



Working together to plan for the future

REGIONAL TRANSPORTATION ADVISORY COMMITTEE

July 22, 2020 - 8:30 a.m.

COMPASS – 1ST FLOOR BOARD ROOM

700 NE 2ND STREET

MERIDIAN, IDAHO

ZOOM CONFERENCE CALL

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

Committee members are encouraged to participate in the meeting via Zoom conference call. Others may watch the meeting via Live Streaming on Facebook. The 2nd floor conference room is open for in-person attendance, but has limited capacity for physical distancing; for the health and safety of all participants, virtual participation is encouraged. In-person attendees are asked to maintain physical distance and are required to wear a mask at all times in the COMPASS building.

Individuals that intend to attend the meeting in person should RSVP to Morgan Andrus at mandrus@compassidaho.org or 208-855-2558.

Written comments may be submitted by email to info@compassidaho.org. Comments can also be left by voicemail. Please call 208-475-2229 to record comments. Commenters must provide their name for the record. Comments identified by name that are received by 10:00 am on July 14, 2020, will be provided to the Committee members and read into the record during the meeting.

** AGENDA **

I. CALL TO ORDER (8:30)

II. OPEN DISCUSSION/ANNOUNCEMENTS

III. CONSENT AGENDA

Page 3 *A. Approve May 27, 2020, RTAC Meeting Minutes

IV. ACTION ITEMS

8:35 A. Elect RTAC Chair and/or Vice-Chair Liisa Itkonen

Liisa Itkonen will facilitate election of a new RTAC Chair and/or Vice-Chair as needed.

8:45 *B. Recommend FY2021 *Communities in Motion* (CIM) Kathy Parker

Page 6 **Implementation Grants and Project Development Program Projects**

Kathy Parker will seek an RTAC recommendation for COMPASS Board of Directors' approval of FY2021 CIM Implementation Grants and Project Development Program projects.

9:00 *C. **Recommend COMPASS Board of Directors' Approval of the Draft COMPASS FY2022-2028 COMPASS Application Guide** Toni Tisdale
Page 8 *Toni Tisdale will seek an RTAC recommendation for COMPASS Board of Directors' approval of the Draft COMPASS FY2022-2028 COMPASS Application Guide.*

9:20 *D. **Recommend COMPASS Board of Directors' Adoption of Resolution X-2020 Amending the FY2020-2026 Transportation Improvement Program (TIP)** Toni Tisdale
Page 44 *Toni Tisdale will seek an RTAC recommendation for COMPASS Board of Directors' adoption of a resolution amending the FY2020-2026 TIP to increase the cost of a project in the City of Nampa.*

V. INFORMATION/DISCUSSION ITEMS

9:25 *A. **Status Report – CARES Act funding for transit** Stephen Hunt
Page 49 *Stephen Hunt, Valley Regional Transit (VRT), will review CARES Act funding and how VRT plans to spend it.*

9:45 *B. **Review Initial Results of the "Where Do We Grow From Here?" Survey** Amy Luft
Page xx *Amy Luft will review initial results of the "Where do we grow from here?" survey.*

10:05 *C. **Review Treasure Valley High Capacity Transit Study Update** Rachel Haukkala
Page 52 *Rachel Haukkala and consultant will review the updated high capacity transit study, its recommendations and potential next steps.* Bob Post

VI. STATUS REPORTS (INFORMATION ONLY)

Page 62 *A. RTAC Agenda Worksheet

Page 67 *B. Obligation Report

VII. OTHER:

Next Meeting: August 26, 2020

VIII. ADJOURNMENT (10:35)

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

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

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

**REGIONAL TRANSPORTATION ADVISORY COMMITTEE
MAY 27, 2020
COMPASS, 1ST FLOOR BOARD ROOM
MERIDIAN, IDAHO**

****MINUTES****

ATTENDEES:

Rodney Ashby, City of Nampa, via telephone
Phil Bandy, City of Melba, via telephone
Jeff Barnes, City of Nampa, via telephone
Gordon Bates, Golden Gate Highway District #3, via telephone
Lee Belt, City of Greenleaf, via telephone
Clair Bowman, City of Nampa, via telephone
David Corcoran, Ada County Development Services, via telephone
Al Christy, City of Meridian, via telephone
Tom Ferch, Ada County Highway District, via telephone
Kathleen Lacey for Karen Gallagher, City of Boise, via telephone
Maureen Gresham, Commuteride, **Chair**, via telephone
Caleb Hood, City of Meridian, via telephone
Wendy Howell, City of Kuna, via telephone
Liisa Itkonen, COMPASS, Ex. Officio, via telephone
Justin Lucas, Ada County Highway District, via telephone
Brian McClure, City of Meridian, via telephone
Brent Moore, Ada County Development Services, via telephone
Patricia Nilsson, Canyon County Development Services, via telephone
Stephen Hunt, Valley Regional Transit, via telephone
Lenny Riccio, Canyon Highway District No. 4, **Vice Chair**, via telephone
Deanna Smith, Public Participation Workgroup, via telephone
Michael Toole, Department of Environmental Quality, via telephone

MEMBERS ABSENT:

Drew Alexander, Boise State University
Nichoel Baird Spencer, City of Eagle
Bruce Bayne, City of Middleton
Kate Dahl, Canyon County Development Services
Daren Fluke, City of Boise
Chelsie Johnson, City of Wilder
Nathan Leigh, City of Parma
Dan Lister, Canyon County Development Services
Robb MacDonald, City of Caldwell
Shawn Nickel, City of Star
Rob Howarth, Central District Health, Ex. Officio
Zach Piepmeyer, City of Boise
Jenah Thornborrow, City of Garden City
Bill Vaughan, City of Eagle

OTHERS PRESENT: Morgan Andrus, COMPASS, via telephone
Cecilia Awusie, ITD, via telephone
Tevrin Fuller, COMPASS, via telephone
Rachel Haukkala, COMPASS, via telephone
Amy Luft, COMPASS, via telephone
David Meredith, Valley Regional Transit, via telephone
Carl Miller, COMPASS, via telephone
Kathy Parker, COMPASS, via telephone
Toni Tisdale, COMPASS, via telephone
Matt Stoll, COMPASS, via telephone
Mark Wasdahl, Idaho Transportation Department, via telephone

CALL TO ORDER:

Vice Chair Maureen Gresham called the meeting to order at 8:31 a.m.

OPEN DISCUSSION/ANNOUNCEMENTS

None.

CONSENT AGENDA

- A. Approve April 22, 2020, RTAC Meeting Minutes**
- B. Recommend Transit Asset Management Targets**

Clair Bowman moved and Stephen Hunt seconded approval of the Consent Agenda as presented. Motion passed unanimously.

ACTION ITEMS

- A. Recommend Adoption of Resolution X-2020 Amending the *Communities in Motion 2040 2.0* (CIM 2040 2.0)**

Liisa Itkonen presented a resolution amending CIM 2040 2.0 to add a NEPA study to realign SH-45 in the City of Nampa.

After discussion, **Patricia Nilsson moved and Clair Bowman seconded to recommend COMPASS Board of Directors' adoption of Resolution X-2020 amending *Communities in Motion 2040 2.0*. Motion passed unanimously.**

- B. Recommend Adoption of Resolution XX-2020 Amending the FY2020-2026 Regional Transportation Improvement Program (TIP)**

Toni Tisdale presented a resolution amending the FY2020-2026 TIP to change the scope of the I-84 Ustick overpass project, a NEPA Study to realign SH-45 in the City of Nampa, and add a significant funding increase for the SH-16 corridor project.

After discussion, **Justin Lucas moved and Lenny Riccio seconded to recommend COMPASS Board of Directors' adoption of Resolution XX-2020 amending the FY2020-2026 Transportation Improvement Program as presented.**

Kathleen Lacey made a substitute motion to approve the projects in Nampa and Caldwell and remove SH-16 Corridor project for a separate motion, Deanna Smith seconded. Motion failed.

Original motion stands, **Justin Lucas moved and Lenny Riccio seconded to recommend COMPASS Board of Directors' adoption of Resolution XX-2020 amending the FY2020-2026 Transportation Improvement Program as presented. Motion passed. Kathleen Lacey voted nay.**

C. Approve Balancing Actions for Transportation Management Area (TMA)

Toni Tisdale presented balancing actions for the Surface Transportation Program in the Boise Urbanized Area (STP-TMA).

After discussion, **Justin Lucas moved and Stephen Hunt seconded approval of balancing actions for the STP-TMA program as presented. Motion passed unanimously.**

D. Recommend Priorities for the End-of-Year Program and Redistribution

Toni Tisdale presented the End-of-Year Program and redistribution priorities and balancing.

After discussion, **Clair Bowman moved and Tom Ferch seconded to recommend COMPASS Board of Directors' approval of End-of-Year Plan and redistribution priorities as presented. Motion passed unanimously.**

INFORMATION/DISCUSSION ITEMS

A. Review Draft 2021-2027 Regional Transportation Improvement Program (TIP) Project List.

Toni Tisdale and Tevrin Fuller reviewed the draft FY2021-2027 TIP Project list, prior to public comment August 3 – September 7, 2020. Staff comments are due by July 13, 2020.

B. Review Data Behind "What If" Scenarios and the Next Steps in the Development of CIM 2050

Carl Miller and Amy Luft gave a summary on how the scenarios were developed, what data were used to evaluate them and how the Public Involvement #2 survey results will be used to get to CIM 2050 vision and preferred scenario.

Next Meeting: June 24, 2020

ADJOURNMENT

Clair Bowman moved and Lenny Riccio seconded adjournment at 9:42 a.m. Motion passed unanimously.



RTAC AGENDA ITEM IV-B

DATE: July 22, 2020

Topic: **FY2021 *Communities in Motion* (CIM) Implementation Grants and Project Development Program**

Request/Recommendation:

COMPASS staff seeks RTAC recommendation of COMPASS Board of Directors' approval of FY2021 CIM Implementation Grants and the Project Development Program (Attachment 1).

Background/Summary:

Between June 11 and June 21, 2020, RTAC ranked 15 CIM Implementation Grant applications and 11 applications for the Project Development Program using SurveyMonkey for a paired comparison process. The resulting rankings are shown in Attachment 1.

Communities in Motion Implementation Grants:

The CIM Implementation Grant program was developed to support COMPASS member agencies in their efforts to implement *Communities in Motion*. These grant funds are for locally important projects in downtowns or major activity centers that also help achieve regional goals.

The total amount requested for CIM Implementation Grants for FY2021 was \$337,250. In recent years, \$50,000 has been budgeted for this program. If \$50,000 is again budgeted for FY2021, the top two ranked projects could be fully funded.

Project Development Program:

The Project Development Program transforms member agency needs into well-defined projects with cost estimates, purpose and need statements, public involvement information, and environmental scans to ensure readiness for funding applications.

The total amount requested for the Project Development Program was \$256,000. In recent years, \$75,000 has been budgeted for this program. If \$75,000 is budgeted again for FY2021, the top three ranked projects could be fully funded.

Next Steps:

Today's RTAC recommendation will be forwarded to the COMPASS Board of Directors for action in its August meeting.

Implication (policy and/or financial):

Funding these projects will help "move the needle" for *Communities in Motion* performance measures.

More Information:

- 1) Attachment 1: FY2021 Paired Comparison Selection Results for CIM Implementation Grants and the Project Development Program.
- 2) For detailed information, contact: Kathy Parker, Principal Planner, at kparker@compassidaho.org

FY2021 Paired Comparison Selection Results

CIM Implementation Grants				
	Member	Project Title	Amount	# Times Selected
1	City of Wilder	B Avenue Sidewalks Project #1	\$25,000	294
2	City of Eagle	Connecting the Greenbelt to Eagle Island State Park	\$25,000	252
3	City of Wilder	Golden Gate Avenue Sidewalk	\$25,000	219
4	City of Star	Star Greenbelt Planning	\$10K-20K	200
5	City of Notus	NS Street Rebuilds with Stormwater Improvements – Phase II	\$25,000	193
6	City of Wilder	2 nd Street East Sidewalk Installation	\$25,000	192
7	City of Wilder	Road Reconstruction Following Irrigation Repairs	\$25,000	175
8	City of Wilder	Sign Replacement	\$15K-\$25K	172
9	City of Nampa	Historic Downtown Master Plan	\$25,000	167
10	City of Kuna	Accessible Pathways for the Kuna Market Village	\$15,700	162
11	City of Kuna	Sidewalk Connector between Kuna Senior Center and Main Street	\$20,550	151
12	City of Kuna	4 th Street Concept Planning and Development, Phase II	\$16,000	136
13	City of Boise	Bike Counter with Digital Display	\$25,000	135
14	City of Star	Downtown Parking Study	\$20,000	120
15	City of Star	Revitalization Study	\$10K-\$20K	57

Project Development Program				
	Member	Project Title	Amount	# Times Selected
1	City of Garden City	Chinden South Side Sidewalk-Maple Grove to Glenwood	\$25,000	211
2	City of Eagle	Grade Separated Bike/Ped Crossing of SH-44, Phase II	\$25,000	181
3	City of Greenleaf	Friends Road Project Development	\$25,000	172
4	City of Notus	NS Street Rebuilds w/ Stormwater Improvements, Phase II	\$25,000	167
5	City of Star	Star Greenbelt Planning	\$10K-\$20K	153
6	City of Boise	I-184 Bike/Ped Bridge, Liberty Street	\$25,000	145
7	City of Nampa	Airport Perimeter Pathway	\$25,000	122
8	City of Kuna	4 th St. Concept Planning and Development, Phase II	\$16,000	116
9	City of Notus	EW Street Rebuilds with Stormwater Improvements	\$25,000	97
10	City of Star	Downtown Parking Study	\$20,000	77
11	City of Boise	I-184 Connector, 23 rd Street On-Ramp	\$25,000	44

RTAC AGENDA ITEM IV-C

Date: July 22, 2020

Topic: FY2022-2028 COMPASS Funding Application Guide

Request/Recommendation:

COMPASS staff seeks Regional Transportation Advisory Committee recommendation for COMPASS Board of Directors' approval of the FY2022-2028 COMPASS Funding Application Guide (Attachment 1).

Background/Summary:

Each year, in preparation for soliciting funding applications, COMPASS staff updates the application guide to incorporate timely dates and other information for the application process. Staff proposes only minor updates to the FY2022-2028 COMPASS Funding Application Guide, including updating deadlines and estimated available amounts of funding. The process outlined in the FY2022-2028 COMPASS Funding Application Guide will remain the same as the process for the FY2021-2027 funding cycle, including the online vendor for the application and ranking processes.

Staff anticipates more objective criteria will be needed in the future to support the focus on performance-based planning measures, which are a high priority for federal programs. COMPASS staff are currently updating the COMPASS Complete Network Policy, which we anticipate will be a driving factor in the future ranking of federal-aid projects. Approval of the updated Complete Network Policy is anticipated in fall 2020. An updated funding policy for *Communities in Motion 2050* will also play a large role in future project prioritization; this policy is anticipated to be brought to the COMPASS Board of Directors for approval in fall 2021.

Staff anticipates the application process will remain very similar to the process used over the past few years through the FY2023-2029 application cycle. A full restructuring of the FY2024-2030 COMPASS Funding Application Guide to accommodate the policy changes is expected, which will be drafted in winter/spring 2022, with the assistance of an RTAC subcommittee.

Implication (policy and/or financial):

Approval of the FY2022-2028 COMPASS Funding Application Guide will allow COMPASS staff to assist member agency staff in applying for projects to further *Communities in Motion* goals.

More Information:

- 1) Attachment 1: Draft FY2022-2028 COMPASS Funding Application Guide
- 2) For detailed information contact: Toni Tisdale, Principal Planner, at 208/475-2238 or ttisdale@compassidaho.org or Kathy Parker, Principal Planner, at 208/816-1559 or kparker@compassidaho.org.

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Funding Application Guide

FY2022-2028

(To RTAC 7/22/20 for Recommendation)



Table of Contents

Introduction	1
Eligibility	1
Application Process	1
Phase I Application	1
Phase I Content	1
Projects/Funding Source Match	2
Phase II Application.....	2
Phase II Content	2
Online Application	3
Application Assistance	3
Schedule	4
Ranking.....	5
Funding Sources and Programming.....	5
Federal Funding	5
COMPASS Funding.....	6
Funding Policy	6
More Information	6
Supplemental Information Attachments	6

Introduction

The Community Planning Association of Southwest Idaho (COMPASS) serves as a regional forum for making decisions about transportation and related planning and setting priorities for spending federal transportation funds. COMPASS accepts applications annually for funding for transportation projects; the FY2022-2028 funding period begins October 1, 2021.

Eligibility

Any agency with a transportation project that is in, runs through, or touches Ada and/or Canyon Counties is eligible to apply.

Application Process

Applications to COMPASS are accepted in two phases.

Phase I Application

A Phase I application is a simple preliminary application requesting very basic information and is **mandatory for all** applications for funding sources managed through COMPASS for:



- Large or small projects
- Projects requesting federal or non-federal funding
- Projects ready to compete for funding
- Projects in need of assistance to prepare to compete for funding (Project Development Program)
- Projects in need of any other COMPASS staff assistance

Phase I applications are due no later than midnight, Monday, December 7, 2020. An additional opportunity to submit Phase I applications for *Communities in Motion* (CIM) Implementation Grants or Project Development Program assistance only will be available during April 2021. See more details in the schedule starting on page 4.

Phase I applications provide COMPASS staff with information on the transportation-related needs in each community. Those projects are then included in the COMPASS Resource Development Plan, which guides grant-seeking efforts throughout the year.

Phase I Content

Phase I applications may include, but are not limited to:

- Project Title
- Local Ranking (if multiple applications are submitted)
- Project Type
- Project Location (map/sketch required)

- Project Description
- Purpose and Need for Project
- Estimated Cost (including how cost was determined)
- Match Commitment Documentation (not needed for Project Development Program unless agency chooses to provide matching funds)
- Phasing
- Right-Of-Way Ownership/Status
- Project Partners
- Project Readiness
- Conformance with Plans
- Support CIM 2040 2.0 Performance Measures
- Cover Letter (optional)
- Support Letters (optional)

All required items must be received by the due date or the application will not be considered for funding. Match commitment letters are required for federal-aid applications in December, but not until May for CIM Implementation Grant applications (even if the application is submitted in December).

See the **“Application Supplemental”** for a sample application and guidance. COMPASS staff can provide technical assistance in completing project applications prior to the December 7, 2020; January 19, 2021; and May 4, 2021 deadlines (see “Schedule,” page 4).

Projects/Funding Source Match

COMPASS staff will review all Phase I applications to determine eligibility for various funding sources. If a project is eligible for a federal funding source, COMPASS staff will notify the applicant, who will then need to submit a **Phase II** application to provide the additional details needed for a federal-aid project.



Phase II Application

Phase II applications require additional project information (see page 3).

- Required for projects eligible for federal funding sources
- **Due no later than noon on Tuesday, January 19, 2021**

Links to forms and other information required to complete the application are provided within the online application.

Phase II Content

Information requested in Phase II depends on the type of project and may include, but is not limited to:

All Projects:

- Local or regional scope
- Modes and connectivity
- Complete streets
- Safety improvements
- Traffic volumes (road, bicycle, pedestrian)
- Congestion mitigation
- Environmental Justice areas
- Economically Distressed areas
- Environmental considerations

Roadways/Bridges:

- Functional classification
- Life cycle cost
- Pavement condition index
- Bridge sufficiency rating
- Freight corridors
- Intelligent Transportation System (ITS) improvements

Required Attachments*:

- Idaho Transportation Department forms 0414, 1150, 2435
- COMPASS form A100

*All required attachments must be received by the due date or the application will not be considered for funding.

Online Application

All applications must be submitted through the designated online system which tracks all steps of the application process, including correspondence and submittals.

Application Assistance

COMPASS staff provides assistance to COMPASS members for all types of funding applications, whether or not the funding source is managed by COMPASS. Non-COMPASS sources include, but are not limited to, some federal funding programs, Idaho Transportation Department, the Local Highway Technical Assistance Council, and Valley Regional Transit (VRT), as well as foundations and other funding sources. See **“Application Assistance Supplemental”** for details.

Alternative Transportation:

- Trip purposes
- Land ownership
- Appropriate contacts
- Vehicle replacement
- Customer service and mobility support

Planning and Special Projects:

- Federal requirements



Optional Attachments:

- Project estimating worksheet
- Additional maps, photos, or letters of support not included in Phase I application (Please ensure graphics make sense to someone not familiar with your project.)

Schedule

General Application Schedule	
October 14, 2020	Call for Projects
December 7, 2020	Phase I Applications Due by Midnight
December 14, 2020	COMPASS Staff requests Phase II Applications
January 19, 2021	Phase II Applications Due by Noon
April 7, 2021	Second Call for Projects for COMPASS Funding (CIM Implementation Grants and Project Development Program)
May 4, 2021	Phase I Applications Due (second opportunity) by Midnight

Federal-Aid Funding	
February 3, 2021	Optional Regional Transportation Advisory Committee (RTAC) workshop for detailed application information and discussion of federal-aid applications
February 3-16, 2021	RTAC completes online paired comparison process for federal-aid funding
February 24, 2021	RTAC recommends federal-aid rankings
March 3, 2021	Optional RTAC workshop to review staff recommendations for federal-aid funding based on initial RTAC ranking
March 17, 2021	RTAC recommends draft federal-aid programming (budget)
September 22, 2021	RTAC recommends Draft FY2022-2028 Regional Transportation Improvement Program (TIP), including federal-aid programs
October 18, 2021	COMPASS Board of Directors approves FY2022-2028 TIP, including federal-aid programs

CIM Implementation Grant and Project Development Programs:	
April 7, 2021	Second Call for Projects
May 4, 2021	Phase I Applications Due by Midnight
May 12, 2021	Optional RTAC workshop for detailed application information and discussion of CIM Implementation Grant and Project Development Program applications

CIM Implementation Grant and Project Development Programs:	
May 12-24, 2021	RTAC completes paired comparison process for CIM Implementation Grants and Project Development Program
July 28, 2021	RTAC reviews rankings and recommends CIM Implementation Grants and Project Development Program projects
August 16, 2021	COMPASS Board of Directors approves CIM Implementation Grants and Project Development Program projects

Please note that dates could change due to scheduling conflicts or as new information becomes available.

Ranking

RTAC members review and rank all applications using a paired comparison process, which evaluates each project individually against every other project eligible for a specific funding source. See the **“Ranking Supplemental”** for details.



Funding Sources and Programming

COMPASS manages many different funding sources, both federal and non-federal. Applications are matched with appropriate funding sources based on eligibility for each source and project readiness. RTAC then makes recommendations for funding based on the ranking order resulting from paired comparisons.

Federal Funding

Federal funding is programmed for up to five years, plus “preliminary development” (PD) in the sixth and seventh year to fund design for projects scheduled to be constructed in later years. Most available funds for the application process are in preliminary development.

See **“Federal Funding Sources Supplemental”** for details on federal funding, including the amount of funds estimated to be available (not yet programmed) for each year, as well as links to federal program guidance.

While COMPASS coordinates all funding for inclusion in the TIP, VRT, as the designated recipient for Federal Transit Administration funds, prioritizes all Federal Transit Administration funds designated in the area. RTAC reviews VRT’s proposed program priorities for recommendation of COMPASS Board of Directors approval. Contact VRT’s Planning Programmer for assistance.

COMPASS Funding

COMPASS provides funding directly to COMPASS member agencies for transportation projects. These local programs have much less stringent rules than federal programs and include:

- **Communities in Motion Implementation Grants** of up to \$25,000 for projects that implement the goals and vision of CIM 2040 2.0.
Projected annual available amount: \$50,000
- The **Project Development Program**, which transforms member agency needs into well-defined projects with cost estimates, purpose and need statements, environmental scans, and public involvement information to ensure readiness for funding applications. \$25,000 maximum per project.
Projected annual available amount: \$75,000

Funding Policy

The COMPASS Board of Directors has provided policy and guidance information to assist COMPASS staff in programming federal and non-federal funds. See “**Funding Policies and Procedures Supplemental**” for details.



More Information

To learn more about the COMPASS application process, please contact:

- Toni Tisdale at ttisdale@compassidaho.org or 208/475-2238
- Kathy Parker at kparker@compassidaho.org or 208/816-1559
- Tevrin Fuller at tfuller@compassidaho.org or 208/475-2237

Supplemental Information Attachments

- I. Application Supplemental (Sample application)
- II. Application Assistance Supplemental
- III. Ranking Supplemental
- IV. Federal Funding Sources Supplemental
- V. Funding Policies and Procedures Supplemental

Application Supplemental

FY2022-2028 COMPASS Application Guide

Phase I – Page 1

Phase II – Page 8

2022 COMPASS Funding Application **Phase I**

All applications must be submitted through APPLY, the online application system.

Guidance language is provided below. If you are unsure how to answer a question, see the blue text below each question. Note character limits in each section.

Project Title:

Provide a short, but descriptive title that accurately reflects your project.

PRIORITY

- 1. Indicate the priority of this application compared to all of your agency's other applications to be submitted through COMPASS during the current fiscal year:**

Project Rank: _____

Total # of applications to be submitted to COMPASS during the current year: _____

If your agency has multiple applications, the application reviewers want to know what your local priorities are in order to respect your wishes in the final ranking (i.e., we do not want your #10 local priority to end up as the #1 project for the region).

PROJECT TYPE

- 2. Select all that apply:**

Capital/Construction: Road/Bridge/Design/Signs, etc.	<input type="checkbox"/>
Public Transportation: Vehicles/Equipment/Maintenance/Operations	<input type="checkbox"/>
Active Transportation: Bicycle/Pedestrian	<input type="checkbox"/>
Planning: Plans/Studies/Education/Outreach	<input type="checkbox"/>
Special Groups: Youth/Seniors/Disabled/Environmental Justice	<input type="checkbox"/>
Technology/Data	<input type="checkbox"/>
Project Development Program (Consultant cost up to \$25K)	<input type="checkbox"/>
CIM Implementation Grant Program (Reimbursement up to \$25K)	<input type="checkbox"/>
Staff Assistance Only	<input type="checkbox"/>
Other (If Other, please describe - 140 character limit):	<input type="checkbox"/>

This question is determining the type of project you are submitting. The project may only fit into one category type but please review all of them. This information feeds into the grants database, where special groups and specialty funding may exist.

PROJECT LOCATION

3. Describe the location of the project:

Be specific and indicate if in a downtown or major activity center. (You will be required to attach a map to this application.) (1,000 character limit)

Details here are important. Pretend you are explaining the location to your mother, who has visited a lot, but lives elsewhere. Remember, the application reviewer probably does not know as much about your jurisdiction as you might think.

PROJECT DESCRIPTION

4. Describe the total project in detail:

Specify which parts this funding will cover. (3,000 character limit)

This is the introduction to your project's story...make it count! Keep in mind that the application reviewer will likely know nothing about this project. Why is it important? Is your jurisdiction putting a lot of "skin in the game"? If not, there is probably a reason. Explain that. Will the funding be used for design and construction? Maybe you just have an idea that you need developed? Describe the project in such a way that the application reviewer will understand what the project includes and what it will accomplish.

Provide a brief project description to be used in the Paired Comparison Matrix. (200 character limit)

This is what RTAC will see during the paired comparison process.

PURPOSE AND NEED

5. Describe why this project is important to your agency, as well as the region: (1,000 character limit)

You should have a clear purpose and need statement for your project. Why is this project important to your agency or the region? How did you figure out that it was important? What problem will the project correct? Be very clear and concise.

PROJECT FUNDING

6. Provide a total cost estimate and amount requested for the following project tasks or activities:

No match required for Project Development Program.

Amount requested should be the total cost estimate minus the anticipated match.

Task	Cost Estimate	Amount Requested
Design (including environmental/planning)	\$	\$
Right-of-Way acquisition	\$	\$
Construction/Procurement	\$	\$
Non-Construction projects only (studies/plans)	\$	\$
TOTALS	\$	\$

With this question, you should demonstrate that you have a good idea about the project cost. However, this is a preliminary budget. If you continue in the process for federal-aid funding, you will provide a much more detailed budget in Phase II.

If your intent is to obtain federal dollars, remember to include costs for Idaho Transportation Department/Local Highway Technical Assistance Council (LHTAC) review time, environmental aspects, etc.

Please use the COMPASS Estimating Worksheet to help determine costs, especially if the project is expected to be funded with federal funds. The worksheet can be found online: <http://www.compassidaho.org/prodserv/resourcedev.html>.

How cost was determined:

Describe how you arrived at the cost estimates (previous similar project, design complete, etc.). *(300 character limit)*

7. Provide the amount and source of match:

A minimum match of 7.34% is required for most programs. No match is required for Project Development Program. Please contact COMPASS if you need match information specific to your project. (300 character limit)

This information shows that you, as the applicant, understand local match requirements and have resources to meet minimum requirements; it also provides a chance for your agency to make your project even more competitive by providing more local funding than is required.

Provide how much local funding your agency will allocate towards the project. In most cases there is a minimum requirement, but your agency can put as much local funding towards a project as it desires. Be sure to include the source, such as city general budget, Community Development Block Grant (CDBG), or other sources. Many times, another federal source is not eligible to be used as local match, but it depends. Contact COMPASS staff if you have questions.

8. Indicate whether your project can be phased:

If yes, briefly explain and provide amounts. Total of all phases should equal total Cost Estimate in Question 6 above. (300 character limit each phase)

Sometimes, a project ranks very high, but there is just not enough funding to fund the project as requested. If we run into this issue, could we partially fund your project? We are trying to determine if you can accept less than what you asked for either by phasing the project or by your agency providing more local/other funding, if necessary.

PARTNERS/SUPPORT

The following three questions demonstrate the level of support you already have for the project.

9. Describe jurisdictional agencies and other partners and their role in the project: (400 character limit)

This will determine agency and partner support and how others will be involved in the project. The answer could include multiple departments within your agency as well as multiple agencies with a defined role in project development or use. These could include non-governmental agencies...maybe a retail establishment, a church, or non-profit organization, and those providing additional match.

10. Describe any general public support generated: (400 character limit)

Has some sort of public support been generated for this project? Explain how that process occurred and what type of support was generated. Is it a group of businesses, a developer, a citizens group, etc., or general public outreach?

11. Describe ownership and status of right-of-way: (400 character limit)

Who actually owns the right-of-way? For instance, in Ada County, most sidewalks are owned by the Ada County Highway District. In Canyon County, a sidewalk or other facility may be owned by a school district, other public agency, or a private organization or citizen. If an agency submits an application that includes a facility they do not own, we want to make sure the agency, person, or organization who actually owns the facility is involved.

READINESS TO PROCEED

12. Indicate which of the following elements are required for this project by stating the PERCENT COMPLETE:

PROJECT READINESS	%
Idea/concept	
Identified in local or regional plan	
Public/stakeholder involvement	
Formal approval by agency leaders	

Preliminary design (up to 30% of design)	
Concept report	
Environmental evaluation	
Right-of-way or easements	
Final design	
Plans, Specifications, and Engineering (PS&E)	

Answer these as best as possible based on how much work has already been done on your project. For example, if you are seeking Project Development Program funds, you would put 100% in “Idea/concept” and 0% in all the others unless you have completed some work in those areas. However, if you have already had a Project Development Program pre-concept report completed for your project, you would mark 100% for idea and preliminary design, and possibly other categories as well.

Maybe you have already reached out for public involvement because the project will help alleviate a public concern – determine the percentage of public involvement completed. If you have already designed the project, and now want construction dollars, you may be able to include 100% on all phases. However, make sure the design work meets federal standards, if necessary (depends on the type of funds you are seeking).

13. List the earliest year your project could start and the latest year it could start and still be beneficial; explain: (400 character limit)

In an ideal world, when would be the best year to fund your project (design and/or construction)? And, when is the very latest that it would still make sense to fund your project? There are situations where a project no longer makes sense if it does not occur within a certain time frame. We are trying to determine if we can make your project funding work within our programs.

Keep in mind that the federal-aid programs are typically already fully programmed at least four to five years out and our local COMPASS programs are only for the upcoming fiscal year. If RTAC prioritizes your project highly, we will do what we can to fund the project in the year requested, or as close as possible. If you need help managing expectations on possible timing of your project, please contact COMPASS staff.

PLANNING DOCUMENTS

14. Indicate whether this project conforms with a local or regional plan: If yes, list the plan. (300 character limit)

This information will provide the knowledge of how well thought-out the project is. If it is important to your jurisdiction, it should be a high priority and included in a

local or regional plan. However, some projects are really too small to be specifically included by name. If this is the case, it may still be “consistent with” the goals or concepts included in a plan. Provide references to those plans. Be sure to include the approval dates.

If it is available, you might even include that this project or concept has been included in the plan for many years.

MEASURING PROJECT SUCCESS

15. Select the performance measures that apply to this project: (These are examples only and not exhaustive.) Select **no more than five boxes** that represent your project. More details about performance measures can be found in the [Performance Measure \(TIP Achievement\) section of the TIP \(page 10\)](#).

CATEGORY	EXAMPLES (not limited to these)	
Maintenance	<ul style="list-style-type: none"> • Overlays or chip seals • Preventive maintenance on vehicles 	
Transportation Infrastructure	<ul style="list-style-type: none"> • Bridge repair or rebuild • Bus or van replacement • Increased bus service 	
Congestion Reduction/ System Reliability	<ul style="list-style-type: none"> • Add park and ride spaces • Increase vanpool service • Increase opportunities to walk and ride bicycles 	
Freight Movement and Economic Vitality	<ul style="list-style-type: none"> • Safety or capacity improvements to decrease congestion for freight 	
Transportation Safety	<ul style="list-style-type: none"> • Safety projects for autos, sidewalks, bicycle paths, or public transportation services or facilities (such as bus stops or transfer stations) 	
Environmental Sustainability	<ul style="list-style-type: none"> • Additional public transportation service • New sidewalks or pathways • Signalization improvements to improve traffic flow 	
Land Use	<ul style="list-style-type: none"> • Improve quality of living in downtown, major activity center, or infill areas 	
Housing	<ul style="list-style-type: none"> • Widen a congested road to increase access to employment opportunities 	
Community Infrastructure	<ul style="list-style-type: none"> • New sidewalks in urban areas 	
Health	<ul style="list-style-type: none"> • Add connectivity and accessibility option to parks, schools, grocery stores 	
Open Space	<ul style="list-style-type: none"> • New or improved connections or access to parks and pathway amenities or the greenbelt 	
Farmland	<ul style="list-style-type: none"> • Does not negatively impact farmland 	
Support	<ul style="list-style-type: none"> • Planning projects • Staff salary 	

CATEGORY	EXAMPLES (not limited to these)	
	<ul style="list-style-type: none"> • Technology improvements • Public transportation operations 	
Other		

This section helps tie your project to the *Communities in Motion 2040 2.0* (CIM 2040 2.0) performance measures. Your project should have ties to at least one of these categories in order to fit the intent of CIM 2040 2.0. Be sure to go to the link because more information is included than just the examples provided here. Limit your selections to the top five categories (or preferably fewer).

NOTE:

- **Attach no more than two map/sketch pages (required)**
 - Please ensure graphics make sense to someone not familiar with your project.
- **Attach no more than three one-page support letters (optional)**
- **Cover letters (optional) may not exceed one page**
- **Match commitment documentation for local non-federal funding (CIM Implementation Grant and Project Development Programs) is not due until the second round deadline on May 4, 2021.**

2022 COMPASS Funding Application

Phase II

Project Title:

Agency Name:

1. Select whether the scope of the project is local or regional in nature:

Place an X in the box that represents your project.

Local	<input type="checkbox"/>
Regional	<input type="checkbox"/>

Check one or the other, depending on the nature of the project. Local is within your own jurisdiction. Regional is a project that spans multiple jurisdictions.

2. Indicate which modes of transportation your project will include or connect with:

Place an X in the boxes that represent your project.

Mode	Primary (Focus)	Secondary
Automobile	<input type="checkbox"/>	<input type="checkbox"/>
Freight	<input type="checkbox"/>	<input type="checkbox"/>
Bicycle	<input type="checkbox"/>	<input type="checkbox"/>
Pedestrian	<input type="checkbox"/>	<input type="checkbox"/>
Public transportation	<input type="checkbox"/>	<input type="checkbox"/>
Other	<input type="checkbox"/>	<input type="checkbox"/>

These are the modes that will be accommodated by your project. Primary and secondary options are provided in case one mode is more or less of a focus than others. You could have one to two selections for primary (for example: bicycle and pedestrian).

3. Explain how the project will support or connect with the mode(s) selected in Question #2:

Provide proximity to public transportation or other existing transportation services. (1000 character limit)

With this answer you are explaining how and to what extent multiple modal connections are made. It helps you tell the story about the modal aspect of your project. Depending on proximity to a public transportation stop, a project may be

eligible for multiple funding sources. This information will also help COMPASS staff determine funding eligibility.

4. Describe how the COMPASS Complete Streets Policy is incorporated into this project: [\(COMPASS Complete Streets Policy\)](#) **(500 character limit)**

Please review the COMPASS Complete Streets Policy and explain how this project complies, in detail. If the project does not contain any aspects of the Complete Streets Policy, explain why not.

5. Explain how this project maintains or improves safety and security of the transportation system:

*Provide information on crashes or incidents at this location. In addition, list all applicable Crash Modification Factors (CMF) [\(Crash Modification Factor Clearinghouse\)](#). **(300 character limit)***

You have already described your project. Focus on safety and security in this section, especially related to crashes. Be sure to note the severity of crashes and the mode(s) affected. Especially provide information related to crashes that resulted in fatalities and severe injuries. Any details you can share will provide more of the background of this project and help others understand why it is important to your jurisdiction.

Also, list any Crash Modification Factors that apply to this project. At a minimum please include the CMF ID. This information will help you determine if your project is really making the impact you believe it will, based on how the same type of improvements affected other projects.

To use the Clearinghouse: Click on the CMF link above and enter a keyword describing your project's safety measure in the search box, such as "median," then click Search CMFs. Next, find the CMF that most closely matches your project and record the CMF ID, as well as the CMF value here. You may also choose to explain your choice of CMF or your reasoning if it shows an increase in crashes (anything with a value over 1.0). Contact Tevrin Fuller at COMPASS at 208-475-2237, or tfuller@compassidaho.org, if you need help using this site. He can walk you through the process!

6. Provide the current traffic volumes for your project area:

If available, include average daily traffic or a sample traffic count for weekday (Tuesday, Wednesday, or Thursday). Refer to the [COMPASS Traffic Count](#) web page (contains road, bicycle, and pedestrian counts) or contact COMPASS staff for assistance.

Mode	Volume/Time Period
Automobile	
Bicycle	
Pedestrian	

Please fill in the total counts and time period for each mode, as applicable. See next question for additional information.

7. Include an explanation of the method used to collect counts and the anticipated change in volume as a result of this project, if applicable: (800 character limit)

Regarding the answers in Question #6, how did you get these numbers? Examples: COMPASS reports on the website or special counts, hand count by city staff/volunteers, etc. This allows others to understand the accuracy of the counts, as well as the time period they were taken. If counts are older, explain if your staff would expect significant differences if the count were to occur today. Also elaborate on the changes your staff expects to see as a result of this project.

8. Explain how the facility is currently congested and how this project will mitigate the congestion issues, if applicable: Include as much data as possible. (800 character limit)

This section allows you to tell the rest of the story about congestion issues. Maybe there are factors very specific to this project that the application reviewers should know. For instance, is bicycle crossing traffic very high at a certain intersection? Or is truck traffic extreme due to manufacturing or distribution facilities within a half mile? Or is it the number two most congested intersection in the state, based on traffic counts? Or maybe congestion is prevalent at a specific time of day or even season? Are there medical needs (e.g., an emergency room nearby) that could be affected by congestion? *Contact COMPASS staff if further assistance is needed.*

9. Indicate if the project is located in an Environmental Justice (EJ) Consideration or Economically Distressed (ED) Area:

Place an X in the box that represents information shown in the map. (EJ/ED Info Map)

	Yes	No	Partial
EJ Minority Populations			
EJ Low Income			
Economically Distressed			

Please see the link to Environmental Justice and Economically Distressed areas map and information. Answer these questions based on the information provided on the map. Contact COMPASS staff if you need help navigating the map.

10. Provide explanation, if necessary, based on your answer to Question #9: (300 character limit)

You only need to provide details here if necessary. If you had to check the “partial” box, but the overwhelming majority was “yes,” explain that. If you have information about low income or economically distressed areas that is significantly

different than what the COMPASS map shows, please explain, and be sure to source the information. If you have nothing to add, insert "N/A."

11. If the COMPASS environmental suitability analysis identified potential environmental considerations in the project area, please explain:
[\(Environmental Considerations Map\)](#) (500 character limit)

Please review the COMPASS Environmental Considerations Map and answer accordingly. The map provides very detailed information about possible environmental issues in the vicinity of your project. If you know other information, please share that as well and document the source. Please contact COMPASS staff if you need help navigating the map.

12. (Optional) Provide any other relevant information regarding this project:

Other specific information is requested based on your project type. If you cannot tell the entire story about your project within the preceding questions, please return here and add content needed to complete your story. You do not need to repeat anything from Phase I or elsewhere in this application. (2000 character limit)

This section provides another opportunity to expand on the story of your project. If you have nothing more to add, insert "N/A." Or if you need even more room, continue the story in your cover letter (which is optional) and note that here. Just remember that the people ranking projects will be reading many applications. Keep the story as short as possible, while providing enough detail for someone who knows nothing of your project to understand why it is important to your jurisdiction (and the region as a whole).

Attachment Check List

Please include the following:

- Resolution, letter, or minutes of applicant's governing body approving the submittal of this application, including a commitment to provide necessary local match, the ability to cover cost overruns, and maintenance and/or operation of the project once complete.
- Project Estimating Worksheet ([Link](#))
- Idaho Transportation Department (ITD) forms - available online ([Link](#)):
 - 0414 – Sub-Awardee Reporting for the Federal Funding Accountability and Transparency Act (FFATA)
 - 1150 – Project Cost Summary Sheet
 - 2435 – Local Federal-Aid Project Request
- COMPASS Form FA100 – Summary of Federal Requirements ([Link](#))
- Maps, photos, or letters of support (only if additional to Phase I)

The next sets of questions pertain to specific project types.

Please fill out only the section that pertains to your project!

Roadway and Bridge Maintenance...	Page 13
Alternative Transportation.....	Page 14
Planning and Special Projects.....	Page 16

Roadway and Bridge Maintenance

13. Select the functional classification of the roadway segment on the 2025 Federal Functional Classification Map:

Place an X in the box that represents your project. ([Functional Classification Map](#))

Interstate	
Proposed Interstate	
Principal Arterial	
Proposed Principal Arterial	
Minor Arterial	
Proposed Minor Arterial	
Collector	

Please check the Functional Classification Map and select the proper classification accordingly. The linked map includes official federal functional classifications as reported by ITD; however, some arterials and collectors may not appear. If you need assistance, please contact COMPASS staff.

14. Provide the life cycle cost:

Include the expected life cycle cost of your project and briefly explain the method used. **(500 character limit)**

In addition to providing the life cycle cost, explain how your agency determines life cycle cost for a roadway or bridge. Include sources and links, if appropriate.

15. List the pavement condition index and/or bridge sufficiency rating:

Provide sources used to make your determination. ([LHTAC Interactive Bridge Map](#)) **(500 character limit)**

Provide the pavement condition index and/or bridge sufficiency rating, if applicable to your project. Include the source of the information and a brief explanation for the application reviewer to understand the method.

16. Indicate whether the project is located on a freight corridor identified in CIM 2040 2.0:

Place an X in the box that represents your project. ([Freight Corridors, page 6](#))

Yes	
No	
Partial	

Please review the link to freight corridors in CIM 2040 2.0 and select whether your project is on an identified freight corridor. If only part of the project is on a freight corridor, select "partial."

17. Explain if this project includes Intelligent Transportation System (ITS) improvements or modifications: (800 character limit)

(Treasure Valley Transportation System: Operations, Management and ITS Plan)

Please review the link to the ITS Plan to determine if this project is listed. Explain the priority of the project in the plan and how it will benefit the overall transportation system.

Alternative Transportation

18. Select the primary trip purposes for this project:

Place an X in the boxes that represent your project.

Nutrition/Groceries	<input type="checkbox"/>
Shopping	<input type="checkbox"/>
Health/Medical	<input type="checkbox"/>
Employment	<input type="checkbox"/>
Civic Engagement	<input type="checkbox"/>
Recreation	<input type="checkbox"/>
Education	<input type="checkbox"/>
Other: (140 character limit)	<input type="checkbox"/>

Please mark the primary trip purposes. Limit your selection(s) to those purposes that will be used most with the service or facility.

19. Indicate status of land acquisition:

Place an X in the box that represents your project.

Project does not need land purchase	<input type="checkbox"/>
Sponsor owns dedicated right-of-way for the project	<input type="checkbox"/>
Project requires land purchase	<input type="checkbox"/>
Project requires easements from individual land owners	<input type="checkbox"/>
Project requires agreements for right-of-way from a separate agency	<input type="checkbox"/>
Other: (140 character limit)	<input type="checkbox"/>

With this question, we are trying to determine where you are in the land acquisition process and what may be expected of the project, especially for time and budget. A

federal-aid project requires a right-of-way certificate. We are trying to determine the level of complexity to obtain the certificate.

20. If eligible for Transportation Alternative Program (TAP) funding, explain whether you have discussed this project with the LHTAC TAP Coordinator for suggestions about budget and timeline:

Please explain and provide dates of contact. (500 character limit)

LHTAC will manage all new local projects in the TAP program. (ITD will still manage projects located on the state system.) It is required that you receive input on your project, budget estimates, and timeline from LHTAC before you apply for a TAP-eligible project. We want to ensure the best possible information going into your project, and ensure you have budgeted enough funding and time for your project.

The LHTAC TAP Coordinator will cover the background of the project and point out possible budgetary issues or time constraints your project may encounter. The federal process is often more complicated than expected and may require additional processes, such as a cultural report, which will take extra time to complete.

Be sure to build time into your application schedule to review your project and budget with LHTAC staff.

21. PUBLIC TRANSPORTATION: Specify if the project seeks vehicle replacement and explain the strategy used to determine that a replacement is necessary (useful life, mileage, etc):

Is the project listed in Valley Regional Transit's Transit Asset Management Plan? (Contact Valley Regional Transit staff for information.) If not, is the asset listed in a local plan? Please identify the plan and page.

(255 character limit)

The intent is for all vehicle replacement projects to be vetted through a process where most needed vehicles are funded first, based on the service life of the vehicle, condition, and mileage. The Transit Asset Management Plan is posted online at www.valleyregionaltransit.org/about-us (under Resources). Please contact Valley Regional Transit at 208-258-7707 for additional information.

22. PUBLIC TRANSPORTATION: Identify aspects of this project that address customer service and mobility support:

Are there aspects of the project specific to meeting mobility goals and/or that address customer service shortfalls? (255 character limit)

Customer service is a major role for public transportation, but not always easy to explain within a project application. Please provide information regarding how the project addresses a customer service issue, if applicable. If you have nothing to add regarding customer service, please insert "N/A."

Planning and Special Projects

NOTE: The other questions that had been in this section were moved to the general section because they applied to all project categories.

23. Explain if the project is needed to meet or exceed federal requirements:

Provide an explanation to your answer, including if the project provides information or background for federally-required planning elements. Federal requirements can be found in the Code of Federal Regulations, sections 23 and 49.

(500 character limit)

This question is mainly for projects that COMPASS staff applies for to provide information/data for federally-required planning elements; however, it could apply to other agencies as well. The response should include a reference to federal code or guidance. If it does not apply to your project, please insert "N/A."

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Application Assistance Supplemental

FY2022-2028 COMPASS Application Guide

COMPASS Resource Development staff are available to assist members in seeking funding for unfunded projects that are listed in or that fall within focus areas included in the annual Resource Development Plan. Staff can assist members with applications for COMPASS and other programs, such as those managed by federal agencies, Idaho Transportation Department, the Local Highway Technical Assistance Council, and Valley Regional Transit, as well as foundations and other funding sources.

Types of assistance available upon request include:

- Finding funding sources to match projects
- Determining whether a project is eligible for a specific funding source
- Providing an outline of information needed to respond appropriately to application requirements
- Gathering statistical information to justify funding requests
- Writing all or portions of grant applications
- Reviewing a completed grant application to ensure all funder requirements are met
- Providing letters of support
- Providing other support as needed



Members are asked to notify staff whenever projects change or new project needs are identified, to ensure staff efforts match current needs.

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Ranking Supplemental

FY2022-2028 COMPASS Application Guide

COMPASS issues an annual Call for Projects seeking applications for those funding sources programmed through or managed by COMPASS. COMPASS members and other eligible entities submit Phase I and Phase II applications to get their transportation projects funded. The COMPASS Regional Transportation Advisory Committee (RTAC) is charged with ranking project applications received in response to the Calls for Projects. Highest-ranked projects are matched with each appropriate funding source until all available funds are programmed (budgeted). Federal-aid funds are programmed through the next five years (plus two years for preliminary development), while COMPASS funds are designated for projects for the following fiscal year only. RTAC, after agreeing on the final rankings and programming decisions, makes a recommendation to the COMPASS Board of Directors for final approval.

Paired Comparisons

Individual RTAC members rank each application eligible for:

1. Federal-aid funding
 - a. Surface Transportation Block Grant – Transportation Management Area (STBG-TMA for Boise Urbanized Area)
 - b. Transportation Alternatives Program – Transportation Management Area (TAP-TMA for Boise Urbanized Area)
 - c. Surface Transportation Block Grant – Urban (STBG-U for Nampa Urbanized Area)
2. COMPASS funds
 - a. *Communities in Motion* Implementation Grants
 - b. Project Development Program

Applications are ranked using the paired comparison method, which is completed online by individual RTAC members at their convenience.

The paired comparison process compares each project with each other project eligible for the same funding source. When deciding which of the two projects is “better,” RTAC members compare them based on predetermined selection criteria for each funding program, such as how the project helps achieve performance measure targets and how it meets the goals and vision of *Communities in Motion 2040 2.0*, the region’s long-range transportation plan.

A.	<u>3</u>	A/B	A/C	A/D	A/E	A/F
B.	<u>4</u>	B/C	B/D	B/E	B/F	
C.	<u>2</u>	C/D	C/E	C/F		
D.	<u>5</u>	D/E	D/F			
E.	<u>0</u>	E/F				
F.	<u>1</u>					

Each application’s rank is determined by the sum of the number of times it was selected over the projects it was compared against. A sample of paired comparison selections is shown above.

The following demonstrates the results of the initial comparisons and ranking of an individual RTAC member based on the example above; the “number of times selected” refers to the total number of times a project was chosen (circled) over another project.

Project Reference	No. of Times Selected	Rank
D.	5	1
B.	4	2
A.	3	3
C.	2	4
F.	1	5
E.	0	6

Once the deadline has passed for completing the paired comparisons, responses are compiled and projects are ranked based on the results. Information collected and compiled will resemble the following table, assuming six RTAC members provided comparisons (the number of RTAC members scheduled to complete the comparisons is normally closer to 35). **Red numbers** below represent the number of times each RTAC member selected that project over another project during the paired comparison process. Projects are ranked in order based on the total number of times they were selected over other projects, as demonstrated below.

Rank	Total # of Times Selected	Project Reference	RTAC Member #1	RTAC Member #2	RTAC Member #3	RTAC Member #4	RTAC Member #5	RTAC Member #6
1	20	B.	4	0	6	1	5	4
2	19	D.	5	0	3	2	5	4
3	16	A.	3	6	2	0	1	4
4	15	C.	2	3	1	5	1	3
5	12	F.	1	5	1	5	0	0
6	8	E.	0	1	2	2	3	0

Once projects are ranked, COMPASS presents the initial ranking results to RTAC for review and discussion and to break any ties. Final ranking recommendations are made to the COMPASS Board of Directors after the results are discussed and agreed upon. A similar discussion and consensus occurs prior to RTAC providing a recommendation to the COMPASS Board of Directors for programming of funding.

Paired Comparison Grouping

The number of comparisons grows exponentially as more applications are added to the list. Therefore, COMPASS staff divides the comparisons into groups by funding source to ease the efforts of RTAC members. If a project is eligible for multiple funding sources, that project is included in each applicable group. This process results in multiple sets of rankings, one for each funding source.

Paired Comparison Tools

COMPASS staff provides RTAC with a summary sheet (matrix) that provides an “at-a-glance” view of information included in each funding application to assist in the paired comparison process. Links to the full applications are also provided to ensure all the information needed to make informed decisions is readily available.

The online tool currently used to collect paired comparison selections is SurveyMonkey. RTAC members are given a window of one to two weeks to complete their comparisons before the online opportunity closes. Written comparison selections may be accepted, if requested. If an agency has multiple votes at RTAC (based on the population of their jurisdiction), an RTAC member from the agency may request that the one vote submitted be duplicated for the remaining votes the agency is allowed.

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Federal Funding Sources Supplemental

FY2022-2028 COMPASS Application Guide

COMPASS manages three federal funding programs:

- **STBG-TMA:** Surface Transportation Block Group program - Transportation Management Area (Boise Urbanized Area)
- **TAP-TMA:** Transportation Alternatives Program – Transportation Management Area (Boise Urbanized Area)
- **STBG-Urban:** Surface Transportation Block Group program – Urban (Nampa Urbanized Area)

Following are the estimated amounts anticipated to be available per year and per funding category (see the “**Funding Policy Supplemental**”) for these programs in the FY2022-2028 application cycle:

These *estimates* of available funds, based on preliminary budget assumptions, are made available to provide realistic expectations regarding funding; however, many changes could occur in funding levels that are currently unknown. The only funding available is currently expected in Preliminary Development (PD):

Program	PD ¹
STBG-TMA² Roadway Maintenance	\$0
STBG-TMA³ Alternative Transportation Maintenance	\$1,441,000
STBG-TMA³ Studies/Special Projects	\$288,000
TAP-TMA	\$443,000
STBG-U^{3,4} Roadway Maintenance	\$1,443,000
STBG-U^{3,4} Alternative Transportation Maintenance	\$264,000
STBG-U^{3,4} Studies/Special Projects	\$53,000

¹PD=Preliminary Development (funds may be spent on project design; construction is planned beyond FY2026)

²STP-TMA - Roadway Maintenance is provided to the Ada County Highway District as the only roadway jurisdiction in the Boise Urbanized Area. Funds are programmed for roadway maintenance per policy. (See “**Funding Policies and Procedures Supplemental**”)

³ See “**Funding Policies and Procedures Supplemental**”

⁴Assumes projects currently scheduled in preliminary development (PD) are able to advance to a funded year. These funds are shared by small urban areas statewide with no specific allocation to an individual area. Design will be scheduled for new projects as early as funds are available, but construction will remain in PD until the concept report is approved and funds are available in a program year. Funds are extremely limited.

The COMPASS planning area includes all of Ada and Canyon Counties, including rural and urbanized areas. See the COMPASS MPO (Metropolitan Planning Organization) Planning Area Map (attached) for locations of the urbanized areas.

Links to Federal Guidance

[Surface Transportation Block Group](#)¹ (formerly known as Surface Transportation Program)

[Transportation Alternatives Program](#)² (known as Surface Transportation Block Group Set Aside or Transportation Alternatives, in federal documents)

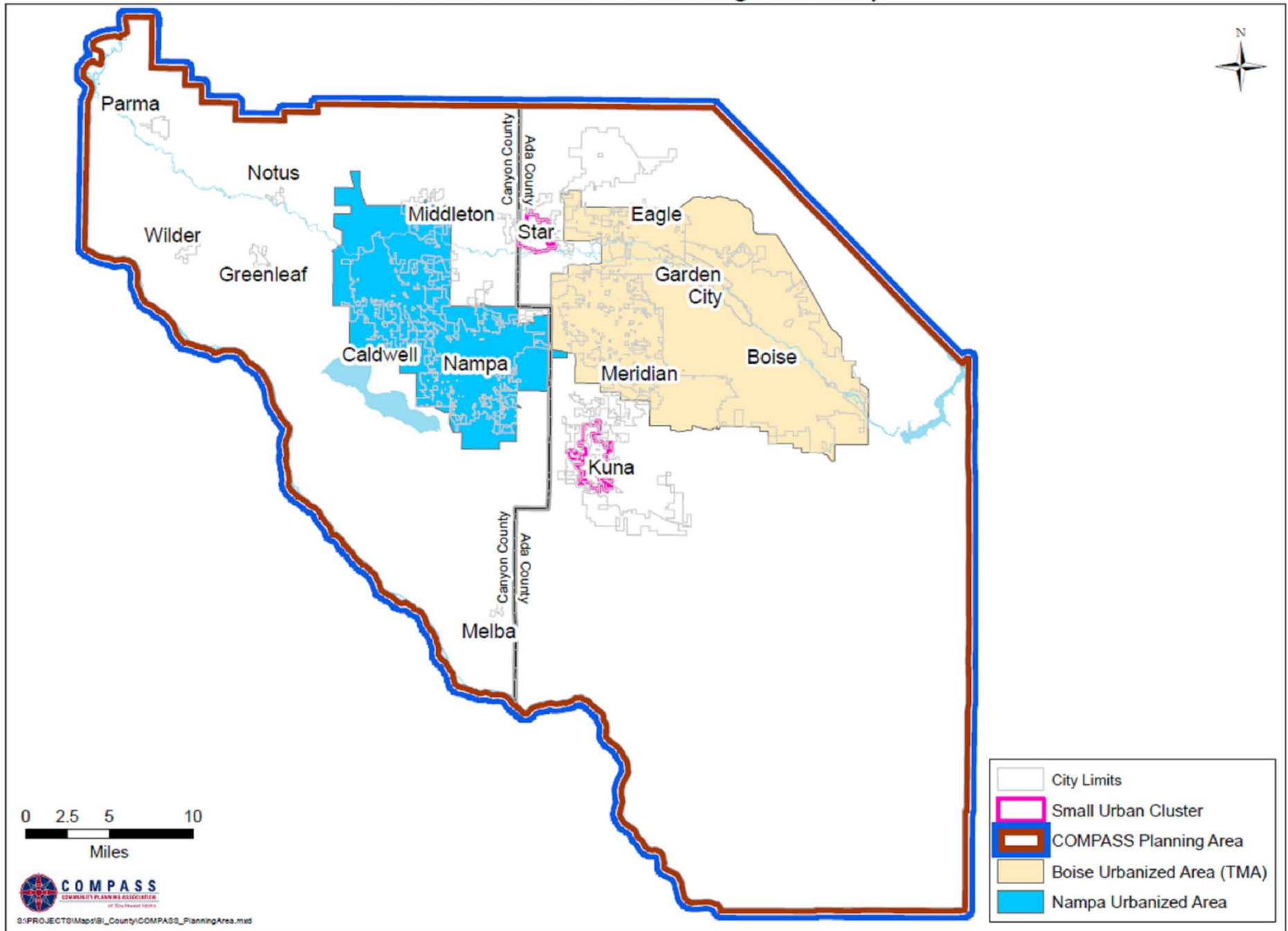
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¹ STP Federal Guidance - <https://www.fhwa.dot.gov/specialfunding/stp/>

² TAP Federal Guidance -

https://www.fhwa.dot.gov/environment/transportation_alternatives/guidance/guidance_2016.cfm

COMPASS MPO Planning Area Map



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Funding Policy and Procedures Supplemental

FY2022-2028 COMPASS Application Guide

Several policies affect how funding is allocated once applications are ranked. These policies should be considered as an agency is developing its applications.

Federal-Aid Funding Policy

On October 23, 2017, the COMPASS Board of Directors approved a funding policy for *Communities in Motion 2040 2.0*, the regional long-range transportation plan for Ada and Canyon Counties:

Use federal funds to maintain the existing transportation system and to strategically address regional priorities as identified in the regional long-range transportation plan.

The policy went into effect when *Communities in Motion 2040 2.0* was adopted on December 17, 2018.

The Surface Transportation Block Grant program (STBG) funding policy was originally adopted by the COMPASS Board of Directors in July 2014 as part of *Communities in Motion 2040*, the previous long-range transportation plan. This policy directs STBG funding in the Boise and Nampa Urbanized Areas¹ (see map in the **"Federal Funding Sources Supplemental"**) to be programmed (budgeted) as follows:

Specific "off-the-top" funds for each urbanized area:

- \$220,000 for Ada County Highway District's (ACHD's) Commuteride program in the Boise Urbanized Area and \$55,000 in the Nampa Urbanized Area
- \$232,000 for COMPASS planning in the Boise Urbanized Area and \$99,000 in the Nampa Urbanized Area

Percentage splits of remaining funding:

- 82% for roadway maintenance projects (also includes bridges and intelligent transportation systems)
- 15% for public or alternative (non-motorized alternatives such as bicycle and pedestrian) transportation maintenance projects
- Up to 3% for planning or special projects

The funding split will be calculated as a five-year rolling average to allow flexibility for a larger project in any of the categories to move forward and still remain consistent with the policy. An illustration of these percentage splits using the approximate amount of local STBG funding available, based on FY2021 estimated funding levels, is provided below (amounts include required local match):

¹ STP-Rural funding is managed by the Local Highway Technical Assistance Council, and must follow their funding policies.

	Approximate Funds per Year	Commuteride and COMPASS	Roadway Maintenance (82%)	Public or Alternative Transportation Maintenance (15%)	Studies/ Special Projects (3%)
Boise Urbanized Area	\$10,887,000	\$220,000 \$232,000	\$8,557,000	\$1,565,000	\$313,000
Nampa Urbanized Area	\$1,914,000	\$55,000 \$99,000	\$1,443,000	\$264,000	\$53,000

Programs are often fully programmed for the next five years, so new projects are typically placed in Preliminary Development.

Maintenance for roadways includes preservation and restoration work that does not widen the road with more traffic lanes.

In the Boise Urbanized Area, roadway maintenance funds are set aside for ACHD's maintenance program. In the Nampa Urbanized Area, the roadway maintenance funds are distributed on a five-year rolling average among five highway agencies – Canyon Highway District No. 4, City of Caldwell, City of Nampa, City of Middleton, and Nampa Highway District No. 1 – based on needs cooperatively agreed upon by these agencies.

Maintenance for public/alternative transportation includes repairing and replacing existing vehicles, equipment, or facilities needed to operate the existing system.

Safe Routes to Schools coordination is a top priority for the area. The Transportation Alternatives Program (TAP) specifically includes funding for this coordination. The COMPASS Board of Directors allocates TAP funds in the Boise Urbanized Area and determines TAP priorities for the Nampa Urbanized Area, but TAP funds are not allocated through this policy. Additional resources for Safe Routes to Schools can be applied for through the STBG's Special Projects category.

Bike lanes and sidewalks can be included as projects under the roadway, public/alternative transportation, and/or studies/special projects categories, depending on the nature of the project.

Deadline for Obligation of Federal Funds

The deadline for obligation of funding (any phase) is March 1 of the fiscal year for federal funding. A project is considered "obligated" when all necessary paperwork, payments, and/or agreements are reviewed, signed, and approved by the federal agency.

On August 17, 2015, the COMPASS Board of Directors approved the deadline of March 1 for obligations of projects in programs managed by COMPASS:

- Surface Transportation Block Group program - Transportation Management Area (Boise Urbanized Area)

- Transportation Alternatives Program – Transportation Management Area (Boise Urbanized Area)
- Surface Transportation Block Group program – Urban (Nampa Urbanized Area)

The Idaho Transportation Department (ITD) “sweeps” unobligated funds in Federal Highway Administration programs near the end of the fiscal year and reprograms those funds to other projects to ensure the state does not lose federal funding.

If a project is unable to be fully obligated by the March 1 deadline, the project sponsor may apply for an extension from the COMPASS Board of Directors. However, there is no guarantee that an extension will be granted.

In addition to the COMPASS obligation deadline of March 1, the following deadlines were established by ITD. These dates apply to all projects, even if granted an extension to the COMPASS March 1 deadline.

- July 1: Deadline for design and right-of-way funds
 - Design:
 - State/local agreement for design
 - Check for required/agreed local match
 - Right-of-way/land acquisition:
 - Design
 - Environmental approval
 - Right-of-way plans
- August 1: Deadline for construction and utility funds
 - Plans, specifications, and engineer’s estimate package
 - State/local agreement for construction
 - Check for required/agreed local match

Formal Policies

The COMPASS Board of Directors adopted several policies to guide COMPASS staff and the Regional Transportation Advisory Committee in project selection and program balancing recommendations. These policies are available [online](#)² (under Regional Transportation Improvement Program):

- Balancing Surface Transportation Program (STP) and Transportation Alternative Program (TAP) Funds
- COMPASS Regional Transportation Improvement Program (TIP) Amendments
- Transportation Management Area (TMA) Funding Eligibility Policy
- Transportation Alternatives Program – Transportation Management Area (TAP-TMA) Program Eligibility

Policies are updated throughout the year. The most up-to-date version of each can be found at the link above.

² Resource Development and Funding webpage: <https://www.compassidaho.org/prodserv/resourcedev.html>

Internal Procedures

The COMPASS Executive Director approved procedures to provide clarity and guidance to COMPASS staff and member agency staff regarding day-to-day processes. The following procedures are available [online](#)³ (under Regional Transportation Improvement Program):

- COMPASS Procedure for TIP Amendments/Modifications
- COMPASS Procedure for March 1 Deadline for Obligation of Local Federal-Aid Projects
- COMPASS Procedure for Resource Development Plan
- COMPASS Procedure for Project Development Program
- COMPASS Procedure for *Communities in Motion* Implementation Grant Program

Procedures are updated throughout the year. The most up-to-date version of each can be found at the link above.

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³ Resource Development and Funding webpage: <https://www.compassidaho.org/prodserv/resourcedev.html>

RTAC AGENDA ITEM IV-D

Date: July 22, 2020

Topic: Amendment to the FY2020-2026 Regional Transportation Improvement Program (TIP)

Request/Recommendation:

COMPASS staff seeks Regional Transportation Advisory Committee recommendation of COMPASS Board of Directors' adoption of Resolution X-2020 amending the FY2020-2026 TIP.

Background/Summary:

COMPASS Policy 2020-01, COMPASS Regional Transportation Improvement Program (TIP) Amendments and Board Administrative Modifications, requires COMPASS Board of Directors' approval under the following situations and public involvement on the marked criteria:

No.	Criteria	Public Involvement
1	Add new project	X
2	Remove project	X
3	Significant change to project termini or scope	X
4	Change that affects air quality conformity demonstration	X
5	Advance or delay funds across fiscal years outside the first four years of the program	
6	Transfer funding from the Federal Highway Administration (FHWA) to the Federal Transit Administration (FTA) or vice versa	
7	Increase in project cost, if project total increases > 30% (minimum change > \$50,000 for local projects or \$500,000 for state projects) or \$2,000,000, whichever is less.	
8	Conversion of funds from local to federal using limitations in #7	

A summary of the actions in the amendment is provided below, including a reference to the criteria number requiring an amendment from the table above. Financial details are provided in the resolution.

- The City of Nampa proposes to increase funding for the Lone Star Road and Middleton Road intersection improvement project to cover the final engineer's estimate. The city will cover an average of \$1,135,643 with local funds (TIP amendment criteria #7).

Public comment on this change is not required.

COMPASS staff will seek COMPASS Board of Directors adoption of Resolution X-2020 in their August 17, 2020, meeting.

Implication (policy and/or financial):

This amendment increases funding for one project in the FY2020-2026 TIP to allow full obligation of funding programs.

More Information:

- 1) Attachment 1: Resolution X-2020
- 2) For detailed information contact: Toni Tisdale, Principal Planner, at 208/475-2238 or ttisdale@compassidaho.org.

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RESOLUTION NO. X-2020

**FOR THE PURPOSE OF AMENDING THE FY2020-2026
REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM**

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

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

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

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

WHEREAS, no public comment is necessary for this action;

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

WHEREAS, the Community Planning Association of Southwest Idaho developed this amendment to the FY2020-2026 Regional Transportation Improvement Program in compliance with all applicable state and federal regulations; and

WHEREAS, the attached table details the amendment to FY2020-2026 Regional Transportation Improvement Program.

NOW, THEREFORE, BE IT RESOLVED, that the Community Planning Association of Southwest Idaho's Board of Directors approves the amendment to the FY2020-2026 Regional Transportation Improvement Program.

ADOPTED this 17th day of August 2020.

By: _____
**Elaine Clegg, Chair
Community Planning Association
of Southwest Idaho Board of Directors**

ATTEST:

By: _____
Matthew J. Stoll, Executive Director
Community Planning Association
of Southwest Idaho

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COMPASS Amendment #5 for the
FY2020-2026 Regional Transportation Improvement Program (TIP)

City of Nampa, July 2020

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PC	RW	UT	CE	CN	SUM
20613	Lone Star Road and Middleton Road, Intersection Improvements, Nampa	2020	5				216 <u>294</u>	1069 <u>991</u>	1290
	Funding Source: HSIP (Local)	2021							0
	Install a traffic signal and sidewalk at the intersection of Lone Star Road and Middleton Road in the City of Nampa (Federal = \$1,195,000) Increase CE by \$77,718 and decrease CN by \$77,718 to cover cost increase based on final engineer's estimate.	2022							0
		2023							0
		2024							0
		2025							0
		SUM		5	0	0	0	216 <u>294</u>	1069 <u>991</u>
20613	Lone Star Road and Middleton Road, Intersection Improvements, Nampa	2020						ϕ <u>1136</u>	ϕ <u>1136</u>
	Funding Source: Local Participating	2021							0
	Same as above. (Federal = \$0) Increase CN by \$1,135,643 to cover cost increase based on final engineer's estimate. Previous obligations = \$230,000 Total project cost = \$2,655,920 74.71 % overall increase	2022							0
		2023							0
		2024							0
		2025							0
		SUM		0	0	0	0	0	ϕ <u>1136</u>

CE = Construction Engineering
CN = Construction
FY = Fiscal Year
HSIP = Highway Safety Improvement Program
PE = Preliminary Engineering

PC = Preliminary Engineering Consultant
RW = Right-of-Way
SH = State Highway
UT = Utilities

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TOPIC: COVID-19 Resiliency Action Plan and the
Transportation Development Plan (TDP)

DATE: July 10, 2020

STAFF MEMBER: Stephen Hunt

Summary:

Valley Regional Transit was on track to adopt its first Five-year Transportation Development Plan (TDP) in October 2020. The TDP is a tool to guide programming the various streams of revenue supporting the region’s public transportation services and supports. VRT staff paused the TDP process in March based on the unprecedented COVID-19 crisis. Staff pivoted their work under the TDP to respond to the COVID-19 crisis with a COVID-19 Resiliency Action Plan and TDP

In early April, VRT executed a federal grant through the 2020 Coronavirus Aid, Relief and Economic Security Act (CARES Act) for \$12.8 million allocated to the Boise Urbanized Area, and \$7.4 million for the Nampa Urbanized Area. The funds are available “at a 100-percent federal share, with no local match required, and will be available to support capital, operating, and other expenses generally eligible under those programs to prevent, prepare for, and respond to COVID-19.”

In June, the VRT Board approved the following financial priorities for the CARES Act, formula grants and local contributions. These priorities are intended to align all public transportation resources so VRT comes out of the crisis with the strongest footing possible.

Direct Response: Cover expenses or lost revenue directly related to COVID-19

Resiliency: Invest in projects that improve response and recovery during the current pandemic and future disruptions.

Strategic Direction: Carry out the strategic investments/direction established prior to COVID-19

Using these priorities as a guide, VRT is drafting a multi-year plan that minimizes the impact of COVID-19 and supports the communities we serve at this time of crisis. VRT staff is using inputs from the FY2021 pre-COVID-19 projected baseline expenses, the projected federal and local revenues, and CARES Act funding to develop and analyze different investment impacts. This analyses require VRT evaluate how all revenue streams can work together over the next several years to achieve the desired outcome.

In order to illustrate the impact of these funding guidelines and prioritization, VRT staff has prepared the following summaries:

Table 1 below outlines the expected financial impacts of the pandemic and funding priorities. Note there are undefined expenses shown in Table 1. VRT will continue to identify the best use of these resources according to the funding priorities of Direct Response, Resiliency, and Strategic Direction. Table 2 provides a brief explanation of the types of projects considered in each category.

Figure 1 illustrates how these investments could happen over time and impact VRT's five-year Transportation Development Plan.

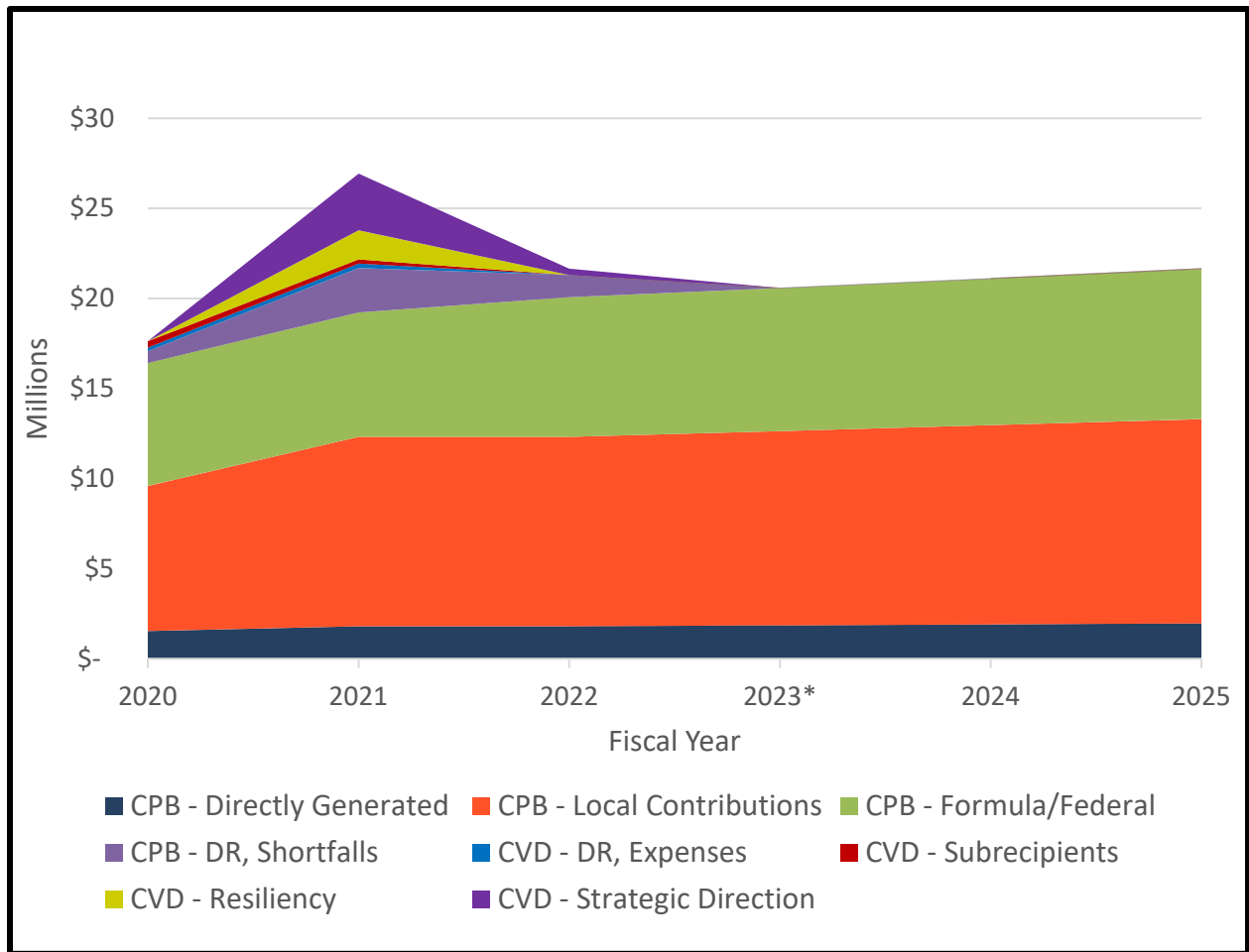
Table 1: Expected CARES Expenses by Guiding Principle Category

Funding Category	FY20-FY22
Direct Response	\$5,389,000
Revenue Shortfalls	\$4,353,000
Response Expenses	\$445,000
Sub-recipients	\$592,000
Resiliency	\$1,610,000
Planning	\$225,000
Technology	\$1,385,000
Strategic Direction	\$3,500,000
Service	\$700,000
Capital	\$2,800,000
Total	\$10,499,000
Undefined	\$9,801,000

Table 2: Illustrative Projects

Funding Category	Illustrative Expenses
Direct Response	<i>Maintain operations of existing system.</i>
Revenue Shortfalls	Local revenue shortfalls from fares, advertising and local contributions
Response Expenses	Cleaning, driver barriers/shields, healthcare, family leave, and marketing efforts to restore ridership
Sub-recipients	Funding to mitigate COVID impacts of sub-recipient transportation providers
Resiliency	<i>Respond and recover to disruptions.</i>
Planning Projects	Research projects focused on assessing COVID-19 impacts on transit and regional transportation trends.
Technology	Hardware and software purchases that improve route management, fare collection and fare payment systems.
Strategic Direction	<i>Support goals for service, asset maintenance and comprehensive growth.</i>
Service & Capital	Facility improvements necessary to continue existing services and service expansion.

Figure 1: Draft Expenses FY2020-FY2025



5 YR TDP by Guiding Principles		FY20	FY21	FY22	FY23	FY24	FY25	Total
DR	CPB - DR, Shortfalls	\$657,000	\$2,464,000	\$1,232,000	\$0	\$0	\$0	\$4,353,000
DR	CVD - DR, Expenses	\$193,000	\$252,000	\$0	\$0	\$0	\$0	\$445,000
DR	CVD - Subrecipients	\$360,000	\$231,000	\$0	\$0	\$0	\$0	\$591,000
RS	CVD - Resiliency	\$0	\$1,610,000	\$0	\$0	\$0	\$0	\$1,610,000
SD	CVD - Strategic Direction	\$0	\$3,150,000	\$350,000	\$0	\$0	\$0	\$3,500,000
		\$1,210,000	\$7,707,000	\$1,582,000	\$0	\$0	\$0	\$10,499,000

DR, Direct Response: Primarily base budget expenses for existing system, and health, sanitation, and administrative expenses directly related to COVID-19.
RS, Resiliency: Primarily projects that support response and recovery from current future economic, environmental, or public health disruptions.
SD, Strategic Direction: Primarily projects that address goals as set forth in existing long range plans to grow an efficient fixed route system, maintain assets, and support comprehensive growth in the region.

These guidelines provide necessary direction to VRT staff, funding partners and service providers. The prioritization directs resources to the most important tasks while being sufficiently flexible to respond to stakeholder needs as they develop FY 2021 budgets.

More Information:

For detailed information contact: Stephen Hunt, Development Director, shunt@valleyregionaltransit.org.

RTAC AGENDA ITEM V-B

Date: July 22, 2020

Topic: Initial “Where do we grow from here?” Survey Results

Request/Recommendation:

This is a discussion item only.

Summary:

COMPASS conducted the second in a series of four public surveys to inform *Communities in Motion 2050* (CIM 2050) June 1 – July 11, 2020. That survey, developed with input from RTAC, the Public Participation Workgroup, and the COMPASS Board of Directors, focused on three topics: regional values, “what if” growth and transportation scenarios, and strategies to implement those scenarios. Survey results will be used to inform CIM 2050 goals and objectives, the CIM 2050 Vision (the “preferred growth and transportation scenario” for the plan), and CIM 2050 implementation strategies and policies.

A total of 3,145 people participated in the online survey. Initial survey results are attached and will be shared in the RTAC meeting. COMPASS staff are beginning to analyze the results, including cross tabulating answers from different questions, to identify demographic, geographic, and other nuances and trends. Carl Miller will bring this more in-depth analysis to RTAC for review and discussion in August 2020.

With input from RTAC and the Demographic Advisory Workgroup, the survey results will be used to develop an initial CIM 2050 Vision. Next steps for CIM 2050 that relate directly to outputs from the survey include:

- August 2020
 - Review detailed survey results (RTAC)
- September 2020
 - Review draft CIM 2050 Vision (RTAC)
 - Review draft CIM 2050 goals and objectives (RTAC)
- October 2020
 - Review detailed survey results/draft CIM 2050 Vision (Board of Directors)
 - Review draft CIM 2050 goals and objectives (Board of Directors)
- November 2020
 - Recommend CIM 2050 goals and objectives to COMPASS Board of Directors (RTAC)
- December 2020
 - Approve CIM 2050 goals and objectives (Board of Directors)
- March 2021
 - Recommend CIM 2050 Vision to COMPASS Board of Directors (RTAC)
 - Will include additional specific transportation needs, following a survey on high capacity transit in early 2021
- April 2021
 - Approve CIM 2050 Vision (Board of Directors)

More Information:

- 1) Attachment: Survey results
- 2) For questions contact Amy Luft at 208/475-2229 or aluft@compassidaho.org.

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Where do we grow from here?

Survey Results

Survey Dates: June 1 – July 11, 2020



Total survey participants: 3,145

Total survey data points: 81,323

Total comments via survey: 2,706

Additional comments received: 3

Values

Instructions: Order your top five values above the line.

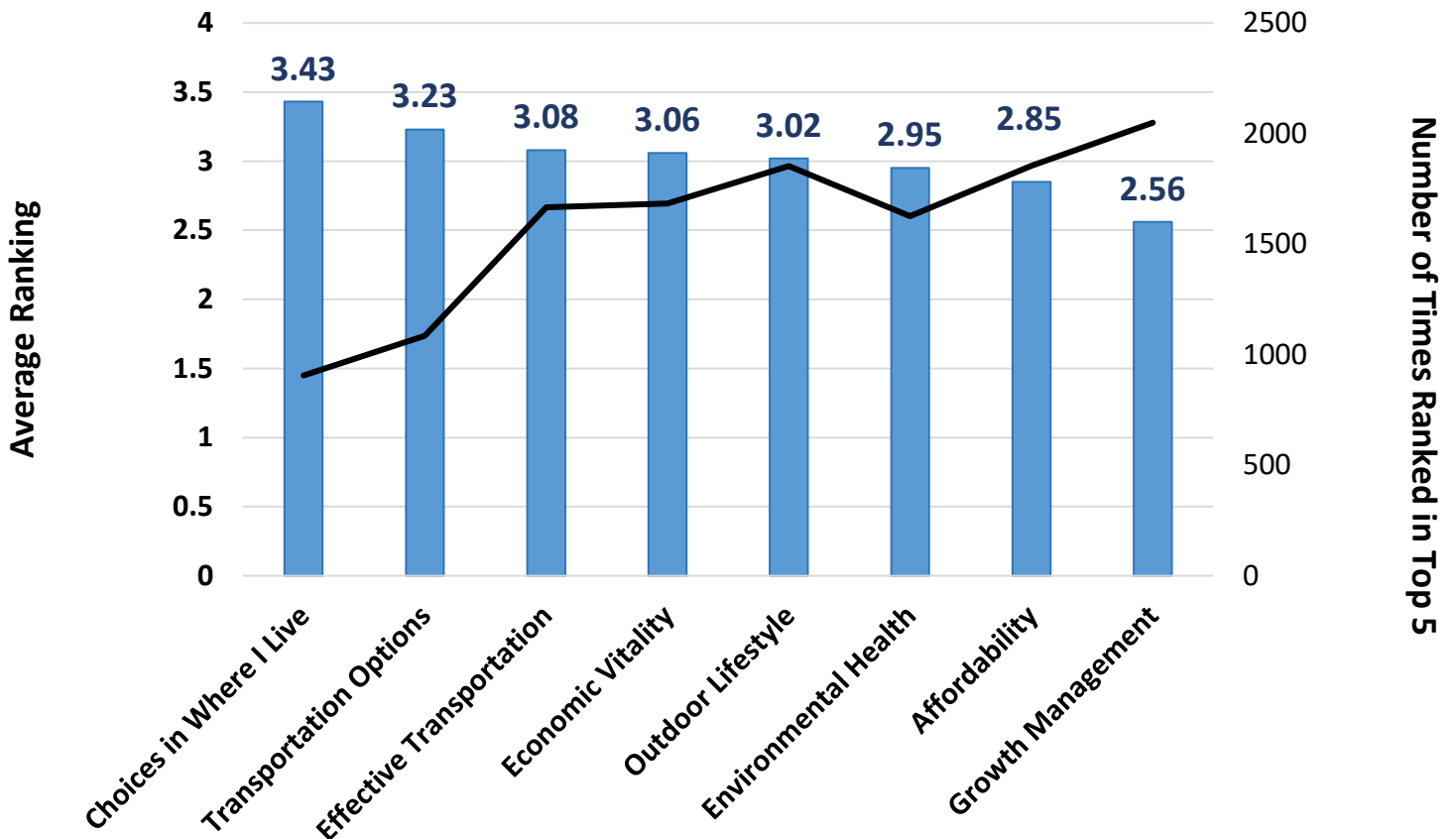
(n = 3,139)

Value Ranking In Order

Value	Rank Order	Average Ranking (Lower Score = Higher Ranking)	Number of Times Ranked in Top 5
Growth management	1	2.56	2,049
Affordability	2	2.85	1,855
Environmental Health	3	2.95	1,626
Outdoor Lifestyle	4	3.02	1,853
Economic Vitality	5	3.06	1,684
Effective Transportation	6	3.08	1,666
Transportation Options	7	3.23	1,085
Choices in where I live	8	3.43	906

Value Rankings

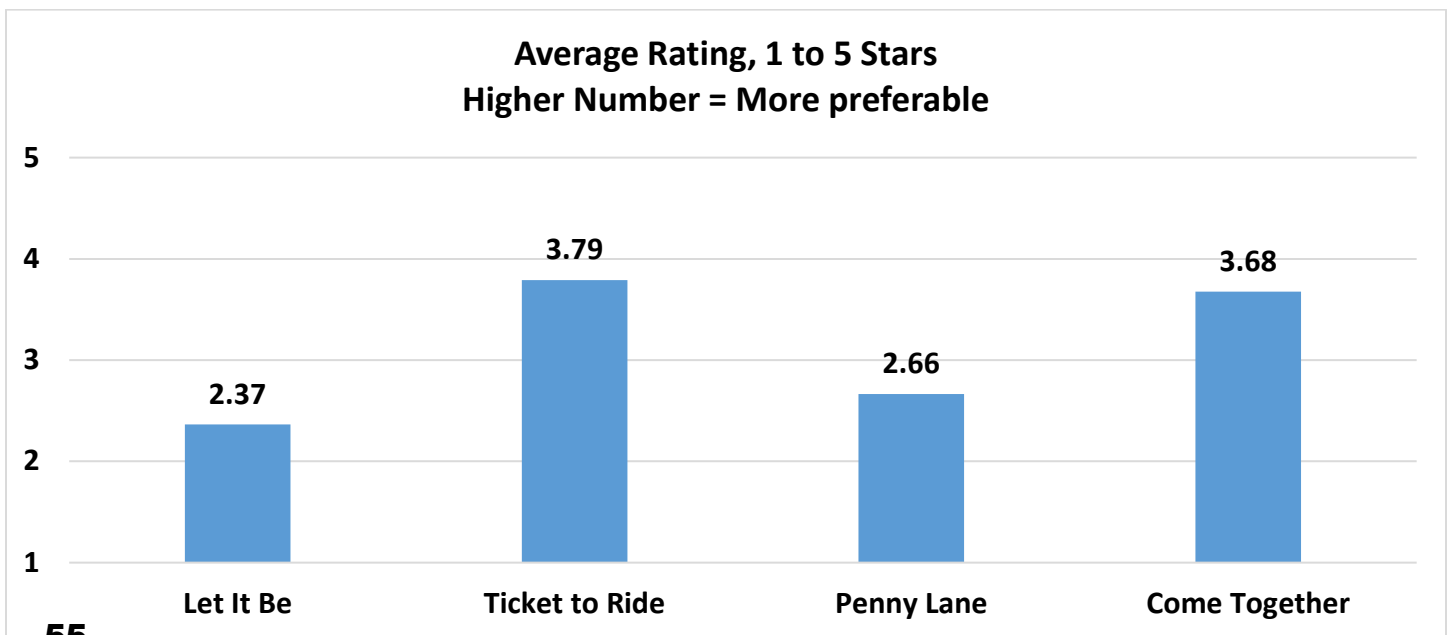
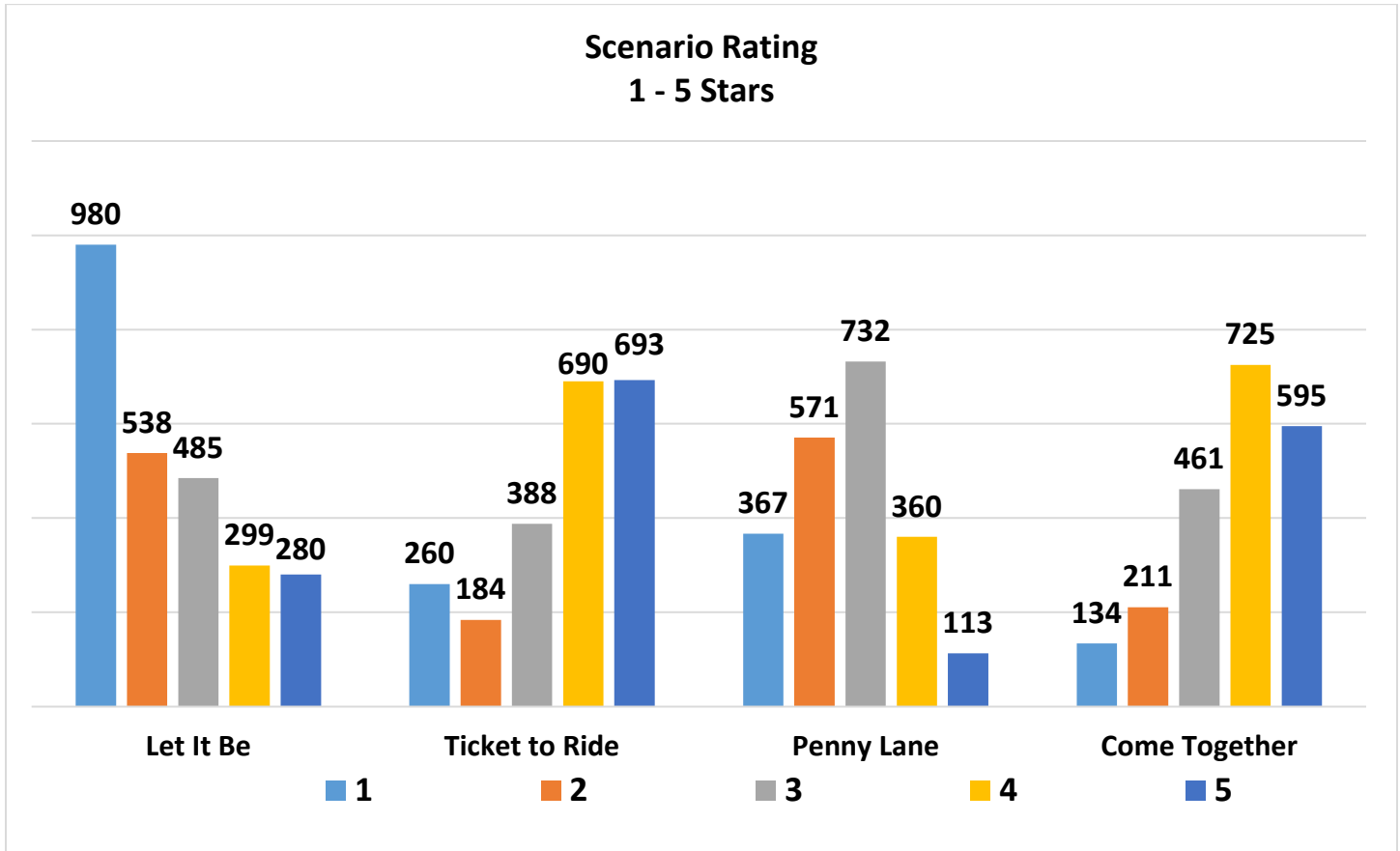
Lower Average Score = Higher Ranking



Future Scenarios

Instructions: Rate each scenario on a scale of 1 to 5 stars
(1 star = less preferable; 5 stars = more preferable)

(n = 2,579)

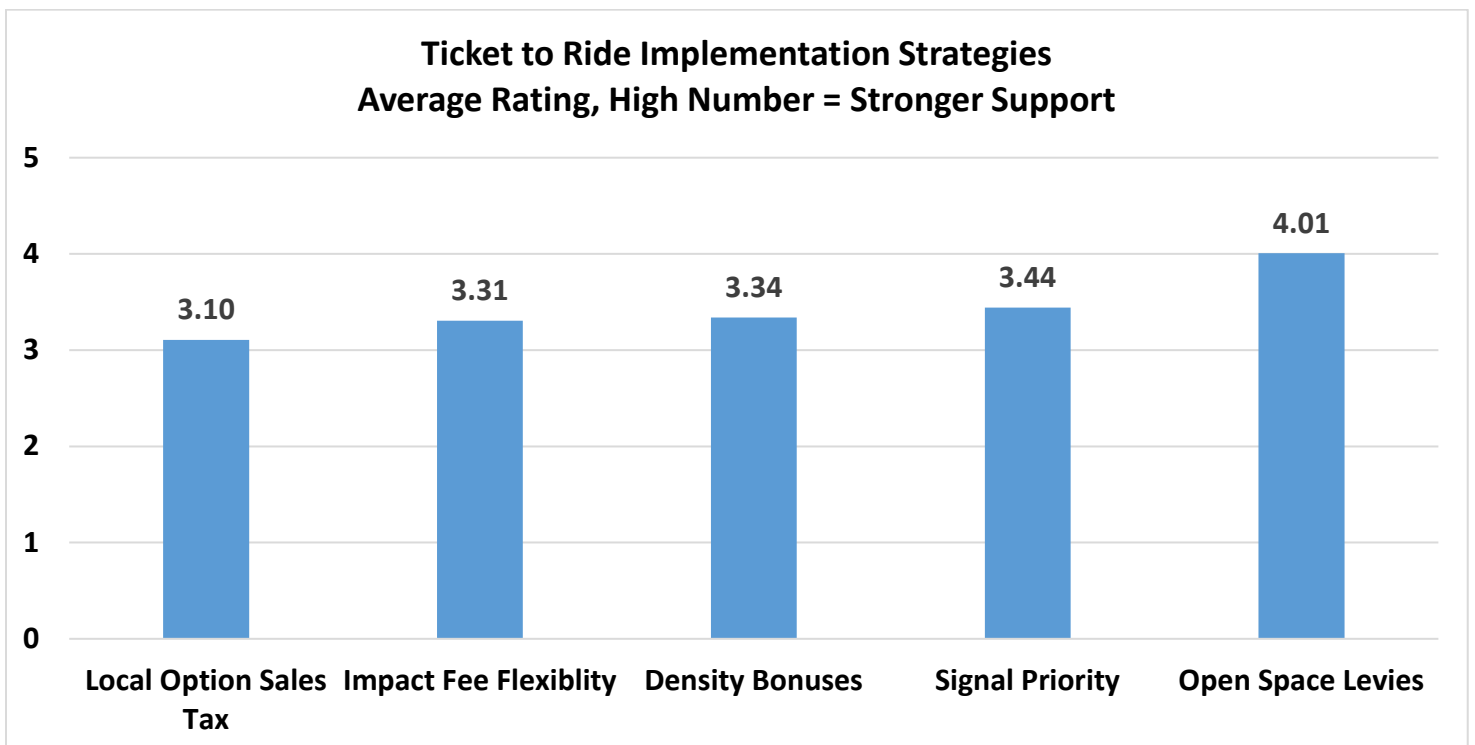
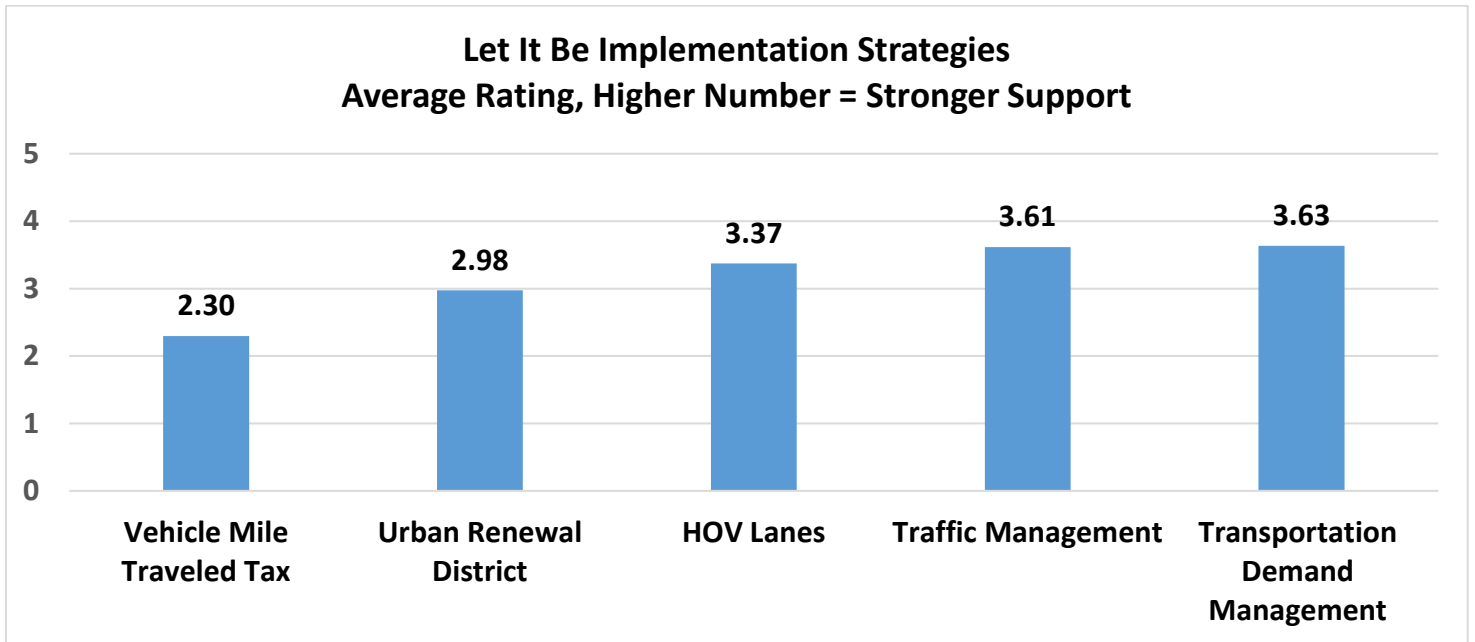


Implementation Strategies

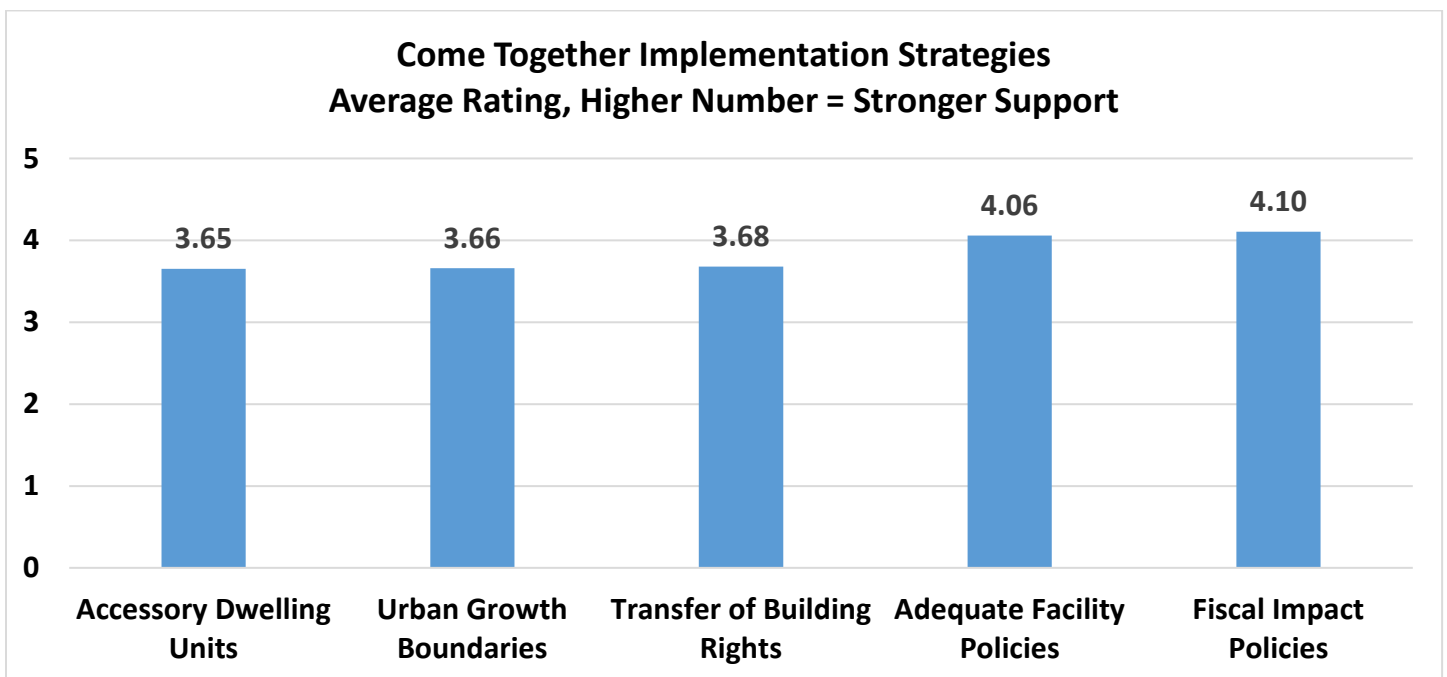
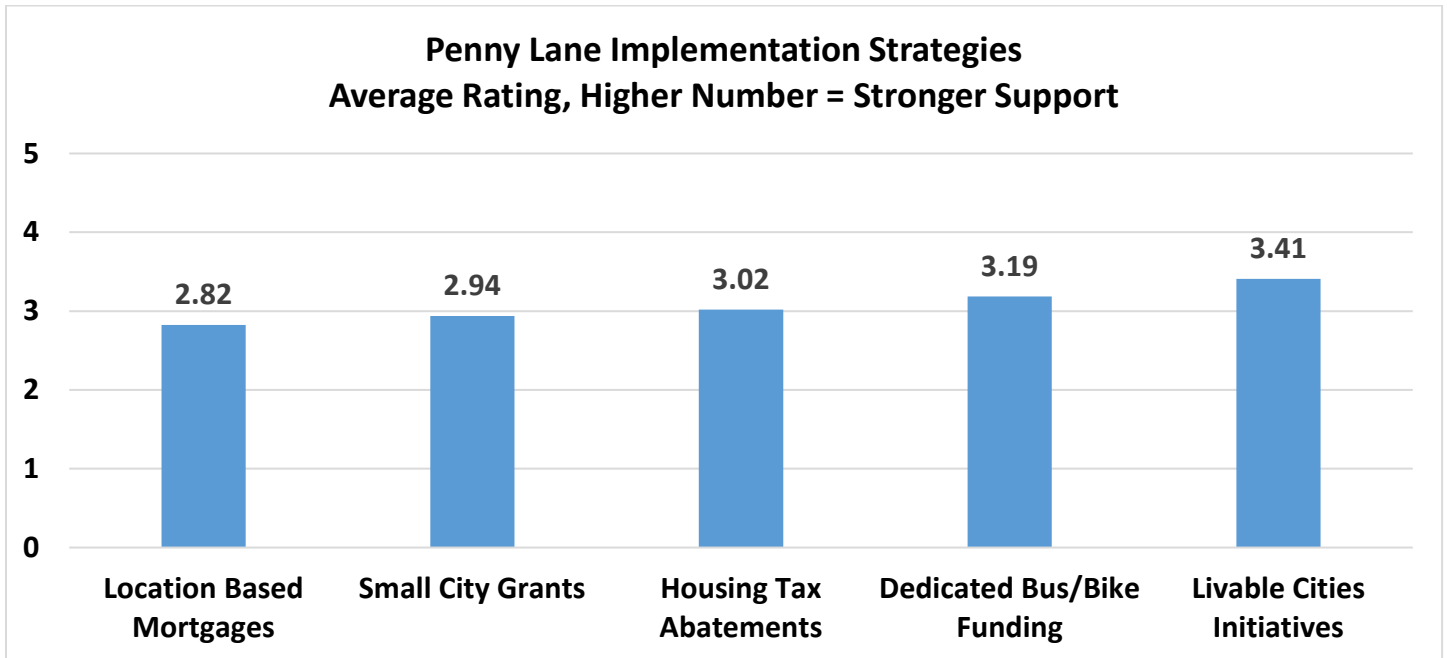
Instructions: Rate each Implementation Strategy on a scale of 1 to 5 stars.

(1 star = do not support; 5 stars = strongly support)

(n = 2,560)

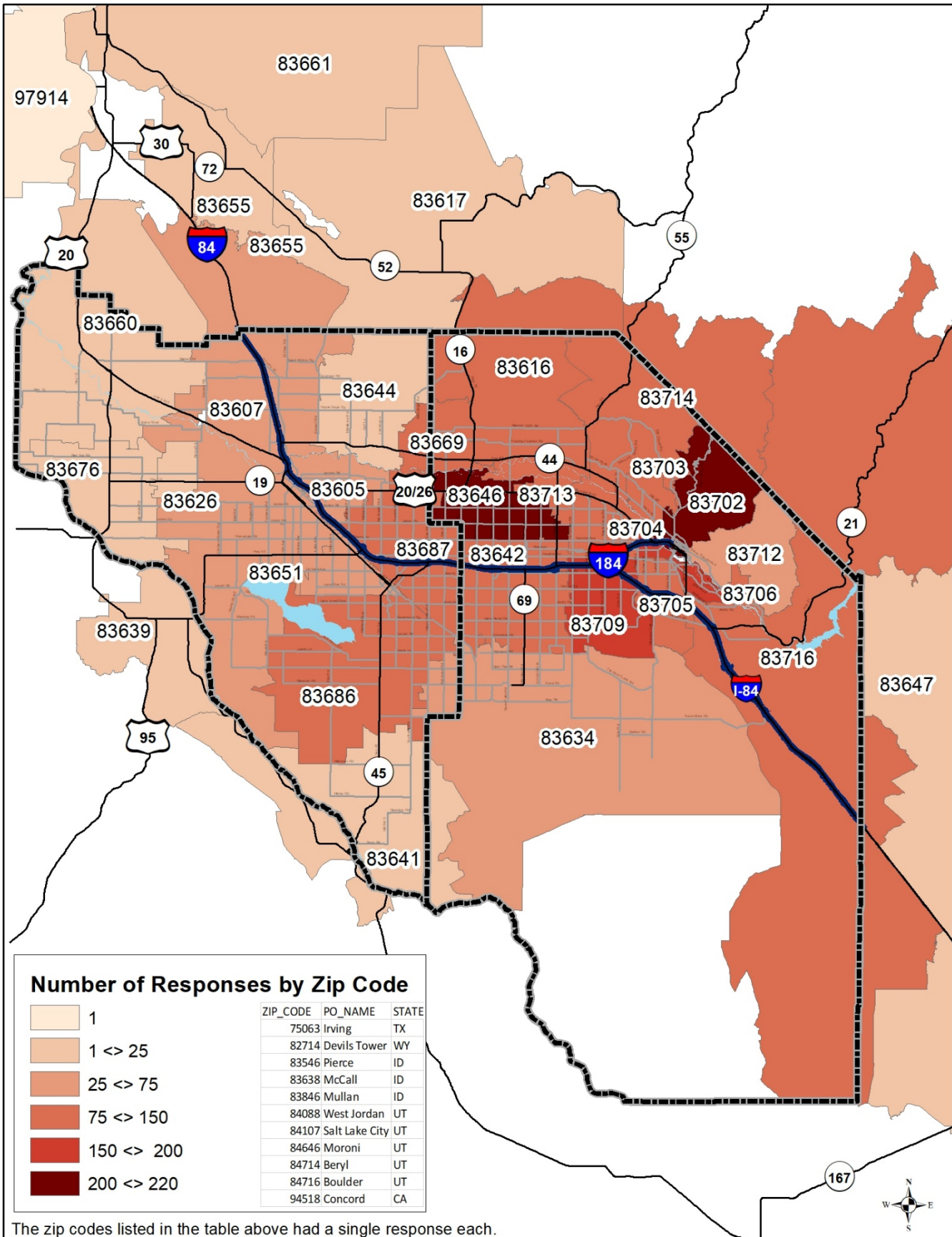


Implementation Strategies, Cont.

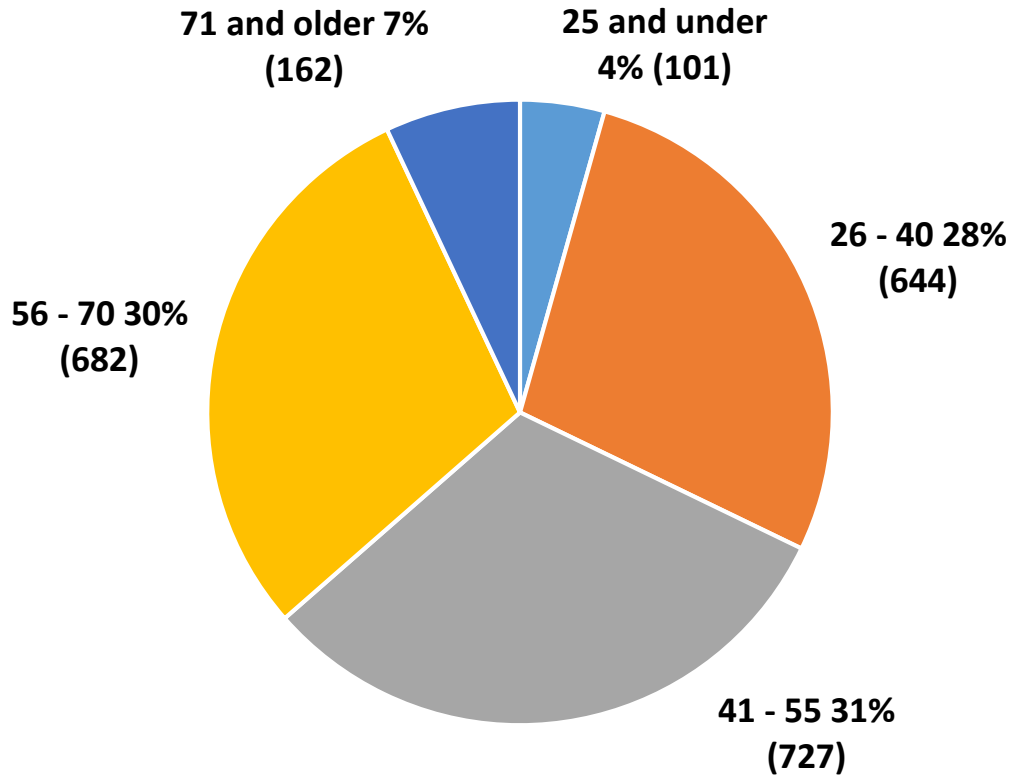


Demographics

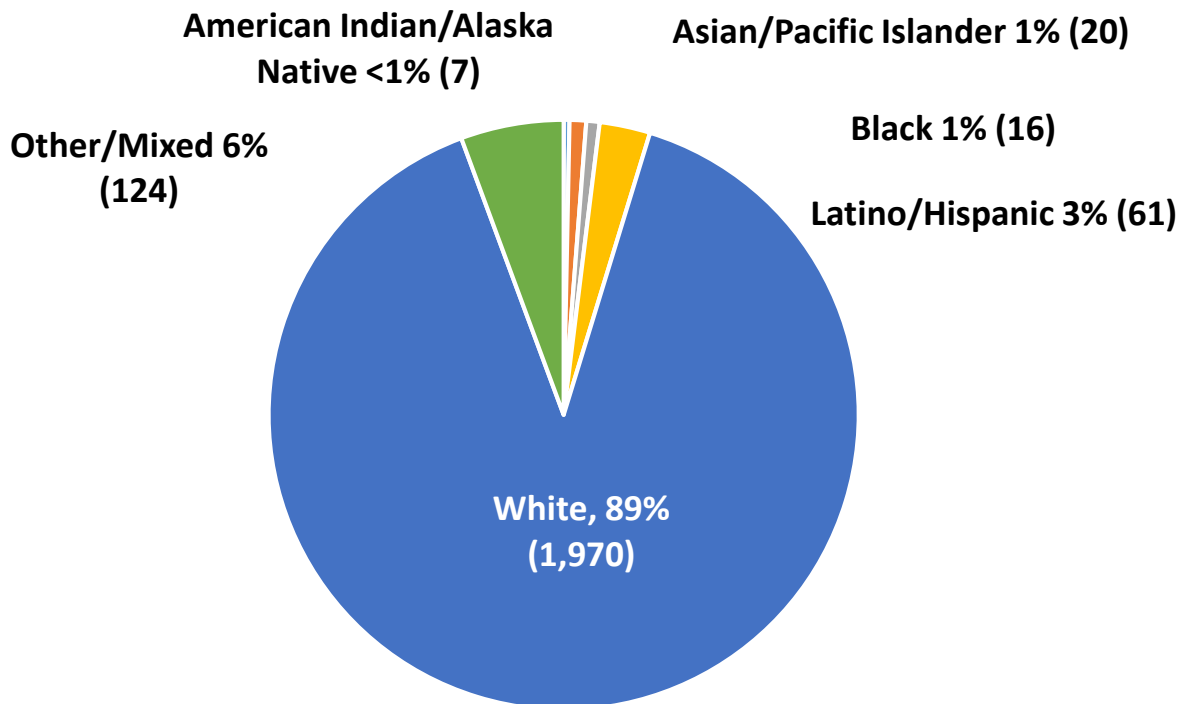
What is your zip code? (n = 2,995)



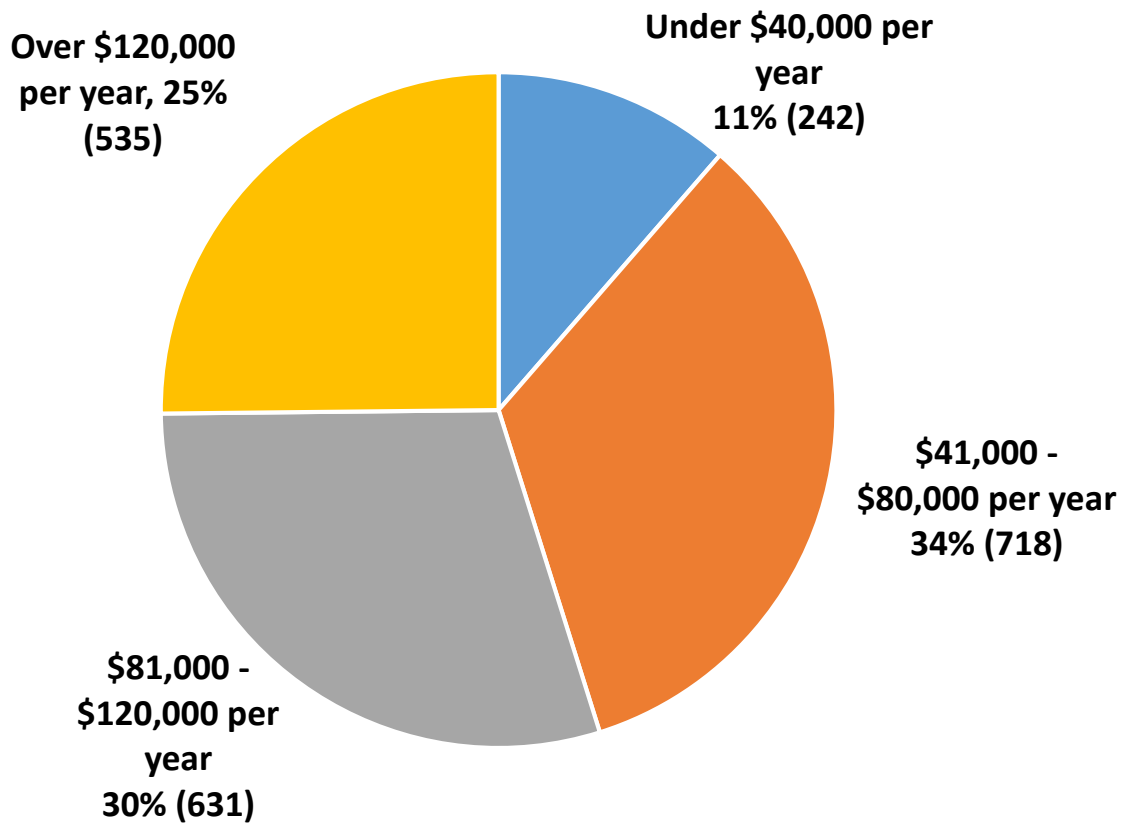
What is your age? (n = 2,316)



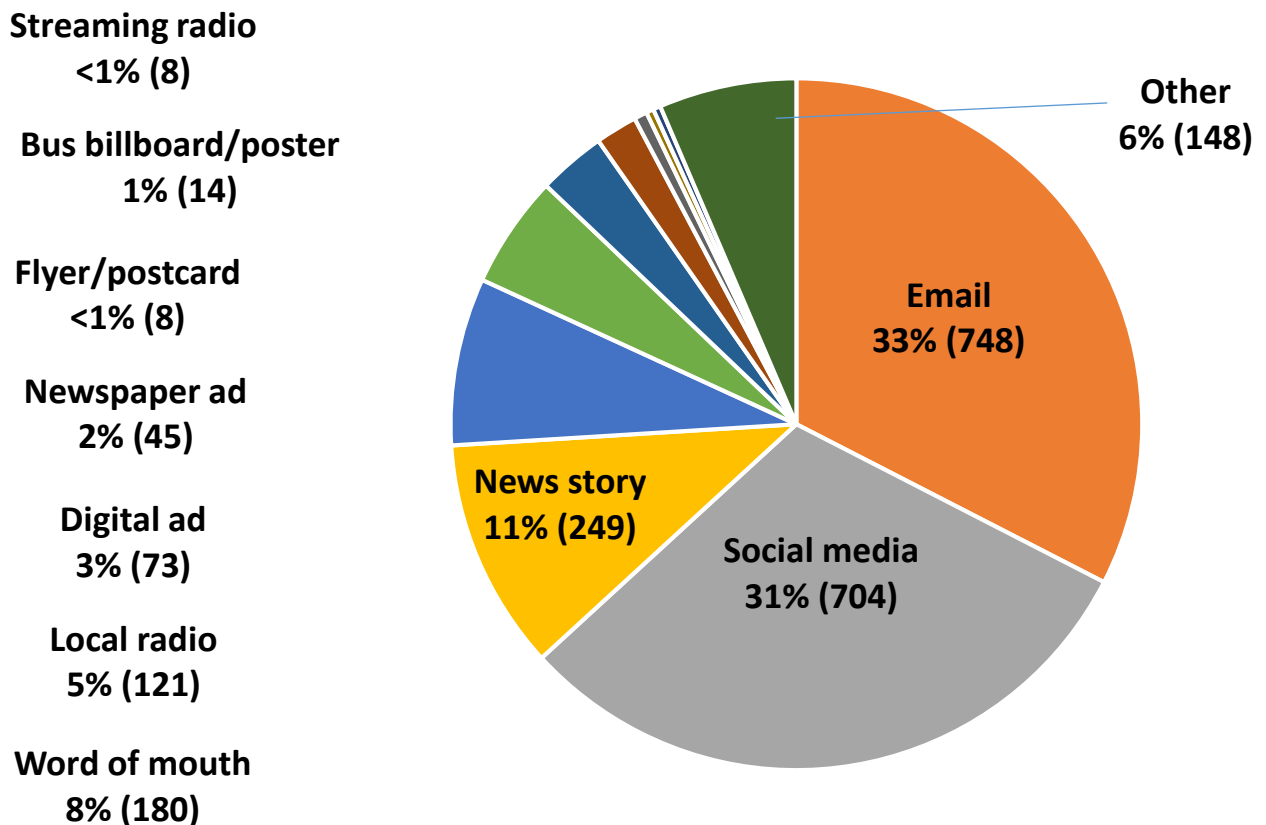
What is your race/ethnicity? (n = 2,198)



What is your household income? (n = 2,126)



How did you learn about this survey? (n = 2,298)



RTAC AGENDA ITEM V-C

Date: July 22, 2020

Topic: Treasure Valley High Capacity Transit Study Update

Request/Recommendation:

This is a discussion item only.

Background/Summary:

In 2009, the *Treasure Valley High Capacity Transit Study Priority Corridor Phase 1 Alternatives Analysis* was completed to assess high capacity transit options for the Boise Cutoff and alternative routes parallel to the I-84 corridor. The purpose was to improve mobility and accessibility in the Treasure Valley region, help manage the forecasted increase in travel demand in the I-84 corridor, and support local and regional plans.

Initial interest in exploring public transportation opportunities in this travel corridor focused on the use of the Boise Cutoff rail alignment as a potential option to provide public transportation services to the rapidly growing region. In order to address Federal Transit Administration requirements and the desire to investigate a full range of potential solutions, the 2009 study considered multiple transit modes and alignments.

In late 2019, COMPASS contracted with AECOM to update the 2009 study and refine the assessment of the previously recommended list of mode and alignment alternatives. This update provides background information from the 2009 study combined with the most currently available data to define the current transportation conditions and needs within the corridor. It culminates with a refined list of potential high capacity modes and alignment alternatives recommended for further assessment and provides an outline of next steps to be considered to select and advance a preferred alternative and move towards implementation.

AECOM will lead a presentation about the results of the study including their recommendations and potential next steps for the region.

More Information:

- 1) The final *Treasure Valley High Capacity Transit Study* is available on the RTAC web page (www.compassidaho.org/people/rtacmeetings.htm), under "Supplemental Information."
- 2) For detailed information contact: Rachel Haukkala, Assistant Planner, at rhaukkala@compassidaho.org.

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.	Recommend 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
5.	Review detailed results of the "where do we grow from here?" survey	No	Carl Miller will review initial results of the "where do we grow from here?" survey.	Information/ Discussion	20	Carl Miller	August 26	October
6.	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

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
7.	Review Fixed Guideway Survey Approach	No	Rachel Haukkala will review the approach of the survey for public feedback on fixed guideway options.	Information/ Discussion	20	Rachel Haukkala	August 26	October
8.	Recommend Adoption of Resolution to Amend <i>Communities in Motion 2040 2.0</i> (CIM 2040 2.0)	Yes	Liisa Itkonen will seek an RTAC recommendation for COMPASS Board of Directors' adoption of a resolution amending CIM 2040 2.0 to reflect ACHD's funded projects.	Action	15	Liisa Itkonen	September 23	October
9.	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
10.	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
11	Review the COMPASS Complete Network Policy	No	Carl Miller and the RTAC subcommittee will review the COMPASS Complete Network policy.	Information/ Discussion	30	Carl Miller	September 23	October/ Dec
12	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	30	Liisa Itkonen	September 23	October
13	Review <i>Communities in Motion 2050</i> Growth Vision	No	Carl Miller will review the draft <i>Communities in Motion 2050</i> growth vision.	Information/ Discussion	20	Carl Miller	September 23	October
14	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	October 28	October/ Dec
15	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	10	Liisa Itkonen	November 18	Dec
16	Elect 2021 Chair and Vice Chair	Yes	Liisa Itkonen will facilitate the election of RTAC Chair and Vice Chair.	Action	10	Liisa Itkonen	January 2021	NA

ID #	Title/Description	Mandatory¹	Additional Information	Agenda Type²	Time	Presenters	Proposed Agenda	Board Agenda
17.	Review updated 2020 information in <i>Communities in Motion 2040 2.0</i> (CIM 2040 2.0)	No	Liisa Itkonen will review the updated information in CIM 2040 2.0.	Information/ Discussion	15	Liisa Itkonen	January 2021	N/A
18.	Request member agencies' FY2022 Unified Planning Work Program (UPWP) proposals	No	Liisa Itkonen will ask for member agencies' FY2022 UPWP requests for COMPASS workdays.	Memo only	0	Liisa Itkonen	January 2021	N/A
19.	Review Results of <i>Communities in Motion 2050</i> Public Involvement 3	No	Rachel Haukkala and Amy Luft will review the results of the third public survey for <i>Communities in Motion 2050</i> .	Information/ Discussion	20	Rachel Haukkala and Amy Luft	February	Feb
20.	Recommend <i>Communities in Motion 2050</i> Vision	No	Carl Miller will seek RTAC recommendation for COMPASS Board of Directors' approval <i>Communities in Motion 2050</i> Vision.	Action	20	Carl Miller	March 2021	Apr 2021
21.	Review CIM 2050 Performance Measures and Targets	No	Hunter Mulhall will review CIM 2050 performance measures and targets.	Information/ Discussion	20	Hunter Mulhall	Aug 2021	Oct

ID #	Title/Description	Mandatory¹	Additional Information	Agenda Type²	Time	Presenters	Proposed Agenda	Board Agenda
22	Review the <i>Communities in Motion 2050</i> Implementation Policies	No	Liisa Itkonen will review <i>Communities in Motion 2050</i> implementation policies.	Information/ Discussion	20	Liisa Itkonen	Aug 2021	Oct 2021
23	Recommend CIM 2050 Performance Measures and Targets	No	Hunter Mulhall will seek a RTAC recommendation for COMPASS Board of Directors' approval of CIM 2050 performance measures and targets.	Action	20	Hunter Mulhall	Sep 2021	Oct
24	Recommend the <i>Communities in Motion 2050</i> Implementation Policies	No	Liisa Itkonen will seek a RTAC recommendation for COMPASS Board of Directors' approval of the <i>Communities in Motion 2050</i> policies.	Action	20	Liisa Itkonen	Sep 2021	Oct 2021
25	Status Report - Functional Classification and the Federal-Aid Map	No	COMPASS staff will review functional classification and recommendations to ITD for changes to the federal-aid map.	Information/ Discussion	20	TBD	TBD	TBD

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Scheduled vs. Obligated for the 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 - 7/8/2020] [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)									
20060	3	I 84, SAND HOLLOW IC TO FARMERS SEBREE CANAL	2021	Development	100	PE	\$10,000.00	\$10,000.00	\$0.00
							\$10,000.00	\$10,000.00	\$0.00
20203	3	I 84, EISENMAN IC TO MP 70 AND MP 82 TO MOUNTAIN HOME	2020	Awarded (or equiv.)	100	PE	\$5,100.00	\$5,100.00	\$0.00
						CE	\$40,000.00	\$40,000.00	\$0.00
						CN	\$1,760,776.00	\$1,760,776.00	\$0.00
							\$1,805,876.00	\$1,805,876.00	\$0.00
20738	3	I 84, BROADWAY TO EISENMAN, BOISE	2021	Development	100	PE	\$53,500.00	\$53,500.00	\$0.00
							\$53,500.00	\$53,500.00	\$0.00
State Hwy - Pavement Preservation (Commerce) Total							\$1,869,376.00	\$1,869,376.00	\$0.00
State Hwy - Pavement Restoration									
21849	3	SH 45, JCT SH-78 TO DEER FLAT RD, CANYON CO	2025	Development	111	PE	\$511,400.00	\$511,400.00	\$0.00
						PC	\$8,600.00	\$8,600.00	\$0.00
							\$520,000.00	\$520,000.00	\$0.00
22154	3	I 84, USTICK RD & MIDDLETON RD OVERPASSES, CANYON CO	2020	Development	111	PE	\$99,854.95	\$99,854.95	\$0.00
						PC	\$605,000.00	\$605,000.00	\$0.00
						RW	\$145.05	\$145.05	\$0.00
						LP	\$306,539.00	\$306,539.00	\$0.00
							\$1,011,539.00	\$1,011,539.00	\$0.00
22619	3	I 84, USTICK RD OVERPASS, CANYON CO	2020	PS&E (or equiv.)	111	CN	\$875,291.00	\$0.00	\$875,291.00
							\$875,291.00	\$0.00	\$875,291.00
State Hwy - Pavement Restoration Total							\$2,406,830.00	\$1,531,539.00	\$875,291.00
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	PC	(\$3,468.00)	(\$3,468.00)	\$0.00
						UT	\$7,654.00	\$7,654.00	\$0.00
						CE	\$250,000.00	\$250,000.00	\$0.00
						CN	\$11,187,549.00	\$11,187,549.00	\$0.00
							\$11,441,735.00	\$11,441,735.00	\$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
20227	3	US 20, PHYLLIS CANAL CULVERT, NR MERIDIAN	2023	Development	103	PC	\$100,000.00	\$100,000.00	\$0.00
							\$100,000.00	\$100,000.00	\$0.00
State Hwy - Bridge Restoration Total							\$11,541,735.00	\$11,541,735.00	\$0.00
State Hwy - Supporting Infrastructure Assets									
22237	3	I 84, EAST BOISE POE, ADA CO	2021	Development	146	PE	\$60,000.00	\$60,000.00	\$0.00
							\$60,000.00	\$60,000.00	\$0.00
22258	3	US 20, D3 CULVERT REPLACEMENTS	2021	Development	146	PE	\$15,000.00	\$15,000.00	\$0.00
							\$15,000.00	\$15,000.00	\$0.00
State Hwy - Supporting Infrastructure Assets Total							\$75,000.00	\$75,000.00	\$0.00
State Hwy - Safety & Capacity (Safety)									
19944	3	US 20/26, CHINDEN; LOCUST GROVE TO EAGLE	2020	Awarded (or equiv.)	106	PE	(\$83,380.00)	(\$83,380.00)	\$0.00
						PC	(\$10,990.00)	(\$10,990.00)	\$0.00
						RW	(\$98,789.00)	(\$98,789.00)	\$0.00
						LP	\$1,135,794.17	\$1,135,794.17	\$0.00
							\$942,635.17	\$942,635.17	\$0.00
20367	3	US 20, PHYLLIS CANAL BR TO SH-16, ADA CO	2023	Development	106	PC	\$0.00	(\$100,000.00)	\$100,000.00
							\$0.00	(\$100,000.00)	\$100,000.00
20428	3	SH 21, TECHNOLOGY WAY TO SURPRISE WAY, BOISE	2022	Development	106	PE	(\$4,200.00)	(\$4,200.00)	\$0.00
						PC	\$4,200.00	\$4,200.00	\$0.00
							\$0.00	\$0.00	\$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							(\$1,057,364.83)	(\$1,157,364.83)	\$100,000.00
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	PE	(\$30,000.00)	(\$30,000.00)	\$0.00
						PC	\$80,000.00	\$80,000.00	\$0.00
							\$50,000.00	\$50,000.00	\$0.00
20367	3	US 20, PHYLLIS CANAL BR TO SH-16, ADA CO	2023	Development	112	PC	\$100,000.00	\$100,000.00	\$0.00
						RW	\$50,000.00	\$50,000.00	\$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
20367	3	US 20, PHYLLIS CANAL BR TO SH-16, ADA CO	2023	Development	112	LP	\$50,000.00	\$50,000.00	\$0.00
							\$200,000.00	\$200,000.00	\$0.00
20574	3	SH 44, STAR RD TO SH-16, ADA CO	2024	Development	112	PE	\$100,000.00	\$100,000.00	\$0.00
						PC	\$1,100,000.00	\$1,100,000.00	\$0.00
							\$1,200,000.00	\$1,200,000.00	\$0.00
20788	3	SH 16, I 84 TO US 20/26 & SH44 IC, ADA & CANYON COS	2021	Development	107	LP	\$18,500,000.00	\$18,500,000.00	\$0.00
					112	PC	\$100,000.00	\$100,000.00	\$0.00
						LP	(\$100,000.00)	(\$100,000.00)	\$0.00
							\$18,500,000.00	\$18,500,000.00	\$0.00
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
22154	3	I 84, USTICK RD & MIDDLETON RD OVERPASSES, CANYON CO	2020	Development	112	PE	\$20,000.00	\$20,000.00	\$0.00
						PC	\$80,000.00	\$80,000.00	\$0.00
						RW	\$20,000.00	\$20,000.00	\$0.00
						LP	\$328,360.00	\$328,360.00	\$0.00
						UT	\$8,000.00	\$8,000.00	\$0.00
					144	PC	\$133,880.00	\$133,880.00	\$0.00
						LP	\$60,000.00	\$60,000.00	\$0.00
							\$650,240.00	\$650,240.00	\$0.00
22618	3	I 84, MIDDLETON RD OVERPASS, CANYON CO	2020	PS&E (or equiv.)	112	CE	\$20,000.00	\$20,000.00	\$0.00
						CC	\$560,000.00	\$560,000.00	\$0.00
						CN	\$2,795,600.00	\$2,795,600.00	\$0.00
							\$3,375,600.00	\$3,375,600.00	\$0.00
22619	3	I 84, USTICK RD OVERPASS, CANYON CO	2020	PS&E (or equiv.)	112	CE	\$20,000.00	\$20,000.00	\$0.00
						CC	\$189,132.00	\$189,132.00	\$0.00
						CN	\$2,492,775.00	\$2,492,775.00	\$0.00
							\$2,701,907.00	\$2,701,907.00	\$0.00
State Hwy - Safety & Capacity (Capacity) Total							\$38,235,212.00	\$37,935,228.00	\$299,984.00
State Hwy - Significant Projects (Unfunded Ideas)									
20788	3	SH 16, I 84 TO US 20/26 & SH44 IC, ADA & CANYON COS	2021	Development	93	LP	\$3,000,000.00	\$3,000,000.00	\$0.00
					148	RW	\$200,000.00	\$200,000.00	\$0.00
						LP	\$7,415,000.00	\$7,415,000.00	\$0.00
							\$10,615,000.00	\$10,615,000.00	\$0.00
State Hwy - Significant Projects (Unfunded Ideas) Total							\$10,615,000.00	\$10,615,000.00	\$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
Hwy - Metropolitan Planning									
19258	3	LOCAL, FY20 COMPASS METRO PLANNING	2020	Awarded (or equiv.)	91	PC	\$1,529,435.57	\$1,529,435.57	\$0.00
							\$1,529,435.57	\$1,529,435.57	\$0.00
Hwy - Metropolitan Planning Total							\$1,529,435.57	\$1,529,435.57	\$0.00
Local Hwy - Transportation Alternatives									
20143	3	SMA-7179, MAIN ST; AVENUE C TO AVENUE A, KUNA	2020	Awarded (or equiv.)	134	PE	\$1,000.00	\$1,000.00	\$0.00
						PC	\$200.00	\$200.00	\$0.00
						PL	\$5,000.00	\$5,000.00	\$0.00
						CN	\$556,292.00	\$556,292.00	\$0.00
							\$562,492.00	\$562,492.00	\$0.00
22030	3	LOCAL, FY20 CANYON CO SRTS COORDINATOR & ACTIVITIES	2020	Awarded (or equiv.)	134	CN	\$64,753.00	\$64,753.00	\$0.00
							\$64,753.00	\$64,753.00	\$0.00
22050	3	LOCAL, STODDARD PATH EXT PH 1, NAMPA	2020	PS&E (or equiv.)	134	CE	\$1,500.00	\$1,500.00	\$0.00
						CC	\$25,971.00	\$25,971.00	\$0.00
						CL	\$7,500.00	\$7,500.00	\$0.00
						CN	\$432,126.00	\$432,126.00	\$0.00
							\$467,097.00	\$467,097.00	\$0.00
22070	3	LOCAL, STODDARD PATH EXT PH 2, NAMPA	2020	PS&E (or equiv.)	134	CE	\$1,500.00	\$1,500.00	\$0.00
						CC	\$46,259.00	\$46,259.00	\$0.00
						CL	\$7,500.00	\$7,500.00	\$0.00
						CN	\$417,347.00	\$417,347.00	\$0.00
							\$472,606.00	\$472,606.00	\$0.00
22076	3	OFFSYS, GRIMES CITY PATHWAY, NAMPA	2020	Development	134	PE	\$2,000.00	\$2,000.00	\$0.00
						PL	\$2,000.00	\$2,000.00	\$0.00
						CN	\$260,400.00	\$0.00	\$260,400.00
							\$264,400.00	\$4,000.00	\$260,400.00
Local Hwy - Transportation Alternatives Total							\$1,831,348.00	\$1,570,948.00	\$260,400.00
State Hwy - Freight									
22101	3	LOCAL, PECKHAM RD INTERSECTIONS, GOLDEN GATE HD	2022	Development	139	PE	\$1,000.00	\$1,000.00	\$0.00
						PC	\$58,000.00	\$58,000.00	\$0.00
						PL	\$4,000.00	\$4,000.00	\$0.00
							\$63,000.00	\$63,000.00	\$0.00
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
						PL	\$29,000.00	\$29,000.00	\$0.00
							\$150,000.00	\$150,000.00	\$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
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							\$713,000.00	\$713,000.00	\$0.00
Local Hwy - Urban									
13486	3	STP-8423, COLORADO & HOLLY SIGNAL/PED IMPR, NAMPA	2020	Awarded (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	\$216,295.00	\$216,295.00	\$0.00
						CL	\$90,000.00	\$90,000.00	\$0.00
						CN	\$1,020,705.00	\$1,020,705.00	\$0.00
							\$1,331,000.00	\$1,331,000.00	\$0.00
13492	3	SMA-7169, INT LINDER & DEER FLAT RDS, KUNA	2020	Awarded (or equiv.)	46	PC	\$36,000.00	\$36,000.00	\$0.00
						UT	\$21,000.00	\$21,000.00	\$0.00
						CE	\$15,408.00	\$15,408.00	\$0.00
						CC	\$199,940.00	\$199,940.00	\$0.00
						CN	\$3,266,877.00	\$3,266,877.00	\$0.00
							\$3,539,225.00	\$3,539,225.00	\$0.00
13906	3	LOCAL, FY20 CAPITAL MAINTENANCE, VRT, NAMPA	2020	Awarded (or equiv.)	46	CN	\$159,000.00	\$159,000.00	\$0.00
							\$159,000.00	\$159,000.00	\$0.00
19521	3	LOCAL, FY20 ACHD COMMUTERIDE	2020	Awarded (or equiv.)	46	CN	\$55,000.00	\$55,000.00	\$0.00
							\$55,000.00	\$55,000.00	\$0.00
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							\$5,183,225.00	\$5,183,225.00	\$0.00
Local Hwy - Transportation Management Area									
18728	3	LOCAL, FY20 CAPITAL MAINTENANCE, ACHD	2020	Awarded (or equiv.)	51	PE	(\$19,000.00)	(\$19,000.00)	\$0.00
						PC	(\$31,700.00)	(\$31,700.00)	\$0.00
						CE	\$5,000.00	\$5,000.00	\$0.00
						CC	\$358,935.00	\$358,935.00	\$0.00
						CN	\$3,878,312.00	\$3,878,312.00	\$0.00
							\$4,191,547.00	\$4,191,547.00	\$0.00
19057	3	LOCAL, FY20 TRANSIT ASSET MANAGEMENT, VRT	2020	Awarded (or equiv.)	51	CN	\$2,243,747.00	\$1,666,490.00	\$577,257.00
							\$2,243,747.00	\$1,666,490.00	\$577,257.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
19303	3	LOCAL, PLANNING, TRAVEL SURVEY DATA COLLECTION, COMPASS	2021	Development	51	PC	\$150,000.00 \$150,000.00	\$150,000.00 \$150,000.00	\$0.00 \$0.00
19465	3	LOCAL, FY22 PAVEMENT PRESERVATION AND ADA, PHASE 1, BOISE	2022	Development	51	PE PC	\$20,000.00 \$523,000.00 \$543,000.00	\$20,000.00 \$523,000.00 \$543,000.00	\$0.00 \$0.00 \$0.00
19521	3	LOCAL, FY20 ACHD COMMUTERIDE	2020	Awarded (or equiv.)	51	CN	\$220,000.00 \$220,000.00	\$220,000.00 \$220,000.00	\$0.00 \$0.00
19571	3	LOCAL, PLANNING, COMMUNITIES IN MOTION MAJOR UPDATE	2022	Development	51	PC	\$87,000.00 \$87,000.00	\$87,000.00 \$87,000.00	\$0.00 \$0.00
19766	3	LOCAL, FY20 COMPASS PLANNING	2020	Awarded (or equiv.)	51	PC	\$232,000.00 \$232,000.00	\$232,000.00 \$232,000.00	\$0.00 \$0.00
19847	3	LOCAL, FY20 CAPITAL MAINTENANCE, PH 3, ACHD	2020	Development	51	CE CC CN	\$13,000.00 \$30,000.00 \$410,000.00 \$453,000.00	\$0.00 \$0.00 \$0.00 \$0.00	\$13,000.00 \$30,000.00 \$410,000.00 \$453,000.00
19887	3	LOCAL, FY20 CAPITAL MAINTENANCE, PH 2, ACHD	2020	Awarded (or equiv.)	51	CE CC CN	\$5,000.00 \$171,683.00 \$1,852,229.00 \$2,028,912.00	\$5,000.00 \$171,683.00 \$1,852,229.00 \$2,028,912.00	\$0.00 \$0.00 \$0.00 \$0.00
20122	3	LOCAL, FY22 PAVEMENT PRESERVATION AND ADA, PHASE 2, BOISE	2022	Development	51	PE PC	\$9,000.00 \$224,000.00 \$233,000.00	\$9,000.00 \$224,000.00 \$233,000.00	\$0.00 \$0.00 \$0.00
20129	3	LOCAL, FY21 CAPITAL MAINTENANCE, PH 2, ACHD	2021	Development	51	PC	\$29,000.00 \$29,000.00	\$29,000.00 \$29,000.00	\$0.00 \$0.00
20143	3	SMA-7179, MAIN ST; AVENUE C TO AVENUE A, KUNA	2020	Awarded (or equiv.)	51	CN	\$700,000.00 \$700,000.00	\$700,000.00 \$700,000.00	\$0.00 \$0.00
Local Hwy - Transportation Management Area Total							\$11,111,206.00	\$10,080,949.00	\$1,030,257.00
Local Hwy - Transportation Alternatives; TMA									
20143	3	SMA-7179, MAIN ST; AVENUE C TO AVENUE A, KUNA	2020	Awarded (or equiv.)	133	CE CL CN	\$5,000.00 \$25,000.00 \$302,100.00 \$332,100.00	\$5,000.00 \$25,000.00 \$302,100.00 \$332,100.00	\$0.00 \$0.00 \$0.00 \$0.00
20639	3	LOCAL, FAIRVIEW AVE GREENBELT RAMP, BOISE	2020	Awarded (or equiv.)	133	PC CE CC CL	(\$4,800.00) \$1,350.00 \$39,634.00 \$10,000.00	(\$4,800.00) \$1,350.00 \$39,634.00 \$10,000.00	\$0.00 \$0.00 \$0.00 \$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
20639	3	LOCAL, FAIRVIEW AVE GREENBELT RAMP, BOISE	2020	Awarded (or equiv.)	133	CN	\$114,816.00 \$161,000.00	\$114,816.00 \$161,000.00	\$0.00 \$0.00
20841	3	SH 55, BIKE/PED BR OVER BOISE RV, EAGLE	2023	Development	133	PC PL	\$81,000.00 \$20,000.00 \$101,000.00	\$0.00 \$0.00 \$0.00	\$81,000.00 \$20,000.00 \$101,000.00
Local Hwy - Transportation Alternatives; TMA Total							\$594,100.00	\$493,100.00	\$101,000.00
Hwy Safety - Local									
20430	3	STC-7821, INT N MIDDLETON RD & CORNELL ST, MIDDLETON	2021	Development	118	PC	\$10,000.00 \$10,000.00	\$10,000.00 \$10,000.00	\$0.00 \$0.00
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							\$1,295,000.00	\$10,000.00	\$1,285,000.00
Hwy Safety - Railroad Crossings									
19875	3	SMA-9773, N LINDER RD BVRR RRX, MERIDIAN	2020	Awarded (or equiv.)	22	UT CE	\$500,000.00 \$10,000.00 \$510,000.00	\$500,000.00 \$10,000.00 \$510,000.00	\$0.00 \$0.00 \$0.00
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	\$3,000.00 \$0.00 \$0.00 \$0.00 \$3,000.00	\$0.00 \$63,500.00 \$2,000.00 \$10,000.00 \$75,500.00
Hwy Safety - Railroad Crossings Total							\$1,163,500.00	\$588,000.00	\$575,500.00
Hwy - Discretionary									
22154	3	I 84, USTICK RD & MIDDLETON RD OVERPASSES, CANYON CO	2020	Development	145	PE PC RW LP UT	\$30,000.00 \$320,820.00 \$30,000.00 \$1,042,349.00 \$12,000.00 \$1,435,169.00	\$30,000.00 \$320,820.00 \$30,000.00 \$1,042,349.00 \$12,000.00 \$1,435,169.00	\$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
22593	3	OFFSYS, S 4TH AVE, INDIAN CREEK BR, CALDWELL	2021	Development	38	PE	\$1,500.00	\$1,500.00	\$0.00
						PC	\$229,107.95	\$229,107.95	\$0.00
						PL	\$47,565.44	\$47,565.44	\$0.00
							\$278,173.39	\$278,173.39	\$0.00
22618	3	I 84, MIDDLETON RD OVERPASS, CANYON CO	2020	PS&E (or equiv.)	145	CE	\$30,000.00	\$30,000.00	\$0.00
						CC	\$840,000.00	\$840,000.00	\$0.00
						CN	\$4,193,400.00	\$4,193,400.00	\$0.00
							\$5,063,400.00	\$5,063,400.00	\$0.00
22619	3	I 84, USTICK RD OVERPASS, CANYON CO	2020	PS&E (or equiv.)	145	CE	\$30,000.00	\$0.00	\$30,000.00
						CC	\$283,698.00	\$0.00	\$283,698.00
						CN	\$4,406,891.00	\$0.00	\$4,406,891.00
							\$4,720,589.00	\$0.00	\$4,720,589.00
Hwy - Discretionary Total							\$11,497,331.39	\$6,776,742.39	\$4,720,589.00
Hwy - Misc. Federal									
20799	3	I 84, KARCHER IC TO NORTHSIDE BLVD	2020	Awarded (or equiv.)	68	CN	\$140,635.00	\$140,635.00	\$0.00
							\$140,635.00	\$140,635.00	\$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	\$1,447.05	\$1,447.05	\$0.00
						CC	\$29,522.13	\$29,522.13	\$0.00
							\$30,969.18	\$30,969.18	\$0.00
13486	3	STP-8423, COLORADO & HOLLY SIGNAL/PED IMPR, NAMPA	2020	Awarded (or equiv.)	79	UT	\$60,000.00	\$0.00	\$60,000.00
							\$60,000.00	\$0.00	\$60,000.00
18728	3	LOCAL, FY20 CAPITAL MAINTENANCE, ACHD	2020	Awarded (or equiv.)	79	CN	\$27,313.00	\$0.00	\$27,313.00
							\$27,313.00	\$0.00	\$27,313.00
19944	3	US 20/26, CHINDEN; LOCUST GROVE TO EAGLE	2020	Awarded (or equiv.)	79	LP	\$234,205.83	\$234,205.83	\$0.00
						CN	\$596,900.00	\$596,900.00	\$0.00
							\$831,105.83	\$831,105.83	\$0.00
20006	3	LOCAL, FY22 PAVEMENT PRESERVATION AND ADA, LOCAL, BOISE	2022	Development	79	PE	\$5,000.00	\$5,000.00	\$0.00
						PC	\$75,000.00	\$75,000.00	\$0.00
							\$80,000.00	\$80,000.00	\$0.00
20143	3	SMA-7179, MAIN ST; AVENUE C TO AVENUE A, KUNA	2020	Awarded (or equiv.)	79	PE	(\$94.00)	(\$94.00)	\$0.00
						PC	(\$129,800.00)	(\$129,800.00)	\$0.00
						PL	(\$3,906.00)	(\$3,906.00)	\$0.00
						CN	\$398,808.00	\$398,808.00	\$0.00
							\$265,008.00	\$265,008.00	\$0.00
20594	3	US 20, LINDER TO LOCUST GROVE, EAGLE	2020	Development	131	PE	\$20,117.00	\$20,117.00	\$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
20594	3	US 20, LINDER TO LOCUST GROVE, EAGLE	2020	Development	131	PC	\$13,715.00	\$13,715.00	\$0.00
						CE	\$10,000.00	\$10,000.00	\$0.00
						CC	\$850,000.00	\$850,000.00	\$0.00
						CN	\$8,480,000.00	\$0.00	\$8,480,000.00
							\$9,373,832.00	\$893,832.00	\$8,480,000.00
20841	3	SH 55, BIKE/PED BR OVER BOISE RV, EAGLE	2023	Development	79	PC	\$362,139.00	\$362,139.00	\$0.00
						RW	\$10,000.00	\$0.00	\$10,000.00
							\$372,139.00	\$362,139.00	\$10,000.00
21858	3	US 20, SH 16 TO LINDER RD, ADA COUNTY	2021	Development	131	PE	\$80,000.00	\$80,000.00	\$0.00
						PC	\$345,000.00	\$345,000.00	\$0.00
						RW	\$25,000.00	\$25,000.00	\$0.00
						LP	\$1,755,000.00	\$1,755,000.00	\$0.00
						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
							\$15,603,000.00	\$15,603,000.00	\$0.00
22154	3	I 84, USTICK RD & MIDDLETON RD OVERPASSES, CANYON CO	2020	Development	79	PC	\$631,000.00	\$631,000.00	\$0.00
							\$631,000.00	\$631,000.00	\$0.00
23071	3	SH 45, REALIGNMENT ALTERNATIVES ANALYSIS, NEPA, NAMPA	2021	Development	79	PE	\$5,000.00	\$0.00	\$5,000.00
						PC	\$200,000.00	\$0.00	\$200,000.00
							\$205,000.00	\$0.00	\$205,000.00
Hwy - Local Partnerships Total							\$27,479,367.01	\$18,697,054.01	\$8,782,313.00
Hwy GARVEE - 2017 Legislative Authorization									
20788	3	SH 16, I 84 TO US 20/26 & SH44 IC, ADA & CANYON COS	2021	Development	142	PE	\$200,000.00	\$200,000.00	\$0.00
						PC	\$14,000,000.00	\$14,000,000.00	\$0.00
						LP	\$70,303,000.00	\$70,303,000.00	\$0.00
							\$84,503,000.00	\$84,503,000.00	\$0.00
22154	3	I 84, USTICK RD & MIDDLETON RD OVERPASSES, CANYON CO	2020	Development	142	PC	(\$1,600,000.00)	(\$1,600,000.00)	\$0.00
							(\$1,600,000.00)	(\$1,600,000.00)	\$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	\$54,800,000.00	\$0.00	\$54,800,000.00
							\$62,600,000.00	\$0.00	\$62,600,000.00
Hwy GARVEE - 2017 Legislative Authorization Total							\$145,503,000.00	\$82,903,000.00	\$62,600,000.00
Report Total							\$271,731,936.14	\$191,096,602.14	\$80,635,334.00

Valley Regional Transit Federal Tracking Sheet - Fiscal Year 2020

Key Number	Funding Source	High Level	Detailed	FY18			FY19			FY2020			Carry Forward to FY20(F/L)	Obligation Date
		Description	Description	Federal	Local	Total	Federal	Local	Total	Federal	Local	Total		
18788	5307 LU	Rolling Stock, Infrastructure, Technology	FY19 Replacement 35' Bus (approx. 3)	\$ 160,000	\$ 40,000	\$ 200,000	\$ 236,000	\$ 59,000	\$ 295,000	\$ 498,696	\$ 124,674	\$ 623,370		
18854	5307 LU	Planning	Program Support and Transit Planning				\$ 352,000	\$ 88,000	\$ 440,000	\$ 500,476	\$ 125,119	\$ 625,595	FY19	7/7/2020
18854	5307 LU	Mobility Management								\$ 712,412	\$ 178,103	\$ 890,515		
19041	5307 LU	Mobility Operations	Specialized transportation operations							\$ 357,000	\$ 357,000	\$ 714,000		
19137	5307 LU	Preventive Maintenance	Preventive maintenance to sustain vehicles safety and security							\$ 1,890,034	\$ 472,509	\$ 2,362,543		
19137	5307 LU	Complimentary Paratransit (DR)	Demand response operations for paratransit							\$ 650,000	\$ 162,500	\$ 812,500		
19122	5339 LU	Rolling Stock, Infrastructure, Technology	Technology, capital purchase	\$ 123,936	\$ 30,984	\$ 154,920	\$ 555,436	\$ 138,859	\$ 694,295	\$ 555,436	\$ 138,859	\$ 694,295	FY18, 19	
				\$ 3,607,473	\$ 1,158,033	\$ 4,719,164	\$ 3,578,584	\$ 1,162,396	\$ 4,740,980	\$ 5,164,054	\$ 1,558,764	\$ 6,722,818		

Key Number	Funding Source	High Level	Detailed	FY18			FY19			FY2020			Carry Forward to FY19 (F/L)	Obligation Date
		Description	Description	Federal	Local	Total	Federal	Local	Total	Federal	Local	Total		
19691	5310 LU	Acquisition of Services								\$ 299,000	\$ 74,750	\$ 373,750		4/13/2020
				\$ 214,045	\$ 16,955	\$ 231,000	\$ 1,760,684	\$ 83,468	\$ 1,897,000					

Key Number	Funding Source	High Level	Detailed	FY18			FY19			FY2020			Carry Forward to FY19 (F/L)	Obligation Date
		Description	Description	Federal	Local	Total	Federal	Local	Total	Federal	Local	Total		
18847	STP - LU	Rolling Stock, Infrastructure, Technology	Boise State University Bus Replacement							\$ 129,724	\$ 10,276	\$ 140,000		
19057	STP - LU	Rolling Stock, Infrastructure, Technology	TAM Plan Bus Replacements VRT - BSU							\$ 1,545,000	\$ 122,386	\$ 1,667,386		
13906	STP - SU	Rolling Stock, Infrastructure, Technology	TAM Plan Facility							\$ 147,000	\$ 11,645	\$ 158,645		
				\$ 214,045	\$ 16,955	\$ 231,000	\$ 1,760,684	\$ 83,468	\$ 1,897,000					

Key Number	Funding Source	High Level	Detailed	FY18			FY19			FY2020			Carry Forward to FY19 (F/L)	Obligation Date
		Description	Description	Federal	Local	Total	Federal	Local	Total	Federal	Local	Total		
18781	5307 SU	Rolling Stock, Infrastructure, Technology	Rolling Stock, Infrastructure and Technology										FY17	
	5307 SU	unprogrammed	TBD	\$ 405,000	\$ 101,250	\$ 506,250	\$ 152,000	\$ 38,000	\$ 190,000	\$ 690,793	\$ 172,698	\$ 863,491	FY18 & 19	
18786	5307 SU	Fixed Route Operations	Fixed Route Operations							\$ 700,828	\$ 700,828	\$ 1,401,656		
18786	5307 SU	Specialized transportation operations	Specialized transportation operations							\$ 162,000	\$ 162,000	\$ 324,000		
18842	5307 SU	Program Support and Transit Planning	Program Support and Transit Planning				\$ 246,603	\$ 61,654	\$ 308,254	\$ 246,603	\$ 61,654	\$ 308,254	FY19	7/7/2020
18842	5307 SU	Mobility management	Mobility management							\$ 326,262	\$ 81,566	\$ 407,828		
18914	5307 SU	Preventive maintenance to sustain vehicles safety and security	Preventive maintenance to sustain vehicles safety and security							\$ 399,235	\$ 99,809	\$ 499,044		
18914	5307 SU	Complimentary Paratransit (Demand Response) operations	Complimentary Paratransit (Demand Response) operations							\$ 30,000	\$ 7,500	\$ 37,500		

Key Number	Funding Source	High Level	Detailed	FY18			FY19			FY2020			Carry Forward to FY19 (F/L)	Obligation Date
		Description	Description	Federal	Local	Total	Federal	Local	Total	Federal	Local	Total		
20789	5307 SU	Nampa TOD (TVT)		\$ 248,400	\$ 62,100	\$ 310,500							FY18/19	
							\$ -	\$ -	\$ -					

Key Number	Funding Source	High Level	Detailed	FY18			FY19			FY2020			Carry Forward to FY19 (F/L)	Obligation Date
		Description	Description	Federal	Local	Total	Federal	Local	Total	Federal	Local	Total		
13912	TAP TMA	SR2S Ada County FY19&20	Safe Routes to School				\$ 151,962	\$ 12,038	\$ 164,000	\$ 151,962	\$ 12,038	\$ 164,000		
18739	5310 SU	Acquisition of Service	Purchase of Service through providers											
19464	5310 SU	Acquisition of Service	Purchase of Service through providers											
19464	5310 SU	Acquisition of Service	Purchase of Service through providers	\$ 226,000	\$ 56,500	\$ 282,500	\$ 226,000	\$ 56,500	\$ 282,500					
19573	5339 SU	Annunciators												
19464e	5310R	Replacement Vehicle - Parma Senior Center / VRT								\$ 54,000	\$ 13,500	\$ 67,500		
19464a	5310 SU	Acquisition of Services - Metro								\$ 240,000	\$ 60,000	\$ 300,000		
19464c	5310 R	Acquisition of Services - Parma Kuna								\$ 38,000	\$ 9,500	\$ 47,500		
	5310 SU	Acquisition of Services - Metro					\$ 56,000	\$ 14,000	\$ 70,000	\$ 56,000	\$ 14,000	\$ 70,000		
	5310 SU	Acquisition of Services - Parma Kuna					\$ 15,000	\$ 3,750	\$ 18,750	\$ 15,000	\$ 3,750	\$ 18,750		
				\$ 226,000	\$ 56,500	\$ 282,500	\$ 71,000	\$ 17,750	\$ 88,750	\$ 349,000	\$ 87,250	\$ 436,250		