



# Working together to plan for the future

**REGIONAL TRANSPORTATION ADVISORY COMMITTEE**  
**January 23, 2019 - 8:30 a.m.**  
**COMPASS, 1st Floor Board Room**  
**700 NE 2nd Street, Meridian, Idaho**

**\*\* AGENDA \*\***

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

**II. AGENDA ADDITIONS/CHANGES**

**III. OPEN DISCUSSION/ANNOUNCEMENTS**

**IV. CONSENT AGENDA**

Page 3 **\*A. Approve November 28, 2018, RTAC Meeting Minutes**

**V. ACTION ITEMS**

8:35 **A. Elect 2019 Chair and Vice Chair** **Liisa Itkonen**  
*Liisa Itkonen will facilitate the election of RTAC Chair and Vice Chair.*

8:45 **\*B. Recommend Adoption of Resolution X-2019, Amending the** **Toni Tisdale**  
Page 7 **FY2019-2023 Regional Transportation Improvement Program**  
**(TIP)**  
*Toni Tisdale will seek RTAC recommendation for COMPASS Board of Directors' adoption of Resolution X-2019, amending the FY2019-2023 TIP.*

8:50 **\*C. Recommend Updated Transportation Improvement Program** **Toni Tisdale**  
Page 11 **Policies**  
*Toni Tisdale will seek a recommendation for COMPASS Board of Directors' approval to update policies related to the TIP.*

9:05 **\*D. Approve Transportation Management Area (TMA) Balancing** **Toni Tisdale**  
Page 34 *Toni Tisdale will seek RTAC approval to balance TMA programs.*

9:20 **E. Recommend Extension of Delivery Deadlines on Local** **Toni Tisdale**  
**Federal-Aid Projects**  
*Toni Tisdale will seek a recommendation for COMPASS Board of Directors' approval to extend deadlines on local federal-aid projects.*

**VI. INFORMATION/DISCUSSION ITEMS**

9:30 **\*A. Review Transit Asset Management Plan and Targets** **Rhonda Jalbert**  
Page 49 *Rhonda Jalbert, Valley Regional Transit Development Director, will review Valley Regional Transit's transit asset management plan and targets.*

- 9:55      **B. Provide Overview of Boise State (Bronco) Shuttle Service**      **Drew Alexander/  
Rhonda Jalbert**  
*Drew Alexander, Boise State Capital Planner, and Rhonda Jalbert, Valley Regional Transit Development Director, will provide an overview of the Bronco Shuttle program.*
- 10:10      **\*C. Discuss "Explore" Phase of *Communities in Motion 2050***      **Carl Miller**  
Page 51      *Carl Miller will review and seek feedback on the first phase of the next long-range transportation plan.*
- 10:30      **\*D Request Member Agencies' Submittals for FY2020 Unified**      **Memo Only**  
Page 53      **Planning Work Program Tasks**  
*Liisa Itkonen requests member agencies submit their FY2020 requests for COMPASS assistance for tasks over four workdays.*

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

- Page 55      **\*A. RTAC Agenda Worksheet**  
Page 60      **\*B. Obligation Report**

**VIII. OTHER:**

**Next Meeting:**

- **February 6, 2019, Optional Workshop: Review FY2020-2022 TIP Funding Applications**
- **February 27, 2019, Regular RTAC Meeting**

**IX. ADJOURNMENT (10:35)**

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

*Those needing assistance with COMPASS events or materials, or needing materials in alternate formats, please call 475-2229 with 48 hours advance notice.*

*Si necesita asistencia con una junta de COMPASS, o necesita un documento en otro formato, por favor llame al 475-2229 con 48 horas de anticipación.*

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**REGIONAL TRANSPORTATION ADVISORY COMMITTEE  
NOVEMBER 28, 2018  
COMPASS, 1<sup>ST</sup> FLOOR BOARD ROOM  
MERIDIAN, IDAHO**

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

**ATTENDEES:**

Drew Alexander, Boise State University  
Nichoel Baird Spencer, City of Eagle, **Chair**  
Phil Bandy for Hal Forsgren, Councilman, City of Melba  
Jeff Barnes, City of Nampa  
Gordon Bates, Golden Gate Highway District #3  
Lee Belt, City of Greenleaf  
Chris Daly, Ada County Development Services  
De Enrico, City of Wilder  
Randall Falkner, City of Middleton  
Tom Ferch, Ada County Highway District  
Maureen Gresham, Ada County Highway District  
Caleb Hood, City of Meridian  
Wendy Howell, City of Kuna  
Rhonda Jalbert, Valley Regional Transit  
Caleb Lakey, Idaho Transportation Department  
Nathan Leigh, Mayor, City of Parma  
Justin Lucas, Ada County Highway District  
Robb MacDonald, City of Caldwell, **Vice Chair**  
Brian McClure, City of Meridian  
Patricia Nilsson, Canyon County Development Services  
Zach Piepmeyer, City of Boise  
Lenny Riccio for Chris Hopper, Canyon Highway District No. 4  
Deanna Smith, Public Participation Workgroup  
Kelly Wentworth for Mitra Mehta-Cooper, Ada County Development Services

**MEMBERS ABSENT:**

Chad Bell, Mayor, City of Star  
Clair Bowman, City of Nampa  
Daren Fluke, City of Boise  
Karen Gallagher, City of Boise  
Rob Howarth, Central District Health, Ex. officio  
Megan Leatherman, Ada County Development Services  
Kyle McCormick, Canyon County Development Services  
Robert Simison, City of Meridian  
Jenah Thornborrow, City of Garden City  
Sajonara Tipuric, City of Caldwell  
Michael Toole, Department of Environmental Quality  
Bill Vaughan, City of Eagle  
Rick Wallace, Jr., Councilman, City of Notus

**OTHERS PRESENT:** Nancy Brecks, COMPASS  
Jacob Hassard, VRT  
Rachel Haukkala, COMPASS  
Daniel Hernandez, COMPASS  
Stephan Hunt, VRT  
Liisa Itkonen, COMPASS  
Amy Luft, COMPASS  
Carl Miller, COMPASS  
Brian Parker, VRT  
Kathy Parker, COMPASS  
Lan Smith, LHTAC  
Matt Stoll, COMPASS  
Toni Tisdale, COMPASS  
Hailey Townsend, COMPASS

**CALL TO ORDER:**

Chair Nichoel Baird Spencer called the meeting to order at 8:30 a.m.

**AGENDA ADDITIONS/CHANGES**

None.

**OPEN DISCUSSION/ANNOUNCEMENTS**

General announcements were made.

**CONSENT AGENDA**

- A. Approve October 24, 2018, RTAC Meeting Minutes**
- B. Approve 2019 RTAC Meeting Dates/Times**

**Nathan Leigh moved and Jeff Barnes seconded approval of the Consent Agenda as presented. Motion passed unanimously.**

**ACTION ITEMS**

- A. Recommend Adding New Proposed Funded Projects in *Communities in Motion 2040 2.0* (CIM 2040 2.0)**

Liisa Itkonen presented a request to add new proposed funded projects in CIM 2040 2.0., widening US 20/26 from I-84 to Middleton Road to six lanes and purchase right-of-way for future construction of SH 16 from I-84 to US 20/26.

After discussion, **Patricia Nilsson moved and Justin Lucas seconded to recommend COMPASS Board of Directors' approval of including new proposed funded projects in CIM 2040 2.0 as presented. Motion passed.**

- B. Recommend Online Communities in Motion 2040 2.0 (CIM 2040 2.0) Document Update Policy**

Liisa Itkonen presented a policy proposal for making factual updates to the information in the online CIM 2040 2.0 document. The proposed policy does not change the way COMPASS formally amends the plan to make policy changes, or to add new funded or unfunded projects to the plan.

After discussion, **Patricia Nilsson moved and Maureen Gresham seconded to recommend COMPASS Board approval of the policy updating CIM 2040 2.0 as presented. Minor changes will be provided to RTAC for review. If approved, RTAC will review the policy again in January 2020. Motion passed unanimously.**

**C. Recommend Adoption of Resolution xx-2019 Amending the FY2019-2023 Regional Transportation Improvement Program (TIP)**

Toni Tisdale presented amendments to the FY2019-2023 TIP. Changes were requested by ITD to move federal and state funds replaced by the federal INFRA grant to other project, and an increase to an ITD study by more than 30 percent, and adjust a City of Kuna project to provide updated estimated costs.

After discussion, **Justin Lucas moved and Caleb Hood seconded recommending COMPASS Board adoption of Resolution xx-2019, amending the FY2019-2023 TIP as presented. Motion passed.**

**D. Approve Transportation Management Area Balancing**

Toni Tisdale presented a request to balance the Transportation Management Area programs. Requests for funding were received from Ada County Highway District, City of Meridian, City of Eagle, and Valley Regional Transit.

After discussion, **Caleb Hood moved and Rhonda Jalbert seconded approval of the balancing actions as discussed:**

- **STP-TMA: ACHD - increase design for Phase 2 maintenance project, \$5,000**  
**VRT- increase capital maintenance, FY2018, \$389,000**
- **TAP-TMA: City of Eagle – increase Dry Creek Trail project, \$25,000**  
**City of Meridian – increase Five Mile Creek project, \$46,000**

**Motion passed unanimously.**

**INFORMATION/DISCUSSION ITEMS**

**A. Review Obligation Deadlines**

Toni Tisdale reviewed upcoming deadlines for obligation of federal-aid funding.

**B. Review Transit Performance Dashboard**

Brian Parker, VRT Associate Planner, reviewed the transit performance measure plan and dashboard.

**C. Review Transit Asset Management Policy and Plan**

Rhonda Jalbert, VRT Development Director, reviewed the transit asset management plan investment prioritization.

**D. Discuss Next Long-Range Transportation Plan**

Liisa Itkonen reviewed federal requirements for the next long-range transportation plan and approaches to key topics and timelines.

**E. Updates to the Project Development Program (memo only)**

Kathy Parker provided a memo in the packet recapping the discussion by the RTAC subcommittee about changes to the Project Development Program.

**Next Meeting:** January 23, 2019

**ADJOURNMENT**

**Meeting was adjourned at 10:00 a.m.**

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## RTAC AGENDA ITEM V-B

Date: January 23, 2019

### **Topic: Amendment to the FY2019-2023 Regional Transportation Improvement Program (TIP)**

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

COMPASS staff seeks Regional Transportation Advisory Committee recommendation of COMPASS Board of Directors' adoption of Resolution X-2019 (Attachment 1) amending the FY2019-2023 TIP.

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

A summary of the actions in the amendment is provided below; details are provided in Attachment 1.

Idaho Transportation Department (ITD) staff requested a significant increase to the construction cost of the State Highway 55, Snake River Bridge project near the City of Marsing to match the construction awarded contract in October 2018. The additional funding was obtained through statewide balancing. Construction is funded with state funding, scheduled over two fiscal years.

Amendment 1 was processed on November 13, 2018, by the Executive Committee and ratified by the COMPASS Board of Directors on December 17, 2018. When processing the original amendment COMPASS staff received incorrect information. The construction amount is actually \$2.8 million more than requested in the second year of construction, which requires an amendment.

Public comment is not required for this action.

COMPASS staff will seek COMPASS Board of Directors' adoption of Resolution X-2019 on February 25, 2019.

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

This amendment allows the project's construction costs to increase in order to be fully funded in FY2019 and FY2020 using state funds.

#### **More Information:**

- 1) Attachment 1: Resolution X-2019
- 2) For detailed information contact: Toni Tisdale, Principal Planner, at 208/475-2238 or [ttisdale@compassidaho.org](mailto:ttisdale@compassidaho.org).

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**RESOLUTION NO. X-2019**

**FOR THE PURPOSE OF AMENDING THE FY2019-2023 REGIONAL  
TRANSPORTATION IMPROVEMENT PROGRAM**

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

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

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

**WHEREAS**, the 1990 Clean Air Act Amendments requires all transportation plans and programs in nonattainment or maintenance areas demonstrate conformity to applicable state implementation plans for air quality improvement;

**WHEREAS**, no additional review for air quality conformity is necessary for this action;

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

**WHEREAS**, no additional public involvement is necessary for this action;

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

**WHEREAS**, the Community Planning Association of Southwest Idaho developed this amendment to the FY2019-2023 Regional Transportation Improvement Program in compliance with all applicable state and federal regulations; and

**WHEREAS**, the attached table details the amendment to the FY2019-2023 Regional Transportation Improvement Program.



**NOW, THEREFORE, BE IT RESOLVED,** that the Community Planning Association of Southwest Idaho's Board of Directors approves the amendment to the FY2019-2023 Regional Transportation Improvement Program.

**ADOPTED** this 25th day of February 2019.

**By:** \_\_\_\_\_  
**Tom Dale, 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 Amendment #3  
 FY2019-2023 Regional Transportation Improvement Program

Per Staff Review

| Key No | Project  | Scheduled Costs (including Match) (costs in \$1,000) |    |     |    |     |     |       |       |
|--------|--|--|----|-----|----|-----|-----|-------|-------|
|        |  | Cost year  | PE | PEC | RW | UT  | CE  | CN    | SUM   |
| 13387  | SH-55, Snake River Bridge, Marsing   | 2019   | 0  | 0   |    | 180 | 625 | 4436  | 5241  |
|        |  |  | 9  | -9  |    |     | 603 |       | 5219  |
|        | Funding Source: Bridge State   | 2020   |    |     |    |     |     | 8378  | 8378  |
|        |  |  |    |     |    |     |     | 11187 | 11187 |
|        | Replace bridge on SH-55 over the Snake River near the City of Marsing. (69% Canyon County and 31% Owyhee County). (Federal = \$0)  | 2021   |    |     |    |     |     |       | 0     |
|        |  | 2022   |    |     |    |     |     |       | 0     |
|        |  | 2023   |    |     |    |     |     |       | 0     |
|        |  | PD   |    |     |    |     |     | 0     |       |
|        |  | SUM  | 0  | 0   | 0  | 180 | 625 | 12814 | 13619 |
|        |  |  | 9  | -9  |    |     | 603 | 15623 | 16406 |
|        | Decrease PEC by \$9,319 and CE by \$22,000 in FY2019. Increase PE by \$8,502 in FY2019 and CN by \$2,809,000 in FY2020. Changes to match final bid. Funds through statewide balancing. (18.67% increase)<br>Previous expenditures = \$1,309,000<br>Total cost = \$17,715,000 |  |    |     |    |     |     |       |       |

PE = Preliminary Engineering  
 PEC = Preliminary Engineering Consultant  
 RW = Right-of-Way

UT = Utilities  
 CE = Construction Engineering  
 CN = Construction

FY = Fiscal Year  
 KN = Key Number  
 PD = Preliminary Development

SH = State Highway

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## RTAC AGENDA ITEM V-C

Date: January 23, 2019

### Topic: Updated Transportation Improvement Program Policies

#### Request/Recommendation:

COMPASS staff seeks a Regional Transportation Advisory Committee (RTAC) recommendation for COMPASS Board of Directors' approval of updated policies relating to the Regional Transportation Improvement Program (TIP).

#### Background/Summary:

The TIP policies direct staff and RTAC on matters related to management and operations of programs within the TIP. Staff periodically reviews the policies and recommends changes to ensure they meet the needs of member agencies. At this time, COMPASS staff is recommending updates to three policies, as well as the addition of one new policy.

Two versions of each policy are provided in Attachments 1-3 – one version with changes tracked and one “clean” version of the revised document. Attachment 4 is a new policy, so there is not a corresponding “track changes” version. A brief summary of each policy and recommended significant changes follows (many minor changes are also included for correction or clarification):

- **COMPASS Regional Transportation Improvement Program (TIP) Amendments** (Policy 2019-02) (Attachment 1)
  - Provides guidance and criteria for all changes to the TIP and the process used for specific actions.
  - Summary of significant changes:
    - Revise format to match other COMPASS policies
    - Changes to criteria for administrative modifications:
      - Add:
        - Changes within a “Suite of Projects” that fit criteria within the overall corridor
        - ITD changes through the End-of-Year program and redistribution
        - Action for an emergency situation
      - Remove:
        - Increase project total using local funds
- **Balancing Surface Transportation Program (STP) and Transportation Alternatives Program (TAP) Funds** (Policy 2019-03) (Attachment 2)
  - Provides guidance and prioritization for balancing programs that COMPASS manages through normal balancing actions, as well as through the End-of-Year Program and redistribution.
  - Summary of significant changes:
    - Add guidance regarding how to deal with a tie using prioritization criteria

- **Transportation Management Area (TMA) Funding Eligibility** (Policy 2019-04) (Attachment 3)
  - Provides guidance on where and when TMA funds may be used.
  - Summary of significant changes:
    - No significant changes recommended.
- **Transportation Alternatives Program – Transportation Management Area (TAP-TMA) Program Eligibility** (Policy 2019-05) (Attachment 4)
  - Provides guidance on eligibility requirements for the TAP-TMA program.
  - ITD is updating their TAP manual, and requested that COMPASS provide a policy for the TAP-TMA program so they can reference the policy in the ITD TAP manual.
  - Summary of the policy:
    - COMPASS will follow the same program qualifications as the Federal Highway Administration for TAP funds allocated in the Boise Urbanized Area, with no additional limitations.
    - Selection criteria includes a review of delivery and performance of past projects administered by the project sponsor and their ability to deliver a new project on time and on budget.

Next Steps:

COMPASS staff will seek COMPASS Board of Directors' adoption of the new and revised policies on February 25, 2019.

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

The recommended policy updates will help ensure clarity and transparency in funding decisions regarding program amendment protocols, eligibility, project selection, and balancing priorities.

**More Information:**

- 1) Attachment 1: COMPASS Regional Transportation Improvement Program (TIP) Amendments
- 2) Attachment 2: Balancing Surface Transportation Program (STP) and Transportation Alternatives Program (TAP) Funds
- 3) Attachment 3: Transportation Management Area (TMA) Funding Eligibility
- 4) Attachment 4: Transportation Alternatives Program – Transportation Management Area (TAP-TMA) Program Eligibility
- 5) For detailed information contact: Toni Tisdale, Principal Planner, at 208/475-2238 or [ttisdale@compassidaho.org](mailto:ttisdale@compassidaho.org).

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## **POLICY STATEMENT**

### **No. Board 2019-02**

**Adopted:** XX  
**By:** COMPASS Board of Directors  
**Last Revision:** December 21, 2015

### **Policy Statement:**

#### **COMPASS Regional Transportation Improvement Program (TIP) Amendments**

### **Background:**

COMPASS updates the TIP on an annual basis, similar to the Idaho Transportation Department's (ITD's) Statewide Transportation Investment Program (STIP) update schedule. COMPASS works closely with ITD, Valley Regional Transit, and member agencies to keep the TIP as accurate as possible throughout the fiscal year, as changes to projects are certain to occur.

### **Process:**

Changes are processed either through an amendment, which requires approval by the COMPASS Board of Directors and possibly public involvement, depending on the nature of the change, or an administrative modification, which requires approval by the COMPASS Executive Director.

- Amendments
  - Triggered by:
    - Notification of changes from ITD, the Local Highway Technical Assistance Council (LHTAC), or Valley Regional Transit
    - Balancing actions, following Urban or Transportation Management Area (TMA) Balancing Guidelines
  - Other considerations:
    - Could require notification of the Interagency Consultation Committee, if change triggers an amendment to the air quality conformity demonstration – up to 60 days
    - Could require a public comment period – open for minimum 15 days
- Administrative Modifications
  - Triggered by:
    - Notification of changes from ITD, LHTAC, or Valley Regional Transit
    - Balancing actions, following Urban or TMA Balancing Guidelines
  - Other considerations:
    - Included as information item in next COMPASS Board packet
    - Emailed to Regional Transportation Advisory Committee

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

Changes to projects obligated in previous years, but not included in the current TIP, will be processed as existing projects.

The process matrix on the next page provides criteria to determine how a requested change is processed in the TIP.

### **Previous Policy:**

This policy replaces the original TIP Amendment Policy approved by the COMPASS Board of Directors on December 17, 2007, and amended on February 25, 2008, December 10, 2010, April 21, 2014, and December 21, 2015. There was no policy number on the original policy.

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

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

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

## Process Matrix

| Tasks  | Amendment | Administrative Modification | Needs Public Involvement | No Action Needed |
|--|-----------|-----------------------------|--------------------------|------------------|
| <b>AMENDMENTS</b>  |           |                             |                          |                  |
| 1. Add new project   | X         |                             | X                        |                  |
| 2. Remove project  | X         |                             | X                        |                  |
| 3. Advance or delay funds across fiscal years outside the first four years of the program  | X         |                             |                          |                  |
| 4. Significant* change to project termini or scope   | X         |                             | X                        |                  |
| 5. Change that affects air quality conformity demonstration  | X         |                             | X                        |                  |
| 6. Transfer funding from the Federal Highway Administration (FHWA) to the Federal Transit Administration (FTA) or vice versa                         | X         |                             |                          |                  |
| 7. Change in project costs, if project total increases by more than > 30% or \$2,000,000, whichever is less, with minimum change amount of \$25,000  | X         |                             |                          |                  |
| 8. Conversion of funds from local to federal using limitations in #7   | X         |                             |                          |                  |
| <b>ADMINISTRATIVE MODIFICATIONS</b>  |           |                             |                          |                  |
| 9. Mirror existing TIP with a new TIP to align first quarter obligations, after COMPASS Board of Directors' approval of the new TIP                  |           | X                           |                          |                  |
| 10. Changes within a "Suite of Projects" that fit criteria within the overall corridor**   |           | X                           |                          |                  |
| 11. COMPASS changes through the End-of-Year program and redistribution funded by ITD, after COMPASS Board of Directors' approval of local priorities |           | X                           |                          |                  |
| 12. ITD changes through the End-of-Year program and redistribution***  |           | X                           |                          |                  |
| 13. Action for an emergency situation ****   |           | X                           |                          |                  |
| 14. Any change not specifically listed above that does not trigger an amendment  |           | X                           |                          |                  |
| <b>NO ACTION REQUIRED</b>  |           |                             |                          |                  |
| 15. Spelling or grammatical corrections  |           |                             |                          | X                |
| 16. Add detail or clarification to the description, if the scope of the project is not affected  |           |                             |                          | X                |
| 17. Change match rate, if the total is not affected by the change  |           |                             |                          | X                |
| 18. Change status of informational items (such as inflation, performance measure, funding allocation, or project type)                               |           |                             |                          | X                |
| 19. Clarify title of the project if scope is not affected  |           |                             |                          | X                |

### \*Definition of "significant"

- Construction: termini change greater than ¼ mile, or scope change that is inconsistent with the National Environmental Policy Act (NEPA) documentation or will alter the NEPA determination, or that would be functionally different from current expectations, such as a change in modal improvements, increase or decrease in number of lanes, or change the type of intersection (traditional vs. roundabout).
- Public transportation: change in use of funds, such as changing from a capital project to an operations project.
- If significance is unclear, the COMPASS Executive Director will determine.

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

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

\*\*\*\*Emergency situation to be determined by COMPASS Executive Director. An example: action taken to begin work on a project due to extenuating circumstances, such as damage to a facility due to extreme weather or a vehicle crash. The COMPASS Board of Directors will be notified of action via email.

## **POLICY STATEMENT**

### **No. Board 2019-02**

**Adopted:** XX  
**By:** COMPASS Board of Directors  
**Last Revision:** December 21, 2015

### **Policy Statement:**

#### **COMPASS Regional Transportation Improvement Program (TIP) Amendments**

### **Background:**

COMPASS updates the TIP on an annual basis, similar to the Idaho Transportation Department's (ITD's) Statewide Transportation Investment Program (STIP) update schedule. COMPASS works closely with ITD, Valley Regional Transit, and member agencies to keep the TIP as accurate as possible throughout the fiscal year, as changes to projects are certain to occur.

### **Process:**

Changes are processed either through an amendment, which requires approval by the COMPASS Board of Directors and possibly public involvement, depending on the nature of the change, or an administrative modification, which requires approval by the COMPASS Executive Director.

- Amendments
  - Triggered by:
    - Notification of changes from ITD, the Local Highway Technical Assistance Council (LHTAC), or Valley Regional Transit
    - Balancing actions, following Urban or Transportation Management Area (TMA) Balancing Guidelines
  - Other considerations:
    - Could require notification of the Interagency Consultation Committee, if change triggers an amendment to the air quality conformity demonstration – up to 60 days
    - Could require a public comment period – open for minimum 15 days
- Administrative Modifications
  - Triggered by:
    - Notification of changes from ITD, LHTAC, or Valley Regional Transit
    - Balancing actions, following Urban or TMA Balancing Guidelines
  - Other considerations:
    - Included as information item in next COMPASS Board packet
    - Emailed to Regional Transportation Advisory Committee



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

Changes to projects obligated in previous years, but not included in the current TIP, will be processed as existing projects.

The process matrix on the next page provides criteria to determine how a requested change is processed in the TIP.

### **Previous Policy:**

This policy replaces the original TIP Amendment Policy approved by the COMPASS Board of Directors on December 17, 2007, and amended on February 25, 2008, December 10, 2010, April 21, 2014, and December 21, 2015. There was no policy number on the original policy.

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

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- Link to Interagency Consultation Committee webpage: <http://www.compassidaho.org/people/icc.htm>
- Link to Public Involvement webpage: <http://www.compassidaho.org/people/publicinvolvement.htm>
- Link to TIP policies and procedures: <http://www.compassidaho.org/prodserv/transimprovement.htm#TIPAmendPol>

## Process Matrix

| Tasks   | Amendment | Administrative Modification | Needs Public Involvement | No Action Needed |
|---|-----------|-----------------------------|--------------------------|------------------|
| <b>AMENDMENTS</b>   |           |                             |                          |                  |
| 1. Add new project  | X         |                             | X                        |                  |
| 2. Remove project   | X         |                             | X                        |                  |
| 3. Advance or delay funds across fiscal years outside the first four years of the program   | X         |                             |                          |                  |
| 4. Significant* change to project termini or scope  | X         |                             | X                        |                  |
| 5. Change that affects air quality conformity demonstration   | X         |                             | X                        |                  |
| 6. Transfer funding from the <b>Federal Highway Administration (FHWA)</b> to the <b>Federal Transit Administration (FTA)</b> or vice versa  | X         |                             |                          |                  |
| 7. <b>Change in project costs, if project total increases by more than &gt; 30% or \$2,000,000, whichever is less, with minimum change amount of \$25,000</b>                         | X         |                             |                          |                  |
| 8. Conversion of funds from local to federal using limitations in #7  | X         |                             |                          |                  |
| <b>ADMINISTRATIVE MODIFICATIONS</b>   |           |                             |                          |                  |
| 9. <del>Mirroring of</del> existing TIP with <b>a new TIP for to alignment of 1<sup>st</sup> first quarter obligations, after COMPASS Board of Directors' approval of the new TIP</b> |           | X                           |                          |                  |
| 10. <del>Increase project total using local funds</del>   |           | X                           |                          |                  |
| 11. <b>Changes within a "Suite of Projects" that fit criteria within the overall corridor**</b>   |           | X                           |                          |                  |
| 12. <b>COMPASS Changes through the End-of-Year program and redistribution funded by ITD, after COMPASS Board of Directors' approval of local priorities</b>                           |           | X                           |                          |                  |
| 13. <b>ITD changes through the End-of-Year program and redistribution***</b>  |           | X                           |                          |                  |
| 14. <b>Action for an emergency situation *****</b>  |           | X                           |                          |                  |
| 15. Any change not specifically listed above that does not trigger an <b>a</b> Amendment  |           | X                           |                          |                  |
| <b>NO ACTION REQUIRED</b>   |           |                             |                          |                  |
| 16. Spelling or grammatical corrections   |           |                             |                          | X                |
| 17. Add detail or clarification to the description, if the scope of the project is not affected   |           |                             |                          | X                |
| 18. Change match rate, if the total is not affected by the change   |           |                             |                          | X                |
| 19. Change status of informational items (such as inflation, performance measure, funding allocation, or project type)  |           |                             |                          | X                |
| 20. Clarify title of the project if scope is not affected   |           |                             |                          | X                |

\*Definition of "significant"

- Construction: termini change greater than ¼ mile, ~~or S~~scope change that is inconsistent with the **National Environmental Policy Act (NEPA)** documentation or will alter the NEPA determination, or that would be functionally different from current expectations, such as a change in multi-modal improvements, increase or decrease in number of lanes, or change the type of intersection (traditional vs. roundabout).
- Public transportation: change ~~of in~~ use of funds, such as changing from a capital project to an operations project.
- If significance is unclear, the COMPASS Executive Director will determine.

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

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

\*\*\*\*Emergency situation to be determined by COMPASS Executive Director. An example: action taken to begin work on a project due to extenuating circumstances, such as damage to a facility due to extreme weather or a vehicle crash. The COMPASS Board of Directors will be notified of action via email.



**POLICY STATEMENT**

**No. Board 2019-03**

**Adopted:** XX  
**By:** COMPASS Board of Directors  
**Last Revision:** June 20, 2016

**Policy Statement:**

**Balancing Surface Transportation Program (STP) and Transportation Alternatives Program (TAP) Funds**

**Background:**

STP and TAP funds are directly allocated to areas with populations over 200,000 (Transportation Management Areas [TMAs]). The Regional Transportation Advisory Committee (RTAC) is responsible for balancing the programs.

STP funds for areas 5,000 to 200,000 population are managed by the Idaho Transportation Department (ITD); however, the Urban Balancing Committee is responsible for balancing the program.

TAP funds for areas 5,000 to 200,000 population are managed by ITD and awarded through a competitive process. TAP funds managed by ITD are typically not allowed to change once a project is added to the program.

This policy provides direction to prioritize funds available through cost savings and through the End-of-Year Program and redistribution for current-year projects.

**Programming Available Funding in the Current Year and Transportation Improvement Program Update:**

As funding needs are known, sponsors should submit requests to COMPASS staff to add the projects to COMPASS' lists of funding needs. COMPASS maintains two lists – one for projects funded with TMA funds, which is shared with RTAC, and one for projects funded with STP-Urban funds, which is shared with the Urban Balancing Committee.

The philosophy of these priorities is to target funds towards current construction, then use funds for design or right-of-way needs in an effort to minimize the delay of scheduled projects.

Projects currently funded in the STP and TAP programs are the top priorities for funds in order to fully develop and build projects in the programs. Project needs in other programs may be funded with STP and TAP funds if projects meet program eligibility and if no other projects are ready to use the funds within the programs at the appropriate time.

COMPASS staff will recommend funding actions for both the TMA and Urban programs, based on the following order of priorities for balancing:

1. Cover cost overruns/project needs in the construction phase for projects in the STP or TAP programs consistent with the original project scope
2. Remove or reduce an "advance construction" situation (where construction costs are spread over two or more funding years) on projects in the STP or TAP programs
3. Cover cost overruns/project needs or advance design or right-of-way phases on construction projects in the STP or TAP programs consistent with original project scope
4. Advance the construction phase on projects in the STP or TAP programs
5. Cover cost overruns/project needs or advance planning projects in the STP or TAP programs consistent with original project scope
6. Cover cost overruns/project needs in the construction phase on projects in non-STP or TAP programs consistent with original project scope
7. Cover non-construction cost overruns/project needs or advance design or right-of-way phases on construction projects in non-STP or TAP programs consistent with original project scope
8. Cover cost overruns/project needs or advance planning projects in non-STP or TAP programs consistent with original project scope
9. Add new projects as prioritized by the COMPASS Board of Directors
  - New projects should align with the goals, vision, and direction of the long-range transportation plan
  - Construction for new projects is typically added in preliminary development (PD). Other phases of the project (design and right-of-way) may be added in earlier years of the program, if funds are available
  - The limit for PD in STP-TMA is two times the projected funding allocation in the last year of the program
  - The limit for PD in STP-Urban is \$5,000,000 per metropolitan planning organization or the Local Highway Technical Assistance Council. Projects are added in coordination with the Urban Balancing Committee
    - The construction phase may not advance into a funded year until the concept report is approved by ITD

If there is a tie using the above prioritization criteria:

- RTAC will determine how the TMA programs will be balanced, without a recommendation from COMPASS staff
- The COMPASS Executive Director, in coordination with the Urban Balancing Committee, will determine how the Urban program will be balanced, after discussions with sponsor agencies involved in the tie

Capital improvements for alternative transportation, such as bus or van replacements, are considered "construction" projects.

STP and TAP programs should balance as close to 100% of the estimated allocation as possible.

## **Prioritizing End-of-Year and Redistribution Requests:**

Redistribution funds coming to the State of Idaho are allocated using ITD's formula and distributed to the appropriate programs.

End-of-Year funds are funds "swept" by ITD when projects were unable to obligate prior to deadlines – July 1 for design or right-of-way and August 1 for construction.

End-of-Year Program and redistribution funds are first made available to projects within each program. If there are not enough projects in the program ready for obligation, funds may become available for other programs.

The COMPASS Board of Directors approves the priority order of requests submitted for consideration of funding through the End-of-Year Program and redistribution, based on ITD's philosophy of "construction first." The priority order is:

1. Obtain 100% of the estimated allocation
  - Congress historically limits obligation authority to 92%-97% of the estimated allocation
2. Cover cost overruns/project needs on projects obligated in a previous year or currently under contract
3. Advance the construction phase of projects
  - Projects must be ready for advertisement, including submittal of all agreements, and a check for local match, by August 1 of the programmed year
4. Cover cost overruns/project needs or advance design or right-of-way phases on construction projects
5. Cover cost overruns/projects needs or advance planning projects

Public transportation projects requiring funds to transfer to the Federal Transit Administration are not eligible for this program because the deadline for a transfer is June 1. The End-of-Year Program and redistribution occur in late August and early September.

### **Adjustments within a project:**

Sponsoring agencies may adjust funding among funding categories within a project budget in a fiscal year, if there is no net change to the funding total for the year of change.

### **Previous Policy:**

This policy replaces original policy 16-02, approved by the COMPASS Board of Directors on June 20, 2016.

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## POLICY STATEMENT

Attachment 2

No. Board ~~16-022019-03~~

Adopted: ~~June 20, 2016~~<sup>XX</sup>  
By: COMPASS Board of Directors  
Recommended by: ~~RTAC, May 25, 2016~~  
Last Revision: June 20, 2016

### Policy Statement:

#### Balancing ~~Policy for~~ Surface Transportation Program (STP) and Transportation Alternatives ~~Program~~ (TAP) Funds

### Policy Statement Background:

STP and TAP funds are directly allocated to areas with populations over 200,000 (Transportation Management Areas [TMA<sub>s</sub>]). The Regional Transportation Advisory Committee (RTAC) is responsible for ~~making recommendations to~~ balance<sup>ing</sup> the programs.

STP funds for areas 5,000 to 200,000 population are managed by [the Idaho Transportation Department \(ITD\)](#); however, the Urban Balancing Committee is responsible for balancing the program.

TAP funds for areas 5,000 to 200,000 population are managed by ITD and awarded through a competitive ~~basis~~<sup>process</sup>. TAP funds managed by ITD are typically not allowed to change once a project is added to the program.

This policy provides direction to prioritize funds available through cost savings and [through](#) the End-of-Year Program and redistribution for current-year projects. ~~The policy is based on the current Rule Book for MPO STP Urban Committee Meetings and Idaho Transportation Department (ITD) Administrative Policy 5011, as well as past TMA Balancing Committee Guidelines.~~

### Programming Available Funding in the Current Year and ~~TIP~~ Transportation Improvement Program (TIP) Update:

As funding needs are known, sponsors should ~~submit a requests to~~ COMPASS staff to add [the projects to the COMPASS' lists of funding needs](#). COMPASS maintains two lists - [one for projects funded with TMA funds, which is shared with RTAC, and one for projects funded with STP-Urban funds, which is shared with the Urban Balancing Committee.](#), ~~and one for projects funded with TMA funds, which is shared with RTAC.~~ ~~notify COMPASS staff to include requests on the needs list, a list of known funding needs, providing a transparent process.~~ The STP-Urban needs list is shared with the Urban Balancing Committee and the TMA needs list is shared with RTAC for reference regarding balancing recommendations.

The philosophy of these priorities is to target funds towards current construction, then use funds for design or right-of-way needs in an effort to minimize the delay of scheduled projects.

Projects currently funded in the STP and TAP programs are the top priorities for funds in order to fully develop and build projects in the programs. Project needs in other programs may be funded with STP and TAP funds if projects meet program eligibility and if no other projects are ready to use the funds within the programs at the appropriate time.

COMPASS staff will recommend funding actions for both the TMA and Urban programs, based on the following order of Ppriorities for balancing:

1. Cover cost overruns/project needs ~~on-in the~~ construction phase ~~on-for~~ projects in the STP or TAP programs consistent with the original project scope
2. Remove or reduce an "advance construction" situation (where construction costs are-is spread over two- or more funding years) on projects in the STP or TAP programs
3. Cover \*cost overruns/project needs or advance design or right-of-way phases on construction projects in the STP or TAP programs consistent with original project scope
4. Advance the construction phase on projects in the STP or TAP programs
5. Cover \*cost overruns/project needs or advance planning projects ~~on-projects~~ in the STP or TAP programs consistent with original project scope
6. Cover \*cost overruns/project needs ~~on-in the~~ construction phase on projects in non-STP or TAP programs consistent with original project scope
7. Cover \*non-construction cost overruns/project needs or advance design or right-of-way phases on construction projects in non-STP or TAP programs consistent with original project scope
8. Cover \*cost overruns/project needs or advance ~~on-~~planning projects in non-STP or TAP programs consistent with original project scope
9. Add new projects as prioritized by the COMPASS Board of Directors
  - New projects should align with the goals, vision, and direction of the long-range transportation plan
  - Construction for new projects is typically added in preliminary development (PD). Other phases of the project (design and right-of-way) may be added in earlier years of the program, if funds are available
  - The limit for PD in STP-TMA is ~~threetwo-~~ times the projected funding allocation in the last year of the program
  - The limit for PD in STP-Urban is \$5,000,000 per metropolitan planning organization or the Local Highway Technical Assistance Council. Projects are added in coordination with the Urban Balancing Committee
    - The construction phase may not advance into a funded year until the concept report is approved by ITD

~~\*Funds requested for a cost overrun must be consistent with the original scope of the project.~~



If there is a tie using the above prioritization criteria:

- RTAC will determine how the TMA programs will be balanced, without a recommendation from COMPASS staff
- The COMPASS Executive Director, in coordination with the Urban Balancing Committee, will determine how the Urban program will be balanced, after discussions with sponsor agencies involved in the tie

~~The philosophy of these priorities is to target funds towards current construction, then use funds for design or right-of-way needs in an effort to minimize the delay of scheduled projects.~~

~~Projects currently funded in the STP and TAP programs are the top priorities for funds in order to fully develop and build projects in the programs. Project needs in other programs may be funded with STP and TAP funds, if projects meet program eligibility, and if no other projects are ready to use the funds within the programs at the appropriate time.~~

Capital improvements for alternative transportation, such as bus or van replacements, are considered "construction" projects.

STP and TAP programs should balance as close to 100% of the estimated allocation as possible.

## **Prioritizing End-of-Year and Redistribution Requests:**

Redistribution funds coming to the State of Idaho are allocated using ITD's formula and distributed to the appropriate programs.

End-of-Year funds are funds "swept" by ITD ~~because when~~ projects were unable to obligate prior to deadlines – July 1 for design or right-of-way and August 1 for construction.

End-of-Year Program and redistribution funds are first made available to projects within each program. If there are not enough projects in the program ready for obligation, funds may ~~be made-become~~ available for other programs.

The COMPASS Board ~~of Directors~~ approves the priority order of requests submitted for consideration of funding through the End-of-Year Program and redistribution, based on ITD's philosophy of "construction first." The ~~priorities include~~ priority order is:

1. Obtaining 100% of the estimated allocation ~~is the top priority~~
  - Congress historically limits obligation authority to 94-92%-97% of the estimated allocation
2. Cover cost overruns/project needs on projects obligated in a previous year, or currently under contract
3. Advance the construction phase of projects
  - Projects must be ready for advertisement, including submittal of all agreements, and a check for local match, by August 1 of the programmed year
4. Cover cost overruns/project needs or advance design or right-of-way phases on construction projects
5. Cover cost overruns/projects needs or advance ~~on~~ planning projects

Public transportation projects requiring funds to transfer to the Federal Transit Administration FTA are not eligible for this program because the deadline for a transfer is June 1. The End-of-Year Program and redistribution occur in late August and early September.

### **Other considerations Adjustments within a project:**

Sponsoring agencies may adjust funding ~~between-among~~ funding categories within a project budget in a fiscal year, if there is no net change to the funding total for the year of change.

### **Previous Policy:**

This policy replaces original policy 16-02, approved by the COMPASS Board of Directors on June 20, 2016.

## **POLICY STATEMENT**

### **No. Board 2019-04**

**Adopted:** XX  
**By:** COMPASS Board of Directors  
**Last Revision:** April 18, 2016

### **Policy Statement:**

#### **Transportation Management Area (TMA) Funding Eligibility**

##### **Background:**

Surface Transportation Program (STP) and Transportation Alternatives Program (TAP) funds are directly allocated to areas with populations over 200,000 (Transportation Management Areas [TMAs]). Currently, the Boise Urbanized Area is the only TMA in the State of Idaho.

Funds directly allocated to a TMA will be programmed within the TMA, as defined by the adjusted urbanized area map adopted by the COMPASS Board of Directors on August 19, 2013 (Attachment). However, funds may be considered for programming outside the TMA if all of the following conditions are met:

1. A comprehensive\* call for project applications was conducted, and
2. Qualified project applications meeting the appropriate program criteria\*\* were not received for projects within the TMA boundary, and
3. Qualified project applications meeting the adopted program criteria\*\* were submitted from outside the TMA boundary, and
4. Funding is available.

A qualified project application is defined as any application that:

1. Meets the goals and vision of the long-range transportation plan, and
2. Leverages other sources of funds to the extent possible, and
3. Provides a description of how the project benefits the region, and especially the TMA, and
4. Demonstrates project readiness, defined as ability to meet obligation deadlines, and is within the budget presented.

At least the first three years of the TMA programs will be fully programmed.

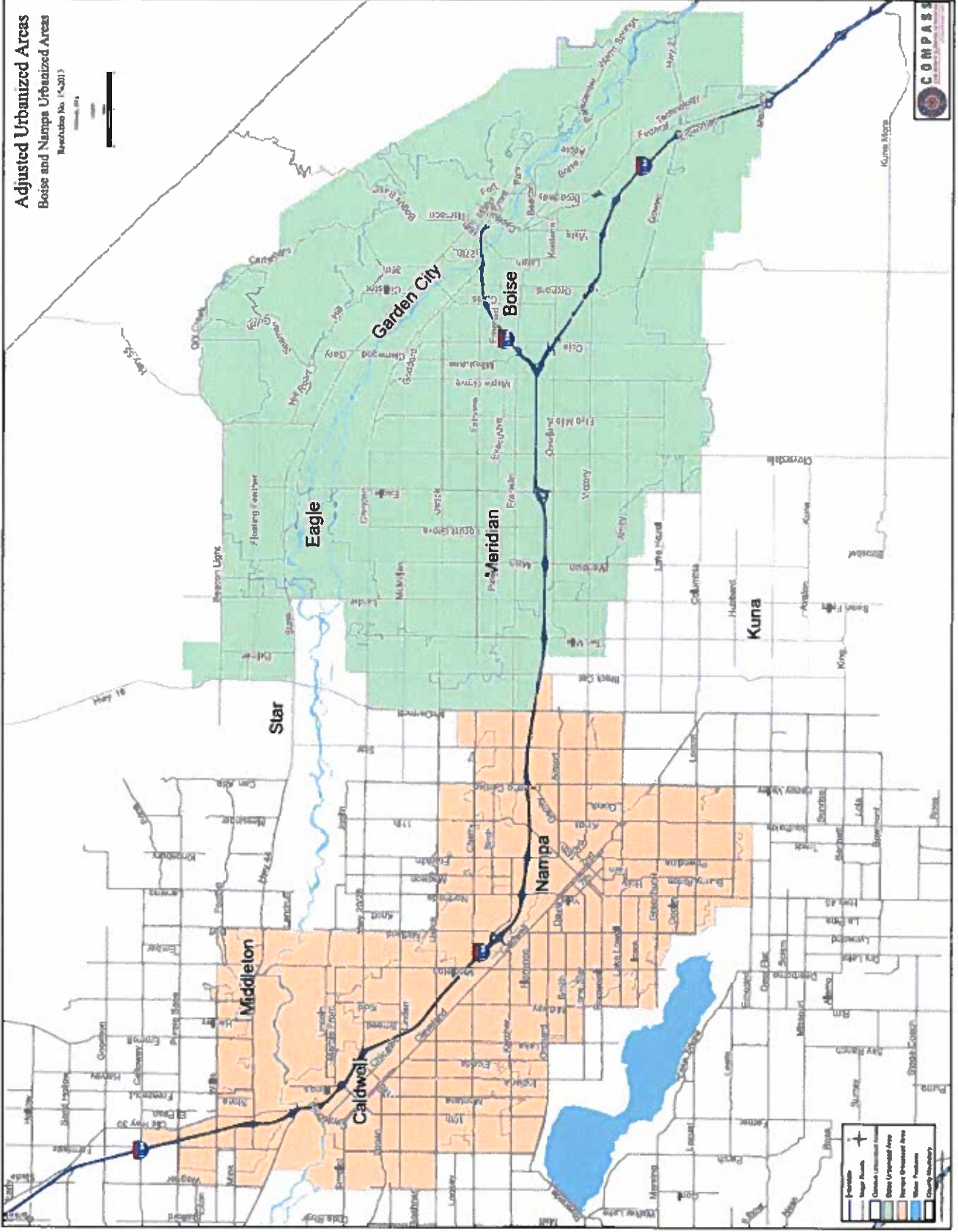
\*A comprehensive call for project applications includes outreach to all eligible applicants, including COMPASS members and non-members.

\*\*Program criteria for the STP and TAP programs are included with the application materials and incorporate the goals and vision of the long-range transportation plan.

**Previous Policy:**

This policy replaces original policy 16-01, approved by the COMPASS Board of Directors on April 18, 2016.

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**POLICY STATEMENT**

**No. Board** ~~16-01~~2019-04

**Adopted:** ~~April 18, 2016~~XX  
**By:** COMPASS Board of Directors  
**Last Revision:** ~~None~~April 18, 2016

**Policy Statement:**

**Transportation Management Area (TMA) Funding Eligibility**

Background:

Surface Transportation Program (STP) and Transportation Alternatives Program (TAP) funds are directly allocated to areas with populations over 200,000 (Transportation Management Areas [TMAs]). Currently, the Boise Urbanized Area is the only TMA in the Sstate of Idaho.

Funds directly allocated to a TMA will be ~~focused and~~ programmed within the TMA, as defined by the adjusted urbanized area map adopted by the COMPASS Board of Directors on August 19, 2013 (~~Exhibit A~~Attachment). However, Ffunds may be considered for programming outside the TMA ~~only if all of under~~ the following conditions are met:

1. A comprehensive\* call for project applications was conducted<sub>17</sub> and
2. Qualified project applications meeting the appropriate program criteria\*\* ~~are were~~ not received for projects within the TMA boundary<sub>14</sub> and
3. Qualified project applications meeting the adopted program criteria\*\* ~~are were~~ submitted from outside the TMA boundary<sub>17</sub> and
4. Funding is available<sub>1</sub>.

A qualified project application is defined as any application that:

1. Meets the goals and vision of the long-range transportation plan<sub>17</sub> and
2. Leverages other sources of funds to the extent possible<sub>14</sub> and
3. Provides a description of how the project benefits the region, and especially the TMA<sub>17</sub> and
4. Demonstrates project readiness, defined as ability to meet obligation deadlines<sub>1</sub> and is within the budget presented<sub>1</sub>.

~~Full programming of~~ At least the first three years of the TMA programs ~~will occur~~will be fully programmed at least the first three years of the program.

\*A comprehensive call for project applications includes outreach to all eligible applicants, including COMPASS members and non-members.

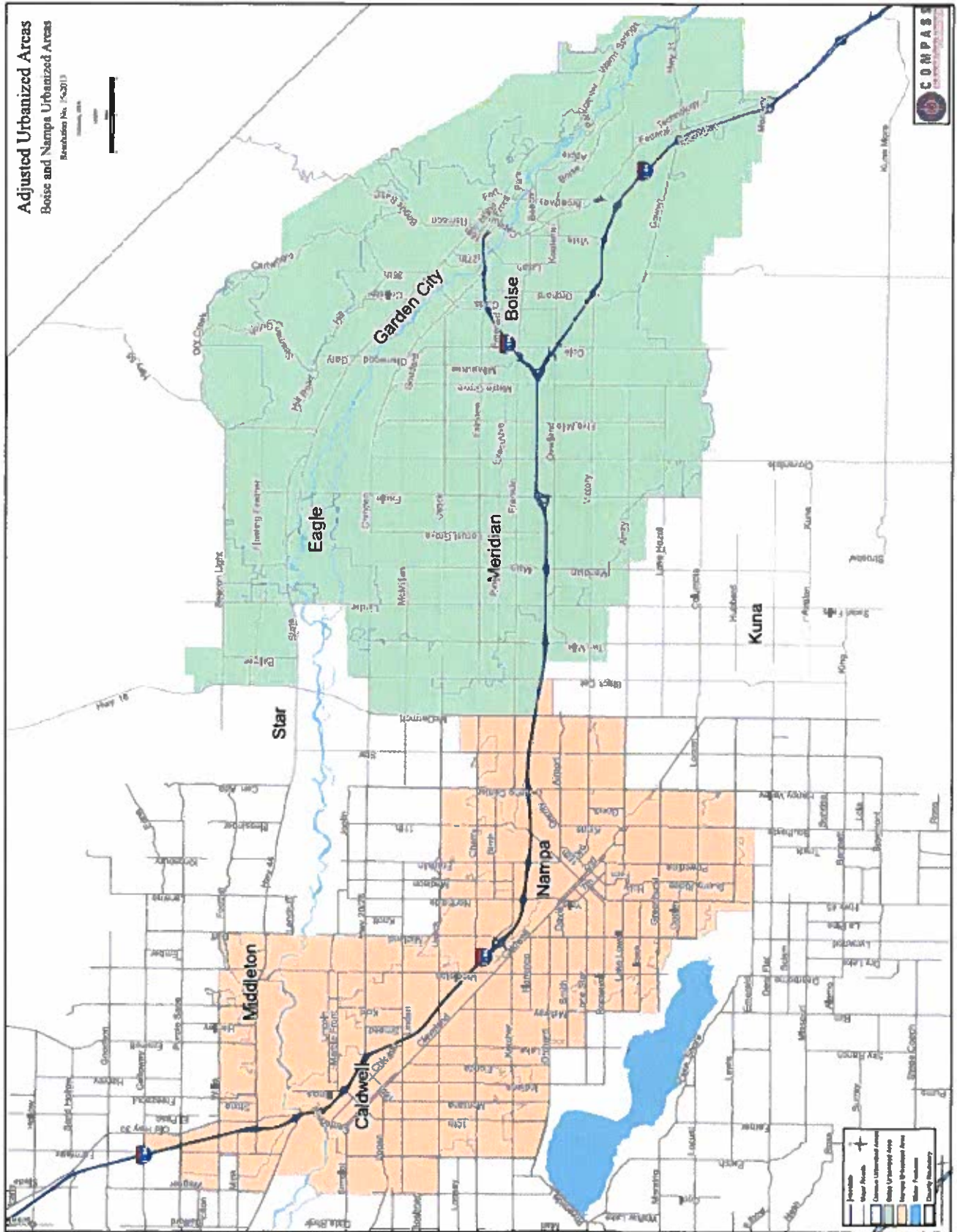
\*\*Program criteria for the STP and TAP programs are included with the application materials<sub>7</sub> and incorporate the goals and vision of the long-range transportation plan.

**Previous Policy:**

This policy replaces original policy 16-01, approved by the COMPASS Board of Directors on April 18, 2016.

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**Exhibit A-Attachment**







**POLICY STATEMENT**

**No. Board 2019-05**

**Adopted:** XX  
**By:** COMPASS Board of Directors  
**Last Revision:** None

**Policy Statement:**

**Transportation Alternatives Program - Transportation Management Area (TAP-TMA) Program Eligibility**

**Background:**

Transportation Alternatives Program (TAP) funds are directly allocated to areas with populations over 200,000 (Transportation Management Areas [TMAs]). Currently, the Boise Urbanized Area is the only TMA in the State of Idaho.

**Eligibility:**

The COMPASS Board of Directors follows the same program qualification guidance as the Federal Highway Administration (FHWA) for TAP funds allocated in the Boise Urbanized Area, with no additional limitations. FHWA provides detailed guidance regarding eligible projects and other requirements online:

[https://www.fhwa.dot.gov/environment/transportation\\_alternatives/guidance/guidance\\_2016.cfm](https://www.fhwa.dot.gov/environment/transportation_alternatives/guidance/guidance_2016.cfm).

Selection criteria includes a review of delivery and performance of past projects administered by the project sponsor and their ability to deliver a new project on time and on budget.

Additional information is provided in COMPASS Board of Directors' Policy No. 2019-04, Transportation Management Area (TMA) Funding Eligibility, which is located on the COMPASS website: <http://www.compassidaho.org/prodserv/transimprovement.htm#TIPAmendPol>.

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## RTAC AGENDA ITEM V-D

Date: January 23, 2019

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

#### Request/Recommendation:

COMPASS staff seeks RTAC approval to balance TMA programs. Requests for funding were received from the Ada County Highway District (ACHD), the City of Meridian, and Valley Regional Transit (VRT). Depending on the actions or recommendations by RTAC, actions may be processed through an administrative modification or could require an amendment to the Regional Transportation Improvement Program (TIP).

#### Background/Summary:

Balancing the TMA programs is necessary because projects have new cost estimates or bids resulting in funding needs. The Surface Transportation Program (STP)-TMA currently has \$8,000 available. The Transportation Alternatives Program (TAP)-TMA program is over-programmed by \$4,000. However, projects are proposed to release funds in both programs to close projects, making additional funding available.

COMPASS staff recommends programming available funds based on priorities outlined in the Balancing Policy for STP and TAP funds, approved by the COMPASS Board of Directors on June 20, 2016, which includes the following priorities:

1. Cover cost overruns/project needs on construction phase on projects in STP or TAP programs consistent with original project scope
2. Remove or reduce "advance construction" situation (where construction is spread over two or more funding years) on projects in STP or TAP programs
3. Cover \*cost overruns/project needs or advance design or right-of-way phases on projects in STP or TAP programs
4. Advance the construction phase on projects in STP or TAP programs
5. Cover \*cost overruns/project needs or advance planning phase on projects in STP or TAP programs
6. Cover \*cost overruns/project needs on construction phase on projects in non-STP or TAP programs
7. Cover \*cost overruns/project needs or advance design or right-of-way phases on non-STP or TAP programs
8. Cover \*cost overruns/project needs or advance on planning projects in non-STP or TAP programs
9. Add new projects prioritized by the COMPASS Board

\*Funds requested for a cost overrun must be consistent with the original scope of the project.

The Balancing Policy for STP and TAP funds is available online:

<http://www.compassidaho.org/documents/prodserv/trans/FY16/BalancingPolicy160620.pdf>

Requests for STP-TMA funds (see request letters in Attachment 1):

- Ada County Highway District (ACHD) requests \$87,000 to pay for right-of-way acquisition on the **Rail Crossing, North Linder Road, Meridian** project (Key Number 19875).

- ACHD requests \$125,000 for design costs on ACHD’s legs of the US 20/26 and Locust Grove Road intersection improvements on the **US 20/26 (Chinden), Locust Grove Road to SH-55 (Eagle Road), Ada County** project (Key Number 19944).
- ACHD requests to convert \$849,703 from local funds to federal funds to cover the construction bid and increase construction utilities by \$162,000 to cover bids for Idaho Power and Suez Water on **State Street and Collister Drive Intersection, Boise** project (Key Number 13481). (See the request on Attachment 2, as the original request was partially funded.)
- Valley Regional Transit requests \$140,000 on behalf of Boise State University to change the type of shuttle to be purchased in the **Capital Maintenance, VRT, Boise Area – FY2019** project (Key Number 18847) from standard shuttles to “kneeling” cutaways.

Request for TAP-TMA funds (see request letter in Attachment 1):

- City of Meridian requests \$4,000 in design funds in FY2019 (previous balancing action partially funded their larger request) and \$349,000 in FY2022 to cover new construction cost estimate for the **Pathway, Five Mile Creek, Treatment Plant to Black Cat Road, Meridian** project (Key Number 19828).
  - Construction request will be considered during the update process.

The requests above are summarized on the TMA Needs List and Project Analysis, including the cost change throughout the life of the project, provided in Attachment 2.

Details of the programming changes are provided on the STP-TMA balancing worksheet in Attachment 3 and TAP-TMA balancing worksheet in Attachment 4. Requests are recommended for funding as shown below:

**STP-TMA (Proposed Changes):**

| KN                     | Project   | FY2019 Request     | FY2019 Recommend for Funding | Comment  |
|------------------------|---|--------------------|------------------------------|--|
| <b>Total Available</b> |   |                    | <b>-\$8,000</b>              |  |
| 07238                  | Intersection Five Mile Road and Fairview Avenue, Boise                  | -\$33,042          | -\$33,042                    | Close project  |
| <u>19875</u>           | Railroad Crossing, North Linder Road, Meridian                          | \$87,000           |                              | Right-of-Way   |
| 13481                  | State Street and Collister Drive Intersection, Boise                    | \$1,011,703        | \$41,042                     | Construction, under contract – partially cover utilities request |
| <u>19944</u>           | US 20/26 (Chinden), Locust Grove Road to SH-55 (Eagle Road), Ada county | \$125,000          |                              | Design   |
| 18847                  | Capital Maintenance, VRT, Boise Area – FY2019                           | \$140,000          |                              | Construction – minor change to scope                             |
| <b>Balance</b>         |   | <b>\$1,330,661</b> | <b>\$0</b>                   |  |

Projects with underlined key numbers require COMPASS Board approval. For balancing purposes, a negative amount means funds are available.

## TAP-TMA (Proposed Changes)

| KN                     | Project   | FY2019 Request  | FY2019 Recommend for Funding | Comment  |
|------------------------|---|-----------------|------------------------------|--|
| <b>Total Available</b> |   |                 | <b>\$4,000</b>               | <b>Over programmed</b>                         |
| 13909                  | SR2S, VRT, Ada County – FY2016, FY2017, and FY2018, Phase 1           | -\$8,838        | \$-8,838                     | Close project                                  |
| 13817                  | UPRR Rail with Trail Arterial Study, Meridian                         | -\$3,493        | -\$3,493                     | Close project                                  |
| 19828                  | Pathway, Five Mile Creek, Treatment Plant to Black Cat Road, Meridian | \$4,000         | \$4,000                      | Design (previous request was partially funded) |
| <b>Balance</b>         |   | <b>\$79,000</b> | <b>\$-4,331</b>              |  |

For balancing purposes, a negative amount means funds are available.

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

These actions allow approved projects to proceed for obligation of funding and full obligation of the TMA program funds in FY2019. All projects recommended for FY2019 funds must be able to obligate funds immediately.

### More Information:

- 1) Attachment 1: Request letters
- 2) Attachment 2: TMA Needs List and Project Analysis
- 3) Attachment 3: STP-TMA balancing worksheet
- 4) Attachment 4: TAP-TMA balancing worksheet
- 5) For detailed information contact: Toni Tisdale, Principal Planner, at 208/475-2238 or [ttisdale@compassidaho.org](mailto:ttisdale@compassidaho.org).

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Sara M. Baker, President  
Rebecca W. Arnold, Vice President  
Jim D. Hansen, Commissioner  
Kent Goldthorpe, Commissioner  
Paul Woods, Commissioner

November 9, 2018  
Matt Stoll, Executive Director  
COMPASS  
700 NE 2nd Street, Suite 200  
Meridian, ID 83642

*Matt*  
Dear Mr. Stoll:

ACHD requests federal funding for the following projects:

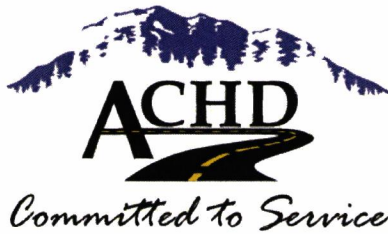
- 1) An additional \$5,000 to cover design costs related to ADA ramps and the environmental review (PC) for KN 20003 (Capital Maintenance Phase II).
- 2) Eighty-seven thousand dollars (\$87,000) in order to purchase right-of-way for a federally-funded rail safety project at North Linder Road and the Union Pacific Railroad/Boise Valley Railroad crossing (KN 19875), in the City of Meridian. ITD is managing this federally-funded rail safety project, with project design completed and construction in FY 2020. ACHD is responsible for the identified right-of-way purchases that are necessary to match ACHD's Linder Road to the improved railroad crossing.
- 3) One hundred twenty-five thousand dollars (\$125,000) for design costs on ACHD's legs of the US Highway 20/26 (Chinden Blvd) and Locust Grove Road intersection improvement project (KN 19944). ACHD has executed a Cooperative Agreement with ITD for the design phase of the project that included ACHD paying ITD \$125,000 for design. These funds would reimburse ACHD for ACHD's design cost.

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 handwritten signature in blue ink, appearing to read 'D. Wallace', is written over a light blue horizontal line.

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



Sara M. Baker, President  
Rebecca W. Arnold, Vice President  
Jim D. Hansen, Commissioner  
Kent Goldthorpe, Commissioner  
Paul Woods, Commissioner

April 23, 2018  
Matt Stoll, Executive Director  
COMPASS  
700 NE 2nd Street, Suite 200  
Meridian, ID 83642

Dear ~~Mr~~ Stoll:

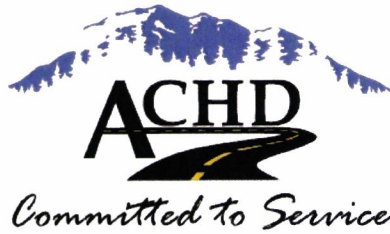
ACHD requests an extension of the COMPASS Board's obligation deadline for KN 13481, State Street and Collister Drive Intersection project. The language for the project's State and Local Agreement is currently being edited by ACHD and ITD staff after a very fruitful staff discussion of the issues involved. The two agencies are completing the draft of procedural language that will cover the approximately \$1.3 million of required ACHD funds in excess of the required match. ACHD requests a new deadline for KN 13481 of May 16, 2018.

ACHD remains hopeful that additional STP-TMA funds will be found to make KN 13481 whole, and that local funds will either not be required for the SLA or that ACHD funds will be refunded prior to the completion of the project. ACHD appreciates all of COMPASS' efforts to secure any available STP-TMA balancing funds for this project.

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



Sara M. Baker, President  
Rebecca W. Arnold, Vice President  
Jim D. Hansen, Commissioner  
Kent Goldthorpe, Commissioner  
Paul Woods, Commissioner

October 8, 2018  
Matt Stoll, Director  
COMPASS  
700 NE 2nd Street, Suite 200  
Meridian, ID 83642

Dear <sup>Matt</sup> Mr Stoll:

ACHD would like to request an additional \$162,000 of STP/TMA funds to cover utility relocation costs for KN 13481 (State and Collister Intersection). ACHD has two signed utility relocation agreements and both winning bids have come in higher than the engineers estimate.

| Utility               | Engineers Estimate | Actual Bid | Difference       |
|-----------------------|--------------------|------------|------------------|
| Suez Water Idaho, Inc | \$180,000          | \$282,000  | \$102,000        |
| Idaho Power Company   | \$160,000          | \$220,000  | \$60,000         |
| Total                 | \$340,000          | \$502,000  | <b>\$162,000</b> |

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

CC: LHTAC



November 30, 2018

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

RE: Valley Regional Transit and Boise State Capital Needs

Dear Mr. Stoll:

Valley Regional Transit (VRT) would like to request an additional \$140,000 of STP/TMA funds to cover the additional costs of the Boise State Shuttles. Boise State would like to purchase "kneeling cutaways," versus the standard cutaways, with the wheelchair lift. This will enable the cutaways to have more seating capacity. The cutaways have not been procured at this time.

| Shuttles - 2 /year  | FY18              | FY19              | Total             | Local Match      |
|---------------------|-------------------|-------------------|-------------------|------------------|
| Current             | \$ 160,000        | \$ 180,000        | \$ 340,000        | \$ 24,956        |
| Additional Required | \$ 80,000         | \$ 60,000         | \$ 140,000        | \$ 10,276        |
| <b>Total</b>        | <b>\$ 240,000</b> | <b>\$ 240,000</b> | <b>\$ 480,000</b> | <b>\$ 35,232</b> |

If you have any questions, please feel free to contact Rhonda Jalbert, Development Director at rjalbert@valleyregionaltransit.org or 208.258.2707.

Sincerely,

Kelli Badesheim  
Executive Director

Cc: Rhonda Jalbert, Development Director  
Kelly Jakovac, Grant Administrator  
Dave Meredith, Boise State, Assistant Director of Public Safety

Enclosure: Boise State Local Match Letter





**BOISE STATE UNIVERSITY**  
**DEPARTMENT OF PUBLIC SAFETY**

November 26, 2018

To: Valley Regional Transit  
Attn: Rhonda  
From: Dave Meredith

To whom it may concern;

This letter is to inform you that Boise State University will cover the additional match needed to purchase 2 shuttles in FY18 budget and 2 shuttles in FY19 budget years. Currently the match is \$24,956 and the new match would be \$35,232 for difference of \$10,276.

If you have any questions regarding this I can be reached at 208-426-4346 or by e-mail at davidmeredith@boisestate.edu. Thank you so much for your prompt attention to this request.

Warm regards,

David Meredith  
Assistant Director



Mayor Tammy de Weerd

**City Council Members:**

Joe Borton  
Ty Palmer  
Treg Bernt

Genesis Milam  
Luke Cavener  
Anne Little Roberts

August 20, 2018

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

**Re: KN 19828; Five Mile Creek Pathway**

Dear Matt:

The City of Meridian respectfully submits this letter requesting additional funds for the Five Mile Creek Pathway project (KN 19828). There is a known need for additional funds for design and construction of this project. When this project was submitted for TAP-TMA funding, a planning-level cost estimate was put together based on the conceptual design. This project then went through the COMPASS Project Development Program, which provided new information and cost estimates for the project. After evaluating the scope in more depth, the City realized the cost estimates were short.

Today there is \$51K (\$47K Federal; \$4K Local) programmed for design of this project in FY2019, and \$351K (\$325K Federal; \$26K Local) programmed for construction in the draft TIP. (Please note that design/engineering is advanced from FY2020 in the adopted FY2018-2022 TIP to FY2019 in the Draft FY2019-2023 TIP.) It is anticipated that an additional \$403K would cover the costs for this project, including LHTAC management of the project. As TAP-TMA funds become available, please consider increasing funding for design (PE + PL) from \$51K total to \$105K and from \$351K total for construction (CE + CC + CL) to \$700K. The City recognizes that the required match will also increase with an increase of federal funds; the City is willing to match accordingly.

We are honored to be a part of the important work COMPASS is spearheading in the Treasure Valley and believe this project to be of significant regional importance. Thank you for your consideration of this request. If you have any questions, please feel free to contact Kim Warren, Pathways Project Manager at (208) 888-3579.

Sincerely,

A handwritten signature in black ink, appearing to read "Tammy de Weerd", written over a light blue circular stamp.

Tammy de Weerd, Mayor  
City of Meridian

## TMA Needs List and Project Analysis

### Background/Summary:

The needs list was created to enable RTAC to have current needs for funded projects available for discussion at all times, especially when funding becomes available through cost savings, closing projects, additional funding through new appropriations, or the End-of-Year Program. Projects must be included in the TIP and funded through TMA Programs. If programmed, the project must be ready for obligation of the requested funds within a short time frame. An explanation is necessary if the request changes the scope of the project and may require a separate process.

Total STP-TMA funding available prior to adding needs: \*\$41,042

Total TAP-TMA funding available prior to adding needs: \*\$8,331

\*Includes funds becoming available from projects that are closing.

### Current Funding Requests (as of 1/9/19):

| KN    | Project   | Request   | Fund Source  | Original Total – Year Added | Current Total Including Request | Life Time % Change | % Change from Current Total for TMA funds | Staff Comment  |
|-------|---|---|--------------|-----------------------------|---------------------------------|--------------------|---|--|
| 19875 | Railroad Crossing, North Linder Road, Meridian                          | Needs <b>\$87,000</b> to pay for right-of-way acquisition.<br><br><i>Requested November 9, 2018.</i>  | Federal Rail | \$525,000<br><br>2017       | \$612,000                       | 17%                | 100%                                      | Increase will require amendment because original funding source is not a TMA program.                      |
| 13481 | State Street and Collister Drive Intersection, Boise                    | Convert <b>\$849,703</b> from local funds to federal funds to cover the construction bid and increase construction utilities <b>\$162,000</b> to cover bids for Idaho Power and Suez Water. (Amounts corrected after review.)<br><br><i>Requested January 26, 2018. Updated April 23, 2018; July 10, 2018; and October 8, 2018.</i> | STP-TMA      | \$5,000,000<br><br>2012     | \$13,682,399                    | 174%               | 7.98%                                     | Convert funds from local to federal and increase for final estimate. Additional request for utilities bid. |
| 19944 | US 20/26 (Chinden), Locust Grove Road to SH-55 (Eagle Road), Ada County | Needs <b>\$125,000</b> for design costs on ACHD's legs of the US 20/26 and Locust Grove Road intersection improvements.<br><br><i>Requested November 9, 2018.</i>   | HSIP-State   | \$10,625,000<br><br>2017    | \$11,237,000                    | 6%                 | 100%                                      | Increase will require amendment because original funding source is not a TMA program.                      |

| KN    | Project   | Request   | Fund Source | Original Total – Year Added | Current Total Including Request | Life Time % Change | % Change from Current Total for TMA funds | Staff Comment   |
|-------|---|---|-------------|-----------------------------|---------------------------------|--------------------|---|---|
| 18847 | Capital Maintenance, VRT, Boise Area – FY2019                         | Needs additional <b>\$140,000</b> to cover additional costs to purchase “kneeling cutaway” with a wheelchair lift, rather than standard cutaway buses. This will cover 2 buses per year (FY2018-2019).<br><br><i>Requested November 30, 2018.</i> | STP-TMA     | \$1,160,000<br><br>2018     | \$1,317,000                     | 14%                | 11.89%                                    | The “kneeling cutaways” buses have more seating capacity.   |
| 19828 | Pathway, Five Mile Creek, Treatment Plant to Black Cat Road, Meridian | Needs additional <b>\$4,000</b> in FY2019 to cover new design cost estimate. Also needs <b>\$349,000</b> in FY2022 to cover new construction cost estimate. (Amounts corrected after review.)<br><br><i>Requested August 20, 2018.</i>            | TAP-TMA     | \$388,000<br><br>2017       | \$805,000                       | 107%               | 0.88%                                     | Convert \$4,000 for design funds in FY2019 and construction funds during an update, if possible (will be shown as locally funded until federal funds become available). |

**Future Funding Requests:**

ACHD requests to convert maintenance project funded with local funds to federal-aid, if funds become available.

Valley Regional Transit will request additional funding to cover future year revenue shortfalls once the analysis of the effects of the shortfall are fully analyzed.

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**STP-TMA Program Worksheet  
DRAFT FY2019-2023**

Attachment 3

| (amounts include local match)(Projects in Boise Urbanized Area) |   |      |      |      |      |      |      |  |
|---|---|------|------|------|------|------|------|--|
| Key No  | Project   | 2019 | 2020 | 2021 | 2022 | 2023 | PD   | 2019 Comments  |
| <b>Off-the-Top</b>  |   |      |      |      |      |      |      |  |
| 13899   | ACHD Rideshare, Ada County - FY2018   |      |      |      |      |      |      |  |
| 18821   | Commuteride, ACHD (FY2019)  | 220  |      |      |      |      |      |  |
| 19521   | Commuteride, ACHD (FY2020)  |      | 220  |      |      |      |      |  |
| 20260   | Commuteride, ACHD (FY2021)  |      |      | 220  |      |      |      |  |
| 20729   | Commuteride, ACHD (FY2022)  |      |      |      | 220  |      |      |  |
| 15914   | Commuteride, ACHD (FY2023)  |      |      |      |      | 220  | 0    |  |
| 21887   | Commuteride, ACHD (PD)  |      |      |      |      |      | 220  |  |
| 13478   | COMPASS Planning - FY2018   |      |      |      |      |      |      |  |
| 13900   | COMPASS Planning - FY2019   | 232  |      |      |      |      |      |  |
| 19060   | COMPASS Planning - FY2020   |      | 232  |      |      |      |      |  |
| 19389   | COMPASS Planning - FY2021   |      |      | 232  |      |      |      |  |
| 19920   | COMPASS Planning - FY2022   |      |      |      | 232  |      | 0    |  |
| 20560   | COMPASS Planning - PD-FY2023  |      |      |      |      | 232  | 0    |  |
| 21889   | COMPASS Planning - PD   |      |      |      |      |      | 232  |  |
| <b>Roadway Maintenance</b>                                      |   |      |      |      |      |      |      |  |
| 12363   | Capital Maintenance, ACHD - FY2015  | -346 |      |      |      |      |      | Admin Mod #3 - release \$346,334 to close project  |
| 13903   | Capital Maintenance, Phase 1, Boise Area - FY2019                                 | 5038 |      |      |      |      |      |  |
| 20003   | Capital Maintenance, Phase 2, Boise Area - FY2019                                 | 2161 |      |      |      |      |      | 11/9/18 request for \$5,000 to cover design costs on ADA ramps and environmental. <b>Admin Mod #3</b>            |
| 20091   | Capital Maintenance, Phase 3, Boise Area - FY2019                                 | 300  |      |      |      |      |      |  |
| 18728   | Capital Maintenance, Phase 1, Boise Area - FY2020                                 |      | 5277 |      |      |      |      |  |
| 19887   | Capital Maintenance, Phase 2, Boise Area - FY2020                                 |      | 2262 |      |      |      |      |  |
| 19847   | Capital Maintenance, Local, Boise Area - FY2020                                   |      | 300  |      |      |      |      | local funds  |
| 18701   | Capital Maintenance, Phase 1, Boise Area - FY2021                                 | 494  |      | 4948 |      |      |      |  |
| 20129   | Capital Maintenance, Phase 2, Boise Area - FY2021                                 | 213  |      | 2121 |      |      |      |  |
| 20159   | Capital Maintenance, Local, Boise Area - FY2021                                   | 50   |      | 300  |      |      |      | local funds  |
| 19465   | Capital Maintenance, Phase 1, Boise Area - FY2022                                 |      | 532  |      | 5323 |      |      |  |
| 20122   | Capital Maintenance, Phase 2, Boise Area - FY2022                                 |      | 228  |      | 2281 |      |      |  |
| 20006   | Capital Maintenance, Local, Boise Area - FY2022                                   |      | 50   |      | 300  |      |      | local funds  |
| 20259   | Capital Maintenance, Phase 1, Boise Area - FY2023                                 |      |      | 518  |      | 5175 |      |  |
| 19993   | Capital Maintenance, Phase 2, Boise Area - FY2023                                 |      |      | 222  |      | 2218 |      |  |
| 20080   | Capital Maintenance, Local, Boise Area - FY2023                                   |      |      | 50   |      |      | 300  | local funds  |
| 20674   | Capital Maintenance, Phase 1, Boise Area - FY2024                                 |      |      |      | 493  |      | 4929 |  |
| 20538   | Capital Maintenance, Phase 2, Boise Area - FY2024                                 |      |      |      | 211  |      | 2112 |  |
| 20683   | Capital Maintenance, Local, Boise Area - FY2024                                   |      |      |      | 50   |      | 300  | local funds  |
| 21896   | Capital Maintenance, Phase 1, Boise Area - FY2025                                 |      |      |      |      | 503  | 5043 |  |
| 21898   | Capital Maintenance, Phase 2, Boise Area - FY2025                                 |      |      |      |      | 217  | 2161 |  |
| 21902   | Capital Maintenance, Local, Boise Area - FY2025                                   |      |      |      |      | 50   | 300  | local funds  |
| <b>Alternative Transportation Maintenance</b>                   |   |      |      |      |      |      |      |  |
| 13482   | Capital Maintenance, VRT - FY2018   | 389  |      |      |      |      |      | 10/26/18 request for \$389,000 for high bid on air conditioning/heating system improvements. <b>Admin Mod #3</b> |
| 18847   | Capital Maintenance, VRT - FY2019   | 1177 |      |      |      |      |      | 11/30/18 request for \$140,000 to convert Boise State shuttles to "kneeling cutaways."                           |
| 20046   | Rideshare, ACHD Commuter Van Replacements - FY2019                                | 331  |      |      |      |      |      |  |
| 19057   | Capital Maintenance, VRT - FY2020   |      | 1541 |      |      |      |      |  |
| 18905   | Capital Maintenance, VRT - FY2021   |      |      | 1510 |      |      |      |  |
| 19763   | Capital Maintenance, VRT - FY2022   |      |      |      | 1478 |      |      |  |
| 19950   | Capital Maintenance, VRT - FY2023   |      |      |      |      | 1449 | 0    |  |
| 20659   | Commuteride, Van Replacements, ACHD - FY2024                                      |      |      |      |      |      | 1420 |  |
| 21903   | Capital Maintenance, VRT - FY2025   |      |      |      |      |      | 1420 |  |
| <b>Studies/Special Projects</b>                                 |   |      |      |      |      |      |      |  |
| 18694   | Treasure Valley Transportation Operations Management and ITS Plan Update, COMPASS | 236  | 14   |      |      |      |      |  |
| 19303   | Planning, Travel Survey Data Collection, COMPASS                                  |      | 150  | 700  |      |      |      |  |
| 19571   | Planning, Communities in Motion Update, COMPASS                                   | 50   | 87   | 53   | 72   |      |      |  |
| 20271   | Planning, Communities in Motion Update, COMPASS                                   |      |      |      |      | 30   | 279  |  |

| Key No  | Project   | 2019         | 2020         | 2021         | 2022         | 2023         | PD           | 2019 Comments  |
|---|---|--------------|--------------|--------------|--------------|--------------|--------------|--|
| 20542   | Pedestrian Improvements, SH-55 (Eagle Road), Meridian                   |              |              |              |              |              | 102          |  |
| 20542   | Pedestrian Improvements, SH-55 (Eagle Road), Meridian                   |              |              |              | 85           | 96           | 428          | local and TAP-TMa funds  |
| 13046   | High Capacity Corridor Alternatives Analysis                            |              |              |              |              |              | 1000         |  |
| 20841   | Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle  | 0            | 58           |              |              | 71           |              |  |
| 20841   | Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle  |              | 12           | 0            |              | 29           |              | TAP-TMA funds  |
| 20841   | Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle  |              | 3            |              |              | 950          |              | local funds  |
| 15001   | Cost Increase Set-Aside, STP-TMA  | 0            | 133          |              | 8            |              |              | Admin Mod #3 - reduce CN by \$41,000   |
| <b>Capital</b>                                |   |              |              |              |              |              |              |  |
| 7238  | Intersection Five Mile Road and Fairview Avenue, Boise                  | -33          |              |              |              |              |              | release \$33,042 to close project  |
| 13481   | State Street and Collister Drive Intersection                           | 41           |              |              |              |              |              | 7/10/18 and 10/8/18 request for \$1,011,703 for conversion of local funds and increase for utilities bids. (\$41K is proposed) |
| 19875   | Railroad Crossing, North Linder Road, Meridian                          |              |              |              |              |              |              | 11/9/18 request for \$87,000 for right-of-way acquisition.   |
| 19944   | US 20/26 (Chinden), Locust Grove Road to SH-55 (Eagle Road), Ada County |              |              |              |              |              |              | 11/9/18 request for \$125,000 for design of ACHD's legs of intersection.   |
| <b>Total Programmed</b>                       |   | <b>10503</b> | <b>10734</b> | <b>10524</b> | <b>10318</b> | <b>10115</b> | <b>18918</b> |  |
| <b>*Total available</b>                       |   | <b>10503</b> | <b>10734</b> | <b>10524</b> | <b>10317</b> | <b>10115</b> | <b>19833</b> |  |
| <b>Net Difference Programmed vs Available</b> |   | <b>0</b>     | <b>0</b>     | <b>0</b>     | <b>0</b>     | <b>0</b>     | <b>915</b>   |  |
| % over/under programmed                       |   | 0.0%         | 0.0%         | 0.0%         | 0.0%         | 0.0%         | 4.6%         |  |
| <b>% of available OA</b>                      |   | <b>100%</b>  | <b>100%</b>  | <b>100%</b>  | <b>100%</b>  | <b>100%</b>  | <b>95%</b>   |  |

Yellow highlight + red text = current proposed changes

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

\*available funds based on estimates from FAST Act minus 2% per year to account for inflation. (per ITD's Available vs Programmed projects report in Update Packet (1/22/18)

Bold lines separate project categories

TAP-TMA Program Worksheet

| FY2019-2023 TIP               |  |      |      |      |      |      |     |   |
|-------------------------------|--|------|------|------|------|------|-----|---|
| (amounts include local match) |  |      |      |      |      |      |     |   |
| Key No                        | Project  | 2019 | 2020 | 2021 | 2022 | 2023 | PD  | FY2019 Comments   |
| 13909                         | SR2S, VRT, Ada County – FY2016, FY2017, and FY2018, Phase 1                    | -9   |      |      |      |      |     | release \$8,838 to close project  |
| 13817                         | UPRR Rail with Trail Arterial Study, Meridian                                  | -3   |      |      |      |      |     | release \$3,493 to close project  |
| 13912                         | SR2S, VRT, Ada County - FY2019 and FY2020                                      | 328  |      |      |      |      |     |   |
| 20245                         | SR2S, VRT, Ada County - FY2021 and FY2022                                      |      |      | 330  |      |      |     |   |
| 20493                         | SR2S, VRT, Ada County - 2023   |      |      |      |      | 162  | 0   |   |
| 21910                         | SR2S, VRT, Ada County - PD   |      |      |      |      |      | 172 |   |
| 13916                         | Pathway, Dry Creek Trail, Eagle  | 25   |      |      |      |      |     | 9/13/18 request for additional \$25,000 for cost overruns during construction. <b>Admin Mod #3 - corrected in Admin Mod #4</b>  |
| 13918                         | Rail with Trail Pathway, Meridian  |      |      |      |      |      | 521 |   |
| 13918                         | Rail with Trail Pathway, Meridian  |      |      |      |      |      | 120 | STP-TMA funds   |
| 20143                         | Pedestrian Improvements, Main Street, Avenue A to Avenue C, Kuna               |      | 312  |      |      |      |     |   |
| 20143                         | Pedestrian Improvements, Main Street, Avenue A to Avenue C, Kuna               |      | 2093 |      |      |      |     | Local and other federal funds   |
| 19828                         | Pathway, Five Mile Creek, Meridian   | 105  |      |      | 351  |      |     | Updated to add \$3K to PE per <b>Admin Mod #1</b> . 8/8/18 Request to increase design \$50,000 and construction \$349,000 (\$46,000 is recommended for design) <b>Admin Mod #3</b> . increase 2019 by \$4,000 to cover remaining need. (corrections to totals and requests) |
| 19828                         | Pathway, Five Mile Creek, Meridian   | 0    |      |      | 349  |      |     | Local funds, convert to federal aid   |
| 20549                         | Pedestrian Improvements, US 20/26 (Chinden) at 43rd Street, Garden City (ACHD) |      |      | 56   |      | 156  |     |   |

| (amounts include local match)                 |  |              |               |              |              |               |               |                         |
|---|--|--------------|---------------|--------------|--------------|---------------|---------------|-------------------------|
| Key No  | Project  | 2019         | 2020          | 2021         | 2022         | 2023          | PD            | FY2019 Comments         |
| 20639   | Pathway, Fairview Avenue Greenbelt Ramp, Boise                         |              | 147           |              |              |               |               |                         |
| 20542   | Pedestrian Improvements, SH-55 (Eagle Road), Meridian                  |              |               |              | 85           | 96            | 293           |                         |
| 20542   | Pedestrian Improvements, SH-55 (Eagle Road), Meridian                  |              |               |              |              |               | 237           | Local and STP-TMA funds |
| 20841   | Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle |              | 12            |              |              | 29            |               |                         |
| 20841   | Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle |              | 58            |              |              | 71            |               | STP-TMA funds           |
| 20841   | Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle |              | 3             | 0            |              | 950           |               | Local funds             |
| 21913   | Bicycle Parking, Covered Bicycle Facility, Boise State                 | 30           |               | 0            |              |               |               |                         |
| <b>Total Programmed</b>                       |  | <b>476</b>   | <b>471</b>    | <b>386</b>   | <b>436</b>   | <b>443</b>    | <b>986</b>    |                         |
| <b>*Total Available</b>                       |  | <b>480</b>   | <b>471</b>    | <b>461</b>   | <b>452</b>   | <b>443</b>    | <b>886</b>    |                         |
| <b>Net Difference Programmed vs Available</b> |  | <b>-4</b>    | <b>0</b>      | <b>-75</b>   | <b>-16</b>   | <b>0</b>      | <b>100</b>    |                         |
| % over/under programmed                       |  | -0.7%        | 0.0%          | -16.2%       | -3.6%        | 0.0%          | 11.3%         |                         |
| <b>% of available OA</b>                      |  | <b>99.3%</b> | <b>100.0%</b> | <b>83.8%</b> | <b>96.4%</b> | <b>100.0%</b> | <b>111.3%</b> |                         |

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

Yellow highlight + red text = current proposed changes



**TOPIC:** Transit Asset Management – Public Transportation Applications and TAM  
Targets for Fiscal Year 2019 2020

**DATE:** January 23, 2019

**Summary:**

Valley Regional Transit, ACHD Commuteride and Boise State Department of Public Safety have been working on State of Good Repair for public transportation assets for the region. Based on the Transit Asset Management (TAM) scores VRT has been submitting applications according to the TAM scoring for Rolling Stock for the past couple of years. However, other public transportation assets require replacement as well, e.g. equipment, facilities and infrastructure.

This year VRT submitted 3 applications for Rolling Stock, Equipment and Facilities & Roadway Improvements. After speaking with COMPASS staff and reviewing all of the TAM needs, it was determined that VRT would submit one application for Regional Public Transportation Assets which will include ACHD Commuteride and Boise State Department of Public Safety assets.

Attached is the Transit Asset Management Performance Targets which were approved by the VRT Board of Directors and incorporated into the CIM 2.0 Performance Measures for Public Transportation.

**Staff Recommendation/Request:**

Information item: VRT staff will present the Regional Public Transportation Inventory of Assets with corresponding State of Good Repair Condition Ratings and targets which was approved by the:

- Valley Regional Transit Board of Directors for Fiscal Year 2019 on July 9, 2019,
- Regional Technical Advisory Committee (RTAC) on July 25, 2018; and
- COMPASS Board of Directors to include the VRT State of Good Repair performance targets in the FY2019-2023 Regional Transportation improvement Program and in an amendment to *Communities in Motion 2040* (as well as in CIM 2040 2.0) on August 20, 2018

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

An inventory of assets and their corresponding SGR score will be used to determine the Public Transportation capital FY20 budget and inform the Transportation Development Plan, which is a 6 year plan.

**More Information:** Rhonda Jalbert, Development Director, 208.258.2707,  
[rjalbert@valleyregionaltransit.org](mailto:rjalbert@valleyregionaltransit.org)

TRANSIT ASSET MANAGEMENT PERFORMANCE MEASURE TARGETS  
FISCAL YEAR 2019

| 1) ROLLING STOCK - Percent of revenue vehicles that have met or exceeded their USEFUL LIFE BENCHMARK (ULB) |                      |                 |                             |                                     |                  |                     |                             |                                     |              |
|--|----------------------|-----------------|-----------------------------|-------------------------------------|------------------|---------------------|-----------------------------|-------------------------------------|--------------|
| Performance Measure  | 2017 Performance (%) | 2018 Target (%) | 2018 Performance (%)        |                                     |                  | 2018 Difference (%) | 2019 Target (%)             |                                     |              |
|  |                      |                 | Total # of Revenue Vehicles | Revenue Vehicles beyond ULB         | FY18 Performance |                     | Total # of Revenue Vehicles | Revenue Vehicles beyond ULB         | FY19 Targets |
| BU - Bus   | 20.51%               | 17.50%          | 42                          | 8                                   | 19.05%           | -1.55%              | 42                          | 6                                   | 14.29%       |
| CU - Cutaway   | 6.36%                | 25.00%          | 58                          | 19                                  | 32.76%           | -7.76%              | 58                          | 19                                  | 32.76%       |
| MV - Minivan   | 0.00%                | 0.00%           | 5                           | 5                                   | 100.00%          | -100.00%            | 5                           | 5                                   | 100.00%      |
| VN - Van   | 50.00%               | 50.00%          | 127                         | 26                                  | 20.47%           | 29.53%              | 127                         | 34                                  | 26.77%       |
|  |                      |                 | 232                         | 56                                  | 25.00%           |                     | 232                         | 64                                  | 27.59%       |
| 2) EQUIPMENT - Percent of service vehicles that have met or exceeded their USEFUL LIFE BENCHMARK (ULB)     |                      |                 |                             |                                     |                  |                     |                             |                                     |              |
| Performance Measure  | 2017 Performance (%) | 2018 Target (%) | 2018 Performance (%)        |                                     |                  | 2018 Difference (%) | 2019 Target (%)             |                                     |              |
|  |                      |                 | Total # of Equipment Assets | Equipment Assets beyond ULB         | FY18 Performance |                     | Total # of Equipment Assets | Equipment Assets beyond ULB         | FY19 Targets |
| Automobiles  | 42.86%               |                 | 7                           | 2                                   | 28.57%           |                     | 7                           | 3                                   | 42.86%       |
| Trucks & Other Rubber Tire Vehicles  | 86.00%               | 30.50%          | 5                           | 2                                   | 40.00%           | -1.50%              | 5                           | 3                                   | 60.00%       |
| Steel Wheel Vehicles   |                      |                 | 0                           | 0                                   | 0.00%            |                     | 0                           | 0                                   | 0.00%        |
| Equipment - IT   |                      |                 | 443                         | 105                                 | 23.70%           |                     | 443                         | 61                                  | 13.77%       |
| Equipment - Bike   |                      |                 | 0                           | 0                                   | 0.00%            |                     | 0                           | 0                                   | 0.00%        |
| Equipment - Admin  |                      |                 | 1                           | 0                                   | 0.00%            |                     | 1                           | 0                                   | 0.00%        |
| Equipment - Shop   |                      |                 | 38                          | 12                                  | 31.58%           |                     | 38                          | 9                                   | 23.68%       |
|  |                      |                 | 494                         | 121                                 | 24.49%           |                     | 494                         | 76                                  | 15.38%       |
| 3) Facility - Percent of facilities rated below 3 on the condition scale                                   |                      |                 |                             |                                     |                  |                     |                             |                                     |              |
| Performance Measure  | 2017 Performance (%) | 2018 Target (%) | 2018 Performance (%)        |                                     |                  | 2018 Difference (%) | 2019 Target (%)             |                                     |              |
|  |                      |                 | Total # of Facilities       | Facility State of Good Repair Score | FY18 Performance |                     | Total # of Facilities       | Facility State of Good Repair Score | FY19 Targets |
| Passenger /Parking Facilities  | 33.00%               |                 | 5                           |                                     | 20%              | 13.00%              | 6                           |                                     | 17%          |
| Main Street Station  |                      |                 |                             | 4.2                                 | 4.2              |                     |                             | 4.0                                 |              |
| Boise State Transit Center   |                      |                 |                             | 3.3                                 | 3.3              |                     |                             | 3.1                                 |              |
| Boise State P & R - Elder Street   |                      |                 |                             | 2.6                                 | 2.6              |                     |                             | 2.5                                 |              |
| College of Western Idaho - P & R   |                      |                 |                             | 4.4                                 | 4.4              |                     |                             | 4.2                                 |              |
| Emmett - P & R   |                      |                 |                             | 4.4                                 | 4.4              |                     |                             | 4.2                                 |              |
| Middleton - P & R  |                      |                 |                             |                                     |                  |                     |                             | 5.0                                 |              |
| Administrative / Maintenance Facilities  | 25.00%               | 33.33%          | 4                           |                                     | 75%              | -41.67%             | 4                           |                                     | 75%          |
| Boise State Maintenance Facility   |                      |                 |                             | 0.8                                 | 0.8              |                     |                             | 0.8                                 |              |
| Ada County Maintenance Facility  |                      |                 |                             | 2.2                                 | 2.2              |                     |                             | 2.1                                 |              |
| Canyon County Maintenance Facility   |                      |                 |                             | 2.6                                 | 2.6              |                     |                             | 2.5                                 |              |
| Mendian Administration Facility  |                      |                 |                             | 3.3                                 | 3.3              |                     |                             | 3.1                                 |              |

## RTAC AGENDA ITEM VI-C

Date: January 23, 2019

### Topic: “Explore” Phase of *Communities in Motion 2050*

#### Request/Recommendation:

COMPASS staff seeks feedback on the “Explore” phase of the next *Communities in Motion* (CIM) 2050 plan (Attachment 1). The objective of the “Explore” phase is to engage the public in a meaningful way to define the regional goals, develop transportation “what if” scenarios to interface with existing land use policies, and assess impacts and benefits of these future scenarios.

#### Background/Summary:

In your November 28, 2018, meeting, COMPASS staff presented a high-level overview of the proposed process to update CIM, the regional long-range transportation plan. The “Explore” phase gives COMPASS a unique opportunity at the beginning of the long-range plan development process to fundamentally consider the way Treasure Valley residents will use the transportation system by 2050. Demographic, economic, technological, and political dynamics will change in the upcoming decades. This “Explore” phase will help assess public support for goals and strategies, identify and analyze trends and preferences, explore possible future scenarios, build upon existing work of COMPASS member agencies, and engage the public in meaningful way.

COMPASS seeks feedback on the proposed process for the “Explore” phase. COMPASS anticipates further refinement of the scope, schedule, and budget of this project with RTAC and the Public Participation Workgroup at future meetings.

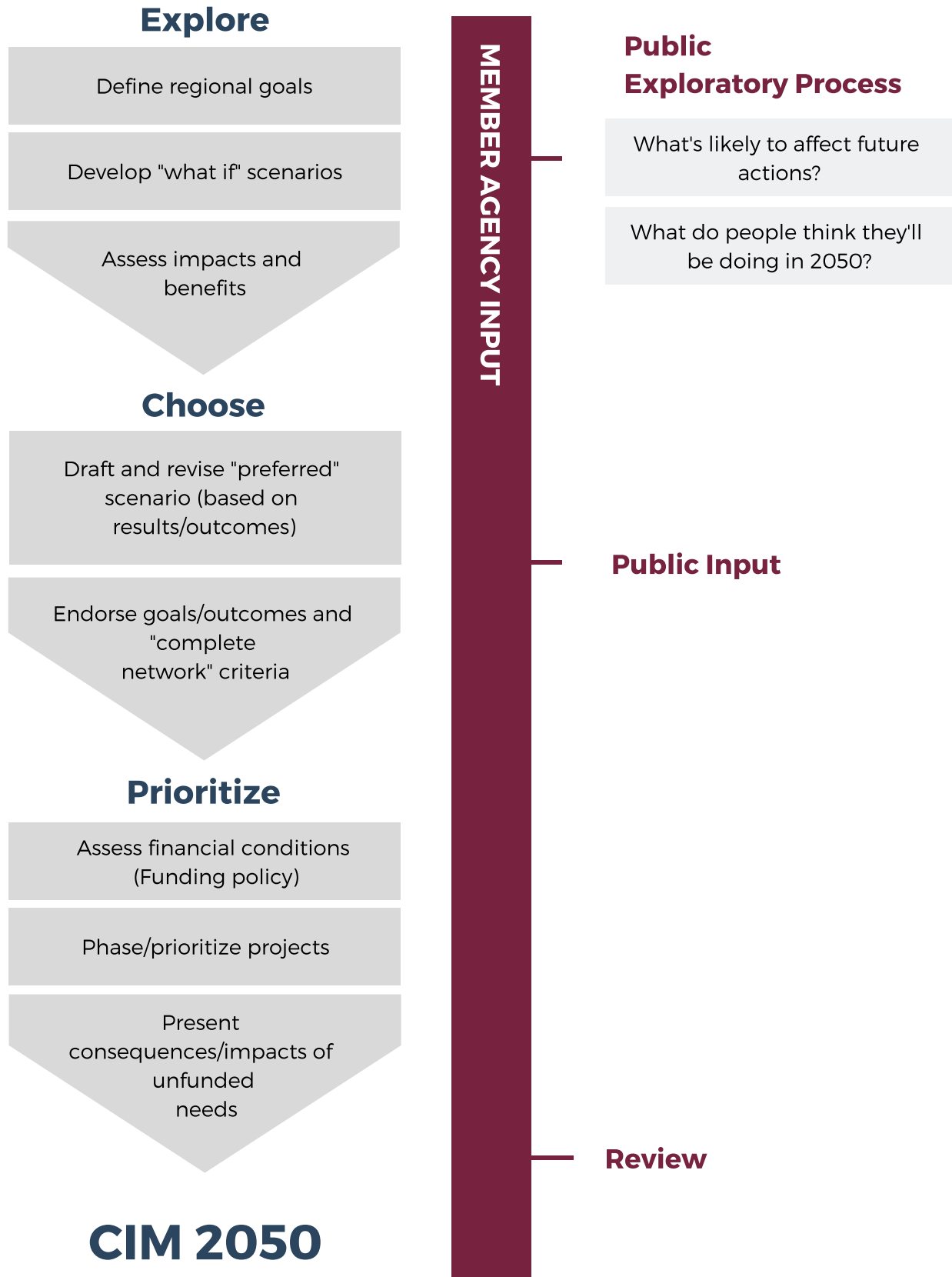
COMPASS will request feedback on the next phases of CIM 2050 development, “Choose” and “Prioritize” at subsequent RTAC meetings. Staff will request that RTAC recommend COMPASS Board of Directors’ approval of the full scope of work and schedule for CIM 2050 by May 2019.

#### More Information:

- 1) Attachment 1: Proposed CIM 2050 Process
- 2) For additional information contact: Carl Miller, Principal Planner, at 208/475-2239 or at [cmiller@compassidaho.org](mailto:cmiller@compassidaho.org).

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# Proposed CIM 2050 Process



## RTAC AGENDA ITEM VI-D

DATE: January 23, 2019

### Topic: Member Agencies' FY2020 Unified Planning Work Program (UPWP) Requests

#### Background/Summary:

The UPWP is developed annually and provides detailed information on COMPASS projects and tasks and available financial resources. The activities programmed in the UPWP fulfill 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 four work days, 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 four days, a formal request for inclusion in the UPWP is not required.

COMPASS is now soliciting member agency requests for FY2020 (October 2019 – September 2020) for projects requiring more than four COMPASS work days. Requests should be submitted using the attached form to Liisa Itkonen ([litkonen@compassidaho.org](mailto:litkonen@compassidaho.org)) by **5:00 PM on February 22, 2019**.

#### Next Steps:

*March-* RTAC recommends member agencies' FY2020 UPWP requests in a priority order for consideration by the Finance Committee.

*April-* As needed, COMPASS, with requesting agencies, refines scope/workday estimates of member agencies' requests per RTAC feedback; COMPASS develops draft UPWP.

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

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

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

#### More Information:

- 1) Attachment: FY2020 Request Form for RTAC
- 2) For detailed information contact Liisa Itkonen at 208/475-2241 or [litkonen@compassidaho.org](mailto:litkonen@compassidaho.org)

# Member Request Form for FY2020 UPWP Projects

(for Program Number 701, General Membership Services)

Please enter the appropriate information below.

Requestor's Name/Agency:

Phone Number:  Email:

Title of Project:

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

Significance and Regional Value:

Expected Outcomes/Deliverables:

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

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

**SUBMIT NO LATER THAN February 22, 2019**  
**TO:** Liisa Itkonen, COMPASS  
 by email at [litkonen@compassidaho.org](mailto:litkonen@compassidaho.org)

**Next Steps:** If needed, COMPASS staff will follow up with the requesting agency to further define the request and to determine resources needed. **RTAC will be asked to review and prioritize these member requests at its March 13, 2019, meeting.**

# RTAC AGENDA WORKSHEET

| <i>ID #</i>                  | <i>Title/Description</i>   | <i>Mandatory</i> <sup>1</sup> | <i>Additional Information</i>   | <i>Agenda Type</i> <sup>2</sup> | <i>Time</i> | <i>Presenters</i> | <i>Proposed Agenda</i>         | <i>Board Agenda</i> |
|------------------------------|--|-------------------------------|---|---------------------------------|-------------|-------------------|--------------------------------|---------------------|
| 1.                           | Approve RTAC Meeting Minutes   | Yes                           |   | Consent Agenda                  | 5           | N/A               | Monthly                        | N/A                 |
| 2.                           | Receive Obligation Report  | No                            |   | Status Report                   | N/A         | N/A               | As Appropriate                 | N/A                 |
| 3.                           | Receive RTAC Agenda Worksheet  | No                            |   | Status Report                   | N/A         | N/A               | Monthly                        | N/A                 |
| <b>UPCOMING AGENDA ITEMS</b> |  |                               |   |                                 |             |                   |                                |                     |
| 4.                           | Review Project Applications (Optional)   | No                            | Toni Tisdale will host a workshop to provide detailed information and allow discussion on all COMPASS applications. | Information/ Discussion         | 60          | Toni Tisdale      | February 6 (Optional Workshop) | N/A                 |
| 5.                           | Recommend Federal-Aid Project Ranking  | Yes                           | Toni Tisdale will seek RTAC recommendation of the ranking for federal-aid projects.                                 | Action                          | 40          | Toni Tisdale      | February 27                    | N/A                 |
| 6.                           | Transit Performance Measure Policy and Annual Report of Transit Performance Measures | No                            | Brian Parker will review transit performance measure policy the annual report of transit performance measures.      | Information/ Discussion         | 25          | Brian Parker      | February 27                    | N/A                 |
| 7.                           | Review Steps for the Next Long-Range Transportation Plan                             | Yes                           | Liisa Itkonen will review steps for the next long-range transportation plan update.                                 | Information/ Discussion         | 30          | Liisa Itkonen     | February 27                    | April               |

<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

| <i>ID #</i> | <i>Title/Description</i>  | <i>Mandatory</i> <sup>1</sup> | <i>Additional Information</i>  | <i>Agenda Type</i> <sup>2</sup> | <i>Time</i> | <i>Presenters</i>            | <i>Proposed Agenda</i>         | <i>Board Agenda</i> |
|-------------|---|-------------------------------|--|---------------------------------|-------------|------------------------------|--------------------------------|---------------------|
| 8.          | Review Federal-Aid Funding Recommendations (Optional)                   | No                            | Toni Tisdale will host a workshop to review staff funding recommendations based on priorities recommended by RTAC.   | Information/<br>Discussion      | 60          | Toni Tisdale                 | March 6<br>(Optional Workshop) | N/A                 |
| 9.          | Recommend Members' FY2020 Unified Planning Work Program (UPWP) Requests | No                            | Liisa Itkonen will seek an RTAC recommendation of members' requests for the FY2020 UPWP.                             | Action                          | 20          | Liisa Itkonen                | March 13                       | NA                  |
| 10.         | Recommend Priorities for Draft Federal-Aid Programs                     | Yes                           | Toni Tisdale will seek a recommendation of draft federal-aid projects, as prioritized by RTAC.                       | Action                          | 20          | Toni Tisdale                 | March 13                       | N/A                 |
| 11.         | Review Steps for the Next Long-Range Transportation Plan                | Yes                           | Liisa Itkonen will review steps for the next long-range transportation plan update.                                  | Information/<br>Discussion      | 30          | Liisa Itkonen                | March 13                       | April               |
| 12.         | Review Updates to FY2021-2025 COMPASS Funding Application Guide         | No                            | Toni Tisdale and Kathy Parker will seek RTAC review of updates to the FY2021-2025 COMPASS Funding Application Guide. | Information/<br>Discussion      | 20          | Toni Tisdale<br>Kathy Parker | April 24                       | N/A                 |
| 13.         | Review Transit Asset Management Targets                                 | No                            | Jacob Hassard, VRT, will review regional transit asset management targets.   | Information/<br>Discussion      | 15          | Jacob Hassard                | April 24                       | N/A                 |
| 14.         | Review Draft Scope of Work for the Next Long-Range Transportation Plan  | Yes                           | Liisa Itkonen will review a draft scope of work and schedule for the next long-range transportation plan update.     | Information/<br>Discussion      | 30          | Liisa Itkonen                | April 24                       | June                |



| <b>ID #</b> | <b>Title/Description</b>  | <b>Mandatory<sup>1</sup></b> | <b>Additional Information</b>  | <b>Agenda Type<sup>2</sup></b> | <b>Time</b> | <b>Presenters</b>            | <b>Proposed Agenda</b> | <b>Board Agenda</b> |
|-------------|---|------------------------------|--|--------------------------------|-------------|------------------------------|------------------------|---------------------|
| <b>15.</b>  | Recommend the scope of work for the Next Long-Range Transportation Plan                 | Yes                          | Liisa Itkonen seek an RTAC recommendation for COMPASS Board of Directors' approval of the scope of work for the next long-range transportation plan update.              | Action                         | 20          | Liisa Itkonen                | May 22                 | June                |
| <b>16.</b>  | Recommend End-of-Year Program and Redistribution Priorities                             | Yes                          | Toni Tisdale will seek an RTAC recommendation for COMPASS Board of Directors' approval of End-of-Year Program and redistribution priorities.                             | Action                         | 15          | Toni Tisdale                 | May 22                 | June                |
| <b>17.</b>  | Recommend Updates to FY2021-2025 COMPASS Funding Application Guide                      | Yes                          | Toni Tisdale and Kathy Parker will seek an RTAC recommendation for COMPASS Board of Directors' approval of updates to the FY2021-2025 COMPASS Funding Application Guide. | Action                         | 20          | Toni Tisdale<br>Kathy Parker | May 22                 | June                |
| <b>18.</b>  | Review Draft FY2020-2024 Regional Transportation Improvement Program (TIP) Project List | Yes                          | Toni Tisdale will seek RTAC review of the details of the draft FY2020-2024 TIP, prior to public comment.   | Information/<br>Discussion     | 20          | Toni Tisdale                 | May 22                 | June                |

| <b>ID #</b> | <b>Title/Description</b>  | <b>Mandatory<sup>1</sup></b> | <b>Additional Information</b>  | <b>Agenda Type<sup>2</sup></b> | <b>Time</b> | <b>Presenters</b> | <b>Proposed Agenda</b> | <b>Board Agenda</b> |
|-------------|---|------------------------------|--|--------------------------------|-------------|-------------------|------------------------|---------------------|
| 19.         | Recommend Transit Asset Management Targets  | No                           | Jacob Hassard, VRT, will seek an RTAC recommendation for COMPASS Board of Directors' acceptance of the regional transit asset management targets.  | Action                         | 15          | Jacob Hassard     | May 22                 | August              |
| 20.         | Recommend FY2020 Project Development Program and <i>Communities in Motion</i> (CIM) Implementation Grant projects           | Yes                          | Kathy Parker will seek an RTAC recommendation for COMPASS Board of Directors' approval of the FY2020 Project Development Program and CIM Implementation Grant projects.  | Action                         | 15          | Kathy Parker      | July 24                | August              |
| 21.         | Recommend FY2020 Resource Development Plan  | Yes                          | Kathy Parker will seek an RTAC recommendation for COMPASS Board of Directors' approval of the FY2020 Resource Development Plan.  | Action                         | 10          | Kathy Parker      | July 24                | August              |
| 22.         | Recommend FY2020-2024 Regional Transportation Improvement Program (TIP) and Associated Air Quality Conformity Demonstration | Yes                          | Toni Tisdale will seek an RTAC recommendation for COMPASS Board of Directors' adoption of a resolution approving the FY2020-2024 TIP and associated air quality conformity demonstration, after review of public comments. | Action                         | 20          | Toni Tisdale      | August 28              | October             |

| <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>23.</b>  | Recommend Rural Application Prioritization                                    | Yes                          | Toni Tisdale will seek an RTAC recommendation for COMPASS Board of Directors' adoption of a Resolution approving priorities for rural applications. | Action                         | 10          | Toni Tisdale      | September 25           | October             |
| <b>24.</b>  | Review the <i>Communities in Motion 2040 2.0</i> (CIM 2040 2.0) Update Policy | No                           | Liisa Itkonen will review the implementation of the policy to update information in CIM 2040 2.0.   | Information/ Discussion        | 15          | Liisa Itkonen     | January 2020           | N/A                 |
| <b>25.</b>  | Status Report - Functional Classification and the Federal-Aid Map             | No                           | COMPASS staff will review functional classification and recommendations to ITD for changes to the federal-aid map.                                  | Information/ Discussion        | 20          | TBD               | TBD                    | TBD                 |

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# Scheduled vs. Obligated for the 2019 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 - 1/10/2019] [Fiscal Year: 2019] [Obligation Approval Level: FHWA] [Project Status: Development, PS&E (or equiv.), Awarded (or equiv.)] [Fiscal Year: 2019] [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> |          |   |        |                     |        |       |                         |                         |                       |
| 19645   | 3        | US 95, OREGON ST LN TO WILDER SCL                     | 2019   | Awarded (or equiv.) | 100    | PE    | (\$53,000.00)           | (\$53,000.00)           | \$0.00                |
|   |          |   |        |                     |        | CE    | \$185,447.00            | \$185,447.00            | \$0.00                |
|   |          |   |        |                     |        | CN    | \$1,947,193.00          | \$1,947,193.00          | \$0.00                |
|   |          |   |        |                     |        |       | <b>\$2,079,640.00</b>   | <b>\$2,079,640.00</b>   | <b>\$0.00</b>         |
| 19709   | 3        | SH 44, I 84 TO JCT SH 55 NORTH, CANYON & ADA CO       | 2019   | PS&E (or equiv.)    | 100    | PE    | (\$39,000.00)           | (\$39,000.00)           | \$0.00                |
|   |          |   |        |                     |        | CE    | \$141,000.00            | \$39,000.00             | \$102,000.00          |
|   |          |   |        |                     |        | CN    | \$1,989,000.00          | \$0.00                  | \$1,989,000.00        |
|   |          |   |        |                     |        |       | <b>\$2,091,000.00</b>   | <b>\$0.00</b>           | <b>\$2,091,000.00</b> |
| 19856   | 3        | SH 19, OREGON ST LN TO CALDWELL                       | 2019   | Awarded (or equiv.) | 100    | PE    | (\$31,000.00)           | (\$31,000.00)           | \$0.00                |
|   |          |   |        |                     |        | CE    | \$104,470.00            | \$104,470.00            | \$0.00                |
|   |          |   |        |                     |        | CN    | \$1,096,930.00          | \$1,096,930.00          | \$0.00                |
|   |          |   |        |                     |        |       | <b>\$1,170,400.00</b>   | <b>\$1,170,400.00</b>   | <b>\$0.00</b>         |
| 20060   | 3        | I 84, SAND HOLLOW IC TO FARMERS SEBREE CANAL          | 2021   | Development         | 100    | PE    | \$15,000.00             | \$0.00                  | \$15,000.00           |
|   |          |   |        |                     |        |       | <b>\$15,000.00</b>      | <b>\$0.00</b>           | <b>\$15,000.00</b>    |
| 20203   | 3        | I 84, EISENMAN IC TO MP 70 AND MP 82 TO MOUNTAIN HOME | 2020   | Development         | 100    | PE    | \$25,000.00             | \$0.00                  | \$25,000.00           |
|   |          |   |        |                     |        |       | <b>\$25,000.00</b>      | <b>\$0.00</b>           | <b>\$25,000.00</b>    |
| 20212   | 3        | I 84, GARRITY IC TO TEN MILE IC, NAMPA                | 2021   | Development         | 100    | PE    | \$100,000.00            | \$0.00                  | \$100,000.00          |
|   |          |   |        |                     |        |       | <b>\$100,000.00</b>     | <b>\$0.00</b>           | <b>\$100,000.00</b>   |
| State Hwy - Pavement Preservation (Commerce) Total  |          |   |        |                     |        |       | <b>\$5,481,040.00</b>   | <b>\$3,250,040.00</b>   | <b>\$2,231,000.00</b> |
| <b>State Hwy - Restoration</b>                      |          |   |        |                     |        |       |                         |                         |                       |
| 18833   | 3        | SH 55, EAGLE RD; SIGNAL EQUIPMENT UPGRADES            | 2019   | Awarded (or equiv.) | 117    | CN    | \$60,000.00             | \$60,000.00             | \$0.00                |
|   |          |   |        |                     |        |       | <b>\$60,000.00</b>      | <b>\$60,000.00</b>      | <b>\$0.00</b>         |
| 20315   | 3        | I 84, KARCHER IC TO FRANKLIN BLVD, NAMPA              | 2021   | Development         | 111    | PC    | (\$7,220,000.00)        | (\$7,220,000.00)        | \$0.00                |
|   |          |   |        |                     |        |       | <b>(\$7,220,000.00)</b> | <b>(\$7,220,000.00)</b> | <b>\$0.00</b>         |
| 20351   | 3        | I 84, CALDWELL TO KARCHER, CANYON CO                  | 2021   | Development         | 111    | PC    | \$4,000,000.00          | \$2,800,000.00          | \$1,200,000.00        |
|   |          |   |        |                     |        |       | <b>\$4,000,000.00</b>   | <b>\$2,800,000.00</b>   | <b>\$1,200,000.00</b> |
| 20796   | 3        | I 84, KARCHER IC TO FRANKLIN BLVD IC TEMP SHOULDER    | 2019   | Awarded (or equiv.) | 111    | CN    | \$1,700,000.00          | \$1,700,000.00          | \$0.00                |
|   |          |   |        |                     |        |       | <b>\$1,700,000.00</b>   | <b>\$1,700,000.00</b>   | <b>\$0.00</b>         |
| 22154   | 3        | I 84, USTICK RD & MIDDLETON RD OVERPASSES, CANYON CO  | 2020   | Development         | 111    | PE    | \$100,000.00            | \$100,000.00            | \$0.00                |
|   |          |   |        |                     |        | PC    | \$1,400,000.00          | \$1,400,000.00          | \$0.00                |
|   |          |   |        |                     |        |       | <b>\$1,500,000.00</b>   | <b>\$1,500,000.00</b>   | <b>\$0.00</b>         |
| State Hwy - Restoration Total                       |          |   |        |                     |        |       | <b>\$40,000.00</b>      | <b>(\$1,160,000.00)</b> | <b>\$1,200,000.00</b> |

| KeyNo                                  | District | Location  | ProgYr | Project Status      | ProgNo | Phase | Scheduled              | Obligated              | Remainder              |
|--|----------|---|--------|---------------------|--------|-------|------------------------|------------------------|------------------------|
| <b>State Hwy - Bridge Preservation</b> |          |   |        |                     |        |       |                        |                        |                        |
| 19442                                  | 3        | I 84, OREGON ST LN TO CALDWELL BRIDGE REHABS                | 2019   | Awarded (or equiv.) | 101    | PE    | (\$21,000.00)          | (\$21,000.00)          | \$0.00                 |
|  |          |   |        |                     |        | PC    | (\$15,000.00)          | (\$15,000.00)          | \$0.00                 |
|  |          |   |        |                     |        | CE    | \$100,000.00           | \$100,000.00           | \$0.00                 |
|  |          |   |        |                     |        | CC    | \$295,867.00           | \$28,645.00            | \$267,222.00           |
|  |          |   |        |                     |        | CN    | \$3,106,601.00         | \$300,769.00           | \$2,805,832.00         |
|  |          |   |        |                     |        |       | <b>\$3,466,468.00</b>  | <b>\$393,414.00</b>    | <b>\$3,073,054.00</b>  |
| 21968                                  | 3        | SH 21, FY24 D3 MORES CR BR ASSET PLAN, ADA CO               | 2020   | Development         | 101    | PE    | \$25,000.00            | \$25,000.00            | \$0.00                 |
|  |          |   |        |                     |        | PC    | \$250,000.00           | \$250,000.00           | \$0.00                 |
|  |          |   |        |                     |        |       | <b>\$275,000.00</b>    | <b>\$275,000.00</b>    | <b>\$0.00</b>          |
| State Hwy - Bridge Preservation Total  |          |   |        |                     |        |       | <b>\$3,741,468.00</b>  | <b>\$668,414.00</b>    | <b>\$3,073,054.00</b>  |
| <b>State Hwy - Bridge Restoration</b>  |          |   |        |                     |        |       |                        |                        |                        |
| 13387                                  | 3        | SH 55, SNAKE RV BR, MARSING                                 | 2020   | Awarded (or equiv.) | 103    | PE    | \$8,502.00             | \$8,502.00             | \$0.00                 |
|  |          |   |        |                     |        | PC    | (\$9,319.00)           | (\$9,319.00)           | \$0.00                 |
|  |          |   |        |                     |        | RW    | (\$28.00)              | (\$28.00)              | \$0.00                 |
|  |          |   |        |                     |        | LP    | (\$14.00)              | (\$14.00)              | \$0.00                 |
|  |          |   |        |                     |        | UT    | \$180,000.00           | \$180,000.00           | \$0.00                 |
|  |          |   |        |                     |        | CE    | \$53,704.00            | \$53,704.00            | \$0.00                 |
|  |          |   |        |                     |        | CC    | \$549,024.00           | \$549,024.00           | \$0.00                 |
|  |          |   |        |                     |        | CN    | \$4,435,939.00         | \$4,435,939.00         | \$0.00                 |
|  |          |   |        |                     |        |       | <b>\$5,217,808.00</b>  | <b>\$5,217,808.00</b>  | <b>\$0.00</b>          |
| 18950                                  | 3        | SH 44, CANYON CANAL BR, MIDDLETON                           | 2019   | Awarded (or equiv.) | 103    | CN    | \$20,884.00            | \$20,884.00            | \$0.00                 |
|  |          |   |        |                     |        |       | <b>\$20,884.00</b>     | <b>\$20,884.00</b>     | <b>\$0.00</b>          |
| 19874                                  | 3        | I 84, BLACKS CR RD IC, ADA CO                               | 2019   | Development         | 103    | PE    | \$100,000.00           | \$0.00                 | \$100,000.00           |
|  |          |   |        |                     |        | PC    | \$768,000.00           | \$768,000.00           | \$0.00                 |
|  |          |   |        |                     |        | CE    | \$1,020,000.00         | \$0.00                 | \$1,020,000.00         |
|  |          |   |        |                     |        | CN    | \$10,200,000.00        | \$0.00                 | \$10,200,000.00        |
|  |          |   |        |                     |        |       | <b>\$12,088,000.00</b> | <b>\$768,000.00</b>    | <b>\$11,320,000.00</b> |
| 20842                                  | 3        | SMA-7013, CLOVERDALE RD; CAMAS DR TO TUTRINA & OPASS, BOISE | 2019   | Awarded (or equiv.) | 103    | PE    | \$170,000.00           | \$170,000.00           | \$0.00                 |
|  |          |   |        |                     |        | PC    | \$45,000.00            | \$45,000.00            | \$0.00                 |
|  |          |   |        |                     |        | CE    | \$263,620.00           | \$263,620.00           | \$0.00                 |
|  |          |   |        |                     |        | CC    | \$615,000.00           | \$615,000.00           | \$0.00                 |
|  |          |   |        |                     |        | CN    | \$4,205,999.00         | \$4,205,999.00         | \$0.00                 |
|  |          |   |        |                     |        |       | <b>\$5,299,619.00</b>  | <b>\$5,299,619.00</b>  | <b>\$0.00</b>          |
| State Hwy - Bridge Restoration Total   |          |   |        |                     |        |       | <b>\$22,626,311.00</b> | <b>\$11,306,311.00</b> | <b>\$11,320,000.00</b> |

| KeyNo   | District | Location                                      | ProgYr | Project Status      | ProgNo | Phase | Scheduled               | Obligated               | Remainder             |
|---|----------|---|--------|---------------------|--------|-------|-------------------------|-------------------------|-----------------------|
| <b>State Hwy - Freight</b>                          |          |   |        |                     |        |       |                         |                         |                       |
| 22100   | 3        | LOCAL, ADVANCED SIGNALIZATION USING ITS, ACHD | 2020   | Development         | 139    | PE    | \$20,000.00             | \$0.00                  | \$20,000.00           |
|   |          |   |        |                     |        | PC    | \$120,000.00            | \$0.00                  | \$120,000.00          |
|   |          |   |        |                     |        |       | <b>\$140,000.00</b>     | <b>\$0.00</b>           | <b>\$140,000.00</b>   |
| State Hwy - Freight Total                           |          |   |        |                     |        |       | <b>\$140,000.00</b>     | <b>\$0.00</b>           | <b>\$140,000.00</b>   |
| <b>State Hwy - Safety &amp; Capacity (Safety)</b>   |          |   |        |                     |        |       |                         |                         |                       |
| 18833   | 3        | SH 55, EAGLE RD; SIGNAL EQUIPMENT UPGRADES    | 2019   | Awarded (or equiv.) | 106    | CN    | \$60,000.00             | \$60,000.00             | \$0.00                |
|   |          |   |        |                     |        |       | <b>\$60,000.00</b>      | <b>\$60,000.00</b>      | <b>\$0.00</b>         |
| 19415   | 3        | US 20, INT NORTHSIDE RD, CANYON CO            | 2019   | Awarded (or equiv.) | 106    | PE    | (\$40,000.00)           | (\$40,000.00)           | \$0.00                |
|   |          |   |        |                     |        | CE    | \$40,000.00             | \$40,000.00             | \$0.00                |
|   |          |   |        |                     |        | CC    | \$50,000.00             | \$50,000.00             | \$0.00                |
|   |          |   |        |                     |        | CN    | \$216,034.00            | \$216,034.00            | \$0.00                |
|   |          |   |        |                     |        |       | <b>\$266,034.00</b>     | <b>\$266,034.00</b>     | <b>\$0.00</b>         |
| 19944   | 3        | US 20/26, CHINDEN; LOCUST GROVE TO EAGLE      | 2020   | Development         | 106    | RW    | \$250,000.00            | \$0.00                  | \$250,000.00          |
|   |          |   |        |                     |        | LP    | \$1,885,000.00          | \$0.00                  | \$1,885,000.00        |
|   |          |   |        |                     |        |       | <b>\$2,135,000.00</b>   | <b>\$0.00</b>           | <b>\$2,135,000.00</b> |
| 20266   | 3        | SH 44, INT SH-16 TO LINDER RD, ADA CO         | 2023   | Development         | 106    | PE    | (\$100,000.00)          | (\$100,000.00)          | \$0.00                |
|   |          |   |        |                     |        | PC    | (\$487,100.00)          | (\$487,100.00)          | \$0.00                |
|   |          |   |        |                     |        |       | <b>(\$587,100.00)</b>   | <b>(\$587,100.00)</b>   | <b>\$0.00</b>         |
| 20428   | 3        | SH 21, TECHNOLOGY WAY TO SURPRISE WAY, BOISE  | 2022   | Development         | 106    | PE    | (\$100,000.00)          | (\$100,000.00)          | \$0.00                |
|   |          |   |        |                     |        | PC    | (\$500,000.00)          | (\$500,000.00)          | \$0.00                |
|   |          |   |        |                     |        |       | <b>(\$600,000.00)</b>   | <b>(\$600,000.00)</b>   | <b>\$0.00</b>         |
| 20574   | 3        | SH 44, STAR RD TO SH-16, ADA CO               | 2023   | Development         | 106    | PC    | (\$1,000,000.00)        | (\$1,000,000.00)        | \$0.00                |
|   |          |   |        |                     |        |       | <b>(\$1,000,000.00)</b> | <b>(\$1,000,000.00)</b> | <b>\$0.00</b>         |
| 20594   | 3        | US 20, LINDER TO LOCUST GROVE, EAGLE          | 2021   | Development         | 106    | PC    | \$750,000.00            | \$0.00                  | \$750,000.00          |
|   |          |   |        |                     |        |       | <b>\$750,000.00</b>     | <b>\$0.00</b>           | <b>\$750,000.00</b>   |
| State Hwy - Safety & Capacity (Safety) Total        |          |   |        |                     |        |       | <b>\$1,023,934.00</b>   | <b>(\$1,861,066.00)</b> | <b>\$2,885,000.00</b> |
| <b>State Hwy - Safety &amp; Capacity (Capacity)</b> |          |   |        |                     |        |       |                         |                         |                       |
| 13476   | 3        | SH 44, HALF CFI INT EAGLE RD & SH44, EAGLE    | 2021   | Development         | 112    | PC    | \$25,000.00             | \$25,000.00             | \$0.00                |
|   |          |   |        |                     |        |       | <b>\$25,000.00</b>      | <b>\$25,000.00</b>      | <b>\$0.00</b>         |
| 20315   | 3        | I 84, KARCHER IC TO FRANKLIN BLVD, NAMPA      | 2021   | Development         | 112    | PE    | (\$150,000.00)          | (\$150,000.00)          | \$0.00                |
|   |          |   |        |                     |        | RW    | (\$60,000.00)           | (\$60,000.00)           | \$0.00                |
|   |          |   |        |                     |        | LP    | (\$600,000.00)          | (\$600,000.00)          | \$0.00                |
|   |          |   |        |                     |        | UT    | (\$600,000.00)          | (\$600,000.00)          | \$0.00                |
|   |          |   |        |                     | 144    | PC    | \$86,374.00             | \$86,374.00             | \$0.00                |
|   |          |   |        |                     |        |       | <b>(\$1,323,626.00)</b> | <b>(\$1,323,626.00)</b> | <b>\$0.00</b>         |

| KeyNo  | District | Location  | ProgYr | Project Status      | ProgNo | Phase | Scheduled               | Obligated               | Remainder              |
|--|----------|---|--------|---------------------|--------|-------|-------------------------|-------------------------|------------------------|
| 20351  | 3        | I 84, CALDWELL TO KARCHER, CANYON CO                    | 2021   | Development         | 112    | PC    | (\$4,200,000.00)        | (\$4,200,000.00)        | \$0.00                 |
|  |          |   |        |                     |        |       | <b>(\$4,200,000.00)</b> | <b>(\$4,200,000.00)</b> | <b>\$0.00</b>          |
| 20788  | 3        | SH 16, I 84 TO US 20/26, ADA & CANYON COS (PE ONLY)     | 2019   | Awarded (or equiv.) | 112    | PC    | \$6,000,000.00          | \$6,000,000.00          | \$0.00                 |
|  |          |   |        |                     |        |       | <b>\$6,000,000.00</b>   | <b>\$6,000,000.00</b>   | <b>\$0.00</b>          |
| 20796  | 3        | I 84, KARCHER IC TO FRANKLIN BLVD IC TEMP SHOULDER      | 2019   | Awarded (or equiv.) | 112    | CE    | (\$150,010.00)          | (\$150,000.00)          | (\$10.00)              |
|  |          |   |        |                     |        | CC    | (\$300,000.00)          | (\$300,000.00)          | \$0.00                 |
|  |          |   |        |                     |        | CN    | (\$4,582,739.00)        | (\$4,582,739.00)        | \$0.00                 |
|  |          |   |        |                     |        |       | <b>(\$5,032,749.00)</b> | <b>(\$5,032,739.00)</b> | <b>(\$10.00)</b>       |
| 20797  | 3        | I 84, KARCHER OVERPASS, NAMPA                           | 2019   | PS&E (or equiv.)    | 112    | CE    | (\$150,000.00)          | (\$150,000.00)          | \$0.00                 |
|  |          |   |        |                     |        | CC    | (\$300,000.00)          | (\$300,000.00)          | \$0.00                 |
|  |          |   |        |                     |        | CN    | (\$3,097,262.00)        | (\$3,097,262.00)        | \$0.00                 |
|  |          |   |        |                     |        |       | <b>(\$3,547,262.00)</b> | <b>(\$3,547,262.00)</b> | <b>\$0.00</b>          |
| 20798  | 3        | I 84, NORTHSIDE BLVD TO FRANKLIN BLVD, NAMPA            | 2021   | Development         | 107    | CN    | \$14,000,000.00         | \$0.00                  | \$14,000,000.00        |
|  |          |   |        |                     | 112    | CN    | \$22,200,000.00         | \$4,200,000.00          | \$18,000,000.00        |
|  |          |   |        |                     | 144    | CN    | \$1,928,626.00          | \$0.00                  | \$1,928,626.00         |
|  |          |   |        |                     |        |       | <b>\$38,128,626.00</b>  | <b>\$4,200,000.00</b>   | <b>\$33,928,626.00</b> |
| 21906  | 3        | SH 55, PEAR LANE TO MIDDLETON RD, CANYON CO             | 2019   | Awarded (or equiv.) | 112    | PE    | \$37,100.00             | \$37,100.00             | \$0.00                 |
|  |          |   |        |                     |        | PC    | \$2,300,000.00          | \$2,300,000.00          | \$0.00                 |
|  |          |   |        |                     |        |       | <b>\$2,337,100.00</b>   | <b>\$2,337,100.00</b>   | <b>\$0.00</b>          |
| State Hwy - Safety & Capacity (Capacity) Total |          |   |        |                     |        |       | <b>\$32,387,089.00</b>  | <b>(\$1,541,527.00)</b> | <b>\$33,928,616.00</b> |
| <b>Local Hwy - HSIP</b>                        |          |   |        |                     |        |       |                         |                         |                        |
| 20167  | 3        | STC-8533, INT SMITH AVE & MIDDLETON RD SIGNAL, NAMPA    | 2019   | Development         | 118    | CE    | \$2,000.00              | \$0.00                  | \$2,000.00             |
|  |          |   |        |                     |        | CC    | \$59,000.00             | \$0.00                  | \$59,000.00            |
|  |          |   |        |                     |        | CL    | \$12,000.00             | \$0.00                  | \$12,000.00            |
|  |          |   |        |                     |        | CN    | \$360,000.00            | \$0.00                  | \$360,000.00           |
|  |          |   |        |                     |        |       | <b>\$433,000.00</b>     | <b>\$0.00</b>           | <b>\$433,000.00</b>    |
| 20275  | 3        | NHS-7220, STATE ST LIGHTING; 16TH TO 23RD, ACHD         | 2019   | Development         | 118    | PL    | \$2,000.00              | \$2,000.00              | \$0.00                 |
|  |          |   |        |                     |        | CE    | \$2,000.00              | \$0.00                  | \$2,000.00             |
|  |          |   |        |                     |        | CC    | \$43,000.00             | \$0.00                  | \$43,000.00            |
|  |          |   |        |                     |        | CL    | \$10,000.00             | \$0.00                  | \$10,000.00            |
|  |          |   |        |                     |        | CN    | \$238,000.00            | \$0.00                  | \$238,000.00           |
|  |          |   |        |                     |        |       | <b>\$295,000.00</b>     | <b>\$2,000.00</b>       | <b>\$293,000.00</b>    |
| 21999  | 3        | STP-8463, GREENHURST RD; SUNNYBROOK TO CANYON ST, NAMPA | 2021   | Development         | 118    | PE    | \$2,000.00              | \$0.00                  | \$2,000.00             |
|  |          |   |        |                     |        | PC    | \$123,000.00            | \$0.00                  | \$123,000.00           |
|  |          |   |        |                     |        | PL    | \$17,000.00             | \$0.00                  | \$17,000.00            |
|  |          |   |        |                     |        |       | <b>\$142,000.00</b>     | <b>\$0.00</b>           | <b>\$142,000.00</b>    |
| Local Hwy - HSIP Total                         |          |   |        |                     |        |       | <b>\$870,000.00</b>     | <b>\$2,000.00</b>       | <b>\$868,000.00</b>    |

| KeyNo  | District | Location  | ProgYr | Project Status         | ProgNo | Phase          | Scheduled   | Obligated                                       | Remainder   |
|--|----------|---|--------|------------------------|--------|----------------|---|---|---|
| <b>Hwy Safety - Railroad Crossings</b>         |          |   |        |                        |        |                |   |   |   |
| 19875  | 3        | SMA-9773, N LINDER RD BVRR RRX,<br>MERIDIAN               | 2020   | Development            | 22     | PE             | \$15,000.00<br><b>\$15,000.00</b>                                 | \$0.00<br><b>\$0.00</b>                         | \$15,000.00<br><b>\$15,000.00</b>                                 |
| 20355  | 3        | OFFSYS, LOOK LN UPRR RRX, CALDWELL                        | 2019   | Development            | 22     | PC<br>CE<br>CN | \$60,000.00<br>\$5,000.00<br>\$510,000.00<br><b>\$575,000.00</b>  | \$0.00<br>\$0.00<br>\$0.00<br><b>\$0.00</b>     | \$60,000.00<br>\$5,000.00<br>\$510,000.00<br><b>\$575,000.00</b>  |
| 22034  | 3        | STC-8233, MIDLAND BLVD UPRR RRX,<br>NAMPA                 | 2019   | Development            | 22     | PE<br>CN       | \$10,000.00<br>\$40,000.00<br><b>\$50,000.00</b>                  | \$0.00<br>\$0.00<br><b>\$0.00</b>               | \$10,000.00<br>\$40,000.00<br><b>\$50,000.00</b>                  |
| Hwy Safety - Railroad Crossings Total          |          |   |        |                        |        |                | <b>\$640,000.00</b>   | <b>\$0.00</b>                                   | <b>\$640,000.00</b>   |
| <b>State Hwy - System Planning</b>             |          |   |        |                        |        |                |   |   |   |
| 13952  | 3        | US 95, BOISE RIVER BRIDGE HYDRAULIC<br>STUDY              | 2019   | Awarded (or<br>equiv.) | 104    | PE<br>PC       | \$5,000.00<br>\$82,220.00<br><b>\$87,220.00</b>                   | \$5,000.00<br>\$82,220.00<br><b>\$87,220.00</b> | \$0.00<br>\$0.00<br><b>\$0.00</b>                                 |
| State Hwy - System Planning Total              |          |   |        |                        |        |                | <b>\$87,220.00</b>  | <b>\$87,220.00</b>                              | <b>\$0.00</b>   |
| <b>Hwy - Metropolitan Planning</b>             |          |   |        |                        |        |                |   |   |   |
| 19071  | 3        | LOCAL, FY19 COMPASS METRO PLANNING                        | 2019   | Development            | 91     | PC             | \$1,171,910.00<br><b>\$1,171,910.00</b>                           | \$218,361.75<br><b>\$218,361.75</b>             | \$953,548.25<br><b>\$953,548.25</b>                               |
| Hwy - Metropolitan Planning Total              |          |   |        |                        |        |                | <b>\$1,171,910.00</b>   | <b>\$218,361.75</b>                             | <b>\$953,548.25</b>   |
| <b>Local Hwy - Transportation Alternatives</b> |          |   |        |                        |        |                |   |   |   |
| 20076  | 3        | OFFSYS, INDIAN CR PATH EXT TO<br>GREENBELT, CALDWELL      | 2019   | Development            | 134    | CN             | \$411,325.62<br><b>\$411,325.62</b>                               | \$0.00<br><b>\$0.00</b>                         | \$411,325.62<br><b>\$411,325.62</b>                               |
| 20141  | 3        | OFFSYS, INDIAN CR PATH EXT; TAFFY TO<br>PEPPERMINT, NAMPA | 2019   | Development            | 134    | CE<br>CC<br>CN | \$10,290.00<br>\$41,160.00<br>\$377,300.00<br><b>\$428,750.00</b> | \$0.00<br>\$0.00<br>\$0.00<br><b>\$0.00</b>     | \$10,290.00<br>\$41,160.00<br>\$377,300.00<br><b>\$428,750.00</b> |
| 22029  | 3        | LOCAL, FY19 CANYON CO SRYS<br>COORDINATOR & ACTIVITIES    | 2019   | Development            | 134    | CN             | \$64,753.00<br><b>\$64,753.00</b>                                 | \$0.00<br><b>\$0.00</b>                         | \$64,753.00<br><b>\$64,753.00</b>                                 |
| 22050  | 3        | LOCAL, STODDARD PATH EXT PH 1, NAMPA                      | 2020   | Development            | 134    | PE<br>PC       | \$5,000.00<br>\$60,686.00<br><b>\$65,686.00</b>                   | \$0.00<br>\$0.00<br><b>\$0.00</b>               | \$5,000.00<br>\$60,686.00<br><b>\$65,686.00</b>                   |
| Local Hwy - Transportation Alternatives Total  |          |   |        |                        |        |                | <b>\$970,514.62</b>   | <b>\$0.00</b>                                   | <b>\$970,514.62</b>   |
| <b>Local Hwy - Urban</b>                       |          |   |        |                        |        |                |   |   |   |
| 13492  | 3        | SMA-7169, INT LINDER & DEER FLAT RDS,<br>KUNA             | 2020   | Development            | 46     | PE             | \$3,000.00  | \$3,000.00                                      | \$0.00  |



| KeyNo   | District | Location  | ProgYr | Project Status      | ProgNo | Phase                | Scheduled   | Obligated   | Remainder   |
|---|----------|---|--------|---------------------|--------|----------------------|---|---|---|
| 13492   | 3        | SMA-7169, INT LINDER & DEER FLAT RDS, KUNA          | 2020   | Development         | 46     | PC                   | \$10,000.00<br><b>\$13,000.00</b>   | \$10,000.00<br><b>\$13,000.00</b>                               | \$0.00<br><b>\$0.00</b>   |
| 13494   | 3        | STC-7787, OLD HWY 30; W PLYMOUTH ST BR, CANYON CO   | 2023   | Development         | 46     | PL                   | \$10,000.00<br><b>\$10,000.00</b>   | \$10,000.00<br><b>\$10,000.00</b>                               | \$0.00<br><b>\$0.00</b>   |
| 13904   | 3        | LOCAL, FY19 ACHD RIDESHARE, CANYON CO               | 2019   | Awarded (or equiv.) | 46     | CN                   | \$55,000.00<br><b>\$55,000.00</b>   | \$55,000.00<br><b>\$55,000.00</b>                               | \$0.00<br><b>\$0.00</b>   |
| Local Hwy - Urban Total                           |          |   |        |                     |        |                      | <b>\$78,000.00</b>  | <b>\$78,000.00</b>  | <b>\$0.00</b>   |
| <b>Local Hwy - Transportation Management Area</b> |          |   |        |                     |        |                      |   |   |   |
| 13482   | 3        | LOCAL, FY18 CAPITAL MAINTENANCE, VRT, BOISE         | 2019   | Awarded (or equiv.) | 51     | CN                   | \$389,000.00<br><b>\$389,000.00</b>   | \$0.00<br><b>\$0.00</b>   | \$389,000.00<br><b>\$389,000.00</b>   |
| 13900   | 3        | LOCAL, FY19 COMPASS PLANNING                        | 2019   | Awarded (or equiv.) | 51     | PC                   | \$232,000.00<br><b>\$232,000.00</b>   | \$232,000.00<br><b>\$232,000.00</b>                             | \$0.00<br><b>\$0.00</b>   |
| 13903   | 3        | LOCAL, FY19 CAPITAL MAINTENANCE, PH 1, ACHD         | 2019   | Development         | 51     | CE<br>CN             | \$657,000.00<br>\$4,381,000.00<br><b>\$5,038,000.00</b>                               | \$0.00<br>\$0.00<br><b>\$0.00</b>                               | \$657,000.00<br>\$4,381,000.00<br><b>\$5,038,000.00</b>                         |
| 18694   | 3        | LOCAL, TVTOM AND ITS PLAN UPDATE, COMPASS           | 2020   | Development         | 51     | PC                   | \$236,000.00<br><b>\$236,000.00</b>   | \$236,000.00<br><b>\$236,000.00</b>                             | \$0.00<br><b>\$0.00</b>   |
| 18701   | 3        | LOCAL, FY21 CAPITAL MAINTENANCE, PH 1, ACHD         | 2021   | Development         | 51     | PE<br>PC             | \$20,000.00<br>\$474,000.00<br><b>\$494,000.00</b>                                    | \$0.00<br>\$0.00<br><b>\$0.00</b>                               | \$20,000.00<br>\$474,000.00<br><b>\$494,000.00</b>                              |
| 18821   | 3        | LOCAL, FY19 ACHD COMMUTERIDE                        | 2019   | Awarded (or equiv.) | 51     | CN                   | \$220,000.00<br><b>\$220,000.00</b>   | \$220,000.00<br><b>\$220,000.00</b>                             | \$0.00<br><b>\$0.00</b>   |
| 18847   | 3        | LOCAL, FY19 CAPITAL MAINTENANCE, VRT                | 2019   | Development         | 51     | CN                   | \$1,177,000.00<br><b>\$1,177,000.00</b>   | \$0.00<br><b>\$0.00</b>   | \$1,177,000.00<br><b>\$1,177,000.00</b>   |
| 19571   | 3        | LOCAL, PLANNING, COMMUNITIES IN MOTION MAJOR UPDATE | 2022   | Development         | 51     | PC                   | \$50,000.00<br><b>\$50,000.00</b>   | \$50,000.00<br><b>\$50,000.00</b>                               | \$0.00<br><b>\$0.00</b>   |
| 20003   | 3        | LOCAL, FY19 CAPITAL MAINTENANCE, PH 2, ACHD         | 2019   | Development         | 51     | PE<br>PC<br>CE<br>CN | (\$4,215.00)<br>\$9,215.00<br>\$323,000.00<br>\$1,833,000.00<br><b>\$2,161,000.00</b> | (\$4,215.00)<br>\$4,215.00<br>\$0.00<br>\$0.00<br><b>\$0.00</b> | \$0.00<br>\$5,000.00<br>\$323,000.00<br>\$1,833,000.00<br><b>\$2,161,000.00</b> |
| 20046   | 3        | LOCAL, FY19 ACHD COMMUTERIDE VAN REPLACEMENTS       | 2019   | Development         | 51     | CN                   | \$331,000.00<br><b>\$331,000.00</b>   | \$0.00<br><b>\$0.00</b>   | \$331,000.00<br><b>\$331,000.00</b>   |
| 20091   | 3        | LOCAL, FY19 CAPITAL MAINTENANCE, PH 3, ACHD         | 2019   | Development         | 51     | CE<br>CC             | \$26,000.00<br>\$13,000.00  | \$0.00<br>\$0.00  | \$26,000.00<br>\$13,000.00  |

| KeyNo   | District | Location  | ProgYr | Project Status      | ProgNo | Phase | Scheduled              | Obligated             | Remainder              |
|---|----------|---|--------|---------------------|--------|-------|------------------------|-----------------------|------------------------|
| 20091   | 3        | LOCAL, FY19 CAPITAL MAINTENANCE, PH 3, ACHD       | 2019   | Development         | 51     | CN    | \$261,000.00           | \$0.00                | \$261,000.00           |
|   |          |   |        |                     |        |       | <b>\$300,000.00</b>    | <b>\$0.00</b>         | <b>\$300,000.00</b>    |
| 20129   | 3        | LOCAL, FY21 CAPITAL MAINTENANCE, PH 2, ACHD       | 2021   | Development         | 51     | PE    | \$9,000.00             | \$0.00                | \$9,000.00             |
|   |          |   |        |                     |        | PC    | \$204,000.00           | \$0.00                | \$204,000.00           |
|   |          |   |        |                     |        |       | <b>\$213,000.00</b>    | <b>\$0.00</b>         | <b>\$213,000.00</b>    |
| Local Hwy - Transportation Management Area Total    |          |   |        |                     |        |       | <b>\$10,841,000.00</b> | <b>\$738,000.00</b>   | <b>\$10,103,000.00</b> |
| <b>Local Hwy - Rural</b>                            |          |   |        |                     |        |       |                        |                       |                        |
| 13964   | 3        | STC-3798, PECKHAM RD, GOLDEN GATE HD              | 2020   | Development         | 45     | PC    | \$1,000.00             | \$1,000.00            | \$0.00                 |
|   |          |   |        |                     |        | RW    | \$100,000.00           | \$0.00                | \$100,000.00           |
|   |          |   |        |                     |        |       | <b>\$101,000.00</b>    | <b>\$1,000.00</b>     | <b>\$100,000.00</b>    |
| 19951   | 3        | STC-3856, OLD HWY 30; GOODSON TO OASIS, CANYON HD | 2500   | Development         | 45     | PE    | \$7,500.00             | \$0.00                | \$7,500.00             |
|   |          |   |        |                     |        | PC    | \$243,000.00           | \$0.00                | \$243,000.00           |
|   |          |   |        |                     |        | PL    | \$66,929.00            | \$0.00                | \$66,929.00            |
|   |          |   |        |                     |        |       | <b>\$317,429.00</b>    | <b>\$0.00</b>         | <b>\$317,429.00</b>    |
| Local Hwy - Rural Total                             |          |   |        |                     |        |       | <b>\$418,429.00</b>    | <b>\$1,000.00</b>     | <b>\$417,429.00</b>    |
| <b>Local Hwy - Transportation Alternatives; TMA</b> |          |   |        |                     |        |       |                        |                       |                        |
| 13912   | 3        | LOCAL, FY19 & FY20 ADA COUNTY SR2S, VRT           | 2019   | Awarded (or equiv.) | 133    | CN    | \$328,000.00           | \$328,000.00          | \$0.00                 |
|   |          |   |        |                     |        |       | <b>\$328,000.00</b>    | <b>\$328,000.00</b>   | <b>\$0.00</b>          |
| 19828   | 3        | LOCAL, FIVE MILE CR PATHWAY, MERIDIAN             | 2022   | Development         | 133    | PE    | \$7,000.00             | \$0.00                | \$7,000.00             |
|   |          |   |        |                     |        | PC    | \$97,000.00            | \$0.00                | \$97,000.00            |
|   |          |   |        |                     |        |       | <b>\$104,000.00</b>    | <b>\$0.00</b>         | <b>\$104,000.00</b>    |
| 21913   | 3        | LOCAL, BSU COVERED BIKE FACILITY                  | 2019   | Development         | 133    | PE    | \$1,000.00             | \$0.00                | \$1,000.00             |
|   |          |   |        |                     |        | CE    | \$3,000.00             | \$0.00                | \$3,000.00             |
|   |          |   |        |                     |        | CN    | \$26,000.00            | \$0.00                | \$26,000.00            |
|   |          |   |        |                     |        |       | <b>\$30,000.00</b>     | <b>\$0.00</b>         | <b>\$30,000.00</b>     |
| Local Hwy - Transportation Alternatives; TMA Total  |          |   |        |                     |        |       | <b>\$462,000.00</b>    | <b>\$328,000.00</b>   | <b>\$134,000.00</b>    |
| <b>Local Hwy - Bridge</b>                           |          |   |        |                     |        |       |                        |                       |                        |
| 13055   | 3        | NHS-7773, 10TH AVE BR, CALDWELL                   | 2019   | PS&E (or equiv.)    | 49     | PL    | \$3,000.00             | \$3,000.00            | \$0.00                 |
|   |          |   |        |                     |        | CE    | \$8,942.00             | \$8,942.00            | \$0.00                 |
|   |          |   |        |                     |        | CC    | \$400,586.00           | \$400,586.00          | \$0.00                 |
|   |          |   |        |                     |        | CL    | \$71,533.00            | \$71,533.00           | \$0.00                 |
|   |          |   |        |                     |        | CN    | \$1,931,939.00         | \$1,884,325.00        | \$47,614.00            |
|   |          |   |        |                     |        |       | <b>\$2,416,000.00</b>  | <b>\$2,368,386.00</b> | <b>\$47,614.00</b>     |
| 13494   | 3        | STC-7787, OLD HWY 30; W PLYMOUTH ST BR, CANYON CO | 2023   | Development         | 49     | PL    | \$19,443.00            | \$19,443.00           | \$0.00                 |
|   |          |   |        |                     |        |       | <b>\$19,443.00</b>     | <b>\$19,443.00</b>    | <b>\$0.00</b>          |
| Local Hwy - Bridge Total                            |          |   |        |                     |        |       | <b>\$2,435,443.00</b>  | <b>\$2,387,829.00</b> | <b>\$47,614.00</b>     |

| KeyNo                             | District | Location  | ProgYr | Project Status      | ProgNo | Phase | Scheduled              | Obligated             | Remainder              |
|-----------------------------------|----------|---|--------|---------------------|--------|-------|------------------------|-----------------------|------------------------|
| <b>Hwy - Discretionary</b>        |          |   |        |                     |        |       |                        |                       |                        |
| 20315                             | 3        | I 84, KARCHER IC TO FRANKLIN BLVD, NAMPA                    | 2021   | Development         | 145    | PE    | \$150,000.00           | \$0.00                | \$150,000.00           |
|                                   |          |   |        |                     |        | PC    | \$7,170,000.00         | \$0.00                | \$7,170,000.00         |
|                                   |          |   |        |                     |        | RW    | \$60,000.00            | \$0.00                | \$60,000.00            |
|                                   |          |   |        |                     |        | LP    | \$600,000.00           | \$0.00                | \$600,000.00           |
|                                   |          |   |        |                     |        | UT    | \$600,000.00           | \$0.00                | \$600,000.00           |
|                                   |          |   |        |                     |        |       | <b>\$8,580,000.00</b>  | <b>\$0.00</b>         | <b>\$8,580,000.00</b>  |
| 20796                             | 3        | I 84, KARCHER IC TO FRANKLIN BLVD IC TEMP SHOULDER          | 2019   | Awarded (or equiv.) | 145    | CE    | \$150,000.00           | \$0.00                | \$150,000.00           |
|                                   |          |   |        |                     |        | CC    | \$300,000.00           | \$0.00                | \$300,000.00           |
|                                   |          |   |        |                     |        | CN    | \$3,175,892.00         | \$0.00                | \$3,175,892.00         |
|                                   |          |   |        |                     |        |       | <b>\$3,625,892.00</b>  | <b>\$0.00</b>         | <b>\$3,625,892.00</b>  |
| 20797                             | 3        | I 84, KARCHER OVERPASS, NAMPA                               | 2019   | PS&E (or equiv.)    | 145    | CE    | \$150,000.00           | \$0.00                | \$150,000.00           |
|                                   |          |   |        |                     |        | CC    | \$300,000.00           | \$0.00                | \$300,000.00           |
|                                   |          |   |        |                     |        | CN    | \$2,854,108.00         | \$0.00                | \$2,854,108.00         |
|                                   |          |   |        |                     |        |       | <b>\$3,304,108.00</b>  | <b>\$0.00</b>         | <b>\$3,304,108.00</b>  |
| Hwy - Discretionary Total         |          |   |        |                     |        |       | <b>\$15,510,000.00</b> | <b>\$0.00</b>         | <b>\$15,510,000.00</b> |
| <b>Hwy - Federal Lands Access</b> |          |   |        |                     |        |       |                        |                       |                        |
| 19783                             | 3        | STC-3789, BOGUS BASIN RD SAFETY, MAINTENANCE, AND TRAILHEAD | 2019   | Development         | 30     | PE    | \$30,000.00            | \$0.00                | \$30,000.00            |
|                                   |          |   |        |                     |        | CE    | \$9,000.00             | \$0.00                | \$9,000.00             |
|                                   |          |   |        |                     |        | CN    | \$127,000.00           | \$0.00                | \$127,000.00           |
|                                   |          |   |        |                     |        |       | <b>\$166,000.00</b>    | <b>\$0.00</b>         | <b>\$166,000.00</b>    |
| Hwy - Federal Lands Access Total  |          |   |        |                     |        |       | <b>\$166,000.00</b>    | <b>\$0.00</b>         | <b>\$166,000.00</b>    |
| <b>Hwy - Non-Participating</b>    |          |   |        |                     |        |       |                        |                       |                        |
| 20842                             | 3        | SMA-7013, CLOVERDALE RD; CAMAS DR TO TUTRINA & OPASS, BOISE | 2019   | Awarded (or equiv.) | 69     | CC    | \$622,462.00           | \$622,462.00          | \$0.00                 |
|                                   |          |   |        |                     |        | CN    | \$6,561,269.00         | \$6,561,269.00        | \$0.00                 |
|                                   |          |   |        |                     |        |       | <b>\$7,183,731.00</b>  | <b>\$7,183,731.00</b> | <b>\$0.00</b>          |
| Hwy - Non-Participating Total     |          |   |        |                     |        |       | <b>\$7,183,731.00</b>  | <b>\$7,183,731.00</b> | <b>\$0.00</b>          |
| <b>Hwy - Local Partnerships</b>   |          |   |        |                     |        |       |                        |                       |                        |
| 12048                             | 3        | STC-7807, S CEMETERY RD; SH 44 TO WILLOW CR, MIDDLETON      | 2021   | Development         | 79     | RW    | \$175,000.00           | \$0.00                | \$175,000.00           |
|                                   |          |   |        |                     |        |       | <b>\$175,000.00</b>    | <b>\$0.00</b>         | <b>\$175,000.00</b>    |
| 13349                             | 3        | SH 55, EAGLE RD: MERIDIAN TOWN CENTER                       | 2022   | Development         | 131    | CC    | \$95,000.00            | \$95,000.00           | \$0.00                 |
|                                   |          |   |        |                     |        |       | <b>\$95,000.00</b>     | <b>\$95,000.00</b>    | <b>\$0.00</b>          |
| 19828                             | 3        | LOCAL, FIVE MILE CR PATHWAY, MERIDIAN                       | 2022   | Development         | 79     | PC    | \$1,000.00             | \$0.00                | \$1,000.00             |
|                                   |          |   |        |                     |        |       | <b>\$1,000.00</b>      | <b>\$0.00</b>         | <b>\$1,000.00</b>      |
| 19847                             | 3        | LOCAL, FY20 CAPITAL MAINTENANCE, LOCAL, ACHD                | 2020   | Development         | 79     | PE    | (\$5,000.00)           | (\$5,000.00)          | \$0.00                 |
|                                   |          |   |        |                     |        | PC    | (\$57,000.00)          | (\$57,000.00)         | \$0.00                 |
|                                   |          |   |        |                     |        |       | <b>(\$62,000.00)</b>   | <b>(\$62,000.00)</b>  | <b>\$0.00</b>          |

| KeyNo  | District | Location   | ProgYr | Project Status      | ProgNo | Phase                      | Scheduled   | Obligated   | Remainder  |
|--|----------|--|--------|---------------------|--------|----------------------------|---|---|--|
| 19944  | 3        | US 20/26, CHINDEN; LOCUST GROVE TO EAGLE               | 2020   | Development         | 79     | PC                         | \$125,000.00<br><b>\$125,000.00</b>   | \$125,000.00<br><b>\$125,000.00</b>                                       | \$0.00<br><b>\$0.00</b>  |
| 20076  | 3        | OFFSYS, INDIAN CR PATH EXT TO GREENBELT, CALDWELL      | 2019   | Development         | 79     | CN                         | \$149,000.00<br><b>\$149,000.00</b>   | \$0.00<br><b>\$0.00</b>   | \$149,000.00<br><b>\$149,000.00</b>  |
| 20141  | 3        | OFFSYS, INDIAN CR PATH EXT; TAFFY TO PEPPERMINT, NAMPA | 2019   | Development         | 79     | PC                         | \$4,575.00<br><b>\$4,575.00</b>   | \$4,575.00<br><b>\$4,575.00</b>   | \$0.00<br><b>\$0.00</b>  |
| 20159  | 3        | LOCAL, FY21 CAPITAL MAINTENANCE, LOCAL, ACHD           | 2021   | Development         | 79     | PE<br>PC                   | \$5,000.00<br>\$50,000.00<br><b>\$55,000.00</b>   | \$0.00<br>\$0.00<br><b>\$0.00</b>   | \$5,000.00<br>\$50,000.00<br><b>\$55,000.00</b>  |
| 20782  | 3        | LOCAL, ITS SMART ARTERIAL MANAGEMENT, ADA CO           | 2019   | Awarded (or equiv.) | 79     | CN                         | \$846,000.00<br><b>\$846,000.00</b>   | \$0.00<br><b>\$0.00</b>   | \$846,000.00<br><b>\$846,000.00</b>  |
| 20798  | 3        | I 84, NORTHSIDE BLVD TO FRANKLIN BLVD, NAMPA           | 2021   | Development         | 79     | CN                         | \$250,000.00<br><b>\$250,000.00</b>   | \$0.00<br><b>\$0.00</b>   | \$250,000.00<br><b>\$250,000.00</b>  |
| 20841  | 3        | SH 55, BIKE/PED BR OVER BOISE RV, EAGLE                | 2023   | Development         | 79     | PC                         | \$81,400.00<br><b>\$81,400.00</b>   | \$81,400.00<br><b>\$81,400.00</b>   | \$0.00<br><b>\$0.00</b>  |
| 21858  | 3        | US 20, TREE FARM WAY TO LINDER RD (PH1)                | 2019   | Development         | 131    | PE<br>RW<br>LP<br>CE<br>CN | \$0.00<br>\$50,000.00<br>\$1,200,000.00<br>\$10,000.00<br>\$6,500,000.00<br><b>\$7,760,000.00</b> | \$20,000.00<br>\$0.00<br>\$0.00<br>\$0.00<br>\$0.00<br><b>\$20,000.00</b> | (\$20,000.00)<br>\$50,000.00<br>\$1,200,000.00<br>\$10,000.00<br>\$6,500,000.00<br><b>\$7,740,000.00</b> |
| Hwy - Local Partnerships Total                     |          |  |        |                     |        |                            | <b>\$9,479,975.00</b>   | <b>\$263,975.00</b>   | <b>\$9,216,000.00</b>  |
| <b>Hwy GARVEE - 2017 Legislative Authorization</b> |          |  |        |                     |        |                            |   |   |  |
| 20351  | 3        | I 84, CALDWELL TO KARCHER, CANYON CO                   | 2021   | Development         | 142    | PC<br>RW<br>UT             | \$6,000,000.00<br>\$1,500,000.00<br>\$1,000,000.00<br><b>\$8,500,000.00</b>                       | \$0.00<br>\$0.00<br>\$0.00<br><b>\$0.00</b>                               | \$6,000,000.00<br>\$1,500,000.00<br>\$1,000,000.00<br><b>\$8,500,000.00</b>                              |
| 20798  | 3        | I 84, NORTHSIDE BLVD TO FRANKLIN BLVD, NAMPA           | 2021   | Development         | 142    | CN                         | \$11,103,000.00<br><b>\$11,103,000.00</b>   | \$0.00<br><b>\$0.00</b>   | \$11,103,000.00<br><b>\$11,103,000.00</b>  |
| 20799  | 3        | I 84, KARCHER IC TO NORTHSIDE BLVD                     | 2019   | Development         | 142    | CC<br>CN                   | \$3,400,000.00<br>\$34,000,000.00<br><b>\$37,400,000.00</b>                                       | \$0.00<br>\$0.00<br><b>\$0.00</b>   | \$3,400,000.00<br>\$34,000,000.00<br><b>\$37,400,000.00</b>  |
| 22154  | 3        | I 84, USTICK RD & MIDDLETON RD OVERPASSES, CANYON CO   | 2020   | Development         | 142    | PC                         | \$1,600,000.00<br><b>\$1,600,000.00</b>   | \$0.00<br><b>\$0.00</b>   | \$1,600,000.00<br><b>\$1,600,000.00</b>  |
| Hwy GARVEE - 2017 Legislative Authorization Total  |          |  |        |                     |        |                            | <b>\$58,603,000.00</b>  | <b>\$0.00</b>   | <b>\$58,603,000.00</b>   |

| KeyNo               | District | Location                              | ProgYr | Project Status | ProgNo | Phase | Scheduled               | Obligated              | Remainder               |
|---------------------|----------|---------------------------------------|--------|----------------|--------|-------|-------------------------|------------------------|-------------------------|
| <b>Old Programs</b> |          |                                       |        |                |        |       |                         |                        |                         |
| 13349               | 3        | SH 55, EAGLE RD: MERIDIAN TOWN CENTER | 2022   | Development    | 70     | CC    | (\$95,000.00)           | (\$95,000.00)          | \$0.00                  |
|                     |          |                                       |        |                |        |       | <b>(\$95,000.00)</b>    | <b>(\$95,000.00)</b>   | <b>\$0.00</b>           |
| Old Programs Total  |          |                                       |        |                |        |       | <b>(\$95,000.00)</b>    | <b>(\$95,000.00)</b>   | <b>\$0.00</b>           |
| Report Total        |          |                                       |        |                |        |       | <b>\$174,262,064.62</b> | <b>\$21,855,288.75</b> | <b>\$152,406,775.87</b> |

Valley Regional Transit Program of Projects - Fiscal Year 2019

| ADA COUNTY                              |                | High Level  | Detailed  | FY14       |            |            | FY15       |            |            | FY17       |            |            | FY18         |              |              | FY19         |              |              | Carry Forward to | Created in | Obligation Date |  |
|---|----------------|---|---|------------|------------|------------|------------|------------|------------|------------|------------|------------|--------------|--------------|--------------|--------------|--------------|--------------|------------------|------------|-----------------|--|
| Key Identifier                          | Funding Source | Description   | Description   | Federal    | Local      | Total      | Federal    | Local      | Total      | Federal    | Local      | Total      | Federal      | Local        | Total        | Federal      | Local        | Total        | FY19 (F/L)       | TrAMS      |                 |  |
| KN 19041                                | 5307 LU        | Mobility Operations   | GoRide Operations   |            |            |            |            |            |            |            |            |            | \$ 357,000   | \$ 357,000   | \$ 714,000   | \$ 357,000   | \$ 357,000   | \$ 714,000   | FY18             |            |                 |  |
| KN 18854                                | 5307 LU        | Planning  | Program Admin/ Transit Planning, Mob. Imp                 |            |            |            |            |            |            |            |            |            | \$ 806,000   | \$ 201,500   | \$ 1,007,500 | \$ 806,000   | \$ 201,500   | \$ 1,007,500 |                  |            |                 |  |
| KN 19137                                | 5307 LU        | Operations  | Complimentary Paratransit / Prev. Maint.                  |            |            |            |            |            |            |            |            |            | \$ 1,969,540 | \$ 492,385   | \$ 2,461,925 | \$ 1,894,000 | \$ 473,500   | \$ 2,367,500 |                  |            |                 |  |
| KN 18788                                | 5307 LU        | Rolling Stock, Infrastructure, Technology                         | FY19 Replacement 35' Bus (approx. 3)                      |            |            |            |            |            |            |            |            |            | \$ 160,000   | \$ 40,000    | \$ 200,000   | \$ 236,000   | \$ 59,000    | \$ 295,000   |                  |            |                 |  |
| KN 19122                                | 5339 LU        | Rolling Stock, Infrastructure, Technology                         | Technology, capital purchase                              |            |            |            |            |            |            |            |            |            | \$ 314,933   | \$ 78,733    | \$ 393,666   | \$ 337,000   | \$ 84,250    | \$ 421,250   |                  |            |                 |  |
| <b>Ada County Totals</b>                |                |   |   |            |            |            |            |            |            | \$ -       | \$ -       | \$ -       | \$ 3,607,473 | \$ 1,236,766 | \$ 5,112,830 | \$ 3,915,584 | \$ 1,246,646 | \$ 5,162,230 |                  |            |                 |  |
| <b>STP Large Urban</b>                  |                |   |   |            |            |            |            |            |            |            |            |            |              |              |              |              |              |              |                  |            |                 |  |
| Key Identifier                          | Funding Source | Description   | Description   | Federal    | Local      | Total      | Federal    | Local      | Total      | Federal    | Local      | Total      | Federal      | Local        | Total        | Federal      | Local        | Total        | Carry Forward to | Created in | Obligation Date |  |
| KN 18847                                | STP-5307       | Rolling Stock, Infrastructure, Technology                         | HVAC Sys. Repl.; BSU Bus repl; VRT Bus repl.              |            |            |            |            |            |            |            |            |            |              |              |              | \$ 1,075,000 | \$ 85,155    | \$ 1,160,155 |                  |            |                 |  |
| KN 20046                                | STP-5307       | Rolling Stock, Infrastructure, Technology                         | ACHD Commuteride Van Replacements                         |            |            |            |            |            |            |            |            |            |              |              | \$ 302,072   | \$ 23,928    | \$ 326,000   |              |                  |            |                 |  |
| <b>STP LU Grants</b>                    |                |   |   |            |            |            |            |            |            |            |            |            | \$ 214,045   | \$ 16,955    | \$ 231,000   | \$ 1,377,072 | \$ 109,084   | \$ 1,486,156 |                  |            |                 |  |
| <b>Canyon County</b>                    |                |   |   |            |            |            |            |            |            |            |            |            |              |              |              |              |              |              |                  |            |                 |  |
| Key Identifier                          | Funding Source | Description   | Description   | Federal    | Local      | Total      | Federal    | Local      | Total      | Federal    | Local      | Total      | Federal      | Local        | Total        | Federal      | Local        | Total        | Carry Forward to | Created in | Obligation Date |  |
| KN 18914                                | 5307 SU        | Operations  | Complimentary Paratransit, Prev.Maint.                    |            |            |            |            |            |            |            |            |            |              |              |              | \$ 247,000   | \$ 61,750    | \$ 308,750   |                  |            |                 |  |
| KN 18786                                | 5307 SU        | Fixed Route Operations  | Fixed Route Ops/GoRide Ops                                |            |            |            |            |            |            |            |            |            |              |              | \$ 789,000   | \$ 789,000   | \$ 1,578,000 |              |                  |            |                 |  |
| KN 18842                                | 5307 SU        | Planning - Mobility Implementation                                | Prog. Admin support/Short range plan./Mobility Management |            |            |            |            |            |            |            |            |            |              |              | \$ 408,826   | \$ 102,207   | \$ 511,033   |              |                  |            |                 |  |
| KN 18781                                | 5307 SU        | Rolling Stock, Infrastructure, Technology                         | Technology and Capital                                    |            |            |            |            |            |            |            |            |            |              |              | \$ 152,000   | \$ 38,000    | \$ 190,000   |              |                  |            |                 |  |
| <b>Canyon County Totals</b>             |                |   |   |            |            |            |            |            |            | \$ -       | \$ -       | \$ -       | \$ 1,102,000 | \$ 763,750   | \$ 1,865,750 | \$ 1,349,826 | \$ 929,207   | \$ 2,279,033 |                  |            |                 |  |
| <b>STP Small Urban</b>                  |                |   |   |            |            |            |            |            |            |            |            |            |              |              |              |              |              |              |                  |            |                 |  |
| Key Identifier                          | Funding Source | Description   | Description   | Federal    | Local      | Total      | Federal    | Local      | Total      | Federal    | Local      | Total      | Federal      | Local        | Total        | Federal      | Local        | Total        | Carry Forward to | Created in | Obligation Date |  |
| <b>STP LU Grants</b>                    |                |   |   |            |            |            |            |            |            |            |            |            |              |              |              |              |              |              |                  |            |                 |  |
| <b>Regional Programs (Subrecipient)</b> |                |   |   |            |            |            |            |            |            |            |            |            |              |              |              |              |              |              |                  |            |                 |  |
| Key Identifier                          | Funding Source | Description   | Description   | Federal    | Local      | Total      | Federal    | Local      | Total      | Federal    | Local      | Total      | Federal      | Local        | Total        | Federal      | Local        | Total        | Carry Forward to | Created in | Obligation Date |  |
| KN 19855                                | 5307 SU        | City of Nampa Pedestrian and Cycle Improvements                   | Blaine and Iowa Nampa                                     |            |            |            |            |            |            |            |            |            |              |              |              | \$ 463,000   | \$ 115,750   | \$ 578,750   | FY17 & 18        |            |                 |  |
| KN 19959                                | 5307 SU        | Pathway, Historic North Nampa Pathway, Nampa                      |   |            |            |            |            |            |            | \$ 459,000 | \$ 114,750 | \$ 573,750 | \$ 13,000    | \$ 3,250     | \$ 16,250    |              |              |              |                  |            |                 |  |
| KN 20153                                | 5307 SU        | ACHD Commuteride Replacement Vehicles, Canyon Cty.                |   |            |            |            |            |            |            |            |            |            | \$ 216,000   | \$ 54,000    | \$ 270,000   |              |              |              | FY18             |            |                 |  |
| KN 20043                                | 5307 SU        | ADA, Nampa Above and Beyond (TVT)                                 |   |            |            |            |            |            |            |            |            |            | \$ 225,000   | \$ 225,000   | \$ 450,000   | \$ 291,000   | \$ 72,750    | \$ 363,750   | FY18             |            |                 |  |
| KN 19297                                | 5307 SU        | Transit - Park and Ride, Middleton                                |   |            |            |            |            |            |            |            |            |            | \$ 120,000   | \$ 30,000    | \$ 150,000   |              |              |              |                  |            |                 |  |
| KN 19609                                | 5307 SU        | Transit - College of Western Idaho Entrance and Roundabout, Nampa |   |            |            |            | \$ 551,000 | \$ 137,750 | \$ 688,750 | \$ 72,000  | \$ 18,000  | \$ 90,000  | \$ 240,000   | \$ 60,000    | \$ 300,000   |              |              |              |                  | FY14 & 15  |                 |  |
| KN 20789                                | 5307 SU        | Nampa TOD   |   |            |            |            |            |            |            |            |            |            | \$ 248,400   | \$ 62,100    | \$ 310,500   |              |              |              |                  | FY18       |                 |  |
| <b>Regional Programs Total</b>          |                |   |   | \$ 551,000 | \$ 137,750 | \$ 688,750 | \$ 72,000  | \$ 18,000  | \$ 90,000  | \$ 459,000 | \$ 114,750 | \$ 573,750 | \$ 814,000   | \$ 372,250   | \$ 1,186,250 | \$ 754,000   | \$ 188,500   | \$ 942,500   |                  |            |                 |  |
| <b>ITD SU Grants</b>                    |                |   |   |            |            |            |            |            |            |            |            |            |              |              |              |              |              |              |                  |            |                 |  |
| Key Identifier                          | Funding Source | Description   | Description   | Federal    | Local      | Total      | Federal    | Local      | Total      | Federal    | Local      | Total      | Federal      | Local        | Total        | Federal      | Local        | Total        | Carry Forward to | Created in | Obligation Date |  |
| KN 13912                                | TAP TMA        | SR25 Ada County FY19&20   | Safe Routes to School                                     |            |            |            |            |            |            |            |            |            |              |              |              | \$ 298,365   | \$ 23,635    | \$ 322,000   |                  |            |                 |  |
| KN 18739                                | 5310 SU        | Acquisition of Service  | Purchase of Service through providers                     |            |            |            |            |            |            | \$ 60,000  | \$ 56,500  | \$ 75,000  |              |              |              |              |              |              |                  |            |                 |  |
| KN 19464                                | 5310 SU        | Acquisition of Service  | Purchase of Service through providers                     |            |            |            |            |            |            | \$ 166,000 | \$ 56,500  | \$ 207,500 |              |              |              |              |              |              |                  |            |                 |  |
| KN 19464                                | 5310 SU        | Acquisition of Service  | Purchase of Service through providers                     |            |            |            |            |            |            |            |            |            | \$ 226,000   | \$ 56,500    | \$ 282,500   | \$ 226,000   | \$ 56,500    | \$ 282,500   |                  |            |                 |  |
| <b>ITD SU Grants</b>                    |                |   |   |            |            |            | \$ 155,000 | \$ 38,750  | \$ 193,750 | \$ 226,000 | \$ 113,000 | \$ 282,500 | \$ 226,000   | \$ 56,500    | \$ 282,500   | \$ 226,000   | \$ 56,500    | \$ 282,500   |                  |            |                 |  |