



# Working together to plan for the future

**REGIONAL TRANSPORTATION ADVISORY COMMITTEE**  
**January 26, 2022 - 8:30 a.m.**  
**COMPASS, 1st Floor Board Room**  
**700 NE 2nd Street, Meridian, Idaho**

## **ZOOM CONFERENCE CALL**

(Subject to availability and functionality of connection.)

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

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

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

Written comments may be submitted by email to [info@compassidaho.org](mailto:info@compassidaho.org). Comments can also be left by voicemail. Please call 208-475-2232 to record comments. Commenters must provide their name for the record. Comments identified by name that are received by 10:00 am on January 26, 2022, will be provided to the Committee members and read into the record during the meeting.

### **\*\*AGENDA\*\***

#### **I. CALL TO ORDER (8:30)**

#### **II. OPEN DISCUSSION/ANNOUNCEMENTS**

#### **III. CONSENT AGENDA**

Page 3 **\*A. Approve December 15, 2021, RTAC Meeting Minutes**

#### **IV. ACTION ITEM**

8:35 **A. Elect RTAC Chair and Vice Chair** **Liisa Itkonen**  
*Liisa Itkonen will facilitate the election of Chair and Vice Chair.*

8:45 **\*B. Recommend *Communities in Motion 2050* (CIM 2050)** **Toni Tisdale**  
Page 6 **Project Scoring Process**  
*Toni Tisdale will seek RTAC recommendation for COMPASS Board of Directors' approval of CIM 2050 project scoring process.*

9:00 **\*C. Recommend Resolutions Amending *Communities in Motion 2040 2.0* (CIM 2040 2.0) and the FY2022-2028 Regional Transportation Improvement Program (TIP)** Toni Tisdale  
Page 14  
*Toni Tisdale will seek RTAC recommendation for COMPASS Board of Directors' adoption of resolutions to amend CIM 2040 2.0 and the FY2022-2028 TIP to add projects for the City of Kuna and the Ada County Highway District (ACHD), as well as modify the cost on three projects.*

9:10 **\*D. Approve Transportation Management Area (TMA) Balancing Action** Toni Tisdale  
Page 28  
*Toni Tisdale will seek approval to balance the Surface Transportation Block Grant (STBG)-TMA program to reprogram funding released from a project entering close-out.*

**V. INFORMATION/DISCUSSION ITEMS**

9:20 **\*A. Review Development of *Communities in Motion 2050* (CIM 2050)** Carl Miller  
Page 45  
*Carl Miller will review progress on developing Communities in Motion 2050.*

9:35 **\*B. Review *Communities in Motion 2050* (CIM 2050) Funded Projects and Unfunded Needs** Mary Ann Waldinger  
Page 50  
*Mary Ann Waldinger will review CIM 2050 funded projects and unfunded needs.*

9:55 **\*C. Review 2021 Updates to *Communities in Motion 2040 2.0* (CIM 2040 2.0)** Liisa Itkonen  
Page 51  
*Liisa Itkonen will review updated 2021 information in CIM 2040 2.0.*

10:05 **\*D. Solicit Member Agencies' Requests for FY2023 Unified Planning Work Program (UPWP)** Liisa Itkonen  
Page 71  
*Liisa Itkonen will solicit member agency requests for FY2023 UPWP.*

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

Page 73 **\*A. RTAC Agenda Worksheet**

Page 79 **\*B. Obligation Report**

**VIII. OTHER:**

**Next Meetings:  
February 2, 2022, Optional Workshop  
February 23, 2022, RTAC Meeting**

**IX. ADJOURNMENT (10:15)**

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

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

**REGIONAL TRANSPORTATION ADVISORY COMMITTEE  
DECEMBER 15, 2021  
ZOOM CONFERENCE CALL  
COMPASS 1<sup>st</sup> Floor Board Room**

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

**ATTENDEES:**

Drew Alexander, Boise State University, via telephone  
Jeff Barnes, City of Nampa, via telephone  
Mark Wasdahl for Aaron Bauges, Idaho Transportation Department, via telephone  
Jessica Szelag for Bre Brush, City of Boise, via telephone  
Clair Bowman, City of Nampa, via telephone  
Miranda Carson for Al Christy, City of Meridian, via telephone  
Becky Crofts, City of Middleton, via telephone  
Kate Dahl, Canyon County Development Services, via telephone  
Lara Disney, Public Participation Workgroup, via telephone  
Karen Gallagher, City of Boise, via telephone  
Ryan Head, Ada County Highway District, via telephone  
Jace Hellman, City of Kuna, via telephone  
Caleb Hood, City of Meridian, via telephone  
Stephen Hunt, Valley Regional Transit, via telephone  
Liisa Itkonen, COMPASS, Ex. Officio, via telephone  
Angela Lively, City of Caldwell, via telephone  
Brian McClure, City of Meridian, via telephone  
Brent Moore, Ada County Development Services, **Vice Chair**, via telephone  
Lenny Riccio, Canyon Highway District No. 4, **Chair**, via telephone  
Darrell Romine, City of Melba, via telephone  
Michael Toole, Department of Environmental Quality, via telephone  
Tina Wilson for Angie Lee, City of Parma, via telephone  
Stacey Yarrington, Ada County Development Services, via telephone

**MEMBERS ABSENT:**

Rodney Ashby, City of Nampa  
Nichoel Baird Spencer, City of Eagle  
Lee Belt, City of Greenleaf  
Tom Ferch, Ada County Highway District  
Steve Fultz, Canyon County Development Services  
Rob Howarth, Central District Health, Ex. Officio  
Tom Laws, Ada County Highway District  
Dan Lister, Canyon County Development Services  
Robb MacDonald, City of Caldwell  
Shawn Nickel, City of Star  
Jenah Thornborrow, City of Garden City  
Bob Watkins, Golden Gate Highway District  
Bill Vaughan, City of Eagle

**OTHERS PRESENT:** Eric Adolfson, COMPASS, via telephone  
Tevrin Fuller, COMPASS, via telephone  
Amy Luft, COMPASS, via telephone  
Carl Miller, COMPASS, via telephone  
Hunter Mulhall, COMPASS, via telephone  
Dave Rader, City of Boise, 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:**

Chair Lenny Riccio called the meeting to order at 8:35 a.m.

**OPEN DISCUSSION/ANNOUNCEMENTS**

Karen Gallagher introduced the City of Boise’s new planners, Jessica Szlag and Dave Rader, who will serve as the city’s 2022 RTAC representatives. Caleb Hood introduced Miranda Carson, who will serve as the City of Meridian’s third RTAC representative.

**CONSENT AGENDA**

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

**Stephen Hunt moved and Ryan Head seconded approval of the Consent Agenda as presented. Motion passed with one abstention.**

**ACTION ITEMS**

**A. Approve *Communities in Motion 2050 (CIM 2050)* “Foundation” for Needs Identification**

Mary Ann Waldinger reviewed the CIM 2050 “foundation” to be used to help identify future transportation needs.

After discussion, **Ryan Head moved and Jeff Barnes seconded approval of the CIM 2050 “foundation” for use to help identify future transportation needs. Motion passed unanimously.**

**B. Approve Transportation Management Area (TMA) Balancing**

Toni Tisdale reviewed balancing actions to program available funds in the Surface Transportation Block Grant program in the Transportation Management Area.

After discussion, **Ryan Head moved and Brent Moore seconded approval of balancing actions for the STBG-TMA programs, as presented. Motion passed unanimously.**

## **INFORMATION ITEMS**

### **A. Update on COMPASS Congestion Management Process**

Hunter Mulhall provided an update on the COMPASS congestion management process.

### **B. Review RTAC Subcommittee Recommendations for *Communities in Motion 2050* (CIM 2050) Project Scoring Process**

Toni Tisdale provided recommendations from the RTAC Subcommittee regarding CIM 2050 project scoring process for review.

### **C. Update on I-84 Corridor Operations Plan**

Hunter Mulhall provided an update on the I-84 corridor operations plan.

**Next Meeting: January 26, 2021**

## **ADJOURNMENT**

**Clair Bowman moved and Ryan Head seconded adjournment at 10:00 a.m. Motion passed unanimously.**

\\cpa-file01\Shared\FY22\800 System Maintenance\820 Committee Support\RTAC\2022 Minutes\Unsigned\minutes12152021.docx

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

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

COMPASS staff seeks Regional Transportation Advisory Committee (RTAC) recommendation of COMPASS Board of Directors' approval of the project scoring process for CIM 2050 (attached).

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

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

Over the years, COMPASS has used a variety of different methods for project selection for the long-range transportation plan (CIM 2050). COMPASS staff recommends meeting the full intent of performance-based project selection by developing a new project selection method and set of scoring criteria for the long-range plan.

In general, CIM 2050 will have five lists of needs:

- State Roadway System
- Local Roadway System
- Public Transportation System
- Pathway System (off-network)
- Studies

Projects in the first four of these lists will be prioritized within each. To best compare projects, different processes were developed for each mode. The list of high-priority studies will be presented in alphabetical order unless there are clear connections with timing to other projects that are prioritized.

Each prioritized list was developed in consultation with, and recommended by, member agencies and modal stakeholders. On August 25, 2021, an RTAC subcommittee was formed to assist with developing a new process for prioritizing state and local roadways. The subcommittee met four times and provided ideas and guidance throughout the development of the draft prioritization process. The proposed process incorporates the recently adopted Complete Network Policy and CIM 2050 funding policy and is designed to ensure that projects that meet regional goals and the intent of COMPASS policies rank highest. This process was presented to RTAC in its December 15, 2021, meeting for discussion.

The Public Transportation Workgroup developed and recommended the process for public transportation projects and corridors and the Active Transportation Workgroup developed and recommended the process for regional pathway projects. The proposed processes for prioritizing projects for the four prioritized project lists are provided in the attachment. Additional details regarding the regional pathway system process will be shared in the RTAC meeting.

The RTAC subcommittee will continue working on a prioritization process for project selection for the regional transportation improvement program and local programs. The subcommittee's recommendation is anticipated to be presented to RTAC on June 22, 2022, as part of the FY2024-2030 COMPASS Application Guide, for review.

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

These processes for scoring transportation needs for CIM 2050 will ensure funded projects and prioritized unfunded needs meet regional goals and align with the policies and guidance of the COMPASS Board of Directors. Federal regulations require that data-driven performance-based planning and programming be used in determining project selection and ranking.

**More Information:**

- 1) Attachment: Recommended Prioritization Processes
- 2) For detailed information contact: Toni Tisdale, Principal Planner,  
[ttisdale@compassidaho.org](mailto:ttisdale@compassidaho.org)

TT: T:\FY22\600 Projects\661 CIM\1. Project Management\Prioritization\2201265mmoRTACscoring.docx

## Prioritization Process for *Communities in Motion 2050*

### State and Local Roadway Systems

#### Assumptions:

- Funded projects submitted by local agencies are considered funded and included in a plan as funded.
  - If any agency plans to apply for federal-aid funding (formula or competitive), the project should be listed in "Bin 1" of long-term funded projects (approximately 2030-2035) or the unfunded list.
- The description of a corridor will be developed based on the Complete Network Policy.
  - Major corridors will include consideration of all modes.
    - Non-capacity improvement strategies identified in the Congestion Management Process are considered first before capacity improvements.
- The main emphasis of the prioritization process is to help meet the regional goals of the long-range plan. *Communities in Motion 2050* (CIM 2050) includes high-capacity transit service by 2050.

#### Process:

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



- Projects in Unfunded list – to determine that needs meet goals in CIM 2050 and determine priority

Lists of Priorities:

- State Roadway System
  - Arterial or above
  - Prioritized with scoring metrics
  - Will include other modes along the corridor, as identified in the Complete Network Policy (e.g., automobility, public transportation, freight, bicycle/pedestrian)
- Local Roadway System
  - Arterial or above
  - Prioritized with scoring metrics
  - Will include other modes along the corridor, as identified in the Complete Network Policy (e.g., automobility, public transportation, freight, bicycle/pedestrian)

Scoring Metrics for the State and Local Roadway Systems:

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

<b>Safety</b>	<b>Convenience</b>
Bike Level of Traffic Stress	15 Minute Accessibility by Car
Bike/Ped Trips	30 Minute Accessibility by Bus
Crashes	30 Minute Accessibility by Car
Pedestrian Level of Service	60 Minute Accessibility by Bus
<b>Economic Development</b>	Bike Access to Parks
Auto Speed	Bus Trips
Congestion/Reliability Levels for Cars	Pedestrian Access to Parks
Congestion/Reliability Levels for Trucks	<b>Quality of Life</b>
Cracking Improved (VMT)	Air Pollution
Deficient Bridges Improved (Vol)	CIM 2050 Vision Consistency
Induced Rural Infrastructure Costs	Environmental Justice
Rutting Improved (VMT-inches)	Induced Farmland Development
Truck Speed	Noise Pollution
Truck VMT	

- Points equal 100 per category, with the total being an average of the four categories. (Maximum possible: 100 points)
- Technical Analysis
  - Calculate the difference (delta) between the overall foundation system with the improved corridor not included to the overall system with the improved corridor included in the following categories:
    - Vehicle Miles Traveled
    - Congested Vehicle Miles Traveled
    - Hours of Delay
  - Divide the delta amounts equally (by number) and determine a high (30 points), medium (20 points), and low (10 points), with the total being an average of the three categories. (Maximum possible: 30 points)

- Ranking
  - Based on the total of the CIM 2050 goals and technical analysis
  - Separated by state system and local system roadway projects
  - Maximum possible: 130 points
  - An initial ranking will be provide based on the scoring system, created by the sponsor agency and COMPASS staff through the scoring metrics
  - Final ranking will be based on additional examination and discussion by RTAC and the COMPASS Board of Directors

Review Materials for the State and Local Roadway Systems:

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

## Public Transportation System

### List of Priorities:

- Public Transportation System
  - Corridor improvements include capital and operations
  - Will include other modes, as applicable
  - Prioritized by Public Transportation Workgroup to include incremental improvements coordinated with other systems/projects

### Assumptions:

- Funded Network = Transportation Development Plan project proposals
- Future Network (Unfunded)

Process developed by Valley Regional Transit and reviewed and recommended by the Public Transportation Workgroup:

### Scoring Metrics for the Public Transportation System:

1. High-Capacity Network (Premium Network) Only network to be prioritized individually (considered "regionally important")
  - 400 – Fairview Avenue
  - 401 – State Street
  - 402 – Vista Avenue
  - 403 – Overland Road
  - 404 – Orchard Street
  - 405 – Garrity Boulevard/16<sup>th</sup> Avenue
  - 406 – Nampa/Caldwell Boulevard
2. Frequent Network
3. Express Network
4. Rail

Note: The Secondary Network is not included, as it is not considered "regionally important."

### Technical Analysis:

- Routes within the High-Capacity Network (Premium Network) will be prioritized based on the following criteria with points determined by dividing the amount associated with the criteria by the highest amount within that criterion:
  - Development (2 points maximum)
    - 2050 forecasted jobs within ¼ mile (up to 1 point)
    - 2050 forecasted households within ¼ mile (up to 1 point)
  - Equity (1 point maximum)
    - American Community Survey (ACS) estimates of percent of persons in poverty within ¼ mile (current data)
    - ACS estimates of percent of persons who are non-white or of Hispanic/Latino descent within ¼ mile (current data)
  - Productivity (2 points maximum)
    - Expected ridership in 2050 forecast (based on travel demand model results)
    - Normalized by the hours of service – to determine which routes would be considered more productive
    - Scores for each corridor are based on a proportional "share" relative to the other premium corridors
  - The Frequent Network, Express Network, and Rail will be shown as groups of projects and not prioritized using the criteria above.

- Public transportation priorities will also be noted within the roadway corridor information and criteria.

Ranking:

- Based on the total development, equity, and productivity scores after normalization.
- Maximum possible: 5 points
- An initial ranking will be provide based on the scoring system, as recommended by the Public Transportation Workgroup.
- Final ranking will be based on additional examination and discussion by RTAC and the COMPASS Board of Directors.

## **Pathway System (regional off-street pathways)**

### List of Priorities:

- Pathway System (regional off-street pathways)
  - Prioritized by the Active Transportation Workgroup
  - On-street bicycle and pedestrian facilities are included with state and local system roadways, above

### Technical Analysis:

- Ownership/right of way
- Proximity to...
  - Employment centers
  - Schools
  - Transit
  - Groceries
  - Libraries
  - Recreation
  - Healthcare
  - Housing/neighborhoods
  - Key destinations
- Equity based on American Community Survey (ACS) data regarding:
  - Income
  - Educational attainment
  - Race
  - Age (<18 and >65)
  - Language isolation
  - Vehicle access
- Connectivity based on walkability analyses

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

## RTAC AGENDA ITEM IV-C January 26, 2022

### **Topic: Resolutions Amending *Communities in Motion 2040 2.0* and the FY2022-2028 Regional Transportation Improvement Program (TIP)**

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

COMPASS staff requests that RTAC recommend COMPASS Board of Directors' adoption of resolutions (Attachments 1 and 2) amending *Communities in Motion 2040 2.0* (CIM 2040 2.0) and the FY2022-2028 Regional Transportation Improvement Program (TIP).

The COMPASS Board of Directors will be asked to adopt the resolutions in its February 28, 2022, 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 City of Kuna has requested to add a study as a funded project to CIM 2040 2.0 (Attachment 1):

- A project to conduct a planning and environmental linkages (PEL) study for the realignment of the State Highway 69 (Meridian Road) and Kuna Road intersection and the extension of Meridian Road south to Kuna Mora Road, including an overpass over the Union Pacific Rail and a bridge over Indian Creek, in the City of Kuna. The study will explore potential easements and right-of-way needed, consideration for pedestrian facilities in the project area, and environmental issues, and include community and stakeholder outreach. Construction is unfunded.

The request includes amending the FY2022-2028 TIP to add the same project. The proposed amendment to the TIP would also add an Ada County Highway District (ACHD) project for pavement preservation and Americans with Disabilities Act (ADA) improvements (Attachment 2). This project was previously included in the TIP but was inadvertently removed from the program during the TIP update in October 2021.

Letters from the sponsoring agencies requesting the changes are provided in Attachment 3.

A public comment period on the proposed amendments was held between January 3 and 17, 2022. COMPASS received 18 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/documents/people/rtac/2022/Public\\_Comments\\_Verbatim.pdf](https://www.compassidaho.org/documents/people/rtac/2022/Public_Comments_Verbatim.pdf)

In addition, a Board Administrative Modification to the FY2022-2028 TIP is requested to approve significant cost increases for two of ACHD's projects and one Idaho Transportation Department project. While Board of Directors' action is required for this change, public comment is not needed for this type of action. The details of these project are also included in Attachment 2.

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

The amendments to CIM 2040 2.0 and the FY2022-2028 TIP and the Board Administrative Modification enable work on these projects to begin immediately.

**More Information:**

- 1) Attachment 1 – Resolution X1-2022
- 2) Attachment 2 – Resolution X2-2022
- 3) Attachment 3 – Request Letters
- 4) For detailed information contact: Liisa Itkonen, Principal Planner, at [litkonen@compassidaho.org](mailto:litkonen@compassidaho.org) or Toni Tisdale, Principal Planner, at [ttisdale@compassidaho.org](mailto:ttisdale@compassidaho.org).

LI:TT: T:\FY22\600 Projects\661 CIM\Amendments\9 Feb 2022\220126mmoRTAC\_CIMamend9&TIP10.docx

## RESOLUTION NO. X1-2022

### 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 Infrastructure Investment and Jobs Act (IIJA), Title 23 United States Code Section 134, and Title 49 United States Code Section 5303 require metropolitan planning organizations to prepare regional long-range transportation plans covering a period of no less than 20 years;

**WHEREAS**, the IIJA, 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**, the amendment to *Communities in Motion 2040 2.0* adds a new funded project for a planning and environmental linkages (PEL) study in the City of Kuna for the realignment of the State Highway 69 (Meridian Road) and Kuna Road intersection and the extension of Meridian Road south to Kuna Mora Road, including overpasses over the Union Pacific Railroad and Indian Creek;

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

**WHEREAS**, a public comment period was held between January 3 – 17, 2022, 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 Board of Directors approves the amendment to *Communities in Motion 2040 2.0*.

**ADOPTED** this 28<sup>th</sup> day of February 2022.

By: \_\_\_\_\_  
**Joe Stear, Chair**  
**Community Planning Association**  
**of Southwest Idaho Board of Directors**



**ATTEST:**

**By:** \_\_\_\_\_  
**Matthew J. Stoll, Executive Director**  
**Community Planning Association**  
**of Southwest Idaho**

## ***Communities in Motion 2040 2.0 (CIM 2040 2.0) Proposed Amendment #9***

This proposed amendment adds a project requested by the City of Kuna:

Conduct a planning and environmental linkages (PEL) study in the City of Kuna for the realignment of the State Highway 69 (Meridian Road) and Kuna Road intersection and the extension of Meridian Road south to Kuna Mora Road, including overpasses over the Union Pacific Railroad and Indian Creek.

T:\FY22\600 Projects\661 CIM\Amendments\9 Feb 2022\Resolution x1-2022.docx

**RESOLUTION NO. X2-2022**

**FOR THE PURPOSE OF AMENDING THE FY2022-2028  
REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM**

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

**WHEREAS**, the Infrastructure Investment and Jobs Act (IIJA), Title 23 United States Code Section 134, and Title 49 United States Code Section 5303 require metropolitan planning organizations to develop and approve a transportation improvement program;

**WHEREAS**, the IIJA, Title 23 United States Code Section 134, and Title 49 United States Code Section 5303 require projects contained in the transportation improvement program to be financially constrained;

**WHEREAS**, the IIJA, Title 23 United States Code Section 134, and Title 49 United States Code Section 5303 require the transportation improvement program be developed and amended in consultation with all interested parties;

**WHEREAS**, a public comment period was held between January 3 – 17, 2022, 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 and Board Administrative Modification to the FY2022-2028 Regional Transportation Improvement Program in compliance with all applicable state and federal regulations; and

**WHEREAS**, the attached table details the amendment and Board Administrative Modification to the FY2022-2028 Regional Transportation Improvement Program.

**NOW, THEREFORE, BE IT RESOLVED**, that the Community Planning Association of Southwest Idaho's Board of Directors approves the amendment and Board Administrative Modification to the FY2022-2028 Regional Transportation Improvement Program.

**ADOPTED** this 28<sup>th</sup> day of February 2022.

**By:** \_\_\_\_\_  
**Joe Stear, Chair**  
**Community Planning Association**  
**of Southwest Idaho Board of Directors**

**ATTEST:**

**By:** \_\_\_\_\_  
**Matthew J. Stoll, Executive Director**  
**Community Planning Association**  
**of Southwest Idaho**

T:\FY22\900 Operations\Board\2022 Resolutions\Resolution X2-2022.docx

COMPASS Amendment #2 for the FY2022-2028 Regional Transportation Improvement Program

City of Kuna, November 2021

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PC	RW	UT	CE	CN	SUM
NEW	Study, Meridian Road Extension and Railroad Overpass, Kuna	2022		0 <u>300</u>					0 <u>300</u>
	Funding Source: Local (Regionally Significant)  To conduct a planning and environmental linkages (PEL) study for the realignment of the State Highway 69 (Meridian Road) and Kuna Road intersection and the extension of Meridian Road south to Kuna Mora Road, including overpasses over the Union Pacific Rail and Indian Creek, in the City of Kuna. The study will explore potential of easements and right-of-way needed, consideration for pedestrian facilities in the project area, environmental issues, and community and stakeholder outreach. (Construction is unfunded.) (Federal = \$0)  <b>Add project.</b>	2023							
		2024							0
		2025							0
		2026							0
		PD							0
	SUM	0	0 <u>300</u>	0	0	0	0	0	0 <u>300</u>

Ada County Highway District, December 2021

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PC	RW	UT	CE	CN	SUM
20006	Pavement Preservation and ADA, Phase 3, Boise Area - <del>FY2022</del> <b>FY2023</b>	2021							0
	Funding Source: Local Participating  Supplement the local pavement preservation program to complete pavement improvements on federal-aid roadways in the Boise Urbanized Area. Work includes improvements to adjoining sidewalks to meet Americans with Disabilities Act (ADA) requirements. This project could convert to federal-aid if funds become available. Segments include: Resseguie Street, 16th Street to <del>13th Street</del> and <del>13th Street to 8th</del> <b>10<sup>th</sup></b> Street; and Fort Street, 16th Street to 15th Street. (Federal = \$0)  <b>Add project into the FY2022-2028 TIP, adjust the segments for improvements, and increase overall costs to match current engineering estimates. Previous obligations: \$80,000 Total cost: \$1,095,000 188% increase</b>	2022						220 <u>0</u>	220 <u>0</u>
		2023						0 <u>1015</u>	0 <u>1015</u>
		2024							0
		2025							0
		PD							0
	SUM	0	0	0	0	0	0	220 <u>1015</u>	220 <u>1015</u>

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PC	RW	UT	CE	CN	SUM
20006	Pavement Preservation and ADA, Phase 3, Boise Area – FY2022 FY2023	2021							0
	Funding Source: STBG-TMA	2022						80	80
	<b>Same as above.</b> (Federal = -\$6,000)  Remove federal-aid funding to match the FY2022-2028 TIP.	2023						<u>0</u>	<u>0</u>
		2024							0
		2025							0
		PD							0
		SUM	0	0	0	0	0	80	<u>80</u>

COMPASS Board Administrative Modification #1 for the FY2022-2028 Regional Transportation Improvement Program

Ada County Highway District, December 2021

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PC	RW	UT	CE	CN	SUM
23095	Five Mile Road Overpass and Widening, NEPA, Boise	2022		552					552
	Funding Source: STBG-TMA	2023							
	To begin preliminary design and National Environmental Policy Act (NEPA) environmental review to replace the Five Mile Road overpass over Interstate 84, widen the bridge from two lanes to four lanes, and widen Five Mile Road from two lanes to five lanes from just north of Overland Road to Franklin Road in the City of Boise. Work includes curb, gutter, sidewalks, and enhanced bike lanes on both sides of the roadway. (Construction is "unfunded.") (Federal = \$511,000)  Based on partnership agreement between ACHD and ITD, increase cost for design and right-of-way. No change to this funding source.  Original total: \$2,686,000 New total: \$4,247,000 Percent increase: 58.12%	2024							0
		2025							0
		2026							0
		PD							0
		SUM	0	552	0	0	0	0	552
23095	Five Mile Road Overpass and Widening, NEPA, Boise	2022		245 <u>970</u>					245 <u>970</u>
	Funding Source: Local Participating	2023		652 <u>0</u>	0 <u>10</u>				652 <u>10</u>
	<b>Same as above.</b> (Federal = \$0)  Adjust and increase local funding for design and right-of-way acquisition with total increase of \$1,166,000 for this funding source.	2024			565 <u>1073</u>				565 <u>1073</u>
		2025			566 <u>1141</u>				566 <u>1141</u>
		2026							0
		PD							0
		SUM	0	897 <u>970</u>	1131 <u>2224</u>	0	0	0	2028 <u>3194</u>

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PC	RW	UT	CE	CN	SUM
23095	Five Mile Road Overpass and Widening, NEPA, Boise	2022		0					0
	Funding Source: IM	2023		400					400
	<b>Same as above.</b> (Federal = \$371,000)  Add funding source, total increase \$400,000.	2024							0
		2025							0
		2026							0
		PD							0
		SUM	0	0	0	0	0	0	0
			0	400				400	
23095	Five Mile Road Overpass and Widening, NEPA, Boise	2022		101					101
	Funding Source: State	2023							
	<b>Same as above.</b> (Federal = \$0)  No change to this funding source.	2024							0
		2025							0
		2026							0
		PD							0
		SUM	0		101	0	0	0	0

Idaho Transportation Department, December 2021

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PC	RW	UT	CE	CN	SUM
20227	US 20/26 (Chinden), Phyllis Canal Bridge, Rehabilitation, near Meridian	2022	0						0
	Funding Source: HB132 and HB312	2023	-14				286	3366	3652
	Replace a culvert on US 20/26 (Chinden Boulevard) at the Phyllis Canal near the City of Meridian due to restrictions for freight. (Federal = \$0)  Decrease PE in FY2022 and Increase CN in FY2023 per ITD, based on new engineer's estimate.  Previous obligation: \$750,000 Original total: \$4,480,000 New total: \$6,003,000 Percent increase: 34.00%	2024							0
		2025							0
		2026							0
		PD							0
		SUM	0	-14	0	0	0	286	3366
			-14				4866	5138	

Ada County Highway District, January 2022

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PC	RW	UT	CE	CN	SUM
20549	Pedestrian Improvements, US 20/26 (Chinden) at 43rd Street, Garden City	2022							0
	Funding Source: TAP-TMA	2023					35	130	165
	Install a pedestrian hybrid beacon-controlled crossing on US 20/26 (Chinden Boulevard) at 43rd Street in the City of Garden City. (Federal = \$153,000)  No change to this funding source.	2024							0
		2025							0
		2026							0
		PD							0
		SUM	0		0	0	0	35	130

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PC	RW	UT	CE	CN	SUM
	Previous obligation: \$56,000 Original total: \$221,000 New total: \$295,000 Percent increase: 33.48%								
20549	Pedestrian Improvements, US 20/26 (Chinden) at 43rd Street, Garden City	2022		0 64					0 64
	Funding Source: Local Participating	2023					0 10	0 10	
	<b>Same as above.</b> (Federal = \$0)  Increase design costs by \$64,000 to cover negotiated contract and construction by \$10,000 to cover new engineer's estimate. Local funds will convert to federal-aid in the future, if possible.	2024						0	
		2025						0	
		2026						0	
		PD						0	
		SUM	0	0 64	0	0	0	0 10	0 74

ACHD=Ada County Highway District  
 ADA=Americans with Disabilities Act  
 CE = Construction Engineering  
 CN = Construction  
 FY = Fiscal Year  
 HB = House Bill  
 IM = Interstate Maintenance  
 ITD = Idaho Transportation Department  
 NEPA = National Environmental Policy Act  
 PE = Preliminary Engineering  
 PEL = Planning and Environmental Linkages  
 PC = Preliminary Engineering Consultant  
 RW = Right-of-Way  
 STBG=Surface Transportation Block Grant  
 TIP = Transportation Improvement Program  
 TMA=Transportation Management Area (Boise Urbanized Area)  
 US = United State (highway)  
 UT = Utilities

T:\FY22\600 Projects\685 TIP\FY2127TIP\Amend\Amend10\_2\1Amend10\_2.docx





# City of Kuna

November 10, 2021

P.O. BOX 13  
KUNA ID 83634  
(208)922-5546  
[www.KunaCity.id.gov](http://www.KunaCity.id.gov)

Matt Stoll, Director  
COMPASS  
700 NE 2<sup>nd</sup> Street, Suite 200  
Meridian, ID 83642

## Mayor

Joe Stear

## City Council

### Members

Richard Cardoza  
Warren Christensen  
John Laraway  
Greg McPherson

Dear Mr. Stoll:

The City of Kuna requests the addition of a project to the Transportation Improvement Program and Long-range Transportation Plan. This project is currently funded solely by the City. All of our effort, however, is oriented to Federal Highway Administration requirements in the event that federal funds may be available as this project progresses. In consideration of those federal funds, the City has worked into its project scope a Planning and Environmental Linkages (PEL) study. The details are as follows:

- Project Title:
  - Kuna Railroad Overpass and SH-69 (Meridian Road) Realignment/Extension to Kuna Mora Road
- Funding:
  - \$300,000 in FY2022 funds from the City of Kuna. No additional funds are currently committed.
- Project Description:
  - The purpose of this project is for the realignment of the SH-69(Meridian Road) and Kuna Road Intersection and the Continuation of Meridian Road, south to Kuna Mora Road with an overpass for Union Pacific Railroad and bridge over Indian Creek. This Planning study will explore the realignment of the Meridian Road and Kuna Road Intersection, potential of easement and right of way need, consideration for pedestrian facilities in the project area and environmental. Community and stakeholder outreach has been requested to be included in the overall scope of the project. This project is anticipated to be completed no later than September 30, 2022. Overall project implementation and completion is dependent on funding and partnerships available.

Thank you for your consideration of this request.

Regards,

Joe Stear, Mayor  
City of Kuna



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

December 10, 2021  
Matt Stoll, Executive Director  
COMPASS  
700 NE 2nd Street, Suite 200  
Meridian, ID 83642

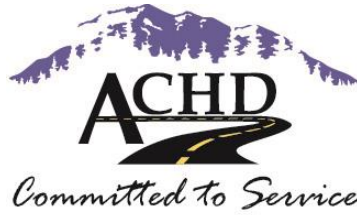
Dear Mr Stoll: *Matt*

ACHD would like to add KN 20006 – FY2022 Pavement Preservation and ADA (Phase 3) - to the FY2022-2028 TIP, and program construction for FY2023. The project was removed from the TIP in error when ACHD canceled all future Phase 3 improvement projects. All segments have been designed to federal standards and ACHD would like to continue to pursue federal funding to pay for the road and pedestrian ramp work. Segments designed include Resseguie Street, from 10<sup>th</sup> to 16<sup>th</sup> and a block of Fort Street and 15<sup>th</sup> Street, in Boise. ACHD is moving the project from FY2022 to FY2023, because of a construction scheduling conflict with a large water main project that Suez is going to complete in FY2022. The most recent estimate for construction of KN 20006, plus a 20% contingency, is \$1,015,000.

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

Sincerely,

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



Mary May, President  
Alexis Pickering, Vice-President  
Jim D. Hansen, 2<sup>nd</sup> Vice President  
Kent Goldthorpe, Commissioner  
Dave McKinney, Commissioner

January 12, 2022

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

Dear Mr. Stoll:

ACHD would like to submit an updated request for additional TAP/TMA funds to cover the cost of design and construction for the Chinden Blvd & 43<sup>rd</sup> St Pedestrian Improvements project (KN 20549). The enhanced crossing that is being designed will include pedestrian ramps, railing, pedestrian signals and additional luminaires. The consultant estimate for full design is \$120,000, which includes evaluation of multiple design options, a full environmental process, public outreach, right-of-way, survey and reflects the current cost of labor. The project currently has \$56,000 in TAP/TMA funds for design and ACHD would like to request an additional \$64,000.

In addition, ACHD's most recent estimate for construction has increased to \$140,000, which also reflects the current cost of labor and materials. The project presently has \$130,000 in TAP/TMA funds budgeted for construction and ACHD would like to request an additional \$10,000.

Please distribute available TAP/TMA funds within the project like this:

PC/PE - \$56,000 + \$64,000 = \$120,000

CN - \$130,000 + \$10,000 = \$140,000

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

Sincerely,

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

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

#### Request/Recommendation:

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

#### Background/Summary:

Balancing the STBG-TMA program allows funds released through a project entering close-out to be used for other projects with funding needs. The STBG-TMA program will have \$680,000 available for reprogramming with the release of funds.

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

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

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

KN	Policy Priority	Project	FY2022 Request	Recommend STBG-TMA	Notes
<b>Available</b>				<b>\$0</b>	
13481	N/A	State Street and Collister Drive Intersection, ACHD	-\$680,000	-\$680,000	To reduce remaining funds for project entering close-out.
20159	1A	Capital Maintenance, Phase 3, Boise Area - FY2021	\$115,000	\$115,000	To cover high construction bid.
19465	1B	Pavement Preservation and ADA, Phase 1, Boise Area - FY2022	\$195,000	\$195,000	To cover local portion with federal aid for construction, which increased based on the engineer's estimate.
20841	2A	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	\$679,000	\$370,000	To convert local funds to federal aid for construction. Project is "advance construction."
19763	2C	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2022	\$423,000		To cover annual shortfall for bus replacements.
20259	3	Roadway and ADA Improvements, Part 1, Boise Area - FY2023	\$500,000		To convert local funds to federal aid for right-of-way costs.

KN	Policy Priority	Project	FY2022 Request	Recommend STBG-TMA	Notes
19993	3	Roadway and ADA Improvements, Part 2, Boise Area - FY2023	\$250,000		To convert local funds to federal aid for right-of-way costs.
20841	4	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	\$5,000		To cover additional design oversight by the Local Highway Technical Assistance Council.
19465	4	Pavement Preservation and ADA, Phase 1, Boise Area - FY2022	\$141,557		To convert local funds to federal aid for increased design costs.
20647	4	Roadway and ADA Improvements, Boise Area - FY2024	\$207,000		To convert local funds to federal aid for increased design costs.
20259	4	Roadway and ADA Improvements, Part 1, Boise Area - FY2023	\$300,000		To convert local funds to federal aid for increased design costs.
20549	4	Pedestrian Improvements, US 20/26 (Chinden) at 43rd Street, Garden City (ACHD)	\$64,000		To cover the negotiated contract amount for design.
20006	9	Pavement Preservation and ADA, Phase 3, Boise Area - FY2023	\$99,000		To convert local funds to federal aid for design costs (\$80,000) and increase \$19,000 to cover contract.
23095	9	Five Mile Road Overpass and Widening, NEPA, Boise	\$970,000		To convert local funds to federal aid for design costs.

A negative amount = funding is available for programming.

The needs and proposed changes listed above are shown in more detail on the STBG-TMA balancing worksheet (Attachment 1). Other needs are provided in the Transportation Alternatives Program (TAP)-TMA balancing worksheet (Attachment 2). Letters of request from sponsoring agencies are provided in Attachment 3 (note that funds already shown as local to convert to federal do not require an official request).

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

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

**More Information:**

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

TT: T:\FY22\600 Projects\685 TIP\FY2228TIP\220126mmoRTACtmaBal.docx

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

Attachment 1

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

Key No	Project	Prev	2022 (2021 CRRSAA)	2022	2023	2024 (2021 CRRSAA)	2024	2025	2026	2027 2028	Total	2022 Changes
<b>Off-the-Top</b>												
20729	Commuteride, ACHD (FY2022)	0		220							220	
22015	Commuteride, ACHD (FY2023)	0			220						220	
22436	Commuteride, ACHD (FY2024)	0					220				220	
22386	Commuteride, ACHD (FY2025)	0						220			220	
22738	Commuteride, ACHD (FY2026)	0							220		220	
23328	Commuteride, ACHD (FY2027)	0								220	220	
19920	COMPASS Planning (FY2022)	0		232							232	
20560	COMPASS Planning (FY2023)	0			232						232	
21889	COMPASS Planning (FY2024)	0					232				232	
22387	COMPASS Planning (FY2025)	0						232			232	
22800	COMPASS Planning (FY2026)	0							232		232	
23327	COMPASS Planning (FY2027)	0								232	232	
	<b>SUBTOTAL</b>			452	452		452	452	452	452		
<b>Roadway Maintenance (82%)</b>												
19887	Capital Maintenance, Phase 2, Boise Area - FY2020	1742		-267							1475	Dec 2021 - Release funds entering close-out. <b>Admin Mod #23</b>
19847	Capital Maintenance, Phase 3, Boise Area - FY2020	484		65							549	Dec 2021 - To cover increased construction cost requests \$65,000. <b>Admin Mod #23</b>
20091	Capital Maintenance, Phase 3, Boise Area - FY2019	611		150							761	Dec 2021 - To cover increased construction cost requests \$150,000. <b>Admin Mod #23</b>
20129	Capital Maintenance, Phase 2, Boise Area - FY2021	3367		315							3682	May 2021 increase \$473K to help cover OA limitation. Advanced to FY2021 per Admin Mod 18 through EOY. Oct 2021 requests \$315K to cover high bid recommended. <b>Approved. Admin Mod #20</b>
20159	Capital Maintenance, Phase 3, Boise Area - FY2021	758		115							873	Dec 2021 - To cover increase construction cost requests \$115,000, based on bid.
19465	Pavement Preservation and ADA, Phase 1, Boise Area - FY2022	724		0							6651	Oct 2021 recommend to convert \$253K from local to federal. <b>Admin Mod #20</b> Nov 2021 recommend to convert \$52K. <b>Admin Mod #23</b> Recommend converting \$195K  Local funds added in <b>Admin Mod #21/1</b> to cover engineer's estimate. Convert to federal, if possible. Convert \$253K from local to federal <b>Admin Mod #20</b> . Convert \$52K from local to federal. <b>Admin Mod #23</b> . Recommend converting \$195K from local to federal Jan 2021. <b>Convert local design funds to federal-aid (\$142K)</b>
20122	Pavement Preservation and ADA, Phase 2, Boise Area - FY2022	243		2326							2569	
20006	Pavement Preservation and ADA, Phase 3, Boise Area - FY2023	99			1015						1114	No federal-aid, but eligible for conversion.  Local funds. <b>Inadvertently removed from program. Amendment to add back in progress.</b> (delayed from 2022 to 2023) Request to increase design by \$19K to cover negotiated contract.
20259	Roadway and ADA Improvements, Part 1, Boise Area - FY2023	838		500	1000						7717	Local funds (ROW). Convert to federal, if possible (also \$300K in local design). <b>Convert local design funds to federal-aid (\$300K).</b>
19993	Roadway and ADA Improvements, Part 2, Boise Area - FY2023	34		250	500						3089	Design was already completed on segments in another key number and moved to this key number.  Local funds.
20080	Roadway and ADA Improvements, Part 3, Boise Area - FY2023	80		-80	0						0	Aug 2021 - Remove from federal-aid program, at request of ACHD. <b>Amend #1</b>  Local funds.
20674	Roadway and ADA Improvements, Boise Area - FY2024	0		1055	750		6167				8179	Local funds.
21896	Roadway and ADA Improvements, Boise Area - FY2025	0		29	499		750	6075			8069	Local funds.
22390	Roadway and ADA Improvements, Boise Area - FY2026	0			29		1235	750	6175		8189	Local funds.
22816	Roadway and ADA Improvements, Boise Area - FY2027	0					29	1160	750	5801	7740	Local funds.
23323	Roadway and ADA Improvements, Boise Area - FY2028	0							896	5231	6156	Local funds.
	For balancing only - not programmed									2560		
	<b>GOAL</b>			8497	8323		8152	7985	7822	15644		
	<b>SUBTOTAL</b>		0	9491	8400	0	8152	7985	7821	11032		
	<b>Difference</b>			994	77		-1	0	-1	-2052		
<b>Alternative Transportation Maintenance (15%)</b>												

Key No	Project	Prev	2022 (2021 CRRSAA)	2022	2023	2024 (2021 CRRSAA)	2024	2025	2026	2027 2028	Total	2022 Changes
20095	Bicycle Parking, Secure Bicycle Facilities, Boise State	126		-11							0	Sept 2021 - Remove from federal-aid at request of Boise State. <b>Amend #1</b> TAP-TMA funds.
				-115								
21913	Bicycle Parking, Covered Bicycle Facility, Boise State	42		-4							0	Sept 2021 - Remove from federal-aid at request of Boise State. <b>Amend #1</b> TAP-TMA funds.
				-38								
19763	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2022	0	2548	529							3077	Sept 2019 - need \$2M every year to meet replacement goal. (\$423K in 2022)
19950	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2023	0			0						0	
20659	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2024	0					1491				1491	
21903	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2025	0						1461			1461	
22393	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2026	0							1431		1431	
22815	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2027	0								1431	1431	
13918	Rail with Trail Pathway, Meridian	75		120		529					724	Local funds.
23307	Pathway, Federal Way and Broadway Avenue Multi-Use Pathway, Boise	0		175						1223	1398	TAP-TMA funds. (Design)
23324	Garden Street Multi-Use Pathway, Cassia Park to Albion (Boise)	0	120			1093					1733	Local funds.
							520					
	GOAL			1554	1523		1491	1461	1431	2862		
	SUBTOTAL	75	2668	514	0	1622	1491	1461	1431	2654		
	Difference		2668	-1040	-1523		0	0	0	-208		
<b>Studies/Special Projects (3%)</b>												
20271	Planning, Communities in Motion Update, COMPASS	0			30		253	78	275		636	
20542	Pedestrian Improvements, SH-55 (Eagle Road), Meridian	0		89	96			4	418		611	TAP-TMA funds.
				0				4				Local funds.
13046	High Capacity Corridor Alternatives Analysis	0								1000	1000	
20841	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	659		370	1693						3839	Nov 2022 - request to advance construct project in FY2022, includes request for additional federal-aid in FY2022 to off-set advance construction. Recommend converting \$370K Jan 2021.
				233	38							TAP-TMA funds.
					537							TAP-State funds.
				309	0							Local funds. Advance construct - advance local funds from 2023 to 2022. <b>Admin Mod #20. Convert to federal as much as possible. Admin Mod #21.</b> (\$233,000) Recommend converting \$370K from local to federal Jan 2021
22394	Study, Big Data Purchase, COMPASS	0						150			150	
22395	Study, Fiscal Impact Analysis, COMPASS	0						60			60	
23306	SR2S, VRT, Ada County - FY2027	0							208		281	
									73			TAP-TMA funds.
23311	Study, Chinden Drainage and Design Plan, Garden City	0								200	200	
23312	Study, Coordinate Local Waterway-Pathway Plans, COMPASS	0								120	120	
23313	Bicycle and Pedestrian Permanent Automated Counters, COMPASS	0							8		8	
23314	Comuteride, Safety and Security Cameras, ACHD	0					45				48	
							3					Local funds.
15001	Cost Increase Set-Aside, STBG-TMA	0							0		0	
	GOAL			311	305		298	292	286	572		
	SUBTOTAL	0	0	370	1723	0	298	292	283	1528		
	Difference			59	1419		0	0	-3	956		
<b>Capital</b>												
13481	State Street and Collister Drive Intersection, ACHD			-680								Dec 2021 - request to reduce PC by \$34K, CE by \$371K, and CN by \$272K to prepare project for closeout.
23095	Five Mile Road Overpass and Widening, NEPA, Boise	0		552							4247	State funds.
				101								IM funds. Dec 2021 increase per agreement. Amendment in process.
				400								Local funds. Dec 2021 increase per agreement. Amendment in process.
				970	10		1073	1141				
	SUBTOTAL		0	-128	0	0	0	0	0	0		
<b>Total Programmed</b>			<b>2668</b>	<b>10699</b>	<b>10575</b>	<b>1622</b>	<b>10393</b>	<b>10190</b>	<b>9987</b>	<b>15666</b>		
<b>*Total available</b>			<b>2668</b>	<b>10814</b>	<b>10602</b>	<b>1622</b>	<b>10394</b>	<b>10190</b>	<b>9991</b>	<b>19982</b>		
<b>Net Difference Programmed vs Available</b>			<b>0</b>	<b>115</b>	<b>27</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>4316</b>		
% over/under programmed				1.1%	0.3%	0.0%	0.0%	0.0%	0.0%	21.6%		
<b>OA Limitation</b>												
<b>Current obligations in bold text</b>												

red text = proposed changes

blue text = could change

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

Teal highlight = funds for right-of-way

Green highlight = balancing notes regarding subtotals and goals

Peach highlight = funds for construction

Purple highlight = funds for design

Yellow highlight = available for reprogramming

Other colors differentiate the funding split categories

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

Bold lines separate project categories

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

(amounts include local match)

Attachment 2

Key No	Project	Prev Years	2022	2023	2024	2025	2026	PD	Total	2022 Changes
20095	Bicycle Parking, Secure Bicycle Facilities, Boise State	126	-115						0	Sept 2021 - Remove from federal-aid at request of Boise State. <b>Amend #1</b>
			-11							STBG-TMA funds.
21913	Bicycle Parking, Covered Bicycle Facility, Boise State	42	-38						0	Sept 2021 - Remove from federal-aid at request of Boise State. <b>Amend #1</b>
			-4							STBG-TMA funds.
20493	SR2S, VRT, Ada County - FY2023	0		171					171	
21910	SR2S, VRT, Ada County - FY2024 and FY2025	0			411				411	
22993	SR2S, VRT, Ada County - FY2026	0					218	0	218	
23306	SR2S, VRT, Ada County - FY2027	0						73	281	
							208	STBG-TMA funds.		
20549	Pedestrian Improvements, US 20/26 (Chinden) at 43rd Street, Garden City (ACHD)	0		165					165	Dec 2021 - request additional \$56K in FY2022 to cover design contract. Also increase CN in FY2023 by \$10K to cover new estimate.
20542	Pedestrian Improvements, SH-55 (Eagle Road), Meridian	0	89	96		418		0	611	
						4				STBG-TMA funds.
			0			4	0	Local funds.		
20259	Roadway and ADA Improvements, Part 1, Boise Area - FY2023	538	136							
			500	1000						Local funds.
				5379						STBG-TMA funds.



Key No	Project	Prev Years	2022	2023	2024	2025	2026	PD	Total	2022 Changes
20841	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	659	233	38					3839	May 2021 increase FY2022 to cover overage in design.\$80K in FY2022 was advanced to FY2021 through balancing and EOY actions. Nov 2022 - request to advance construct project in FY2022, includes request for additional federal-aid in FY2022 to off-set advance construction. Recommend convert \$233K <b>Admin Mod #22 Dec 2021 request for \$5K for additional PE to cover overrun.</b>
			370	1693						STBG-TMA funds. Recommend converting \$370K from local to STBG-TMA Jan 2021.
			309	0						Local funds. (advance from 2023 to 2022 at City's request) recommend converting \$233K to federal. Recommend converting \$370K form local to STBG-TMA Jan 2021.
				537						TAP-State funds.
22385	Pathway, Greenbelt Completion, Boise State	0			50		225	523	817	
							19			Local funds.
22931	Pedestrian Improvements, SH-55, Bristol Heights to US 20/26 (Chinden), Boise	0				34		291	351	
						26				Local funds.

Key No	Project	Prev Years	2022	2023	2024	2025	2026	PD	Total	2022 Changes
23307	Pathway, Federal Way and Broadway Avenue Multi-Use Pathway, Boise	0	175						1398	
								1223		STBG-TMA funds (ROW, CN)
<b>Total Programmed</b>			<b>480</b>	<b>470</b>	<b>461</b>	<b>452</b>	<b>443</b>	<b>886</b>		
<b>*Total Available</b>			<b>480</b>	<b>470</b>	<b>461</b>	<b>452</b>	<b>443</b>	<b>886</b>		
<b>Net Difference Programmed vs Available</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
% over/under programmed			0.0%	0.1%	0.0%	0.0%	0.1%	0.0%		

red text = proposed changes

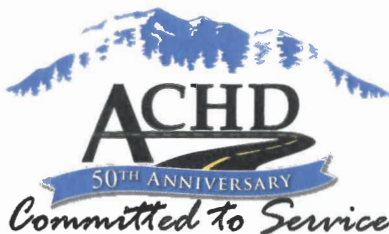
Gray highlight = local/other funds, previous and overall total (not included in the total programmed)

Purple highlight = funds for design

Teal highlight = funds for right-of-way

Peach highlight = funds for construction

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



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

December 10, 2021  
Matt Stoll, Executive Director  
COMPASS  
700 NE 2nd Street, Suite 200  
Meridian, ID 83642

Dear Mr. Stoll:

A handwritten signature in blue ink that reads 'MATT' is written over the name 'Matt Stoll' in the salutation.

ACHD would like to release \$680,000 in identified, surplus STBG-TMA funding from KN 13481, State Street and Collister Drive Intersection. ACHD Construction Services staff has determined that the remaining funding is more than sufficient to close the project.

Please release the following amounts of surplus funds from KN 13481:

PC - \$34,000 - ~~\$34,000~~ = \$0  
CE - \$421,000 - ~~\$371,000.00~~ = \$50,000  
CN - \$475,000 - ~~\$275,000.00~~ = \$200,000

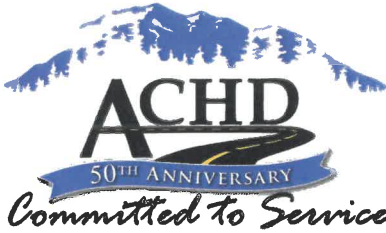
In addition, ACHD requests that for any STBG-TMA funding released from KN 13481 and reprogrammed to another ACHD project, that the related matching funding accompany those funds. Also, if any STBG-TMA funding from KN 13481 is released to a non-ACHD project, the related, required matching funding will be refunded to ACHD.

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

Sincerely,

A large, handwritten signature in blue ink that reads 'Justin Lucas' is written over the typed name and title.

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



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

December 29, 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 to cover the cost of the winning, low bid for the FY2021 Capital Maintenance Project - Phase III (KN 20159). On December 14, 2021, 4 bids were opened for KN 20159 and the low bid of \$655,927 was 22.79% higher than the Engineer's Estimate (EE) of \$534,195.20. ACHD accepted this higher bid and has submitted to ITD's Contracts Engineer a Justification for Bid Award letter. To cover the difference between the low bid and EE, and other related increased amounts based on the low bid such as contingency, non-bid items, and construction engineering, ACHD would like to request **\$115,000** in additional STBG-TMA funds.

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

Sincerely,

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



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

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

Dear Mr Stoll:

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

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

- Pond Street, Targee Street to Hillcrest Drive
- Wainwright Drive, Eagle Road to Borego Way
- 26<sup>th</sup> 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](mailto: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 2<sup>nd</sup> Street, Suite 200  
Meridian, Id 83642

November 2, 2021

### **RE: Key # 20841/Request for additional funding**

Dear Director Stoll,

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

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

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

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

Sincerely,



Jason Pierce  
Mayor

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

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

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

**Summary:**

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

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

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

**Recommendation/Request:**

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



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

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

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

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



**City of Eagle**

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

Jason Pierce  
Mayor

Council Members:  
Charlie Baun  
Melissa Gindlesperger  
Brad Pike  
Kenny Pittman

*Via e-mail, Hard Copy to Follow*

COMPASS

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

December 14, 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 PS&E in FY 22. PS&E was schedule to be completed in July, but delays in permitting, environmental and ROW caused the schedule to be pushed back and increased the costs. The City's request is for \$5,000.

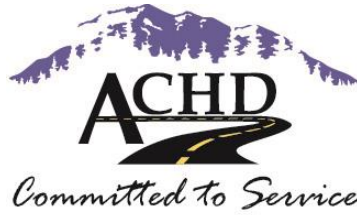
If you have any questions or concerns, please feel free to contact our City representative, Nichoel Baird Spencer at 939-0227 or by email at nbaird@cityofeagle.org. Thank you for your consideration.

Sincerely,



Jason Pierce  
Mayor

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



Mary May, President  
Alexis Pickering, Vice-President  
Jim D. Hansen, 2<sup>nd</sup> Vice President  
Kent Goldthorpe, Commissioner  
Dave McKinney, Commissioner

January 12, 2022

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

Dear Mr. Stoll:

ACHD would like to submit an updated request for additional TAP/TMA funds to cover the cost of design and construction for the Chinden Blvd & 43<sup>rd</sup> St Pedestrian Improvements project (KN 20549). The enhanced crossing that is being designed will include pedestrian ramps, railing, pedestrian signals and additional luminaires. The consultant estimate for full design is \$120,000, which includes evaluation of multiple design options, a full environmental process, public outreach, right-of-way, survey and reflects the current cost of labor. The project currently has \$56,000 in TAP/TMA funds for design and ACHD would like to request an additional \$64,000.

In addition, ACHD's most recent estimate for construction has increased to \$140,000, which also reflects the current cost of labor and materials. The project presently has \$130,000 in TAP/TMA funds budgeted for construction and ACHD would like to request an additional \$10,000.

Please distribute available TAP/TMA funds within the project like this:

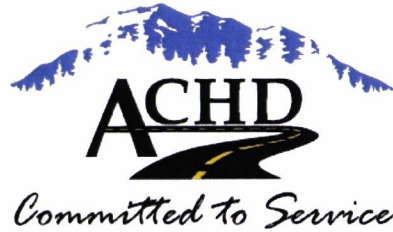
PC/PE - \$56,000 + \$64,000 = \$120,000

CN - \$130,000 + \$10,000 = \$140,000

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

Sincerely,

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



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

September 25, 2020  
Matt Stoll, Executive Director  
COMPASS  
700 NE 2nd Street, Suite 200  
Meridian, ID 83642

*Matt*  
Dear Mr Stoll:

ACHD would like to request additional federal funds for KN 20006, FY2022 Pavement Preservation and ADA – Phase III. KN 20006 needs \$19,000 in additional Preliminary Engineering Consultant (PC) design funds to cover the actual cost of the Professional Services Agreement for the design phase. KN 20006 is an Advance Construction project that has an active request for \$75,000 in federal funds to reimburse ACHD for the PC phase of the project.

Please distribute funds within KN 20006 like this:

PC - \$75,000 + \$19,000 = \$94,000

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

Sincerely,

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

## RTAC AGENDA ITEM V-A

Date: January 26, 2022

### **Topic: Development of *Communities in Motion 2050***

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

This is a discussion item only.

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

COMPASS has entered the final calendar year of the development of the *Communities in Motion 2050* (CIM 2050) plan. To set the stage for this final push, COMPASS staff will provide an overview of the CIM 2050 planning process, including the project phases (Attachment 1), progress to date, and remaining steps toward completion of the CIM 2050 plan. Additional information on the development of CIM 2050, and links to the items described below, can be found on the COMPASS website at [www.compassidaho.org/prodserv/cim2050.htm](http://www.compassidaho.org/prodserv/cim2050.htm).

In the "Explore" phase of CIM 2050, COMPASS conducted two public surveys – the first in fall 2019 and the second in summer 2020. The results of the first survey were used to help develop the goals and objectives for the plan. The second survey provided public input to inform the CIM 2050 Vision (Attachment 2), which established the official demographic allocation for CIM 2050.

The COMPASS Board of Directors approved the CIM 2050 goals and objectives in December 2020 and the CIM 2050 Vision in August 2021. The Board also requested additional fiscal impact analyses of the vision (Attachment 3) and revisions to the CIM 2050 Vision map (see Attachment 2). These will be shared with the COMPASS Board of Directors in its February 2022 meeting.

In the "Choose" phase, COMPASS conducted a third public survey focused on transit needs and preferences. In June 2021, the COMPASS Board of Directors approved regional rail on the Boise Cutoff as a locally-favored high capacity transit option for CIM 2050. The "Choose" phase also included completion and Board of Directors' approval of performance measures and targets (approved October 2021), a funding policy to guide the investment decisions (approved October 2021), and a Complete Network Policy to provide a vision for an integrated multi-modal transportation network (approved December 2021).

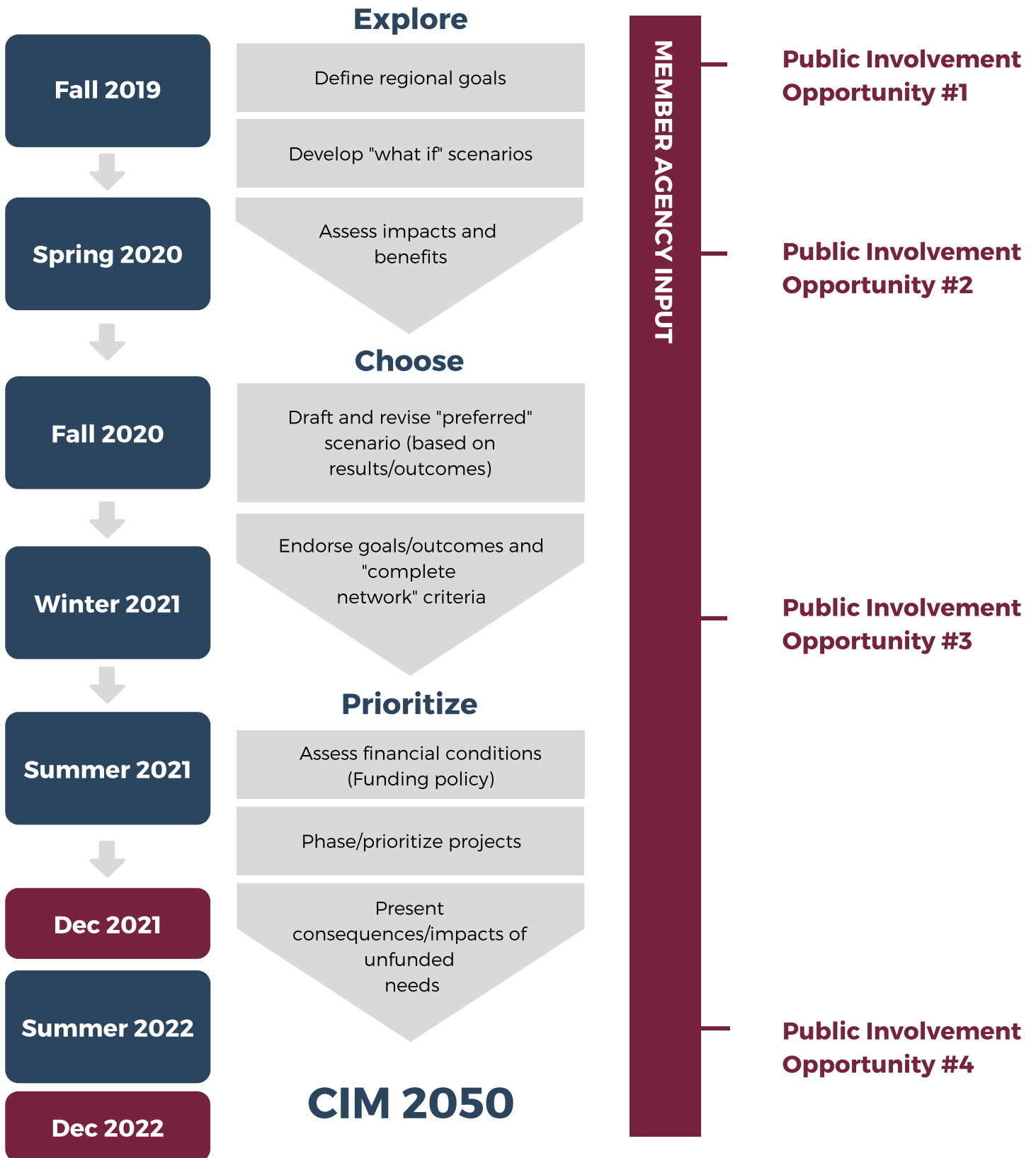
Later this year, the "Prioritize" phase will include the completion of a new prioritization process, lists of funded projects and prioritized unfunded needs, and policies to implement the goals and objectives of the plan. The final public involvement opportunity will occur this fall to provide the public and stakeholders an opportunity to comment on the draft plan. CIM 2050 will be presented to the COMPASS Board of Directors for adoption in December 2022.

#### **More Information:**

- 1) Attachment 1: CIM 2050 Process
- 2) Attachment 2: CIM 2050 Vision Map
- 3) Attachment 3: CIM 2050 Vision Fiscal Impact Analysis
- 4) For detailed information contact: Carl Miller, Principal Planner, [cmiller@compassidaho.org](mailto:cmiller@compassidaho.org).

CM: T:\FY22\600 Projects\661 CIM\Presentations\VA\_rtacmemo\_CIM2050\_Status Update.docx

# CIM 2050 Process



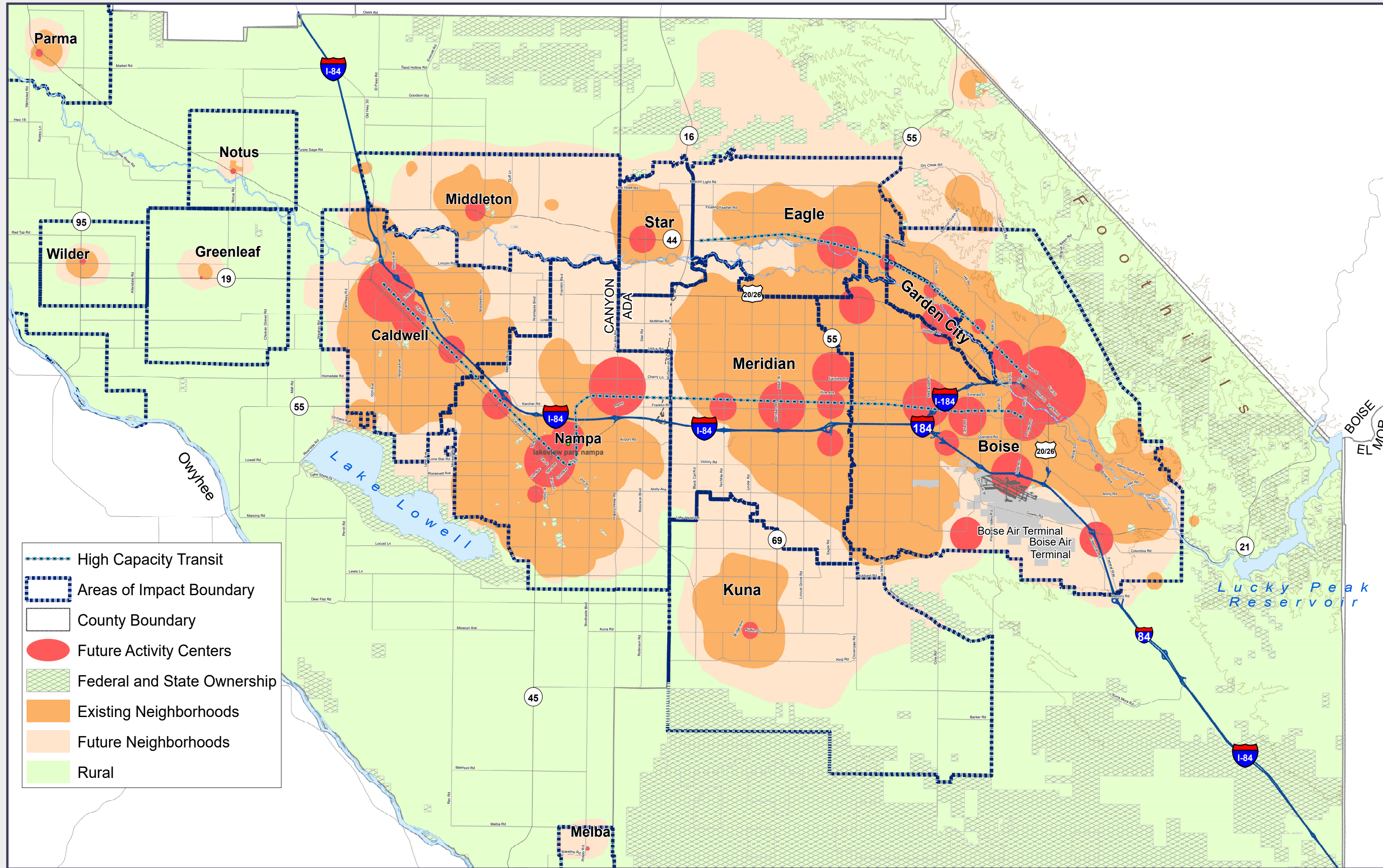


# COMMUNITIES IN MOTION 2050

## 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.

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.



**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.



### FUTURE 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.

### HIGH-CAPACITY TRANSIT

The *Communities in Motion 2050* Vision includes two high-capacity transit routes: 1) regional rail along the Boise Cutoff rail corridor alignment south of the Boise River and 2) bus rapid transit along the State Street/State Highway 44 corridor north of the Boise River. Both would provide quality east-west transit service connecting the region's major cities and activity centers.

### AREAS OF IMPACT BOUNDARY

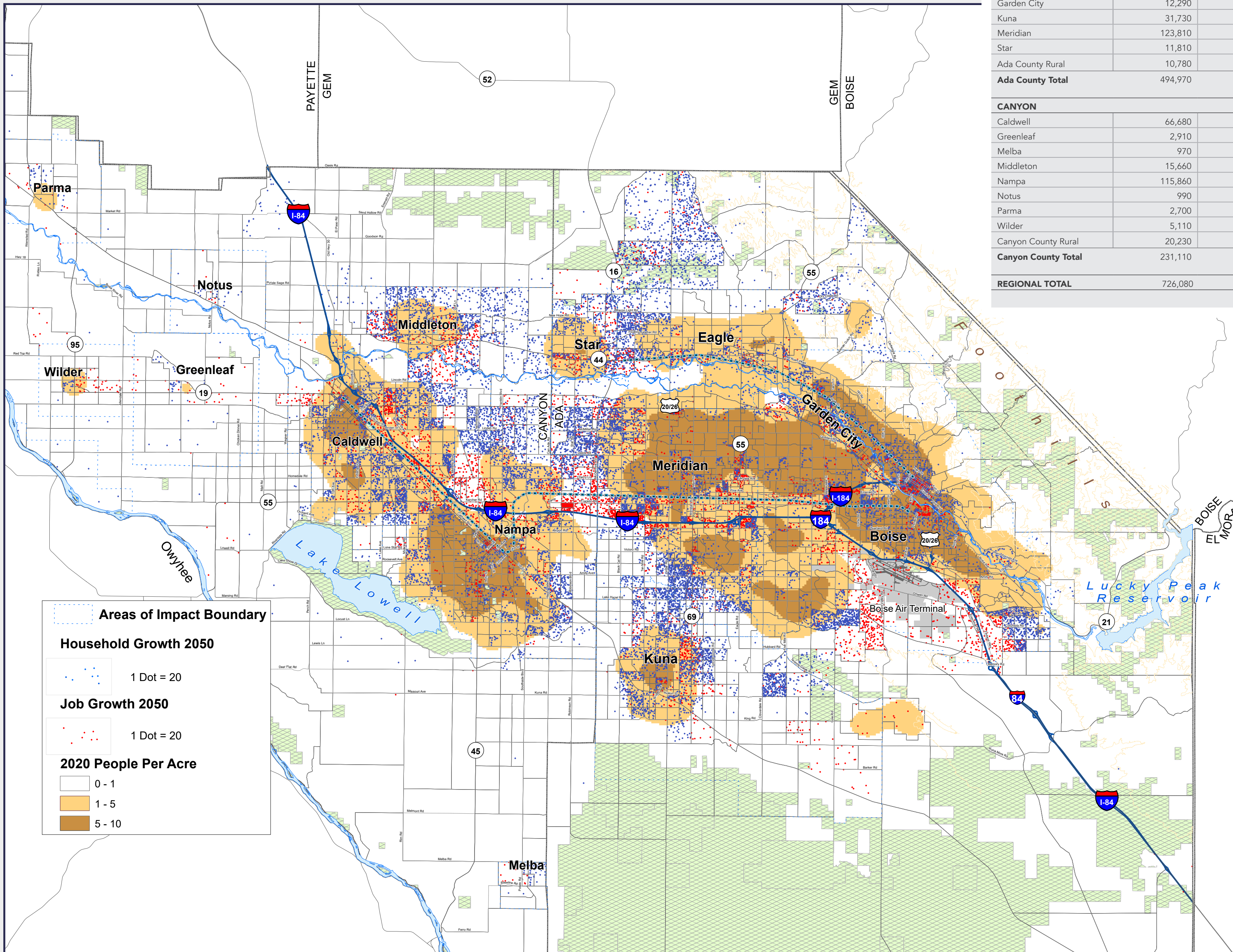
This boundary around each city reflects the area that is expected to be annexed into the city in the future. The boundaries are designated by each city, with agreement from the county, to guide future development to be near existing infrastructure to help ensure access to public services and protect rural lands. The population and jobs figures shown on the back of this map are based on these boundaries, as opposed to current city limits, to provide a more realistic comparison between 2020 and 2050.

# FORECASTED GROWTH

COMPASS forecasts that 1,075,000 people will live 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.

The figures in this table are based on areas of city impact as of July 2021 and rounded to the nearest 10

	2020 Population	2020 Jobs	2050 Population	2050 Jobs
<b>ADA</b>				
Boise	271,010	149,330	314,520	198,130
Eagle	33,540	9,850	54,670	15,740
Garden City	12,290	8,340	19,000	11,520
Kuna	31,730	4,700	72,020	14,130
Meridian	123,810	46,970	192,540	80,270
Star	11,810	1,240	22,380	5,300
Ada County Rural	10,780	2,580	40,690	8,670
<b>Ada County Total</b>	<b>494,970</b>	<b>223,010</b>	<b>715,820</b>	<b>333,760</b>
<b>CANYON</b>				
Caldwell	66,680	18,720	111,190	35,000
Greenleaf	2,910	890	4,170	1,570
Melba	970	200	1,700	420
Middleton	15,660	1,900	40,570	9,750
Nampa	115,860	40,560	168,140	71,710
Notus	990	200	1,460	370
Parma	2,700	890	3,330	1,250
Wilder	5,110	730	3,620	1,850
Canyon County Rural	20,230	3,750	25,000	4,200
<b>Canyon County Total</b>	<b>231,110</b>	<b>67,840</b>	<b>359,180</b>	<b>126,120</b>
<b>REGIONAL TOTAL</b>	<b>726,080</b>	<b>290,850</b>	<b>1,075,000</b>	<b>459,880</b>



**Areas of Impact Boundary**

**Household Growth 2050**  
 1 Dot = 20

**Job Growth 2050**  
 1 Dot = 20

**2020 People Per Acre**

- 0 - 1
- 1 - 5
- 5 - 10



## Communities in Motion 2050 Vision Fiscal Impact Analysis Report

The following tables show the net fiscal impact (revenues minus expenditures) of the *Communities in Motion 2050* (CIM 2050) Vision growth allocation the net fiscal impact of recent growth trends to the 2050 horizon year and a comparison of the two sets of results (Table 1). Overall, the CIM 2050 Vision yields an approximately \$34,000,000 annual net fiscal benefit compared to trends.

**Table 1. Net Fiscal Impact Analysis (Annualized)**

<b>Agency</b>	<b>CIM VISION (ANNUALIZED)</b>	<b>TREND (ANNUALIZED)</b>	<b>NET DIFFERENCE (ANNUALIZED)</b>
ADA COUNTY	\$8,309,461	\$5,274,632	\$3,034,829
CANYON COUNTY	(\$5,654,176)	(\$6,803,268)	\$1,149,092
<b>COUNTY TOTALS</b>	<b>\$2,655,285</b>	<b>(\$1,528,636)</b>	<b>\$4,183,921</b>
BOISE	\$4,455,286	\$5,864,385	(\$1,409,099)
EAGLE	\$267,591	\$274,428	(\$6,837)
GARDEN CITY	(\$4,262,387)	(\$1,466,281)	(\$2,796,106)
KUNA	\$4,637,469	\$2,091,257	\$2,546,212
MERIDIAN	\$7,072,933	\$7,496,110	(\$423,177)
STAR	\$388,265	\$290,373	\$97,892
CALDWELL	\$19,119,736	\$9,432,167	\$9,687,569
MIDDLETON	\$3,090,349	\$1,862,070	\$1,228,279
NAMPA	\$4,813,749	\$491,775	\$4,321,973
OTHER CITIES	\$163,803	(\$158,824)	\$322,627
<b>CITIES TOTAL</b>	<b>\$39,746,794</b>	<b>\$26,177,461</b>	<b>\$13,569,333</b>
ACHD	\$9,408,836	\$4,294,503	\$5,114,333
CANYON HD	\$6,924,162	\$3,282,114	\$3,642,048
NAMPA HD	\$3,499,610	\$3,143,305	\$356,305
GOLDEN GATE HD	(\$334,339)	\$121,812	(\$456,151)
NOTUS PARMA HD	\$393,445	\$35,834	\$357,611
<b>HIGHWAY DISTRICT TOTALS</b>	<b>\$19,891,715</b>	<b>\$10,877,568</b>	<b>\$9,014,147</b>
BOISE SD	\$14,711,257	\$10,530,343	\$4,180,914
WEST ADA SD	\$75,875,764	\$84,080,538	(\$8,204,774)
CALDWELL SD	\$3,348,248	\$884,076	\$2,464,172
KUNA SD	\$7,998,460	\$5,445,192	\$2,553,268
NAMPA SD	\$7,521,230	\$8,386,277	(\$865,048)
VALLIVUE SD	\$16,202,301	\$8,593,245	\$7,609,057
<b>SCHOOL DISTRICT TOTALS</b>	<b>\$125,657,260</b>	<b>\$117,919,671</b>	<b>\$7,737,589</b>
<b>REGIONAL TOTAL</b>	<b>\$187,400,782</b>	<b>\$152,886,454</b>	<b>\$34,514,328</b>

COMPASS staff will review the methodology, limitations, and disclaimers of the results at the January 26, 2022 RTAC meeting.

## RTAC AGENDA ITEM V-B

DATE: January 26, 2022

### **Topic: *Communities in Motion 2050 (CIM 2050) Draft Funded Projects and Unfunded Needs***

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

Information/discussion. COMPASS staff will provide an overview of the process for identifying transportation improvements by the year 2050.

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

One of the elements of developing CIM 2050 is identifying transportation improvements that are needed to prepare for growth by the year 2050. Projects can fall into one of three categories –

- Short-term budgeted — represented in the regional transportation improvement program.
- Long-term funded — assumed funded and complete within the horizon year of the plan (the “foundation,” as approved by RTAC in December 2021).
- Long-term unfunded — additional needed projects identified to accommodate forecasted growth as allocated in the CIM 2050 Vision.

The unfunded needs were identified using a deficiency analysis following the processes used by transportation agencies when developing capital improvement plans. An early draft of the list and a map will be presented at the meeting.

The next steps for COMPASS staff include:

#### January - March

- Continue to meet with transportation agencies to incorporate feedback for upcoming technical analyses and the draft unfunded needs and projects list.
- Prepare cost estimates for funded and unfunded projects based on completed projects and existing programs and plans. For projects without cost estimates, staff will use a project cost calculator and check them for reasonability using similar projects.
- Verify jurisdiction and/or sponsorship of identified projects by the appropriate implementing agency(ies).

#### March - April

- Present the CIM 2050 short-term and long-term funded project list to RTAC requesting a recommendation for approval by the COMPASS Board of Directors in April.
- Provide a preliminary list of prioritized unfunded projects, based on technical analyses, for RTAC comments and feedback.

#### May - June

- Incorporate RTAC feedback to help focus the discussion and facilitate RTAC recommendation of unfunded priorities in May for COMPASS Board of Directors' action in June.

#### **More Information:**

For detailed information contact Mary Ann Waldinger at [mwaldinger@compassidaho.org](mailto:mwaldinger@compassidaho.org)

## RTAC AGENDA ITEM V-C January 26, 2022

### **Topic: 2021 Updates to *Communities in Motion 2040 2.0***

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

After adopting *Communities in Motion 2040 2.0* (CIM 2040 2.0) in December 2018, the COMPASS Board of Directors approved a policy for updating factual information in the plan (Attachment 1). The policy follows the definition of an administrative modification to a long-range metropolitan transportation plan, according to [23 CFR 450.104](#); annual updates to the plan reflect changes to costs and descriptions of currently-included funded or unfunded projects. The 2021 annual updates to short-term and long-term funded projects are shown in Attachments 2 and 3. There are no 2021 annual updates to unfunded projects.

CIM 2040 2.0 is a completely online plan, which makes it possible to revise and update information in a way that could not be done before with a hard copy document. COMPASS staff will update the pertinent online documents; the date of the update will be included in the documents.

These factual changes, updating costs and descriptions, are different than formal amendments to the plan that change policy or add new funded or unfunded projects. There were six amendments to CIM 2040 2.0 in 2021 that are also in the documents.

#### **More Information:**

- 1) Attachment 1: Board Policy 2020-02: *Updates to Communities in Motion 2040 2.0*
- 2) Attachment 2: Short-term funded projects, with tracked changes
- 3) Attachment 3: Long-term funded projects, with tracked changes
- 4) For detailed information contact Liisa Itkonen at [litkonen@compassidaho.org](mailto:litkonen@compassidaho.org)

## POLICY STATEMENT

### No. Board 2020-02

**Adopted:** April 20, 2020

**By:** COMPASS Board of Directors

**Last Revised:** December 17, 2018

### Policy Statement:

#### Updates to *Communities in Motion 2040 2.0* (CIM 2040 2.0)

CIM 2040 2.0 is a completely online document, which makes it possible to revise and update information in the plan in a way that could not be done before with a hard copy document. To provide up-to-date information to the public, COMPASS will update factual information in specific portions of CIM 2040 2.0 annually. The update policy follows the definition of an administrative modification to a long-range metropolitan transportation plan, according to 23 CFR 450.104.

COMPASS will update CIM 2040 2.0 annually, as of December 31, to include changes to project costs and changes to project descriptions of **currently-included funded or unfunded projects**.

Changes will be processed differently, depending on the significance of the change.

“Minor” changes include:

- cost changes of at least \$50,000 for local projects and \$500,000 for state projects, and less than 30% of the project total or \$2,000,000, whichever is less,
- termini changes less than ¼ mile, or
- a revised project description that does not change the scope of the project.

These changes will be reviewed and approved by the COMPASS Executive Director and provided to the Regional Transportation Advisory Committee and the COMPASS Board of Directors as information. These changes do not require public review and comment, redemonstration of fiscal constraint, or an air quality conformity determination for projects in Northern Ada County.

“Major” changes include:

- cost changes of \$50,000 for local projects and \$500,000 for state projects, and more than 30% or \$2,000,000, whichever is less,
- termini changes greater than ¼ mile, or
- scope changes that are inconsistent with the NEPA documentation, or will alter the NEPA determination, or that would be functionally different from current expectations, such as a change in multi-modal improvements, increase or decrease in number of lanes, or change the type of intersection (e.g., traditional vs. roundabout).

Major changes will be added according to an approved Regional Transportation Improvement Program (TIP) amendment or TIP update, and by the COMPASS Board of Directors' approval.

All changes will be documented for the public and the COMPASS Board of Directors.

This policy does NOT change the way COMPASS formally amends CIM 2040 2.0 to make policy changes or add new funded or unfunded projects to the plan. Amendments will require public comment and COMPASS Board of Directors' approval.

T:\Permanent\Policies\Policy Statements\Updates to CIM 2040 2.0 Policy 2020-02.docx

**Short Term Funded (Budgeted) Regional Capital Transportation Projects,  
in alphabetical order - FY2018-2024<sup>i</sup>**

<b>Project and Brief Description<sup>ii</sup></b>	<b>Estimated Cost<sup>iii</sup></b>	<b>Updated Estimated Cost</b>	<b>Key Number<sup>iv</sup></b>
<b>10<sup>th</sup> Avenue Bridge, Caldwell</b> – replace the bridge at 10 <sup>th</sup> Avenue and Indian Creek. (2019)	\$2,959,000	<del>\$3,445,960</del> <u>Completed</u>	13055
<b>Bicycle and Pedestrian Bridge</b> – build bridge over North Channel of Boise Rive, Eagle. (2023)	\$1,299,000	<del>\$2,101,140</del> <u>\$4,377,000</u>	20841
<b>Cloverdale Overpass</b> – rebuild and widen from two to four lanes with sidewalk and bike lane. (2019)	\$13,381,000	<del>\$12,483,350</del> <u>Completed</u>	20842
<b>Eagle Road, Lake Hazel Road to Amity Road</b> – widen from two lanes to five lanes with <del>curb, gutter, sidewalk, and bike lanes</del> <u>enhanced bicycle and pedestrian facilities</u> . (2023) - Moved from long-term funded.		\$6,972,000	RD216-04
<b>Eagle Road, Amity Road to Victory Road</b> – widen from two to five lanes with <u>enhanced bicycle and pedestrian facilities</u> <del>curb, gutter, sidewalk, and bike lanes</del> . (2021-2022)	\$4,515,000	\$5,415,000	RD207-33
<b>Fairview Avenue, Locust Grove Road to SH- 55 (Eagle Road)</b> - widen from five to seven lanes. (2023). Moved from long-term funded.		\$3,052,000	RC0133
<b>Five Mile Road, Overland Road to Franklin Road</b> - preliminary design and an environmental study, to replace the Five Mile Road overpass over Interstate 84, widen the bridge from two lanes to four lanes, and widen Five Mile Road from two lanes to five lanes with <u>enhanced bicycle and pedestrian facilities</u> <del>curb, gutter, sidewalks, and enhanced bike lanes on both sides of the roadway</del> . (2021) Construction is unfunded.		\$2,686,000	<u>NEW</u> <u>23095</u>
<b>Franklin Road, Black Cat Road to Ten Mile Road</b> - Federal aid project to widen Franklin Road to five lanes with <u>enhanced bicycle and pedestrian facilities</u> <del>curb, gutter, and sidewalks</del> . Project includes widening the Franklin/Black Cat intersection to seven lanes in all directions and reconstructing/widening of the Franklin Bridge #170CX. ( 2016)	\$954,000	<del>\$12,219,732</del> <u>Completed</u>	12368
<b>Garden Street Multi-Use Pathway, Cassia Park to Albion Street</b> – construct a new multi-use pathway in the City of Boise (2024)		\$1,733,000	<u>23324</u>
<b>I-84, Blacks Creek Road Interchange</b> – replace the interchange and upgrade the ramps to meet the standards for an 80 miles-per-hour speed limit. The bridge was originally built in 1962. (2019)	\$13,088,000	<del>\$15,714,050</del> <u>Completed</u>	19874
<b>I-84, Centennial Interchange to Franklin Interchange – environmental study, design, and right-of-way acquisition to determine needed improvements. (2023)</b>		<u>\$11,100,000</u>	<u>23437</u>
<b>I-84, <del>City of Caldwell, Exit 25 (Middleton Exit)SH-44 Westbound Ramp Improvements, Canyon County</del></b> - widen the westbound I-84 off-ramp at State Highway 44 (Exit 25), to reestablish uniform shoulder width, install a traffic signal and queue detection on the westbound off-ramp, and excavate the slope to improve sight distance. <del>(2021-2022)</del>		\$1,300,000	<u>NEW</u> <u>23099</u>
<b>I-84, SH 44 (Exit 25) to Centennial Way (Exit 27)</b> – corridor study to determine what improvements are needed to address safety and mobility. Construction is unfunded. (2022)		<del>\$2,000,000</del> <u>\$2,100,000</u>	23341

Project and Brief Description <sup>ii</sup>	Estimated Cost <sup>iii</sup>	Updated Estimated Cost	Key Number <sup>iv</sup>
<b>I-84, Karcher Interchange (Exit 33)</b> – preliminary engineering and right-of-way acquisition to add 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 unfunded. ( <del>2022</del> 2023)		<del>\$3,000,000</del> <u>\$4,350,000</u>	23336
<b>I-84, City of Caldwell (<del>Exit 29</del>) to Karcher Interchange (<del>Exit 33</del>) in the City of Nampa</b> – Environmental study, design, and construction. Actual termini and improvements will be determined through the environmental process. (2019-2021)	\$192,971,000	<del>\$3,981,000</del> <u>\$3,979,000</u>	20351
<ul style="list-style-type: none"> <li>Design and right of way</li> </ul>			
<ul style="list-style-type: none"> <li>I-84, Middleton Road and Ustick Road Overpasses (Design)</li> </ul>		<del>\$6,164,418</del> <u>\$4,482,570</u>	22154
<ul style="list-style-type: none"> <li>I-84, Middleton Road Overpass, Canyon County (Construction)</li> </ul>		<del>\$7,339,682</del> <u>\$6,932,940</u> Completed	22618
<ul style="list-style-type: none"> <li>I-84, Ustick Road Overpass, Canyon County (Construction)</li> </ul>		<del>\$12,111,328</del> <u>\$15,582,840</u>	22619
<ul style="list-style-type: none"> <li>I-84, Franklin Interchange to Karcher Interchange, Canyon County (Right-of-Way)</li> </ul>		Removed	22196
<ul style="list-style-type: none"> <li>I-84, Franklin Road Interchange to Karcher Interchange – West, Canyon County (Construction)</li> </ul>		<del>-\$68,497,000</del> <u>\$69,809,540</u>	23080
<ul style="list-style-type: none"> <li>I-84, Franklin Road Interchange to Karcher Interchange – East, Canyon County (Construction)</li> </ul>		<del>-\$55,000,000</del> <u>\$46,510,200</u>	23081
<b>TOTAL</b>		<del>\$153,093,430</del> <u>\$147,297,090</u>	
<b>I-84, Karcher Interchange (Exit 33) to Franklin Boulevard (Exit 36) Corridor</b> – expand I-84 from two to three lanes in each direction. (2019)	\$150,100,000	<del>\$15,394,492</del> <u>\$13,508,060</u>	20315
<ul style="list-style-type: none"> <li>Design and right-of-way</li> </ul>			
<ul style="list-style-type: none"> <li>Temporary Paving Shoulder Widening</li> </ul>		<del>\$5,832,340</del> <u>\$4,675,490</u> Completed	20796
<ul style="list-style-type: none"> <li>Karcher Road Overpass</li> </ul>		<del>\$5,033,846</del> <u>\$4,635,560</u> Completed	20797
<ul style="list-style-type: none"> <li>Franklin Boulevard to Northside Boulevard</li> </ul>		<del>-\$76,912,718</del> <u>\$74,527,880</u>	20798
<ul style="list-style-type: none"> <li>Northside Boulevard to Karcher Road</li> </ul>		<del>\$29,206,188</del> <u>\$28,549,890</u> Completed	20799
<b>TOTAL</b>		<del>\$132,379,580</del> <u>\$126,896,880</u>	
<b><u>I-84, Meridian Road Interchange to Eagle Road Interchange</u></b> - evaluate adding an auxiliary lane between Meridian Road (Exit 44) and Eagle Road (Exit 46) Interchanges in Meridian, including an additional lane and shoulder on the eastbound on-ramp at Meridian Road and the eastbound off-ramp at Eagle Road. Work includes all studies and design work necessary. Traffic patterns on I-84 from Meridian Road to the WYE interchange in the City of Boise will also be studied. Construction is unfunded. (2022) Added in amendment #8.		<u>\$1,300,000</u>	<u>NEW</u>
<b>Intersection – Amity Road and Robinson Road, Nampa</b> – add a roundabout. (2019)	\$1,000,000	Completed	159i
<b>Intersection – Amity Road and Eagle Road</b> – add dual-lane roundabout, Reconstruct/widen approaches. (2021-2025)		<u>\$2,110,000</u> Completed	IN215-05

Project and Brief Description <sup>ii</sup>	Estimated Cost <sup>iii</sup>	Updated Estimated Cost	Key Number <sup>iv</sup>
<b>Intersection - Centennial Way Roundabout, Caldwell</b> – replace a six-legged intersection at SH-19 (Simplot Boulevard) and I-84B (Centennial Way, Cleveland Boulevard, and Blaine Street) with a roundabout intersection. (2023)	\$3,206,000	<del>\$3,980,000</del> <del>\$4,056,000</del>	13484
<b>Intersection - Cole Road and Franklin Road, Boise</b> – widen the intersection of Cole Road and Franklin Road to seven lanes in all directions. Project includes widening of Cole Road, I-84 / Franklin Road, realignment of the Cole Road and McMullen Road intersection, and reconstruction/widening of Cole Road Bridge #1259, and improving the existing railroad crossing on Cole Road. (2019)	\$10,078,000	<del>\$3,760,000</del> <u>Completed</u>	IN203-14
<b>Intersection – Cole Road and Lake Hazel Road, Boise</b> - widen intersection to five/six lanes on Lake Hazel Road and three lanes on Cole Road. Includes bridge #2216. (2019)	\$8,356,000	<del>\$8,356,000</del> <u>Completed</u>	IN215-02
<b>Intersection - Cole Road and Victory Road, Boise</b> – widen the intersection of Cole Road and Victory Road to six lanes on Victory Road and seven lanes on Cole Road. Project includes widening of Cole Road from McGlochlin Street to Victory Road to five lanes, an enhanced pedestrian crossing at Cole Road and Diamond Street, and Cole Bridge #1261. (2020-2021)	\$7,418,000	<del>\$7,728,000</del> <u>Completed</u>	IN205-97
<b>Intersection – Colorado Avenue and Holly Street, Nampa</b> – install traffic signal and pedestrian-friendly improvements. (2020 <del>1</del> )	\$1,285,000	\$1,506,500 <u>Completed</u>	13486
<b>Intersection - Fairview Avenue and Cole Road, Boise</b> - widen intersection to eight lanes on Fairview Avenue and seven lanes on Cole Road. Project includes non-traversable raised medians. (2018)	\$957,000	Completed	IN213-01
<del><b>Intersection – Fairview Avenue and Locust Grove Road, Meridian</b>– widen intersection to eight lanes on Fairview Avenue and seven lanes on Locust Grove Road, including concrete intersection, curb, gutter, sidewalk, and bike lanes. (2022) Moved to long-term funded.</del>	<del>\$6,457,000</del>	<del>\$5,126,000</del>	IN211-05
<del><b>Intersection – Gowen Road and Orchard Street</b>– add dual-lane roundabout. Reconstruct/widen approaches. (2021–2025) Moved to long-term funded</del>		<del>\$2,220,000</del>	NEW
<b>Intersection – Idaho Center Boulevard and Cherry Lane</b> – add roundabout. (Nampa Highway District share \$562,750; City of Nampa share \$1,688,250) (2021)		\$2,251,000	NEW
<del><b>Intersection – Karcher Road and Franklin Boulevard, Nampa</b> – install a roundabout at the intersection of Franklin Boulevard and Karcher Road. The improvements will improve freight access to I-84 and the City of Nampa. This is not part of the I-84 widening. (2022) Moved from long-term funded.</del>		<del>\$3,705,000</del>	<del>22102</del>
<del><b>Intersection - Lake Hazel Road and Eagle Road</b> - <u>signalize the intersection and widen west leg to three lanes, east and south legs to four lanes and north leg to five lanes as per the 2020 Capital Improvement Plan (CIP). Project includes enhanced pedestian/bike facilities and intersection lighting. (2024)</u><del>widen and signalize intersection to four/five lanes on Eagle Road and three/five lanes on Lake Hazel Road. (2023)</del> Moved from long-term funded.</del>		<del>\$8,439,000</del>	IN216-01
<b>Intersection - Lake Hazel Road and Maple Grove Road</b> - widen intersection to six lanes on Lake Hazel Road and four lanes on Maple Grove Road. (2023 <del>4</del> )	\$2,574,000	<del>\$5,060,000</del> <del>\$5,217,000</del>	IN205-69



Project and Brief Description <sup>ii</sup>	Estimated Cost <sup>iii</sup>	Updated Estimated Cost	Key Number <sup>iv</sup>
<b>Intersection - Linder Road and Deer Flat Road, Kuna</b> – federal aid project to improve intersection at Linder Road and Deer Flat Road including curb, gutter, sidewalks, and bike lanes. (2020 <del>1</del> )	\$4,500,000	<del>\$4,859,230</del> <u>Completed</u>	13492 <del>IN211-01</del>
<b>Intersection - Middleton Road and Cornell Street, Middleton</b> – convert the intersection of Middleton Road and Cornell Street to a “mini-roundabout” to improve safety. (2021)	\$303,000	<del>\$553,000</del> <u>\$560,000</u>	20430
<b>Intersection – Middleton Road and Lone Star Road, Nampa</b> – install a traffic signal and sidewalk. (2020)	\$1,501,000	<del>\$2,655,920</del> <u>\$2,655,220</u>	20613
<b>Intersection – Middleton Road and Orchard Avenue, Nampa</b> – add traffic signal. (2019)	\$1,295,000	\$1,295,000	146i
<b>Intersection – Middleton Road and Smith Avenue, Nampa</b> – widen lanes and install traffic signal, pedestrian facilities, street lighting, and turn lanes. (2019)	\$510,000	<u>\$613,521</u> <u>Completed</u>	20167
<b>Intersection – Midland Road and Ustick Road, Nampa</b> – add a roundabout. (2020 <del>1</del> )	\$500,000	<del>\$500,000</del> <u>\$2,982,000</u>	025i
<b>Intersection – Robinson Road and Locust Lane</b> – add roundabout. (2022)		\$2,185,450	NEW
<b>Intersection - SH-16 and Beacon Light Road, Eagle</b> – add signal and widen the intersection at SH-16 and Beacon Light Road. (2018)	\$2,100,000	<u>\$1,455,720</u> <u>Completed</u>	18872
<b>Intersection – SH-55 (Eagle Road) and SH-44, Ada County, Eagle</b> – <del>construct a partial continuous flow intersection. (2021)</del> <u>expand the current intersection configuration to increase capacity, as well as remove all four existing free-flowing right-turn lanes. (2022)</u>	\$6,808,000	<del>\$9,247,310</del> <u>\$9,708,780</u>	13476
<b>Intersection – SH-69 (Meridian Road) and Hubbard Road, Kuna</b> - install an interim signal. (2018)	\$485,000	<u>\$961,900</u> <u>Completed</u>	IN205-66 19997
<b>Intersection – SH-69 (Meridian Road) and Lake Hazel Road</b> - install an interim signal. (2018)	\$485,000	Combined same Key Number <u>Completed</u>	IN205-70 19997
<b>Intersection – Southside Boulevard and Deer Flat Road</b> – add roundabout. (2024)		\$2,318,550	NEW
<b>Intersection – Southside Boulevard and Kuna Road</b> – add roundabout. (2025)		\$2,388,100	NEW
<b>Intersection – Southside Boulevard and Lewis Lane</b> – add roundabout. (2023)		\$2,251,000	NEW
<b>Intersection – Star/Robinson Road and Cherry Lane</b> – add a roundabout. (2022)	\$1,600,000	\$1,600,000	
<b>Intersection - State Street and Collister Drive, Boise</b> – federal aid project to improve the intersection, including realignment of the Collister Drive leg, curb, gutter, sidewalk, and bike lanes in accordance with the State Street TTOP. Project includes State Street bridge #2038. (2018)	\$12,215,000	<u>\$13,704,270</u> <u>Completed</u>	13481 IN203-21
<del><b>Intersection—State Street and Pierce Park Lane, Boise</b>– widen intersection to four lanes on Pierce Park Lane and seven lanes on State Street in accordance with the State Street TTOP. (2021–2022) Moved to long-term funded.</del>	<del>\$4,238,000</del>	<del>\$10,271,000</del>	<del>IN210-03</del>
<b>Intersection - State Street and Veterans Memorial Parkway, Boise</b> - widen intersection, including installation of median U-turns and installation of additional pedestrian crossings on the State Street approaches in accordance with the State Street TTOP. (2019)	\$8,277,000	\$8,277,000 Completed	IN205-112
<b>Intersection - Ten Mile Road and Amity Road</b> - construct a multi-lane roundabout. Project includes bridge #205AX. (2021)	\$1,587,000	<u>\$2,770,000</u> <u>Completed</u>	IN205-03

Project and Brief Description <sup>ii</sup>	Estimated Cost <sup>iii</sup>	Updated Estimated Cost	Key Number <sup>iv</sup>
<b>Intersection - US 20/26 (Chinden Boulevard) and Curtis Road, Garden City</b> - widen the intersection to add a dedicated southbound right turn lane and additional thru lane. (2021)	\$1,594,000	<del>\$1,462,000</del> <u>Completed</u>	IN215-03
<b>Intersection - US 20/26 and Farmway Road/Kent Ranch Road</b> - add a left-turn lane on US 20/26 near Caldwell. (2018)	\$560,000	<del>\$569,350</del> <u>Completed</u>	18852
<b>Intersections - US 20/26 and Meridian Road and Locust Grove Road, Meridian</b> - add right turn lanes on eastbound side of US 20/26.	\$1,410,000	Locust Grove added to Key Number 19944 <u>Completed</u>	H328
<b>Intersection - US 20/26 and Northside Boulevard and Franklin Boulevard</b> - add improvements to US 20/26 at Northside Boulevard and Franklin Boulevard in Canyon County. (2019)	\$635,000	<del>\$398,000</del> <del>\$175,550</del>	19415
<b>Intersection - Ustick Road and Florida Avenue, Caldwell</b> - build roundabout at the intersection. (2020)	\$1,200,000	\$1,200,000	
<b>Intersection - Ustick Road and Meridian Road, Meridian</b> - widen intersection to seven lanes on all approaches. (2018)	\$1,092,000	\$1,092,000 <u>Completed</u>	IN202-06
<b>Intersection - Victory Road and Ten Mile Road</b> - <del>construct a dual-lane roundabout as per the adopted 2020 Capital Improvement Plan (CIP). Project includes enhanced pedestrian/bike facilities and intersection lighting. (2022) add dual-lane roundabout. Reconstruct and widen approaches. (2021-2025)</del>		<del>\$2,170,000</del> <del>\$4,200,000</del>	IN214-03
<b>Lake Hazel Road, Eagle Road to Cloverdale Road</b> - <u>widen from two to five lanes with enhanced bicycle and pedestrian facilities. Moved from long-term funded.</u>		<u>\$8,186,000</u>	<u>RD209-18</u>
<b>Lake Hazel Road, Cole Road to Orchard Street Extension</b> - construct a new two-lane roadway extension of Lake Hazel Road, between Cole Road and Orchard Street Extension. Project to be built by development. (2018)	\$0	\$0	RD216-02
<b>Linder Road, Overland Road to Franklin Road</b> Design in preparation for future widening and adding an overpass over Interstate 84 in the City of Meridian (right-of-way acquisition and construction are unfunded). (2022)		\$1,010,000	New10
<b>Linder Road, Franklin Road to Pine Avenue</b> - widen from two to five lanes with <u>enhanced bicycle and pedestrian facilities</u> <del>curb, gutter, sidewalks, and bike lanes</del> . Project includes Franklin Bridge #1120. (2020-2021)	\$2,814,000	\$2,956,000	RD213-16
<b>Linder Road, Ustick Road to McMillan Road</b> - widen from two to five lanes with <u>enhanced bicycle and pedestrian facilities</u> <del>curb, gutter, sidewalks, and bike lanes</del> . (2019-2020)	\$3,507,000	\$1,309,000	RD202-18
<b>Linder Road, Cayuse Creek Drive to Chinden Boulevard (US 20/26)</b> - widen from three to five lanes with <u>enhanced bicycle and pedestrian facilities</u> <del>curb, gutter, sidewalk, and bike lanes</del> . (2019-2020)	\$653,000	\$121,000	RD202-17
<b>Linder Road, State Street (SH-44) to Floating Feather Road</b> - <u>widen from two to five lanes, with enhanced bicycle and pedestrian facilities and a multi-lane roundabout at Linder Road and Floating Feather Road. (2024) Moved from long-term funded.</u>		<u>\$7,074,000</u>	

Project and Brief Description <sup>ii</sup>	Estimated Cost <sup>iii</sup>	Updated Estimated Cost	Key Number <sup>iv</sup>
<b>Northside Boulevard, Karcher Road to Birch Lane</b> - : Complete concept and start the National Environmental Policy Act (NEPA) alternatives analysis study to widen Northside Boulevard between Karcher Road and Birch Lane in the City of Nampa. The study includes a possible roundabout at the intersection of Northside Boulevard and Karcher Road and a pathway on the east edge of the roadway. Construction is considered "unfunded." (2021)		\$250,000	NAM01
<b>Old Highway 30, Plymouth Street Bridge, Caldwell</b> - replace one-lane bridge with a new two-lane structure. (2023)	\$10,664,000	<del>-\$11,013,440</del> \$11,753,000	13494
<b>Orchard Street Extension, Lake Hazel Road to Gowen Road</b> - construct a new two-lane roadway extension of Orchard Street, between Gowen Road and Lake Hazel Road Extension. Project to be built by development. (2018)	\$0	\$0	RD216-03
<b>Orchard Street, Gowen Road to I-84 Interchange</b> - <u>realign/widen Orchard Street to five lanes with enhanced bicycle and pedestrian facilities. (2024) Moved from long-term funded.</u>		<u>\$18,833,000</u>	<u>RD207-01</u>
<b>Pathway, Fairview Avenue Greenbelt Ramp</b> - design and construct Americans with Disabilities Act-compliant multiuse pathway ramp connecting south side of the Greenbelt to the existing bike lane on Fairview Avenue in the City of Boise. (2020)	\$147,000	<u>\$215,000</u> <u>Completed</u>	20639
<b>Pathway, Grimes Pathway</b> - add extensions to the Grimes Pathway in the City of Nampa between Birch Lane and Karcher Road and between Franklin Road and 11 <sup>th</sup> Avenue. (2020)	\$264,000	\$296,230 <u>Completed</u>	22076
<b>Pathway, Indian Creek, 4<sup>th</sup> Avenue to the Greenbelt</b> - construct nearly half-mile segment of pathway in Caldwell. (2019)	\$704,000	<u>\$555,560</u> <u>Completed</u>	20076
<b>Pathway, Indian Creek, Taffy Drive to Peppermint Drive</b> - construct approximately 633-feet of pathway in Nampa. (2019)	\$531,000	\$266,520	20141
<b>Pathway, Rail with Trail</b> - construct approximately ½-mile of pathway in Meridian ( <del>2022-2024</del> ). Moved from long-term funded.		\$724,000	13918
<b>Pathway, Stoddard Pathway, Amity Avenue to Sherman Avenue, Nampa</b> - extend Stoddard Pathway from Amity Avenue to Sherman Avenue in the City of Nampa (Phase 2). Install a rapid flashing beacon at the Amity Avenue roadway crossing. (2020)	\$539,000	\$539,070 <u>Completed</u>	22070
<b>Pathway, Stoddard Pathway, Iowa Avenue to Amity Avenue</b> - extend Stoddard Pathway from Iowa Avenue to Amity Avenue in the City of Nampa (Phase 1). (2020)	\$533,000	\$532,780 <u>Completed</u>	22050
<b>Pedestrian and Bicycle Improvements, Blaine Avenue and Iowa Avenue, Nampa</b> - improve access to bus stops along the 12 <sup>th</sup> Avenue South public transportation corridor by including crossing improvements and a combination of bicycle boulevard, bicycle lanes, and shared use lane markings. (2019)	\$579,000	\$579,000 <u>Completed</u>	19855
<b>Pedestrian Improvements, Historic North Nampa Pathway, Nampa</b> - add a bike boulevard and shared lane facilities in north Nampa and a bike and pedestrian rectangular rapid flashing beacon at the Sugar Street crossing on the Indian Creek Pathway. (2019)	\$590,000	\$590,000 <u>Completed</u>	19959
<b>Pedestrian Improvements, Main Street, Avenue A to Avenue C, Kuna</b> - improve Main Street with crosswalks, bulb-outs at the intersections, landscaping, decorative and functional lighting, benches, and bike racks. (2020)	\$2,404,000	<u>\$2,130,490</u> <u>Completed</u>	20143

Project and Brief Description <sup>ii</sup>	Estimated Cost <sup>iii</sup>	Updated Estimated Cost	Key Number <sup>iv</sup>
<b>Pedestrian Improvements, US 20/26 (Chinden Boulevard) at 43rd Street</b> – install a pedestrian hybrid beacon–controlled crossing in Garden City. (2023)	\$212,000	<del>–\$218,000</del> \$221,000	20549
<b>SH-16, I-84 to US 20/26</b> – <del>design and right-of-way acquisition for a construct</del> a new expressway. Phase 2 <del>design construction M</del> with at-grade interchanges <del>and Phase 3 design to include the interchanges (20222023)</del> .	\$96,240,000	<del>–\$170,000,000</del> \$148,281,380	20788
• <b>SH-16, Franklin Road to Ustick Road, Canyon County</b> – construction at Phase 2 design level (at-grade interchanges) (2022)		\$55,500,000	23409
• <b>SH-16, I-84 to Franklin Road, Nampa</b> – construction at Phase 2 design level (at grade interchanges) (2022)		\$60,500,000	23410
• <b>SH-16, Ustick Road to US 20/26 and SH-44, Ada County</b> – construction at Phase 2 design level (at grade interchanges) (2022)		\$55,500,000	23408
<b>Total</b>		\$319,781,375	
<b>SH-21, Technology Way to Surprise Way</b> – widen roadway and stripe to existing two lanes, add shoulders and a striped median to separate traffic lanes. (2022)	\$5,650,000	<del>\$4,150,000</del> \$4,250,000	20428
<b>SH-44 (State Street), SH-16 (Emmett Highway) to Linder Road</b> – widen from two to four travel lanes. (2023)	\$9,663,000	<del>–\$8,962,900</del> \$9,052,900	20266
<b>SH-44 (State Street), Star Road to SH-16, Ada County</b> – widen from two to four travel lanes. (2024) Moved from short-term funded.		\$12,208,840	20574
<b>SH-45 (12<sup>th</sup> Avenue South), Sheridan Avenue to 1<sup>st</sup> Street South</b> - a study to complete a National Environmental Policy Act (NEPA) alternatives analysis to realign State Highway 45 through the City of Nampa from, with connections to I-84 on Northside Boulevard. (2020-2021) (Construction is unfunded.)	\$405,000	-	23071
<b>SH-55 (Eagle Road), Franklin Road to River Valley Street, Meridian</b> – add one lane southbound from Franklin Road to River Valley Street in Meridian. (2021)	\$5,000,000	<del>\$5,475,970</del> \$5,640,930	13349
<b>SH-55, Pear Lane to Middleton Road, Canyon County</b> – evaluate environmental impacts of widening SH-55 (Karcher Road) from two lanes to five lanes from Pear Lane to Middleton Road. (2019)	\$2,337,000	<del>–\$2,752,100</del> \$2,772,100	21906
<b>SH-55, Pear Lane to Indiana Farmway Avenue</b> – design and right-of-way acquisition for future widening from two lanes to four lanes (design and right-of-way acquisition only) (construction unfunded). (20224)		<del>\$40,000,000</del> \$10,035,000	NEW 23335
<b>SH-55, Snake River Bridge</b> – replace the SH-55 bridge over the Snake River near Marsing. (2020)	\$13,651,000	<del>\$18,039,245</del> \$17,969,679 Completed	13387
<b>South Cemetery Road, SH-44 to Middleton Road, Middleton</b> – construct a new road linking SH-44 and Middleton Road by way of Sawtooth Lake Drive. (2021)	\$3,274,000	<del>\$4,683,000</del> \$4,726,360	12048
<b>Southern Connection to I-84 at SH-16 Interchange in the City of Nampa East Nampa Connectivity</b> - corridor study to determine needs and weigh options for a connection to local roads between McDermott Road and Robinson Road. (2022)		\$200,000	NAM02
<b>Ten Mile Road, Victory Road to Overland Road</b> – widen from two to three lanes with enhanced bicycle and pedestrian facilities. (2022-2023) Moved from long-term funded projects.	\$3,710,000	<del>\$3,180,000</del> \$3,027,000	RC 0299

Project and Brief Description <sup>ii</sup>	Estimated Cost <sup>iii</sup>	Updated Estimated Cost	Key Number <sup>iv</sup>
<b>Ten Mile Road, Ustick Road to McMillan Road</b> – widen from two to five lanes with <u>enhanced bicycle and pedestrian facilities</u> <del>curb, gutter, sidewalk, bike lanes</del> and two bridge structures. (2020-2021)	\$3,986,000	\$3,828,000 <u>Completed</u>	RD202-32
<b>Ten Mile Road, McMillan Road to US 20/26 (Chinden Boulevard)</b> – widen from two to five lanes with <u>enhanced bicycle and pedestrian facilities</u> <del>curb, gutter, sidewalk, and bike lanes</del> . (2021)	\$3,427,000	\$2,809,000 <u>Completed</u>	RD202-31
<b>Transit Service, State Street</b> - Improve infrastructure and pedestrian connections to public transportation on State Street between State Highway 55 and downtown Boise, including <del>enhanced</del> bus stops that are compliant with the Americans with Disabilities Act and provide passenger amenities such as benches, distinct shelters, real-time information, off-board fare payment, lighting, and bicycle racks. (2022)		<del>\$1,250,000</del> <u>\$1,500,000</u>	<u>23178</u>
<b>Transit Service, State Street</b> - Deploy real-time information, off-board fare payment, raised platforms, and necessary pullouts to accommodate all bus stops along State Street between State Highway 55 and downtown Boise (2023).		\$5,882,000	<u>23179</u>
<b>US 20/26 (Chinden Boulevard), I-84 to Aviation Way and Smeed Parkway to Middleton Road</b> – widen from two to six travel lanes. The section between Aviation Way and Smeed Parkway is already six travel lanes. (2022)	\$34,300,000	<del>\$34,625,000</del> <u>\$50,425,000</u>	22165
<b>US 20/26 (Chinden Boulevard), Middleton Road to Star Road</b> – design and right-of-way acquisition for future widening from two lanes to four lanes. ( <del>2022</del> 2024)		<del>\$52,000,000</del> <u>\$54,000,000</u>	<u>23337</u>
<b>US 20/26 (Chinden Boulevard), Star Road to SH 16</b> – widen from two to four travel lanes. (2023) Moved from long-term funded.		<del>\$10,158,000</del> <u>\$12,822,000</u>	20367
<b>US 20/26 (Chinden Boulevard), SH-16 to Tree Farm Way</b> – widen from two to four travel lanes and two-way center turn lane. (2021)	\$6,510,000	Combined with Key No. 21858 <u>Completed</u>	21864
<b>US 20/26 (Chinden Boulevard), SH-16 to Linder Road</b> – widen from two to four travel lanes and two-way turn lane. (2019-2021)	\$7,770,000	<del>\$24,744,680</del> <u>\$24,810,680</u> <u>Completed</u>	21858
<b>US 20/26 (Chinden Boulevard), Linder Road to Locust Grove Road</b> – widen from two to five lanes in Meridian and Eagle. (2020-2021)	\$12,350,000	<del>—\$11,374,000</del> <u>\$10,373,830</u>	20594
<b>US 20/26 (Chinden Boulevard), Locust Grove Road to SH-55 (Eagle Road)</b> – widen from two to five lanes in Boise, Eagle, and Meridian. (2020)	\$13,372,000	<del>\$18,223,220</del> <u>\$18,253,220</u>	19944
<b>Ustick Road, Lake Avenue to Interstate 84</b> - widen from three lanes to five lanes <u>with enhanced bicycle and pedestrian facilities</u> . <del>Work includes curb, gutter, sidewalk, and bicycle lanes</del> . (2021)		\$5,000,000	CAL01
<b>Ustick Road, Linder Road to Meridian Road</b> – widen from two to five lanes with <u>enhanced bicycle and pedestrian facilities</u> <del>curb, gutter, sidewalks, and bike lanes</del> . Project includes an enhanced pedestrian crossing at W. 3rd St. (2018)	\$2,595,000	\$2,595,000 <u>Completed</u>	RD202-35
<b>Ustick Road, Meridian Road to Locust Grove Road</b> – widen from two to five lanes with <u>enhanced bicycle and pedestrian facilities</u> <del>curb, gutter, sidewalks, and bike lanes</del> . (2018)	\$2,927,000	\$2,927,000 <u>Completed</u>	RD202-37
<b>Total Budgeted Regional Capital Projects</b>	<del>\$724,801,000</del> <u>\$714,106,000</u>	<del>\$773,657,117</del> <u>\$1,121,886,767</u>	

---

<sup>i</sup> This table shows all transportation projects using federal funds, as well as regional capital transportation projects regardless of funding source programmed (budgeted) for construction between FY2018 and FY2023 on Interstate 84, state highways, and principal arterials. This information is from the FY2018-2024 Idaho Transportation Investment Program, the draft FY2019-2023 Regional Transportation Improvement Program, Ada County Highway District's FY2018-2022 Integrated Five-Year Work Plan and 2016 Capital Improvements Plan, City of Nampa's Streets Capital Improvement Plan 2017-2027, Nampa Highway District's FY2018-2022 Five-Year Work Plan, and information provided by the City of Caldwell.

<sup>ii</sup> Capital projects on Interstate 84, state highways, principal arterials, and/or using federal funds.

<sup>iii</sup> Costs are in current dollars and not adjusted for inflation. Costs do not include environmental clearances.

<sup>iv</sup> The key number is the tracking number for each project.

**Long-Term Funded Regional Capital Transportation Projects FY2025 – 2040,  
in alphabetical order<sup>i</sup>**

<b>Project and Brief Description<sup>ii</sup></b>	<b>Estimated Cost Present Value<sup>iii</sup> Updated</b>	<b>Key Number<sup>iv</sup></b>	<b>Year of Expenditure</b>	<b>Estimated Cost Year of Expenditure Updated</b>
<b>Airport - Overland Extension, McDermott Road to Black Cat Road</b> - construct new two-lane road.	\$2,970,000	RD2016-5	2026-2030	<del>\$4,039,200</del> <u>\$3,445,200</u>
<b>Fairview Avenue, Meridian Road to Locust Grove Road</b> – widen from five to seven lanes <u>with enhanced bicycle and pedestrian facilities.</u>	<del>\$5,430,000</del> <u>\$6,070,000</u>	RD2016-40	2031-2035	<del>\$8,470,800</del> <u>\$9,469,200</u>
<b>Fairview Avenue, SH-55 (Eagle Road) to Cloverdale Road</b> – widen from five to seven lanes <u>with enhanced bicycle and pedestrian facilities.</u>	<del>\$2,030,000</del> <u>\$3,140,000</u>	RD2016-42	2023-2043	<del>\$2,760,800</del> <u>\$4,898,400</u>
<b>Fairview Avenue, Cloverdale Road to Five Mile Road</b> - widen from five to seven lanes <u>with enhanced bicycle and pedestrian facilities.</u>	<del>\$5,470,000</del> <u>\$6,450,000</u>	RD2016-43	2031-2035	<del>\$8,533,200</del> <u>\$10,062,000</u>
<b>Fairview Avenue, Cole Road to Curtis Road</b> – widen from five to seven lanes.	\$6,380,000	RD2016-46	2031-2035	<del>\$9,952,800</del> <u>\$8,676,800</u>
<b>Franklin Road, Star Road to SH-16 southbound ramp</b> – widen from two lanes to five lanes.	\$3,500,000	NEW	2026-2030	<u>\$4,060,000</u>
<b>Franklin Road - McDermott Road to Black Cat Road</b> – widen roadway from two lanes to five lanes with <u>enhanced bicycle and pedestrian facilities, curb, gutter, sidewalks, and bike lanes.</u>	\$6,900,000	NEW	2026-2030	<del>\$9,384,000</del> <u>\$8,004,000</u>
<b>Gowen Road - Orchard Street to Pleasant Valley Road</b> – widen roadway from two lanes to five lanes.	\$5,210,000	NEW	2031-2035	<del>\$8,127,600</del> <u>\$7,085,600</u>
<b>Intersection - 11<sup>th</sup> Avenue North and Ustick Road</b> – add roundabout.	\$1,125,500		2021 -2025	<del>\$1,350,600</del> <u>\$1,170,520</u>
<b>Intersection - Amity Road and Black Cat Road</b> – add <u>signal and widen approaches a multi-lane roundabout with two lanes for northbound and southbound legs, one lane for eastbound and westbound legs.</u>	\$2,000,000	IN2016-1	2036-2040	<del>\$2,720,000</del> <u>\$3,120,000</u>
<b>Intersection - Amity Road and SH-69 (Meridian Road)</b> - replace/modify signal and widen approaches. ACHD portion of construction is \$2,850,000. ITD portion of construction is \$3,448,000.	\$6,298,000	IN2016-8	2031-2035	\$8,565,280
<b>Intersection - Beacon Light Road and Linder Road, Eagle</b> - widen approaches and construct a multi-lane roundabout with two lanes for the eastbound and westbound legs, one lane for the northbound and southbound legs.	<del>\$1,870,000</del> <u>\$2,100,000</u>	IN2016-12	2031-2035	<del>\$2,917,200</del> <u>\$2,856,000</u>
<b>Intersection - Beacon Light Road and SH-55 (Eagle Road), Eagle</b> - add roundabout, widen approaches. Construct as single-lane roundabout.	\$1,350,000	IN2016-16	2031-2035	<del>\$2,106,000</del> <u>\$1,836,000</u>
<b>Intersection - Cherry Lane and Black Cat Road</b> - add <u>signal dual-lane roundabout</u> , widen approaches.	<del>\$3,200,000</del> <u>\$2,940,000</u>	IN2016-17	2031-2035	<del>\$3,840,000</del> <u>\$3,998,400</u>
<b>Intersection - Cherry Lane and Linder Road</b> - replace/modify signal and widen to add designated northbound right turn lane.	<del>\$3,290,000</del> <u>\$2,990,000</u>	IN2016-18	2031-2035	<del>\$3,948,000</del> <u>\$4,066,400</u>
<b>Intersection - Cherry Lane and Ten Mile Road</b> - replace/modify signal and widen approaches.	<del>\$5,840,000</del> <u>\$5,610,000</u>	IN2016-19	2026-2030	<del>\$7,942,400</del> <u>\$6,507,600</u>
<b>Intersection - US 20/26 (Chinden Boulevard) and Star Road</b> – replace/modify signal and widen approaches. (ITD share \$2,702,700; ACHD share \$1,740,000)	\$4,447,700	NEW	2031-2035	<del>\$6,938,410</del> <u>\$6,048,870</u>

Project and Brief Description <sup>ii</sup>	Estimated Cost Present Value <sup>iii</sup> Updated	Key Number <sup>iv</sup>	Year of Expenditure	Estimated Cost Year of Expenditure Updated
<b>Intersection – Columbia Road and Eagle Road</b> – add a single-lane roundabout and widen approaches.	\$1,660,000	NEW	2036-2040	<del>-\$2,921,600</del> <u>\$1,925,600</u>
<b>Intersection - Deer Flat Road and SH-69 (Meridian Road)</b> - replace/modify signal and widen approaches. <del>ACHD approaches only (ITD share \$3,145,000; ACHD share \$3,060,000).</del>	<del>\$2,090,000</del> <u>\$6,205,000</u>	IN2016-23	2031-2035	<del>\$3,260,400</del> <u>\$8,438,800</u>
<b>Intersection – Deer Flat Road and Eagle Road</b> – add single-lane roundabout and widen approaches.	\$1,020,000	NEW	2036-2040	<del>-\$1,795,200</del> <u>\$1,591,200</u>
<b>Intersection - Fairview Avenue and Locust Grove Road, Meridian</b> - <del>widen east and west legs to nine lanes and north and south legs to seven lanes as per the adopted 2020 Capital Improvement Plan (CIP). Project includes enhanced pedestrian and bike facilities and intersection lighting. (2025) Moved from short-term funded</del>	<u>\$8,557,000</u>	<u>IN211-05</u>	<u>2025</u>	<u>\$8,899,280</u>
<b>Intersection - Fairview Avenue and Cloverdale Road</b> - replace/modify signal and widen approaches. No change to south leg approach.	<del>\$7,060,000</del> <u>\$7,950,000</u>	IN2016-25	<del>2031-2035</del> <u>2026-2030</u>	<del>-\$8,472,000</del> <u>\$9,222,000</u>
<b>Intersection - Fairview Avenue and Curtis Road</b> - replace/modify signal and widen approaches. Add third eastbound thru lane to connector. No change to north leg and south leg approaches.	\$5,360,000	IN2016-27	2026-2030	<del>\$7,289,600</del> <u>\$6,217,600</u>
<b>Intersection - Floating Feather Road and Linder Road</b> - widen approaches and add a multi-lane roundabout with two lanes northbound and southbound legs, one lane westbound and eastbound legs.	<del>\$1,740,000</del> <u>\$1,640,000</u>	IN2016-30	2021-2025	<del>\$2,366,400</del> <u>\$1,705,600</u>
<b>Intersection - Franklin Road and Linder Road</b> – replace and modify signal, widen approaches.	<del>\$6,310,000</del> <u>\$7,490,000</u>	IN2016-37	2031-2035	<del>\$7,572,000</del> <u>\$10,186,400</u>
<b>Intersection - Franklin Road and McDermott Road</b> - widen approaches and add a single-lane roundabout. ACHD project cost: \$1,610,000. Nampa Highway District portion of construction costs: \$55,000.00.	\$1,665,000	IN2016-38	2031-2035	<del>\$2,597,400</del> <u>\$2,264,400</u>
<b>Intersection - Goddard Road at Mountain View Drive and Glenwood Street</b> - replace/modify signal and widen approaches.	<del>\$3,400,000</del> <u>\$2,540,000</u>	IN2016-39	<del>2021-2025</del> <u>2036-2040</u>	<del>-\$4,080,000</del> <u>\$3,962,400</u>
<b>Intersection – Gowen Road and Orchard Street</b> – <del>add dual-lane roundabout. Reconstruct/widen approaches. Moved from short-term funded.</del>	<u>\$2,911,000</u>	<u>NEW</u>	<u>2026-2027</u>	<u>\$3,260,320</u>
<del><b>Intersection – Karcher Road and Franklin Boulevard, Nampa</b> – install a roundabout at the intersection of Franklin Boulevard and Karcher Road. The improvements will improve freight access to I-84 and the City of Nampa. This is not part of the I-84 widening. Moved to short-term funded.</del>	<del>\$1,400,000</del>	<del>22102</del>	<del>2021-2025</del>	<del>-\$1,680,000</del>
<b>Intersection – King Road and Eagle Road</b> – add single-lane roundabout and widen approaches.	\$1,250,000	NEW	2036-2040	<del>\$2,200,000</del> <u>\$1,950,000</u>



Project and Brief Description <sup>ii</sup>	Estimated Cost Present Value <sup>iii</sup> Updated	Key Number <sup>iv</sup>	Year of Expenditure	Estimated Cost Year of Expenditure Updated
<b>Intersection - Lake Hazel Road and McDermott Road</b> - widen approaches and construct a single-lane roundabout. ACHD portion of project cost: <del>\$770,860,000</del> . Nampa Highway District portion of project cost: <del>\$198,615,000</del> .	<del>\$968,000</del> <u>\$1,475,000</u>	IN2016-57	<del>2023</del> - <del>2034</del> 0	<del>\$1,316,480</del> <u>\$2,301,000</u>
<b>Intersection - Lake Hazel Road and Black Cat Road</b> - widen approaches and add a single-lane roundabout.	<del>\$1,450,000</del> <u>\$1,260,000</u>	IN2016-48	<del>2023</del> - <del>2034</del> 0	<del>\$1,972,000</del> <u>\$1,965,600</u>
<b>Intersection - Lake Hazel Road and Ten Mile Road</b> - add signal, widen approaches.	<del>\$2,710,000</del> <u>\$2,740,000</u>	IN2016-61	<del>2026</del> 1- <del>2030</del> 25	<del>\$3,685,600</del> <u>\$2,849,600</u>
<b>Intersection - Lake Hazel Road and Linder Road</b> - add a single-lane roundabout.	<del>\$960,000</del> <u>\$1,250,000</u>	IN2016-54	<del>2023</del> - <del>2034</del> 0	<del>\$1,305,600</del> <u>\$1,300,000</u>
<b>Intersection - Lake Hazel Road and Meridian Road (SH-69)</b> - replace/modify signal and widen approaches. (ITD share \$3,921,000; ACHD share \$3,750,000)	<del>\$6,980,000</del> <u>\$7,671,000</u>	NEW	2036-2040	<del>\$12,126,400</del> <u>\$11,966,760</u>
<b>Intersection - Lake Hazel Road and Locust Grove Road</b> - add a <del>single</del> <u>multi</u> -lane roundabout with <del>a westbound right turn bypass lane</del> <u>two-lane eastbound and westbound legs and one-lane northbound and southbound legs</u> .	<del>\$1,070,000</del> <u>\$2,100,000</u>	IN2016-55	<del>2023</del> - <del>2034</del> 0	<del>\$1,455,200</del> <u>\$3,276,000</u>
<b>Intersection - Lake Hazel Road and Cloverdale Road</b> - <del>widen intersection to five lanes on Lake Hazel Road and five lanes on Cloverdale Road. Moved from short term funded projects</del> <u>replace/modify signal and widen approaches</u> .	<del>\$4,757,000</del> <u>\$4,790,000</u>	IN205-34	<del>2024</del> <u>2021-</u> <u>2025</u>	<del>\$5,708,400</del> <u>\$4,981,600</u>
<b>Intersection - Lake Hazel Road and Five Mile Road</b> - <del>reconstruct intersection to be a dual-lane roundabout with westbound and southbound right turn bypass lanes. Moved from short term funded projects</del> <u>replace/modify signal and widen approaches</u> .	<del>\$3,163,000</del> <u>\$4,920,000</u>	IN205-59	<del>2025</del> <u>2021-</u> <u>2025</u>	<del>\$3,922,120</del> <u>\$5,116,800</u>
<b>Intersection - Lake Hazel Road and Orchard Street Extension</b> - new intersection. Add a dual-lane roundabout <del>with a westbound right turn bypass lane</del> <u>and widen approaches</u> .	<del>\$2,250,000</del> <u>\$2,120,000</u>	IN2016-58	<del>2031</del> - <del>2035</del> 40	<del>\$3,510,000</del> <u>\$3,307,200</u>
<b>Intersection - Lake Hazel Road and Pleasant Valley Road</b> - new intersection. Add a dual-lane roundabout <del>with a southbound right turn bypass lane. Roadway segment is listed below.</del>	<del>\$2,090,000</del> <u>\$2,700,000</u>	IN2016-59	<del>2031</del> - <del>2035</del> 40	<del>\$3,260,400</del> <u>\$4,212,000</u>
<b>Intersection - Lake Hazel Road and Eisenman Road</b> - new intersection to be constructed as a <del>dual</del> <u>multi</u> -lane roundabout.	<del>\$2,390,000</del> <u>\$1,860,000</u>	IN2016-52	<del>2023</del> - <del>2034</del> 0	<del>\$3,250,400</del> <u>\$2,901,600</u>
<b>Intersection - Middleton Road and Ustick Road, Caldwell</b> - build roundabout at the intersection. Moved from short-term funded.	\$2,982,000	13487	2025	<del>\$4,055,520</del> <u>\$3,101,280</u>
<b>Intersection - Overland Road and Linder Road</b> - add signal and widen approaches.	<del>\$4,440,000</del> <u>\$5,720,000</u>	IN2016-67	<del>2031</del> - <del>2035</del> 40	<del>\$6,926,400</del> <u>\$8,923,200</u>
<b>Intersection - Overland Road and Locust Grove Road</b> - replace/modify signal and widen approaches.	<del>\$5,130,000</del> <u>\$6,370,000</u>	IN2016-68	2026-2030	<del>\$6,976,800</del> <u>\$7,389,200</u>
<b>Intersection - Overland Road and Eagle Road</b> - replace/modify signal and widen approaches. No change to north leg approach.	<del>\$8,160,000</del> <u>\$7,870,000</u>	IN2016-70	<del>2026</del> 31- <del>2031</del> 6	<del>\$11,097,600</del> <u>\$11,332,800</u>

Project and Brief Description <sup>ii</sup>	Estimated Cost Present Value <sup>iii</sup> <b>Updated</b>	Key Number <sup>iv</sup>	Year of Expenditure	Estimated Cost Year of Expenditure <b>Updated</b>
<b>Intersection - Overland Road and Cloverdale Road</b> -- replace/modify signal and widen intersection to seven lanes on Cloverdale Road and eight lanes on Overland Road approaches. Project includes bridges #1217, #2103, and #2122 and #2102.	<del>\$9,410,000</del> <u>\$10,050,000</u>	IN217-04	<del>PD 2026-</del> <u>2030</u>	<del>\$11,668,400</del> <u>\$11,658,000</u>
<b>Intersection - Overland Road and Five Mile Road</b> replace/modify signal and widen approaches.	\$6,980,000	NEW	2026-2030	<del>\$9,492,800</del> <u>\$8,096,800</u>
<b>Intersection - Overland Road and Maple Grove Road</b> - replace/modify signal and widen approaches.	<del>\$7,070,000</del> <u>\$6,730,000</u>	IN2016-69	2026-2030	<del>\$9,615,200</del> <u>\$7,806,800</u>
<b>Intersection - Overland Road Extension/ Airport Road and Black Cat Road</b> - new intersection, widen to construct a single-lane roundabout.	\$3,000,000	IN2016-71	2036-2040	<del>\$5,280,000</del> <u>\$4,680,000</u>
<b>Intersection - Pleasant Valley Road and Orchard Extension</b> - new intersection, construct a new dual-lane roundabout intersection.	<del>\$6,660,000</del> <u>\$2,120,000</u>	IN2016-65	<del>20316-</del> <u>203540</u>	<del>\$10,389,600</del> <u>\$3,307,200</u>
<b>Intersection - SH-44 (State Street) and Star Road</b> - replace/modify signal and reconstruct/widen approaches. ACHD portion of project cost: \$1,870,000; ITD portion of project cost: \$677,000.	\$2,547,000	IN2016-72	2031-2035	<del>\$3,973,320</del> <u>\$3,463,920</u>
<b>Intersection - SH-55 (Karcher Road) and Florida Avenue, Caldwell</b> - install a "thru-U" intersection. (PD)	\$1,370,000	20174	2026-2030	<del>\$1,863,200</del> <u>\$1,589,200</u>
<b>Intersection - State Street and Glenwood Street/Gary Lane</b> -- replace/modify signal, widen approaches and modify intersection in order to improve traffic and transit operations in accordance with the State Street TTOP. (ITD share \$3,834,000; ACHD share \$3,700,000)	<del>\$5,706,000</del> <u>\$7,534,000</u>	IN207-03	<del>PD 2026-</del> <u>2030</u>	<del>\$7,075,440</del> <u>\$8,739,440</u>
<b>Intersection - State Street and Pierce Park Lane, Boise</b> - widen north and south legs to four lanes, and east and west legs to seven lanes as per the State St TTOP and the adopted 2020 Capital Improvement Plan (CIP). Project includes buffered bike lane to the north, pathway to the south, and medians. Moved from short-term funded.	<u>\$11,645,000</u>	<u>IN210-03</u>	<u>2025</u>	<u>\$12,110,800</u>
<b>Intersection - US 20/26 (Chinden Boulevard) and 36th Street/Orchard Street</b> - replace/modify signal and reconstruct/widen approaches. (ITD share \$564,000; ACHD project share \$1,610,000) cost: \$1,130,000. ITD portion of project cost: \$0.	<del>\$1,130,000</del> <u>\$2,174,000</u>	IN2016-78	<del>20316-</del> <u>203540</u>	<del>\$1,762,800</del> <u>\$3,391,440</u>
<b>Intersection - Ustick Road and Black Cat Road</b> - reconstruct/widen approaches and add a dual lane roundabout.	<del>\$2,050,000</del> <u>\$4,990,000</u>	IN2016-83	<del>20216-</del> <u>202530</u>	<del>\$2,460,000</del> <u>\$5,788,400</u>
<b>Intersection - Ustick Road and Locust Grove Road</b> - replace/modify signal and reconstruct/widen approaches.	<del>\$6,670,000</del> <u>\$4,410,000</u>	IN2016-84	<del>20216-</del> <u>202530</u>	<del>\$8,004,000</del> <u>\$5,115,600</u>

Project and Brief Description <sup>ii</sup>	Estimated Cost Present Value <sup>iii</sup> Updated	Key Number <sup>iv</sup>	Year of Expenditure	Estimated Cost Year of Expenditure Updated
<b>Intersection - Ustick Road and McDermott Road</b> - add <del>signal</del> <u>a one-lane roundabout</u> and reconstruct/widen approaches. (ACHD <u>share portion of project cost: \$1,152,600,000</u> ; Nampa Highway District <u>portion of project cost: share \$1,074,000,285,000.00</u> ).	<del>\$1,435,000</del> <u>\$2,334,000</u>	IN2016-84	2031- <del>2035</del> <u>2034</u>	<del>\$2,238,600</del> <u>\$3,641,040</u>
<b>Intersection - Ustick Road and Star Road</b> - <del>add signal and</del> reconstruct/widen <del>approaches and</del> add a single-lane roundabout with northbound right turn bypass lane. (ACHD <u>share \$1,660,000</u> <del>portion of project cost: \$940,000</del> ; Nampa Highway District <u>portion of project cost: share \$198,000.00</u> <del>1,637,000</del> ).	<del>\$1,138,000</del> <u>\$3,297,000</u>	IN2016-86	2031-2035	<del>\$1,775,280</del> <u>\$4,483,920</u>
<b>Intersection - Victory Road and Eagle Road</b> - replace/modify signal and widen approaches.	\$4,050,000	NEW	2026-2030	<del>-\$5,508,000</del> <u>\$4,698,000</u>
<b>Lake Hazel Road, SH 69 (Meridian Road) to Locust Grove Road</b> - widen from two to five lanes.	<del>\$3,990,000</del> <u>\$6,930,000</u>	RD2016-64	2023- <del>2034</del> <u>2034</u>	<del>\$5,426,400</del> <u>\$10,810,800</u>
<b>Lake Hazel Road, Locust Grove Road to Eagle Road</b> - widen from two to <del>three</del> <u>five</u> lanes.	<del>\$4,400,000</del> <u>\$8,090,000</u>	RD2016-65	2023- <del>2034</del> <u>2034</u>	<del>\$5,984,000</del> <u>\$12,620,400</u>
<del><b>Lake Hazel Road, Eagle Road to Cloverdale Road</b> - widen from two to five lanes with curb, gutter, sidewalk and bike lanes. Moved to short-term funded.</del>	<del>\$8,551,000</del>	<del>RD209-18</del>	<del>PD</del> <u>2024</u>	<del>\$10,261,200</del>
<b>Lake Hazel Road, Cloverdale Road to Five Mile Road</b> - widen from two to five lanes with <u>enhanced bicycle and pedestrian facilities</u> <del>curb, gutter, sidewalks and bike lanes</del> .	<del>-\$7,269,000</del> <u>\$6,216,000</u>	RD207-29	<del>PD beyond</del> <u>2023-2021-</u> <u>2025</u>	<del>\$9,013,560</del> <u>\$6,464,640</u>
<b>Lake Hazel Road, Five Mile Road to Maple Grove Road</b> - widen from two to five lanes with <u>enhanced bicycle and pedestrian facilities</u> <del>curb, gutter, sidewalks and bike lanes</del> . Project includes bridge #1227.	<del>\$4,649,000</del> <u>\$4,889,000</u>	RD207-30	<del>PD</del> <u>2026-</u> <u>2030</u>	<del>\$5,764,760</del> <u>\$5,671,240</u>
<b>Lake Hazel Road, Maple Grove Road to Cole Road</b> - widen from two to five lanes with <u>curb, gutter, sidewalk and bike lanes</u> <u>enhanced bicycle and pedestrian facilities</u> .	<del>\$4,057,000</del> <u>\$4,061,000</u>	RD216-05	<del>PD</del> <u>2026-</u> <u>2030</u>	<del>\$5,030,680</del> <u>\$4,710,760</u>
<b>Lake Hazel Road, Cole Road to Orchard Street Extension West</b> - widen roadway from two lanes to five lanes.	<del>\$6,400,000</del> <u>\$6,370,000</u>	NEW	2036-2040	<del>\$9,937,200</del>
<b>Lake Hazel Road, Orchard Ext-1 to Pleasant Valley Road</b> - construct new five-lane roadway.	<del>\$8,250,000</del> <u>\$9,560,000</u>	RD2016-71	2031- <del>2035</del> <u>2034</u>	<del>\$12,870,000</del> <u>\$14,913,600</u>
<b>Lake Hazel Road, Railroad Crossing to Eisenman Road</b> - construct new five-lane road.	\$8,450,000	NEW	2036-2040	<del>-\$14,872,000</del> <u>\$13,182,000</u>
<b>Linder Road, Overland Road to Franklin Road</b> - widen from two to five lanes. Project costs <u>do not</u> include any work associated with the ITD overpass.	<del>\$4,880,000</del> <u>\$6,160,000</u>	RD2016-75	2031- <del>2035</del> <u>2034</u>	<del>\$7,612,800</del> <u>\$9,609,600</u>
<b>Linder Road, US 20/26 (Chinden Boulevard) to SH-44 (State Street)</b> - widen from two to seven lanes with <u>enhanced bicycle and pedestrian facilities</u> <u>curb, gutter, sidewalk, and bike lanes</u> . Project includes bridges #2033, #2035, and #2036.	<del>\$18,440,000</del> <u>\$20,907,000</u>	RD207-19	<del>UF*</del> <u>PD</u> <u>2026-</u> <u>2030</u>	<del>\$22,865,600</del> <u>\$24,252,120</u>

Project and Brief Description <sup>ii</sup>	Estimated Cost Present Value <sup>iii</sup> Updated	Key Number <sup>iv</sup>	Year of Expenditure	Estimated Cost Year of Expenditure Updated
<del>Linder Road, State Street (SH-44) to Floating Feather Road</del> —widen from two to five lanes, with curb, gutter, sidewalk, and bike lanes. Project includes construction of a multi-lane roundabout at Linder Road and Floating Feather Road, bridges #1021 and #1022, and an enhanced pedestrian crossing (pedestrian hybrid beacon) at Linder Road and Saguaro Drive. Moved from short-term funded. Moved to short-term funded.	<del>\$7,705,000</del> <del>\$7,074,000</del>	RD209-28	2024	<del>-\$9,246,000</del>
<b>Meridian Road Extension, King Road to Kuna Road</b> – construct new three-lane road with railroad overpass.	\$6,050,000	NEW	2036-2040	<del>-\$10,634,400</del> <u>\$9,438,000</u>
<b>Northside Boulevard, Karcher Road to Ustick Road</b> – widen roadway from two lanes to four lanes.	<del>\$6,000,000</del> <u>\$64,780,000</u>	NEW	2026-2030	<u>\$75,144,800</u>
<del>Orchard Street, Gowen Road to Victory Road</del> —realign/widen Orchard Street to five lanes with curb, gutter, sidewalk, and bike lanes. (2024-2025) Moved from short-term funded. Moved to short-term funded.	<del>\$19,390,000</del>	RD207-01	<del>2024-2025</del> 2024	<del>-\$23,268,000</del>
<b>Overland Road, Black Cat Road to Ten Mile Road</b> – construct a new three-lane roadway <u>with enhanced bicycle and pedestrian facilities</u> .	<del>\$3,960,000</del> <u>\$5,230,000</u>	RD2016-106	<del>20316-</del> 203540	<del>\$6,177,600</del> <u>\$8,158,800</u>
<b>Pathway, Federal Way to Broadway Avenue</b> – construct a new multi-use pathway to connect Federal Way and Broadway Avenue in the City of Boise.	\$1,400,000	<del>NEW</del> <u>23307</u>	PD –beyond 2024	<u>\$1,736,000</u>
<b>Pathway, Five Mile Creek, Treatment Plant to Black Cat Road</b> – construct approximately one-mile segment of pathway in Meridian. Moved from short-term funded; to be built by developer(s)	\$0	<del>19828</del>	<u>2026-2030</u>	\$0
<b>Pedestrian Improvements, SH-55 Eagle Road, Franklin Road to Pine Avenue</b> – construct or widen existing pathway on east side of SH-55 in Meridian.	<del>-\$711,000</del> <u>\$621,000</u>	20542	<del>PD—</del> <del>beyond</del> <u>2022-2025</u>	<del>\$881,640</del> <u>\$645,840</u>
<b>Pedestrian Improvements and Widening, Montana Avenue</b> – construct sidewalk from Syringa Middle School to Spruce Street on the west side of Montana Avenue in Caldwell, a pedestrian crossing and rectangular rapid flashing beacon crossing.	<del>\$647,000</del> <u>\$725,000</u>	22018	PD –beyond <del>2023-2026</del>	<del>\$802,280</del> <u>\$783,000</u>
<b>Pleasant Valley Extension, Orchard Extension to Pleasant Valley Road</b> – construct a new five-lane roadway.	<del>\$10,110,000</del> <u>\$10,150,000</u>	RD2016-114	<del>20316-</del> 203540	<del>\$15,771,600</del> <u>\$15,834,000</u>
<b>SH-16, SH-44 to Junction SH-52</b> – conduct environmental reevaluation.	\$3,000,000	<del>TBD</del> <u>23175</u>	2026	<u>\$3,240,000</u>
<b>SH-44 (State Street), I-84 ramps to Canyon Lane</b> , widen from two to four travel lanes.	\$15,300,000	TBD	2031-2035	<del>\$23,868,000</del> <u>\$20,808,000</u>
<del>SH-44 (State Street), Star Road to SH-16</del> —widen SH-44 from two to four travel lanes in Ada County. (2024). Moved to short-term funded.	<del>\$13,025,000</del>	20574	2024	<del>-\$15,630,000</del>
<b>SH-55, Indiana Avenue-Farmway Road to Middleton Road</b> , widen from two to four travel lanes. <u>Farmway Road to 10<sup>th</sup> Avenue construction is unfunded.</u>	<del>\$18,000,000</del> <u>\$80,500,000</u>	<del>TBD</del> <u>22715</u> and <u>23184</u>	<del>2026-2030</del> <u>2027</u>	<del>\$24,480,000</del> <u>\$90,160,000</u>

Project and Brief Description <sup>ii</sup>	Estimated Cost Present Value <sup>iii</sup> Updated	Key Number <sup>iv</sup>	Year of Expenditure	Estimated Cost Year of Expenditure Updated
<b>SH-55, Pear Lane to Farmway Road, Design, Canyon,</b> preliminary engineering and right-of-way acquisition to widen from two lanes to five lanes. (construction not funded)	<u>\$15,000,000</u>	<u>23335</u>	<u>2026</u>	<u>\$16,200,000</u>
<b>State Street, Glenwood Street to Pierce Park Lane</b> - widen from five to seven lanes with high occupancy vehicle/transit lanes, <u>and enhanced bicycle and pedestrian facilities curb, gutter, sidewalk, and bike lanes</u> consistent with the State Street TTOP.	<del>\$3,221,000</del> <u>\$3,300,000</u>	RD208-04	<del>UF</del> beyond <del>2022</del> <u>2031-</u> <u>2035</u>	<del>\$4,380,560</del> <u>\$4,488,000</u>
<b>State Street, Pierce Park Lane to Collister Drive</b> - widen from five to seven lanes with high occupancy vehicle/transit lanes, <u>and enhanced bicycle and pedestrian facilities curb, gutter, sidewalk, and bike lanes</u> consistent with the State Street TTOP.	<del>\$7,682,000</del> <u>\$7,830,000</u>	RD208-05	<del>UF</del> beyond <del>2022</del> <u>2031-</u> <u>2035</u>	<del>\$10,447,520</del> <u>\$10,648,800</u>
<b>State Street, Collister Drive to 36<sup>th</sup> Street</b> - widen from five to seven lanes with high occupancy vehicle/transit lanes, <u>and enhanced bicycle and pedestrian facilities curb, gutter, sidewalk, and bike lanes</u> in accordance with the State Street TTOP.	<del>\$4,313,000</del> <u>\$4,050,000</u>	RD208-06	<del>UF</del> beyond <del>2022</del> <u>2031-</u> <u>2035</u>	<del>\$5,865,680</del> <u>\$5,508,000</u>
<b>State Street, 36<sup>th</sup> Street to 27<sup>th</sup> Street</b> - widen from five to seven lanes with high occupancy vehicle/transit lanes, <u>and enhanced bicycle and pedestrian facilities curb, gutter, sidewalk, and bike lanes</u> in accordance with the State Street TTOP.	<del>\$5,574,000</del> <u>\$5,160,000</u>	RD208-07	<del>UF</del> beyond <del>2022</del> <u>2031-</u> <u>2035</u>	<del>\$7,580,640</del> <u>\$7,017,600</u>
<b>Ten Mile Road, Lake Hazel Road to Amity Road</b> - widen roadway from two lanes to three lanes with <u>enhanced bicycle and pedestrian facilities curb, gutter, sidewalks and bike lanes.</u>	\$5,400,000	NEW	2036-2040	<del>\$9,504,000</del> <u>\$8,424,000</u>
<b>Ten Mile Road, Amity Road to Victory Road</b> - widen roadway from two lanes to three lanes with <u>enhanced bicycle and pedestrian facilities curb, gutter, sidewalks and bike lanes.</u>	\$6,590,000	NEW	2031-2035	<del>\$10,280,400</del> <u>\$8,962,400</u>
<b>US 20/26 (Chinden Boulevard), Middleton Road to Star Road,</b> widen from two to four travel lanes (three segments).	\$105,800,000	<del>TBD</del> <u>23337</u>	2031-2035	<del>\$165,048,000</del> <u>\$143,888,000</u>
<b>US 20/26 (Chinden Boulevard), Linder Road to Eagle Road,</b> widen from four to six lanes, continuous flow intersection (CFI) at Eagle Road, Locust Grove Road, Meridian Road, and Linder Road. Timing of CFIs will be determined by ITD.	\$47,100,000	TBD	2036-2040	<del>\$82,896,000</del> <u>\$73,476,000</u>
<b>Ustick Road, Ustick Road Overpass to Middleton Road</b> - widen roadway from two lanes to five lanes with curb, gutter, sidewalks, and bike lanes in the City of Caldwell.	TBD	NEW	2030	
<b>Ustick Road, Star Road to McDermott Road</b> - widen roadway from two lanes to five lanes with <u>enhanced bicycle and pedestrian facilities curb, gutter, sidewalks, and bike lanes.</u>	\$5,600,000	NEW	2026-2030	<del>\$7,616,000</del> <u>\$6,496,000</u>
<b>Ustick Road, McDermott Road to Black Cat Road</b> - widen roadway from two lanes to five lanes with <u>enhanced bicycle and pedestrian facilities curb, gutter, sidewalks, and bike lanes.</u>	\$5,580,000	NEW	2026-2030	<del>\$7,588,800</del> <u>\$6,472,800</u>

<b>Project and Brief Description<sup>ii</sup></b>	<b>Estimated Cost Present Value<sup>iii</sup> Updated</b>	<b>Key Number<sup>iv</sup></b>	<b>Year of Expenditure</b>	<b>Estimated Cost Year of Expenditure Updated</b>
<b>Ustick Road, Black Cat Road to Ten Mile Road</b> – widen roadway from two lanes to five lanes with <u>enhanced bicycle and pedestrian facilities-curb, gutter, sidewalks, and bike lanes.</u>	\$4,340,000	NEW	2026-2030	<del>\$5,902,400</del> <u>\$5,034,400</u>
<b>Ustick Road, Ten Mile Road to Linder Road</b> - widen from two to <del>three</del> <u>five</u> lanes <u>with enhanced bicycle and pedestrian facilities.</u>	<del>\$3,250,000</del> <u>\$3,617,000</u>	<del>RD2016-</del> <u>125</u> <del>RD207-24</del>	<del>2026-2030</del> <u>2025</u>	<del>\$4,420,000</del> <u>\$3,761,680</u>
<b><u>Total Funded Regional Capital Projects</u></b>	<del><b>\$628,066,200</b></del> <b><u>\$735,544,200</u></b>			<del><b>\$840,618,970</b></del> <b><u>\$955,487,550</u></b>

<sup>i</sup> The table above shows all capital transportation projects using federal funds, as well as regional capital transportation projects regardless of funding source, that are planned and funded for construction between FY2024 and 2040 on Interstate 84, state highways, principal arterials. This information is from the FY2020-2026 Regional Transportation Improvement Program, Ada County Highway District's FY2020-2024 Integrated Five-Year Work Plan and 2016 Capital Improvement Plan, City of Nampa's Streets Capital Improvement Plan 2017-2027, the FY2020-2026 Idaho Transportation Investment Program and information provided by the Idaho Transportation Department.

<sup>ii</sup> Capital projects on Interstate 84, state highways, principal arterials, and/or using federal funds.

<sup>iii</sup> Costs are in current dollars and not adjusted for inflation. Costs do not include environmental clearances.

<sup>iv</sup> The key number is the tracking number for each project.

<sup>v</sup> ~~UF=Unfunded, listed in the program and could advance into a funded year if funds become available, but currently no construction funds are allocated to the project.~~

### **Topic: Member Agencies' FY2023 Unified Planning Work Program Requests**

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

The Unified Planning Work Program (UPWP) is developed annually and provides detailed information on COMPASS projects and tasks and available financial resources. The activities programmed in the UPWP fulfill requirements and recommendations from the Federal Highway Administration and the Federal Transit Administration and respond to member agencies' needs as resources allow.

When COMPASS assistance is anticipated to require more than five workdays, member agencies must submit a request to have the project considered for inclusion in the UPWP. This typically occurs in February of each year for the following fiscal year's UPWP. For needs anticipated to require fewer than five workdays, a formal request for inclusion in the UPWP is not required.

COMPASS is now soliciting member agency requests for FY2023 (October 2022 – September 2023) for projects requiring more than five COMPASS workdays (40 hours). Requests should be submitted using the attached form to Liisa Itkonen ([litkonen@compassidaho.org](mailto:litkonen@compassidaho.org)) by **5:00 PM, Wednesday, February 16, 2022**.

#### Next Steps:

*March-* RTAC recommends member agencies' FY2023 UPWP requests in a priority order for consideration by the Finance Committee.

*April-* COMPASS, with requesting agencies, refines scope/workday estimates of member agencies' requests as needed; COMPASS develops the draft UPWP including highest-priority member agency projects as resources allow.

*June-* Finance Committee reviews the draft UPWP; COMPASS staff revises as needed.

*July-* Finance Committee recommends the draft UPWP to the COMPASS Board of Directors; Executive Committee reviews workgroup charters to mirror tasks and deliverables in the UPWP.

*August-* COMPASS Board of Directors approves the FY2023 UPWP and workgroup charters.

*September* – For member agency projects included in the FY2023 UPWP, the requesting agency develops a work plan and timeline with COMPASS staff.

#### **More Information:**

- 1) Attachment: FY2023 Request Form for member agencies
- 2) For detailed information contact Liisa Itkonen at [litkonen@compassidaho.org](mailto:litkonen@compassidaho.org)

**COMPASS Member Request Form:  
FY2023 Unified Planning Work Program (UPWP) Projects**

**Requesting agency:**

**Contact name:**

**Phone:**

**Email:**

---

**Project title:**

**Brief description of project purpose (attach a map or additional information if needed):**

**Expected outcomes or deliverables:**

**Significance and regional value:**

**Estimated start date:**

**Target completion date:**

**Estimated COMPASS staff workdays:**

(If unsure, contact COMPASS for assistance in estimating)

**Type of support needed (check as many as apply):**

Demographic research

General technical/data support

GIS/mapping/spatial data

Project management/  
administration

Public involvement/outreach/  
facilitation

Transportation planning

Travel demand modeling

Other planning (e.g.,  
environmental, land use, etc.)

Other resources (e.g.,  
specialized software, consultant  
services, etc.)

**Submit no later than February 16, 2022, to Liisa Itkonen, [litkonen@compassidaho.org](mailto:litkonen@compassidaho.org)**

**Next steps:**

1. COMPASS staff may follow up with additional questions if needed.
2. RTAC will review and prioritize member requests at its March 16, 2022, meeting for inclusion in the FY2023 UPWP.
3. Projects included in the UPWP will need a completed work plan for COMPASS assistance by October 2022.



# RTAC AGENDA WORKSHEET

<b>ID #</b>	<b>Title/Description</b>	<b>Mandatory<sup>1</sup></b>	<b>Additional Information</b>	<b>Agenda Type<sup>2</sup></b>	<b>Time</b>	<b>Presenters</b>	<b>Proposed Agenda</b>	<b>Board Agenda</b>
<b>1.</b>	Approve RTAC Meeting Minutes	Yes		Consent Agenda	5	N/A	Monthly	N/A
<b>2.</b>	Receive Obligation Report	No		Status Report	N/A	N/A	As Appropriate	N/A
<b>3.</b>	Receive RTAC Agenda Worksheet	No		Status Report	N/A	N/A	Monthly	N/A
<b>UPCOMING AGENDA ITEMS</b>								
<b>4.</b>	Review COMPASS Phase 2 Applications	No	Toni Tisdale and Tevrin Fuller will host an optional workshop to provide information about each federal-aid-eligible application to aid in the ranking process.	Information/ Discussion	60	Toni Tisdale and Tevrin Fuller	February 2, 2022 (Optional)	N/A
<b>5.</b>	Recommend Federal-Aid Rankings for COMPASS Programs	Yes	Toni Tisdale seeks recommendation of federal-aid rankings for all COMPASS federal-aid programs.	Action	15	Toni Tisdale	February	N/A

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

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

<b>ID #</b>	<b>Title/Description</b>	<b>Mandatory<sup>1</sup></b>	<b>Additional Information</b>	<b>Agenda Type<sup>2</sup></b>	<b>Time</b>	<b>Presenters</b>	<b>Proposed Agenda</b>	<b>Board Agenda</b>
<b>6.</b>	Review COMPASS Staff Funding Recommendations for Federal-Aid Programs	No	Toni Tisdale and Tevrin Fuller will host an optional workshop to discuss COMPASS staff funding recommendations based on the RTAC federal-aid ranking recommendations.	Information/ Discussion	60	Toni Tisdale Tevrin Fuller	March 1, 2022 (Optional)	N/A
<b>7.</b>	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
<b>8.</b>	Recommend <i>Communities in Motion 2050</i> (CIM 2050) Funded Projects	No	Liisa Itkonen will seek RTAC recommendation for COMPASS Board of Directors' approval of CIM 2050 funded projects.	Action	10	Liisa Itkonen	March	Apr
<b>9.</b>	Recommend Rail Planning Task for FY2023 UPWP	No	Lila Klopfenstein will seek RTAC recommendation for COMPASS Board of Directors' approval of a rail planning task for FY2023 UPWP.	Action	10	Lila Klopfenstein	March	Apr

<b>ID #</b>	<b>Title/Description</b>	<b>Mandatory<sup>1</sup></b>	<b>Additional Information</b>	<b>Agenda Type<sup>2</sup></b>	<b>Time</b>	<b>Presenters</b>	<b>Proposed Agenda</b>	<b>Board Agenda</b>
<b>10.</b>	Recommend Approval of Draft Federal-Aid Programs	Yes	Toni Tisdale will seek RTAC recommendation of approval of draft federal-aid programs, based on priority recommendations form RTAC.	Action	20	Toni Tisdale	March	N/A
<b>11.</b>	Review the <i>Communities in Motion 2050</i> Implementation Policies	No	Liisa Itkonen will review <i>Communities in Motion 2050</i> implementation policies.	Information/ Discussion	20	Liisa Itkonen	March	June
<b>12.</b>	Review draft Coordinated Public Transit-Human Services Transportation Plan	No	Lila Klopfenstein will review the draft Coordinated Public Transit-Human Services Transportation Plan	Information/ Discussion	20	Lila Klopfenstein	March	N/A
<b>13.</b>	Travel Survey Data Study Progress Update	No	Mary Ann Waldinger will share some of the results from the travel survey data.	Information/ Discussion	15	Mary Ann Waldinger	March	N/A
<b>14.</b>	Review <i>Communities in Motion 2050</i> (CIM 2050) Draft Unfunded Priorities	No	Liisa Itkonen will review CIM 2050 draft of unfunded priorities.	Information/ Discussion	20	Liisa Itkonen	Apr	June
<b>15.</b>	Status Update from the Affordable Housing RTAC Subcommittee	No	An RTAC Subcommittee will provide a status update on the Affordable Housing activities and next steps.	Information/ Discussion	20	Subcommitt ee Member	Apr	N/A

<b>ID #</b>	<b>Title/Description</b>	<b>Mandatory<sup>1</sup></b>	<b>Additional Information</b>	<b>Agenda Type<sup>2</sup></b>	<b>Time</b>	<b>Presenters</b>	<b>Proposed Agenda</b>	<b>Board Agenda</b>
<b>16</b>	Recommend the <i>Communities in Motion 2050</i> (CIM 2050) Unfunded Priorities	No	Liisa Itkonen will seek a RTAC recommendation for COMPASS Board of Directors' approval of the <i>Communities in Motion 2050</i> unfunded priorities.	Action	20	Liisa Itkonen	May	June
<b>17</b>	Recommend the <i>Communities in Motion 2050</i> (CIM 2050) Implementation Policies	No	Liisa Itkonen will seek a RTAC recommendation for COMPASS Board of Directors' approval of the CIM 2050 implementation policies.	Action	20	Liisa Itkonen	May	June
<b>18</b>	Recommend Priorities for the End-of-Year and Redistribution Program	Yes	Toni Tisdale will seek RTAC recommendation for Board of Directors' approval of the End-of Year and Redistribution Program.	Action	10	Toni Tisdale	May	June
<b>19</b>	Review Draft FY2023-2029 Regional Transportation Improvement Program	Yes	Toni Tisdale will seek RTAC review of the Draft FY2023-2029 TIP, prior to the public comment period.	Information/ Discussion	15	Toni Tisdale	May	June
<b>20</b>	Recommend Approval of Coordinated Public Transit-Human Services Transportation Plan	Yes	Lila Klopfenstein will seek RTAC recommendation for COMPASS Board of Directors' approval of the Coordinated Public Transit-Human Services Transportation Plan	Action	20	Lila Klopfenstein	July	Aug

<b>ID #</b>	<b>Title/Description</b>	<b>Mandatory<sup>1</sup></b>	<b>Additional Information</b>	<b>Agenda Type<sup>2</sup></b>	<b>Time</b>	<b>Presenters</b>	<b>Proposed Agenda</b>	<b>Board Agenda</b>
<b>21.</b>	Recommend Updates to FY2023 COMPASS Application Guide	Yes	Toni Tisdale and Destinie Hart seek RTAC recommendation for COMPASS Board of Directors' approval of FY2023 COMPASS Application Guide.	Action	15	Toni Tisdale and Destinie Hart	July	August
<b>22.</b>	Recommend Support of Priorities for Rural Projects	Yes	Toni Tisdale will seek RTAC recommendation of COMPASS Board of Directors' adoption of a resolution supporting priorities for applications in rural areas.	Consent	N/A	Toni Tisdale	Sept	Oct
<b>23.</b>	Recommend Adoption of Resolution Approving the Draft FY2023-2029 Regional Transportation Improvement Program and Associated Air Quality Conformity Demonstration	Yes	Toni Tisdale will seek RTAC recommendation for COMPASS Board of Directors' approval of the FY2023-2029 TIP and associated air quality conformity demonstration.	Action	15	Toni Tisdale	Sept	Oct
<b>24.</b>	Recommend Adoption of <i>Communities in Motion 2050</i> (CIM 2050).	Yes	Liisa Itkonen will seek a RTAC recommendation for COMPASS Board of Directors' adoption of CIM 2050.	Action	20	Liisa Itkonen	November	Dec

<b>ID #</b>	<b>Title/Description</b>	<b>Mandatory<sup>1</sup></b>	<b>Additional Information</b>	<b>Agenda Type<sup>2</sup></b>	<b>Time</b>	<b>Presenters</b>	<b>Proposed Agenda</b>	<b>Board Agenda</b>
<b>25</b>	Recommend Approval of <i>Communities in Motion 2050</i> (CIM 2050) Update Policy.	Yes	Liisa Itkonen will seek a RTAC recommendation for COMPASS Board of Directors' approval of CIM 2050 update policy.	Action	10	Liisa Itkonen	November	Dec

T:\WFY20\800 System Maintenance\820 Committee Support\RTAC\RTAC Agenda Worksheet.docx



# Scheduled vs. Obligated for the 2022 Schedule Year



[Group Type:Program] [Group Name:Highway Program (System)] [Major Program: Federal-Aid, State Highway System; Federal-Aid, Local Road System; State Funded Program] [District: 3] [MPO: COMPASS]  
[Grouped Project Status: Grouped, Individual] [Details: Include] [Project Property: Ignore Project Properties] [Date Range: 1/1/1900 - 1/11/2022] [Fiscal Year: 2022] [Obligation Approval Level: FHWA] [Project Status: Development, PS&E (or equiv.), Awarded (or equiv.)] [Fiscal Year: 2022] [Indirect Costs Excluded] [PSS Manager: Ignore] [PSS Owner: Ignore] [PSS Sponsor: Ignore]

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
<b>State Hwy - Pavement Preservation (Commerce)</b>									
22699	3	SH 69, KUNA TO MERIDIAN, ADA CO	2027	Development	100	PE	\$90,000.00	\$0.00	\$90,000.00
							<b>\$90,000.00</b>	<b>\$0.00</b>	<b>\$90,000.00</b>
State Hwy - Pavement Preservation (Commerce) Total							<b>\$90,000.00</b>	<b>\$0.00</b>	<b>\$90,000.00</b>
<b>State Hwy - Pavement Restoration</b>									
21849	3	SH 45, JCT SH-78 TO DEER FLAT RD, CANYON CO	2022	PS&E (or equiv.)	111	PE	(\$300,000.00)	(\$300,000.00)	\$0.00
							\$100,000.00	\$100,000.00	\$0.00
							\$203,824.00	\$200,000.00	\$3,824.00
							\$9,504,859.00	\$0.00	\$9,504,859.00
							<b>\$9,508,683.00</b>	<b>\$0.00</b>	<b>\$9,508,683.00</b>
22665	3	SH 55, EAGLE RD; I-84 TO SH-44, ADA CO	2022	Development	111	CE	\$250,000.00	\$0.00	\$250,000.00
							\$853,375.90	\$0.00	\$853,375.90
							\$8,000,000.00	\$0.00	\$8,000,000.00
							<b>\$9,103,375.90</b>	<b>\$0.00</b>	<b>\$9,103,375.90</b>
State Hwy - Pavement Restoration Total							<b>\$18,612,058.90</b>	<b>\$0.00</b>	<b>\$18,612,058.90</b>
<b>State Hwy - Bridge Preservation</b>									
20405	3	I 84, FY22 D3 BRIDGE REPAIR	2022	Development	101	CE	\$112,200.00	\$0.00	\$112,200.00
							\$1,591,812.00	\$0.00	\$1,591,812.00
							<b>\$1,704,012.00</b>	<b>\$0.00</b>	<b>\$1,704,012.00</b>
State Hwy - Bridge Preservation Total							<b>\$1,704,012.00</b>	<b>\$0.00</b>	<b>\$1,704,012.00</b>
<b>State Hwy - Bridge Restoration</b>									
20227	3	US 20, PHYLLIS CANAL BR, NR MERIDIAN	2023	Development	103	PE	(\$14,000.00)	(\$14,000.00)	\$0.00
							<b>(\$14,000.00)</b>	<b>(\$14,000.00)</b>	<b>\$0.00</b>
23188	3	SH 44, I 84 JCT SH 44 IC (MIDDLETON RD), CANYON CO	2028	Development	103	PE	\$225,000.00	\$0.00	\$225,000.00
							\$1,000,000.00	\$0.00	\$1,000,000.00
							<b>\$1,225,000.00</b>	<b>\$0.00</b>	<b>\$1,225,000.00</b>
23455	3	I 84, ROBINSON ROAD UNDERPASS REPAIR	2022	Development	103	PE	\$20,000.00	\$0.00	\$20,000.00
							\$10,000.00	\$0.00	\$10,000.00
							\$20,000.00	\$0.00	\$20,000.00
							\$150,000.00	\$0.00	\$150,000.00
							<b>\$200,000.00</b>	<b>\$0.00</b>	<b>\$200,000.00</b>
23457	3	I 184, ORCHARD ST UNDERPASS REPAIR	2022	Development	103	PE	\$20,000.00	\$0.00	\$20,000.00
							\$5,000.00	\$0.00	\$5,000.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
23457	3	I 184, ORCHARD ST UNDERPASS REPAIR	2022	Development	103	CN	\$75,000.00	\$0.00	\$75,000.00
							<b>\$100,000.00</b>	<b>\$0.00</b>	<b>\$100,000.00</b>
State Hwy - Bridge Restoration Total							<b>\$1,511,000.00</b>	<b>(\$14,000.00)</b>	<b>\$1,525,000.00</b>
<b>State Hwy - Supporting Infrastructure Assets</b>									
22746	3	I 84, COLE & OVERLAND LIGHTING, BOISE	2023	Development	146	PE	\$10,000.00	\$0.00	\$10,000.00
							<b>\$10,000.00</b>	<b>\$0.00</b>	<b>\$10,000.00</b>
State Hwy - Supporting Infrastructure Assets Total							<b>\$10,000.00</b>	<b>\$0.00</b>	<b>\$10,000.00</b>
<b>State Hwy - Safety &amp; Capacity (Safety)</b>									
20428	3	SH 21, TECHNOLOGY WAY TO SURPRISE WAY, BOISE	2022	PS&E (or equiv.)	106	PE	\$0.00	(\$28,000.00)	\$28,000.00
						PC	\$0.00	(\$4,200.00)	\$4,200.00
						CE	\$100,000.00	\$100,000.00	\$0.00
						CC	\$303,764.00	\$303,764.00	\$0.00
						CN	\$3,189,525.00	\$2,177,161.00	\$1,012,364.00
							<b>\$3,593,289.00</b>	<b>\$2,548,725.00</b>	<b>\$1,044,564.00</b>
22101	3	LOCAL, PECKHAM RD INTERSECTIONS, COUNTY CO	2022	Development	135	PL	\$35,000.00	\$0.00	\$35,000.00
						UT	\$80,000.00	\$0.00	\$80,000.00
						CN	\$379,000.00	\$0.00	\$379,000.00
							<b>\$494,000.00</b>	<b>\$0.00</b>	<b>\$494,000.00</b>
22102	3	STC-8223, FRANKLIN BLVD & KARCHER RD INT, NAMPA	2022	Development	135	PE	\$9,000.00	\$0.00	\$9,000.00
						PC	\$100,000.00	\$0.00	\$100,000.00
						PL	\$40,000.00	\$0.00	\$40,000.00
						RW	\$270,000.00	\$0.00	\$270,000.00
						CE	\$10,000.00	\$0.00	\$10,000.00
						CC	\$460,000.00	\$0.00	\$460,000.00
						CL	\$90,000.00	\$0.00	\$90,000.00
						CN	\$2,295,000.00	\$0.00	\$2,295,000.00
							<b>\$3,274,000.00</b>	<b>\$0.00</b>	<b>\$3,274,000.00</b>
State Hwy - Safety & Capacity (Safety) Total							<b>\$7,361,289.00</b>	<b>\$2,548,725.00</b>	<b>\$4,812,564.00</b>
<b>State Hwy - Safety &amp; Capacity (Capacity)</b>									
13476	3	SH 44, SH 55 INTERSECTION IMPROVEMENT, EAGLE	2022	Awarded (or equiv.)	112	PE	\$80,000.00	\$80,000.00	\$0.00
						PC	\$1,062,052.00	\$1,062,052.00	\$0.00
						RW	\$1,000.00	\$1,000.00	\$0.00
						LP	\$192,000.00	\$192,000.00	\$0.00
						CE	\$224,041.00	\$224,041.00	\$0.00
						CC	\$1,537,753.00	\$1,537,753.00	\$0.00



KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
13476	3	SH 44, SH 55 INTERSECTION IMPROVEMENT, EAGLE	2022	Awarded (or equiv.)	112	CN	\$6,611,937.00 <b>\$9,708,783.00</b>	\$6,611,937.00 <b>\$9,708,783.00</b>	\$0.00 <b>\$0.00</b>
20367	3	US 20, PHYLLIS CANAL BR TO SH-16, ADA CO	2023	Development	112	PE PC	\$150,000.00 \$14,000.00 <b>\$164,000.00</b>	\$150,000.00 \$14,000.00 <b>\$164,000.00</b>	\$0.00 \$0.00 <b>\$0.00</b>
22165	3	US 20/26, I 84 TO MIDDLETON RD, CANYON CO	2022	Development	112	PE	\$150,000.00 <b>\$150,000.00</b>	\$150,000.00 <b>\$150,000.00</b>	\$0.00 <b>\$0.00</b>
22712	3	I 84B, GARRITY BLVD & STAMM LN INT IMPV, NAMPA	2027	Development	112	PE	\$137,583.00 <b>\$137,583.00</b>	\$137,583.00 <b>\$137,583.00</b>	\$0.00 <b>\$0.00</b>
22717	3	SH 45, LOCUST LANE INTERSECTION, NAMPA	2027	Development	112	PE	\$146,717.00 <b>\$146,717.00</b>	\$146,717.00 <b>\$146,717.00</b>	\$0.00 <b>\$0.00</b>
23081	3	I 84, FRANKLIN RD IC TO KARCHER IC - EAST, NAMPA	2022	Awarded (or equiv.)	112	CN	\$460,521.02 <b>\$460,521.02</b>	\$0.00 <b>\$0.00</b>	\$460,521.02 <b>\$460,521.02</b>
23095	3	I 84, FIVE MILE RD OVERPASS & WIDENING (NEPA), BOISE	2025	Development	112	PC	\$101,000.00 <b>\$101,000.00</b>	\$0.00 <b>\$0.00</b>	\$101,000.00 <b>\$101,000.00</b>
23099	3	I 84, EXIT 25 IMPROVEMENT, CANYON CO	2022	Development	112	CN	\$1,300,000.00 <b>\$1,300,000.00</b>	\$0.00 <b>\$0.00</b>	\$1,300,000.00 <b>\$1,300,000.00</b>
State Hwy - Safety & Capacity (Capacity) Total							<b>\$12,168,604.02</b>	<b>\$10,307,083.00</b>	<b>\$1,861,521.02</b>
<b>TECM</b>									
22715	3	SH 55, FARMWAY RD TO MIDDLETON RD, CANYON CO	2024	Development	149	PE PC	\$1,000,000.00 \$10,000,000.00 <b>\$11,000,000.00</b>	\$500,000.00 \$10,000,000.00 <b>\$10,500,000.00</b>	\$500,000.00 \$0.00 <b>\$500,000.00</b>
23336	3	I 84, KARCHER IC, CANYON CO	2023	Development	149	PE PC	\$250,000.00 \$2,000,000.00 <b>\$2,250,000.00</b>	\$250,000.00 \$2,000,000.00 <b>\$2,250,000.00</b>	\$0.00 \$0.00 <b>\$0.00</b>
23337	3	US 20, MIDDLETON RD TO STAR RD, ADA/CANYON COS	2024	Development	149	PE PC	\$1,000,000.00 \$6,773,800.00 <b>\$7,773,800.00</b>	\$1,000,000.00 \$6,773,800.00 <b>\$7,773,800.00</b>	\$0.00 \$0.00 <b>\$0.00</b>
23341	3	I 84, SH 44 IC TO CENTENNIAL WAY IC, CANYON CO	2022	Development	149	PE PC	\$100,000.00 \$2,000,000.00 <b>\$2,100,000.00</b>	\$100,000.00 \$2,000,000.00 <b>\$2,100,000.00</b>	\$0.00 \$0.00 <b>\$0.00</b>
23437	3	I 84, CENTENNIAL IC TO FRANKLIN IC, CANYON CO	2023	Development	149	PE PC	\$1,000,000.00 \$8,000,000.00 <b>\$9,000,000.00</b>	\$1,000,000.00 \$8,000,000.00 <b>\$9,000,000.00</b>	\$0.00 \$0.00 <b>\$0.00</b>
TECM Total							<b>\$32,123,800.00</b>	<b>\$31,623,800.00</b>	<b>\$500,000.00</b>

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
<b>TECM Bonding</b>									
22165	3	US 20/26, I 84 TO MIDDLETON RD, CANYON CO	2022	Development	150	CN	\$37,000,000.00 <b>\$37,000,000.00</b>	\$0.00 <b>\$0.00</b>	\$37,000,000.00 <b>\$37,000,000.00</b>
23408	3	SH 16, USTICK RD TO US 20/26, ADA & CANYON COS	2022	Development	150	CE CC CN	\$500,000.00 \$5,000,000.00 \$50,000,000.00 <b>\$55,500,000.00</b>	\$0.00 \$0.00 \$0.00 <b>\$0.00</b>	\$500,000.00 \$5,000,000.00 \$50,000,000.00 <b>\$55,500,000.00</b>
23409	3	SH 16, FRANKLIN RD TO USTICK RD, ADA & CANYON COS	2022	Development	150	CE CC CN	\$500,000.00 \$5,000,000.00 \$50,000,000.00 <b>\$55,500,000.00</b>	\$0.00 \$0.00 \$0.00 <b>\$0.00</b>	\$500,000.00 \$5,000,000.00 \$50,000,000.00 <b>\$55,500,000.00</b>
23410	3	SH 16, I 84 TO FRANKLIN RD, ADA & CANYON COS	2022	Development	150	CE CC CN	\$500,000.00 \$5,000,000.00 \$55,000,000.00 <b>\$60,500,000.00</b>	\$0.00 \$0.00 \$0.00 <b>\$0.00</b>	\$500,000.00 \$5,000,000.00 \$55,000,000.00 <b>\$60,500,000.00</b>
TECM Bonding Total							<b>\$208,500,000.00</b>	<b>\$0.00</b>	<b>\$208,500,000.00</b>
<b>State Hwy - System Support</b>									
22963	3	LOCAL, FY22 GREENLEAF 8 ADA RAMPS	2022	Development	102	CN	\$58,000.00 <b>\$58,000.00</b>	\$0.00 <b>\$0.00</b>	\$58,000.00 <b>\$58,000.00</b>
State Hwy - System Support Total							<b>\$58,000.00</b>	<b>\$0.00</b>	<b>\$58,000.00</b>
<b>State Hwy - Board Unallocated</b>									
23456	3	I 84, MERIDIAN RD IC TO EAGLE RD IC, DESIGN, MERIDIAN	2022	Development	71	PC	\$1,325,000.00 <b>\$1,325,000.00</b>	\$0.00 <b>\$0.00</b>	\$1,325,000.00 <b>\$1,325,000.00</b>
State Hwy - Board Unallocated Total							<b>\$1,325,000.00</b>	<b>\$0.00</b>	<b>\$1,325,000.00</b>
<b>State Hwy - Planning &amp; Scoping</b>									
7827	3	SH 44, CORRIDOR STUDY, JCT I 84 TO EAGLE	2022	Awarded (or equiv.)	104	PC	\$960,000.00 <b>\$960,000.00</b>	\$50,000.00 <b>\$50,000.00</b>	\$910,000.00 <b>\$910,000.00</b>
State Hwy - Planning & Scoping Total							<b>\$960,000.00</b>	<b>\$50,000.00</b>	<b>\$910,000.00</b>
<b>Hwy - Metropolitan Planning</b>									
20640	3	LOCAL, FY22 COMPASS METRO PLANNING	2022	Development	91	PC	\$1,199,189.00 <b>\$1,199,189.00</b>	\$100,841.79 <b>\$100,841.79</b>	\$1,098,347.21 <b>\$1,098,347.21</b>
Hwy - Metropolitan Planning Total							<b>\$1,199,189.00</b>	<b>\$100,841.79</b>	<b>\$1,098,347.21</b>
<b>Local Hwy - Transportation Alternatives</b>									
20259	3	LOCAL, FY23 ROADWAY & ADA IMPROVEMENTS PART 1, BOISE AREA	2023	Development	134	PC	\$136,000.00 <b>\$136,000.00</b>	\$0.00 <b>\$0.00</b>	\$136,000.00 <b>\$136,000.00</b>

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
22922	3	LOCAL, FY22 CANYON CO SRTS COORDINATOR & ACTIVITIES	2022	Development	134	CN	\$64,753.00	\$0.00	\$64,753.00
							<b>\$64,753.00</b>	<b>\$0.00</b>	<b>\$64,753.00</b>
22944	3	LOCAL, FY22 STODDARD PATHWAY, NAMPA	2022	Development	134	CE	\$12,000.00	\$0.00	\$12,000.00
						CC	\$44,000.00	\$0.00	\$44,000.00
						CL	\$10,000.00	\$0.00	\$10,000.00
						CN	\$348,000.00	\$0.00	\$348,000.00
							<b>\$414,000.00</b>	<b>\$0.00</b>	<b>\$414,000.00</b>
Local Hwy - Transportation Alternatives Total							<b>\$614,753.00</b>	<b>\$0.00</b>	<b>\$614,753.00</b>
<b>State Hwy - Freight</b>									
22103	3	OFFSYS, FRANKLIN BLVD & 3RD N FREIGHT IMPRV, NAMPA	2023	Development	139	PE	\$9,000.00	\$0.00	\$9,000.00
						PC	\$900,000.00	\$0.00	\$900,000.00
						PL	\$50,000.00	\$0.00	\$50,000.00
							<b>\$959,000.00</b>	<b>\$0.00</b>	<b>\$959,000.00</b>
State Hwy - Freight Total							<b>\$959,000.00</b>	<b>\$0.00</b>	<b>\$959,000.00</b>
<b>Local Hwy - Urban</b>									
13494	3	STC-7787, OLD HWY 30; W PLYMOUTH ST BR, CANYON CO	2023	Development	46	RW	\$171,000.00	\$0.00	\$171,000.00
							<b>\$171,000.00</b>	<b>\$0.00</b>	<b>\$171,000.00</b>
19920	3	LOCAL, FY22 COMPASS PLANNING	2022	Development	46	PC	\$99,000.00	\$99,000.00	\$0.00
							<b>\$99,000.00</b>	<b>\$99,000.00</b>	<b>\$0.00</b>
20560	3	LOCAL, FY23 COMPASS PLANNING	2023	Development	46	PC	\$99,000.00	\$0.00	\$99,000.00
							<b>\$99,000.00</b>	<b>\$0.00</b>	<b>\$99,000.00</b>
20729	3	LOCAL, FY22 ACHD COMMUTERIDE	2022	Awarded (or equiv.)	46	CN	\$55,000.00	\$55,000.00	\$0.00
							<b>\$55,000.00</b>	<b>\$55,000.00</b>	<b>\$0.00</b>
22015	3	LOCAL, FY23 ACHD COMMUTERIDE	2023	Development	46	CN	\$55,000.00	\$0.00	\$55,000.00
							<b>\$55,000.00</b>	<b>\$0.00</b>	<b>\$55,000.00</b>
22438	3	LOCAL, CHERRY LN; 11TH AVE N TO IDAHO CENTER BLVD, NAMPA	2500	Development	46	PE	\$5,000.00	\$0.00	\$5,000.00
						PC	\$30,000.00	\$0.00	\$30,000.00
						PL	\$38,000.00	\$0.00	\$38,000.00
							<b>\$73,000.00</b>	<b>\$0.00</b>	<b>\$73,000.00</b>
Local Hwy - Urban Total							<b>\$552,000.00</b>	<b>\$154,000.00</b>	<b>\$398,000.00</b>
<b>Local Hwy - Transportation Management Area</b>									
19465	3	LOCAL, FY22 CAPITAL MAINTENANCE, PH 1, BOISE	2022	Development	51	CE	\$236,000.00	\$0.00	\$236,000.00
						CC	\$472,000.00	\$0.00	\$472,000.00
						CN	\$4,972,000.00	\$0.00	\$4,972,000.00
							<b>\$5,680,000.00</b>	<b>\$0.00</b>	<b>\$5,680,000.00</b>

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
19763	3	LOCAL, FY22 TRANSIT ASSET MANAGEMENT, VRT	2022	Development	51	CN	\$3,056,000.00 <b>\$3,056,000.00</b>	\$0.00 <b>\$0.00</b>	\$3,056,000.00 <b>\$3,056,000.00</b>
19920	3	LOCAL, FY22 COMPASS PLANNING	2022	Development	51	PC	\$232,000.00 <b>\$232,000.00</b>	\$232,000.00 <b>\$232,000.00</b>	\$0.00 <b>\$0.00</b>
20122	3	LOCAL, FY22 CAPITAL MAINTENANCE, PH 2, BOISE	2022	Development	51	CE CC CN	\$101,000.00 \$202,000.00 \$2,022,500.00 <b>\$2,325,500.00</b>	\$0.00 \$0.00 \$0.00 <b>\$0.00</b>	\$101,000.00 \$202,000.00 \$2,022,500.00 <b>\$2,325,500.00</b>
20674	3	LOCAL, FY24, ROADWAY AND ADA IMPROVEMENTS, BOISE	2024	Development	51	PC	\$1,055,000.00 <b>\$1,055,000.00</b>	\$1,055,000.00 <b>\$1,055,000.00</b>	\$0.00 <b>\$0.00</b>
20729	3	LOCAL, FY22 ACHD COMMUTERIDE	2022	Awarded (or equiv.)	51	CN	\$220,000.00 <b>\$220,000.00</b>	\$220,000.00 <b>\$220,000.00</b>	\$0.00 <b>\$0.00</b>
23095	3	I 84, FIVE MILE RD OVERPASS & WIDENING (NEPA), BOISE	2025	Development	51	PC	\$552,000.00 <b>\$552,000.00</b>	\$0.00 <b>\$0.00</b>	\$552,000.00 <b>\$552,000.00</b>
23324	3	LOCAL, GARDEN ST PATHWAY, CASSIA PARK TO ALBION, BOISE	2024	Development	51	PE PC PL	\$4,000.00 \$81,000.00 \$35,000.00 <b>\$120,000.00</b>	\$0.00 \$0.00 \$0.00 <b>\$0.00</b>	\$4,000.00 \$81,000.00 \$35,000.00 <b>\$120,000.00</b>
Local Hwy - Transportation Management Area Total							<b>\$13,240,500.00</b>	<b>\$1,507,000.00</b>	<b>\$11,733,500.00</b>
<b>Local Hwy - Transportation Alternatives; TMA</b>									
20542	3	LOCAL, PED IMPROVEMENTS, EAGLE RD, MERIDIAN	2025	Development	133	PE PC	\$11,000.00 \$78,000.00 <b>\$89,000.00</b>	\$0.00 \$0.00 <b>\$0.00</b>	\$11,000.00 \$78,000.00 <b>\$89,000.00</b>
23307	3	LOCAL, FEDERAL WAY AND BROADWAY AVE PATHWAY, BOISE	2500	Development	133	PE PC PL	\$5,000.00 \$134,000.00 \$36,000.00 <b>\$175,000.00</b>	\$0.00 \$0.00 \$0.00 <b>\$0.00</b>	\$5,000.00 \$134,000.00 \$36,000.00 <b>\$175,000.00</b>
Local Hwy - Transportation Alternatives; TMA Total							<b>\$264,000.00</b>	<b>\$0.00</b>	<b>\$264,000.00</b>
<b>Local Hwy - Rural</b>									
13964	3	STC-3798, PECKHAM RD, GOLDEN GATE HD	2022	Development	45	UT CC CN	\$25,000.00 \$777,000.00 \$2,818,000.00 <b>\$3,620,000.00</b>	\$25,000.00 \$0.00 \$0.00 <b>\$25,000.00</b>	\$0.00 \$777,000.00 \$2,818,000.00 <b>\$3,595,000.00</b>
Local Hwy - Rural Total							<b>\$3,620,000.00</b>	<b>\$25,000.00</b>	<b>\$3,595,000.00</b>

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
<b>Local Hwy - Bridge</b>									
13494	3	STC-7787, OLD HWY 30; W PLYMOUTH ST BR, CANYON CO	2023	Development	49	RW	\$149,000.00	\$0.00	\$149,000.00
							<b>\$149,000.00</b>	<b>\$0.00</b>	<b>\$149,000.00</b>
Local Hwy - Bridge Total							<b>\$149,000.00</b>	<b>\$0.00</b>	<b>\$149,000.00</b>
<b>Hwy Safety - Railroad Crossings</b>									
20537	3	OFFSYS, BENJAMIN LN, BVRR RRX 819604W, BOISE	2022	Development	22	CN	\$310,000.00	\$0.00	\$310,000.00
							<b>\$310,000.00</b>	<b>\$0.00</b>	<b>\$310,000.00</b>
20606	3	OFFSYS, OLD FORT BOISE RD UPRR RRX, NOTUS-PARMA HD	2023	Development	22	PE UT	\$10,000.00 \$10,000.00	\$0.00 \$0.00	\$10,000.00 \$10,000.00
							<b>\$20,000.00</b>	<b>\$0.00</b>	<b>\$20,000.00</b>
23389	3	SMA-9833, N MILWAUKEE ST BVRR RRX 906394X, BOISE	2022	Development	22	PE CN	\$7,000.00 \$200,000.00	\$7,000.00 \$0.00	\$0.00 \$200,000.00
							<b>\$207,000.00</b>	<b>\$7,000.00</b>	<b>\$200,000.00</b>
Hwy Safety - Railroad Crossings Total							<b>\$537,000.00</b>	<b>\$7,000.00</b>	<b>\$530,000.00</b>
<b>Hwy - Federal Lands Access</b>									
22600	3	STC-3787, WESTERN HERITAGE BYWAY (SWAN FALLS RD), ADA CO	2025	Development	59	PC	\$226,000.00	\$0.00	\$226,000.00
							<b>\$226,000.00</b>	<b>\$0.00</b>	<b>\$226,000.00</b>
22602	3	STC-3714, INDIANA AND ORCHARD SHARED ROADWAY, CANYON HD #4	2025	Development	59	PC	\$119,000.00	\$0.00	\$119,000.00
							<b>\$119,000.00</b>	<b>\$0.00</b>	<b>\$119,000.00</b>
Hwy - Federal Lands Access Total							<b>\$345,000.00</b>	<b>\$0.00</b>	<b>\$345,000.00</b>
<b>Hwy - Non-Participating</b>									
13494	3	STC-7787, OLD HWY 30; W PLYMOUTH ST BR, CANYON CO	2023	Development	69	PC	\$0.00	\$104,000.00	(\$104,000.00)
							<b>\$0.00</b>	<b>\$104,000.00</b>	<b>(\$104,000.00)</b>
Hwy - Non-Participating Total							<b>\$0.00</b>	<b>\$104,000.00</b>	<b>(\$104,000.00)</b>
<b>Hwy - Local Partnerships</b>									
13918	3	LOCAL, RAIL WITH TRAIL PATHWAY, MERIDIAN	2024	Development	79	RW	\$120,000.00	\$0.00	\$120,000.00
							<b>\$120,000.00</b>	<b>\$0.00</b>	<b>\$120,000.00</b>
19465	3	LOCAL, FY22 CAPITAL MAINTENANCE, PH 1, BOISE	2022	Development	79	CE CN	\$65,000.00 \$182,000.00	\$0.00 \$0.00	\$65,000.00 \$182,000.00
							<b>\$247,000.00</b>	<b>\$0.00</b>	<b>\$247,000.00</b>
19993	3	LOCAL, FY23 ROADWAY & ADA IMPROVEMENTS, PT 2, BOISE AREA	2023	Development	79	LP	\$250,000.00	\$0.00	\$250,000.00
							<b>\$250,000.00</b>	<b>\$0.00</b>	<b>\$250,000.00</b>
20259	3	LOCAL, FY23 ROADWAY & ADA IMPROVEMENTS PART 1, BOISE AREA	2023	Development	79	LP	\$500,000.00	\$0.00	\$500,000.00
							<b>\$500,000.00</b>	<b>\$0.00</b>	<b>\$500,000.00</b>

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
20542	3	LOCAL, PED IMPROVEMENTS, EAGLE RD, MERIDIAN	2025	Development	79	PL	\$10,000.00	\$0.00	\$10,000.00
							<b>\$10,000.00</b>	<b>\$0.00</b>	<b>\$10,000.00</b>
20674	3	LOCAL, FY24, ROADWAY AND ADA IMPROVEMENTS, BOISE	2024	Development	79	PE	\$29,000.00	\$0.00	\$29,000.00
						PC	\$178,000.00	\$0.00	\$178,000.00
							<b>\$207,000.00</b>	<b>\$0.00</b>	<b>\$207,000.00</b>
20841	3	SH 55, BIKE/PED BR OVER BOISE RV, EAGLE	2023	PS&E (or equiv.)	79	CE	\$5,000.00	\$5,000.00	\$0.00
						CC	\$475,000.00	\$0.00	\$475,000.00
						CL	\$75,000.00	\$75,000.00	\$0.00
						CN	\$814,922.00	\$0.00	\$814,922.00
							<b>\$1,369,922.00</b>	<b>\$80,000.00</b>	<b>\$1,289,922.00</b>
21896	3	LOCAL, FY25 ROADWAY AND ADA IMPROVEMENTS, BOISE	2025	Development	79	PE	\$29,000.00	\$0.00	\$29,000.00
							<b>\$29,000.00</b>	<b>\$0.00</b>	<b>\$29,000.00</b>
23095	3	I 84, FIVE MILE RD OVERPASS & WIDENING (NEPA), BOISE	2025	Development	79	PC	\$245,000.00	\$0.00	\$245,000.00
							<b>\$245,000.00</b>	<b>\$0.00</b>	<b>\$245,000.00</b>
Hwy - Local Partnerships Total							<b>\$2,977,922.00</b>	<b>\$80,000.00</b>	<b>\$2,897,922.00</b>
<b>Hwy GARVEE - 2017 Legislative Authorization</b>									
20788	3	SH 16, I 84 TO US 20/26 & SH44 IC, ADA & CANYON COS	2500	Development	142	PE	(\$50,000.00)	(\$50,000.00)	\$0.00
						RW	(\$100,000.00)	(\$100,000.00)	\$0.00
						LP	(\$1,454,120.00)	(\$1,454,120.00)	\$0.00
						UT	\$1,150,000.00	\$1,150,000.00	\$0.00
						CE	\$39,489.00	\$39,489.00	\$0.00
						CN	\$414,631.00	\$414,631.00	\$0.00
							<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
Hwy GARVEE - 2017 Legislative Authorization Total							<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
Report Total							<b>\$308,882,127.92</b>	<b>\$46,493,449.79</b>	<b>\$262,388,678.13</b>