



Working together to plan for the future

RESOLUTION NO. 13-2022

**FOR THE PURPOSE OF MODIFYING 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, 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 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 Board Administrative Modification to the FY2022-2028 Regional Transportation Improvement Program.

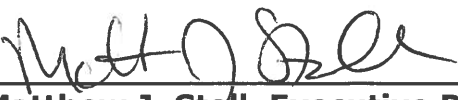
NOW, THEREFORE, BE IT RESOLVED, that the Community Planning Association of Southwest Idaho's Executive Committee approves the modifications to the FY2022-2028 Regional Transportation Improvement Program.

ADOPTED this 12th day of April 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

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COMPASS Board Administrative Modification #3 for the
FY2022-2028 Regional Transportation Improvement Program

Idaho Transportation Department, February 2022

		Scheduled Costs (including Match) (costs in \$1,000)								
Key No	Project	Cost year	PE	PC	RW	UT	CE	CN	SUM	
20405	I-84, Bridge Repairs, District 3 - FY2022	2022	0 41				112 201	1592 2109	1704 2351	
	Funding Source: STBG-State Provide bridge repairs at the following locations on Interstate 84: Sand Hollow Road, Galloway Road, Purple Sage Road, US 20/26, Ten Mile Road, Hunter Lateral, Ridenbaugh Canal, Five Mile Creek, Indian Creek, Mayfield Road, Squaw Creek, and Canyon Creek. (Ada County 53%, Elmore County 16%, Canyon County 23%, and Payette County 4%) (Federal = \$2,178,000) Increase construction costs to match current engineer's estimates. Previous obligations: \$89,000 Original total: \$1,793,000 New total: \$2,440,000 Percent increase: 36%	2023							0	
		2024								0
		2025								0
		2026								0
		PD								0
		SUM	0 41	0	0	0	112 201	1592 2109	1704 2351	
	22165	US 20/26 (Chinden), I-84 to Middleton Road, Canyon County	2022	0 150				0 2800	37000 28399	37000 31349
Funding Source: TECM Widen US 20/26 (Chinden Boulevard) from Interstate 84 to Middleton Road to six lanes in the City of Caldwell. Work includes a continuous median traffic separator with u-turn opportunities, and installation of two additional traffic signals. (Federal = \$0) Increase construction costs to match current engineer's estimate. Previous obligations: \$13,425,000 Original total: \$50,425,000 New total: \$53,581,000 Percent increase: 6%		2023							0	
		2024								0
		2025								0
		2026								0
		PD								0
		SUM	0 150	0	0	0	0 2800	37000 28399	37000 31349	
22165		US 20/26 (Chinden), I-84 to Middleton Road, Canyon County	2022					0 500		0 500
	Funding Source: State Same as above. (Federal = \$0) Increase construction costs to match current engineer's estimate.	2023							0	
		2024				0 300	0 700	0 7100	0 8100	
		2025							0	
		2026							0	
		PD							0	
		SUM	0	0	0	0 300	0 1200	0 7100	0 8600	

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PC	RW	UT	CE	CN	SUM
22165	US 20/26 (Chinden), I-84 to Middleton Road, Canyon County	2022						0 207	0 207
	Funding Source: Local Participating Same as above. (Federal = \$0) Increase construction costs to match current engineer's estimate.	2023							0
		2024							0
		2025							0
		2026							0
		PD							0
		SUM	0	0	0	0	0	0 207	0 207

Regional Transportation Advisory Committee Balancing, March 2022

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PC	RW	UT	CE	CN	SUM
19763	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2022	2022						529 952	529 952
	Funding Source: STBG-TMA Fund capital replacement projects, such as rolling stock, infrastructure, and technology, identified in the Transit Asset Management Plan in FY2022 in the Boise Urbanized Area. (Federal = \$882,000) Increase costs by \$423,000 to help offset deferred capital replacement. Original total: \$3,077,000 New total: \$3,500,000 Percent increase: 14%	2023							0
		2024							0
		2025							0
		2026							0
		PD							0
		SUM	0	0	0	0	0	529 952	529 952
19763	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2022	2022						2548	2548
	Funding Source: STBG-TMA (CRRSAA) Same as above. (Federal = \$2,361,000) No change to this funding source.	2023							0
		2024							0
		2025							0
		2026							0
		PD							0
		SUM	0	0	0	0	0	2548	2548

CE = Construction Engineering
 CN = Construction
 CRRSAA = Coronavirus Response and Relief Supplemental Appropriations Act of 2021
 FY = Fiscal Year
 I = Interstate
 PE = Preliminary Engineering
 PC = Preliminary Engineering Consultant
 RW = Right-of-Way
 STBG=Surface Transportation Block Grant
 TECM = Transportation Expansion and Congestion Mitigation
 TIP = Transportation Improvement Program
 TMA = Transportation Management Area (Boise Urbanized Area)
 UT = Utilities
 VRT = Valley Regional Transit

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