



Working together to plan for the future

REGIONAL TRANSPORTATION ADVISORY COMMITTEE

January 22, 2020 - 8:30 a.m.
COMPASS, 1st Floor Board Room
700 NE 2nd Street, Meridian, Idaho

AGENDA

I. CALL TO ORDER (8:30)

II. OPEN DISCUSSION/ANNOUNCEMENTS

III. CONSENT AGENDA

Page 3 *A. Approve December 18, 2019, RTAC Meeting Minutes

IV. ACTION ITEMS

8:35 A. Elect 2020 Chair and Vice Chair Liisa Itkonen
Liisa Itkonen will facilitate the election of RTAC Chair and Vice Chair.

8:45 *B. Recommend Extension of Delivery Deadlines on Local Toni Tisdale
Page 5 Federal-Aid Projects
Toni Tisdale will seek a recommendation for COMPASS Board of Directors' approval to extend deadlines on local federal-aid projects.

9:00 *C. Approve Transportation Management Area (TMA) Balancing Toni Tisdale
Page 8 *Toni Tisdale will seek RTAC approval to balance TMA programs.*

V. INFORMATION/DISCUSSION ITEMS

9:10 *A. Review Exploratory Planning Survey Detailed Findings Carl Miller
Page 17 and Review "What If" Scenario Values
Carl Miller will review the detailed findings of the first exploratory planning public survey and what values to incorporate in the "what if" scenarios.

9:50 *B. Review Implementation of the *Communities in Motion* Liisa Itkonen
Page 37 2040 2.0 (CIM 2040 2.0) Update Policy
Liisa Itkonen will review the implementation of the policy to update information in CIM 2040 2.0.

VI. STATUS REPORTS (INFORMATION ONLY)

Page 55 *A. RTAC Agenda Worksheet
Page 63 *B. Obligation Report

VII. OTHER:

Next Meeting:

- February 5, 2020, Optional Workshop- Review all Federal-Aid Eligible Applications
- February 26, 2020, Regular RTAC meeting

VIII. ADJOURNMENT (10:10)

***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
DECEMBER 18, 2019
COMPASS, 1ST FLOOR BOARD ROOM
MERIDIAN, IDAHO**

****MINUTES****

ATTENDEES:

Drew Alexander, Boise State University
Rodney Ashby, City of Nampa
Nichoel Baird Spencer, City of Eagle
Phil Bandy, City of Melba
Jeff Barnes, City of Nampa
Gordon Bates, Golden Gate Highway District #3
Lee Belt, City of Greenleaf
Clair Bowman, City of Nampa
David Corcoran, Ada County Development Services
Karen Gallagher, City of Boise
Maureen Gresham, Commuteride, **Vice Chair**
Caleb Hood, City of Meridian
Wendy Howell, City of Kuna
Caleb Lakey, Idaho Transportation Department
Nathan Leigh, Mayor, City of Parma
Justin Lucas, Ada County Highway District
Robb MacDonald, City of Caldwell, **Chair**
Brian McClure, City of Meridian
Mitra Mehta-Cooper, Ada County Development Services
Brent Moore for Kelly Woodworth, Ada County Development Services
Patricia Nilsson, Canyon County Development Services
Jill Reyes for Stephen Hunt, Valley Regional Transit
Lenny Riccio, Canyon Highway District No. 4
Deanna Smith, Public Participation Workgroup

MEMBERS ABSENT:

Kate Dahl, Canyon County Development Services
Tom Ferch, Ada County Highway District
Daren Fluke, City of Boise
Chelsie Johnson, City of Wilder
Rob Howarth, Central District Health, Ex. Officio
Shawn Nickel, City of Star
Zach Piepmeyer, City of Boise
Jenah Thornborrow, City of Garden City
Michael Toole, Department of Environmental Quality
Bill Vaughan, City of Eagle
Rick Wallace, Jr., Councilman, City of Notus

OTHERS PRESENT: Morgan Andrus, COMPASS
Cecelia Awusie, Idaho Transportation Department
Tevrin Fuller, COMPASS
Liisa Itkonen, COMPASS
Samantha Kenney, Citizen
Amy Luft, COMPASS
Kathy Parker, COMPASS
Toni Tisdale, COMPASS

CALL TO ORDER:

Chair Rob MacDonald called the meeting to order at 8:32 a.m.

OPEN DISCUSSION/ANNOUNCEMENTS

General announcements were made.

CONSENT AGENDA

A. Approve December 18, 2019, RTAC Meeting Minutes

After discussion, **Nathan Leigh moved and Lenny Riccio seconded approval of the Consent Agenda as presented. Motion passed unanimously.**

ACTION ITEM

A. Recommend Resolution Amending the Transportation Improvement Program (TIP)

Toni Tisdale presented Resolution X-2020 amending the FY2019-2023 and FY2020-2026 TIPs to add two bridge projects, two federal lands access projects and six additional regionally significant projects.

After discussion, **Justin Lucas moved and Patricia Nilsson seconded to recommend COMPASS Board of Directors' adoption of Resolution X-2020 amending the FY2019-2023 and FY2020-2026 TIPs as presented. Motion passed unanimously.**

INFORMATION/DISCUSSION ITEMS

A. Review Studies Coordination

Toni Tisdale provided an update on the studies coordination website.

B. Review Progress to Date in Development of *Communities in Motion 2050* (CIM 2050)

Liisa Itkonen reviewed progress on key tasks to develop CIM 2050.

Next Meeting: January 22, 2020

ADJOURNMENT

Meeting was adjourned at 9:12 a.m.

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RTAC AGENDA ITEM IV-B

Date: January 22, 2020

Topic: Extension of Delivery Deadlines for Local Federal-Aid Projects

Request/Recommendation:

COMPASS staff seeks Regional Transportation Advisory Committee recommendation of COMPASS Board of Directors' approval to extend deadlines on local federal-aid projects.

Background/Summary:

The COMPASS Funding Application Guide FY2021-2027, approved on June 17, 2019, includes a deadline of March 1 for obligation of funds in programs managed by COMPASS. The Idaho Transportation Department (ITD) has deadlines to "sweep," or remove, unobligated funds prior to the end of the fiscal year and reprogram them to other projects that can obligate funds immediately. The COMPASS March 1 deadline was established to allow time to reprogram funds within the region if the sponsor is unable to obligate funds before ITD's sweep.

A worksheet providing obligation details of projects in programs managed by COMPASS is attached. Staff is still working with sponsor agencies regarding expected obligation dates, and will present a list of projects requesting extensions of the obligation deadline at the RTAC meeting. A formal letter requesting an extension is due to COMPASS by February 1, 2020, for inclusion in the February COMPASS Board packet.

Implication (policy and/or financial):

If projects are not delivered by the extended deadline, it could be too late to reprogram funds to another project, which could result in a loss of funding in the region.

More Information:

- 1) Attachment: Obligations – Programs Managed by COMPASS
- 2) For detailed information contact: Toni Tisdale, Principal Planner, at 208/475-2238 or ttisdale@compassidaho.org.

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Obligations - Programs Managed by COMPASS

as of January 8, 2020

Attachment

STP-TMA	Project	Sponsor	Programmed (formula)	Programmed ("one-time")	Obligated	Comments
19521	Commuteride, ACHD (FY2020)	ACHD	\$220,000.00			Waiting on agreements. Expect obligation by March 1.
19766	COMPASS Planning - FY2020	COMPASS	\$232,000.00		\$232,000.00	Obligated.
13907	Capital Maintenance, ACHD - FY2016	ACHD	(\$77,490.00)			In process.
20129	Capital Maintenance, Phase 2, Boise Area - FY2021	ACHD		\$29,000.00	\$29,000.00	Obligated.
18728	Capital Maintenance, Phase 1, Boise Area - FY2020	ACHD	\$5,277,000.00			Waiting on final plans, specifications, and engineer's estimate package. Expect obligation by March 1
19887	Capital Maintenance, Phase 2, Boise Area - FY2020	ACHD	\$2,262,000.00			Waiting on final plans, specifications, and engineer's estimate package. Expect obligation by March 1.
19847	Capital Maintenance, Phase 3, Boise Area - FY2020	ACHD	\$293,000.00	\$7,000.00		Waiting on final Plans, specifications, and engineer's estimate package. Expect obligation by March 1.
20143	Pedestrian Improvements, Main Street, Avenue A to Avenue C, Kuna	Kuna		\$700,000.00		Needs new SLA. Expect 1/7/20 approval and obligation by March 1.
19465	Pavement Preservation and ADA, Phase 1, Boise Area - FY2022	ACHD	\$543,000.00		\$543,000.00	Obligated.
20122	Pavement Preservation and ADA, Phase 2, Boise Area - FY2022	ACHD	\$233,000.00		\$233,000.00	Obligated.
19057	Transit Asset Management, VRT - FY2020	VRT	\$1,666,490.00			Partial transfer submitted 9/30/19.
19303	Planning, Travel Survey Data Collection, COMPASS	COMPASS	\$150,000.00		\$150,000.00	Obligated.
19571	Planning, Communities in Motion Update, COMPASS	COMPASS	\$87,000.00		\$87,000.00	Obligated.
20841	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	Eagle	\$63,000.00			Will need to extend, final design is not ready (needed to obligate right-of-way).
12368	Franklin Road, Black Cat Road to Ten Mile Road, Meridian	ACHD		\$164,000.00	\$164,000.00	Obligated.
19944	US 20/26 (Chinden), Locust Grove Road to SH-55 (Eagle Road), Ada County	ACHD		\$110,000.00		Need to reprogram. Cannot use federal funds.
	Total		\$10,949,000.00	\$1,010,000.00	\$1,438,000.00	
	Available		\$10,949,000.00	\$1,010,000.00	\$11,959,000.00	
	Remaining		\$0.00	\$0.00	\$10,521,000.00	

TAP-TMA	Project	Sponsor	Programmed	Obligated	Comments
13916	Pathway, Dry Creek Trail, Eagle	Eagle	(\$63,000.00)		In process.
20143	Pedestrian Improvements, Main Street, Avenue A to Avenue C, Kuna	Kuna	\$372,000.00		Needs new SLA. Expect 1/7/20 approval. Expect obligation by March 1.
20639	Pathway, Fairview Avenue Greenbelt Ramp, Boise	Boise	\$161,000.00	\$152,000.00	Partially obligated. Remaining obligation is in process.
20841	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	Eagle	\$10,000.00		Will need to extend, final design is not ready (needed to obligate right-of-way).
	Total		\$480,000.00	\$152,000.00	
	Available		\$480,000.00	\$480,000.00	
	Remaining		\$0.00	\$328,000.00	

STP-U	Project	Sponsor	Programmed	Obligated	Comments
19521	Commuteride, ACHD (Canyon County) (FY2020)	ACHD	\$55,000.00		Waiting on agreements. Expect Obligation by March 1.
19766	Planning, COMPASS (FY2020)	COMPASS	\$99,000.00	\$99,000.00	Obligated.
13906	Transit Asset Management, VRT, Nampa - FY2020	VRT	\$159,000.00		Transfer submitted 9/30/19.
13486	Colorado Avenue and Holly Street Signal and Pedestrian Improvements, Nampa	Nampa	\$1,331,000.00	\$1,331,000.00	Obligated.
13484	Centennial Road Roundabout, Caldwell	Caldwell	\$40,000.00		In discussion with ITD/Caldwell.
13492	Linder Road and Deer Flat Road, Intersection	ACHD	\$3,340,000.00		Plans, specifications, and engineer's estimate package is submitted and the state/local agreement is executed. Expect obligation by March 1.
12099	Intersection, Hawthorne and Quinn Road	Chubcock	\$500,000.00		
12310	Ramsey Road, Wyoming Ave to Lancaster Rd	Hayden	\$760,000.00		
13864	Intersection, Meyer Road and Boekel Road	Rathdrum	\$92,000.00		
14049	ADA Sidewalk Improvements, Stage 2	Idaho Falls	\$300,000.00		
19286	Penstock Bridge Payback	N/A	(\$500,000.00)		
19344	Early Corridor Acquisition and Preservation	Coeur d'Alene	\$250,000.00		
20024	Bryden Avenue Reconstruction, Stage 1	Lewiston	\$500,000.00		
20445	South Boulevard, 18th to 21st Widening	Idaho Falls	\$75,000.00		
22027	LHTAC Planning - FY2020	LHTAC	\$250,000.00	\$250,000.00	In process
15006	OA Transfer for KN 20314 Northgate IC	N/A	\$500,000.00		
22160	A Street, Moscow, Stage 2	Moscow	\$1,264,000.00	\$1,264,000.00	Obligated
	Total		\$9,015,000.00	\$2,944,000.00	
	Available		\$8,748,000.00	\$8,748,000.00	
	Remaining		(\$267,000.00)	\$5,804,000.00	

Blue = outside COMPASS area

RTAC AGENDA ITEM IV-C

Date: January 22, 2020

Topic: Transportation Management Area (TMA) Balancing

Request/Recommendation:

COMPASS staff seeks RTAC approval to balance the Surface Transportation Program (STP)-TMA program. Requests for funding were received from the Ada County Highway District (ACHD) and Valley Regional Transit (VRT). All recommended actions may be processed through an administrative modification to the Regional Transportation Improvement Program (TIP).

Background/Summary:

Balancing the STP-TMA program is necessary to reverse a previous action because the Idaho Transportation Department (ITD) determined federal funds are not eligible for the project for which they were programmed. While the STP-TMA program currently has \$0 available, the funds to be released through this action (\$110,000) can then be reprogrammed to help meet needs in other projects.

COMPASS staff recommends programming available funds based on priorities outlined in the Balancing Policy for STP and Transportation Alternatives Program (TAP) funds, approved by the COMPASS Board of Directors on February 25, 2019, which includes the following priorities:

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

The Balancing Policy for STP and TAP funds in its entirety is available online: <http://www.compassidaho.org/documents/prodserv/trans/FY19/BalancingPolicy190225.pdf>

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

- VRT requests up to \$2 million per year to address assets in the Boise system with scores between 0.0 and 2.5 for the **Transit Asset Management, VRT, Boise Area – FY2020** project (Key Number 19057). \$92,000 was previously programmed towards this request.
- ACHD requested \$668,000 for construction (\$110,000 was previously programmed towards this request) and \$190,000 for right-of-way 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). ITD changed the state portion of funding on this project to state funds and cannot add federal funding to the construction of this project. ITD requested reversal of the \$110,000 previously programmed using “one-time” funds.
 - “One-time” funds are limited to highways, bridges, tunnels, and elimination of hazards and the installation of protective devices at railway-highway crossings.
- ACHD requests \$147,000 to cover additional right-of-way costs on the **State Street and Collister Drive intersection** project (Key Number 13481) in the City of Boise. During the right-of-way phase, the project team determined that a whole parcel would be purchased for \$500,735, of which, the portion needed for this project totals \$147,000.

Details of the proposed programming changes are provided on the STP-TMA balancing worksheet in Attachment 2. COMPASS staff recommendations are provided below.

KN	Policy Priority*	Project	FY2020 Request	FY2020 Recommend for “One-Time” Funding	Comment
Total Available				\$0	
19944	N/A	US 20/26 (Chinden), Locust Grove Road to SH-55 (Eagle Road), Ada County	-\$110,000	-\$110,000	Reverse previous action (using “one-time” funds) and replace with local funds
19057	1	Transit Asset Management, VRT, Boise Area – FY2020	\$1,908,000		Construction (not eligible for “one-time” funds)
13481	3	State Street and Collister Drive Intersection, Boise	\$147,000	\$110,000	Right-of-Way
Balance			\$1,945,000	\$0	

*Priorities outlined in the Balancing Policy.
For balancing purposes, a negative amount means funds are available.

No requests were received for the TAP-TMA program.

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 3.

Implication (policy and/or financial):

These actions allow full obligation of STP-TMA program funds.

More Information:

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

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

Summary: Per COMPASS staff, \$92,000 funded so far in FY2020

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

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

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

Recommendation/Request:

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

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

Implication (policy and/or financial):

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

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

Approved STP Funding FY20	\$1,575,000
Approved Funding from other sources FY20	\$1,501,995
Recommended 10/23/19 / Approved 12/16/19	\$14,000
Recommended 11/20/19 / Approved 12/16/19	\$77,490
	\$3,168,485

Priority	Sponsor	Description	TAM Scores 0.6-1.0	Funded	Remaining FY20 STP Request	FY20 Unfunded Remaining
1	Boise State University	2-Replacement Shuttles		\$ 140,000		
	Valley Regional Transit	35' Buses (0.6-1.0)	\$ 6,200,000	\$ 3,028,550	\$ 1,908,510	\$ 3,031,450
				\$ 3,168,550	\$ 1,908,510	\$ 3,031,450



Rebecca W. Arnold, President
Mary May, 1st Vice-President
Sara M. Baker, 2nd Vice-President
Jim D. Hansen, Commissioner
Kent Goldthorpe, Commissioner

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

January 7, 2020

Matt

Dear Mr. Stoll:

ACHD requests an additional \$147,000 of STP/TMA funds to cover a right-of-way purchase for KN 13481 (State and Collister Intersection). During the right-of-way phase for the State and Collister Intersection project, it was determined by the project team that a whole parcel would be purchased for \$500,735. The cost of the portion of the parcel necessary for the intersection improvement is \$147,000. Construction on this project has been completed and the project is currently in the process of closing out.

If available, please distribute funds within the project like this:

LP - \$685,000 + \$147,000 = \$832,000

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

Sincerely,

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

**STP-TMA Program Worksheet
FY2020-2026**

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

Key No	Project	Prev	2020	2020 (2019 One Time Carry Over)	2021	2022	2023	2024	PD	Total	2020 Comments	
Off-the-Top												
19521	Commuteride, ACHD (FY2020)	0	220							220		
20260	Commuteride, ACHD (FY2021)	0			220					220		
20729	Commuteride, ACHD (FY2022)	0				220				220		
22015	Commuteride, ACHD (FY2023)	0					220			220		
22436	Commuteride, ACHD (FY2024)	0						220	0	220		
22386	Commuteride, ACHD (PD)	0							220	220		
19060	COMPASS Planning - FY2020	0	232							232		
19389	COMPASS Planning - FY2021	0			232					232		
19920	COMPASS Planning - FY2022	0				232				232		
20560	COMPASS Planning - FY2023	0					232			232		
21889	COMPASS Planning - FY2024	0						232	0	232		
22387	COMPASS Planning - PD	0							232	232		
Roadway Maintenance (82%)												
13907	Capital Maintenance, ACHD - FY2016	590	-78							512	Release funds to close project. Amendment #9/#1	
18728	Capital Maintenance, Phase 1, Boise Area - FY2020	527	5277							5804		
19887	Capital Maintenance, Phase 2, Boise Area - FY2020	245	2262							2507		
19847	Capital Maintenance, Phase 3, Boise Area - FY2020	62	293	7						362	October 2019 - recommend converting remaining local funds to federal-aid. Approved. Admin Mod #18/#1	
		0	0								Local funds. October 2019 - recommend converting remaining local funds to federal-aid. Admin Mod #18/#1	
20143	Pedestrian Improvements, Main Street, Avenue A to Avenue C, Kuna			700						2595		
				500							CDBG funds.	
				296								Local funds.
				562								TAP-Urban funds.
				318		78						TAP-TMA funds.
18701	Capital Maintenance, Phase 1, Boise Area - FY2021	494			4948					5442		
20129	Capital Maintenance, Phase 2, Boise Area - FY2021	213		29	2121					2363	June 21, 2019 - request for \$29,000 to cover the design bid. October 2019 - recommend. Approved. Admin Mod #18/#1.	
20159	Capital Maintenance, Phase 3, Boise Area - FY2021	91			156					391		
					144						Local funds.	
19465	Pavement Preservation and ADA, Phase 1, Boise Area - FY2022	0	543			5427				5970		
20122	Pavement Preservation and ADA, Phase 2, Boise Area - FY2022	0	233			2326				2559		
20006	Pavement Preservation and ADA, Local, Boise Area - FY2022	0	80			300				380		
20259	Pavement Preservation and ADA, Phase 1, Boise Area - FY2023	0			529		5292			5821		
19993	Pavement Preservation and ADA, Phase 2, Boise Area - FY2023	0			227		2268			2495		
20080	Pavement Preservation and ADA, Local, Boise Area - FY2023	0			80				300	380		
20674	Pavement Preservation and ADA, Phase 1, Boise Area - FY2024	0				507		5072	0	5579		
20538	Pavement Preservation and ADA, Phase 2, Boise Area - FY2024	0				217		2174	0	2391		
20683	Pavement Preservation and ADA, Local, Boise Area - FY2024	0				55		300	0	355		
21896	Pavement Preservation and ADA, Phase 1, Boise Area - FY2025	0					504		5043	5547		
21898	Pavement Preservation and ADA, Phase 2, Boise Area - FY2025	0					216		2161	2377		
21902	Pavement Preservation and ADA, Local, Boise Area - FY2025	0					55		300	355		
ORN22390	Pavement Preservation and ADA, Phase 1, Boise Area - FY2026	0						504	5043	5547		
ORN22391	Pavement Preservation and ADA, Phase 2, Boise Area - FY2026	0						216	2161	2377		
ORN22392	Pavement Preservation and ADA, Local, Boise Area - FY2026	0						55	300	355		

Key No	Project	Prev	2020	2020 (2019 One Time Carry Over)	2021	2022	2023	2024	PD	Total	2020 Comments	
Alternative Transportation Maintenance (15%)												
19057	Transit Asset Management, VRT - FY2020	0	1667							1667	July 8, 2019 - request for up to \$2 million each year to address assets in the Boise system with scores between 0.0 and 2.5 in the TAM Plan. October 2019 - recommend increase by \$14,000 (original amount was \$1,575,000), from KN 15001. Recommend increase \$78,000 from KN 13907. Amendment #9/#1	
18905	Transit Asset Management, VRT - FY2021	0			1542					1542		
19763	Transit Asset Management, VRT - FY2022	0				1511				1511		
19950	Transit Asset Management, VRT - FY2023	0					1480			1480		
20659	Transit Asset Management, VRT -FY2024	0						1449	0	1449		
21903	Transit Asset Management, VRT - FY2025	0							1449	1449		
ORN22393	Transit Asset Management, VRT - FY2026	0							1449	1449		
Studies/Special Projects (3%)												
19303	Planning, Travel Survey Data Collection, COMPASS	0	150		700					850		
19571	Planning, Communities in Motion Update, COMPASS	50	87		53	72				262		
20271	Planning, Communities in Motion Update, COMPASS	0					30	248	31	309		
20542	Pedestrian Improvements, SH-55 (Eagle Road), Meridian	0				79	96			299	595	TAP-TMA funds
											9	9
13046	High Capacity Corridor Alternatives Analysis	0								1000	1000	
20841	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	277	63				75			1517	18	TAP-TMA funds
			10			32		1060	Local funds. Needs \$93K for LHTAC oversight and CC.			
ORN22394	Study, Big Data Purchase, COMPASS	0								150	150	
ORN22395	Study, Fiscal Impact Analysis, COMPASS	0								60	60	
15001	Cost Increase Set-Aside, STP-TMA	0	0		6	12						October 2019 - recommend reduce by \$14,000 and reprogram to KN 19057. Admin Mod #18/#1.
Capital												
12368	Franklin Road, Black Cat Road to Ten Mile Road, Meridian	12056		164							12220	August 22, 2019 - request \$164,000 to cover cost of change orders and to irrigate drainage swales for one year. October 2019 - recommend. Approved. Admin Mod #18/#1.
13481	State Street and Collister Drive Intersection, Boise			110								January 8, 2020 - request for \$147,000 for right-of-way. Recommended \$110,000.
19944	US 20/26 (Chinden), Locust Grove Road to SH-55 (Eagle Road), Ada County	5172		0						16842	18	June 17, 2019 and September 4, 2019 - request \$190,000 to purchase right-of-way and \$668,000 for construction for ACHD's legs of the intersection. Recommend \$110,000. Approved. Admin Mod #18/#1. ITD requested reversal of this action (not eligible for federal-aid).
												831
			10839									TECM funds.
Total Programmed			10949	1010	10734	10524	10317	10115	19101			
*Total available			10949	1010	10734	10524	10317	10115	20230			
Net Difference Programmed vs Available			0	0	0	0	0	0	1129			
% over/under programmed			0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.6%			
% of available OA			100%	100%	100%	100%	100%	100%	94%			

red text = proposed changes

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

Purple highlight = funds for design

Teal highlight = funds for right-of-way

Peach highlight = funds for construction

Blue highlight = carry-over 2019 "one-time" funds

Other colors differentiate the funding split categories

*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 (2/19/19))

Bold lines separate project categories

PD appears to be underprogrammed because design for roadway maintenance in outyears is not included.

Transportation Management Area 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. 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: \$110,000

Total TAP-TMA funding available prior to adding needs: \$0

Current Funding Requests (as of 11/6/19) (Listed in order of date received):

KN	Project	Request	Fund Source	Original Total – Year Added	Current Total Including Request	Life Time % Change	% Change from Current Total	Staff Comment
19057	Transit Asset Management, VRT, Boise Area – FY2020	Increase by up to \$2 million per year address assets in the Boise system with scores between 0.0 and 2.5. <i>Requested July 8, 2019</i>	STP-TMA	\$1,145,000 2015	\$1,666,758	45.57%	0%	No recommendation at this time.
13481	State Street and Collister Driver Intersection, Boise	Increase by \$147,000 for additional parcel (land purchase). <i>Requested January 7, 2020</i>	STP-TMA	\$5,000,000 2012	\$13,849,399	176.99%	1.07%	Analysis includes \$110,000 in STP-TMA and \$37,000 local. Project near close-out.

Future Funding Requests:

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

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RTAC AGENDA ITEM V-A

Date: January 22, 2020

Topic: Review Exploratory Planning Survey Detailed and Review “What If” Scenario Values

Request/Recommendation:

This is a discussion item only.

Summary:

COMPASS conducted a public survey September 11 – November 3, 2019, as the first step in updating *Communities in Motion* to look to the year 2050 (CIM 2050). That survey, developed with input from RTAC, the Public Participation Workgroup, and the COMPASS Board of Directors, was designed to use the “wisdom of the crowds” to better understand regional growth, demographic, and lifestyle trends to develop plausible assumptions about future conditions.

A total of 3,703 people participated in the online survey. COMPASS presented the initial results of the survey to RTAC on November 20, 2019. COMPASS has now completed additional analysis and will present the top findings from the results (attached).

In addition to the findings report, survey results by demographic groups, a demographic group comparison chart, a “drivers” comparison table, and maps showing select answers based on respondent home locations are available on the RTAC web page (www.compassidaho.org/people/rtacmeetings.htm), under “Supplemental Information.” All open-ended comments have now been compiled and posted to the COMPASS website at www.compassidaho.org/comm/comments.htm#Comm. The survey results and findings will be used to develop plausible growth and lifestyle assumptions for up to five unique “what if” growth/transportation scenarios.

The next public survey will include these growth/transportation scenarios, identify regional values, and gauge support for financial, land use, transportation, and related policies that would be needed to implement the different scenarios. COMPASS staff will involve RTAC in an interactive exercise to identify the most salient regional values for CIM 2050. Together, the results of the fall 2019 and early summer 2020 surveys will help define a preferred growth/transportation scenario that will be the basis for CIM 2050.

More Information:

- 1) Attachment: Findings Report
- 2) For detailed information contact Carl Miller at 208/475-2239 or cmiller@compassidaho.org.

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Driving the Future Survey Report

Introduction

It is no secret that the future will be significantly different from the past. Changes in demographics, technology, economics, and other factors will dramatically impact the future. The challenge is in knowing what those changes may look like.

Members of the COMPASS Regional Transportation Advisory Committee identified potential drivers of change at their June 26, 2019, meeting. COMPASS used a public survey to gather “wisdom of the crowds” to identify how drivers can influence the *Communities in Motion 2050* plan. The “Driving the Future” survey was opened on September 11 and ran for more than 7 weeks. More than 3,700 people participated in the survey.

The survey results will help COMPASS understand how changes may manifest themselves and will be used to develop 4-5 plausible “what if” future scenarios to use to develop one “preferred” scenario upon which to base the next long-range transportation plan. This is the second step in a multi-step public outreach effort to ensure that local conditions and trends, as well as community preferences, are the foundation of the planning process. While each of these “what if” scenarios will be unique, all will be rooted in the responses from the first survey, to ensure that the scenarios reflect expressed public values and preferences. The second survey will gather feedback on these scenarios in early summer 2020. The results of this survey will help select and refine a preferred growth scenario. It’s important to keep in mind that it is not anticipated that any of the draft scenarios will be “the” preferred scenario, but rather that the preferred scenario will combine the “best” parts of each scenario, based on public feedback.

COMPASS staff has identified ten main findings from the first survey. Each is addressed in this report and will include some background information, ramifications of the issue on the long range plan, existing data (when available), results from the survey, key exceptions, and how the results will be used in the “what if” scenarios. Each finding also include a quote from a survey respondent that best represents the public survey attitude toward that issue. The quotes are not meant to represent COMPASS’ viewpoint and are included as they were submitted – not corrected for spelling or grammar.

Note that the report discusses how different demographic groups responded. For the purpose of this survey:

- Age is reported by easily identifiable generational monikers (Youth, Millennial, Generation X, Baby Boomers, Silent Generation) although the ages in the survey (25 and under, 26-40, 41-55, 56-70, and 71 and over) do not fit exactly into the generally recognized age groupings for generational studies.
- Income was grouped by “low income” (less than \$50,000 household income annually), “middle income” (\$50,000 to \$100,000), “high income” (\$100,000 to \$150,000), and “very high income” (over \$150,000).

- City assignment was based on geographical “home” map markers included in the survey.

Additional data and reports of the data is available
at: <https://compassidaho.org/people/rtacmeetings.htm>

Findings

1. Housing and Neighborhoods

In 2012, Dr. Chris Nelson gave a presentation for the COMPASS Education Series entitled, *"This is Not Your Parents' Housing Market: How demographic, economic, and financial forces are reshaping America's housing, neighborhood and community preferences,"* where he made the case that changing demographic and market conditions would create a larger market for small houses, small lots, and more attached units.¹

That housing shift, from primarily full-sized residential lots experienced currently, could have huge ramifications on housing, land use, and transportation infrastructure in the future. Full-sized lots typically consuming more farmland, extend city services, and require vehicular travel to arrive at destinations. On the other hand, smaller lots and condos/apartments would provide for more dense neighborhoods and a variety of mobility options.

Housing and neighborhood preferences were asked in two questions in the survey (see Figures 1 and 2).

A more detailed breakdown of the housing preferences by city are in Table 1. Throughout this report, cities with more than 50 survey participants are included in the tables; counties reflect the entire county, not unincorporated areas exclusively.

For the most part, people like current living arrangements (Table 2). Most expressed desire to live in houses on larger lots that comprise most cities today (Table 3). Residents of downtown Boise were the only group to prefer smaller lots and

"Lots don't need to be overly large, but neither do we need to see houses sitting virtually on top of each other – slight larger set backs we be appropriate."

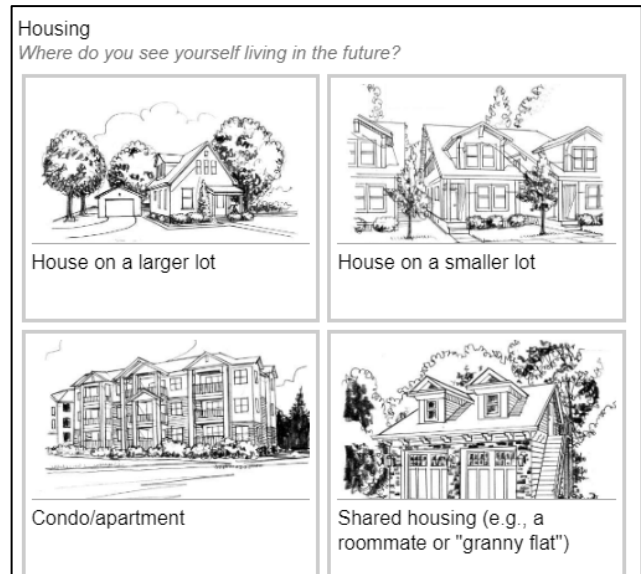


Figure 1: Housing Question in Survey

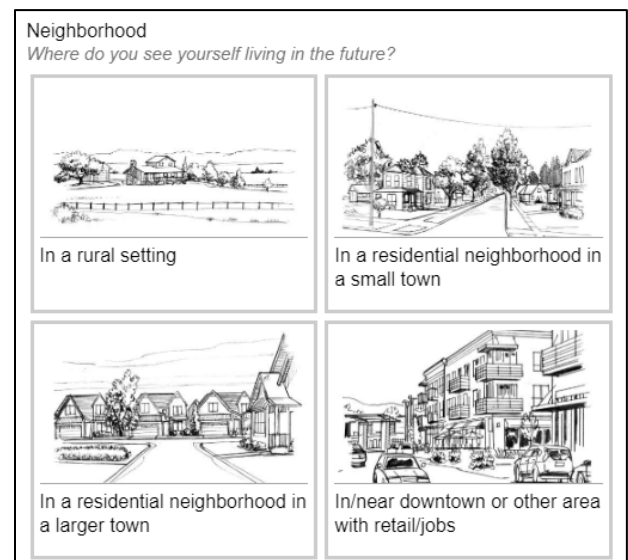


Figure 2: Neighborhood Question in Survey

¹ https://compassidaho.org/documents/comm/Edseries/Nelson-COMPASS_Presentation_1-18-19-12REV.pdf

condo/apartments to larger lots. Respondents from the City of Boise as a whole were almost evenly split between smaller lots and larger lots.

Table 1: Housing Preference by City

	House on a larger lot	House on a smaller lot	Condo/apartment	Shared Housing
Downtown Boise	21	42	31	6
Boise	44	40	11	5
Eagle	64	23	11	3
Garden City	47	45	4	4
Kuna	77	18	2	3
Meridian	62	30	6	2
Star	66	29	2	3
Ada County	51	36	9	4
Caldwell	63	27	4	6
Nampa	70	22	4	4
Canyon County	69	23	4	4
Region	55	32	9	5

Note that the highest response for each housing category is bolded.

Even supercommuters, those traveling more than 25 miles between home and work, were very interested in keeping their house on a large lot (71%) and in a rural setting (54%).

Table 2: Neighborhood Preference by Area

	Larger Town	Small Town	Rural Setting	Downtown
Highest Preference	Boise, Garden City, Meridian, Ada County	Eagle, Star, Caldwell	Kuna, Star, Nampa, Canyon County	Downtown Boise

Combining the housing and neighborhood preferences we find that there is some demand for all housing products; however, larger lots, either in town or in a rural setting, was the highest preferred.

Table 3: Housing and Neighborhood Response Crosstab

	Survey Results			
	Larger Lot	Smaller Lot	Condo or Apartment	Shared Housing
Downtown	2%	11%	6%	2%
Large Town	20%	13%	2%	1%
Small Town	12%	7%	1%	1%
Rural	21%	1%	0%	1%

It is technically impossible to provide a direct comparison between the survey and the actual housing stock for several reasons: the survey didn't provide actual lot sizes for concerns that it would make the survey more difficult for users, the data for shared housing is not readily available, and the survey respondents were asked about their future preferences. Despite these shortcomings, it may be useful to compare the results to current housing stock.

Table 4: Housing and Neighborhood Existing Characteristics Crosstab

	Actual			
	Larger Lot ²	Smaller Lot ³	Condo or Apartment	Shared Housing
Downtown⁴	0%	0%	2%	N/A
Large Town⁵	31%	26%	17%	N/A
Small Town⁶	5%	4%	1%	N/A
Rural⁷	12%	2%	0%	N/A

But there are pockets of change as well. The Silent Generation (over 71 Years) reflected a higher interest in condominiums or apartments (21%) and less desire for rural neighborhoods (9%). As the Boomer generation ages (currently 17% of the region)⁸ into this age bracket in the next 10, 20, or 30 years, will this large demographic create a shift in housing market demands as well?

² Larger lot is being defined single-family housing on 0.2 acre parcel or more

³ Smaller lot is being defined single-family housing on less than 0.2 acres parcel

⁴ Downtown is defined as Census Tract 1 and COMPASS Traffic Analysis Zones including and adjacent to city hall within the Urbanized Area

⁵ Large Town is defined as cities with a 2019 population estimate over 50,000, excluding "downtown"

⁶ Small Town is defined as cities with a 2019 population estimate equal to or less than 50,000, excluding "downtown"

⁷ Rural is defined a 2019 population in unincorporated Ada and Canyon counties

⁸ U.S. Census Bureau, 2017 American Community Survey 1-Year Estimates median income of \$56,821

“What If” Scenarios:

At least one scenario will need to demonstrate a mostly status quo housing and neighborhood characteristics with predominately full-sized residential lots in a variety of locations (large cities, small cities, rural areas). Other scenarios can explore options for increased housing options in downtowns and activity centers.

2. Housing Affordability

Housing affordability has become a serious issue nationally, as well as in the Treasure Valley. This decade median incomes have increased in the region by 17.6%; however, median housing prices have increased 79.7%.⁹

The lack of affordable housing can be seen in different ways in the region, each having a direct impact on land use and transportation. Those that cannot afford desirable housing nearby employment centers are often pushed into farther away communities where they “drive to qualify.” The impact is additional strain on transportation infrastructure and consumption of farmland in remote locations in the region. While smaller housing and smaller lots may also provide a solution to affordable housing issues, the market for full-sized lots seems strong (see Finding #1 “Housing and Neighborhood”).

The survey asked which of the following “considerations” were most likely to “impact your future housing and neighborhood choices?” and provided housing prices, transportation costs, vulnerability, and water as responses (see Figure 3).

Housing prices was the “consideration” that was “very likely” to get selected by survey respondents. In fact, the top choice was “very likely” for each of the four options: housing prices, transportation costs, vulnerability, and water. However, none was as universal as housing prices where there was a more than a 150:1 ratio between “very likely” and “very unlikely.” The low income group (81% “very likely”) and the super-commuter group (77% “very likely”) were most concerned about housing prices.

As a millennial, if I am able to afford a house, I imagine it will be on a smaller lot. Larger homes are more expensive and harder to maintain. Though I don't necessarily want to be close to my neighbors, I feel that a smaller home on a smaller lot is more realistic for people currently between the ages of 25-35.

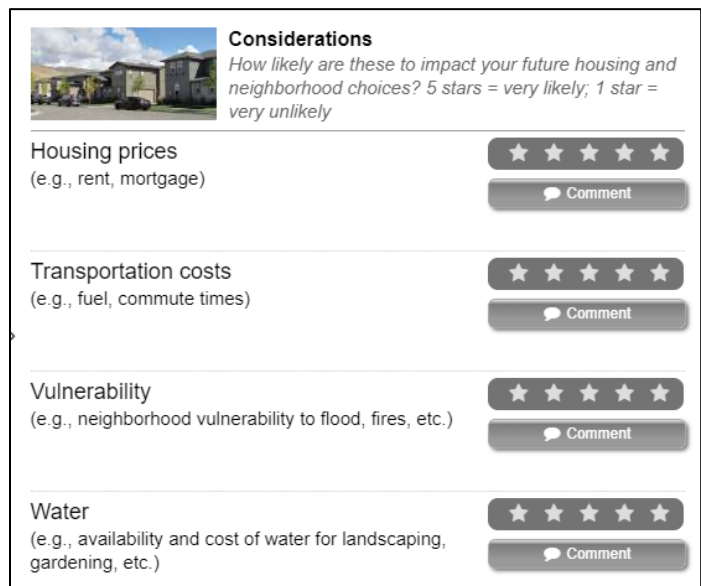


Figure 3: Considerations Question in Survey

⁹ U.S. Census Bureau, 2017 American Community Survey 1-Year Estimates median income of \$56,821; U.S. Census Bureau, 2010 American Community Survey 1-Year Estimates median income of \$43,308; Intermountain Multiple Listing Service, 2010: \$133,787, 2017: \$240,418

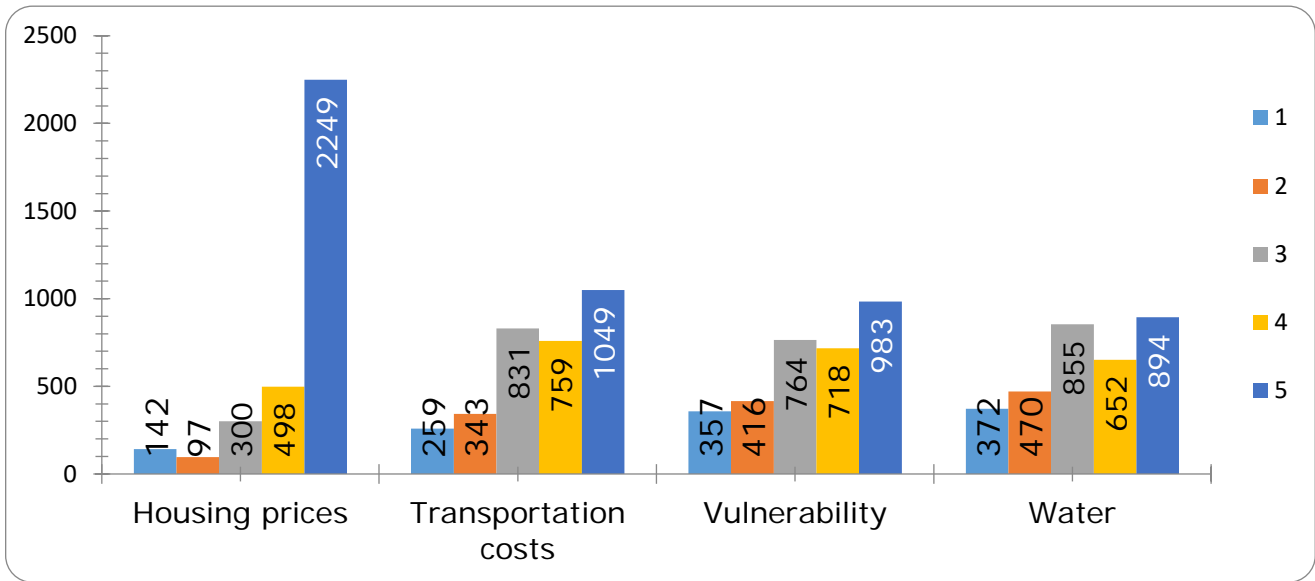


Figure 4: Considerations from All Responses

The only group relatively unconcerned to housing prices was with the Silent Generation, as only 45% indicated housing prices were “very likely” to impact their future housing. Many from this group indicated they have already purchased a home or do not plan to in the future as they are more likely to be moving into senior center or other group quarters arrangements.

“What If” Scenarios:

Housing affordability needs to be a key consideration in the scenarios, both by providing housing in lower cost areas, such as western and southern Ada County and in Canyon County, as well as through higher density housing near employment centers and transit routes.

3. Keep on Driving

Despite Wall Street Journal reports saying that young adults don’t want to drive anymore¹⁰, AARP telling aging motorists to limit driving¹¹, and ongoing complaints in the valley about the traffic congestion¹², people want to keep driving.

“I love to drive, it would make a little sad to not!”

Obviously, a cultural shift towards using transportation modes other than the single-occupant vehicle would have drastic impacts on the growth patterns in the region. An increase in bicycle or pedestrian use would create additional demand for non-motorized infrastructure including bicycle lanes, sidewalks, and pathways; interest in rail would create a market for higher-density developments along nodes on a rail corridor.

¹⁰ <https://www.wsj.com/articles/driving-the-kids-are-so-over-it-11555732810>

¹¹ <https://www.aarp.org/auto/driver-safety/info-2018/older-adults-limit-driving.html>

¹² <https://www.idahostatesman.com/news/business/article213694999.html>

The survey asked “How likely would you be to use the following options, if each were available and convenient? (see Figure 6).



Transportation Options

How likely would you be to use the following options, if each were available and convenient? 5 stars = very likely; 1 star = very unlikely

Figure 5: Transportation Options Question

The desire to drive is still the primary mode for all groups. The “very likely” answer outscored “very unlikely” on a 27:1 ratio and was more than every other option combined. No other mode neared the same level of interest. Only downtown Boise residents had less than 1/3 of respondents give driving a “very likely” rating. Both “bike/walk/scooter” and “rail” also received more “very likely” than “very unlikely” responses (see Finding #4 “Rail”).

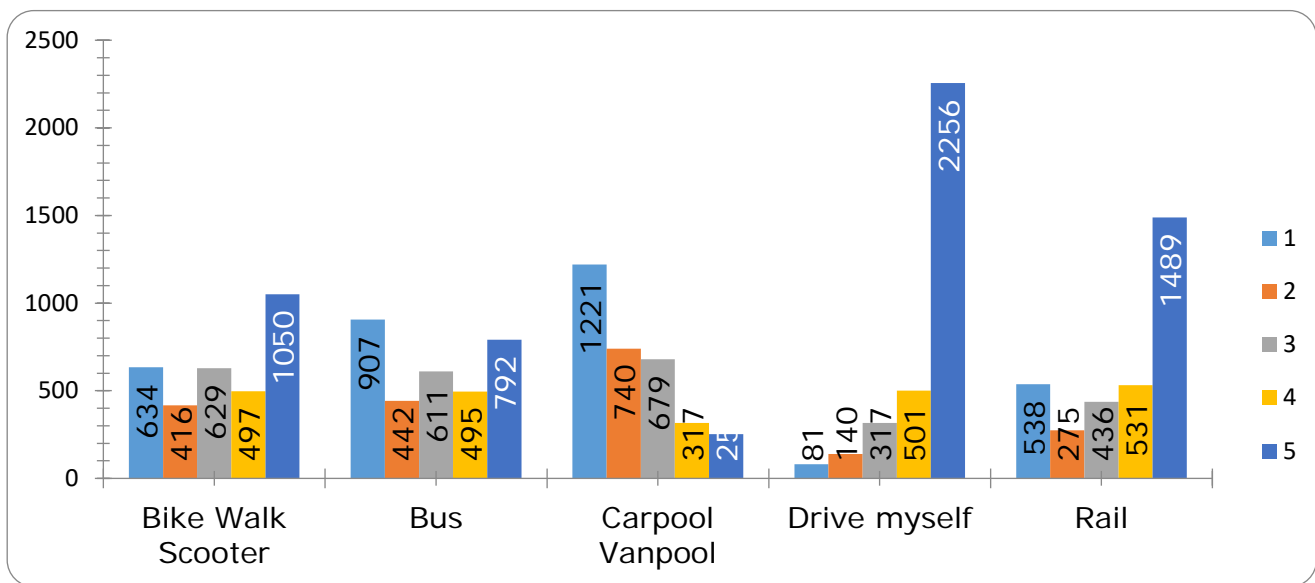


Figure 6: Transportation Options from All Responses

While this question was not related only to commuting, the most reliable data about traveling characteristics comes from the Census Bureau’s annual survey about commuting to work (Table 6).

Table 6: Commuting by Mode in Ada and Canyon Counties

Commuting by Mode in Ada and Canyon Counties ¹³	
Car, truck, or van - Drove alone	81.3%
Car, truck, or van - Carpooled	8.0%
Public transportation	0.3%
Walked	1.6%
Bicycle	1.3%
Taxicab, motorcycle, or other means	1.4%
Worked at home	5.2%

¹³ U.S. Census Bureau, 2017 American Community Survey 1-Year Estimates

While almost every group indicated a preference for driving, there were two groups that indicated interest in other options. Those who live in downtown Boise responded “very likely” to several different modes (47% drive alone, 39% bus, 67% rail, and 62% bike/walk/scooter). Similarly, those with short commutes responded “very likely” to alternate modes (51% drive alone and 39% bus, 55% rail, and 45% bike/walk/scooter).

“What If” Scenarios:

At least one scenario should continue to be auto-centric. This scenario could identify projects to make driving as efficient as possible with signal timing and other approaches to increase vehicular throughput.

4. Rail

The only transportation mode that could rival driving alone in the survey was a viable commuter rail option. It scored the second highest mode and every group identified it as more likely than bike/walk/scooter, bus, or carpool/vanpool.

“This works where a bus fails. It provides consistent experience with potentially faster commute, thus incentive to ride.”

Details about service routes, typologies, and frequency were not provided due to the high-level nature of the survey (note that there will be a public involvement survey specifically on high capacity transit options in 2020).

Obviously there are not existing data for rail in the Treasure Valley. However, other Intermountain West metro areas, such as Denver¹⁴ and Salt Lake City¹⁵, have demonstrated a market for rail ridership.

Table 7: Rail Responses by City

	Very Likely	Very Unlikely	Difference
Downtown Boise	67%	2%	65%
Boise	55%	10%	45%
Garden City	56%	19%	37%
Ada County	51%	14%	37%
Caldwell	47%	17%	30%
Meridian	44%	17%	27%
Eagle	40%	14%	26%
All Respondents	49%	16%	23%
Canyon County	44%	21%	23%
Nampa	42%	20%	22%
Star	44%	31%	13%
Kuna	43%	36%	7%

¹⁴ <https://www.smartcitiesdive.com/ex/sustainablecitiescollective/denver-nearly-doubles-public-transit-ridership-despite-light-rail-expansion-delay/7557/>

¹⁵ <https://rideuta.com/news/2018/11/FrontRunner-Ridership-Reaches-Record-High>

Every community demonstrated a high level of support, with more “very likely” responses than “very unlikely” responses to using rail if it were “available and convenient.”

All populations showed support for rail; however, some showed less support than others. The Silent Generation indicated mild support with 39% indicating they were “very likely” to use rail and 29% indicating they were “very unlikely” to use rail. Kuna residents also showed tepid desire as indicated in Table 7 above.

“What If” Scenarios:

At least one scenario needs to explore rail as a transportation option. Providing the public with potential routes and financial and land use context will help to determine the needed political and financial support for this large-scale transportation project.

5. Changing Workforce

Technology has changed the face of the workplace and made it possible for many to work remotely or with an alternate schedule.

Videoconferencing, emails, virtual reality, and more have the potential

“Possible, given generational differences and demands. Workplaces are slow to adjust to such changes, however.”

to make any location part of a connected office and could transform the way we live and commute to work (or not need to commute to work). However, there is still resistance from companies across the board. Many companies are unable or unwilling to adapt to alternative work arrangements. A few years ago CEO Marissa Mayer caused headlines with a ban of Yahoo employees working from home.¹⁶

Still, the new generation of employees, those raised on electronics, are making a push for alternate work schedules, including working from home. A survey indicated that Millennials would take less pay for these job perks.¹⁷ The 2017 Deloitte Millennial Survey found that worldwide, 64% of Millennials work for companies that offer “flexible locations.”¹⁸

The changing workplace could have far-reaching impacts on housing, land use, and transportation. If alternative workspaces become the norm, that could push housing farther from employment centers as workers can avoid the peak commute times or not commute at all. Alternatively, workers could generate different types of trips during the typical working hours.

Alternative work schedules, compressed workweeks, and telecommuting are those that would change the commute patterns by either changing the timing commuter patterns

¹⁶ <https://www.forbes.com/sites/jennagoudreau/2013/02/25/back-to-the-stone-age-new-yahoo-ceo-marissa-mayer-bans-working-from-home/#5dc8ed851667>

¹⁷ <https://www.cnbc.com/2017/05/30/job-perks-prodding-millennials-to-work-for-less.html>

¹⁸ <https://www2.deloitte.com/content/dam/Deloitte/global/Documents/About-Deloitte/gx-deloitte-millennial-survey-2017-executive-summary.pdf>

off of the peak hours or not requiring the trip at all. This could have considerable implications to future travel demand.

The results show that while there is an expectation of changes in the work schedule, there is not the same expectation of change regarding the nature of the work will not, as freelancing and job sharing both scored as “very unlikely.”

Comments from survey respondents showed that freelance and part-time work were not the preferred options for employees, but were an approach to earning additional income or as a cost-cutting approach by their employers to avoid full-time benefits, including health insurance.

“My job and many others have had schedules reduced to below 30 hours per week in order to avoid paying higher wages/offering benefits package.”

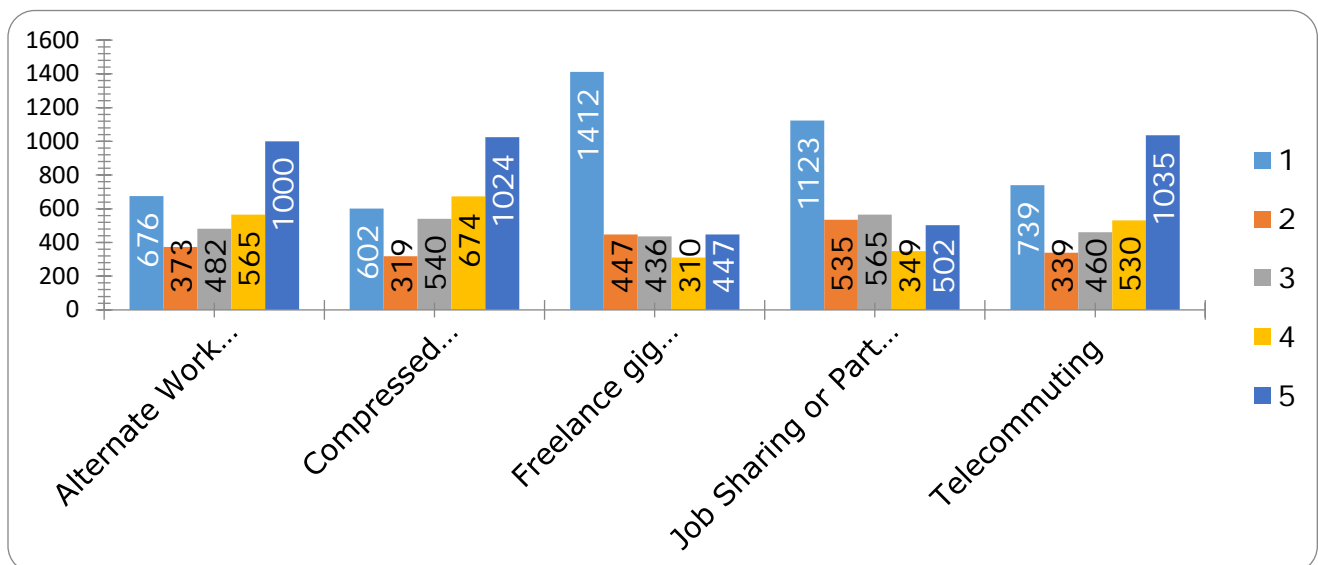


Figure 7: Work Responses (All)

Youth (under 25 years old) were the largest exception to the gradual push towards alternate work schedules. Youth reported that their careers scored lowest scores for compressed work schedules (24% “very likely”), telecommute (23%), and freelance (15%). However this may relate more to the type of industry they are in, during this phase of their careers, than their ultimate career as many in this category are still working through college or are in entry-level positions that do not have the flexibility they may experience later on.

“What If” Scenarios:

Several scenarios will need to reflect the implications of various work schedules such as commuting during the off-peak schedule, reduced commutes due to remote workstations, and increased housing in neighborhoods far from employment centers that provide additional land but are not currently economic feasible for most residents due to transportation time and cost.

6. Shopping Options

Each year more and more brick-and-mortar stores announce that they are going bankrupt. The culprit is often the rise of online shopping, which provides convenience and price comparability not found in traditional store fronts. However, some claim that the “retail apocalypse” may be on a holding pattern.¹⁹

“I prefer going to a physical store if I need to compare things; I prefer online shopping for when I already know exactly what I want.”

If shoppers are not traveling to brick-and-mortar stores as much it could enable large shopping center parking lots to redevelop for other uses, such as multi-family housing or office parks, and provide a critical mass of population necessary for transit. Online shopping options could also provide shopping options for those that can’t drive a vehicle, don’t want the expense, or choose not to drive. Additionally, more online shopping with delivery would necessitate more freight vehicles in residential neighborhoods.

The survey shows that people want several shopping options (store, online national, online local, online pick-up), as each received a high score.²⁰

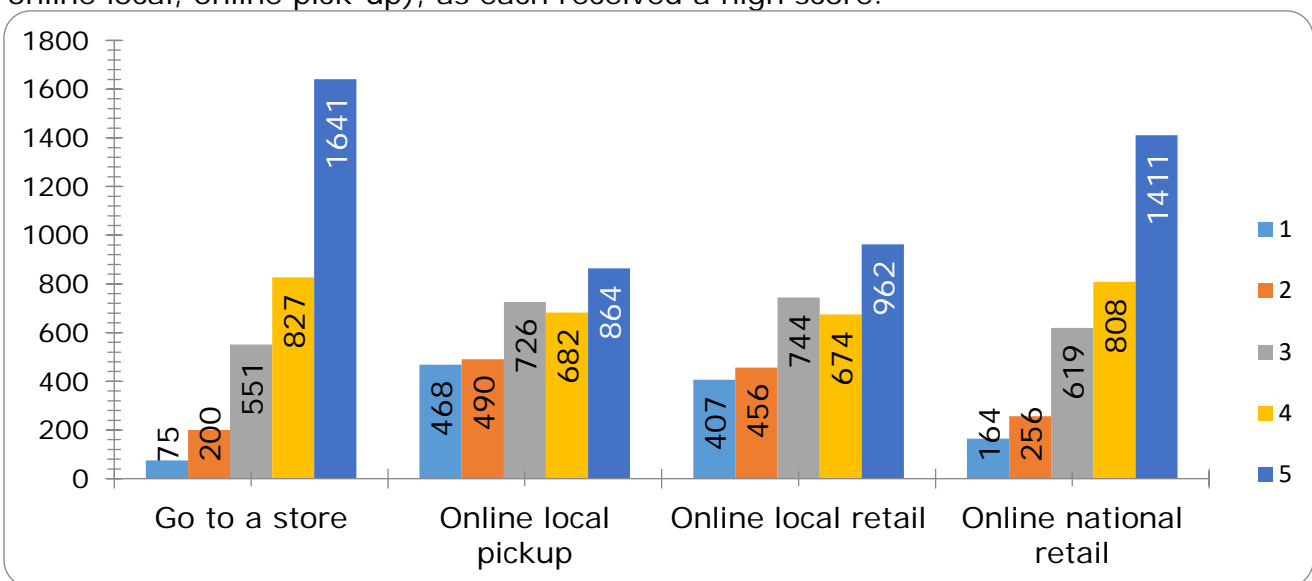


Figure 8: Shopping Responses (All)

The Silent Generation was much more interested (“very likely”) in traditional brick-and-mortar store experiences (54%) compared to online nation retail (18%), online local (16%), and online pickup (14%). This generation was raised with traditional retail centers and are perhaps more concerned about online fraud.

¹⁹ <https://www.forbes.com/sites/gregpetro/2019/06/21/the-bogus-retail-apocalypse-looks-more-like-a-renaissance/#7b3623b85ff4>

²⁰ <https://www.forbes.com/sites/barbarathau/2017/06/27/five-signs-that-stores-not-online-shopping-are-the-future-of-retail/#34b604314641>

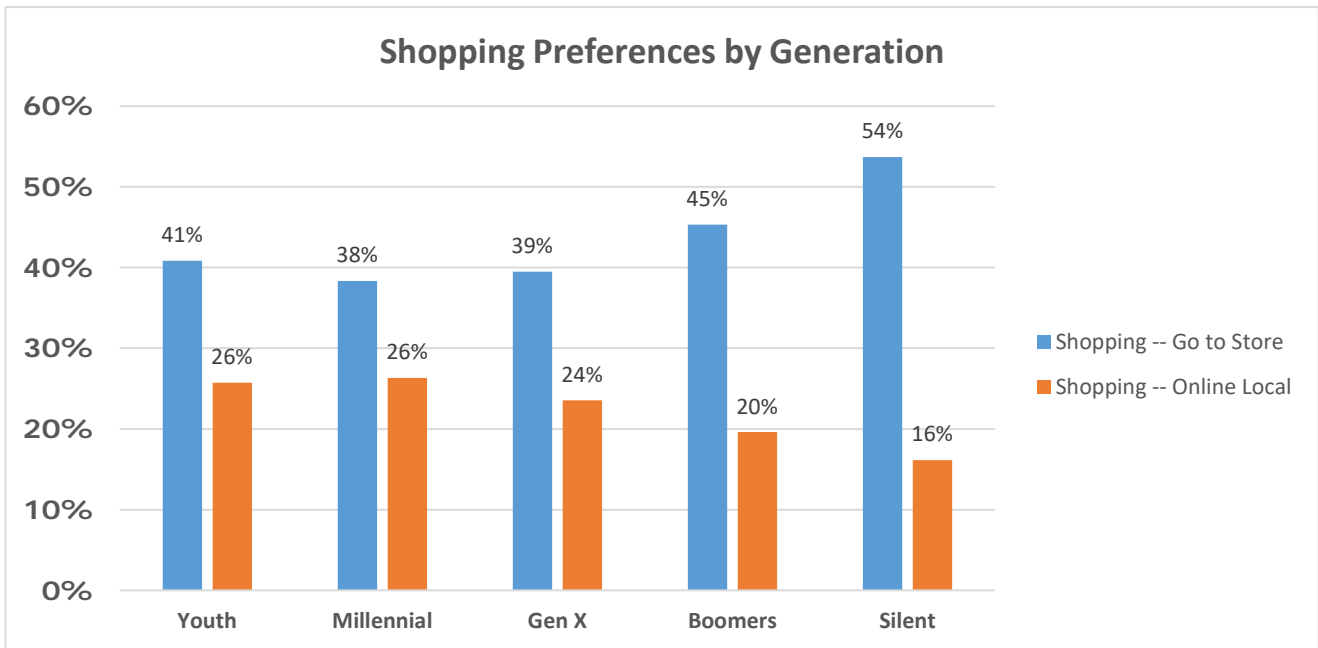


Figure 9: Shopping Responses--Silent Generation and Very High Income

“What If” Scenarios:

Scenarios will need to consider the redevelopment of some oversized shopping mall parking lots that would make multi-family or high-rise office infill and redevelopment economically viable, as well as increasing freight delivery in residential neighborhoods.

7. Technology

Love ‘um or hate ‘um, the recent rise in e-scooter use has shown that technology can have a huge impact on the future transportation system. In the City of Boise, e-scooters logged 608,032 miles in 2019 alone.²¹

Attitudes towards new technologies were asked in several different ways in the survey. Questions addressed new technologies as modes of transportation and new technology innovations that could change lifestyles and increase productivity.

In differing ways, new transportation technologies have the potential to disrupt the way we travel in the next decades.

“They have to be proven safe and reasonable before I would try.”

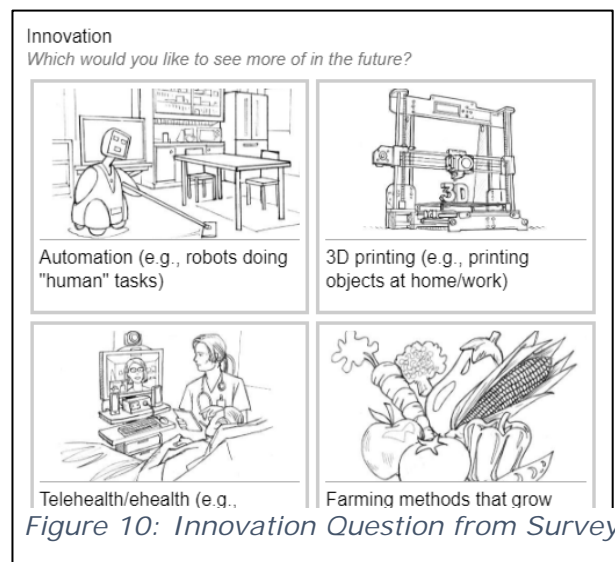


Figure 10: Innovation Question from Survey

²¹ <https://www.idahostatesman.com/news/local/community/boise/article238839128.html>

Depending on the type of transportation technology, the ramifications could be varied. Autonomous vehicles, for example, may improve or degrade the transportation system, depending on many factors. E-scooters and ride hailing provide an additional option for last-mile and downtown transportation, but may cause many safety issues that weren't a concern before their emergence.

In the survey we asked about people's likelihood for using several options including autonomous vehicles, ride hailing, personal rideable technology, and vehicle sharing. No new transportation technology option garnered wide support. Even supercommuters, those traveling more than 25 miles for work, were not interested in autonomous vehicles or interested in telecommuting, when it would appear to benefit them the most.

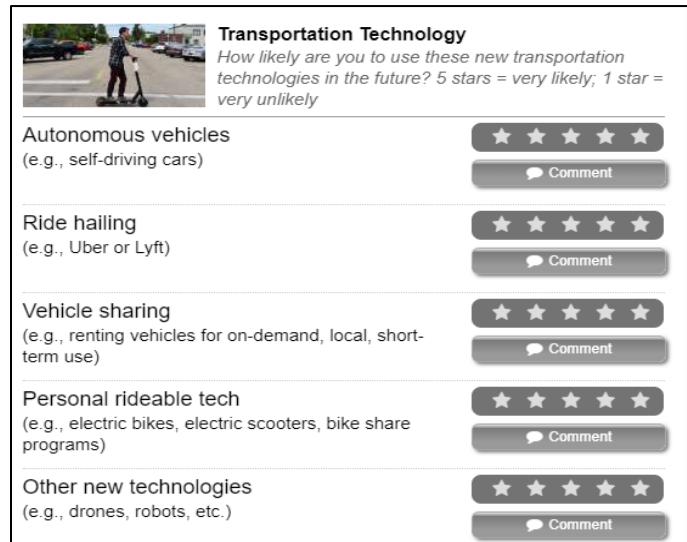


Figure 11: Transportation Technology Question from survey

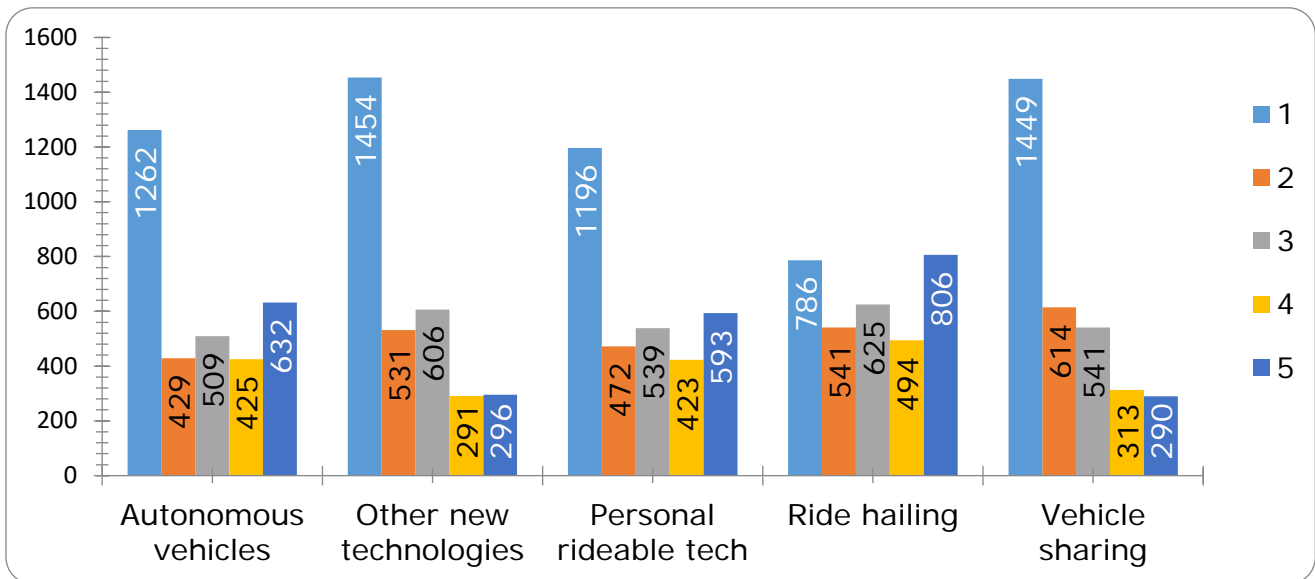


Figure 12: Transportation Technology (All)

However, there is a general distrust of these new technologies beyond the Treasure Valley, as more than half of Americans fear autonomous vehicles²² and recent scandals have rocked ridehailing services.²³ Will fears of emerging transportation technologies subside if there is initial success in deploying new modes?

²² <https://www.latimes.com/business/autos/la-fi-hy-self-driving-cars-afraid-20190315-story.html>

²³ <https://www.cbsnews.com/news/uber-unveils-new-feature-samantha-josephson-death-as-rideshare-industry-faces-scrutiny-over-passenger-safety/>

The two exceptions to this wariness about technology comes from the youth and very high income groups. Eighteen percent of youth said they were “very likely” to use vehicle share and 30% said they were “very likely” to use personal rideable technology. For the Very High Income group, 33% said they were “very likely” to use autonomous vehicle and 29% said the same for ride hailing.

Additionally, there were only pockets of interest in other technologies such as 3-D printing, automation, and telehealth. Unsurprisingly, youth were most interested in technologies such as 3-D printing and automation, while elderly were interested in telehealth. More surprisingly, downtown Boise residents and those with short commutes (perhaps overlapping groups) were most interested in growing more food on less land.

	Youth	Silent	Difference
3D printing (e.g., printing objects at home or work)	18%	4%	14%
Automation (e.g., robots doing human tasks)	19%	8%	11%
Farming methods that grow more food on less land	54%	58%	-4%
Telehealth / ehealth (e.g., virtual doctor visit)	8%	31%	-23%

Figure 13: Technology Comparison of Youth and Silent Generations

“What If” Scenarios:

A “technology saves us” scenario will need to address safety and other concerns to be viable option. Farmland production and preservation is a more pressing and current issue than potential technological advancements (see Finding #8 “Love Farmland”).

8. Need to Eat

As the region experiences rapid growth, much of that growth is occurring as cities are extending their urban footprint into farmland.

“Keep Idaho with agricultural land don’t flood it with homes!”

By the year 2100 half of the region’s current farmland could be consumed.²⁴ Farming is seen as part of the region’s heritage and there is ample concern about the economic, environmental, and sustainability benefits of preserving farmland in this isolated metro area.

The continued population growth in the area could result in the continued loss of farmland. However, if new growth occurs primarily in city infill areas, the region could continue to grow without losing agricultural production.

²⁴ <https://www.kivitv.com/news/bsu-researcher-identifies-results-of-vanishing-farmland-in-the-treasure-valley>

Survey respondents want to provide ways of providing locally-sourced agricultural production in the future, despite consuming so much farmland now. Growing more food on less land ranked highest of the technologies offered in the survey, being selected by more than 50% of respondents in every demographic group. In fact, almost 70% of people who live in downtown Boise and who have short commutes selected this as the technology they would like to see more of.

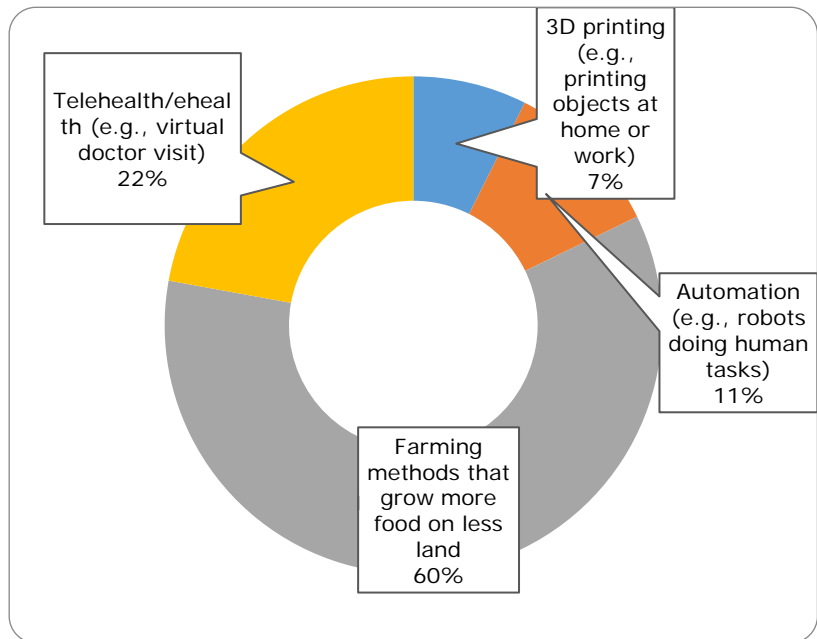


Figure 14: Technology Responses (All)

“What If” Scenarios:

At least one scenario needs to consider farmland preservation. This/these scenario(s) can preserve farmland across the region or be more targeted by preserving farmland in certain areas, perhaps identifying farmland distanced from employment centers. Farming, the need for affordable housing, and preference for larger, rural housing all ranked highly in the survey. This seemingly inherent contradiction will need to be addressed either in a scenario or by potential implementation strategies.

9. Healthy, Outdoor Living

Idaho is known for its great access to the outdoors with rivers, lakes, and an outdoor quality of life. Survey respondents reflected the values of these outdoor spaces by

“I like the access Boise has to natural open spaces. I feel if we don’t prioritize them, we will lose them.”

selecting “In nature” over “at home”, in “public places”, and “hosting friends” combined.

In fact, only the Youth and the Silent Generation did not rank “in nature” highest for leisure time preference, but even those groups still rated it highly.

Table 5: Technology Comparison by Age

	Youth	Millennial	Gen X	Boomer	Silent
In nature (e.g., parks, foothills, river, lake)	43%	54%	53%	54%	33%
Public places (e.g. theater, mall, sports venue)	14%	10%	6%	6%	12%

Note that the two lowest response for each leisure activity is bolded

Interestingly, Youth and the Silent Generation shared many similarities in responses to a question about leisure time. Both Youth (43%) and the Silent Generation (33%) reported much lower interest in nature than the general population. Youth (14%) and Silent (12%) also reported higher interest in spending time in public places than the general population.

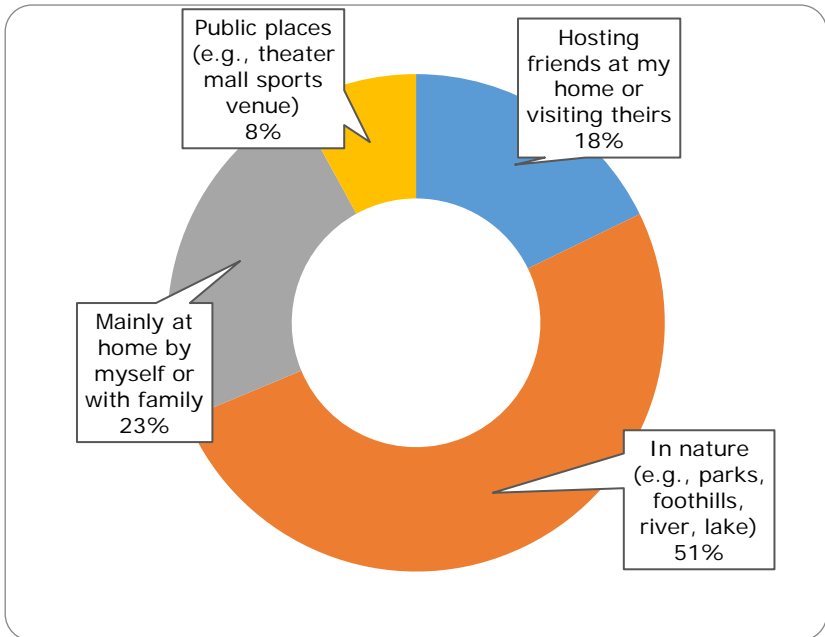


Figure 15: Leisure Responses (All)

“What If” Scenarios:

Several scenarios will need to recognize outdoor space and preservation of key natural landmarks, including the foothills, the Boise River greenbelt, other outdoor space, and development of parks with new urbanization, as well as regional and local walk and bicycle routes.

10. Your Drive Determines Lifestyle and Your Lifestyle Determines Your Commute

A few years ago, the Washington Post made the claim, “conservatives are from McMansions, liberals are from the city.”²⁵ The article makes the case that the housing, neighborhood, and subsequent transportation choices are strongly linked to your political persuasion. While very little data have been published there have been some recent analyses to confirm this theory.²⁶

“Boise needs more condos & apartments. More dense urban housing to satisfy demand. But I’ll be moving out of Boise due to it turning into a bigger city, which I do not like.”

	Short Commutes	Super Commutes	Difference
For next home, likely to live in a neighborhood in/near downtown or other area with retail/jobs	43%	10%	33%
“Very likely” to bike, walk, scooter	45%	20%	25%
“Very likely” to take a bus “very likely”	39%	19%	20%
For next home, likely to live in a house on a smaller lot	39%	22%	17%

²⁵ www.washingtonpost.com. ACCESSED ON DATE, AVAILABLE FROM COMPAS, BLAH BLAH

²⁶ <https://www.niskanencenter.org/explaining-the-urban-rural-political-divide/>

Prefer leisure time in nature	57%	44%	13%
For next home, likely to live in a condo/apartment	13%	3%	10%
Prefer leisure time mainly at home by myself or with family	15%	25%	-10%
"Very likely" to drive alone	51%	66%	-15%
For next home, likely to live in a house on a larger lot	42%	71%	-29%
For next home, likely to live in a rural setting	12%	54%	-42%

Table 6: Responses Comparison between Short Commutes and Super Commutes

The COMPASS survey did not ask political leanings, but it was clear that there is a sharp divide in growth, transportation, and personal preferences between those that have a short commute (less than 3 miles) and those that have a much longer commute (over 25 miles). The survey requested participants to drop map "markers" to indicate home, work, and other key landmarks. COMPASS mapped the home and work "markers" to estimate the distance travelled for work, then categorized those results into several groups. Questions where there were notable differences in responses are highlighted in Table 6.

Differences between these groups include:

- Short commuters are more interested in mobility options, including riding the bus and walk/bike/scooter. These modes lend themselves more to travel in downtown and urban cores, and thus would not be as much of a drawback for short commutes. Short commuters were also more concerned about transportation costs, which seems counterintuitive, but if other travel modes are as consistent and reliable as driving, the cost can be a larger factor in to the decision to own and maintain a vehicle.
- Super commuters are more likely to want houses on large lots and in rural settings, are less likely to want modes other than driving, and see themselves using a compressed workweek, but less likely to see other changes in their work schedules (see Finding #5 "Changing Workforce").

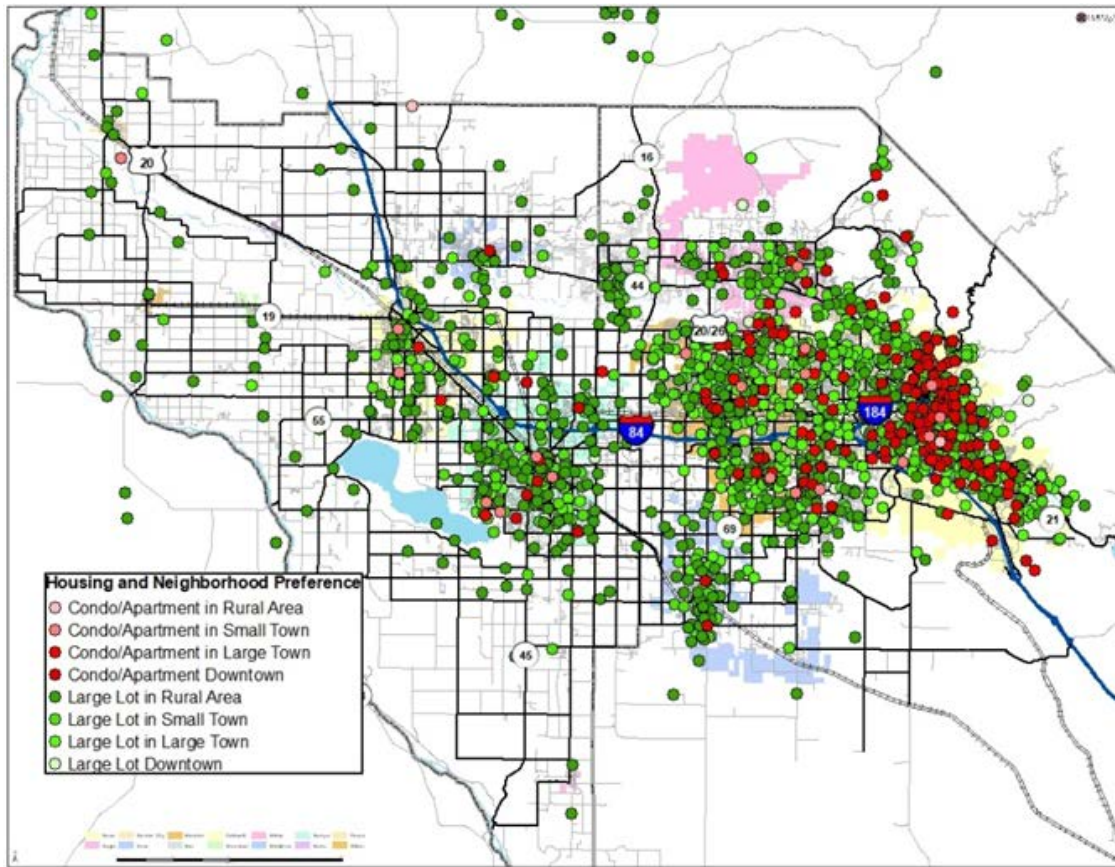


Figure 16: Large Lot and Condo/Apartment Response Map

“What If” Scenarios:

A “what if” scenario needs to reflect the urban/suburban preference divide by including both more development in the urban core and downtowns as well as suburbanization of most cities in the region and different types transportation infrastructure and services to fit that growth pattern.

Next Steps

As mentioned, this was the first in a series of public involvement opportunities to help develop *Communities in Motion 2050*. The second survey will focus on rank values, evaluating several potential “what if” growth and transportation scenarios, and evaluating potential strategies needed to implement those scenarios.

This survey is anticipated to go to the public between May – July 2020.

RTAC AGENDA ITEM V-B

January 22, 2020

Topic: Updates to *Communities in Motion 2040 2.0* (CIM 2040 2.0)

Background/Summary:

After adopting CIM 2040 2.0 in December 2018, the COMPASS Board of Directors approved a policy for updating factual information in the plan (Attachment 1). The policy follows the definition of an administrative modification to a long-range metropolitan transportation plan, according to [23 CFR 450.104](#); annual updates to the plan reflect changes to costs and descriptions of currently-included funded or unfunded projects, as shown in Attachments 2, 3, and 4.

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

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. There were no amendments to CIM 2040 2.0 in 2019.

More Information:

- 1) Attachment 1: Board Policy 2019-01: *Updates to Communities in Motion 2040 2.0*
- 2) Attachment 2: Short-term funded projects, with tracked changes
- 3) Attachment 3: Long-term funded projects, with tracked changes
- 4) Attachment 4: Unfunded state-system priorities, with tracked changes
- 5) For detailed information contact Liisa Itkonen at 208/475-2241 or litkonen@compassidaho.org



Working together to plan for the future

POLICY STATEMENT

No. Board 2019-01

Adopted: December 17, 2018

By: COMPASS Board of Directors

Last Revised: None

Policy Statement:

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

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

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

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

"Minor" changes include:

- cost changes of at least \$25,000, and less than 30% or \$2,000,000, whichever is less,
- termini changes less than ¼ mile, or
- a revised project description that does not change the scope of the project.

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

"Major" changes include:

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

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

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

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

T:\Permanent\Policies\Policy Statements\Updates to CIM 2040 2.0 Policy 2019-01.docx

**Short Term Funded (Budgeted) Regional Capital Transportation Projects,
in alphabetical order - FY2018-2023ⁱ**

Project and Brief Descriptionⁱⁱ	Estimated Costⁱⁱⁱ	Updated estim. cost	Key Number^{iv}
10th Avenue Bridge, Caldwell – replace the bridge at 10 th Avenue and Indian Creek. (2018)	\$2,959,000	\$2,959,000	13055
Bicycle and Pedestrian Bridge – build bridge over North Channel of Boise Rive, Eagle. (2023)	\$1,299,000	\$1,400,000	20841
Cloverdale Overpass – rebuild and widen from two to four lanes with sidewalk and bike lane. (2019)	\$13,381,000	\$13,382,000	20842
Eagle Road, Lake Hazel Road to Amity Road – widen from two lanes to five lanes with curb, gutter, sidewalk, and bike lanes. (2023) - Moved from long-term funded.		\$7,221,000	RD216-04
Eagle Road, Amity Road to Victory Road – widen from two to five lanes with curb, gutter, sidewalk, and bike lanes. (2020)	\$4,515,000	\$5,555,000	RD207-33
Franklin Road, Black Cat Road to Ten Mile Road - Federal aid project to widen Franklin Road to five lanes with curb, gutter, and sidewalks. Project includes widening the Franklin/Black Cat intersection to seven lanes in all directions and reconstructing/widening of the Franklin Bridge #170CX. (2018)	\$954,000	\$954,000	RC0152
I-84, Blacks Creek Road Interchange – replace the interchange and upgrade the ramps to meet the standards for an 80 miles-per-hour speed limit. The bridge was originally built in 1962. (2019)	\$13,088,000	\$13,088,000	19874
I-84, City of Caldwell (Exit 29) to Karcher Interchange (Exit 33) – Environmental study, design, and construction. Actual termini and improvements will be determined through the environmental process. (2019)	\$192,971,000		20351
• Design and right of way		\$3,900,000	
• I-84, Middleton Road and Ustick Road Overpasses		\$18,800,000	22154
• I-84, Franklin to Karcher		\$169,697,000	22196
TOTAL		\$192,397,000	
I-84, Karcher Interchange (Exit 33) to Franklin Boulevard (Exit 36) Corridor – expand I-84 from two to three lanes in each direction. (2019)	\$150,100,000		20315
• Design and right-of-way		\$3,900,000	
• Temporary Paving Should Widening		\$5,843,000	20796
• Karcher Overpass		\$5,034,000	20797
• Franklin to Northside		\$76,663,000	20798
• Northside to Karcher		\$29,052,000	20799
TOTAL		\$120,492,000	
Intersection – Amity Road and Robinson Road, Nampa – add a roundabout. (2019)	\$1,000,000	Completed	159i
Intersection - Centennial Way Roundabout, Caldwell – replace a six-legged intersection at SH-19 (Simplot Boulevard) and I-84B (Centennial Way, Cleveland Boulevard, and Blaine Street) with a roundabout intersection. (2023)	\$3,206,000	\$3,206,000	13484
Intersection - Cole Road and Franklin Road, Boise – widen the intersection of Cole Road and Franklin Road to seven lanes in all directions. Project includes widening of Cole Road, I-84 / Franklin Road, realignment of the Cole Road and McMullen Road intersection, and reconstruction/widening of Cole Road Bridge #1259, and improving the existing railroad crossing on Cole Road. (2019)	\$10,078,000	\$3,760,000	IN203-14
Intersection – Cole Road and Lake Hazel Road, Boise - widen intersection to five/six lanes on Lake Hazel Road and three lanes on Cole Road. Includes bridge #2216. (2019)	\$8,356,000	\$8,356,000	IN215-02

Project and Brief Description ⁱⁱ	Estimated Cost ⁱⁱⁱ	Updated estim. cost	Key Number ^{iv}
Intersection - Cole Road and Victory Road, Boise – widen the intersection of Cole Road and Victory Road to six lanes on Victory Road and seven lanes on Cole Road. Project includes widening of Cole Road from McGlochlin Street to Victory Road to five lanes, an enhanced pedestrian crossing at Cole Road and Diamond Street, and Cole Bridge #1261. (2020)	\$7,418,000	\$7,418,000	IN205-97
Intersection – Colorado Avenue and Holly Street, Nampa – install traffic signal and pedestrian-friendly improvements. (2020)	\$1,285,000	\$1,285,000	13486
Intersection - Fairview Avenue and Cole Road, Boise - widen intersection to eight lanes on Fairview Avenue and seven lanes on Cole Road. Project includes non-traversable raised medians. (2018)	\$957,000	Completed	IN213-01
Intersection - Fairview Avenue and Locust Grove Road, Meridian - widen intersection to eight lanes on Fairview Avenue and seven lanes on Locust Grove Road, including concrete intersection, curb, gutter, sidewalk, and bike lanes. (2022)	\$6,457,000	\$5,126,000	IN211-05
Intersection - Lake Hazel Road and Eagle Road - widen and signalize intersection to four/five lanes on Eagle Road and three/five lanes on Lake Hazel Road. (2023) – Moved from long-term funded.		\$8,439,000	IN216-01
Intersection - Lake Hazel Road and Cloverdale Road - widen intersection to five lanes on Lake Hazel Road and five lanes on Cloverdale Road. (2021)	\$5,415,000	\$4,757,000	IN205-34
Intersection - Lake Hazel Road and Five Mile Road - reconstruct intersection to be a dual lane roundabout with westbound and southbound right turn bypass lanes. (2020)	\$2,886,000	\$3,814,000	IN205-59
Intersection - Lake Hazel Road and Maple Grove Road - widen intersection to six lanes on Lake Hazel Road and four lanes on Maple Grove Road. (2022)	\$2,574,000	\$5,060,000	IN205-69
Intersection - Linder Road and Deer Flat Road, Kuna – federal aid project to improve intersection at Linder Road and Deer Flat Road including curb, gutter, sidewalks, and bike lanes. (2020)	\$4,500,000	\$4,641,000	13492 IN211-01
Intersection - Middleton Road and Cornell Street, Middleton – convert the intersection of Middleton Road and Cornell Street to a “mini-roundabout” to improve safety. (2021)	\$303,000	\$303,000	20430
Intersection – Middleton Road and Lone Star Road, Nampa – install a traffic signal and sidewalk. (2020)	\$1,501,000	\$1,515,000	20613
Intersection – Middleton Road and Orchard Avenue, Nampa – add traffic signal. (2019)	\$1,295,000	\$1,295,000	146i
Intersection – Middleton Road and Smith Avenue, Nampa – widen lanes and install traffic signal, pedestrian facilities, street lighting, and turn lanes. (2019)	\$510,000	\$597,000	20167
Intersection - Middleton Road and Ustick Road, Caldwell – build roundabout at the intersection. (2021) (2024)	\$1,342,000	\$1,356,000	13487
Intersection – Midland Road and Ustick Road, Nampa – add a roundabout. (2020)	\$500,000	\$500,000	025i
Intersection - SH-16 and Beacon Light Road, Eagle – add signal and widen the intersection at SH-16 and Beacon Light Road. (2018)	\$2,100,000	\$1,463,000	18872
Intersection – SH-55 (Eagle Road) and SH-44, Ada County, Eagle – construct a partial continuous flow intersection. (2021)	\$6,808,000	\$7,036,000	13476

Project and Brief Descriptionⁱⁱ	Estimated Costⁱⁱⁱ	Updated estim. cost	Key Number^{iv}
Intersection – SH-69 (Meridian Road) and Hubbard Road, Kuna - install an interim signal. (2018)	\$485,000	\$962,000	IN205-66 19997
Intersection – SH-69 (Meridian Road) and Lake Hazel Road - install an interim signal. (2018)	\$485,000	Combined same KN	IN205-70 19997
Intersection – Star/Robinson Road and Cherry Lane – add a roundabout. (2022)	\$1,600,000	\$1,600,000	
Intersection - State Street and Collister Drive, Boise – federal aid project to improve the intersection, including realignment of the Collister Drive leg, curb, gutter, sidewalk, and bike lanes in accordance with the State Street TTOP. Project includes State Street bridge #2038. (2018)	\$12,215,000	\$13,704,000	13481 IN203-21
Intersection - State Street and Pierce Park Lane, Boise - widen intersection to four lanes on Pierce Park Lane and seven lanes on State Street in accordance with the State Street TTOP. (2020)	\$4,238,000	\$10,271,000	IN210-03
Intersection - State Street and Veterans Memorial Parkway, Boise - widen intersection, including installation of median U-turns and installation of additional pedestrian crossings on the State Street approaches in accordance with the State Street TTOP. (2019)	\$8,277,000	Completed	IN205-112
Intersection - Ten Mile Road and Amity Road - construct a multi-lane roundabout. Project includes bridge #205AX. (2022)	\$1,587,000	\$2,768,000	IN205-03
Intersection - US 20/26 (Chinden Boulevard) and Curtis Road, Garden City - widen the intersection to add a dedicated southbound right turn lane and additional thru lane. (2020)	\$1,594,000	\$1,663,000	IN215-03
Intersection - US 20/26 and Farmway Road/Kent Ranch Road – add a left-turn lane on US 20/26 near Caldwell. (2018)	\$560,000	\$569,000	18852
Intersections - US 20/26 and Meridian Road and Locust Grove Road, Meridian – add right turn lanes on eastbound side of US 20/26.	\$1,410,000	Locust Grove added to KN 19944	H328
Intersection - US 20/26 and Northside Boulevard and Franklin Boulevard – add improvements to US 20/26 at Northside Boulevard and Franklin Boulevard in Canyon County. (2019)	\$635,000	\$398,000	19415
Intersection – Ustick Road and Florida Avenue, Caldwell - build roundabout at the intersection. (2020)	\$1,200,000	\$1,200,000	
Intersection - Ustick Road and Meridian Road, Meridian - widen intersection to seven lanes on all approaches. (2018)	\$1,092,000	Completed	IN202-06
Lake Hazel Road, Cole Road to Orchard Street Extension - construct a new two-lane roadway extension of Lake Hazel Road, between Cole Road and Orchard Street Extension. Project to be built by development. (2018)	\$0	\$0	RD216-02
Linder Road, Cayuse Creek Drive to Chinden Boulevard (US 20/26) - widen from three to five lanes with curb, gutter, sidewalk, and bike lanes. (2019)	\$653,000	\$121,000	RD202-17
Linder Road, Franklin Road to Pine Avenue – widen from two to five lanes with curb, gutter, sidewalks, and bike lanes. Project includes Franklin Bridge #1120. (2020)	\$2,814,000	\$2,956,000	RD213-16
Linder Road, Ustick Road to McMillan Road – widen from two to five lanes with curb, gutter, sidewalks, and bike lanes. (2021)	\$3,507,000	\$1,309,000	RD202-18

Project and Brief Description ⁱⁱ	Estimated Cost ⁱⁱⁱ	Updated estim. cost	Key Number ^{iv}
Linder Road, State Street (SH-44) to Floating Feather Road - widen from two to five lanes, with curb, gutter, sidewalk, and bike lanes. Project includes construction of a multi-lane roundabout at Linder Road and Floating Feather Road, bridges #1021 and #1022, and an enhanced pedestrian crossing (pedestrian hybrid beacon) at Linder Road and Saguaro Drive. (2022)	\$6,100,000	\$6,100,000	RD209-28
Old Highway 30, Plymouth Street Bridge, Caldwell – replace one-lane bridge with a new two-lane structure. (2023)	\$10,664,000	\$10,814,000	13494
Orchard Street Extension, Lake Hazel Road to Gowen Road - construct a new two-lane roadway extension of Orchard Street, between Gowen Road and Lake Hazel Road Extension. Project to be built by development. (2018)	\$0	\$0	RD216-03
Orchard Street Realignment, Gowen Road to I-84 Interchange – realign/widen Orchard Street to five lanes with curb, gutter, sidewalk, and bike lanes. Project includes reconstruction of the Gowen Road intersection to be a multilane roundabout. (2023) Moved from long-term funded.		\$5,654,000	RD207-01
Pathway, Fairview Avenue Greenbelt Ramp – design and construct Americans with Disabilities Act-compliant multiuse pathway ramp connecting south side of the Greenbelt to the existing bike lane on Fairview Avenue in the City of Boise. (2020)	\$147,000	\$215,000	20639
Pathway, Five Mile Creek, Treatment Plant to Black Cat Road – construct approximately one-mile segment of pathway in Meridian. (2022) Moved to long-term funded; to be built by developer(s)	\$802,000	-	19828
Pathway, Grimes Pathway – add extensions to the Grimes Pathway in the City of Nampa between Birch Lane and Karcher Road and between Franklin Road and 11 th Avenue. (2020)	\$264,000	\$264,000	22076
Pathway, Indian Creek, 4th Avenue to the Greenbelt – construct nearly half-mile segment of pathway in Caldwell. (2019)	\$704,000	\$555,000	20076
Pathway, Indian Creek, Taffy Drive to Peppermint Drive – construct approximately 633-feet of pathway in Nampa. (2019)	\$531,000	\$588,000	20141
Pathway, Rail with Trail – construct approximately ½-mile of pathway in Meridian (2022). Moved from long-term funded.		\$715,000	13918
Pathway, Stoddard Pathway, Amity Avenue to Sherman Avenue, Nampa – extend Stoddard Pathway from Amity Avenue to Sherman Avenue in the City of Nampa (Phase 2). Install a rapid flashing beacon at the Amity Avenue roadway crossing. (2021)	\$539,000	\$539,000	22070
Pathway, Stoddard Pathway, Iowa Avenue to Amity Avenue – extend Stoddard Pathway from Iowa Avenue to Amity Avenue in the City of Nampa (Phase 1). (2020)	\$533,000	\$533,000	22050
Pedestrian and Bicycle Improvements, Blaine Avenue and Iowa Avenue, Nampa – improve access to bus stops along the 12 th Avenue South public transportation corridor by including crossing improvements and a combination of bicycle boulevard, bicycle lanes, and shared use lane markings. (2019)	\$579,000	\$579,000	19855
Pedestrian Improvements, Historic North Nampa Pathway, Nampa – add a bike boulevard and shared lane facilities in north Nampa and a bike and pedestrian rectangular rapid flashing beacon at the Sugar Street crossing on the Indian Creek Pathway. (2018)	\$590,000	\$590,000	19959

Project and Brief Description ⁱⁱ	Estimated Cost ⁱⁱⁱ	Updated estim. cost	Key Number ^{iv}
Pedestrian Improvements, Main Street, Avenue A to Avenue C, Kuna – improve Main Street with crosswalks, bulb-outs at the intersections, landscaping, decorative and functional lighting, benches, and bike racks. (2020)	\$2,404,000	\$2,595,000	20143
Pedestrian Improvements, US 20/26 (Chinden Boulevard) at 43rd Street – install a pedestrian hybrid beacon controlled crossing in Garden City. (2023)	\$212,000	\$212,000	20549
SH-16, I-84 to US 20/26 – Preliminary engineering only. Update traffic projections, validate right-of-way needs, account for recent development, develop phasing plan for construction, update cost estimates, and purchase right-of-way. (2019-2021) (Construction is unfunded.)	\$96,240,000	\$98,640,000	20788
SH-21, Technology Way to Surprise Way – widen roadway and stripe to existing two lanes, add shoulders and a striped median to separate traffic lanes. (2022)	\$5,650,000	\$5,650,000	20428
SH-44 (State Street), Star Road to SH-16 – widen SH-44 from two to four travel lanes in Ada County. (2023)	\$7,700,000	\$7,700,000	20574
SH-44 (State Street), SH-16 (Emmett Highway) to Linder Road – widen from two to four travel lanes. (2023)	\$9,663,000	\$9,663,000	20266
SH-55 (Eagle Road), Franklin Road to River Valley Street, Meridian – add one lane southbound from Franklin Road to River Valley Street in Meridian. (2022)	\$5,000,000	\$5,176,000	13349
SH-55, Pear Lane to Middleton Road, Canyon County – evaluate environmental impacts of widening SH-55 (Karcher Road) from two lanes to five lanes from Pear Lane to Middleton Road. (2019)	\$2,337,000	\$2,337,000	21906
SH-55, Snake River Bridge – replace the SH-55 bridge over the Snake River near Marsing. (2019) (2020)	\$13,651,000	\$17,715,000	13387
South Cemetery Road, SH-44 to Middleton Road, Middleton – construct a new road linking SH-44 and Middleton Road by way of Sawtooth Lake Drive. (2021)	\$3,274,000	\$3,326,000	12048
Ten Mile Road, Ustick Road to McMillan Road – widen from two to five lanes with curb, gutter, sidewalk, bike lanes and two bridge structures. (2021)	\$3,986,000	\$3,986,000	RD202-32
Ten Mile Road, McMillan Road to US 20/26 (Chinden Boulevard) – widen from two to five lanes with curb, gutter, sidewalk, and bike lanes. (2022)	\$3,427,000	\$3,427,000	RD202-31
US 20/26 (Chinden Boulevard), I-84 to Aviation Way and Smeed Parkway to Middleton Road – widen from two to six travel lanes. The section between Aviation Way and Smeed Parkway is already six travel lanes. (2021 and 2022)	\$34,300,000	\$34,525,000	22165
US 20/26 (Chinden Boulevard), Star Road to SH 16 – widen from two to four travel lanes. (2023) Moved from long-term funded.		\$5,650,000	20367
US 20/26 (Chinden Boulevard), SH-16 to Tree Farm Way – widen from two to four travel lanes and two-way center turn lane. (2021)	\$6,510,000	Combined with key#21858	21864
US 20/26 (Chinden Boulevard), Free Farm Way SH-16 to Linder Road – widen from two to four travel lanes and two-way turn lane. (2019)	\$7,770,000	\$23,905,000	21858
US 20/26 (Chinden Boulevard), Linder Road to Locust Grove Road – widen from two to five lanes in Meridian and Eagle. (2021)	\$12,350,000	\$11,394,000	20594
US 20/26 (Chinden Boulevard), Locust Grove Road to SH-55 (Eagle Road) – widen from two to five lanes in Boise, Eagle, and Meridian. (2020)	\$13,372,000	\$18,637,000	19944

Project and Brief Description ⁱⁱ	Estimated Cost ⁱⁱⁱ	Updated estim. cost	Key Number ^{iv}
Ustick Road, Linder Road to Meridian Road – widen from two to five lanes with curb, gutter, sidewalks, and bike lanes. Project includes an enhanced pedestrian crossing at W. 3rd St. (2018)	\$2,595,000	\$2,595,000	RD202-35
Ustick Road, Meridian Road to Locust Grove Road – widen from two to five lanes with curb, gutter, sidewalks, and bike lanes. (2018)	\$2,927,000	\$2,927,000	RD202-37
<u>Total Budgeted Regional Capital Projects</u>	<u>\$745,165,000</u>	<u>\$752,102,000</u>	

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

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

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

^{iv} The key number is the tracking number for each project.

**Long-Term Funded Regional Capital Transportation Projects FY2024 – 2040,
in alphabetical orderⁱ**

Project and Brief Descriptionⁱⁱ	Estimated Cost Present Valueⁱⁱⁱ Updated	Key Number^{iv}	Year of Expenditure	Estimated Cost Year of Expenditure Updated
Airport - Overland Extension, McDermott Road to Black Cat Road - construct new two-lane road.	\$2,970,000	RD2016-5	2026-2030	\$4,039,200
Eagle Road, Lake Hazel Road to Amity Road – widen from two lanes to five lanes with curb, gutter, sidewalk, and bike lanes. – Moved to short-term funded.	\$3,440,000	RD216-04	PD ^v	\$4,265,600
Fairview Avenue, Meridian Road to Locust Grove Road – widen from five to seven lanes.	\$5,430,000	RD2016-40	2031-2035	\$8,470,800
Fairview Avenue, Locust Grove Road to SH-55 (Eagle Road) - widen from five to seven lanes.	\$3,290,000	RD2016-41	2026-2030	\$4,474,400
Fairview Avenue, SH-55 (Eagle Road) to Cloverdale Road – widen from five to seven lanes.	\$2,030,000	RD2016-42	2026-2030	\$2,760,800
Fairview Avenue, Cloverdale Road to Five Mile Road - widen from five to seven lanes.	\$5,470,000	RD2016-43	2031-2035	\$8,533,200
Fairview Avenue, Five Mile Road to Maple Grove Road – widen from five to seven lanes.	\$5,520,000	RD2016-44	2021-2025	\$6,624,000
Fairview Avenue, Maple Grove Road to Cole Road – widen from five to seven lanes.	\$5,110,000	RD2016-45	2026-2030	\$6,949,600
Fairview Avenue, Cole Road to Curtis Road – widen from five to seven lanes.	\$6,380,000	RD2016-46	2031-2035	\$9,952,800
Glenwood Couplet, Cole Road to Goddard Road - construct new three-lane roadway. ACHD will complete a traffic analysis to examine the impacts of potentially eliminating the Glenwood Couplet project, as requested by the City of Boise.	\$3,420,000	RD2016-58	2031-2035	\$5,335,200
Intersection - 11th Avenue North and Ustick Road – add roundabout.	\$1,700,000		2021 -2025	\$2,040,000
Intersection – Amity Road and Black Cat Road – add signal and widen approaches.	\$1,360,000	IN2016-1	2026-2030	\$1,849,600
Intersection - Amity Road and SH-69 (Meridian Road) - replace/modify signal and widen approaches. ACHD approaches only.	\$1,820,000	IN2016-8	2026-2030	\$2,475,200
Intersection - Beacon Light Road and Linder Road, Eagle - widen approaches and construct a multi-lane roundabout with two lanes for the eastbound and westbound legs, one lane for the northbound and southbound legs.	\$1,870,000	IN2016-12	2031-2035	\$2,917,200

Project and Brief Description ⁱⁱ	Estimated Cost Present Value ⁱⁱⁱ Updated	Key Number ^{iv}	Year of Expenditure	Estimated Cost Year of Expenditure Updated
Intersection - Beacon Light Road and SH-55, Eagle - add signal, widen approaches. Project cost excludes ITD's portion of cost. ACHD approaches only.	\$1,010,000	IN2016-16	2031-2035	\$1,575,600
Intersection - Cherry Lane and Black Cat Road - add signal, widen approaches.	\$3,200,000	IN2016-17	2021-2025	\$3,840,000
Intersection - Cherry Lane and Linder Road - replace/modify signal and widen to add designated northbound right turn lane.	\$3,290,000	IN2016-18	2021-2025	\$3,948,000
Intersection - Cherry Lane and Ten Mile Road - replace/modify signal and widen approaches.	\$5,840,000	IN2016-19	2026-2030	\$7,942,400
Intersection - Deer Flat Road and SH-69 (Meridian Road) - replace/modify signal and widen approaches. ACHD approaches only.	\$2,090,000	IN2016-23	2031-2035	\$3,260,400
Intersection - Fairview Avenue and Cloverdale Road - replace/modify signal and widen approaches. No change to south leg approach.	\$7,060,000	IN2016-25	2021-2025	\$8,472,000
Intersection - Fairview Avenue and Curtis Road - replace/modify signal and widen approaches. Add third eastbound thru lane to connector. No change to north leg and south leg approaches.	\$5,360,000	IN2016-27	2026 ^{vi} -2030	\$7,289,600
Intersection - Floating Feather Road and Linder Road - widen approaches and add a multi-lane roundabout with two lanes northbound and southbound legs, one lane westbound and eastbound legs.	\$1,740,000	IN2016-30	2026-2030	\$2,366,400
Intersection - Franklin Road and Linder Road - replace and modify signal, widen approaches.	\$6,310,000	IN2016-37	2021-2025	\$7,572,000
Intersection - Franklin Road and McDermott Road - widen approaches and add a single-lane roundabout. ACHD project cost: \$1,610,000. Nampa Highway District portion of construction costs: \$55,000.00.	\$1,665,000	IN2016-38	2031-2035	\$2,597,400
Intersection - Goddard Road at Mountain View Drive and Glenwood Street - replace/modify signal and widen approaches.	\$3,400,000	IN2016-39	2021-2025	\$4,080,000
Intersection - Karcher Road and Franklin Boulevard, Nampa - install a roundabout at the intersection of Franklin Boulevard and Karcher Road. The improvements will improve freight access to I-84 and the City of Nampa. This is not part of the I-84 widening.	\$1,400,000		2021-2025	\$1,680,000
Intersection - Lake Hazel Road and Black Cat Road - widen approaches and add a single-lane roundabout.	\$1,450,000	IN2016-48	2026-2030	\$1,972,000

Project and Brief Description ⁱⁱ	Estimated Cost Present Value ⁱⁱⁱ Updated	Key Number ^{iv}	Year of Expenditure	Estimated Cost Year of Expenditure Updated
Intersection - Lake Hazel Road and Eagle Road - widen and signalize intersection to four/five lanes on Eagle Road and three/five lanes on Lake Hazel Road. Moved to short-term funded.	\$5,016,000	IN216-01	PD	\$6,219,840
Intersection - Lake Hazel Road and Eisenman Road - new intersection to be constructed as a dual-lane roundabout.	\$2,390,000	IN2016-52	2026-2030	\$3,250,400
Intersection - Lake Hazel Road and Linder Road - add a single-lane roundabout.	\$960,000	IN2016-54	2026-2030	\$1,305,600
Intersection - Lake Hazel Road and Locust Grove Road - add a single-lane roundabout with a westbound right turn bypass lane.	\$1,070,000	IN2016-55	2026-2030	\$1,455,200
Intersection - Lake Hazel Road and McDermott Road - widen approaches and construct a single-lane roundabout. ACHD portion of project cost: \$770,000. Nampa Highway District portion of project cost: \$198,000.	\$968,000	IN2016-57	2026-2030	\$1,316,480
Intersection - Lake Hazel Road and Orchard Street Extension - new intersection. Add a dual-lane roundabout with a westbound right turn bypass lane.	\$2,250,000	IN2016-58	2031-2035	\$3,510,000
Intersection - Lake Hazel Road and Pleasant Valley Road - new intersection. Add a dual-lane roundabout with a southbound right turn bypass lane. Roadway segment is listed below.	\$2,090,000	IN2016-59	2031-2035	\$3,260,400
Intersection - Lake Hazel Road and Ten Mile Road - add signal, widen approaches.	\$2,710,000	IN2016-61	2026-2030	\$3,685,600
Intersection - Overland Road and Cloverdale Road - widen intersection to seven lanes on Cloverdale Road and eight lanes on Overland Road. Project includes bridges #1217, #2103, and #2122 and #2102.	\$9,410,000	IN217-04	PD	\$11,668,400
Intersection - Overland Road and Eagle Road - replace/modify signal and widen approaches. No change to north leg approach.	\$8,160,000	IN2016-70	2026-2031	\$11,097,600
Intersection - Overland Road and Linder Road - add signal and widen approaches.	\$4,440,000	IN2016-67	2031-2035	\$6,926,400
Intersection - Overland Road and Locust Grove Road - replace/modify signal and widen approaches.	\$5,130,000	IN2016-68	2026-2030	\$6,976,800
Intersection - Overland Road and Maple Grove Road - replace/modify signal and widen approaches.	\$7,070,000	IN2016-69	2026-2030	\$9,615,200

Project and Brief Description ⁱⁱ	Estimated Cost Present Value ⁱⁱⁱ Updated	Key Number ^{iv}	Year of Expenditure	Estimated Cost Year of Expenditure Updated
Intersection - Overland Road Extension/ Airport Road and Black Cat Road – new intersection, widen to construct a single-lane roundabout.	\$980,000	IN2016-71	2026-2030	\$1,332,800
Intersection - Pleasant Valley Road and Orchard Extension – construct a new dual-lane roundabout intersection.	\$6,660,000	IN2016-65	2031-2035	\$10,389,600
Intersection - SH-44 (State Street) and Star Road - replace/modify signal and reconstruct/widen approaches. ACHD portion of project cost: \$1,870,000; ITD portion of project cost: \$677,000.	\$2,547,000	IN2016-72	2031-2035	\$3,973,320
Intersection - SH-55 (Karcher Road) and Florida Avenue, Caldwell – install a “thru-U” intersection. (PD)	\$1,370,000	20174	PD – beyond 2023 2026-2030	\$1,698,800
Intersection - State Street and Glenwood Street - widen and modify intersection in order to improve traffic and transit operations in accordance with the State Street TTOP.	\$5,259,000 \$5,706,000	IN207-03	PD	\$6,521,160 \$7,075,440
Intersection - US 20/26 (Chinden Boulevard) and 36th Street/Orchard Street - replace/modify signal and reconstruct/widen approaches. ACHD project cost: \$1,130,000. ITD portion of project cost: \$0.	\$1,130,000	IN2016-78	2031-2035	\$1,762,800
Intersection - Ustick Road and Black Cat Road - reconstruct/widen approaches and add a dual-lane roundabout.	\$2,050,000	IN2016-83	2021-2025	\$2,460,000
Intersection - Ustick Road and Locust Grove Road - replace/modify signal and reconstruct/widen approaches.	\$6,670,000	IN2016-84	2021-2025	\$8,004,000
Intersection - Ustick Road and McDermott Road - add signal and reconstruct/widen approaches. ACHD portion of project cost: \$1,150,000; Nampa Highway District portion of project cost: \$285,000.00.	\$1,435,000	IN2016-84	2031-2035	\$2,238,600
Intersection - Ustick Road and Star Road - reconstruct/widen approaches and add a single-lane roundabout with northbound right turn bypass lane. ACHD portion of project cost: \$940,000; Nampa Highway District portion of project cost: \$198,000.00.	\$1,138,000	IN2016-86	2031-2035	\$1,775,280
Lake Hazel Road, Black Cat Road to Ten Mile Road – widen from two to three lanes.	\$3,640,000	RD2016-61	2026-2030	\$4,950,400
Lake Hazel Road, Ten Mile Road to Linder Road – widen from two to three lanes.	\$3,020,000	RD2016-62	2026-2030	\$4,107,200

Project and Brief Description ⁱⁱ	Estimated Cost Present Value ⁱⁱⁱ Updated	Key Number ^{iv}	Year of Expenditure	Estimated Cost Year of Expenditure Updated
Lake Hazel Road, Linder Road to SH 69 Meridian Road – widen from two to three lanes.	\$2,810,000	RD2016-63	2026-2030	\$3,821,600
Lake Hazel Road, SH 69 Meridian Road to Locust Grove Road – widen from two to three lanes.	\$3,990,000	RD2016-64	2026-2030	\$5,426,400
Lake Hazel Road, Locust Grove Road to Eagle Road – widen from two to three lanes.	\$4,400,000	RD2016-65	2026-2030	\$5,984,000
Lake Hazel Road, Eagle Road to Cloverdale Road – widen from two to five lanes with curb, gutter, sidewalk and bike lanes.	\$2,320,000 \$8,551,000	RD209-18	PD 2024	\$2,876,800 \$10,261,200
Lake Hazel Road, Cloverdale Road to Five Mile Road – widen from two to five lanes with curb, gutter, sidewalks and bike lanes.	\$3,471,000 \$7,269,000	RD207-29	PD - beyond 2023	\$4,304,040 \$9,013,560
Lake Hazel Road, Five Mile Road to Maple Grove Road – widen from two to five lanes with curb, gutter, sidewalks and bike lanes. Project includes bridge #1227.	\$3,568,000 \$4,649,000	RD207-30	PD	\$4,424,320 \$5,764,760
Lake Hazel Road, Maple Grove Road to Cole Road – widen from two to five lanes with curb, gutter, sidewalk and bike lanes.	\$3,420,000 \$4,057,000	RD216-05	PD	\$4,240,800 \$5,030,680
Lake Hazel Road, Orchard Ext-1 to Pleasant Valley Road – construct new five-lane roadway.	\$8,250,000	RD2016-71	2031-2035	\$12,870,000
Lake Hazel Road, Pleasant Valley Road to Eisenman Road – construct new five-lane roadway.	\$27,480,000	RD2016-72	2031-2035	\$42,868,800
Linder Road, Overland Road to Franklin Road - widen from two to five lanes. Project costs <u>do not</u> include any work associated with the ITD overpass.	\$4,880,000	RD2016-75	2031-2035	\$7,612,800
Linder Road, Cherry Lane to Ustick Road – reconstruct/widen from two to three lanes.	\$3,520,000	RD2016-77	2031-2035	\$5,491,200
Linder Road, US 20/26 (Chinden Boulevard) to SH-44 (State Street) - widen from two to seven lanes with curb, gutter, sidewalk, and bike lanes. Project includes bridges #2033, #2035, and #2036.	\$24,383,000 \$18,440,000	RD207-19	UF ^{vii} PD	\$33,160,880 \$22,865,600
Orchard Street Realignment, Gowen Road to I-84 Interchange – realign/widen Orchard Street to five lanes with curb, gutter, sidewalk, and bike lanes. Project includes reconstruction of the Gowen Road intersection to be a multilane roundabout. Moved to short-term funded.	\$5,228,000	RD207-01	PD – beyond 2022	\$6,482,720
Overland Road, Black Cat Road to Ten Mile Road – construct a new three-lane roadway.	\$3,960,000	RD2016-106	2031-2035	\$6,177,600
Overland Road, Locust Grove Road to SH-55 (Eagle Road) – widen from five to seven lanes.	\$4,110,000	RD2016-107	2031-2035	\$6,411,600

Project and Brief Description ⁱⁱ	Estimated Cost Present Value ⁱⁱⁱ Updated	Key Number ^{iv}	Year of Expenditure	Estimated Cost Year of Expenditure Updated
Overland Road, SH-55 (Eagle Road) to Cloverdale Road – widen five to seven lanes.	\$4,820,000	RD2016-108	2031-2035	\$7,519,200
Overland Road, Cloverdale Road to Five Mile Road – widen five to seven lanes.	\$5,310,000	RD2016-109	2031-2035	\$8,283,600
Overland Road, Five Mile Road to Maple Grove Road – widen five to seven lanes right-of-way preservation only, construction unfunded.	\$710,000	RD2016-110	2031-2035	\$1,107,600
Overland Road, Maple Grove Road to Cole Road – widen five to seven lanes.	\$11,060,000	RD2016-111	2031-2035	\$17,253,600
Pathway, Five Mile Creek, Treatment Plant to Black Cat Road – construct approximately one-mile segment of pathway in Meridian. (2022) Moved from short-term funded; to be built by developer(s)	\$802,000	19828	PD –beyond 2022 (2026-2030)	
Pathway, Rail with Trail – construct approximately ½-mile of pathway in Meridian. Moved to short-term funded (2022)	\$715,000	13918	PD – beyond 2022	-\$886,600
Pedestrian Improvements, SH-55 Eagle Road, Franklin Road to Pine Avenue – construct or widen existing pathway on east side of SH-55 in Meridian.	\$711,000	20542	PD – beyond 2022	\$881,640
Pedestrian Improvements and Widening, Montana Avenue – construct sidewalk from Syringa Middle School to Spruce Street on the west side of Montana Avenue in Caldwell, a pedestrian crossing and rectangular rapid flashing beacon crossing.	\$598,000 \$647,000	22018	PD –beyond 2023	\$741,520 \$802,280
Pleasant Valley Extension, Orchard Extension to Pleasant Valley Road – construct a new five-lane roadway.	\$10,110,000	RD2016-114	2031-2035	\$15,771,600
SH-44 (State Street), I-84 ramps to Canyon Lane , widen from two to four travel lanes.	\$15,300,000	TBD	2031-2035	\$23,868,000
SH-55, Indiana Avenue to Middleton Road , widen from two to four travel lanes.	\$18,000,000	TBD	2026-2030	\$24,480,000
State Street, Glenwood Street to Pierce Park Lane - widen from five to seven lanes with high occupancy vehicle/transit lanes, curb, gutter, sidewalk, and bike lanes consistent with the State Street TTOP.	-\$2,730,000 \$3,221,000	RD208-04	UF – beyond 2022	\$3,712,800 \$4,380,560
State Street, Pierce Park Lane to Collister Drive - widen from five to seven lanes with high occupancy vehicle/transit lanes, curb, gutter, sidewalk, and bike lanes consistent with the State Street TTOP.	-\$6,440,000 \$7,682,000	RD208-05	UF – beyond 2022	\$8,758,400 \$10,447,520
State Street, Collister Drive to 36th Street - widen from five to seven lanes with high occupancy vehicle/transit lanes, curb, gutter, sidewalk, and bike lanes in accordance with the State Street TTOP.	\$3,640,000 \$4,313,000	RD208-06	UF – beyond 2022	\$4,950,400 \$5,865,680

Project and Brief Description ⁱⁱ	Estimated Cost Present Value ⁱⁱⁱ Updated	Key Number ^{iv}	Year of Expenditure	Estimated Cost Year of Expenditure Updated
State Street, 36th Street to 27th Street - widen from five to seven lanes with high occupancy vehicle/transit lanes, curb, gutter, sidewalk, and bike lanes in accordance with the State Street TTOP.	\$4,710,000 \$5,574,000	RD208-07	UF – beyond 2022	\$6,405,600 \$7,580,640
Ten Mile Road, Victory Road to Overland Road – widen from two to three lanes.	\$3,710,000	RD2016-122	2026-2030	\$5,045,600
US 20/26 (Chinden Boulevard), Middleton Road to Star Road , widen from two to four travel lanes (three segments).	\$105,800,000	TBD	2031-2035	\$165,048,000
US 20/26 (Chinden Boulevard), Star Road to SH 16 – widen from two to four travel lanes. Moved to short-term funded.	-\$5,400,000	-20367	PD – beyond 2023	\$6,696,000
US 20/26 (Chinden Boulevard), Linder Road to Eagle Road , widen from four to six lanes, continuous flow intersection (CFI) at Eagle Road, Locust Grove Road, Meridian Road, and Linder Road. Timing of CFIs will be determined by ITD.	\$47,100,000	TBD	2036-2040	\$82,896,000
Ustick Road, Ten Mile Road to Linder Road - widen from two to three lanes.	\$3,250,000	RD2016-125	2026-2030	\$4,420,000
Victory Road, Black Cat Road to Ten Mile Road - widen from two lanes to three lanes.	\$3,350,000	RD2016-129	2026-2030	\$4,556,000
<u>Total Funded Regional Capital Projects</u>	\$540,442,000 \$531,015,000			\$792,221,000 \$776,661,440

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

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

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

^{iv} The key number is the tracking number for each project.

^v PD=Preliminary Development, development funds programmed, but construction is beyond a funded year in the program.

^{vi} TTOP = State Street Transit and Traffic Operational Plan, <http://www.compassidaho.org/prodserv/specialprojects-statestreet.htm>

^{vii} UF=Unfunded, listed in the program and could advance into a funded year if funds become available, but currently no construction funds are allocated to the project.

**Communities in Motion 2040 2.0 Prioritized Unfunded
Corridors and Projects
– State System –
Updated Dec 31, 2019**

CIM 2040 2.0 Priority	Regional State System Project	Estimated Cost in 2018 Dollars (does not include inflation)
1	Interstate 84 (Exit 27 to Exit 29) <ul style="list-style-type: none"> • Complete traffic study and environmental evaluation to determine project scope, including possible widening, auxiliary lanes, and other improvements. Three general purpose lanes and auxiliary lanes between the ramps. It also includes demolishing and reconstructing the pedestrian overcrossing just to the east of the 10th Ave interchange and interchange modifications at 10th Ave too, as well as a soundwall adjacent to Hannibal St on the WB side of I-84 between 10th and Centennial. 	TBD <u>\$80,424,000</u>
2	US Highway 20/26 (Chinden Boulevard) (Middleton Road to Linder Road) <ul style="list-style-type: none"> • Widen from four to six travel lanes and construct continuous flow intersections at locations per the environmental assessment. • Includes a detached multiuse path on each side of the roadway. 	\$106,000,000
3	State Highway 44 (Canyon Lane to Star Road) <ul style="list-style-type: none"> • Widen to four travel lanes and construct new roadway from Canyon Lane to Duff Lane in the City of Middleton. • Includes a detached pathway from State Highway 16 to Ballantyne Lane, sidewalks from Plummer Road through the City of Star, and 10-foot paved multiuse shoulders along the new roadway in the City of Middleton and from Plummer Road to State Highway 16. 	\$133,900,000
4	State Highway 55 (Pear Lane to Indiana Avenue [City of Caldwell]) <ul style="list-style-type: none"> • Widen the highway to four lanes. 	\$64,707,000
5	State Highway 16 (I-84 to Ada/Gem County Line) <ul style="list-style-type: none"> • State Highway 16 (Expressway), I-84 to State Highway 44 – construct new four lane expressway with interchanges at I-84/Franklin Road, Ustick Road, US 20/26, and State Highway 44. <u>(\$450,310,000)</u> • State Highway 16 (Highway), State Highway 44 to Ada/Gem County line – widen from two lanes to a four-lane, divided limited-access highway. <u>(\$64,500,000)</u> Connectivity of the I-84 interchange and local roadways south of I-84 to be determined.	\$400,000,000 (estimate from 2008) <u>\$514,810,000</u>
6	US Highway 20/26 (City of Parma to the City of Caldwell) <ul style="list-style-type: none"> • Widen to four lanes. 	\$199,452,000
7	I-84/I-184 Overpasses – Projects require local sponsorship <ul style="list-style-type: none"> • Emerald Street (I-184) – widen from two to four lanes. • Linder Road (I-84) – build new overpass. • Five Mile Road (I-84) – widen from two to four lanes. All include sidewalks and bike lanes on both sides.	\$23,096,000
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CIM 2040 2.0 Priority	Regional State System Project	Estimated Cost in 2018 Dollars (does not include inflation)
8	State Highway 55 (Beacon Light Road to Ada/Boise County Line) – development driven <ul style="list-style-type: none"> Widen to four lanes and construct up to three interchanges. 	\$118,625,000
9	State Highway 45 (Bowmont Road to Greenhurst Road) <ul style="list-style-type: none"> Widen to four lanes. 	\$58,026,000
	TOTAL AVAILABLE ESTIMATED COST	\$1,103,806,000 (does not include above TBD) \$1,299,040,000

RTAC AGENDA WORKSHEET

<i>ID #</i>	<i>Title/Description</i>	<i>Mandatory</i> ¹	<i>Additional Information</i>	<i>Agenda Type</i> ²	<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
UPCOMING AGENDA ITEMS								
4.	Elect 2020 Chair and Vice Chair	Yes	Liisa Itkonen will facilitate the election of RTAC Chair and Vice Chair.	Action	10	Liisa Itkonen	January 22	NA
5.	Recommend Extension of Delivery Deadlines on Local Federal-Aid Projects	Yes	Toni Tisdale will seek a recommendation for COMPASS Board of Directors' approval to extend deadlines on local federal-aid projects, if needed	Action	15	Toni Tisdale	January 22	February
6.	Transportation Management Area (TMA) Balancing	Yes	Toni Tisdale will seek approval to balance the TMA programs.	Action	10	Toni Tisdale	January 22	February (if needed)
7.	Review Exploratory Planning Survey Detailed Findings and Review "What If" Scenario Values	No	Review the detailed findings of the first exploratory planning public survey and what values to incorporate in the "what if" scenarios.	Information/ Discussion	50	Carl Miller/ Amy Luft	January 22	February

¹ No, Yes, N/A (Not Applicable)

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

ID #	Title/Description	Mandatory¹	Additional Information	Agenda Type²	Time	Presenters	Proposed Agenda	Board Agenda
8.	Review implementation of 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 22	N/A
9.	Review all Federal-Aid-Eligible Applications	No	Toni Tisdale will review all applications received for federal-aid.	Optional Workshop	60	Toni Tisdale	February 5	N/A
10.	Recommend Federal-Aid Project Rankings	Yes	Toni Tisdale will seek recommendation of rankings for federal-aid-eligible applications for consideration of funding in the FY2021-2027 Regional Transportation Improvement Program.	Action	20	Toni Tisdale	February 26	N/A
11.	Review Scenarios and Draft Implementation Policies for 2 nd <i>Communities in Motion 2050</i> (CIM 2050) public involvement survey	No	Staff will review draft scenarios and draft implementation policies to be included in the 2 nd survey for CIM 2050 development.	Information/ Discussion	20	Carl Miller/ Liisa Itkonen	February 26	Apr
12.	Review Staff Funding Recommendations for Federal-Aid-Eligible Applications	Yes	Toni Tisdale will review staff funding recommendations for federal-aid-eligible applications for consideration of funding in the FY2021-2027 Regional Transportation Improvement Program.	Optional Workshop	20	Toni Tisdale	March 4	N/A

<i>ID #</i>	<i>Title/Description</i>	<i>Mandatory</i> ¹	<i>Additional Information</i>	<i>Agenda Type</i> ²	<i>Time</i>	<i>Presenters</i>	<i>Proposed Agenda</i>	<i>Board Agenda</i>
13.	Recommend Members' FY2021 Unified Planning Work Program (UPWP) Requests	No	Liisa Itkonen will seek RTAC recommendation of priorities for members' requests for the FY2021 UPWP.	Action	25	Liisa Itkonen	March 18	June
14.	Recommend Approval of Draft Programs, Based on Recommend Priorities, for All Federal-Aid Programs	Yes	Toni Tisdale will seek approval of draft programs for all federal-aid programs for the FY2021-2027 Regional Transportation Improvement Program.	Action	20	Toni Tisdale	March 18	N/A
15.	Request Subcommittee to Assist with the Draft FY2022-2028 COMPASS Application Guide	No	Toni Tisdale will seek volunteers to serve on a subcommittee to assist in developing the Draft FY2022-2028 COMPASS Application Guide.	Action	10	Toni Tisdale	March 18	N/A
16.	Update Policies for Transportation Improvement Program Amendments and Communities in Motion Updates	Yes	Toni Tisdale and Liisa Itkonen will seek recommendations to update policies for Transportation Improvement Program Amendments and Communities in Motion updates.	Action	10	Toni Tisdale	March 18	April
17.	Review Fiscal Impact Analysis Tool/Results	No	Carl Miller will review fiscal impact analysis process and results.	Information/ Discussion	20	Carl Miller	March 18	April

<i>ID #</i>	<i>Title/Description</i>	<i>Mandatory</i> ¹	<i>Additional Information</i>	<i>Agenda Type</i> ²	<i>Time</i>	<i>Presenters</i>	<i>Proposed Agenda</i>	<i>Board Agenda</i>
18.	Review Draft "What If" Scenarios for <i>Communities in Motion 2050</i>	No	Carl Miller will review draft "what if" scenarios for <i>Communities in Motion 2050</i> , to be presented to the public for feedback.	Information/ Discussion	20	Carl Miller	March 18	April
19.	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
20.	Review Transit Asset Management Targets	No	VRT, Will review regional transit asset management targets.	Information/ Discussion	15	VRT	April 22	N/A
21.	Recommend Priorities for the End-of-Year Program and Redistribution	Yes	Toni Tisdale will seek an RTAC recommendation for COMPASS Board of Directors' approval of the priorities for the End-of-Year Program and Redistribution.	Action	10	Toni Tisdale	May 27	June
22.	Recommend Transit Asset Management Targets	No	VRT will seek an RTAC recommendation for COMPASS Board of Directors' acceptance of regional transit asset management targets	Action	15	VRT	May 27	August

<i>ID #</i>	<i>Title/Description</i>	<i>Mandatory</i> ¹	<i>Additional Information</i>	<i>Agenda Type</i> ²	<i>Time</i>	<i>Presenters</i>	<i>Proposed Agenda</i>	<i>Board Agenda</i>
23.	Review Draft COMPASS FY2022-2028 COMPASS Application Guide	No	Toni Tisdale will provide information on the Draft COMPASS FY2022-2028 COMPASS Application Guide, which will tie closely with the COMPASS Complete Network Policy.	Information/ Discussion	20	Toni Tisdale	May 27	N/A
24.	Review the Draft FY2021-2027 Regional Transportation Improvement Program (TIP) Project List	No	Toni Tisdale will provide a review of all projects included in the Draft FY2021-2027 TIP, prior to the public involvement period.	Information/ Discussion	20	Toni Tisdale	May 27	June
25.	Approve FY2021 <i>Communities in Motion (CIM)</i> Implementation Grants and Project Development Program projects	Yes	Kathy Parker will seek RTAC recommendation for COMPASS Board of Directors' approval of FY2021 CIM Implementation Grants and Project Development Program projects	Action	15	Kathy Parker	June 24	August
26.	Review Fixed Guideway Study Update	No	Rachel Haukkala will review the updated fixed guideway study and options that will be presented for public feedback	Information/ Discussion	20	Rachel Haukkala	June 24	

ID #	Title/Description	Mandatory¹	Additional Information	Agenda Type²	Time	Presenters	Proposed Agenda	Board Agenda
27.	Recommend COMPASS Board of Directors' Approval of the Draft COMPASS FY2022-2028 COMPASS Application Guide	Yes	Toni Tisdale will seek an RTAC recommendation for COMPASS Board of Directors' approval of the Draft COMPASS FY2022-2028 COMPASS Application Guide.	Action	20	Toni Tisdale	July 22	August
28.	Recommend the COMPASS Complete Network Policy	No	Carl Miller will seek will seek an RTAC recommendation for COMPASS Board of Directors' adoption of the COMPASS Complete Network policy.	Action	30	Carl Miller	July 22	August
29.	Review results of PI#2 survey on "what if" scenarios	No	Amy and Carl will review initial survey results on "what if" scenarios	Information/ Discussion	20	Amy Luft/Carl Miller	July 22	August
30.	Review the <i>Communities in Motion 2050</i> Draft Goals and Objectives	No	Liisa Itkonen will review <i>Communities in Motion 2050</i> Draft Goals and Objectives.	Information/ Discussion	20	Liisa Itkonen	July 22	August
31.	Approve FY2021 Resource Development Plan	Yes	Kathy Parker will seek RTAC recommendation for COMPASS Board of Directors' approval of FY2021 Resource Development Plan.	Action	10	Kathy Parker	August 26	October

ID #	Title/Description	Mandatory¹	Additional Information	Agenda Type²	Time	Presenters	Proposed Agenda	Board Agenda
32.	Recommend <i>Communities in Motion 2050</i> Goals and Objectives	No	Liisa Itkonen will seek RTAC recommendation for COMPASS Board of Directors' approval <i>Communities in Motion 2050</i> Goals and Objectives.	Action	20	Liisa Itkonen	August 26	October
33.	Review recent <i>Communities in Motion</i> Implementation Grant and Project Development Program Projects	No	Kathy Parker will review recent <i>Communities in Motion</i> Implementation Grant and Project Development Program projects.	Information/ Discussion	15	Kathy Parker	August 26	October
34.	Recommend Adoption of Resolution X-2020, Approving the FY2021-2027 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 FY2021-2027 TIP and associated air quality conformity demonstration.	Action	20	Toni Tisdale	September 23	October
35.	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 23	October

ID #	Title/Description	Mandatory¹	Additional Information	Agenda Type²	Time	Presenters	Proposed Agenda	Board Agenda
36.	Review <i>Communities in Motion 2050 Preferred Growth Scenario</i>	No	Carl Miller will review the draft <i>Communities in Motion 2050</i> preferred growth scenario	Information/ Discussion	20	Carl Miller	September 23	Dec
37.	Recommend <i>Communities in Motion 2050 Preferred Growth Scenario</i>	No	Carl Miller will seek RTAC recommendation for COMPASS Board of Directors' approval <i>Communities in Motion 2050</i> preferred growth scenario	Action	20	Carl Miller	November 18	Dec
38.	Review the <i>Communities in Motion 2050 Implementation Tasks</i>	No	Carl Miller or Liisa Itkonen will review <i>Communities in Motion 2050</i> implementation tasks.	Information/ Discussion	20	Carl Miller or Liisa Itkonen	February 2021	April 2021
39.	Recommend the <i>Communities in Motion 2050 Tasks</i>	No	Carl Miller or Liisa Itkonen will seek an RTAC recommendation for COMPASS Board of Directors' approval of the <i>Communities in Motion 2050</i> tasks.	Action	20	Carl Miller or Liisa Itkonen	March 2021	April 2021

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Scheduled vs. Obligated for the 2020 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 - 1/8/2020] [Fiscal Year: 2020] [Obligation Approval Level: FHWA] [Project Status: Development, PS&E (or equiv.), Awarded (or equiv.)] [Fiscal Year: 2020] [Indirect Costs Excluded] [PSS Manager: Ignore] [PSS Owner: Ignore] [PSS Sponsor: Ignore]

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
State Hwy - Pavement Preservation (Commerce)									
20203	3	I 84, EISENMAN IC TO MP 70 AND MP 82 TO MOUNTAIN HOME	2020	PS&E (or equiv.)	100	PE	\$2,000.00	\$2,000.00	\$0.00
						CE	\$40,000.00	\$40,000.00	\$0.00
						CN	\$2,358,230.00	\$2,358,230.00	\$0.00
							\$2,400,230.00	\$2,400,230.00	\$0.00
20738	3	I 84, BROADWAY TO EISENMAN, BOISE	2021	Development	100	PE	\$43,000.00	\$43,000.00	\$0.00
							\$43,000.00	\$43,000.00	\$0.00
22246	3	I 84, FY20 D3 INTERCHANGE RAMPS, ADA/CANYON CO	2020	Development	100	PE	\$52,900.00	\$0.00	\$52,900.00
						CE	\$79,400.00	\$0.00	\$79,400.00
						CN	\$529,000.00	\$0.00	\$529,000.00
							\$661,300.00	\$0.00	\$661,300.00
State Hwy - Pavement Preservation (Commerce) Total							\$3,104,530.00	\$2,443,230.00	\$661,300.00
State Hwy - Pavement Restoration									
21849	3	SH 45, JCT SH-78 TO DEER FLAT RD, CANYON CO	2025	Development	111	PE	\$520,000.00	\$0.00	\$520,000.00
							\$520,000.00	\$0.00	\$520,000.00
22154	3	I 84, USTICK RD & MIDDLETON RD OVERPASSES, CANYON CO	2020	Development	111	PE	\$0.00	\$99,854.95	(\$99,854.95)
						PC	(\$943,818.00)	\$47,383.00	(\$991,201.00)
						RW	\$100,000.00	\$145.05	\$99,854.95
						LP	\$1,423,818.00	\$0.00	\$1,423,818.00
							\$580,000.00	\$147,383.00	\$432,617.00
22619	3	I 84, USTICK RD OVERPASS, CANYON CO	2020	Development	111	CN	\$478,991.00	\$0.00	\$478,991.00
							\$478,991.00	\$0.00	\$478,991.00
State Hwy - Pavement Restoration Total							\$1,578,991.00	\$147,383.00	\$1,431,608.00
State Hwy - Bridge Preservation									
21968	3	SH 21, MORES CR BR ASSET PLAN	2020	Development	101	PE	\$5,000.00	\$0.00	\$5,000.00
							\$5,000.00	\$0.00	\$5,000.00
State Hwy - Bridge Preservation Total							\$5,000.00	\$0.00	\$5,000.00
State Hwy - Bridge Restoration									
13387	3	SH 55, SNAKE RV BR, MARSING	2020	Awarded (or equiv.)	103	CN	\$11,187,549.00	\$11,187,549.00	\$0.00
							\$11,187,549.00	\$11,187,549.00	\$0.00
20227	3	US 20, PHYLLIS CANAL CULVERT, NR MERIDIAN	2023	Development	103	PC	\$100,000.00	\$0.00	\$100,000.00
							\$100,000.00	\$0.00	\$100,000.00
State Hwy - Bridge Restoration Total							\$11,287,549.00	\$11,187,549.00	\$100,000.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
State Hwy - Supporting Infrastructure Assets									
22237	3	I 84, EAST BOISE POE, ADA CO	2020	Development	146	CC	\$22,000.00	\$0.00	\$22,000.00
						CN	\$435,000.00	\$0.00	\$435,000.00
							\$457,000.00	\$0.00	\$457,000.00
22258	3	US 20, D3 CULVERT REPLACEMENTS	2021	Development	146	PE	\$15,000.00	\$0.00	\$15,000.00
							\$15,000.00	\$0.00	\$15,000.00
State Hwy - Supporting Infrastructure Assets Total							\$472,000.00	\$0.00	\$472,000.00
State Hwy - Safety & Capacity (Safety)									
19944	3	US 20/26, CHINDEN; LOCUST GROVE TO EAGLE	2020	Awarded (or equiv.)	106	PE	(\$90,000.00)	(\$90,000.00)	\$0.00
						PC	(\$10,990.00)	(\$10,990.00)	\$0.00
						RW	(\$103,000.00)	(\$103,000.00)	\$0.00
						LP	(\$234,205.83)	(\$234,205.83)	\$0.00
							(\$438,195.83)	(\$438,195.83)	\$0.00
20594	3	US 20, LINDER TO LOCUST GROVE, EAGLE	2020	Development	106	PE	(\$1,000,000.00)	(\$1,000,000.00)	\$0.00
						PC	(\$1,000,000.00)	(\$1,000,000.00)	\$0.00
							(\$2,000,000.00)	(\$2,000,000.00)	\$0.00
State Hwy - Safety & Capacity (Safety) Total							(\$2,438,195.83)	(\$2,438,195.83)	\$0.00
State Hwy - Safety & Capacity (Capacity)									
19944	3	US 20/26, CHINDEN; LOCUST GROVE TO EAGLE	2020	Awarded (or equiv.)	112	CE	\$102,560.00	\$102,560.00	\$0.00
						CC	\$1,000,000.00	\$1,000,000.00	\$0.00
						CN	\$10,174,921.00	\$10,174,921.00	\$0.00
							\$11,277,481.00	\$11,277,481.00	\$0.00
20266	3	SH 44, INT SH-16 TO LINDER RD, ADA CO	2023	Development	112	RW	\$750,000.00	\$0.00	\$750,000.00
							\$750,000.00	\$0.00	\$750,000.00
20574	3	SH 44, STAR RD TO SH-16, ADA CO	2024	Development	112	PC	\$500,000.00	\$0.00	\$500,000.00
							\$500,000.00	\$0.00	\$500,000.00
20788	3	SH 16, I 84 TO US 20/26 & SH44 IC, ADA & CANYON COS	2021	Development	107	RW	\$7,000,000.00	\$0.00	\$7,000,000.00
						LP	\$11,500,000.00	\$0.00	\$11,500,000.00
					112	PC	\$100,000.00	\$100,000.00	\$0.00
						LP	(\$100,000.00)	(\$100,000.00)	\$0.00
							\$18,500,000.00	\$0.00	\$18,500,000.00
20799	3	I 84, KARCHER IC TO NORTHSIDE BLVD	2020	Awarded (or equiv.)	112	CN	(\$20,000.00)	(\$20,000.00)	\$0.00
							(\$20,000.00)	(\$20,000.00)	\$0.00
21867	3	SH 55, KARCHER RD; MIDWAY TO MIDDLETON, NAMPA	2025	Development	112	PE	\$299,984.00	\$0.00	\$299,984.00
							\$299,984.00	\$0.00	\$299,984.00
22618	3	I 84, MIDDLETON RD OVERPASS, CANYON CO	2020	Development	112	CE	\$20,000.00	\$0.00	\$20,000.00
						CC	\$272,000.00	\$0.00	\$272,000.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
22618	3	I 84, MIDDLETON RD OVERPASS, CANYON CO	2020	Development	112	CN	\$2,720,368.00	\$0.00	\$2,720,368.00
							\$3,012,368.00	\$0.00	\$3,012,368.00
22619	3	I 84, USTICK RD OVERPASS, CANYON CO	2020	Development	112	CE	\$20,000.00	\$0.00	\$20,000.00
						CC	\$189,132.00	\$0.00	\$189,132.00
						CN	\$2,360,641.00	\$0.00	\$2,360,641.00
							\$2,569,773.00	\$0.00	\$2,569,773.00
State Hwy - Safety & Capacity (Capacity) Total							\$36,889,606.00	\$11,257,481.00	\$25,632,125.00
State Hwy - Significant Projects (Unfunded Ideas)									
20788	3	SH 16, I 84 TO US 20/26 & SH44 IC, ADA & CANYON COS	2021	Development	148	RW	\$200,000.00	\$200,000.00	\$0.00
						LP	\$10,415,000.00	\$0.00	\$10,415,000.00
							\$10,615,000.00	\$200,000.00	\$10,415,000.00
State Hwy - Significant Projects (Unfunded Ideas) Total							\$10,615,000.00	\$200,000.00	\$10,415,000.00
State Hwy - System Support									
22508	3	I 84B, SH 19 TO HOMEDALE ROAD, CALDWELL	2020	Awarded (or equiv.)	102	CC	\$2,339,744.00	\$2,339,744.00	\$0.00
							\$2,339,744.00	\$2,339,744.00	\$0.00
State Hwy - System Support Total							\$2,339,744.00	\$2,339,744.00	\$0.00
Hwy - Metropolitan Planning									
19258	3	LOCAL, FY20 COMPASS METRO PLANNING	2020	Development	91	PC	\$1,199,189.00	\$184,429.09	\$1,014,759.91
							\$1,199,189.00	\$184,429.09	\$1,014,759.91
Hwy - Metropolitan Planning Total							\$1,199,189.00	\$184,429.09	\$1,014,759.91
Local Hwy - Transportation Alternatives									
20143	3	SMA-7179, MAIN ST; AVENUE C TO AVENUE A, KUNA	2021	Development	134	CN	\$562,492.00	\$0.00	\$562,492.00
							\$562,492.00	\$0.00	\$562,492.00
22030	3	LOCAL, FY20 CANYON CO SRTS COORDINATOR & ACTIVITIES	2020	Development	134	CN	\$64,753.00	\$0.00	\$64,753.00
							\$64,753.00	\$0.00	\$64,753.00
22050	3	LOCAL, STODDARD PATH EXT PH 1, NAMPA	2020	Development	134	CN	\$467,097.00	\$0.00	\$467,097.00
							\$467,097.00	\$0.00	\$467,097.00
22076	3	OFFSYS, GRIMES CITY PATHWAY, NAMPA	2020	Development	134	CN	\$264,400.00	\$0.00	\$264,400.00
							\$264,400.00	\$0.00	\$264,400.00
Local Hwy - Transportation Alternatives Total							\$1,358,742.00	\$0.00	\$1,358,742.00
State Hwy - Freight									
22101	3	LOCAL, PECKHAM RD INTERSECTIONS, GOLDEN GATE HD	2022	Development	139	PE	\$5,000.00	\$0.00	\$5,000.00
						PC	\$30,000.00	\$0.00	\$30,000.00
							\$35,000.00	\$0.00	\$35,000.00
22102	3	STC-8223, FRANKLIN BLVD & KARCHER RD INT, NAMPA	2022	Development	139	PE	\$1,000.00	\$1,000.00	\$0.00
						PC	\$120,000.00	\$120,000.00	\$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
22102	3	STC-8223, FRANKLIN BLVD & KARCHER RD INT, NAMPA	2022	Development	139	PL	\$29,000.00	\$29,000.00	\$0.00
							\$150,000.00	\$150,000.00	\$0.00
22103	3	OFFSYS, FRANKLIN BLVD & 3RD N FREIGHT IMPRV, NAMPA	2022	Development	139	PE	\$1,000.00	\$1,000.00	\$0.00
						PC	\$450,000.00	\$450,000.00	\$0.00
						PL	\$49,000.00	\$49,000.00	\$0.00
							\$500,000.00	\$500,000.00	\$0.00
State Hwy - Freight Total							\$685,000.00	\$650,000.00	\$35,000.00
Local Hwy - Urban									
13484	3	STP-719, CENTENNIAL WAY ROUNDABOUT, CALDWELL	2023	Development	46	RW	\$40,000.00	\$0.00	\$40,000.00
							\$40,000.00	\$0.00	\$40,000.00
13486	3	STP-8423, COLORADO & HOLLY SIGNAL/PED IMPR, NAMPA	2020	PS&E (or equiv.)	46	PC	(\$2,000.00)	(\$2,000.00)	\$0.00
						PL	\$2,000.00	\$2,000.00	\$0.00
						CE	\$4,000.00	\$4,000.00	\$0.00
						CC	\$202,628.00	\$202,628.00	\$0.00
						CL	\$90,000.00	\$90,000.00	\$0.00
						CN	\$1,034,372.00	\$1,034,372.00	\$0.00
							\$1,331,000.00	\$1,331,000.00	\$0.00
13492	3	SMA-7169, INT LINDER & DEER FLAT RDS, KUNA	2020	Development	46	CE	\$339,000.00	\$0.00	\$339,000.00
						CC	\$142,000.00	\$0.00	\$142,000.00
						CN	\$2,859,000.00	\$0.00	\$2,859,000.00
							\$3,340,000.00	\$0.00	\$3,340,000.00
13906	3	LOCAL, FY20 CAPITAL MAINTENANCE, VRT, NAMPA	2020	Development	46	CN	\$159,000.00	\$0.00	\$159,000.00
							\$159,000.00	\$0.00	\$159,000.00
19521	3	LOCAL, FY20 ACHD COMMUTERIDE	2020	Development	46	CN	\$55,000.00	\$0.00	\$55,000.00
							\$55,000.00	\$0.00	\$55,000.00
19766	3	LOCAL, FY20 COMPASS PLANNING	2020	Awarded (or equiv.)	46	PC	\$99,000.00	\$99,000.00	\$0.00
							\$99,000.00	\$99,000.00	\$0.00
Local Hwy - Urban Total							\$5,024,000.00	\$1,430,000.00	\$3,594,000.00
Local Hwy - Transportation Management Area									
18728	3	LOCAL, FY20 CAPITAL MAINTENANCE, ACHD 2020	2020	Development	51	CE	\$229,400.00	\$0.00	\$229,400.00
						CC	\$458,800.00	\$0.00	\$458,800.00
						CN	\$4,588,400.00	\$0.00	\$4,588,400.00
							\$5,276,600.00	\$0.00	\$5,276,600.00
19057	3	LOCAL, FY20 TRANSIT ASSET MANAGEMENT, VRT	2020	Development	51	CN	\$1,575,000.00	\$0.00	\$1,575,000.00
							\$1,575,000.00	\$0.00	\$1,575,000.00
19303	3	LOCAL, PLANNING, TRAVEL SURVEY DATA COLLECTION, COMPASS	2021	Development	51	PC	\$150,000.00	\$150,000.00	\$0.00
							\$150,000.00	\$150,000.00	\$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
19465	3	LOCAL, FY22 PAVEMENT PRESERVATION AND ADA, PHASE 1, BOISE	2022	Development	51	PE	\$20,000.00	\$20,000.00	\$0.00
						PC	\$523,000.00	\$523,000.00	\$0.00
							\$543,000.00	\$543,000.00	\$0.00
19521	3	LOCAL, FY20 ACHD COMMUTERIDE	2020	Development	51	CN	\$220,000.00	\$0.00	\$220,000.00
							\$220,000.00	\$0.00	\$220,000.00
19571	3	LOCAL, PLANNING, COMMUNITIES IN MOTION MAJOR UPDATE	2022	Development	51	PC	\$87,000.00	\$87,000.00	\$0.00
							\$87,000.00	\$87,000.00	\$0.00
19766	3	LOCAL, FY20 COMPASS PLANNING	2020	Awarded (or equiv.)	51	PC	\$232,000.00	\$232,000.00	\$0.00
							\$232,000.00	\$232,000.00	\$0.00
19847	3	LOCAL, FY20 CAPITAL MAINTENANCE, PH 3, ACHD	2020	Development	51	CE	\$13,000.00	\$0.00	\$13,000.00
						CC	\$26,000.00	\$0.00	\$26,000.00
						CN	\$261,000.00	\$0.00	\$261,000.00
							\$300,000.00	\$0.00	\$300,000.00
19887	3	LOCAL, FY20 CAPITAL MAINTENANCE, PH 2, ACHD	2020	Development	51	CE	\$98,300.00	\$0.00	\$98,300.00
						CC	\$196,700.00	\$0.00	\$196,700.00
						CN	\$1,966,800.00	\$0.00	\$1,966,800.00
							\$2,261,800.00	\$0.00	\$2,261,800.00
20122	3	LOCAL, FY22 PAVEMENT PRESERVATION AND ADA, PHASE 2, BOISE	2022	Development	51	PE	\$9,000.00	\$9,000.00	\$0.00
						PC	\$224,000.00	\$224,000.00	\$0.00
							\$233,000.00	\$233,000.00	\$0.00
20129	3	LOCAL, FY21 CAPITAL MAINTENANCE, PH 2, ACHD	2021	Development	51	PC	\$29,000.00	\$29,000.00	\$0.00
							\$29,000.00	\$29,000.00	\$0.00
20143	3	SMA-7179, MAIN ST; AVENUE C TO AVENUE A, KUNA	2021	Development	51	CN	\$700,000.00	\$0.00	\$700,000.00
							\$700,000.00	\$0.00	\$700,000.00
20841	3	SH 55, BIKE/PED BR OVER BOISE RV, EAGLE	2023	Development	51	RW	\$63,000.00	\$0.00	\$63,000.00
							\$63,000.00	\$0.00	\$63,000.00
Local Hwy - Transportation Management Area Total							\$11,670,400.00	\$1,274,000.00	\$10,396,400.00
Local Hwy - Transportation Alternatives; TMA									
20143	3	SMA-7179, MAIN ST; AVENUE C TO AVENUE A, KUNA	2021	Development	133	CE	\$1,000.00	\$0.00	\$1,000.00
						CC	\$50,000.00	\$0.00	\$50,000.00
						CL	\$25,000.00	\$0.00	\$25,000.00
						CN	\$242,000.00	\$0.00	\$242,000.00
							\$318,000.00	\$0.00	\$318,000.00
20639	3	LOCAL, FAIRVIEW AVE GREENBELT RAMP, BOISE	2020	PS&E (or equiv.)	133	CE	\$1,500.25	\$1,500.25	\$0.00
						CC	\$30,000.00	\$30,000.00	\$0.00
						CL	\$10,000.00	\$10,000.00	\$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
20639	3	LOCAL, FAIRVIEW AVE GREENBELT RAMP, BOISE	2020	PS&E (or equiv.)	133	CN	\$119,499.75 \$161,000.00	\$110,499.75 \$152,000.00	\$9,000.00 \$9,000.00
20841	3	SH 55, BIKE/PED BR OVER BOISE RV, EAGLE	2023	Development	133	RW	\$10,000.00 \$10,000.00	\$0.00 \$0.00	\$10,000.00 \$10,000.00
Local Hwy - Transportation Alternatives; TMA Total							\$489,000.00	\$152,000.00	\$337,000.00
Hwy Safety - Local									
20430	3	STC-7821, INT N MIDDLETON RD & CORNELL ST, MIDDLETON	2021	Development	118	PE PC PL	\$2,000.00 \$50,000.00 \$10,000.00 \$62,000.00	\$0.00 \$10,000.00 \$0.00 \$10,000.00	\$2,000.00 \$40,000.00 \$10,000.00 \$52,000.00
20613	3	SMA-8383, INT LONE STAR & MIDDLETON RD	2020	Development	118	CE CC CL CN	\$6,000.00 \$161,000.00 \$49,000.00 \$1,069,000.00 \$1,285,000.00	\$0.00 \$0.00 \$0.00 \$0.00 \$0.00	\$6,000.00 \$161,000.00 \$49,000.00 \$1,069,000.00 \$1,285,000.00
Hwy Safety - Local Total							\$1,347,000.00	\$10,000.00	\$1,337,000.00
Hwy Safety - Railroad Crossings									
19875	3	SMA-9773, N LINDER RD BVRR RRX, MERIDIAN	2020	Development	22	CE CN	\$10,000.00 \$500,000.00 \$510,000.00	\$0.00 \$0.00 \$0.00	\$10,000.00 \$500,000.00 \$510,000.00
20355	3	OFFSYS, LOOK LN UPRR RRX, CALDWELL	2020	Development	22	PC CE CN	\$75,000.00 \$5,000.00 \$495,000.00 \$575,000.00	\$75,000.00 \$0.00 \$0.00 \$75,000.00	\$0.00 \$5,000.00 \$495,000.00 \$500,000.00
22034	3	STC-8233, MIDLAND BLVD UPRR RRX, NAMPA	2020	Development	22	PE UT CE CC	\$3,000.00 \$63,500.00 \$2,000.00 \$10,000.00 \$78,500.00	\$0.00 \$0.00 \$0.00 \$0.00 \$0.00	\$3,000.00 \$63,500.00 \$2,000.00 \$10,000.00 \$78,500.00
Hwy Safety - Railroad Crossings Total							\$1,163,500.00	\$75,000.00	\$1,088,500.00
Hwy - Discretionary									
22593	3	OFFSYS, S 4TH AVE, INDIAN CREEK BR, CALDWELL	2021	Development	38	PE PC PL	\$1,500.00 \$348,813.25 \$47,565.44 \$397,878.69	\$0.00 \$0.00 \$0.00 \$0.00	\$1,500.00 \$348,813.25 \$47,565.44 \$397,878.69
22618	3	I 84, MIDDLETON RD OVERPASS, CANYON CO	2020	Development	145	CE CC	\$30,000.00 \$408,000.00	\$0.00 \$0.00	\$30,000.00 \$408,000.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
22618	3	I 84, MIDDLETON RD OVERPASS, CANYON CO	2020	Development	145	CN	\$4,080,552.00 \$4,518,552.00	\$0.00 \$0.00	\$4,080,552.00 \$4,518,552.00
22619	3	I 84, USTICK RD OVERPASS, CANYON CO	2020	Development	145	CE CC CN	\$30,000.00 \$283,698.00 \$4,259,448.00 \$4,573,146.00	\$0.00 \$0.00 \$0.00 \$0.00	\$30,000.00 \$283,698.00 \$4,259,448.00 \$4,573,146.00
Hwy - Discretionary Total							\$9,489,576.69	\$0.00	\$9,489,576.69
Hwy - Misc. Federal									
20799	3	I 84, KARCHER IC TO NORTHSIDE BLVD	2020	Awarded (or equiv.)	68	CN	\$140,635.00 \$140,635.00	\$140,635.00 \$140,635.00	\$0.00 \$0.00
Hwy - Misc. Federal Total							\$140,635.00	\$140,635.00	\$0.00
Hwy - Local Partnerships									
13349	3	SH 55, EAGLE RD: MERIDIAN TOWN CENTER	2022	Development	131	CE CC	\$1,447.05 \$29,522.13 \$30,969.18	\$1,447.05 \$29,522.13 \$30,969.18	\$0.00 \$0.00 \$0.00
13486	3	STP-8423, COLORADO & HOLLY SIGNAL/PED IMPR, NAMPA	2020	PS&E (or equiv.)	79	UT	\$60,000.00 \$60,000.00	\$0.00 \$0.00	\$60,000.00 \$60,000.00
19944	3	US 20/26, CHINDEN; LOCUST GROVE TO EAGLE	2020	Awarded (or equiv.)	79	LP CN	\$234,205.83 \$596,900.00 \$831,105.83	\$234,205.83 \$596,900.00 \$831,105.83	\$0.00 \$0.00 \$0.00
20006	3	LOCAL, FY22 PAVEMENT PRESERVATION AND ADA, LOCAL, BOISE	2022	Development	79	PE PC	\$5,000.00 \$75,000.00 \$80,000.00	\$0.00 \$0.00 \$0.00	\$5,000.00 \$75,000.00 \$80,000.00
20143	3	SMA-7179, MAIN ST; AVENUE C TO AVENUE A, KUNA	2021	Development	79	CN	\$796,000.00 \$796,000.00	\$0.00 \$0.00	\$796,000.00 \$796,000.00
20594	3	US 20, LINDER TO LOCUST GROVE, EAGLE	2020	Development	131	PE PC CE CC CN	\$20,117.00 \$13,715.00 \$10,000.00 \$850,000.00 \$8,480,000.00 \$9,373,832.00	\$20,117.00 \$13,715.00 \$10,000.00 \$850,000.00 \$0.00 \$893,832.00	\$0.00 \$0.00 \$0.00 \$0.00 \$8,480,000.00 \$8,480,000.00
20639	3	LOCAL, FAIRVIEW AVE GREENBELT RAMP, BOISE	2020	PS&E (or equiv.)	79	CN	\$64,036.50 \$64,036.50	\$73,036.50 \$73,036.50	(\$9,000.00) (\$9,000.00)
21858	3	US 20, SH 16 TO LINDER RD, ADA COUNTY	2021	Development	131	PE PC RW LP	\$80,000.00 \$345,000.00 \$25,000.00 \$1,620,000.00	\$80,000.00 \$345,000.00 \$25,000.00 \$1,620,000.00	\$0.00 \$0.00 \$0.00 \$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
21858	3	US 20, SH 16 TO LINDER RD, ADA COUNTY	2021	Development	131	CE	\$100,000.00	\$100,000.00	\$0.00
						CC	\$1,000,000.00	\$1,000,000.00	\$0.00
						CN	\$12,298,000.00	\$12,298,000.00	\$0.00
							\$15,468,000.00	\$15,468,000.00	\$0.00
Hwy - Local Partnerships Total							\$26,703,943.51	\$17,296,943.51	\$9,407,000.00
Hwy GARVEE - 2017 Legislative Authorization									
20788	3	SH 16, I 84 TO US 20/26 & SH44 IC, ADA & CANYON COS	2021	Development	142	RW	\$50,503,000.00	\$0.00	\$50,503,000.00
							\$50,503,000.00	\$0.00	\$50,503,000.00
22154	3	I 84, USTICK RD & MIDDLETON RD OVERPASSES, CANYON CO	2020	Development	142	PC	\$552,830.00	\$552,830.00	\$0.00
							\$552,830.00	\$552,830.00	\$0.00
22196	3	I 84, FRANKLIN IC TO KARCHER IC, CANYON CO	2021	Development	142	RW	\$1,000,000.00	\$0.00	\$1,000,000.00
						CC	\$6,800,000.00	\$0.00	\$6,800,000.00
						CN	\$86,647,170.00	\$0.00	\$86,647,170.00
							\$94,447,170.00	\$0.00	\$94,447,170.00
Hwy GARVEE - 2017 Legislative Authorization Total							\$145,503,000.00	\$552,830.00	\$144,950,170.00
Report Total							\$268,628,210.37	\$46,903,028.77	\$221,725,181.60

Valley Regional Transit (VRT) FY2020 Program of Projects

Key Number	Funding Source	Sponsor	Project Description	Federal	Local	Total
18788	5307 LU	ValleyRegional Transit	Fixed Route Rolling Stock	\$ 320,388	\$ 623,974	\$ 944,362
19057	STP LU	ValleyRegional Transit	Fixed Route Rolling Stock	\$ 1,319,395	\$ 104,515	\$1,423,910
18788	5339 LU	ValleyRegional Transit	Fixed Route Rolling Stock	\$ 408,000	\$ 102,000	\$ 510,000
19122	5307 LU	ValleyRegional Transit	Demand Response ADA Rolling Stock	\$ 320,000	\$ 80,000	\$ 400,000
18788	5307 LU	ValleyRegional Transit	Specialized Transportation Rolling Stock LU	\$ 39,890	\$ 20,112	\$ 49,863
19122	5339 LU	ValleyRegional Transit	Technology (IT Hardware)	\$ 36,000	\$ 9,000	\$ 45,000
18788	5307 LU	ValleyRegional Transit	Business Enterprise Improvements - Software Upgrades	\$ 205,276	\$ 51,000	\$ 256,276
18788	5307 LU	ValleyRegional Transit	Shop Equipment	\$ 77,600	\$ 19,400	\$ 97,000
19122	5307 LU	ValleyRegional Transit	Facilities Office and Fueling System	\$ 205,846	\$ 307,454	\$ 513,300
19122	5307 LU	ValleyRegional Transit	Bus Stops - Facilities	\$ 222,400	\$ 55,600	\$ 278,000
VRT Capital Large Urban Total				\$ 3,154,795	\$1,373,055	\$4,517,710
18788	5307 LU	Boise State University	Transit Facility	\$ 230,000		\$ 230,000
19057	STP LU	Boise State University	Rolling Stock - Shuttle Replacement	\$ 140,000	\$ -	\$ 140,000
Capital Subrecipient Large Urban Total				\$ 370,000	\$ -	\$ 370,000
13906	STP SU	ValleyRegional Transit	Transit Facility	\$ 147,330	\$ 11,671	\$ 159,001
18781	5307SU	ValleyRegional Transit	Transit Facility	\$ 242,560	\$ 60,640	\$ 303,200
18781	5307 SU	ValleyRegional Transit	Specialized Transportation Rolling Stock	\$ 160,110	\$ 29,889	\$ 200,139
Capital Small Urban Total				\$ 550,000	\$ 102,200	\$ 662,340
19464e	5310 R	Parma Senior Center	Rolling Stock - Transit Van Replacement	\$ 54,000	\$ -	\$ 54,000
Subrecipient Rural Total				\$ 54,000		\$ 54,000
19137	5307 LU	ValleyRegional Transit	Demand Response (ADA) operations	\$ 650,000	\$ 162,500	\$ 812,500
18786	5307 SU	ValleyRegional Transit	Fixed Route Operations	\$ 700,828	\$ 700,828	\$1,401,656
18914	5307 SU	ValleyRegional Transit	Demand Response (ADA) operations	\$ 30,000	\$ 7,500	\$ 37,500
19041	5307 LU	ValleyRegional Transit	Mobility Operations -Specialized Transportation	\$ 326,975	\$ 326,975	\$ 653,950
18786	5307 SU	ValleyRegional Transit	Mobility Operations -Specialized Transportation	\$ 161,047	\$ 161,047	\$ 322,095
18854	5307 LU	ValleyRegional Transit	Coordination with service organizations, training, marketing	\$ 712,412	\$ 178,103	\$ 890,515
18842	5307 SU	ValleyRegional Transit	Coordination with service organizations, training, marketing	\$ 326,263	\$ 81,566	\$ 407,829
18854	5307 LU	ValleyRegional Transit	Program Support and Transit Planning	\$ 500,680	\$ 125,170	\$ 625,850
18842	5307 SU	ValleyRegional Transit	Program Support and Transit Planning	\$ 246,603	\$ 61,651	\$ 308,254
19137	5307 LU	ValleyRegional Transit	Preventive maintenance to sustain vehicles	\$1,890,033	\$ 472,508	\$2,362,541
18914	5307 SU	ValleyRegional Transit	Preventive maintenance to sustain vehicles	\$ 399,235	\$ 99,809	\$ 499,044
19691	5310 LU	ValleyRegional Transit	Acquire transportation services - Boise, Meridian, Eagle	\$ 581,984	\$ 145,496	\$ 727,480
19464a	5310 SU	ValleyRegional Transit	Acquire transportation services - Nampa, Caldwell	\$ 257,612	\$ 64,403	\$ 322,015
19464c	5310 R	ValleyRegional Transit	Acquire transportation services - Parma, Kuna	\$ 37,500	\$ 9,375	\$ 46,875
Operations Large and Small Urban Total				\$ 6,821,172	\$2,596,931	\$9,418,103