



# Working together to plan for the future

**REGIONAL TRANSPORTATION ADVISORY COMMITTEE WORKSHOP  
March 15, 2017 - 8:30 a.m.  
COMPASS, 1st Floor Board Room  
700 NE 2nd Street, Meridian, Idaho**

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

- I. **CALL TO ORDER (8:30)**
- II. **WORKSHOP: FY2018-2022 PROGRAM (\*)**
- III. **ADJOURNMENT (10:30)**

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

T:\FY17\800 System Maintenance\820 Committee Support\RTAC\2017agendas\02152017 workshop.docx

*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.*

## RTAC AGENDA ITEM V-A

Date: March 15, 2017

### Topic: FY2018-2022 Programming Workshop

On February 22, 2017, RTAC ranked 41 applications eligible for local federal-aid programs, *Communities in Motion* (CIM) Implementation Grants, and Federal Transit Administration funds.

RTAC recommended the top five projects eligible for CIM Implementation Grants for consideration by the Finance Committee in setting the overall COMPASS budget.

During the programming process, COMPASS staff recognized that the CIM Implementation Grant project ranked #5, City of Boise's Fairview Avenue Ramp project, had design recommended for CIM Implementation Grant funding and construction recommended for federal-aid funding. Staff recommends removing this project from the CIM Implementation Grants recommendation, fully funding the project with federal-aid funding, and partially funding the CIM Implementation Grant project ranked #7, City of Kuna's parking lot project, with \$10,675 (Kuna's preference over #6, City of Kuna's 4<sup>th</sup> Street Planning project). This recommendation matches the FY2017 \$50,000 funding level. This change will require RTAC to amend the CIM Implementation Grants recommendation.

COMPASS staff compared the rankings for applications eligible for federal-aid with available funding, as well as COMPASS Board direction regarding the programs. The main requirements are listed below:

- In July 2014, the COMPASS Board approved *Communities in Motion 2040* (CIM 2040), which directed staff to program projects in the Surface Transportation Program (STP) in the Transportation Management Area (TMA) (Boise Urbanized Area) and Urban (Nampa Urbanized Area) using the following percentage splits (CIM 2040, Chapter 6, page 108: [http://www.compassidaho.org/documents/prodserv/CIM2040/final/Final\\_Chapter\\_6.pdf](http://www.compassidaho.org/documents/prodserv/CIM2040/final/Final_Chapter_6.pdf))
  - \$220,000 for Commuteride in the Boise Urbanized Area and \$55,000 in the Nampa Urbanized Area
  - \$232,000 for COMPASS in the Boise Urbanized Area and \$99,000 in the Nampa Urbanized Area
  - Percentage splits of remaining funding (maintenance) (calculated over a five-year rolling average)
    - 82% for roadway maintenance projects (also includes bridges and ITS)
    - 15% for public/alternative transportation maintenance projects
    - Up to 3% for planning or special projects

Of the 29 applications ranked as eligible for federal-aid programs (STP-TMA, STP-Urban, and Transportation Alternatives Program (TAP)-TMA), staff recommends funding ten projects and partially funding three more. There are two options for the Valley Regional Transit rolling stock project (rank #7) and ACHD's Commuteride van replacement project (rank #14).

Funding recommendations are summarized on the "Staff Funding Recommendations" worksheet. The two options, as noted above, are provided as Attachment 1 and Attachment 2.

- Projects are first listed in order of the federal highway ranking, the CIM rank, and then federal transit rank.
- Columns are color coded to reflect if project is recommended for full funding (green), partial funding (yellow), or unfunded (pink). Pink also highlights unfunded amounts at the bottom of the table.
- Symbols reflect the basis of recommendation and tie to the smaller tables at the bottom of the first page, showing the funding splits directed by the COMPASS Board as well as other available funding.
- Total available funding by year and program are listed down the left side of the page.

Additional information is available in the "Analysis for Staff Funding Recommendation," provided as Attachment 3. This list provides number reference and rank of each project, funding source(s) recommended, project amounts, and possible concerns or options.

COMPASS developed a specific worksheet for each program (STP-TMA, STP-U, and TAP-TMA) providing a summary of existing projects and recommendations for new projects into each program. These Excel files are available upon request if you want a deeper review of overall programming.

#### **Next Steps:**

COMPASS bylaws indicate that RTAC is responsible for the prioritization of projects for inclusion into the TIP. After prioritization, a draft program is created (based on RTAC recommendation) for entry into ITD's system, public comment occurs, and then the TIP will be presented to the COMPASS Board for action in early fall. CIM Implementation Grants recommendations will be part of the UPWP process.

#### **More Information:**

- 1) Attachment 1: Staff Funding Recommendations, Option 1
- 2) Attachment 2: Staff Funding Recommendations, Option 2
- 3) Attachment 3: Analysis for Staff Funding Recommendation
- 4) For detailed information contact: Toni Tisdale, Principal Planner, at 475-2238 or [ttisdale@compassidaho.org](mailto:ttisdale@compassidaho.org) or Kathy Parker, Principal Planner, at 475-2240 or [kparker@compassidaho.org](mailto:kparker@compassidaho.org).

TT:nb T:\FY17\600 Projects\685 Resource Development\Scoring\170315mmoRTACprogramWorkshop.docx

**Staff Funding Recommendations Option 1  
Based on RTAC Ranking**

Program Recommendations are Federal Funding ONLY (does not include local match)

| Federal Highway Rank                  |      |                     |                     |                  | 1                  | 2                   | 3                     | 4                    | 5                          | 6                | 7                  | 8                           | 9                               | 10                            | 11               | 12                   | 13                 | 14                           | 15                          | 16                      | 17                                    |  |
|---------------------------------------|------|---------------------|---------------------|------------------|--------------------|---------------------|-----------------------|----------------------|----------------------------|------------------|--------------------|-----------------------------|---------------------------------|-------------------------------|------------------|----------------------|--------------------|------------------------------|-----------------------------|-------------------------|---------------------------------------|--|
| CIM Rank                              |      |                     |                     |                  |                    |                     |                       |                      |                            |                  |                    | 5                           |                                 |                               |                  |                      |                    |                              |                             |                         |                                       |  |
| Federal Transit Rank (by fund source) |      |                     |                     |                  |                    |                     |                       |                      |                            |                  |                    |                             |                                 |                               |                  |                      |                    |                              |                             |                         |                                       |  |
| Sponsor                               |      |                     |                     |                  | Canyon HD Caldwell | Nampa               | Nampa                 | Nampa                | ACHD                       | VRT/ YMCA        | VRT                | Boise                       | Caldwell                        | COMPASS                       | COMPASS          | Caldwell             | COMPASS            | ACHD                         | Caldwell                    | Meridian                | Eagle                                 |  |
| Description                           |      |                     |                     |                  | Midway Rd Rehab    | Cherry Lane Rebuild | Sherman Elem Bike/Ped | West Middle Bike/Ped | Chinden/ 43rd Ped Crossing | YMCA SR2S        | Rolling Stock      | Fairview Ave Greenbelt Ramp | Indian Creek Multimodal Pathway | Travel Survey Data Collection | CIM 2050         | Montana Ave Bike/Ped | CIM 2050 2.0       | Commuter-ride Van Replacemnt | Ped Path Plymouth-Boise Riv | Eagle Rd/SH 55 Ped/Bike | Ped/Bike Bridge over N Chan Boi River |  |
| Reference #                           |      |                     |                     |                  | 80A                | 80B                 | 81                    | 83                   | 25                         | 56               | 57                 | 69                          | 64                              | 85                            | 86               | 66                   | 87                 | 89                           | 62                          | 55                      | 20                                    |  |
| Fund Recommend                        |      |                     |                     |                  | STP-U              | STP-U               | STP-U                 | STP-U                | TAP-TMA                    | TAP-TMA          | STP-TMA            | TAP-TMA                     | Unfunded                        | STP-TMA                       | STP-TMA          | Unfunded             | STP-TMA, and STP-U | STP-TMA                      | Unfunded                    | STP-TMA, TAP-TMA        | Unfunded                              |  |
| Basis of Recommendation               |      |                     |                     |                  | ▲                  | ▲                   | ▲                     | ▲                    | ⤿                          | ⤿                | ●●                 | ⤿                           | No ▲                            | ●                             | ●                | No ▲                 | ●▲                 | ●                            | No ▲                        | ⤿●                      | No ●⤿                                 |  |
| Program                               | Year | Amount Available    | Programmed Total    | Amount Remaining |                    |                     |                       |                      |                            |                  |                    |                             |                                 |                               |                  |                      |                    |                              |                             |                         |                                       |  |
| STP-TMA                               | 2018 | \$167,715           | \$167,715           | \$0              |                    |                     |                       |                      |                            |                  | \$167,715          |                             |                                 |                               |                  |                      |                    |                              |                             |                         |                                       |  |
| STP-TMA                               | 2019 | \$46,330            | \$46,330            | \$0              |                    |                     |                       |                      |                            |                  |                    |                             |                                 |                               | \$46,330         |                      |                    |                              |                             |                         |                                       |  |
| STP-TMA                               | 2020 | \$1,679,926         | \$1,619,697         | \$60,229         |                    |                     |                       |                      |                            |                  | \$1,400,093        |                             |                                 | \$138,990                     | \$80,614         |                      |                    |                              |                             |                         |                                       |  |
| STP-TMA                               | 2021 | \$1,645,642         | \$2,069,098         | (\$423,456)      |                    |                     |                       |                      |                            |                  | \$1,371,368        |                             |                                 | \$648,620                     | \$49,110         |                      |                    |                              |                             |                         |                                       |  |
| STP-TMA                               | 2022 | \$1,611,357         | \$1,409,359         | \$201,999        |                    |                     |                       |                      |                            |                  | \$1,342,643        |                             |                                 |                               | \$66,715         |                      |                    |                              |                             |                         |                                       |  |
| STP-TMA                               | PD   | \$3,222,715         | \$3,064,266         | \$158,449        |                    |                     |                       |                      |                            |                  | \$1,342,643        |                             |                                 |                               |                  | \$286,319            | \$1,342,643        |                              | \$92,660                    |                         |                                       |  |
| TAP-TMA                               | 2021 | \$50,036            | \$51,890            | (\$1,853)        |                    |                     |                       | \$51,890             |                            |                  |                    |                             |                                 |                               |                  |                      |                    |                              |                             |                         |                                       |  |
| TAP-TMA                               | 2022 | \$91,733            | \$91,733            | \$0              |                    |                     |                       |                      |                            |                  |                    | \$20,385                    |                                 |                               |                  |                      |                    |                              |                             |                         | \$71,348                              |  |
| TAP-TMA                               | PD   | \$724,601           | \$701,436           | \$23,165         |                    |                     |                       | \$141,770            | \$147,329                  |                  | \$57,449           |                             |                                 |                               |                  |                      |                    |                              |                             |                         | \$354,888                             |  |
| STP-U                                 | 2018 | Unknown             | \$461,447           | Unknown          | \$143,623          | \$186,247           | \$75,981              | \$55,596             |                            |                  |                    |                             |                                 |                               |                  |                      |                    |                              |                             |                         |                                       |  |
| STP-U                                 | PD   | \$3,034,615         | \$2,848,368         | \$186,247        | \$1,041,498        | \$1,042,425         | \$380,833             | \$292,806            |                            |                  |                    |                             |                                 |                               |                  | \$90,807             |                    |                              |                             |                         |                                       |  |
| CIM                                   | 2018 | Unknown             | \$50,000            | Unknown          |                    |                     |                       |                      |                            |                  |                    |                             |                                 |                               |                  |                      |                    |                              |                             |                         |                                       |  |
| 5310 R                                | 2018 | Unknown             | \$84,000            | Unknown          |                    |                     |                       |                      |                            |                  |                    |                             |                                 |                               |                  |                      |                    |                              |                             |                         |                                       |  |
| 5310 R                                | 2019 | Unknown             | \$17,000            | Unknown          |                    |                     |                       |                      |                            |                  |                    |                             |                                 |                               |                  |                      |                    |                              |                             |                         |                                       |  |
| 5311 R                                | 2018 | Unknown             | \$123,504           | Unknown          |                    |                     |                       |                      |                            |                  |                    |                             |                                 |                               |                  |                      |                    |                              |                             |                         |                                       |  |
| 5311 R                                | 2019 | Unknown             | \$795,854           | Unknown          |                    |                     |                       |                      |                            |                  |                    |                             |                                 |                               |                  |                      |                    |                              |                             |                         |                                       |  |
| <b>Federal Totals</b>                 |      | <b>\$12,274,670</b> | <b>\$13,601,696</b> | <b>\$204,779</b> | <b>\$1,185,121</b> | <b>\$1,228,672</b>  | <b>\$456,814</b>      | <b>\$348,402</b>     | <b>\$193,659</b>           | <b>\$147,329</b> | <b>\$5,624,462</b> | <b>\$77,834</b>             | <b>\$0</b>                      | <b>\$787,610</b>              | <b>\$242,769</b> | <b>\$0</b>           | <b>\$377,126</b>   | <b>\$1,342,643</b>           | <b>\$0</b>                  | <b>\$518,896</b>        | <b>\$0</b>                            |  |
| Local Percentage                      |      | 7.34%               | 7.34%               | 7.34%            | 7.34%              | 7.34%               | 7.34%                 | 7.34%                | 7.34%                      | 7.34%            | 7.34%              | 7.34%                       | 7.34%                           | 7.34%                         | 7.34%            | 7.34%                | 7.34%              | 7.34%                        | 7.34%                       | 7.34%                   | 7.34%                                 |  |
| Local Match                           |      | \$93,879            | \$97,328            | \$36,186         | \$15,341           | \$11,671            | \$445,538             | \$6,166              |                            |                  | \$62,390           | \$19,231                    |                                 | \$29,874                      | \$106,357        |                      | \$41,104           |                              |                             |                         |                                       |  |
| Project Total                         |      | \$1,279,000         | \$1,326,000         | \$493,000        | \$376,000          | \$209,000           | \$159,000             | \$8,429,675          | \$81,000                   | \$741,000        | \$850,000          | \$262,000                   | \$531,000                       | \$407,000                     | \$2,310,298      | \$276,000            | \$3,234,000        | \$1,299,000                  |                             |                         |                                       |  |
| Funding Requested                     |      | \$1,185,121         | \$1,228,672         | \$456,814        | \$348,402          | \$193,659           | \$147,329             | \$7,810,937          | \$75,055                   | \$686,611        | \$787,610          | \$242,769                   | \$492,025                       | \$377,126                     | \$2,140,722      | \$255,742            | \$2,996,624        | \$1,203,653                  |                             |                         |                                       |  |
| Unfunded Portion                      |      | \$0                 | \$0                 | \$0              | \$0                | \$0                 | \$0                   | -\$2,359,675         | \$3,000                    | -\$741,000       | \$0                | \$0                         | -\$531,000                      | \$0                           | -\$861,298       | -\$276,000           | -\$2,674,000       | -\$1,299,000                 |                             |                         |                                       |  |

green = adjusted  
 green 100% programmed  
 Yellow Partially programmed  
 Pink Not programmed or not fully programmed  
 White Prioritized only; ITD manages program

**Available STP-TMA Funds + Goal Splits (federal only)**

| Symbol |                                | FY2018           | FY2019          | FY2020             | FY2021             | FY2022             | PD (2 Yrs)         |
|--------|--------------------------------|------------------|-----------------|--------------------|--------------------|--------------------|--------------------|
| None   | *Highway Maintenance - 82%     |                  |                 | \$7,652,789        | \$7,496,194        | \$7,342,378        | \$14,684,757       |
| ●      | Alt. Transp. Maintenance - 15% | \$0              | \$0             | \$1,400,093        | \$1,371,368        | \$1,342,643        | \$2,685,287        |
| ●      | Studies/Special Projects - 3%  | \$0              | \$46,330        | \$279,833          | \$274,274          | \$268,714          | \$537,428          |
| ●      | Available                      | \$167,715        | \$0             | \$0                | \$0                | \$0                | \$0                |
|        | <b>Total</b>                   | <b>\$167,715</b> | <b>\$46,330</b> | <b>\$1,679,926</b> | <b>\$1,645,642</b> | <b>\$1,611,357</b> | <b>\$3,222,715</b> |

\* Ada County highway maintenance programmed to ACHD as a set-aside

**Available TAP-TMA Funds (federal only)**

| Symbol |     | FY2019 | FY2020 | FY2021   | FY2022   | PD (2 Yrs) |
|--------|-----|--------|--------|----------|----------|------------|
| ⤿      | TAP | \$927  | \$927  | \$50,036 | \$91,733 | \$724,601  |

**STP-U Funds + Goal Splits (federal only)**

| Symbol |                          | PD (2 Yrs)         |
|--------|--------------------------|--------------------|
| ▲      | Highway Maintenance      | \$2,488,848        |
| ▲      | Alt. Transp. Maintenance | \$454,961          |
| ▲      | Studies/Special Projects | \$90,807           |
|        | <b>Total</b>             | <b>\$3,034,615</b> |

**Recommended CIM (requested amount only)**

| Symbol |     | FY2018   |
|--------|-----|----------|
| ★      | CIM | \$50,000 |



**Staff Funding Recommendations Option 2**

**Based on RTAC Ranking**

Program Recommendations are Federal Funding ONLY (does not include local match)

| Federal Highway Rank                  |      |                     |                     |                  | 1                      | 2                          | 3                     | 4                    | 5                          | 6                | 7                  | 8                           | 9                               | 10                            | 11               | 12                   | 13                 | 14                           | 15                          | 16                                  | 17                                    | 18                          |  |
|---------------------------------------|------|---------------------|---------------------|------------------|------------------------|----------------------------|-----------------------|----------------------|----------------------------|------------------|--------------------|-----------------------------|---------------------------------|-------------------------------|------------------|----------------------|--------------------|------------------------------|-----------------------------|-------------------------------------|---------------------------------------|-----------------------------|--|
| CIM Rank                              |      |                     |                     |                  |                        |                            |                       |                      |                            |                  |                    | 5                           |                                 |                               |                  |                      |                    |                              |                             |                                     |                                       |                             |  |
| Federal Transit Rank (by fund source) |      |                     |                     |                  |                        |                            |                       |                      |                            |                  |                    |                             |                                 |                               |                  |                      |                    |                              |                             |                                     |                                       |                             |  |
| Sponsor                               |      |                     |                     |                  | Canyon HD Caldwell     | Nampa                      | Nampa                 | Nampa                | ACHD                       | VRT/ YMCA        | VRT                | Boise                       | Caldwell                        | COMPASS                       | COMPASS          | Caldwell             | COMPASS            | ACHD                         | Caldwell                    | Meridian                            | Eagle                                 | Caldwell                    |  |
| Description                           |      |                     |                     |                  | Maint. Midway Rd Rehab | Maint. Cherry Lane Rebuild | Sherman Elem Bike/Ped | West Middle Bike/Ped | Chinden/ 43rd Ped Crossing | YMCA SR2S        | Rolling Stock      | Fairview Ave Greenbelt Ramp | Indian Creek Multimodal Pathway | Travel Survey Data Collection | CIM 2050         | Montana Ave Bike/Ped | CIM 2050 2.0       | Commuter-ride Van Replacemnt | Ped Path Plymouth-Boise Riv | Eagle Rd/SH 55 Bike/Ped Improvemnts | Ped/Bike Bridge over N Chan Boi River | Ped Path Ustick to Homedale |  |
| Reference #                           |      |                     |                     |                  | 80A                    | 80B                        | 81                    | 83                   | 25                         | 56               | 57                 | 69                          | 64                              | 85                            | 86               | 66                   | 87                 | 89                           | 62                          | 55                                  | 20                                    | 63                          |  |
| Fund Recommend                        |      |                     |                     |                  | STP-U                  | STP-U                      | STP-U                 | STP-U                | TAP-TMA                    | TAP-TMA          | STP-TMA            | TAP-TMA                     | Unfunded                        | STP-TMA                       | STP-TMA          | Unfunded             | STP-TMA, and STP-U | STP-TMA                      | Unfunded                    | STP-TMA, TAP-TMA                    | Unfunded                              | Unfunded                    |  |
| Basis of Recommendation               |      |                     |                     |                  | ▲                      | ▲                          | ▲                     | ▲                    | ⤿                          | ⤿                | ●●                 | ⤿                           | No ▲                            | ●                             | ●                | No ▲                 | ●▲                 | ●                            | No ▲                        | ⤿●                                  | No ●                                  | ⤿                           |  |
| Program                               | Year | Amount Available    | Programmed Total    | Amount Remaining |                        |                            |                       |                      |                            |                  |                    |                             |                                 |                               |                  |                      |                    |                              |                             |                                     |                                       |                             |  |
| STP-TMA                               | 2018 | \$167,715           | \$167,715           | \$0              |                        |                            |                       |                      |                            |                  | \$167,715          |                             |                                 |                               |                  |                      |                    |                              |                             |                                     |                                       |                             |  |
| STP-TMA                               | 2019 | \$46,330            | \$46,330            | \$0              |                        |                            |                       |                      |                            |                  |                    |                             |                                 | \$46,330                      |                  |                      |                    |                              |                             |                                     |                                       |                             |  |
| STP-TMA                               | 2020 | \$1,679,926         | \$1,619,697         | \$60,229         |                        |                            |                       |                      |                            |                  | \$1,303,726        |                             |                                 | \$138,990                     | \$80,614         |                      | \$96,366           |                              |                             |                                     |                                       |                             |  |
| STP-TMA                               | 2021 | \$1,645,642         | \$2,069,098         | (\$423,456)      |                        |                            |                       |                      |                            |                  | \$1,271,295        |                             |                                 | \$648,620                     | \$49,110         |                      | \$100,073          |                              |                             |                                     |                                       |                             |  |
| STP-TMA                               | 2022 | \$1,611,357         | \$1,409,359         | \$201,999        |                        |                            |                       |                      |                            |                  | \$1,237,938        |                             |                                 |                               | \$66,715         |                      | \$104,706          |                              |                             |                                     |                                       |                             |  |
| STP-TMA                               | PD   | \$3,222,715         | \$2,842,809         | \$379,906        |                        |                            |                       |                      |                            |                  | \$2,242,372        |                             |                                 |                               |                  | \$286,319            | \$221,457          |                              | \$92,660                    |                                     |                                       |                             |  |
| TAP-TMA                               | 2021 | \$50,036            | \$51,890            | (\$1,853)        |                        |                            |                       | \$51,890             |                            |                  |                    |                             |                                 |                               |                  |                      |                    |                              |                             |                                     |                                       |                             |  |
| TAP-TMA                               | 2022 | \$91,733            | \$91,733            | \$0              |                        |                            |                       |                      |                            |                  |                    | \$20,385                    |                                 |                               |                  |                      |                    |                              |                             | \$71,348                            |                                       |                             |  |
| TAP-TMA                               | PD   | \$724,601           | \$701,436           | \$23,165         |                        |                            |                       | \$141,770            | \$147,329                  |                  |                    | \$57,449                    |                                 |                               |                  |                      |                    |                              |                             | \$354,888                           |                                       |                             |  |
| STP-U                                 | 2018 | Unknown             | \$461,447           | Unknown          | \$143,623              | \$186,247                  | \$75,981              | \$55,596             |                            |                  |                    |                             |                                 |                               |                  |                      |                    |                              |                             |                                     |                                       |                             |  |
| STP-U                                 | PD   | \$3,034,615         | \$2,848,368         | \$186,247        | \$1,041,498            | \$1,042,425                | \$380,833             | \$292,806            |                            |                  |                    |                             |                                 |                               |                  | \$90,807             |                    |                              |                             |                                     |                                       |                             |  |
| CIM                                   | 2018 | Unknown             | \$50,000            | Unknown          |                        |                            |                       |                      |                            |                  |                    |                             |                                 |                               |                  |                      |                    |                              |                             |                                     |                                       |                             |  |
| 5310 R                                | 2018 | Unknown             | \$84,000            | Unknown          |                        |                            |                       |                      |                            |                  |                    |                             |                                 |                               |                  |                      |                    |                              |                             |                                     |                                       |                             |  |
| 5310 R                                | 2019 | Unknown             | \$17,000            | Unknown          |                        |                            |                       |                      |                            |                  |                    |                             |                                 |                               |                  |                      |                    |                              |                             |                                     |                                       |                             |  |
| 5311 R                                | 2018 | Unknown             | \$123,504           | Unknown          |                        |                            |                       |                      |                            |                  |                    |                             |                                 |                               |                  |                      |                    |                              |                             |                                     |                                       |                             |  |
| 5311 R                                | 2019 | Unknown             | \$795,854           | Unknown          |                        |                            |                       |                      |                            |                  |                    |                             |                                 |                               |                  |                      |                    |                              |                             |                                     |                                       |                             |  |
| <b>Federal Totals</b>                 |      | <b>\$12,274,670</b> | <b>\$13,380,239</b> | <b>\$426,236</b> | <b>\$1,185,121</b>     | <b>\$1,228,672</b>         | <b>\$456,814</b>      | <b>\$348,402</b>     | <b>\$193,659</b>           | <b>\$147,329</b> | <b>\$6,223,046</b> | <b>\$77,834</b>             | <b>\$0</b>                      | <b>\$787,610</b>              | <b>\$242,769</b> | <b>\$0</b>           | <b>\$377,126</b>   | <b>\$522,602</b>             | <b>\$0</b>                  | <b>\$518,896</b>                    | <b>\$0</b>                            | <b>\$0</b>                  |  |
|                                       |      | Local Percentage    |                     |                  | 7.34%                  | 7.34%                      | 7.34%                 |                      | 7.34%                      | 7.34%            | 7.34%              | 7.34%                       |                                 | 7.34%                         | 7.34%            |                      | 7.34%              | 7.34%                        |                             | 7.34%                               |                                       |                             |  |
|                                       |      | Local Match         |                     |                  | \$93,879               | \$97,328                   | \$36,186              |                      | \$15,341                   | \$11,671         | \$492,954          | \$6,166                     |                                 | \$62,390                      | \$19,231         |                      | \$29,874           | \$41,398                     |                             | \$41,104                            |                                       |                             |  |
|                                       |      | Project Total       |                     |                  | \$1,279,000            | \$1,326,000                | \$493,000             | \$376,000            | \$209,000                  | \$159,000        | \$8,429,675        | \$81,000                    | \$741,000                       | \$850,000                     | \$262,000        | \$531,000            | \$407,000          | \$2,310,298                  | \$276,000                   | \$3,234,000                         | \$1,299,000                           | \$306,000                   |  |
|                                       |      | Funding Requested   |                     |                  | \$1,185,121            | \$1,228,672                | \$456,814             | \$348,402            | \$193,659                  | \$147,329        | \$7,810,937        | \$75,055                    | \$686,611                       | \$787,610                     | \$242,769        | \$492,025            | \$377,126          | \$2,140,722                  | \$255,742                   | \$2,996,624                         | \$1,203,653                           | \$283,540                   |  |
|                                       |      | Unfunded Portion    |                     |                  | \$0                    | \$0                        | \$0                   | \$0                  | \$0                        | \$0              | -\$1,713,675       | \$3,000                     | -\$741,000                      | \$0                           | \$0              | -\$531,000           | \$0                | -\$1,746,298                 | -\$276,000                  | -\$2,674,000                        | -\$1,299,000                          | -\$306,000                  |  |

green = adjusted  
 green 100% programmed  
 yellow Partially programmed  
 pink Not programmed  
 white Prioritized only; ITD manages program

**Available STP-TMA Funds + Goal Splits (federal only)**

| Symbol |                          | FY2018           | FY2019          | FY2020             | FY2021             | FY2022             | PD (2 Yrs)         |
|--------|--------------------------|------------------|-----------------|--------------------|--------------------|--------------------|--------------------|
| None   | *Highway Maintenance     |                  |                 | \$7,652,789        | \$7,496,194        | \$7,342,378        | \$14,684,757       |
| ●      | Alt. Transp. Maintenance | \$0              | \$0             | \$1,400,093        | \$1,371,368        | \$1,342,643        | \$2,685,287        |
| ●      | Studies/Special Projects | \$0              | \$46,330        | \$279,833          | \$274,274          | \$268,714          | \$537,428          |
| ●      | Available                | \$167,715        | \$0             | \$0                | \$0                | \$0                | \$0                |
|        | <b>Total</b>             | <b>\$167,715</b> | <b>\$46,330</b> | <b>\$1,679,926</b> | <b>\$1,645,642</b> | <b>\$1,611,357</b> | <b>\$3,222,715</b> |

\* Ada County highway maintenance programmed to ACHD as a set-aside

**Available TAP-TMA Funds (federal only)**

| Symbol |     | FY2019 | FY2020 | FY2021   | FY2022   | PD (2 Yrs) |
|--------|-----|--------|--------|----------|----------|------------|
| ⤿      | TAP | \$927  | \$927  | \$50,036 | \$91,733 | \$724,601  |

**STP-U Funds + Goal Splits (federal only)**

| Symbol |                          | PD (2 Yrs)         |
|--------|--------------------------|--------------------|
| ▲      | Highway Maintenance      | \$2,488,848        |
| ▲      | Alt. Transp. Maintenance | \$454,961          |
| ▲      | Studies/Special Projects | \$90,807           |
|        | <b>Total</b>             | <b>\$3,034,615</b> |

**Recommended CIM (requested amount only)**

| Symbol |     | FY2018   |
|--------|-----|----------|
| ★      | CIM | \$50,000 |



## Analysis for Staff Funding Recommendations

Color code: Green = 100% programmed, Yellow = partially programmed, Pink = not programmed

Rankings for Federal Highway Administration funding

| Ref  | Project   | Sponsor                                      | Rank | Funding Source(s) | Total Project | Total Funded | Federal Portion | Possible Concerns or Options  |
|------|---|--|------|-------------------|---------------|--------------|-----------------|---|
| 80 A | Canyon County Road Maintenance - A – Midway Road Rehabilitation           | Canyon Highway District and City of Caldwell | 1    | STP-U             | \$1,279,000   | \$1,279,000  | \$1,185,121     | Programmed with STP-U. Other projects must advance from PD in order to add project. Assumes design may be programmed early in program (not PD); however funds are available in PD if necessary.   |
| 80 B | Canyon County Road Maintenance –B – Cherry Lane Rebuild                   | City of Nampa                                | 2    | STP-U             | \$1,326,000   | \$1,326,000  | \$1,228,672     | Programmed with STP-U. Other projects must advance from PD in order to add project. Adjusted total to add PE funds, which were not included. Assumes design may be programmed early in program (not PD); however funds are available in PD if necessary.  |
| 81   | Sherman Elementary Bike/Ped Improvements                                  | City of Nampa                                | 3    | STP-U             | \$493,000     | \$493,000    | \$456,814       | Programmed with STP-U. Other projects must advance from PD in order to add project. Assumes design may be programmed early in program (not PD); however funds are available in PD if necessary. Contains Rapid Flashing Beacon, which may be reconsidered based on FHWA guidance. Costs could increase to exchange the treatment with other type of measure.  |
| 83   | West Middle School Pedestrian Improvements                                | City of Nampa                                | 4    | STP-U             | \$376,000     | \$376,000    | \$348,402       | Programmed with STP-U. Other projects must advance from PD in order to add project. Assumes design may be programmed early in program (not PD); however funds are available in PD if necessary. Contains Rapid Flashing Beacon, which may be reconsidered based on FHWA guidance. Costs could increase to exchange the treatment with other type of measure. This project may not remain programmed if design for previous projects cannot be programmed in the first five years. |
| 25   | Pedestrian Crossing of Chinden at 43rd Street                             | ACHD   | 5    | TAP-TMA           | \$209,000     | \$209,000    | \$193,659       | Adjusted total to add PE funds, which were not included.  |
| 56   | Valley Regional Transit/Treasure Valley Family YMCA Safe Routes to School | Valley Regional Transit/YMCA                 | 6    | TAP-TMA           | \$159,000     | \$159,000    | \$147,329       | Application for FY2022 and PD. Advanced current PD project into FY2022. Only needed to add to PD.   |



| Ref | Project   | Sponsor                 | Rank         | Funding Source(s) | Total Project | Total Funded | Federal Portion | Possible Concerns or Options   |
|-----|---|-------------------------|--------------|-------------------|---------------|--------------|-----------------|--|
| 57  | Public Transportation Rolling Stock                                     | Valley Regional Transit | 7<br>Opt. 1  | STP-TMA           | \$8,429,675   | \$6,070,000  | \$5,624,462     | Option 1 - Partially programmed through first year of PD. Remaining PD shared with ACHD Commuteride. (see note on Commuteride).  |
| 57  | Public Transportation Rolling Stock                                     | Valley Regional Transit | 7<br>Opt. 2  | STP-TMA           | \$8,429,675   | \$6,716,000  | \$6,223,046     | Option 2 - Allow two ACHD Commuteride vans per year and program remaining for rolling stock (see note on Commuteride).   |
| 69  | Fairview Avenue Greenbelt Ramp  | City of Boise           | 8            | TAP-TMA           | \$81,000      | \$81,000     | \$77,834        |  |
| 64  | Indian Creek Multimodal Pathway   | City of Caldwell        | 9            | Unfunded          | \$741,000     | \$0          | \$0             | Possible candidate for TAP-State (federal portion limited to \$500,000) (next applications spring 2018)  |
| 85  | Travel Survey Data Collection   | COMPASS                 | 10           | STP-TMA           | \$850,000     | \$850,000    | \$787,610       | Large amount for federally-required study project. Funds balanced with Roadway Maintenance funds.  |
| 86  | Communities in Motion 2050  | COMPASS                 | 11           | STP-TMA           | \$262,000     | \$262,000    | \$242,769       |  |
| 66  | Montana Avenue Pedestrian Improvements                                  | City of Caldwell        | 12           | Unfunded          | \$531,000     | \$0          | \$0             | Good candidate for TAP-State (next applications spring 2018)   |
| 87  | Communities in Motion 2050 2.0  | COMPASS                 | 13           | STP-TMA and STP-U | \$407,000     | \$407,000    | \$377,126       | Programmed STP-TMA and STP-U funds. Other projects must advance from PD in order to add STP-U funds.   |
| 89  | Commuteride Van Replacements  | ACHD                    | 14<br>Opt. 1 | STP-TMA           | \$2,310,298   | \$1,449,000  | \$1,342,643     | Option 1 - Partially programmed in second year of PD. Ranked lower than VRT's rolling stock, but adding projects allows flexibility if cost savings become available.  |
| 89  | Commuteride Van Replacements  | ACHD                    | 14<br>Opt. 2 | STP-TMA           | \$2,310,298   | \$564,000    | \$522,602       | Option 2 - Allow two ACHD Commuteride vans per year and remaining available funds for rolling stock. Ranked lower than VRT's rolling stock, but adding projects allows flexibility if cost savings become available. |
| 62  | Pedestrian Pathway – Plymouth Street to the Boise River                 | City of Caldwell        | 15           | Unfunded          | \$276,000     | \$0          | \$0             | Good candidate for TAP-State (next applications spring 2018)   |
| 55  | SH 55/Eagle Road Pedestrian & Bicycle Improvements                      | City of Meridian        | 16           | TAP-TMA, STP-TMA  | \$3,234,000   | \$560,000    | \$518,896       | Partially programmed. <b>Need to verify</b> this amount fits a segment of proposed improvements. Good candidate for TAP-State (next applications spring 2018)  |
| 20  | Bicycle and Pedestrian Bridge over the North Channel of the Boise River | City of Eagle           | 17           | Unfunded          | \$1,299,000   | \$0          | \$0             |  |

| Ref | Project   | Sponsor                 | Rank | Funding Source(s) | Total Project | Total Funded | Federal Portion | Possible Concerns or Options  |
|-----|---|-------------------------|------|-------------------|---------------|--------------|-----------------|---|
| 63  | Pedestrian Pathway – Ustick Road to Homedale Road                 | City of Caldwell        | 18   | Unfunded          | \$306,000     | \$0          | \$0             | Good candidate for TAP-State (next applications spring 2018)  |
| 34  | Interim Ped/Bike safety on SH-55 from Colchester to Eagle River   | City of Eagle           | 19   | Unfunded          | \$304,000     | \$0          | \$0             | If partially programming does not work for Meridian (Ref #55), this project could be programmed with TAP-TMA. |
| 29  | Linder Road and Porter Street Crossing and Sidewalk Gap Project   | ACHD                    | 20   | Unfunded          | \$222,000     | \$0          | \$0             | Good candidate for TAP-State (next applications spring 2018)  |
| 45  | School Crosswalk Signage  | Boise School District   | 21   | Unfunded          | \$31,000      | \$0          | \$0             | Good candidate for TAP-State (next applications spring 2018)  |
| 19  | Roadway Lighting - SH 55/Eagle Road Project Development           | City of Meridian        | 22   | Unfunded          | \$1,314,000   | \$0          | \$0             |   |
| 13  | Phase II of the Downtown Kuna Revitalization project              | City of Kuna            | 23   | Unfunded          | \$1,668,000   | \$0          | \$0             | Portion needed is good candidate for TAP-State (next applications spring 2018)                                |
| 16  | Boise State University Transportation Demand Management Study     | Boise State University  | 24   | Unfunded          | \$100,000     | \$0          | \$0             |   |
| 90  | Boise GreenBike System Enhancements                               | Valley Regional Transit | 25   | Unfunded          | \$42,000      | \$0          | \$0             | If partially programming does not work for Meridian (Ref #55), this project could be programmed with TAP-TMA. |
| 17  | Boise State Solar Crosswalk on Theater Lane on Boise State Campus | Boise State University  | 26   | Unfunded          | \$144,000     | \$0          | \$0             | Good candidate for TAP-State (next applications spring 2018)  |
| 9   | Bike Work Stations  | City of Garden City     | 27   | Unfunded          | \$12,500      | \$0          | \$0             | Possible candidate for non-federal funds  |
| 18  | Boise State Campus Wayfinding                                     | Boise State University  | 28   | Unfunded          | \$1,550,000   | \$0          | \$0             |   |
| 61  | Charging Station – Downtown Caldwell                              | City of Caldwell        | 29   | Unfunded          | \$156,000     | \$0          | \$0             | Good candidate for VW mitigation  |

Rankings for *Communities in Motion* Implementation Grant funding

| Ref | Project  | Sponsor                | Rank | Funding Source(s) | Total Project | Total Funded | CIM Portion | Possible Concerns or Options   |
|-----|--|------------------------|------|-------------------|---------------|--------------|-------------|--|
| 1   | Walker Road Culvert Replacement                | City of Parma          | 1    | CIM               | \$1,799       | \$1,799      | \$1,125     | Recommended by RTAC  |
| 41  | Avenue B and C Sidewalk Project                | City of Wilder         | 2    | CIM               | \$30,000      | \$30,000     | \$25,000    | Recommended by RTAC  |
| 2   | Fisk Street Culvert Replacement                | City of Parma          | 3    | CIM               | \$3,200       | \$3,200      | \$2,400     | Recommended by RTAC  |
| 7   | Grove Avenue Sidewalks-Part 2                  | City of Parma          | 4    | CIM               | \$11,800      | \$11,800     | \$10,800    | Recommended by RTAC  |
| 69  | Fairview Avenue Greenbelt Ramp                 | City of Boise          | 5    | TAP-TMA           | \$18,000      | \$0          | \$0         | RTAC originally recommended design through CIM; however, entire project fit in the TAP-TMA program. Since construction funded with federal funds, design was also programmed as federal. |
| 14  | Kuna 4th Street Planning Project               | City of Kuna           | 6    | Unfunded          | \$30,000      | \$0          | \$0         | Requested amount = \$27,798  |
| 15  | Downtown Parking Lot Project                   | City of Kuna           | 7    | CIM               | \$30,000      | \$30,000     | \$10,675    | Added to the recommended list, as closest to the \$18,000 originally recommended for the Boise project. Partially funded to meet FY2017 funding levels.                                  |
| 65  | Wayfinding for Pathways and Points of Interest | City of Caldwell       | 8    | Unfunded          | \$20,000      | \$0          | \$0         |  |
| 9   | Bike Work Stations                             | City of Garden City    | 9    | Unfunded          | \$12,500      | \$0          | \$0         |  |
| 43  | Wayfinding Sign Design and Construction        | City of Melba          | 10   | Unfunded          | \$1,200       | \$0          | \$0         |  |
| 21  | Exercise Equipment along Plaza Drive Extension | City of Eagle          | 11   | Unfunded          | \$30,716      | \$0          | \$0         |  |
| 18  | Boise State Campus Wayfinding                  | Boise State University | 12   | Unfunded          | \$25,000      | \$0          | \$0         |  |

T:\FY17\600 Projects\685 TIP\FY1822TIP\Programming\Recommendation Analysis.docx