- Federal requirements



Optional Attachments:

- Project estimating worksheet
- Additional maps, photos, or letters of support not included in Phase I application (Please ensure graphics make sense to someone not familiar with your project.)

Schedule

General Application Schedule	
October 14, 2021	Call for Projects
December 6, 2021	Phase I Applications Due by Midnight
December 14, 2021	COMPASS Staff requests Phase II Applications
January 19, 2022	Phase II Applications Due by Noon
April 6, 2022	Second Call for Projects for COMPASS Funding (CIM Implementation Grants and Project Development Program)
May 4, 2022	Phase I Applications Due (second opportunity) by Midnight

Federal-Aid Funding	
February 2, 2022	Optional Regional Transportation Advisory Committee (RTAC) workshop for detailed application information and discussion of federal-aid applications
February 2-16, 2022	RTAC completes online paired comparison process for federal-aid funding
February 23, 2022	RTAC recommends federal-aid rankings
March 2, 2022	Optional RTAC workshop to review staff recommendations for federal-aid funding based on initial RTAC ranking
March 16, 2022	RTAC recommends draft federal-aid programming (budget)
September 28, 2022	RTAC recommends Draft FY2023-2029 Regional Transportation Improvement Program (TIP), including federal-aid programs
October 17, 2022	COMPASS Board of Directors approves FY2023-2029 TIP, including federal-aid programs

CIM Implementation Grant and Project Development Programs:	
April 6, 2022	Second Call for Projects
May 4, 2022	Phase I Applications Due by Midnight
May 18, 2022	Optional RTAC workshop for detailed application information and discussion of CIM Implementation Grant and Project Development Program applications

CIM Implementation Grant and Project Development Programs:	
May 13-25, 2022	RTAC completes paired comparison process for CIM Implementation Grants and Project Development Program
July 27, 2022	RTAC reviews rankings and recommends CIM Implementation Grants and Project Development Program projects
August 15, 2022	COMPASS Board of Directors approves CIM Implementation Grants and Project Development Program projects

Please note that dates could change due to scheduling conflicts or as new information becomes available.

Ranking

RTAC members review and rank all applications using a paired comparison process, which evaluates each project individually against every other project eligible for a specific funding source. See the **“Ranking Supplemental”** for details.



Funding Sources and Programming

COMPASS manages many different funding sources, both federal and non-federal. Applications are matched with appropriate funding sources based on eligibility for each source and project readiness. RTAC then makes recommendations for funding based on the ranking order resulting from paired comparisons.

Federal Funding

Federal funding is programmed for up to five years, plus “preliminary development” (PD) in the sixth and seventh year to fund design for projects scheduled to be constructed in later years. Most available funds for the application process are in preliminary development.

See **“Federal Funding Sources Supplemental”** for details on federal funding, including the amount of funds estimated to be available (not yet programmed) for each year, as well as links to federal program guidance.

While COMPASS coordinates all funding for inclusion in the TIP, VRT, as the designated recipient for Federal Transit Administration funds, prioritizes all Federal Transit Administration funds designated in the area. RTAC reviews VRT’s proposed program priorities for recommendation of COMPASS Board of Directors approval. Contact VRT’s Planning Programmer for assistance.

COMPASS Funding

COMPASS provides funding directly to COMPASS member agencies for transportation projects.

- **Communities in Motion Implementation Grants** of up to \$25,000 for projects that implement the goals and vision of CIM 2040 2.0.
 - Funds are budgeted annually by the COMPASS Board of Directors using local funds collected from membership dues.
 - This local program has less stringent rules than federal-aid programs.
 - Projected annual available amount: \$50,000
- The **Project Development Program** transforms member agency needs into well-defined projects with cost estimates, purpose and need statements, environmental scans, and public involvement information to ensure readiness for funding applications. \$25,000 maximum per project.
 - Funds are budgeted annually by the COMPASS Board of Directors using federal-aid funds from the COMPASS Consolidated Planning Funds. Required match is covered with local funds collected from membership dues.
 - All federal guidelines related to planning projects apply.
 - Projected annual available amount: \$75,000

Funding Policy

The COMPASS Board of Directors has provided policy and guidance information to assist COMPASS staff in programming federal and non-federal funds. See “**Funding Policies and Procedures Supplemental**” for details.



More Information

To learn more about the COMPASS application process, please contact:

- Toni Tisdale at ttisdale@compassidaho.org or 208/475-2238
- Destinie Hart at dhart@compassidaho.org or 208/816-1559
- Tevrin Fuller at tfuller@compassidaho.org or 208/475-2237

Supplemental Information Attachments

- I. Application Supplemental (Sample application)
- II. Application Assistance Supplemental
- III. Ranking Supplemental
- IV. Federal Funding Sources Supplemental
- V. Funding Policies and Procedures Supplemental

Application Supplemental

FY2023-2029 COMPASS Application Guide

Phase I – Page 1

Phase II – Page 8

2023 COMPASS Funding Application Phase I

All applications must be submitted through APPLY, the online application system.

Guidance language is provided below. If you are unsure how to answer a question, see the blue text below each question. Note character limits in each section.

Project Title:

Provide a short, but descriptive title that accurately reflects your project.

PRIORITY

- 1. Indicate the priority of this application compared to all of your agency's other applications to be submitted through COMPASS during the current fiscal year:**

Project Rank: _____

Total # of applications to be submitted to COMPASS during the current year: _____

If your agency has multiple applications, the application reviewers want to know what your local priorities are in order to respect your wishes in the final ranking (i.e., we do not want your #10 local priority to end up as the #1 project for the region). If your agency is only submitting one application, the rank would be #1 of a total of 1 applications.

PROJECT TYPE

Capital/Construction: Road/Bridge/Design/Signs, etc.	
Public Transportation: Vehicles/Equipment/Maintenance/Operations	
Active Transportation: Bicycle/Pedestrian	
Planning: Plans/Studies/Education/Outreach	
Special Groups: Youth/Seniors/Disabled/Environmental Justice	
Technology/Data	
Project Development Program (Consultant cost up to \$25K)	
CIM Implementation Grant Program (Reimbursement up to \$25K)	
Staff Assistance Only	
Other (If Other, please describe - 140 character limit):	

2. Select all that apply:

This question is determining the type of project you are submitting. The project may only fit into one category type but please review all of them. This information feeds into the grants database, where special groups and specialty funding may exist.

PROJECT LOCATION

3. Describe the location of the project:

Be specific and indicate if in a downtown or major activity center. (You will be required to attach a map to this application.) (1,000 character limit)

Details here are important. Pretend you are explaining the location to your mother, who has visited a lot, but lives elsewhere. Remember, the application reviewer probably does not know as much about your jurisdiction as you might think.

PROJECT DESCRIPTION

4. Describe the total project in detail:

Specify which parts this funding will cover. (3,000 character limit)

This is the introduction to your project's story...make it count! Keep in mind that the application reviewer will likely know nothing about this project. Why is it important? Is your jurisdiction putting a lot of "skin in the game"? If not, there is probably a reason. Explain that. Will the funding be used for design and construction? Maybe you just have an idea that you need developed? Describe the project in such a way that the application reviewer will understand what the project includes and what it will accomplish.

Provide a brief project description to be used in the Paired Comparison Matrix. (200 character limit)

This is what RTAC will see during the paired comparison process.

PURPOSE AND NEED

5. Describe why this project is important to your agency, as well as the region: (1,000 character limit)

You should have a clear purpose and need statement for your project. Why is this project important to your agency or the region? How did you figure out that it was important? What problem will the project correct? Be very clear and concise.

PROJECT FUNDING

6. Provide a total cost estimate and amount requested for the following project tasks or activities:

Amount requested should be the total cost estimate minus the anticipated match. No match required for Project Development Program. (See #7 for more information about local match.)

Task	Cost Estimate	Amount Requested
Design (including environmental/planning)	\$	\$
Right-of-Way acquisition	\$	\$
Construction/Procurement	\$	\$
Non-Construction projects only (studies/plans)	\$	\$
TOTALS	\$	\$

With this question, you should demonstrate that you have a good idea about the project cost. However, this is a preliminary budget. If you continue in the process for federal-aid funding, you will provide a much more detailed budget in Phase II.

If your intent is to obtain federal dollars, remember to include costs for Idaho Transportation Department/Local Highway Technical Assistance Council (LHTAC) review time, environmental aspects, etc.

Please use the COMPASS Estimating Worksheet to help determine costs, especially if the project is expected to be funded with federal funds. The worksheet can be found online: www.compassidaho.org/prodserv/resourcedev.html#appguide.

How cost was determined:

Describe how you arrived at the cost estimates (previous similar project, design complete, etc.). **(300 character limit)**

7. Provide the amount and source of match:

*A minimum match of 7.34% is required for most programs. No match is required for Project Development Program. Please contact COMPASS if you need match information specific to your project. **(300 character limit)** (Refer back to #6. The requested amount is the total minus the local match determined here.)*

This information shows that you, as the applicant, understand local match requirements and have resources to meet minimum requirements; it also provides a chance for your agency to make your project even more competitive by providing more local funding than is required.

Provide how much local funding your agency will allocate towards the project. In most cases there is a minimum requirement, but your agency can put as much local funding towards a project as it desires. Be sure to include the source, such as city

general budget, Community Development Block Grant (CDBG), or other sources. Many times, another federal source is not eligible to be used as local match, but it depends. Contact COMPASS staff if you have questions.

8. Indicate whether your project can be phased:

If yes, briefly explain and provide amounts. Total of all phases should equal total Cost Estimate in Question 6 above. (300 character limit each phase)

Sometimes, a project ranks very high, but there is just not enough funding to fund the project as requested. If we run into this issue, could we partially fund your project? We are trying to determine if you can accept less than what you asked for either by phasing the project or by your agency providing more local/other funding, if necessary. Please note that phasing a project means by segment, or termini. This is sometimes misunderstood as only funding design. A project must be complete and be programmed for design, right-of-way (if needed) and construction. For non-construction projects, address if the project scope can be modified to include fewer tasks for a study or fewer items for a purchase.

PARTNERS/SUPPORT

The following three questions demonstrate the level of support you already have for the project.

9. Describe jurisdictional agencies and other partners and their role in the project: (400 character limit)

This will determine agency and partner support and how others will be involved in the project. The answer could include multiple departments within your agency as well as multiple agencies with a defined role in project development or use. These could include non-governmental agencies...maybe a retail establishment, a church, or non-profit organization, and those providing additional match.

10. Describe any general public support generated: (400 character limit)

Has some sort of public support been generated for this project? Explain how that process occurred and what type of support was generated. Is it a group of businesses, a developer, a citizens group, etc., or general public outreach?

11. Describe ownership and status of right-of-way (if owned by another agency or organization, include a letter of support as an attachment): (400 character limit)

Who actually owns the right-of-way? For instance, in Ada County, most sidewalks are owned by the Ada County Highway District. In Canyon County, a sidewalk or other facility may be owned by a school district, other public agency, or a private organization or citizen. If an agency submits an application that includes a facility they do not own, we want to make sure the agency, person, or organization who actually owns the facility is involved. If right-of-way is owned by an agency/organization other than the project sponsor, please include a letter of

support from the owner to ensure involvement of the owner from the beginning of the project.

READINESS TO PROCEED

12. Indicate PERCENT COMPLETE for each task below (if not required or needed, please indicate by placing N/A in the percent column):

PROJECT READINESS	%
Idea/concept	
Identified in local or regional plan	
Public/stakeholder involvement	
Formal approval by agency leaders	
Preliminary design (up to 30% of design)	
Concept report	
Environmental evaluation	
Right-of-way or easements	
Final design	
Plans, Specifications, and Engineering (PS&E)	

Answer these as best as possible based on how much work has already been done on your project. For example, if you are seeking Project Development Program funds, you would put 100% in "Idea/concept" and 0% in all the others unless you have completed some work in those areas. However, if you have already had a Project Development Program pre-concept report completed for your project, you would mark 100% for idea and preliminary design, and possibly other categories as well.

Maybe you have already reached out for public involvement because the project will help alleviate a public concern – determine the percentage of public involvement completed. If you have already designed the project, and now want construction dollars, you may be able to include 100% on all phases. However, make sure the design work meets federal standards, if necessary (depends on the type of funds you are seeking).

13. List the earliest year your project could start and the latest year it could start and still be beneficial; explain: (400 character limit)

In an ideal world, when would be the most efficient year to fund your project (design and/or construction)? And, when is the very latest that it would still make sense to fund your project? There are situations where a project no longer makes

sense if it does not occur within a certain time frame. We are trying to determine if we can make your project funding work within our programs.

Keep in mind that the federal-aid programs are typically already fully programmed at least four to five years out and our local COMPASS programs are only for the upcoming fiscal year. If RTAC prioritizes your project highly, we will do what we can to fund the project in the year requested, or as close as possible. If you need help managing expectations on possible timing of your project, please contact COMPASS staff.

PLANNING DOCUMENTS

14. Indicate whether this project conforms with a local or regional plan:
If yes, list the plan. (300 character limit)

This information will provide the knowledge of how well thought-out the project is. If it is important to your jurisdiction, it should be a high priority and included in a local or regional plan. However, some projects are really too small to be specifically included by name. If this is the case, it may still be “consistent with” the goals or concepts included in a plan. Provide references to those plans. Be sure to include the approval dates.

If it is available, you might even include that this project or concept has been included in the plan for many years.

MEASURING PROJECT SUCCESS

15. Select the performance measure(s) that apply to this project:
(These are examples only and not exhaustive.) *More details about performance measures can be found in the [Performance-Based Planning](#) technical report (Appendix).*

CATEGORY	EXAMPLES (not limited to these)	
Active Transportation	<ul style="list-style-type: none"> Projects to improve all aspects of non-motorized transportation, such as sidewalks or pathways. 	
Asset Management	<ul style="list-style-type: none"> Projects to maintain the current transportation system (roadway chip seals, rehabilitation, replacing public transportation vehicles, or repairing sidewalks). 	
Health	<ul style="list-style-type: none"> A subset of Active Transportation. Projects with specific connections to grocery stores and public schools. 	
Open Space	<ul style="list-style-type: none"> A subset of Active Transportation. Projects with specific to connections to open spaces and separated from a roadway, such as a greenbelt. 	

CATEGORY	EXAMPLES (not limited to these)	
Public Transportation	<ul style="list-style-type: none"> Projects for the operation and/or expansion of public transportation. 	
Support	<ul style="list-style-type: none"> Projects in support of the overall system (examples: planning, staff time, technology). 	
System Performance	<ul style="list-style-type: none"> Projects that add capacity to roadway segments and/or intersections to help make the system more reliable (only on the National Highway System). 	
Transportation Safety	<ul style="list-style-type: none"> Projects that reduce number of auto, public transportation, and non-motorized crashes and make the overall system safer. 	

This section helps tie your project to the *Communities in Motion 2040 2.0* (CIM 2040 2.0) performance measures. Your project should have ties to at least one of these categories in order to fit the intent of CIM 2040 2.0. Be sure to go to the link because more information is included than just the examples provided here.

NOTE:

- **Attach no more than two map/sketch pages (required)**
 - Please ensure graphics make sense to someone not familiar with your project.
- **Attach no more than three one-page support letters (optional)**
 - Don't forget to include support letter if right-of-way is owned by a different agency/organization than the sponsor of the project.
- **Cover letter (optional) may not exceed one page**
- **Match commitment documentation for local non-federal funding (CIM Implementation Grant and Project Development Programs) is not due until the second round deadline on May 4, 2021**

2023 COMPASS Funding Application

Phase II

Project Title:

Agency Name:

1. Select whether the scope of the project is local or regional in nature:
Place an X in the box that represents your project.

Local	<input type="checkbox"/>
Regional	<input type="checkbox"/>

Check one or the other, depending on the nature of the project. Local is within your own jurisdiction. Regional is a project that spans multiple jurisdictions.

2. Indicate which modes of transportation your project will include or connect with:

Place an X in the boxes that represent your project.

Mode	Primary (Focus)	Secondary
Automobile	<input type="checkbox"/>	<input type="checkbox"/>
Freight	<input type="checkbox"/>	<input type="checkbox"/>
Bicycle	<input type="checkbox"/>	<input type="checkbox"/>
Pedestrian	<input type="checkbox"/>	<input type="checkbox"/>
Public transportation	<input type="checkbox"/>	<input type="checkbox"/>
Other	<input type="checkbox"/>	<input type="checkbox"/>

These are the modes that will be accommodated by your project. Primary and secondary options are provided in case one mode is more or less of a focus than others. You could have one to two selections for primary (for example: bicycle and pedestrian).

3. Explain how the project will support or connect with the mode(s) selected in Question #2:

Provide proximity to public transportation or other existing transportation services. (1000 character limit)

With this answer you are explaining how and to what extent multiple modal connections are made. It helps you tell the story about the modal aspect of your project. Depending on proximity to a public transportation stop, a project may be eligible for multiple funding sources. This information will also help COMPASS staff determine funding eligibility.

4. Describe how the COMPASS Complete Streets Policy is incorporated into this project: [\(COMPASS Complete Streets Policy\)](#) **(500 character limit)**

Please review the COMPASS Complete Streets Policy and explain how this project complies, in detail. If the project does not contain any aspects of the Complete Streets Policy, explain why not.

5. Explain how this project maintains or improves safety and security of the transportation system:

*Provide information on crashes or incidents at this location. In addition, list all applicable Crash Modification Factors (CMF) [\(Crash Modification Factor Clearinghouse\)](#). **(300 character limit)***

You have already described your project. Focus on safety and security in this section, especially related to crashes. Be sure to note the severity of crashes and the mode(s) affected. Especially provide information related to crashes that resulted in fatalities and severe injuries. Any details you can share will provide more of the background of this project and help others understand why it is important to your jurisdiction.

Also, list any Crash Modification Factors that apply to this project. At a minimum please include the CMF ID. This information will help you determine if your project will really make the impact you believe it will, based on how the same type of improvements affected other projects.

To use the Clearinghouse: Click on the CMF link above and enter a keyword describing your project’s safety measure in the search box, such as “median,” then click Search CMFs. Next, find the CMF that most closely matches your project and record the CMF ID, as well as the CMF value here. You may also choose to explain your choice of CMF or your reasoning if it shows an increase in crashes (anything with a value over 1.0). Contact Tevrin Fuller at COMPASS at 208-475-2237, or tfuller@compassidaho.org, if you need help using this site. He can walk you through the process!

6. Provide the current traffic volumes for your project area:

If available, include average daily traffic or a sample traffic count for weekday (Tuesday, Wednesday, or Thursday). Refer to the [COMPASS Traffic Count](#) web page (contains road, bicycle, and pedestrian counts) or contact COMPASS staff for assistance.

Mode	Volume/Time Period
Automobile	
Bicycle	

Mode	Volume/Time Period
Pedestrian	

Please fill in the total counts and time period for each mode, as applicable. See next question for additional information.

7. Include an explanation of the method used to collect counts and the anticipated change in volume as a result of this project, if applicable: (800 character limit)

Regarding the answers in Question #6, how did you get these numbers? Examples: COMPASS website,, special counts, hand count by city staff/volunteers, etc. This allows others to understand the accuracy of the counts, as well as the time period they were taken. If counts are older, explain if your staff would expect significant differences if the count were to occur today. Also elaborate on the changes your staff expects to see as a result of this project.

8. Explain how the facility is currently congested and how this project will mitigate the congestion issues, if applicable: Include as much data as possible. (800 character limit)

This section allows you to tell the rest of the story about congestion issues. Maybe there are factors very specific to this project that the application reviewers should know. For instance, is bicycle crossing traffic very high at a certain intersection? Or is truck traffic extreme due to manufacturing or distribution facilities within a half mile? Or is it the number two most congested intersection in the state, based on traffic counts? Or maybe congestion is prevalent at a specific time of day or even season? Are there medical needs (e.g., an emergency room nearby) that could be affected by congestion? *Contact COMPASS staff if further assistance is needed.*

9. Indicate if the project is located in an Environmental Justice (EJ) Consideration or Economically Distressed (ED) Area based on map linked below:

Place an X in the box that represents information shown in the map. ([EJ/ED Info Map](#))

	Yes	No	Partial
EJ Minority Populations			
EJ Low Income			
Economically Distressed			

Please see the link to Environmental Justice and Economically Distressed areas map and information. Answer these questions based on the information provided on the map. Contact COMPASS staff if you need help navigating the map.

10. Provide explanation, if necessary, based on your answer to Question #9: (300 character limit)

You only need to provide details here if necessary. If you had to check the “partial” box, but the overwhelming majority was “yes,” explain that. If you have information about low income or economically distressed areas that is significantly different than what the COMPASS map shows, please explain, and be sure to source the information. If you have nothing to add, insert “N/A.”

11. If the COMPASS environmental suitability analysis (linked below) identified potential environmental considerations in the project area, please explain:

[\(Environmental Considerations Map\)](#) (500 character limit)

Please review the COMPASS Environmental Considerations Map and answer accordingly. The map provides very detailed information about possible environmental issues in the vicinity of your project. If you know of other information, please share that as well and document the source. Please contact COMPASS staff if you need help navigating the map.

12. (Optional) Provide any other relevant information regarding this project:

Other specific information is requested based on your project type. If you cannot tell the entire story about your project within the preceding questions, please return here and add content needed to complete your story. You do not need to repeat anything from Phase I or elsewhere in this application. (2000 character limit)

This section provides another opportunity to expand on the story of your project. If you have nothing more to add, insert “N/A.” Or if you need even more room, continue the story in your cover letter (which is optional) and note that here. Just remember that the people ranking projects will be reading many applications. Keep the story as short as possible, while providing enough detail for someone who knows nothing of your project to understand why it is important to your jurisdiction (and the region as a whole).

Attachment Check List

Please include the following:

- Resolution, letter, or minutes of applicant’s governing body approving the submittal of this application (please only include pertinent pages), including a commitment to provide necessary local match, the ability to cover cost overruns, and maintenance and/or operation of the project once complete.
- Project Estimating Worksheet ([Link](#))
- Idaho Transportation Department (ITD) forms - available online ([Link](#)):
 - 0414 – Sub-Awardee Reporting for the Federal Funding Accountability and Transparency Act (FFATA)
 - 1150 – Project Cost Summary Sheet

- 2435 – Local Federal-Aid Project Request
- COMPASS Form FA100 – Summary of Federal Requirements ([Link](#))
- Maps, photos, or letters of support (only if additional to Phase I)

The next sets of questions pertain to specific project types.

Please fill out only the section that pertains to your project!

Roadway and Bridge Maintenance...	Page 13
Alternative Transportation.....	Page 15
Planning and Special Projects.....	Page 17

Roadway and Bridge Maintenance

13. Select the functional classification of the roadway segment on the 2025 Federal Functional Classification Map (linked below):

Place an X in the box that represents your project. ([Functional Classification Map](#))

Interstate	
Proposed Interstate	
Principal Arterial	
Proposed Principal Arterial	
Minor Arterial	
Proposed Minor Arterial	
Collector	

Please check the Functional Classification Map and select the proper classification accordingly. The linked map includes official federal functional classifications as reported by ITD; however, some arterials and collectors may not appear. If you need assistance, please contact COMPASS staff.

14. Provide the life cycle cost:

Include the expected life cycle cost of your project and briefly explain the method used. **(500 character limit)**

In addition to providing the life cycle cost, explain how your agency determines life cycle cost for a roadway or bridge. Include sources and links, if appropriate.

15. List the pavement condition index and/or bridge sufficiency rating:

Provide sources used to make your determination. ([LHTAC Interactive Bridge Map](#)) **(500 character limit)**

Provide the pavement condition index and/or bridge sufficiency rating, if applicable to your project. Include the source of the information and a brief explanation for the application reviewer to understand the method.

16. Indicate whether the project is located on a freight corridor identified in CIM 2040 2.0:

Place an X in the box that represents your project. ([Freight Corridors, page 6](#))

Yes	
No	
Partial	

Please review the link to freight corridors in CIM 2040 2.0 and select whether your project is on an identified freight corridor. If only part of the project is on a freight corridor, select "partial."

17. Explain if this project includes Intelligent Transportation System (ITS) improvements or modifications: (800 character limit)

[\(Treasure Valley Transportation System: Operations, Management and ITS Plan\)](#)

Please review the link to the ITS Plan to determine if this project is listed. Explain the priority of the project in the plan and how it will benefit the overall transportation system.

Alternative Transportation

18. Select the primary trip purposes for this project:

Place an X in the boxes that represent your project.

Nutrition/Groceries	<input type="checkbox"/>
Shopping	<input type="checkbox"/>
Health/Medical	<input type="checkbox"/>
Employment	<input type="checkbox"/>
Civic Engagement	<input type="checkbox"/>
Recreation	<input type="checkbox"/>
Education	<input type="checkbox"/>
Other: (140 character limit)	<input type="checkbox"/>

Please mark the primary trip purposes. Limit your selection(s) to those purposes that will be used most with the service or facility.

19. Indicate status of land acquisition:

Place an X in the box that represents your project.

Project does not need land purchase	<input type="checkbox"/>
Sponsor owns dedicated right-of-way for the project	<input type="checkbox"/>
Project requires land purchase	<input type="checkbox"/>
Project requires easements from individual land owners	<input type="checkbox"/>
Project requires agreements for right-of-way from a separate agency	<input type="checkbox"/>
Other: (140 character limit)	<input type="checkbox"/>

With this question, we are trying to determine where you are in the land acquisition process and what may be expected of the project, especially for time and budget. A federal-aid project requires a right-of-way certificate. We are trying to determine the level of complexity to obtain the certificate.

20. If eligible for Transportation Alternative Program (TAP) funding, explain whether you have discussed this project with the LHTAC TAP Coordinator for suggestions about budget and timeline:

Please explain and provide dates of contact. (500 character limit)

LHTAC will manage all new local projects in the TAP program. (ITD will still manage projects located on the state system.) It is required that you receive input on your project, budget estimates, and timeline from LHTAC before you apply for a TAP-

eligible project. We want to ensure the best possible information going into your project, and ensure you have budgeted enough funding and time for your project.

The LHTAC TAP Coordinator will cover the background of the project and point out possible budgetary issues or time constraints your project may encounter. The federal process is often more complicated than expected and may require additional processes, such as a cultural report, which will take extra time to complete.

Be sure to build time into your application schedule to review your project and budget with LHTAC staff.

21. PUBLIC TRANSPORTATION: Specify if the project seeks vehicle replacement and explain the strategy used to determine that a replacement is necessary (useful life, mileage, etc.):

Is the project listed in Valley Regional Transit's Transit Asset Management Plan? (Contact Valley Regional Transit staff for information.) If not, is the asset listed in a local plan? Please identify the plan and page.

(255 character limit)

The intent is for all vehicle replacement projects to be vetted through a process to ensure the most-needed vehicles are funded first, based on the service life of the vehicle, condition, and mileage. The Transit Asset Management Plan is posted online at www.valleyregionaltransit.org/about-us (under Resources). Please contact Valley Regional Transit at 208-258-7707 for additional information.

22. PUBLIC TRANSPORTATION: Identify aspects of this project that address customer service and mobility support:

Are there aspects of the project specific to meeting mobility goals and/or that address customer service shortfalls? (255 character limit)

Customer service is a major role for public transportation, but not always easy to explain within a project application. Please provide information regarding how the project addresses a customer service issue, if applicable. If you have nothing to add regarding customer service, please insert "N/A."

Planning and Special Projects

NOTE: The other questions that had been in this section were moved to the general section because they applied to all project categories.

23. Explain if the project is needed to meet or exceed federal requirements:

Provide an explanation to your answer, including if the project provides information or background for federally-required planning elements. Federal requirements can be found in the Code of Federal Regulations, sections 23 and 49.

(500 character limit)

This question is mainly for projects that COMPASS staff applies for to provide information/data for federally-required planning elements; however, it could apply to other agencies as well. The response should include a reference to federal code or guidance. If it does not apply to your project, please insert "N/A."

T:\FY21\600 Projects\685 TIP\Guide\Draft\I. Supplemental Application Phases I & II.docx

Application Assistance Supplemental

FY2023-2029 COMPASS Application Guide

COMPASS Resource Development staff are available to assist members in seeking funding for unfunded projects that are listed in or that fall within focus areas included in the annual Resource Development Plan. Staff can assist members with applications for COMPASS and other programs, such as those managed by federal agencies, Idaho Transportation Department, the Local Highway Technical Assistance Council, and Valley Regional Transit, as well as foundations and other funding sources.

Types of assistance available upon request include:

- Finding funding sources to match projects
- Determining whether a project is eligible for a specific funding source
- Providing an outline of information needed to respond appropriately to application requirements
- Gathering statistical information to justify funding requests
- Writing all or portions of grant applications
- Reviewing a completed grant application to ensure all funder requirements are met
- Providing letters of support
- Providing other support as needed



Members are asked to notify staff whenever projects change or new project needs are identified, to ensure staff efforts match current needs.

T:\FY21\600 Projects\685 TIP\Guide\Draft\II. Supplemental_Application_Assistance.docx

Ranking Supplemental

FY2023-2029 COMPASS Application Guide

COMPASS issues an annual Call for Projects seeking applications for those funding sources programmed through or managed by COMPASS. COMPASS members and other eligible entities submit Phase I and Phase II applications to get their transportation projects funded. The COMPASS Regional Transportation Advisory Committee (RTAC) is charged with ranking project applications received in response to the Calls for Projects. Highest-ranked projects are matched with each appropriate funding source until all available funds are programmed (budgeted). Federal-aid funds are programmed through the next five years (plus two years for preliminary development), while COMPASS funds are designated for projects for the following fiscal year only. RTAC, after agreeing on the final rankings and programming decisions, makes a recommendation to the COMPASS Board of Directors for final approval.

Paired Comparisons

Individual RTAC members rank each application eligible for:

1. Federal-aid funding
 - a. Surface Transportation Block Grant – Transportation Management Area (STBG-TMA for Boise Urbanized Area)
 - b. Transportation Alternatives Program – Transportation Management Area (TAP-TMA for Boise Urbanized Area)
 - c. Surface Transportation Block Grant – Urban (STBG-U for Nampa Urbanized Area)
2. COMPASS funds
 - a. *Communities in Motion* Implementation Grants
 - b. Project Development Program

Applications are ranked using the paired comparison method, which is completed on a provided worksheet by individual RTAC members at their convenience.

The paired comparison process compares each project with each other project eligible for the same funding source. When deciding which of the two projects is “better,” RTAC members compare them based on predetermined selection criteria for each funding program, such as how the project helps achieve performance measure targets and how it meets the goals and vision of *Communities in Motion 2040 2.0*, the region’s long-range transportation plan.

A.	<u>3</u>	A/B	A/C	A/D	A/E	A/F
B.	<u>4</u>	B/C	B/D	B/E	B/F	
C.	<u>2</u>	C/D	C/E	C/F		
D.	<u>5</u>	D/E	D/F			
E.	<u>0</u>	E/F				
F.	<u>1</u>					

Each application’s rank is determined by the sum of the number of times it was selected over the projects it was compared against. A sample of paired comparison selections is shown above.

The following demonstrates the results of the initial comparisons and ranking of an individual RTAC member based on the example above; the “number of times selected” refers to the total number of times a project was chosen (circled) over another project.

Project Reference	No. of Times Selected	Rank
D.	5	1
B.	4	2
A.	3	3
C.	2	4
F.	1	5
E.	0	6

Once the deadline has passed for completing the paired comparisons, responses are compiled and projects are ranked based on the results. Information collected and compiled will resemble the following table, assuming six RTAC members provided comparisons (the number of RTAC members scheduled to complete the comparisons is normally closer to 35). **Red numbers** below represent the number of times each RTAC member selected that project over another project during the paired comparison process. Projects are ranked in order based on the total number of times they were selected over other projects, as demonstrated below.

Rank	Total # of Times Selected	Project Reference	RTAC Member #1	RTAC Member #2	RTAC Member #3	RTAC Member #4	RTAC Member #5	RTAC Member #6
1	20	B.	4	0	6	1	5	4
2	19	D.	5	0	3	2	5	4
3	16	A.	3	6	2	0	1	4
4	15	C.	2	3	1	5	1	3
5	12	F.	1	5	1	5	0	0
6	8	E.	0	1	2	2	3	0

Once projects are ranked, COMPASS presents the initial ranking results to RTAC for review and discussion and to break any ties. Final ranking recommendations are made to the COMPASS Board of Directors after the results are discussed and agreed upon. A similar discussion and consensus occurs prior to RTAC providing a recommendation to the COMPASS Board of Directors for programming of funding.

Paired Comparison Grouping

The number of comparisons grows exponentially as more applications are added to the list. Therefore, COMPASS staff divides the comparisons into groups by funding source to ease the efforts of RTAC members. If a project is eligible for multiple funding sources, that project is included in each applicable group. This process results in multiple sets of rankings, one for each funding source.

Paired Comparison Tools

COMPASS staff provides RTAC with a summary sheet (matrix) that provides an “at-a-glance” view of information included in each funding application to assist in the paired comparison process. Links to the full applications are also provided to ensure all the information needed to make informed decisions is readily available.

A worksheet for each set of comparisons will be provided to each RTAC member via email, and RTAC members are given a window of one to two weeks to complete their comparisons before the ranking opportunity closes. If an agency has multiple votes at RTAC (based on the population of their jurisdiction), an RTAC member from the agency may request that the one vote submitted be duplicated for the remaining votes the agency is allowed.

T:\FY21\600 Projects\685 TIP\Guide\Draft\III. Supplemental_Ranking.docx

Federal Funding Sources Supplemental

FY2023-2029 COMPASS Application Guide

COMPASS manages three federal funding programs:

- **STBG-TMA:** Surface Transportation Block Group program - Transportation Management Area (Boise Urbanized Area)
- **TAP-TMA:** Transportation Alternatives Program – Transportation Management Area (Boise Urbanized Area)
- **STBG-Urban:** Surface Transportation Block Group program – Urban (Nampa Urbanized Area)

Following are the estimated amounts anticipated to be available per year and per funding category (see the “**Funding Policy Supplemental**”) for these programs in the FY2023-2029 application cycle:

These *estimates* of available funds, based on preliminary budget assumptions, are made available to provide realistic expectations regarding funding; however, actual funding levels are unknown at this point. A new transportation authorization bill is expected for FY2023; therefore, many changes could occur. The only funding currently available is currently expected in Preliminary Development (PD):

Program	PD ¹
STBG-TMA ² Roadway Maintenance	See below ²
STBG-TMA ³ Alternative Transportation Maintenance	\$1,431,000
STBG-TMA ³ Studies/Special Projects	\$286,000
TAP-TMA	\$443,000
STBG-U ^{3,4} Roadway Maintenance	\$1,443,000
STBG-U ^{3,4} Alternative Transportation Maintenance	\$264,000
STBG-U ^{3,4} Studies/Special Projects	\$53,000

¹PD=Preliminary Development (funds may be spent on project design; construction is planned beyond FY2027)

²STBG-TMA - roadway maintenance is provided to the Ada County Highway District as the only roadway jurisdiction in the Boise Urbanized Area. Funds are programmed for roadway maintenance per policy. (See “**Funding Policies and Procedures Supplemental**”)

³ See “**Funding Policies and Procedures Supplemental**”

⁴Assumes projects currently scheduled in PD are able to advance to a funded year. These funds are shared by small urban areas statewide with no specific allocation to an individual area. Design will be scheduled for new projects as early as funds are available, but construction will remain in PD until the concept report is approved and funds are available in a program year. Funds are extremely limited.

The COMPASS planning area includes all of Ada and Canyon Counties, including rural and urbanized areas. See the COMPASS MPO (metropolitan planning organization) Planning Area Map (attached) for locations of the urbanized areas.

Links to Federal Guidance

[Surface Transportation Block Group](#)¹ (formerly known as Surface Transportation Program)

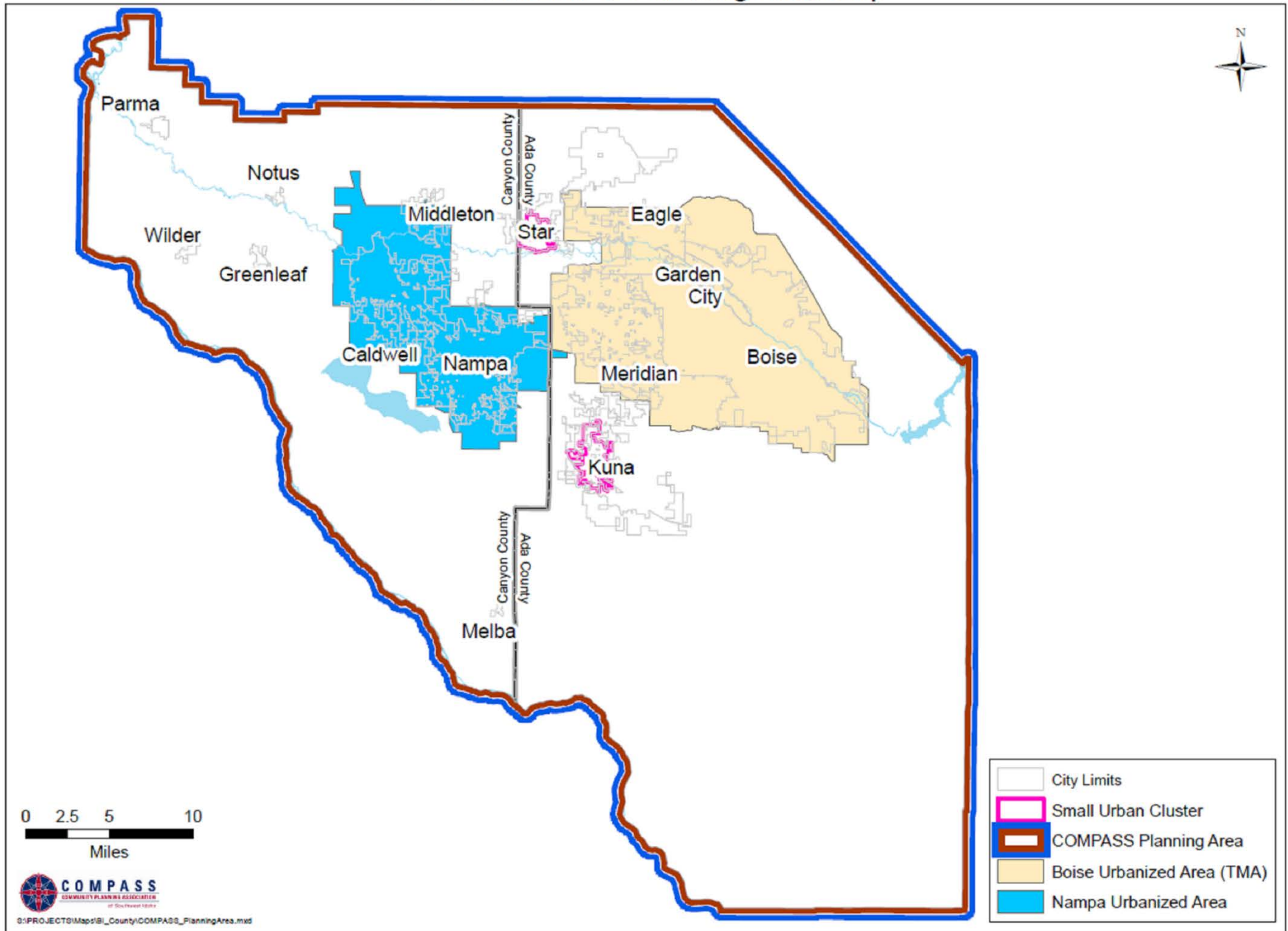
[Transportation Alternatives Program](#)² (known as Surface Transportation Block Group Set Aside or Transportation Alternatives, in federal documents)

T:\FY21\600 Projects\685 TIP\Guide\Draft\IV. Supplemental_Funding_Sources.docx

¹ STP Federal Guidance - <https://www.fhwa.dot.gov/specialfunding/stp/>

² TAP Federal Guidance - https://www.fhwa.dot.gov/environment/transportation_alternatives/guidance/guidance_2016.cfm

COMPASS MPO Planning Area Map



Funding Policy and Procedures Supplemental

FY2023-2029 COMPASS Application Guide

Several policies affect how funding is allocated once applications are ranked. These policies should be considered as an agency is developing its applications.

Federal-Aid Funding Policy

On October 23, 2017, the COMPASS Board of Directors approved a funding policy for *Communities in Motion 2040 2.0*, the regional long-range transportation plan for Ada and Canyon Counties:

Use federal funds to maintain the existing transportation system and to strategically address regional priorities as identified in the regional long-range transportation plan.

The policy went into effect when *Communities in Motion 2040 2.0* was adopted on December 17, 2018.

The Surface Transportation Block Grant program (STBG) funding policy was originally adopted by the COMPASS Board of Directors in July 2014 as part of *Communities in Motion 2040*, the previous long-range transportation plan. This policy directs STBG funding in the Boise and Nampa Urbanized Areas¹ (see map in the **"Federal Funding Sources Supplemental"**) to be programmed (budgeted) as follows:

Specific "off-the-top" funds for each urbanized area:

- \$220,000 for Ada County Highway District's (ACHD's) Commuteride program in the Boise Urbanized Area and \$55,000 in the Nampa Urbanized Area
- \$232,000 for COMPASS planning in the Boise Urbanized Area and \$99,000 in the Nampa Urbanized Area

Percentage splits of remaining funding:

- 82% for roadway maintenance projects (also includes bridges and intelligent transportation systems)
- 15% for public or alternative (non-motorized alternatives such as bicycle and pedestrian) transportation maintenance projects
- Up to 3% for planning or special projects

The funding split will be calculated as a five-year rolling average to allow flexibility for a larger project in any of the categories to move forward and still remain consistent with the policy. An illustration of these percentage splits using the approximate amount of local STBG funding available, based on FY2022 estimated funding levels, is provided below (amounts include required local match):

¹ STBG-Rural funding is managed by the Local Highway Technical Assistance Council, and must follow their funding policies.

	Approximate Funds per Year	Commuteride and COMPASS	Roadway Maintenance (82%)	Public or Alternative Transportation Maintenance (15%)	Studies/ Special Projects (3%)
Boise Urbanized Area	\$10,814,000	\$220,000 \$232,000	\$8,497,000	\$1,554,000	\$311,000
Nampa Urbanized Area	\$1,914,000	\$55,000 \$99,000	\$1,443,000	\$264,000	\$53,000

Programs are often fully programmed for the next five years, so new projects are typically placed in Preliminary Development.

Maintenance for roadways includes preservation and restoration work that does not widen the road with more traffic lanes.

In the Boise Urbanized Area, roadway maintenance funds are set aside for ACHD's maintenance program. In the Nampa Urbanized Area, the roadway maintenance funds are distributed on a five-year rolling average among five highway agencies – Canyon Highway District No. 4, City of Caldwell, City of Nampa, City of Middleton, and Nampa Highway District No. 1 – based on needs cooperatively agreed upon by these agencies.

Maintenance for public/alternative transportation includes repairing and replacing existing vehicles, equipment, or facilities needed to operate the existing system.

Safe Routes to Schools coordination is a top priority for the area. The Transportation Alternatives Program (TAP) specifically includes funding for this coordination. The COMPASS Board of Directors allocates TAP funds in the Boise Urbanized Area and determines TAP priorities for the Nampa Urbanized Area, but TAP funds are not allocated through this policy. Additional resources for Safe Routes to Schools can be applied for through the STBG's Special Projects category.

Bike lanes and sidewalks can be included as projects under the roadway, public/alternative transportation, and/or studies/special projects categories, depending on the nature of the project.

Deadline for Obligation of Federal Funds

The deadline for obligation of funding (any phase) is March 1 of the fiscal year for federal funding. A project is considered "obligated" when all necessary paperwork, payments, and/or agreements are reviewed, signed, and approved by the federal agency.

On August 17, 2015, the COMPASS Board of Directors approved the deadline of March 1 for obligations of projects in programs managed by COMPASS:

- Surface Transportation Block Group program - Transportation Management Area (Boise Urbanized Area)

- Transportation Alternatives Program – Transportation Management Area (Boise Urbanized Area)
- Surface Transportation Block Group program – Urban (Nampa Urbanized Area)

The Idaho Transportation Department (ITD) “sweeps” unobligated funds in Federal Highway Administration programs near the end of the fiscal year and reprograms those funds to other projects to ensure the state does not lose federal funding.

If a project is unable to be fully obligated by the March 1 deadline, the project sponsor may apply for an extension from the COMPASS Board of Directors. However, there is no guarantee that an extension will be granted.

In addition to the COMPASS obligation deadline of March 1, the following deadlines were established by ITD. These dates apply to all projects, even if granted an extension to the COMPASS March 1 deadline.

- July 1: Deadline for design and right-of-way funds
 - Design:
 - State/local agreement for design
 - Check for required/agreed local match
 - Right-of-way/land acquisition:
 - Design
 - Environmental approval
 - Right-of-way plans
- August 1: Deadline for construction and utility funds
 - Plans, specifications, and engineer’s estimate package
 - State/local agreement for construction
 - Check for required/agreed local match

Formal Policies

The COMPASS Board of Directors adopted several policies to guide COMPASS staff and the Regional Transportation Advisory Committee in project selection and program balancing recommendations. These policies are available [online](#)² (under Regional Transportation Improvement Program):

- Balancing Surface Transportation Program (STP) and Transportation Alternative Program (TAP) Funds
- COMPASS Regional Transportation Improvement Program (TIP) Amendments
- Transportation Management Area (TMA) Funding Eligibility Policy
- Transportation Alternatives Program – Transportation Management Area (TAP-TMA) Program Eligibility

Policies are updated throughout the year. The most up-to-date version of each can be found at the link above.

² Resource Development and Funding webpage: <https://www.compassidaho.org/prodserv/resourcedev.html>

Internal Procedures

The COMPASS Executive Director approved procedures to provide clarity and guidance to COMPASS staff and member agency staff regarding day-to-day processes. The following procedures are available [online](#)³ (under Regional Transportation Improvement Program):

- COMPASS Procedure for TIP Amendments/Modifications
- COMPASS Procedure for March 1 Deadline for Obligation of Local Federal-Aid Projects
- COMPASS Procedure for Resource Development Plan
- COMPASS Procedure for Project Development Program
- COMPASS Procedure for *Communities in Motion* Implementation Grant Program

Procedures are updated throughout the year. The most up-to-date version of each can be found at the link above.

T:\FY21\600 Projects\685 TIP\Guide\Draft\V. Supplemental_Funding_Policy.docx

³ Resource Development and Funding webpage: <https://www.compassidaho.org/prodserv/resourcedev.html>

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.	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
5.	Request RTAC Subcommittee for CIM 2050 Project Scoring and FY2023-2029 Application Guide	Yes	Toni Tisdale will seek volunteers to form a subcommittee to recommend scoring criteria for project selection for CIM 2050 and the FY2023-2029 Application Guide.	Action	5	Toni Tisdale	August	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
6.	ADA Parking Presentation	No	Jeremy Maxand from Living Independence Network will discuss issues and opportunities of accessible parking.	Information/ Discussion	20	Jeremy Maxand	August	Oct
7.	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
8.	Review CIM 2050 Pathways Prioritization Process	No	Braden Cervetti will review the CIM 2050 pathways prioritization process.	Information/ Discussion	15	Braden Cervetti	August	N/A
9.	Recommend CIM 2050 Performance Measures and Targets	No	Hunter Mulhall will seek a RTAC recommendation for COMPASS Board of Directors' approval of CIM 2050 performance measures and targets.	Action	20	Hunter Mulhall	Sep	Oct
10.	Recommend CIM 2040 2.0 Amendment #7	Yes	Liisa Itkonen will seek RTAC recommendation for COMPASS Board of Directors' adoption of a resolution amending CIM 2040 2.0.	Action	10	Liisa Itkonen	Sep	Oct

ID #	Title/Description	Mandatory¹	Additional Information	Agenda Type²	Time	Presenters	Proposed Agenda	Board Agenda
11.	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
12.	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	Sep	Oct
13.	Travel Survey Data Study Progress Update	No	Mary Ann Waldinger will provide an update on the progress of the household travel survey effort.	Information/ Discussion	10	Mary Ann Waldinger	Sep	N/A
14.	Travel Survey Data Study Progress Update	No	Mary Ann Waldinger will provide an update on the progress of the household travel and on-board transit data collection efforts.	Information/ Discussion	10	Mary Ann Waldinger	Nov	N/A
15.	Review RTAC Subcommittee Recommendations for CIM 2050 Project Scoring and FY2023-2029 Application Guide	Yes	Toni Tisdale will provide recommendations from the RTAC Subcommittee regarding CIM 2050 project scoring and FY2023-2029 Application Guide for review.	Information/ Discussion	20	Toni Tisdale	Dec	N/A

ID #	Title/Description	Mandatory¹	Additional Information	Agenda Type²	Time	Presenters	Proposed Agenda	Board Agenda
16.	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
17.	Recommend CIM 2050 Project Scoring and FY2023-2029 Application Guide	Yes	Toni Tisdale will seek RTAC recommendation for COMPASS Board of Directors' approval of CIM 2050 project scoring and FY2023-2029 Application Guide.	Action	15	Toni Tisdale	Jan	Feb
18.	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
19.	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
20.	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
21.	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	Apr
22.	Review <i>Communities in Motion 2050</i> funded projects	No	Liisa Itkonen will review <i>Communities in Motion 2050</i> funded projects.	Information/ Discussion	20	Liisa Itkonen	Feb	Apr

ID #	Title/Description	Mandatory¹	Additional Information	Agenda Type²	Time	Presenters	Proposed Agenda	Board Agenda
23	Recommend the <i>Communities in Motion 2050</i> Funded Projects and Unfunded Priorities	No	Liisa Itkonen will seek a RTAC recommendation for COMPASS Board of Directors' approval of the <i>Communities in Motion 2050</i> funded projects and unfunded priorities.	Action	20	Liisa Itkonen	March	Apr
24	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
25	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
26	Review draft Coordinated Public Transit-Human Services Transportation Plan	No	Liisa Itkonen will review the draft Coordinated Public Transit-Human Services Transportation Plan	Information/ Discussion	20	Liisa Itkonen	March	N/A
27	Travel Survey Data Study Progress Update	No	Mary Ann Waldinger will share some of the results from the travel survey data.	Information/ Discussion	15	Mary Ann Waldinger	March 2022	N/A

ID #	Title/Description	Mandatory¹	Additional Information	Agenda Type²	Time	Presenters	Proposed Agenda	Board Agenda
28	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
29	Recommend Approval of Coordinated Public Transit-Human Services Transportation Plan	Yes	COMPASS staff will seek RTAC recommendation for COMPASS Board of Directors' approval of the Coordinated Public Transit-Human Services Transportation Plan	Action	20	Liisa Itkonen	July	Aug

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 - 7/6/2021] [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
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							\$3,525,650.00	\$3,525,650.00	\$0.00
State Hwy - Pavement Restoration									
20351	3	I 84, CALDWELL TO KARCHER, CANYON CO	2024	Development	111	PC	\$11,000.00	\$11,000.00	\$0.00
							\$11,000.00	\$11,000.00	\$0.00
21849	3	SH 45, JCT SH-78 TO DEER FLAT RD, CANYON CO	2025	Development	111	PE	(\$131,400.00)	(\$131,400.00)	\$0.00
						PC	\$69,075.00	\$69,075.00	\$0.00
							(\$62,325.00)	(\$62,325.00)	\$0.00
22619	3	I 84, USTICK RD OVERPASS, CANYON CO	2021	Awarded (or equiv.)	111	CN	\$59,084.00	\$59,084.00	\$0.00
							\$59,084.00	\$59,084.00	\$0.00
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							\$757,759.00	\$757,759.00	\$0.00
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	PS&E (or equiv.)	146	CE	\$12,342.00	\$12,342.00	\$0.00
						CC	\$22,500.00	\$0.00	\$22,500.00
						CN	\$236,500.00	\$129,591.00	\$106,909.00
							\$271,342.00	\$141,933.00	\$129,409.00
State Hwy - Supporting Infrastructure Assets Total							\$271,342.00	\$141,933.00	\$129,409.00
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	(\$70,000.00)	(\$70,000.00)	\$0.00
						PC	(\$1,091,052.00)	(\$1,091,052.00)	\$0.00
						RW	(\$10,000.00)	(\$10,000.00)	\$0.00
						LP	(\$205,000.00)	(\$205,000.00)	\$0.00
							(\$1,376,052.00)	(\$1,376,052.00)	\$0.00
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	2022	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
						RW	\$50,000.00	\$50,000.00	\$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	LP	\$10,950,000.00	\$10,950,000.00	\$0.00
							\$13,200,000.00	\$13,200,000.00	\$0.00
22619	3	I 84, USTICK RD OVERPASS, CANYON CO	2021	Awarded (or equiv.)	112	CE	\$68,664.00	\$68,664.00	\$0.00
						CC	\$250,868.00	\$250,868.00	\$0.00
						CN	\$1,066,521.52	\$1,066,521.52	\$0.00
					144	CN	\$717,940.28	\$717,940.28	\$0.00
							\$2,103,993.80	\$2,103,993.80	\$0.00
22715	3	SH 55, KARCHER RD; INDIANA TO LAKE, CALDWELL	2027	Development	112	PE	\$472,497.00	\$0.00	\$472,497.00
							\$472,497.00	\$0.00	\$472,497.00
22716	3	SH 55, KARCHER RD; LAKE TO MIDWAY, CALDWELL	2027	Development	112	PE	\$506,594.00	\$0.00	\$506,594.00
							\$506,594.00	\$0.00	\$506,594.00
22717	3	SH 45, LOCUST LANE INTERSECTION, NAMPA	2027	Development	112	PE	\$20,000.00	\$0.00	\$20,000.00
							\$20,000.00	\$0.00	\$20,000.00
23079	3	I 84, TEMP WIDENING, FRANKLIN IC TO KARCHER IC, NAMPA	2021	Awarded (or equiv.)	112	CC	\$100,000.00	\$100,000.00	\$0.00
						CN	\$2,900,000.00	\$2,900,000.00	\$0.00
							\$3,000,000.00	\$3,000,000.00	\$0.00
23081	3	I 84, FRANKLIN RD IC TO KARCHER IC - EAST, NAMPA	2021	PS&E (or equiv.)	112	CE	\$236,113.08	\$236,113.08	\$0.00
						CN	\$1,084,238.67	\$1,084,238.67	\$0.00
							\$1,320,351.75	\$1,320,351.75	\$0.00
State Hwy - Safety & Capacity (Capacity) Total							\$31,561,884.55	\$23,062,793.55	\$8,499,091.00
State Hwy - Board Unallocated									
23270	3	I 84, GALLOWAY ROAD UNDERPASS REPAIR	2021	Awarded (or equiv.)	71	PE	\$20,000.00	\$20,000.00	\$0.00
						CE	\$25,000.00	\$25,000.00	\$0.00
						CN	\$455,000.00	\$455,000.00	\$0.00
							\$500,000.00	\$500,000.00	\$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	\$0.00
							\$1,504,958.99	\$1,504,958.99	\$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	\$0.00
							\$64,753.00	\$64,753.00	\$0.00
22944	3	LOCAL, FY22 STODDARD PATHWAY, NAMPA	2022	Development	134	PE	\$10,000.00	\$10,000.00	\$0.00
						PC	\$58,000.00	\$58,000.00	\$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
22944	3	LOCAL, FY22 STODDARD PATHWAY, NAMPA	2022	Development	134	PL	\$10,000.00	\$10,000.00	\$0.00
							\$78,000.00	\$78,000.00	\$0.00
Local Hwy - Transportation Alternatives Total							\$142,753.00	\$142,753.00	\$0.00
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

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
22018	3	SMA-7813, MONTANA AVE; PED IMPRV & WIDENING, CALDWELL	2500	Development	46	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
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	Awarded (or equiv.)	51	CN	\$2,496,000.00	\$2,496,000.00	\$0.00
							\$2,496,000.00	\$2,496,000.00	\$0.00
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
19993	3	LOCAL, ROADWAY & ADA IMPROVEMENTS, PART 2, BOISE AREA	2023	Development	51	PC	(\$197,000.00)	(\$197,000.00)	\$0.00
							(\$197,000.00)	(\$197,000.00)	\$0.00
20129	3	LOCAL, FY21 CAPITAL MAINTENANCE, PH 2, ACHD	2021	Development	51	CE	\$92,000.00	\$0.00	\$92,000.00
						CC	\$184,000.00	\$0.00	\$184,000.00
						CN	\$412,430.00	\$0.00	\$412,430.00
							\$688,430.00	\$0.00	\$688,430.00
20159	3	LOCAL, FY21 CAPITAL MAINTENANCE, PHASE 3, BOISE AREA	2021	PS&E (or equiv.)	51	CE	\$2,000.00	\$2,000.00	\$0.00
						CC	\$55,714.00	\$55,714.00	\$0.00
						CN	\$608,856.00	\$608,856.00	\$0.00
							\$666,570.00	\$666,570.00	\$0.00
20245	3	LOCAL, FY21 & FY22 ADA COUNTY SR2S, VRT	2021	Awarded (or equiv.)	51	CN	\$56,305.00	\$56,305.00	\$0.00
							\$56,305.00	\$56,305.00	\$0.00
Local Hwy - Transportation Management Area Total							\$9,358,305.00	\$8,243,392.00	\$1,114,913.00
Local Hwy - Transportation Alternatives; TMA									
20245	3	LOCAL, FY21 & FY22 ADA COUNTY SR2S, VRT	2021	Awarded (or equiv.)	133	CN	\$288,000.00	\$288,000.00	\$0.00
							\$288,000.00	\$288,000.00	\$0.00
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

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder	
22995	3	LOCAL, BIKE IMPROVEMENTS, SIGNS & PVMT MARKINGS, ADA	2021	Development	133	CN	\$81,365.00	\$0.00	\$81,365.00	
							\$82,365.00	\$1,000.00	\$81,365.00	
Local Hwy - Transportation Alternatives; TMA Total							\$426,365.00	\$345,000.00	\$81,365.00	
Local Hwy - Rural										
13964	3	STC-3798, PECKHAM RD, GOLDEN GATE HD	2022	Development	45	PL	\$15,000.00	\$15,000.00	\$0.00	
							\$15,000.00	\$15,000.00	\$0.00	
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	
							\$5,000.00	\$5,000.00	\$0.00	
							\$75,000.00	\$75,000.00	\$0.00	
							\$95,000.00	\$95,000.00	\$0.00	
Local Hwy - Rural Total							\$110,000.00	\$110,000.00	\$0.00	
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	PE	\$2,000.00	\$2,000.00	\$0.00	
							PC	\$165,500.00	\$165,500.00	\$0.00
							CC	\$277,000.00	\$0.00	\$277,000.00
							CN	\$140,500.00	\$0.00	\$140,500.00
							\$585,000.00	\$167,500.00	\$417,500.00	
Off-System Hwy - Bridge Total							\$585,000.00	\$167,500.00	\$417,500.00	
Hwy Safety - Local										
20430	3	STC-7821, INT N MIDDLETON RD & CORNELL ST, MIDDLETON	2021	Awarded (or equiv.)	118	PL	\$7,000.00	\$7,000.00	\$0.00	
							CE	\$1,807.00	\$1,807.00	\$0.00
							CC	\$128,000.00	\$128,000.00	\$0.00
							CL	\$44,942.00	\$44,942.00	\$0.00
							CN	\$316,251.00	\$316,251.00	\$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	
							PL	\$7,002.00	\$7,002.00	\$0.00
							CE	\$2,231.00	\$2,231.00	\$0.00
							CC	\$150,000.00	\$150,000.00	\$0.00
							CL	\$35,174.00	\$35,174.00	\$0.00
							CN	\$881,970.00	\$881,970.00	\$0.00
							\$1,068,903.00	\$1,068,903.00	\$0.00	

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
22878	3	SMA-3724, HOMEDALE RD CURVE IMPV, CANYON HD	2024	Development	118	PE	\$4,000.00	\$4,000.00	\$0.00
						PC	\$98,000.00	\$98,000.00	\$0.00
						PL	\$30,000.00	\$30,000.00	\$0.00
							\$132,000.00	\$132,000.00	\$0.00
Hwy Safety - Local Total							\$1,698,903.00	\$1,698,903.00	\$0.00
Hwy Safety - Railroad Crossings									
20355	3	OFFSYS, LOOK LN UPRR RRX, CALDWELL	2022	Development	22	PE	\$15,000.00	\$15,000.00	\$0.00
						PC	(\$15,000.00)	(\$15,000.00)	\$0.00
							\$0.00	\$0.00	\$0.00
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
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	\$6,415,855.20	\$6,415,855.20	\$0.00
							\$7,208,851.20	\$7,208,851.20	\$0.00
23081	3	I 84, FRANKLIN RD IC TO KARCHER IC - EAST, NAMPA	2021	PS&E (or equiv.)	145	CE	\$354,169.61	\$354,169.61	\$0.00
						CN	\$1,626,357.25	\$1,626,357.25	\$0.00
							\$1,980,526.86	\$1,980,526.86	\$0.00
Hwy - Discretionary Total							\$10,088,401.80	\$9,189,378.06	\$899,023.74
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	\$46,000.00	\$46,000.00	\$0.00
						CN	\$46,000.00	\$0.00	\$46,000.00
							\$92,000.00	\$46,000.00	\$46,000.00
Hwy - Non-Participating Total							\$92,000.00	\$46,000.00	\$46,000.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
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	\$1,278,461.00	\$0.00	\$1,278,461.00
							\$1,278,461.00	\$0.00	\$1,278,461.00
20259	3	LOCAL, ROADWAY & ADA IMPROVEMENTS PART 1, BOISE AREA	2023	Development	79	PC	\$300,000.00	\$300,000.00	\$0.00
							\$300,000.00	\$300,000.00	\$0.00
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
						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	\$5,000.00	\$0.00
						PC	\$400,000.00	\$400,000.00	\$0.00
							\$405,000.00	\$405,000.00	\$0.00
Hwy - Local Partnerships Total							\$14,279,618.13	\$7,738,657.13	\$6,540,961.00
Hwy GARVEE - 2017 Legislative Authorization									
20788	3	SH 16, I 84 TO US 20/26 & SH44 IC, ADA & CANYON COS	2022	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

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
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							\$223,326,500.47	\$205,243,592.73	\$18,082,907.74