



REGIONAL TRANSPORTATION ADVISORY COMMITTEE
September 25, 2019 - 8:30 a.m.
COMPASS, 1st Floor Board Room
700 NE 2nd Street, Meridian, Idaho

**** AGENDA ****

I. CALL TO ORDER (8:30)

II. OPEN DISCUSSION/ANNOUNCEMENTS

III. CONSENT AGENDA

Page 3 *A. Approve August 28, 2019, RTAC Meeting Minutes

IV. ACTION ITEMS

8:35 *A. Recommend Rural Application Prioritization **Toni Tisdale**

Page 6 *Toni Tisdale will seek an RTAC recommendation for COMPASS Board of Directors' adoption of a Resolution approving priorities for rural applications.*

8:45 *B. Recommend FY2020 Regional Transportation Improvement **Toni Tisdale**
Page 9 **Program (TIP) and Associated Air Quality Conformity Demonstration**

Toni Tisdale will seek an RTAC recommendation for COMPASS Board of Directors' adoption of a resolution approving the FY2020-2026 TIP and associated air quality conformity demonstration, after review of public comments.

V. INFORMATION/DISCUSSION ITEMS

9:05 **A. Review State Street Transit Oriented Development (TOD) Study** **Stephen Hunt**

Stephen Hunt from Valley Regional Transit will review the final report of the State Street TOD study.

9:25 **B. Review Recommended National Highway System (NHS)** **Mary Ann Waldinger**
Mary Ann Waldinger will review recommended changes to the NHS.

9:40 **C. Status Update on the Planning Functional Class Review** **Mary Ann Waldinger**
Mary Ann Waldinger will provide an update on the Planning Functional Class review.

VI. STATUS REPORTS (INFORMATION ONLY)

Page 38 *A. RTAC Agenda Worksheet

Page 45 *B. Obligation Report

VII. OTHER:

Next Meeting: October 23, 2019, RTAC Meeting

VIII. ADJOURNMENT (10:00)

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

Those needing assistance with COMPASS events or materials, or needing materials in alternate formats, please call 475-2229 with 48 hours advance notice. Si necesita asistencia con una junta de COMPASS, o necesita un documento en otro formato, por favor llame al 475-2229 con 48 horas de anticipación.

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**REGIONAL TRANSPORTATION ADVISORY COMMITTEE
AUGUST 28, 2019
COMPASS, 1ST FLOOR BOARD ROOM
MERIDIAN, IDAHO**

****MINUTES****

ATTENDEES:

Drew Alexander, Boise State University
Nichoel Baird Spencer, City of Eagle
Jeff Barnes, City of Nampa
Gordon Bates, Golden Gate Highway District #3
Lee Belt, City of Greenleaf
Clair Bowman, City of Nampa
David Corcoran for Kelly Woodworth, Ada County Development Services
Tom Ferch, Ada County Highway District
Karen Gallagher, City of Boise
Maureen Gresham, Commuteride, **Vice Chair**
Caleb Hood, City of Meridian
Wendy Howell, City of Kuna
Stephen Hunt, Valley Regional Transit
Caleb Lakey, Idaho Transportation Department
Nathan Leigh, Mayor, City of Parma
Justin Lucas, Ada County Highway District
Robb MacDonald, City of Caldwell, **Chair**
Brian McClure, City of Meridian
Mitra Mehta-Cooper, Ada County Development Services
Shawn Nickel, City of Star
Patricia Nilsson, Canyon County Development Services
Lenny Riccio, Canyon Highway District No. 4
Robert Simison, City of Meridian, via telephone

MEMBERS ABSENT:

Phil Bandy, City of Melba
Daren Fluke, City of Boise
Rob Howarth, Central District Health, Ex. Officio
Chelsie Johnson, City of Wilder
Deanna Smith, Public Participation Workgroup
Jenah Thornborrow, City of Garden City
Sajonara Tipuric, City of Caldwell
Michael Toole, Department of Environmental Quality
Bill Vaughan, City of Eagle
Rick Wallace, Jr., Councilman, City of Notus
Kelly Woodworth, Ada County Development Services
Zach Piepmeyer, City of Boise

OTHERS PRESENT: Morgan Andrus, COMPASS
Daniel Hernandez, COMPASS
Liisa Itkonen, COMPASS
Amy Luft, COMPASS
Kathy Parker, COMPASS
Lan Smith, LHTAC
Toni Tisdale, COMPASS
Mary Ann Waldinger, COMPASS

CALL TO ORDER:

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

OPEN DISCUSSION/ANNOUNCEMENTS

General announcements were made.

CONSENT AGENDA

A. Approve July 24, 2019, RTAC Meeting Minutes

Nathan Leigh moved and Maureen Gresham seconded approval of the Consent Agenda as presented. Motion passed unanimously.

ACTION ITEMS

A. Recommend FY2020 Resource Development Plan

Kathy Parker presented the FY2020 Resource Development Plan.

After discussion, **Patricia Nilsson moved and Jeff Barnes seconded to recommend COMPASS Board of Directors' approval of the FY2020 Resource Development Plan. Motion passed unanimously.**

B. Recommend Adoption of Resolution X-2019 Amending the FY2019-2023 Regional Transportation Improvement Program (TIP)

Toni Tisdale presented Resolution X-2019 Amending FY2019-2023 TIP. This resolution will increase the cost of one project.

After discussion, **Clair Bowman moved and Justin Lucas seconded to recommend COMPASS Executive Committee adoption of Resolution X-2019 amending the FY2019-2023 Regional Transportation Improvement Program as presented. Motion passed unanimously.**

INFORMATION/DICUSSION ITEMS

A. Review past *Communities in Motion* (CIM) Implementation Grants and Project Development Program Projects

Kathy Parker provided an update on the FY2018 and FY2019 CIM Implementation Grants and Project Development Program projects.

B. Review National Highway System and Functional Classification Update

Mary Ann Waldinger provided an overview of the National Highway System, federal and planning functional classification maps, and a preview of work to be conducted to update all three of these over the next several months.

Next Meeting: September 25, 2019, RTAC Meeting

ADJOURNMENT

Meeting was adjourned at 9:26 a.m.

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RTAC AGENDA ITEM IV-A Date: September 25, 2019

Topic: Rural Project Priorities

Request/Recommendation:

COMPASS staff seeks an RTAC recommendation for COMPASS Board of Directors' adoption of Resolution X-2020 (Attachment 1) approving priorities for applications for rural projects, as recommended by the Rural Prioritization Workgroup on August 8, 2019 (signatures are still being collected).

Background/Summary:

On August 20, 2012, the COMPASS Board of Directors approved a process for rural project prioritization. The process states that all rural roadway jurisdictions in Ada and Canyon Counties shall meet annually on a voluntary basis to recommend regional rural project priorities. Starting in 2015, the Rural Prioritization Workgroup was tasked to perform these duties.

The Rural Prioritization Workgroup met on August 8, 2019, and recommended the following rural regional priorities for projects managed by the Local Highway Technical Assistance Council:

Local Rural Highway Investment Program – Construction

1. City of Melba
 - a. City-wide chip sealing. Request: \$100,000.
2. City of Parma
 - a. Rebuild Bates Avenue, Roswell Boulevard to 8th Street (including Roswell Boulevard and 8th Street to US 20/26). Request: \$100,000.
3. City of Greenleaf
 - a. Rebuild Harmony Lane, Whittier Drive to Antrim Drive. Request: \$100,000.
4. Canyon Highway District No. 4
 - a. Upgrade structural deficiencies on culverts. Request: \$100,000.
5. Nampa Highway District No. 1
 - a. Improve Lola Lane, from Highway 45 to South Powerline Road. Request: \$100,000.

Local Rural Highway Investment Program – Signs

1. City of Wilder

Implication (policy and/or financial):

COMPASS Board of Directors' approval of these priorities provides the regional support needed to help make these applications successful by allowing additional points in the Local Highway Technical Assistance Council prioritization process for regional involvement and prioritization.

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 APPROVING RURAL PROJECT PRIORITIES
IN ADA AND CANYON COUNTIES**

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

WHEREAS, the COMPASS Board of Directors' recognizes the need to prioritize rural project applications in Ada and Canyon Counties;

WHEREAS, the Local Highway Technical Assistance Council desires regional coordination prior to agencies submitting rural transportation applications;

WHEREAS, representatives of rural transportation jurisdictions in Ada and Canyon Counties met on August 8, 2019, in the City of Greenleaf, Idaho, to determine the highest priority rural projects in the region; and

WHEREAS, representatives of each rural transportation jurisdiction in Ada and Canyon Counties signed the attached rural prioritization recommendations, dated August 8, 2019, as support for these projects and the priorities.

NOW, THEREFORE, BE IT RESOLVED, that the Community Planning Association of Southwest Idaho Board of Directors' approves and supports the rural priorities for Ada and Canyon Counties.

DATED this 21st day of October 2019.

APPROVED:

By: _____
**Tom Dale, Chair
Community Planning Association
of Southwest Idaho Board of Directors**

ATTEST:

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

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Recommendations from the
Eighth Annual Rural Prioritization Work Group
August 8, 2019

A rural project prioritization process was agreed to by all the rural roadway jurisdictions in Ada and Canyon Counties and approved by the COMPASS Board on August 20, 2012. The process provides regional priorities for the Local Highway Technical Assistance Council's (LHTAC) rural project application process. Regional priorities allow additional points through LHTAC's scoring process.

Participation in the rural prioritization process is voluntary; and these priorities were established by agreement between those who attended the work group meeting and supported by those who did not attend.

The Eighth Annual Rural Prioritization Work Group meeting was held on August 8, 2019, in the City of Greenleaf. After negotiations, the following priorities are recommended for consideration in the LHTAC application process:




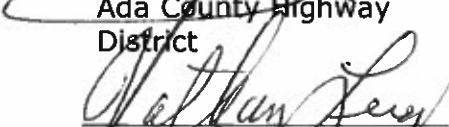

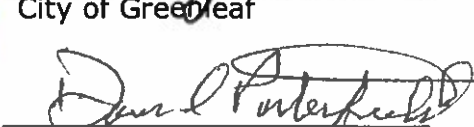
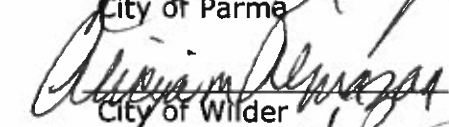
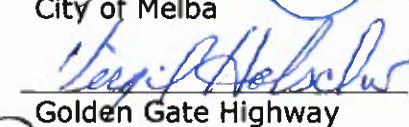

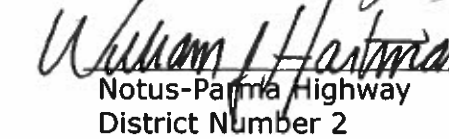
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4. Canyon Highway District No. 4
 - a. Upgrade structural deficiencies on culverts. Request: \$100,000.
5. Nampa Highway District No. 1
 - a. Improve Lola Lane, from Highway 45 to South Powerline Road. Request: \$100,000.

Local Rural Highway Investment Program – Signs

1. City of Wilder

The following agencies support and recommend the priorities and projects, as presented, for approval by the COMPASS Board.

 _____ Ada County Highway District	 _____ Canyon Highway District Number 4	 _____ City of Greenleaf
 _____ City of Parma	 _____ City of Melba	 _____ City of Notus
 _____ City of Wilder	 _____ Golden Gate Highway District Number 3	 _____ Nampa Highway District Number 1
 _____ Notus-Parma Highway District Number 2		

RTAC AGENDA ITEM IV-B

DATE: September 25, 2019

Topic: FY2020-2026 Regional Transportation Improvement Program (TIP) and Associated Air Quality Conformity Demonstration

Request/Recommendation:

COMPASS staff seeks an RTAC recommendation for COMPASS Board of Directors' adoption of Resolution XX-2020 (Attachment 1) approving the FY2020-2026 Regional Transportation Improvement Program (TIP) and associated air quality conformity demonstration for Northern Ada County.

Background/Summary:

The TIP is updated annually. The "Major Changes List" (Attachment 2) provides a summary of new or removed projects, projects with advanced or delayed construction, and projects with a major scope change, compared to the FY2019-2023 TIP. The full FY2020-2026 project list is provided on the COMPASS website under "supplemental information" at <http://www.compassidaho.org/people/rtacmeetings.htm>.

The air quality conformity demonstration for the FY2020-2026 TIP is also available at the link above. The proposed project list conforms to air quality budgets approved for Northern Ada County.

A public comment period on the draft FY2020-FY2026 TIP, as well as Valley Regional Transit's FY2020 proposed federal Program of Projects and the required air quality conformity demonstration for Northern Ada County was held from August 7 through September 5, 2019. In total, 38 people commented; 26 comments are related to the draft FY2020-2026 TIP, 8 to Valley Regional Transit's Program of Projects, and 4 to the air quality conformity demonstration (Attachment 3). The Idaho Transportation Department received two comments during their public comment period that relate to projects in Ada and Canyon Counties (Attachment 4).

No changes are recommended by staff based on public comment.

Staff is still working on the final version of the document that includes federal requirements and explains the information in the TIP project list. In order to address corrective actions in the federal certification review, staff is modifying several sections significantly including:

- Explaining how congestion mitigation strategies are implemented in the TIP.
- Expanding the financial constraint section to provide more detailed information on overall maintenance and operations of our existing system.
- Intensifying the analysis of the federal performance measures.

Once the draft document is complete, staff will post the document to the RTAC supplemental information section at the link above. Staff will also cover the new information during the presentation at the RTAC meeting.

Implication (policy and/or financial):

The FY2020-2026 TIP is not official until adopted by the COMPASS Board of Directors and Idaho Transportation Board and approved by Federal Highway and Transit Administrations. The current FY2019-2023 TIP remains in effect until final approval of the FY2020-2026 TIP, anticipated by December 31, 2019. Changes to projects in early FY2020 occur via amendments to the FY2019-2023 TIP.

More Information:

- 1) Attachment 1 – Resolution XX-2020
- 2) Attachment 2 – Major Changes List
- 3) Attachment 3 – Public Comments Received (Verbatim)
- 4) Attachment 4 – Public Comments Received by ITD Related to Ada and Canyon Counties
- 5) For detailed information contact: Toni Tisdale, Principal Planner, at (208) 475-2238 or ttisdale@compassidaho.org.

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RESOLUTION NO. XX-2020

**FOR THE PURPOSE OF APPROVING THE
FY2020-2026 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM AND
ASSOCIATED AIR QUALITY CONFORMITY DEMONSTRATION**

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

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

WHEREAS, a public comment period was held between August 7 and September 5, 2019, for people to review and comment on proposed projects in the program;

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

WHEREAS, the Community Planning Association of Southwest Idaho has developed the FY2020-2026 Regional Transportation Improvement Program for Ada and Canyon Counties, and corresponding air quality conformity demonstration for Northern Ada County, in compliance with all applicable state and federal regulations.

NOW, THEREFORE, BE IT RESOLVED, that the Community Planning Association of Southwest Idaho Board of Directors' approves the FY2020-2026 Regional Transportation Improvement Program and the associated air quality conformity demonstration.

Adopted this 21st day of October 2019.

By: _____
Tom Dale, Chair
Community Planning Association
of Southwest Idaho Board of Directors

ATTEST:

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

Major Changes List
Draft FY2020-2026 Regional Transportation Improvement Program (TIP)

For the purpose of this report, "major changes" are defined as new or removed projects, projects with advanced or delayed construction, and projects where the scope changed significantly as compared to the FY2019-2023 TIP. Projects are listed in alphabetical order of project name by funding program.

Bridge

Key Number	Project	Year of Funding	Total Programmed Cost
Delay			
20227	US 20/26 (Chinden), Phyllis Canal, Bridge Rehabilitation, near Meridian*	FY2021 to FY2023	\$3,475,000

*project is delayed to match an advance of KN 20367, shown under the State Safety and Capacity program

Federal Railroad

Key Number	Project	Year of Funding	Total Programmed Cost
New			
ORN22460	Railroad Crossing, SH-19, Greenleaf	FY2022	\$110,000
Advance			
20358	Railroad Crossing, Lemp Lane, Canyon County	PD to FY2024	\$255,000
Delay			
20355	Railroad Crossing, Look Lane, Caldwell	FY2019 to FY2020	\$590,000

Highway Local Partnerships

Key Number	Project	Year of Funding	Total Programmed Cost
New			
ORN22392	Capital Maintenance, Local, Boise Area – FY2026	FY2026	\$380,000
RD216-04	Eagle Road, Lake Hazel Road to Amity Road, Meridian	PD	\$7,459,000
RD207-29	Lake Hazel Road, Cloverdale Road to Five Mile Road, Ada County	PD	\$8,080,000
RD207-30	Lake Hazel Road, Five Mile Road to Maple Grove Road, Ada County	PD	\$4,649,000
Advance			
20683	Capital Maintenance, Local, Boise Area – FY2024	PD to FY2024	\$380,000
13918	Pathway, Rail with Trail, Meridian	PD to FY2022	\$256,000

Interstate Maintenance

Key Number	Project	Year of Funding	Total Programmed Cost
New			
ORN22237	East Boise Point of Entry, Ada County	FY2020	\$479,000
ORN22246	I-84, Interchange Ramp Rehabilitation, Boise	FY2020	\$661,000
Remove			
19696	I-84, Farmers Sebree Canal (near Parma Exit) to Franklin Road, Caldwell*	PD	\$3,728,000

*expected to be included in different project

Local Highway Alternatives Transportation Management Area

Key Number	Project	Year of Funding	Total Programmed Cost
New			
ORN22385	Pathway, Greenbelt Completion, Boise State	PD	\$422,000
Significant Change			
21910	SR2S, VRT, Ada County – FY2024 and FY2025*	FY2024	\$389,000
Advance			
13918	Pathway, Rail with Trail, Meridian	PD to FY2022	\$382,000

*combined two years' of funding and added a part-time staff member in FY2025.

Local Highway Rural

Key Number	Project	Year of Funding	Total Programmed Cost
Delay			
13964	Peckham Road, US-95 to Notus Road, Canyon County	FY2020 to FY2021	\$3,720,000

Local Highway Transportation Management Area

Key Number	Project	Year of Funding	Total Programmed Cost
New			
ORN22390	Pavement Management and ADA, Phase 1, Boise Area – FY2026	FY2026	\$5,547,000
ORN22391	Pavement Management and ADA, Phase 2, Boise Area – FY2026	FY2026	\$2,377,000
CPA3 ORN22386	Commuteride, ACHD	FY2025	\$220,000
CPA1 ORN22389	Planning, COMPASS	FY2025	\$232,000
ORN22394	Study, Big Data Purchase, COMPASS	PD	\$150,000
ORN22395	Study, Fiscal Impact Analysis, COMPASS	PD	\$60,000
ORN22393	Transit Asset Management, Boise Area, VRT – FY2026	FY2026	\$1,449,000
Remove			
18694	Planning, Transportation Operations and ITS Plan Update, COMPASS*	FY2020	\$14,000
Advance			
20674	Pavement Preservation and ADA, Phase 1, Boise Area – FY2024	PD to FY2024	\$5,579,000
20538	Pavement Preservation and ADA, Phase 2, Boise Area – FY2024	PD to FY2024	\$2,391,000
CPA3 15914	Commuteride, ACHD	PD to FY2024	\$220,000
CPA1 21889	Planning, COMPASS	PD to FY2024	\$232,000
Significant Change			
15001	Cost Increase Set-Aside**	FY2020 FY2021 FY2022	\$14,000 \$6,000 \$12,000
19057	Transit Asset Management, Boise Area, VRT – FY2020***	FY2020	\$1,575,000
18905	Transit Asset Management, Boise Area, VRT – FY2021***	FY2021	\$1,542,000
19763	Transit Asset Management, Boise Area, VRT – FY2022***	FY2022	\$1,511,000
19950	Transit Asset Management, Boise Area, VRT – FY2023***	FY2023	\$1,480,000
20659	Transit Asset Management, Boise Area, VRT – FY2024***	FY2024	\$1,449,000
21903	Transit Asset Management, Boise Area, VRT – FY2025***	FY2025	\$1,449,000

*funds were second-year of funding and not needed, per bid. Moved funds to KN 15001.

**set-aside funds are remaining funds in the program and will be used in the future to balance project needs

***changed capital programs to reflect projects in the Transit Asset Management Plan

Local Highway Urban

Key Number	Project	Year of Funding	Total Programmed Cost
New			
ORN22438	Cherry Lane, 11 th Avenue North to Idaho Center Boulevard, Nampa	PD	\$1,302,000
CPA3 ORN22386	Commuteride, ACHD	FY2025	\$55,000
CPA1 ORN22389	Planning, COMPASS	FY2025	\$99,000
Advance			
CPA3 15914	Commuteride, ACHD*	FY2023 to FY2022	\$55,000
CPA3 15914	Commuteride, ACHD	PD to FY2024	\$55,000
CPA1 21889	Planning, COMPASS	PD to FY2024	\$232,000
Delay			
13487	Middleton Road and Ustick Road, Roundabout, Caldwell	FY2021 to FY2024	\$2,922,000
Significant Change			
13906	Transit Asset Management, Boise Area, VRT – FY2020**	FY2020	\$159,000

* combined FY2022 and FY2023 funds

** changed capital programs to reflect projects in the Transit Asset Management Plan

National Highway Performance Program

Key Number	Project	Year of Funding	Total Programmed Cost
Delay			
20227	US 20/26 (Chinden), Phyllis Canal, Bridge Rehabilitation, Near Meridian	FY2021 to FY2023	\$3,475,000

Pavement Preservation/Restoration

Key Number	Project	Year of Funding	Total Programmed Cost
Remove			
21848	I-84B, Blaine/Cleveland Avenue to 10 th Avenue, Caldwell*	PD	\$1,169,000

*currently in process of ownership transfer to City of Caldwell

Safety

Key Number	Project	Year of Funding	Total Programmed Cost
Significant Change			
20367	US 20/26 (Chinden), Star Road to SH-16, Ada County	FY2023	\$5,550,000

*moved to a different funding source (Transportation Expansion and Congestion Mitigation)

STAR Financing

Key Number	Project	Year of Funding	Total Programmed Cost
Advance			
20594	US 20/26 (Chinden), Linder Road to Locust Grove, Meridian and Eagle	FY2021 to FY2020	\$9,300,000
Significant Change			
21858	US 20/26 (Chinden), SH-16 to Linder Road, Ada County*	FY2019 - FY2020	\$18,527,000 to \$25,027,000

State

Key Number	Project	Year of Funding	Total Programmed Cost
Add			
ORN22258	Culvert Replacements, Canyon County	FY2021	\$188,000
22508	I-84B, SH-19 to Homedale Road, Caldwell	FY2020	\$2,300,000
Advance			
20367	US 20/26 (Chinden), Star Road to SH-16, Ada County	PD to FY2023	\$5,550,000
Delay			
20574	SH-44 (State Street), Star Road to SH-16, Ada County	FY2023 to FY2024	\$8,200,000
Remove			
20174	SH-55 (Karcher) and Florida Avenue, Intersection Improvements, Caldwell*	PD	\$1,370,000
21863	Intersection Improvements, District 3**	FY2023	\$510,000

*application submitted for more substantial work.

**this is a district-wide project, with no specific segments selected

Transportation Expansion and Congestion Mitigation

Key Number	Project	Year of Funding	Total Programmed Cost
Significant Change			
20367	US 20/26 (Chinden), Star Road to SH-16, Ada County	FY2023	\$5,550,000

*moved from a different funding source (Safety)

Public Transportation

In addition to the projects in the table below, FY2024 funds were added to existing public transportation projects for required fixed route, demand response, and administrative services. With direction from Federal Transit Administration staff, Valley Regional Transit combined many similar projects to allow more flexibility of these programs. Details of these changes are available on the program worksheets, upon request. More substantial changes are listed below.

Federal Transit Administration Funding

Key Number	Project	Year of Funding	Total Programmed Cost
19691	Transit – Acquisition of Service, Boise Area*	FY2020 – PD	\$2,244,000
19137	Transit – Preventive Maintenance and Paratransit, Boise Area**	FY2020 – PD	\$15,648,000
18788	Transit Asset Management, Boise Area, VRT*** (FTA 5307 LU)	FY2020 – PD	\$1,703,000
18781	Transit Asset Management, Nampa Area, VRT*** (FTA 5307 SU)	FY2022 – PD	\$8,478,000
20136e	Transit Asset Management, Nampa Area, VRT *** (FTA 5339 SU)	FY2020-2021	\$359,000
NEW	Transit Asset Management, Boise Area, VRT (FTA 5339 (c))	FY2020	\$3,750,000

*added funds for FY2022 through PD

**removed "Operations" from title

*** changed capital programs to reflect projects in the Transit Asset Management Plan

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Public Comments Received (Verbatim)

- **Draft FY2020–2026 Regional Transportation Improvement Program**
- **FY2020 federal Program of Projects proposed for funding by Valley Regional Transit**
 - **Air Quality Conformity Demonstration for Northern Ada County**

Public Comment Period: August 7 – September 5, 2019

Total number of comments received by COMPASS: 38

Voice Mail: 1

Online Comment Form: 32

Hard Copy Comment Form: 4

Letter: 1

Comment <small>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</small>	Staff Response	Zip Code Name Affiliation	Format
Comments on projects in the DRAFT FY2020-2026 Regional Transportation Improvement Program (TIP)			
Regarding the expansion of Eagle Rd & Amity intersection (RD207-33), I feel with the rapid growth of the neighborhood and upcoming projects (new jr. high school, a library, expansion of the YMCA, more housing subdivisions, and an upcoming shopping center), a 2-lane roundabout will not meet the traffic needs of the area. I would like to see a full traffic light intersection and a slower speed limit (40/ mph) implemented,	Thank you for your comments. They will be provided to the COMPASS Board of Directors and the Ada County Highway District.	83642	Online comment form
I'm commenting on the capital maintenance phase 2, key 20129, Warm Springs Avenue between Glacier and Highway 21. This rehabilitation was originally supposed to go all the way to Eckert. The stretch of road between Eckert and Glacier has many rough spots, and the increase in vehicle traffic and especially construction vehicles (tractor trailer dump trucks) will only cause this to deteriorate more. This rehab project needs to be extended back to Eckert as originally planned.	Thank you for your comments. They will be provided to the COMPASS Board of Directors and the Ada County Highway District. Waiting on response from ACHD	Robert Stark Barber Valley Neighborhood Association 83716	Online comment form

<p align="center">Comment</p> <p align="center">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center">Staff Response</p>	<p align="center">Zip Code Name Affiliation</p>	<p align="center">Format</p>
<p>I do not favor widening any more roads beyond three lanes. It is well established that we can not build our way out of congestion-- except through transit and bike/ped infrastructure. I do favor constructing detached bike/ped paths wide enough to accomodate both pedestrians and bicyclists safely. No one! who has any choices would choose to walk or bicycle right up against a five lane road!</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83702</p>	<p>Online comment form</p>
<p>I am confused about the project sequence order to widen Chinden from Linder Road all the way to Eagle Road. Key # 20594 Advance</p> <p>The last I heard, the section between Meridian Road and Locust Grove Road was going to be done AFTER Linder to Meridian and AFTER Locust Grove to Eagle. That order doesn't make sense to me. But, it is not spelled out in detail on the Major Changes table.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors and the Idaho Transportation Department.</p> <p>ITD did initially intend to widen from east to west beginning at Eagle Road; however, with both Costco and WinCo now planned along Chinden Boulevard the order has changed. The developers of these two large projects will contribute funding toward widening Chinden near the developments (called "STAR" funding). In order to expedite the portions of Chinden that will be affected (and initially funded) by the Costco and WinCo stores, construction on those segments will now occur sooner than originally planned. The revised current schedule is:</p> <ol style="list-style-type: none"> 1. Eagle Road to Locust Grove Road, FY2020, funded by ITD. 2. Linder Road to Meridian Road, FY2020, funded with STAR funding. 3. Meridian Road to Locust Grove Road, FY2021, funded with STAR funding. 4. Black Cat Road to Linder Road, FY2020/2021, funded with STAR funding. 5. Black Cat Road to State Highway 16, FY2021, funded with STAR funding. 6. State Highway 16 to Star Road, FY2023, funded by ITD. <p>The STAR-funded projects may be completed sooner, but for planning purposes, they are scheduled as shown above.</p>	<p>Jennifer A Pedrali 83646</p>	<p>Online comment form</p>

<p align="center">Comment</p> <p align="center">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center">Staff Response</p>	<p align="center">Zip Code Name Affiliation</p>	<p align="center">Format</p>
<p>There are MANY needs in the city of Meridian due to excessive growth. However, the main road being overlooked is McMillan between black cat and Locust Grove. Traffic is horrible because its only 2 lanes and there are hundreds of new homes planned for this stretch of road and no plans to widen it. It needs to be addressed within the next year or two.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors and the Ada County Highway District.</p>	<p>Carrie Hovey 83646</p>	<p>Online comment form</p>
<p>My comment is in support of the current draft FY20-26 Regional TIP, and any further efforts to improve bike-ability and walk-ability to our regional transit plan will be much appreciated.</p> <p>In addition, I would like to comment that future projects can and should slowly transition funding, as our population increases, to light rail transportation connecting the Boise Train Depot, converting existing rail through fair market purchase or eminent domain, to light rail track with accompanying transit stops along the rail corridor to Caldwell. The recent comment on local option taxes from our governor is heartening that this option may become a reality in the near future, should the legislature be as wise as our governor and our local elected officials.</p> <p>Surely, as our population grows alongside fuel prices and pollution, investments in mass transit light rail and away from continued expansion of pavement for multi-lane roadways used primarily by single occupant vehicles will be well worth their cost in returns in many other areas, including resident affordability for higher quality of life as well as saved cost in distributed roadway upkeep and repairs. A small increase in local option sales tax could result in a net increase in savings for its residents in fuel, insurance, vehicle purchase, maintenance, and repair costs. This in addition to the realized gain in air quality (inversions), soil/water quality (oil emissions and oil waste into our sewers), and preservation of green spaces alongside the financial benefits of a better connected</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors and Valley Regional Transit.</p>	<p>Joseph Schueler 83702</p>	<p>Online comment form</p>

<p style="text-align: center;">Comment</p> <p style="text-align: center;">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p style="text-align: center;">Staff Response</p>	<p style="text-align: center;">Zip Code Name Affiliation</p>	<p style="text-align: center;">Format</p>
<p>community for stronger commerce and trade, the resulting economic boost in both purchase power and business location access notwithstanding.</p> <p>Thus far, investments in the current proposed areas are still wise to manage a growing population, but my hope is that advanced plans for the critical mass saturation of a fast growing Treasure Valley will point towards mass transit. This outcome will need to be well planned and well thought out well in advance of its need for it to be successful. Construction of commercial and residential property and density infill will be harder to anticipate if this change does not occur sooner rather than later.</p> <p>Finally, if light rail were to be a priority in the next 14 years (the next TIP budget), this would lay the foundations of needs for mass transit options retrofitted for the urban core. The two phase trolley proposed in our past is one such example, but a myriad of options could exist to aid in this important accent to light rail. Light rail might allow for concentrated use of busing in the urban core, for example, with expanded routes, stops, and hours of operation to ensure full and easy access for the larger population of residents who will be coming into and out of the urban areas of all municipalities along the light rail route (including Boise, Meridian, Nampa, and Caldwell).</p>			

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code Name Affiliation	Format
<p>Concerning SH-55/SH-44 intersection, CFI seems like a good idea for longer term, but meanwhile please implement an immediate simple fix to improve throughput. The strange entry to Chevron is rarely used, is unneeded due to riverside access, and is impeding southbound SH-55 traffic wishing to head west on SH-44 (traffic is blocked from entering turn lanes, so intersection is underutilized and delays increased). Please eliminate the extraneous chevron "exit" and extend the turn lane entry area to improve intersection throughput.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors and the Idaho Transportation Department.</p>	<p>83616</p>	<p>Online comment form</p>
<p>I would request that a connection between Highway 55 and Cloverdale Rd, crossing the Boise River and connecting the Island Woods and Lakemoor subdivisions such that they have an extra egress route in case of emergency.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors, the Ada County Highway District, the Idaho Transportation Department, and the City of Eagle.</p>	<p>Rob Brooks 83616</p>	<p>Online comment form</p>
<p>Completion of SH 16 to I-84 is critical to relieving congestion in the Treasure Valley. Its completion is far more important than pedestrian and bicycle bridges and pathways.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors and the Idaho Transportation Department.</p>	<p>Fred Hoadley 83686</p>	<p>Online comment form</p>
<p>Hi – my name is Tina Elayer and I am a Brownfields Analyst at IDEQ. I would like to offer assistance if there is a need to address potential contamination on the proposed projects. I am attaching info sheets that show maps from our waste facility mapper (WFM). This website is a great resource to identify waste program actions that IDEQ is involved in. I'd be happy to talk to anybody who is interested in this service. Thank you!</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors, the Local Highway Technical Assistance Council, the City of Nampa, and the City of Meridian.</p>	<p>83706</p>	<p>Hard copy comment form</p>

<p style="text-align: center;">Comment</p> <p style="text-align: center;">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p style="text-align: center;">Staff Response</p>	<p style="text-align: center;">Zip Code Name Affiliation</p>	<p style="text-align: center;">Format</p>
<p>Nowhere, do I see any planning for another bridge across the Boise River (specifically in the 5 Mile, Coverdale area). Traffic across the Glenwood bridge is approaching gridlock stage many times during the day, with more and more homes and apartments being built in Northwest Boise, increasing the demand on an already strained bridge. Why isn't this even on a "consideration" list?</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors, the Ada County Highway District, and the City of Eagle.</p> <p>The regional long-range transportation plan, <u><i>Communities in Motion 2040 2.0</i></u>, identifies needed transportation projects for the next 20+ years. The plan lists funded projects, as well as projects that are needed but are currently unfunded. One of the <u>unfunded needs</u> is the Three Cities River Crossing to preserve land for a future bridge over the Boise River east of the City of Eagle (#17 of Regional Local System Projects, p. 3 of the list linked above).</p>	<p>83714</p>	<p>Online comment form</p>
<p>My boys (8 and 9) and I regularly ride bikes along the greenbelt in Eagle and find crossing the Eagle bridge extremely hazardous. We would greatly appreciate sidewalk being added (or a wide enough shoulder to accommodate the high driving speeds.) Also, our family and several other classmates have had multiple near misses at the crosswalk of Ustick and Curtis from vehicles heading N on Curtis and making a L onto Ustick at the flashing yellow. I understand the pedestrian signal is on for 5 seconds before the open left turn is available. I have not seen the drivers habitually check the crosswalk before turning onto Ustick – they are instead focused on beating the oncoming traffic crossing Chinden. Can pedestrian crossing signs be added please? Are flashing lights able to be installed to further alert drivers? Please?</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Eagle.</p> <p>A project is scheduled to build a bicycle and pedestrian bridge adjacent to Eagle Road (State Highway 55) over the North Channel of the Boise River in FY2023.</p> <p>Waiting on response from ITD</p>	<p>83704</p>	<p>Hard copy comment form</p>

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code Name Affiliation	Format
<p>- 20/26 Projects (Key #: 20594, Key #: 19944, Key #: 21858, Key #: 20367, Key #: 20227) - Hwy 20/26 through canyon and Ada counties must be a priority. ITD needs to do a better job working with and supporting large commercial developments as part of the STARS program to widen and improve 20/26 immediately. It is heavily traveled and relied upon by Canyon/Ada/Gem county commuters. It has become extremely congested and unsafe.</p> <p>- With Meridian being the second largest city in Idaho and continuously one of the fastest growing in America for the last 10 years arterial roadways need to be widened and improved for vehicles, bicycles and pedestrians. The areas of concern are as follows:</p> <p>- Key # : RD202-31 - With growth this needs to be a top priority and should be improved as 20/26 is done.</p> <p>- Key # : RD202-32 - With growth this needs to be a top priority to improve traffic flow from the ten mile exit.</p> <p>- Linder (Franklin - Pine) - Key # : RD213-16 - Needs to truly be widened up to Ustick to connect with the recently completed section.</p> <p>- Locust Grove (Fairview - Chinden) - Don't see Locust Grove on the draft at all which is a heavily traveled and heavily congested roadway through a dense part of Meridian.</p> <p>McMillan Rd (Locust Grove to McDermott) - Don't see McMillan on the draft at all and is a heavily traveled roadway through a dense and rapidly growing part of Meridian.</p> <p>- Eagle - Key # : RD207-33, Key # : RD216-04 (Victory to Lake Hazel) - Growing area but nearly as much of a priority as the north and northwest portion of Meridian</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors, the Ada County Highway District, the Idaho Transportation Department, the City of Meridian, and the City of Eagle.</p> <p>The Transportation Improvement Program does not include a comprehensive view of the Ada County Highway District's project schedule. The Ada County Highway District's Five-Year Work Plan does include funding for Locust Grove improvements, from Fairview to Ustick. You can find that by searching key number RD210-02 on this link: http://www.achdidaho.org/Departments/PlansProjects/IFYWP.aspx</p>	<p>83646</p>	<p>Online comment form</p>

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code Name Affiliation	Format
<p>I fully support adding the roundabouts on Centennial and Middleton/Ustick. The traffic backs up and it takes so long to make it thru both intersections. Not to mention those people who don't understand how 4 way stops work or don't pay attention to who stopped first. I feel like both roundabouts will improve traffic conditions and lower crashes.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors and the City of Caldwell.</p>	<p>83607</p>	<p>Online comment form</p>
<p>reinstitute the light rail system throughout Treasure Valley with grade separation; coordinated public transport system between light rail and bus/van schedules; extend bus transport system to cover heavily populated areas of Eagle, Meridian, Star, Middleton, Caldwell, Kuna; add more bus stops at major points of interest, such as schools, churches, malls, libraries, office buildings, parks, etc.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors and Valley Regional Transit.</p>	<p>83616</p>	<p>Online comment form</p>
<p>1. I don't understand why N. Linder Rd. is being prioritized over N. Meridian Rd. for road widening. There is not even a freeway overpass at Linder Rd. Meridian Rd. has a major freeway interchange, yet quickly narrows to 2 lanes a few miles north. It would make more sense from a planning perspective to prioritize widening roads that connect to the interstate for smoother traffic flow. As bad as Eagle Rd is, it now takes me less time to commute to work using Eagle Rd. than taking Meridian Rd. I live near the intersection of Meridian and McMillan. With all the new homes, apartments and schools built over the past 10 years, Meridian Rd. is not equipped to handle the volume of traffic created by the developments.</p> <p>2. Since N. Meridian Rd. is not going to be widened from Ustick to Chinden anytime soon, it might be worth considering a single lane roundabout at the Meridian/McMillan intersection to improve traffic flow for the morning/evening commuters. There is a school on the corner too, so it might improve safety.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors, the Ada County Highway District, and the City of Meridian.</p> <p>The Transportation Improvement Program does not include a comprehensive view of the Ada County Highway District's project schedule. Please follow the attached link to see a full list of projects in ACHD's Five-Year Work Plan (Meridian Road, Cherry Lane to Ustick Road, is included for a widening project in FY2020): http://www.achdidaho.org/Departments/PlansProjects/IFYWP.aspx</p> <p>ACHD's 2016 Capital Improvement Plan (CIP) includes a list of intersections that may be good candidates for a roundabout. The intersection of Meridian Road and McMillan Road did not make it on the list. ACHD's 2016 Capital Improvements Plan can be found here: https://www.achdidaho.org/Documents/Engineering/ImpactFees/Ordinance231/ProjectsByYearTables_A4_A5.pdf</p>	<p>83646</p>	<p>Online comment form</p>

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New ORN22385 Boise State Greenbelt. What is this project and when do you think it will be completed?	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors and Boise State University.</p> <p>The project makes safety improvements to an existing pathway near Boise State University by widening the multi-use pathway and adding a buffer between the pathway and the roadway. Timing is unknown, but currently expected to be completed after Fiscal Year 2024.</p>	83706	Online comment form
Please install a traffic light on Hwy 45 and Locusts Lane in Nampa	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors, the City of Nampa, and the Canyon Highway District.</p>	83686	Online comment form
I didn't see anything planned for the McDermott/Ustick vicinities to accommodate the new high school. I know McDermott will eventually tie SH16 to I84, but are no improvements being planned out for Ustick to meet increased traffic?	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors and the Ada County Highway District.</p> <p>The West Ada School District will be required to make road improvements on the roads adjacent to their new school, as will developers of other properties in the area. The extension of State Highway 16 (Key # 20788), from US 20/26 (Chinden) to Interstate 84 (I-84), is in the design and right-of-way acquisition phases of the project. The construction phase of the State Highway 16 project is unfunded and not currently scheduled in the Transportation Improvement Program. The intersection of State Highway 16 and Ustick Road is planned as an interchange, which ACHD will require to be designed to accommodate the future traffic needs of the area.</p>	83646	Online comment form

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code Name Affiliation	Format
<p>I appreciate attention to the issues of public transportation both for Ada County and Canyon county. The Treasure Valley is growing so fast, it is essential we have better public transportation, and less congestion on our highways and freeway. I am disappointed to see NOTHING about an HOV lane between Caldwell and Boise on I-84. It works well in other bigger cities. Some even have the HOV lane movable to accommodate morning, then evening commuters. It is a great idea to use less space for a welcome relief to getting stuck behind a slow vehicle in "rush hour" and it promotes car pooling. Seems like a No-Brainer for I-84!</p> <p>We really, really need more safe bike paths/lanes along major through roads like Happy Valley and Robinson Rd so people can utilize alternative transportation. More people would ride bikes and scooters if it was safer. But both of those roads have narrow gravel shoulders that are not safe to ride on with the speed limits posted thereon. Couldn't those right-of-ways along both roads be utilized as wider, smoother shoulders for pedestrians and bikes?</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors, the Ada County Highway District, the Idaho Transportation Department, the City of Caldwell, and the City of Boise.</p> <p>Under Idaho law, high occupancy vehicle (HOV) lanes are restricted to counties with populations of less than 25,000. As both Ada and Canyon County populations exceed this amount, HOV lanes are not currently a viable option for the Treasure Valley.</p> <p>According to Nampa Highway District staff, both Happy Valley Road and Robinson Road are arterial roadways with only 50 feet of right-of-way, which does not leave room to build bicycle lanes at this time.</p>	<p>Joyce Lewis 83687</p>	<p>Online comment form</p>

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<p>The widening of Chinden by ITD without consideration for its impacts on already unsafe conditions for pedestrians who use and cross Chinden in Garden City should not be supported by COMPASS through adoption of the TIP.</p> <p>COMPASS data show that the widening of Chinden west of SH55 will induce more traffic on Chinden through Garden City. The sections of Chinden west of 43rd Street to the Garden City western limits lack sidewalks and have no safe places to cross other than at sparsely-spaced intersections.</p> <p>The result is people in wheelchairs being forced to use the two-way left turn lane. https://twitter.com/KostelecPlan/status/996067213403602945?s=20</p> <p>The result is a senior citizen trying to get to a grocery store and only having a shoulder next to high speed traffic for her walk. You can view that image here: https://twitter.com/KostelecPlan/status/1169236040277618688?s=20</p> <p>Further, ITD is proposing to build sidewalks (a pathway) on one side of Chinden until a future additional widening takes place. This is counter to prevailing FHWA guidance on this type of high speed, high volume arterial. ITD's District 3 Engineer asserted in emails that they feel this is somehow safe. The above picture of the senior citizen walking on a shoulder is what ITD said would be safe on Chinden through Meridian.</p> <p>The ITD projects for Chinden that COMPASS is approving in this TIP clearly prioritize the convenience of motorists over the safety of people. COMPASS has been admonished in the past for failing to properly consider the needs of people outside of vehicle. This occurred by FHWA during its certification review of COMPASS. The approval of this TIP continues</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors, the Ada County Highway District, the Idaho Transportation Department, and the City of Garden City.</p>	<p>Donald Kostelec 83716</p>	<p>Online comment form</p>

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<p>the prioritize unsafe investment by ITD and subject to COMPASS approval.</p> <p>I request COMPASS either deny the TIP until ITD can commit to addressing existing pedestrian safety issues in Garden City and incorporate the design of a temporary sidewalk (asphalt?) along the north side of Chinden in the widening projects proposed in this TIP.</p> <p>If COMPASS does not feel empowered to deny the TIP based on safety reasons, then I request COMPASS act immediately upon the approval of the TIP to form a group of COMPASS, ITD, ACHD, and Garden City officials to develop a strategy to complete the sidewalks on Chinden to be as close to concurrent with the Chinden widenings west of SH 55. Otherwise, ITD's actions will only compound the already-unsafe engineering on Chinden through Garden City.</p>			
<p>Chinden does NOT need to be widened. When are wider sidewalks coming? Can Front and Myrtle in Boise be converted to two-way traffic?</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors, the Idaho Transportation Department, the Ada County Highway District, and the City of Boise.</p> <p>Waiting on response from ITD</p>	<p>Bridger Putnam 83702</p>	<p>Online comment form</p>
<p>Please include rail between Caldwell and nampa.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors, the City of Nampa, and the City of Caldwell.</p>	<p>83651</p>	<p>Online comment form</p>
<p>There is a great need to plan for the re-building of the Five Mile interstate overpass. This antiquated, narrow, two-lane, heavily used overpass in the Boise city limits has no provision for walkers or bicyclists. The roadway is used by perhaps 18 sq. miles of residents for their north-south travel. That is one mile on each side of Five Mile Road for 4</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors, the Idaho Transportation Department, the Ada County Highway District, the City of Boise, and the City of Meridian.</p>	<p>Ralph Mellin</p>	<p>Online comment form</p>

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<p>½ miles north of the interstate (9 sq. mi.) and the same south of the interstate.</p> <p>While planning for the overpass's rebuilding consideration should be given to making this an interchange for these 18 sq. miles of residents. (That is a lot of housetops.) One, of course, would restrict the east-bound on ramp so no left crossover would be allowed to go downtown on the I-184 connector. Those destination travelers would use their current routes thus the interchange would be used mainly by the sole I-84 users. Part of the project could provide for another westbound interstate lane, which is sorely needed leading up to this overpass. That is there are three west-bound I-184 lanes (counting the Franklin Rd west-bound entering lane) that must merge into one lane on I-84 so there is tremendous afternoon congestion there. The east-bound I-184 entering or morning users have two lanes. Now it would seem like our local leaders would provide for interstate access and structure updates for the residents in this west side of Boise as it seems like residents of other areas of Ada County are provided. It is seen the leaders of Meridian seem to get things done for their area; hopefully our leaders can do the same for this center of the four mile stretch of west Boise without central interstate access. That is to have an interchange at the standard two mile interval through our heavy populated areas of the above noted 18 sq. miles of residents as is done through the rest of the heavily populated Ada County through East Canyon County</p> <p>It would seem to be wise for there to be a line item for this above project; however, perhaps it could be a part of the line item of Planning – Metropolitan Planning Funds 2020-24 for \$7,000,000 with perhaps some increase of these funds. But something needs to be done.</p>			
<p>I would like to see any funds approved to help widen road in Ada County require ACHD to design and build bike lanes that meet the requirements of the Bike Facilities Matrix in their Roadways to Bikeways plan.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors and the Ada County Highway District.</p>	<p>Clancy Anderson 83702</p>	<p>Online comment form</p>

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Letter from the Ada County Highway District attached at the end of this table.	Thank you for your comments. They will be provided to the COMPASS Board of Directors, the Idaho Transportation Department, Valley Regional Transit, the City of Boise, and the City of Meridian.	83642	Letter

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code Name Affiliation	Format
Comments on the FY2020 federal Program of Projects proposed for funding by Valley Regional Transit			
I favor investing in transit and transit infrastructure	Thank you for your comments. They will be provided to the COMPASS Board of Directors and Valley Regional Transit.	83702	Online comment form
Absolutely no public transportation. Only degenerates use public transportation.	Thank you for your comments. They will be provided to the COMPASS Board of Directors and Valley Regional Transit.	83686	Online comment form
<p>I'm interested in the bus routes, we live on Maple Grove, just off of Maple Grove near Hyatt Hidden Lakes, McMillan and Mitchell area. We've lived here for 10 years and when we first got here, Maple Grove had been cut through down to Chinden from McMillan. And we kept thinking maybe they'd put a bus route down there sometime, but it seems like we're kind of like a little island, it comes down Maple Grove and turns and goes east.</p> <p>And then the other one, the route 8, goes the other direction. The 8X does come down, but it doesn't stop anywhere really close to us.</p> <p>We thought maybe sometime – I'm disabled now – but I had wanted to ride the bus into downtown and to doctor's appointments and things like that. It's just impossible to get there for me, I can't walk that far and it seems like we've got a little island stuck out. Since Five Mile is, turns at Ustick and goes over – the number 8 does.</p> <p>And then the 12 turns and goes the other direction and kind of leaves us up a creek.</p> <p>And if I could cut across, if I <i>could</i> cut across, the Hyatt and Hidden Lakes, which is impossible, but that would take us down to Chinden, and it seems to be shut off right now, the 8x. And I would still have to get across and it's just impossible.</p> <p>I know if I'm looking at this area, and there's a lot of people up here that could use this, we'd</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors and Valley Regional Transit.</p> <p>ValleyConnect 2.0 is Valley Regional Transit's plan for expanded transit service in the Treasure Valley. This plan would improve service around Hyatt Hidden Lakes, but is unlikely to extend service down Maple Grove. Currently, there are two options for people in the identified service gap. In January, Valley Regional Transit began a pilot project with Lyft which allows anyone in this area to schedule a Lyft ride to select bus stops for \$2. From these stops, riders can continue their trip on fixed route transit for their regular fare. Alternatively, persons with disability who live within ¾ mile of fixed route service, which would cover this area may qualify for ACCESS door to door transportation.</p>	83704	Voice mail

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<p>like to put a word in to maybe look at Maple Grove and take it on down the hill, if possible.</p> <p>Thank you.</p>			
<p>Valley regional transit is a good alternative to driving but must expand service and stops. More importantly treasure valley cities need to collectively work towards providing more alternatives to public transit such as a rail system.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors and Valley Regional Transit.</p>	<p>83646</p>	<p>Online comment form</p>
<p>reinstitute the light rail system throughout Treasure Valley with grade separation; coordinated public transport system between light rail and bus/van schedules; extend bus transport system to cover heavily populated areas of Eagle, Meridian, Star, Middleton, Caldwell, Kuna; add more bus stops at major points of interest, such as schools, churches, malls, libraries, office buildings, parks, etc.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors and Valley Regional Transit.</p>	<p>83616</p>	<p>Online comment form</p>
<p>We should be thinking about a metro service that links Nampa/Caldwell + downtown Boise + airport.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors, Valley Regional Transit, the City of Caldwell, and the City of Nampa.</p>	<p>Richard Winn 83642</p>	<p>Online comment form</p>
<p>We were out of town so did not get to attend the open house. However we are highly concerned about public transportation and pedestrian/bike paths in rural Nampa. It is becoming a highly URGENT issue we cannot ignore or postpone!</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors, the City of Nampa, and Valley Regional Transit.</p>	<p>83687</p>	<p>Hard copy comment form</p>
<p>From what I can tell, a lot of the budget goes to fixing / maintaining rolling stock. I would like to see purchase of more rolling stock to satisfy the transit needs of the valley. Not in terms of ridership per se, but availability. Ridership won't go up unless availability goes up.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors and Valley Regional Transit.</p>	<p>Bridger Putnam 83702</p>	<p>Online comment form</p>

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code Name Affiliation	Format
Comments on the Air Quality Conformity Demonstration for Northern Ada County			
<p>We are greatly affected (to the point of wearing face masks!) by the air pollution at Curtis and Chinden on our daily walks and bikes ride to school. Can any further research be put into synchronizing the N/S lights along Curtis at Chinden, Ustick, Northview, the light/school zone at Koelsch, Fairview, and connector onramp please?</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors and the Ada County Highway District.</p> <p>Answer from Ada County Highway District staff:</p> <p>These signals are synchronized from Emerald Street to Adams Street. During the morning commute timing plan, southbound (from Chinden to I-84) is favored, but there is a cycle length difference between the signal at Fairview (and to the south) and Plymouth (and the signals to the north), due to the traffic flow differences between these two areas. Because the cycle length is not the same between these two groupings of signals, there can be some increased congestion between Fairview and Plymouth.</p> <p>During the midday timing plan, the cycle lengths are the same, and because traffic volumes are balanced, we do the best we can to allow flow in both directions. However, because of the inconsistent spacing between the traffic signals, and more vehicles on some side streets than on others, the flow may appear to be "choppy" in either direction on Curtis Road.</p> <p>During the evening commute timing plan, there are quite a number of different issues that occur that make it difficult to provide smooth traffic flow. The signal at Chinden needs a much longer cycle length than is needed for the other signals on Curtis Road to the south. So we operate the signal at Ustick at a cycle length that lines up well every 3rd cycle, but is likely less optimal on the other two cycles. This helps meter the traffic arriving at Chinden and helps traffic move away from Chinden. The remaining signals (from Northview south), operate at the same cycle length, and we primarily favor northbound traffic, but there is also some southbound flow as well.</p> <p>At Chinden, the "synchronized" (and favored) movements are on Chinden. However, we have made every effort to provide as optimal of flow as we can for the northbound</p>	<p>--</p>	<p>Hard copy comment form</p>

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code Name Affiliation	Format
	<p>and southbound traffic while still favoring the higher traffic volumes on Chinden during all of the timing plans.</p> <p>There are also a large number of emergency vehicle preempts on this corridor, as ambulances go to (and from) St. Alphonsus hospital. A preempt is when the emergency vehicle overrides the normal operation of a traffic signal to expedite their travel to and from an emergency situation. When this occurs, it does disrupt the flow along a corridor for a few cycles. Also, when this occurs, the emergency vehicles may not necessarily have their lights and sirens on, so it can be difficult for the average driver to know it is happening.</p> <p>As you can see, there are a number of issues that make this corridor very challenging to operate. We are doing the best that we can within the constraints that we have to work in, to provide the best traffic flow that we can achieve. We do analyze and retime corridors of signals every 5 – 7 years, and this corridor was last done in 2015. It is on the list to be looked at in the next couple of years, and we may find a change that will work better at that time, but that is not guaranteed.</p> <p>We will keep your comments in mind when we begin the next retiming project along this corridor. Your comments and input are appreciated.</p>		
<p>Air quality is always a concern with significant increases in vehicles on the road. Emissions testing and requirements should always be something state and local government should be focusing on and requiring improvements to emission rules.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83646</p>	<p>Online comment form</p>
<p>use of light rail, electric vehicles or buses fueled by natural gas, if possible</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83616</p>	<p>Online comment form</p>

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code Name Affiliation	Format
<p>Why is the PM10 budget increase in 2024-2030 viewed as permission to increase PM10 emissions? Is unhealthy air somehow getting healthier to breathe? Stop widening roads, fund actual transit.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors and the Idaho Department of Environmental Quality.</p> <p>The increase in the PM10 budget after 2023 is based on assumed growth in the Treasure Valley and the increase in vehicle miles traveled on the roadways that is anticipated to accompany growth through the year 2050.</p> <p>When the motor vehicle emissions budget is developed, expected future emissions from other sources are also calculated. Modeling must demonstrate that all emissions sources <u>combined</u> (vehicles emissions, emissions from industry, smoke from fireplaces/woodstoves, dust from agricultural tilling, etc.) will produce concentrations of PM10 below the national standards.</p> <p>The US Environmental Protection Agency (EPA) reviews the vehicle emissions budgets and must determine them to be "adequate" to maintain compliance with air quality standards. The EPA has reviewed the PM10 vehicle emissions budget for northern Ada County in light of all anticipated sources of PM10 in the valley and determined that it is adequate to maintain compliance, even with an increase in the budget amount after 2023.</p>	<p>Bridger Putnam 83702</p>	<p>Online comment form</p>

Public comments received by the Idaho Transportation Department related to Ada and Canyon Counties, June 2019 (extracted from list of all comments)

District 3 Comments

District 3 received two comments. They expressed support for additional entrances and exits on I-84, beautifying the entrances and exits on I-84 in Canyon County and improvements to Idaho 16 between Idaho 44 and Emmett.

I was just reading the Idaho Press Tribune newspaper and saw an ad about commenting on ITD projects, so I thought I would voice my opinion. My husband was in the military for many years, so we've lived in numerous places, and have driven many miles traveling around the country. We are both Idaho natives, and moved back here after he retired. One thing that is very frustrating is the lack of exits and entrances on the freeway. Other states have ramps at almost everywhere there is an overpass. It seems logical for traffic issues, as well as people not having to go so far out of their way because of how few and far the exits are, especially in Canyon County. Since there are lanes being added, and bridges being reconstructed to make space, it seems like an ideal time to consider this possibility of more ramps. Middleton and Ustick are both busy roads, and it would be wonderful to have ramps at least at one of those overpass areas.

I think the brick work by the exits and decor on the overpasses in Ada County on I-84 is beautiful and would like to see some of the same in Canyon County. It seems like Ada County is the main priority to beautify, but it would be nice to have it in Canyon County as well.

One other thing I would like to share is that it may be cost efficient to research how the autobahn was made, and how little upkeep is needed because they make a quality road with thicker concrete, rather than having to worry about potholes and repaving so often. Obviously with the speeds that people drive on the autobahn, it has to be a quality made road, but I feel it would be better to spend the money up front for quality, rather than quantity.

Lisa B
Resident

Why is it nothing is planned on SH 16 from SH 44 to Emmett? One of the deadliest stretches of roadway in the treasure valley and always ignored.

Anonymous Commenter

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.	Approve Transportation Management Area (TMA) Balancing	No	Toni Tisdale will seek RTAC approval to balance TMA programs.	Action	10	Toni Tisdale	October 23	Dec, if needed
5.	Recommend changes to the NHS	Yes	Mary Ann will seek RTAC to recommend approval of the changes to the NHS.	Action	15	Mary Ann	October 23	Dec 2019
6.	Review Results of Rails-with-Trails Study	No	Rachel Haukkala will review the results of the Rails-with-Trails study for conceptual design and planning level cost estimates.	Information/ Discussion	20	Rachel Haukkala	October 23	December
7.	Review Studies Coordination	No	Daniel Hernandez will provide an update on the Studies Coordination website.	Information/ Discussion	15	Daniel Hernandez	October or November	N/A
8.	Approve 2020 RTAC Meeting Dates/Times	Yes	Approve 2020 RTAC Meeting Dates/Times.	Consent Agenda	N/A	N/A	November 20	N/A

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
9.	Receive Safety Targets	Yes	Receive the annual safety targets adopted by the Idaho Transportation Department.	Action	15	Carl Miller	November 20	N/A
10	Review Exploratory Planning Survey Results	No	Review the results of the first exploratory planning public survey.	Information/ Discussion	20	Carl Miller	November 20	N/A
11	Accept the recommended changes to the NHS	Yes	Mary Ann will seek RTAC recommendation for Board acceptance of the changes to the NHS.	Action	20	Mary Ann	November or December	Feb 2020
12	Review the <i>Communities in Motion 2040 2.0</i> (CIM 2040 2.0) Update Policy	No	Liisa Itkonen will review the implementation of the policy to update information in CIM 2040 2.0.	Information/ Discussion	15	Liisa Itkonen	January 22, 2020	N/A
13	Review all Federal-Aid-Eligible Applications	No	Toni Tisdale and Daniel Hernandez will review all applications received for federal-aid.	Optional Workshop	60	Toni Tisdale and Daniel Hernandez	February 4, 2020	N/A
14	Recommend Federal-Aid Project Rankings	Yes	Toni Tisdale will seek recommendation of rankings for federal-aid-eligible applications for consideration of funding in the FY2021-2027 Regional Transportation Improvement Program.	Action	20	Toni Tisdale	February 26, 2020	N/A

<i>ID #</i>	<i>Title/Description</i>	<i>Mandatory</i> ¹	<i>Additional Information</i>	<i>Agenda Type</i> ²	<i>Time</i>	<i>Presenters</i>	<i>Proposed Agenda</i>	<i>Board Agenda</i>
15	Review Staff Funding Recommendations for Federal-Aid-Eligible Applications	Yes	Toni Tisdale will seek recommendation of funding recommendations for federal-aid-eligible applications for consideration of funding in the FY2021-2027 Regional Transportation Improvement Program.	Action	20	Toni Tisdale	March 4, 2020	N/A
16	Recommend Members' FY2021 Unified Planning Work Program (UPWP) Requests	No	Liisa Itkonen will seek RTAC recommendation of priorities for members' requests for the FY2021 UPWP.	Action	25	Liisa Itkonen	March 18	June
17	Recommend acceptance of Fiscal Impact Analysis Tool and Report	No	Carl Miller will seek RTAC recommendation of acceptance of Fiscal Impact Analysis Tool and Report.	Action	20	Carl Miller	March 18	TBD
18	Recommend Approval of Draft Programs, Based on Recommend Priorities, for All Federal-Aid Programs	Yes	Toni Tisdale will seek approval of draft programs for all federal-aid programs for the FY2021-2027 Regional Transportation Improvement Program.	Action	20	Toni Tisdale	March 18	N/A
19	Request Subcommittee to Assist with the Draft FY2022-2028 COMPASS Application Guide	No	Toni Tisdale will seek volunteers to serve on a subcommittee to assist in developing the Draft FY2022-2028 COMPASS Application Guide.	Action	10	Toni Tisdale	March 18	N/A

ID #	Title/Description	Mandatory¹	Additional Information	Agenda Type²	Time	Presenters	Proposed Agenda	Board Agenda
20	Review Draft "What If" Scenarios for <i>Communities in Motion 2050</i>	No	Carl Miller will review draft "what if" scenarios for <i>Communities in Motion 2050</i> , to be presented to the public for feedback.	Information/ Discussion	20	Carl Miller	March 18	April
21	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
22	Review the COMPASS Complete Network Policy	No	Carl Miller will review the COMPASS Complete Network policy.	Information/ Discussion	30	Carl Miller	April 22	June
23	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	May 27	June
24	Recommend Priorities for the End-of-Year Program and Redistribution	Yes	Toni Tisdale will seek an RTAC recommendation for COMPASS Board of Directors' approval of the priorities for the End-of-Year Program and Redistribution.	Action	10	Toni Tisdale	May 27	June

ID #	Title/Description	Mandatory¹	Additional Information	Agenda Type²	Time	Presenters	Proposed Agenda	Board Agenda
25	Review Draft COMPASS FY2022-2028 COMPASS Application Guide	No	Toni Tisdale will provide information on the Draft COMPASS FY2022-2028 COMPASS Application Guide, which will tie closely with the COMPASS Complete Network Policy.	Information/ Discussion	20	Toni Tisdale	May	N/A
26	Review the Draft FY2021-2027 Regional Transportation Improvement Program (TIP) Project List	No	Toni Tisdale provide a review of all projects included in the Draft FY2021-2027 TIP, prior to the public involvement period.	Information/ Discussion	20	Toni Tisdale	May	June
27	Review the <i>Communities in Motion 2050</i> Goals and Objectives	No	Carl Miller will review <i>Communities in Motion 2050</i> Goals and Objectives.	Information/ Discussion	20	Carl Miller	May	August
28	Recommend the <i>Communities in Motion 2050</i> Goals and Objectives	No	Carl Miller will seek an RTAC recommendation for COMPASS Board of Directors' approval <i>Communities in Motion 2050</i> Goals and Objectives.	Action	20	Carl Miller	July 22	August

ID #	Title/Description	Mandatory¹	Additional Information	Agenda Type²	Time	Presenters	Proposed Agenda	Board Agenda
29	Recommend COMPASS Board of Directors' Approval of the Draft COMPASS FY2022-2028 COMPASS Application Guide	Yes	Toni Tisdale will seek an RTAC recommendation for COMPASS Board of Directors' approval of the Draft COMPASS FY2022-2028 COMPASS Application Guide.	Action	20	Toni Tisdale	July	August
30	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 2020	October
31	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 2020	October
32	Review the <i>Communities in Motion 2050</i> Tasks	No	Carl Miller will review <i>Communities in Motion 2050</i> Tasks.	Information/ Discussion	20	Carl Miller	February 2021	April 2021

ID #	Title/Description	Mandatory¹	Additional Information	Agenda Type²	Time	Presenters	Proposed Agenda	Board Agenda
33	Recommend the <i>Communities in Motion 2050</i> Tasks	No	Carl Miller will seek an RTAC recommendation for COMPASS Board of Directors' approval of the <i>Communities in Motion 2050</i> tasks.	Action	20	Carl Miller	March 2021	April 2021

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Valley Regional Transit Program of Projects - Fiscal Year 2019

ADA COUNTY			High Level	Detailed	FY19			Carry Forward to FY19 (F/L)	Created in TrAMS	Obligation Date	Status
Key Identifier	Funding Source	Description	Description	Federal	Local	Total					
KN 19041	5307 LU	Mobility Operations	GoRide Operations	\$ 357,000	\$ 357,000	\$ 714,000				5/30/2019	Grant ID - 2019-011-00 Mobility Implementation/ Planning not obligated Grant ID - 2019-011-00
KN 18854	5307 LU	Planning	Program Admin/ Transit Planning, Mob. Imp	\$ 806,000	\$ 201,500	\$ 1,007,500				5/30/2019	
KN 19137	5307 LU	Operations	Complimentary Paratransit / Prev. Maint.	\$ 1,894,000	\$ 473,500	\$ 2,367,500				5/30/2019	
KN 18788	5307 LU	Rolling Stock, Infrastructure, Technology	FY19 Replacement 35' Bus (approx. 3)	\$ 236,000	\$ 59,000	\$ 295,000	FY18				
KN 19122	5339 LU	Rolling Stock, Infrastructure, Technology	Technology, capital purchase	\$ 337,000	\$ 84,250	\$ 421,250	FY18				
Ada County Totals				\$ 3,915,584	\$ 1,246,646	\$ 5,162,230					
STP Large Urban			High Level	Detailed	FY19			Carry Forward to FY19 (F/L)	Created in TrAMS	Obligation Date	Status
Key Identifier	Funding Source	Description	Description	Federal	Local	Total					
KN 18847	STP-5307	Rolling Stock, Infrastructure, Technology	HVAC Sys. Repl.; BSU Bus repl; VRT Bus repl	\$ 926,744	\$ 70,256	\$ 997,000				5/28/2019	Grant ID - 2019-008-00 Grant ID - 2019-008-00 Grant ID - 2019-008-00 Grant ID - 2019-008-00
KN 18847	STP-5307	Rolling Stock, Infrastructure, Technology	Boise State University Bus Replacement	\$ 166,788	\$ 13,212	\$ 180,000				5/28/2019	
KN 20046	STP- 5307	Rolling Stock, Infrastructure, Technology	ACHD Commuteride Van Replacements	\$ 306,705	\$ 24,295	\$ 331,000				5/28/2019	
KN 13482	STP-5307	Rolling Stock, Infrastructure, Technology	HVAC Rehab/Replacement	\$ 360,447	\$ 28,553	\$ 389,000				5/28/2019	
STP LU Grants				\$ 1,760,684	\$ 83,468	\$ 1,897,000					
Canyon County			High Level	Detailed	FY19			Carry Forward to FY19 (F/L)	Created in TrAMS	Obligation Date	Status
Key Identifier	Funding Source	Description	Description	Federal	Local	Total					
KN 18914	5307 SU	Operations	Complimentary Paratransit, Prev.Maint.	\$ 247,000	\$ 61,750	\$ 308,750				5/30/2019	Grant ID - 2019-011-00 Grant ID - 2019-011-00 Mobility Implementation/ Planning not obligated
KN 18786	5307 SU	Fixed Route Operations	Fixed Route Ops/GoRide Ops	\$ 789,000	\$ 789,000	\$ 1,578,000				5/30/2019	
KN 18842	5307 SU	Planning - Mobility Implementation	Prog. Admin support/Short range plan./Mobility Management	\$ 408,826	\$ 102,207	\$ 511,033				5/30/2019	
KN 18781	5307 SU	Rolling Stock, Infrastructure, Technology	Technology and Capital	\$ 152,000	\$ 38,000	\$ 190,000	FY18				
Canyon County Totals				\$ 1,349,826	\$ 929,207	\$ 2,279,033					
5310 LU			High Level	Detailed	FY19			Carry Forward to FY19 (F/L)	Created in TrAMS	Obligation Date	Status
Key Identifier	Funding Source	Description	Description	Federal	Local	Total					
KN 19691	5310 LU	Purchase of Service	Acquisition of service from providers who work with seniors and persons with disabilities	\$ 299,159	\$ 74,790	\$ 373,949				5/21/2019	Grant ID - 2019-009-00
5310 LU											
STP Small Urban			High Level	Detailed	FY19			Carry Forward to FY19 (F/L)	Created in TrAMS	Obligation Date	Status
Key Identifier	Funding Source	Description	Description	Federal	Local	Total					
STP SU Grants											
Regional Programs (Subrecipient)			High Level	Detailed	FY19			Carry Forward to FY19 (F/L)	Created in TrAMS	Obligation Date	Status
Key Identifier	Funding Source	Description	Description	Federal	Local	Total					
KN 19855	5307 SU	City of Nampa Pedestrian and Cycle Improvements	Blaine and Iowa Nampa	\$ 463,000	\$ 115,750	\$ 578,750	FY14, 15, 17 FY17				Grant ID - 2019-008-00 Grant ID 2017-015-01 Project removed, de-obligated grant and now being used to fund CON projects.
KN 19959	5307 SU	Pathway, Historic North Nampa Pathway, Nampa									
KN 20153	5307 SU	ACHD Commuteride Replacement Vehicles, Canyon Cty.									
KN 20043	5307 SU	ADA, Nampa Above and Beyond (TVT)									
KN 19297	5307 SU	Transit - Park and Ride, Middleton									
KN 49609	5307 SU	Transit - College of Western Idaho Entrance and Roundabout, Nampa									
New	5307 SU	Nampa TOD									
Regional Programs Totals				\$ 754,000	\$ 188,500	\$ 942,500					
ITD SU Grants			High Level	Detailed	FY19			Carry Forward to FY19 (F/L)	Created in TrAMS	Obligation Date	Status
Key Identifier	Funding Source	Description	Description	Federal	Local	Total					
KN 13912	TAP TMA	SR2S Ada County FY19&20	Safe Routes to School	\$ 262,400	\$ 65,600	\$ 328,000					ITD ITD ITD ITD
KN 18739	5310 SU	Acquisition of Service	Purchase of Service through providers								
KN 19464	5310 SU	Acquisition of Service	Purchase of Service through providers								
KN 19464	5310 SU	Acquisition of Service	Purchase of Service through providers	\$ 226,000	\$ 56,500	\$ 282,500					
ITD SU Grants				\$ 226,000	\$ 56,500	\$ 282,500					



Scheduled vs. Obligated for the 2019 Schedule Year



[Group Type:Program] [Group Name:Highway Program (System)] [Major Program: Federal-Aid, State Highway System; Federal-Aid, Local Road System; State Funded Program] [District: 3] [MPO: COMPASS]
[Grouped Project Status: Grouped, Individual] [Details: Include] [Project Property: Ignore Project Properties] [Date Range: 1/1/1900 - 9/12/2019] [Fiscal Year: 2019] [Obligation Approval Level: FHWA] [Project Status: Development, PS&E (or equiv.), Awarded (or equiv.)] [Fiscal Year: 2019] [Indirect Costs Excluded] [PSS Manager: Ignore] [PSS Owner: Ignore] [PSS Sponsor: Ignore]

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
State Hwy - Pavement Preservation (Commerce)									
19645	3	US 95, OREGON ST LN TO WILDER SCL	2019	Awarded (or equiv.)	100	PE	(\$56,000.00)	(\$56,000.00)	\$0.00
						CE	\$138,447.00	\$98,447.00	\$40,000.00
						CN	\$1,947,193.00	\$1,947,193.00	\$0.00
							\$2,029,640.00	\$1,989,640.00	\$40,000.00
19709	3	SH 44, I 84 TO JCT SH 55 NORTH, CANYON & ADA CO	2019	Awarded (or equiv.)	100	PE	(\$39,000.00)	(\$39,000.00)	\$0.00
						CE	\$201,709.00	\$201,709.00	\$0.00
						CN	\$2,117,939.00	\$2,117,939.00	\$0.00
							\$2,280,648.00	\$2,280,648.00	\$0.00
19856	3	SH 19, OREGON ST LN TO CALDWELL	2019	Awarded (or equiv.)	100	PE	(\$31,000.00)	(\$31,000.00)	\$0.00
						CE	\$104,470.00	\$104,470.00	\$0.00
						CN	\$1,096,930.00	\$1,096,930.00	\$0.00
							\$1,170,400.00	\$1,170,400.00	\$0.00
20060	3	I 84, SAND HOLLOW IC TO FARMERS SEBREE CANAL	2021	Development	100	PE	\$15,000.00	\$15,000.00	\$0.00
							\$15,000.00	\$15,000.00	\$0.00
20203	3	I 84, EISENMAN IC TO MP 70 AND MP 82 TO MOUNTAIN HOME	2020	Development	100	PE	\$25,000.00	\$25,000.00	\$0.00
							\$25,000.00	\$25,000.00	\$0.00
20212	3	I 84, GARRITY IC TO TEN MILE IC, NAMPA	2021	Development	100	PE	\$39,000.00	\$39,000.00	\$0.00
							\$39,000.00	\$39,000.00	\$0.00
State Hwy - Pavement Preservation (Commerce) Total							\$5,559,688.00	\$5,519,688.00	\$40,000.00
State Hwy - Pavement Restoration									
20315	3	I 84, KARCHER IC TO FRANKLIN BLVD, NAMPA	2019	Development	111	PC	(\$7,274,426.00)	(\$7,274,426.00)	\$0.00
							(\$7,274,426.00)	(\$7,274,426.00)	\$0.00
20351	3	I 84, CALDWELL TO KARCHER, CANYON CO	2019	Development	111	PC	\$2,800,000.00	\$2,800,000.00	\$0.00
							\$2,800,000.00	\$2,800,000.00	\$0.00
20506	3	SH 55C, STATE ST TO PAYETTE RIVER BR	2023	Development	111	PE	(\$75,000.00)	(\$75,000.00)	\$0.00
						PC	\$75,000.00	\$75,000.00	\$0.00
							\$0.00	\$0.00	\$0.00
20796	3	I 84, KARCHER IC TO FRANKLIN BLVD IC TEMP SHOULDER	2019	Awarded (or equiv.)	111	CN	\$1,700,000.00	\$1,700,000.00	\$0.00
							\$1,700,000.00	\$1,700,000.00	\$0.00
20798	3	I 84, NORTHSIDE BLVD TO FRANKLIN BLVD, NAMPA	2019	Awarded (or equiv.)	111	CE	\$322,009.00	\$322,009.00	\$0.00
							\$322,009.00	\$322,009.00	\$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
20799	3	I 84, KARCHER IC TO NORTHSIDE BLVD	2020	Awarded (or equiv.)	111	CN	\$9,743,200.00	\$9,743,200.00	\$0.00
							\$9,743,200.00	\$9,743,200.00	\$0.00
22154	3	I 84, USTICK RD & MIDDLETON RD OVERPASSES, CANYON CO	2020	Development	111	PE	\$100,000.00	\$100,000.00	\$0.00
						PC	\$1,847,170.00	\$1,847,170.00	\$0.00
							\$1,947,170.00	\$1,947,170.00	\$0.00
State Hwy - Pavement Restoration Total							\$9,237,953.00	\$9,237,953.00	\$0.00
State Hwy - Bridge Preservation									
19442	3	I 84, OREGON ST LN TO CALDWELL BRIDGE REHABS	2019	Awarded (or equiv.)	101	PE	(\$24,486.00)	(\$24,486.00)	\$0.00
						PC	(\$15,000.00)	(\$15,000.00)	\$0.00
						CE	\$103,486.00	\$103,486.00	\$0.00
						CC	\$295,867.00	\$295,867.00	\$0.00
						CN	\$3,106,601.00	\$3,106,601.00	\$0.00
							\$3,466,468.00	\$3,466,468.00	\$0.00
21968	3	SH 21, MORES CR BR ASSET PLAN	2020	Development	101	PE	\$25,000.00	\$25,000.00	\$0.00
						PC	\$250,000.00	\$250,000.00	\$0.00
							\$275,000.00	\$275,000.00	\$0.00
State Hwy - Bridge Preservation Total							\$3,741,468.00	\$3,741,468.00	\$0.00
State Hwy - Bridge Restoration									
13387	3	SH 55, SNAKE RV BR, MARSING	2020	Awarded (or equiv.)	103	PE	\$13,004.00	\$13,004.00	\$0.00
						PC	(\$9,319.00)	(\$9,319.00)	\$0.00
						RW	(\$28.00)	(\$28.00)	\$0.00
						LP	(\$14.00)	(\$14.00)	\$0.00
						UT	\$180,000.00	\$180,000.00	\$0.00
						CE	\$145,704.00	\$145,704.00	\$0.00
						CC	\$448,828.00	\$448,828.00	\$0.00
						CN	\$4,435,939.00	\$4,435,939.00	\$0.00
							\$5,214,114.00	\$5,214,114.00	\$0.00
18950	3	SH 44, CANYON CANAL BR, MIDDLETON	2019	Awarded (or equiv.)	103	PE	(\$1,589.00)	(\$1,589.00)	\$0.00
						PC	(\$820.00)	(\$820.00)	\$0.00
						CE	\$5,000.00	\$5,000.00	\$0.00
						CC	(\$500.00)	(\$500.00)	\$0.00
						CN	\$87,356.00	\$87,356.00	\$0.00
							\$89,447.00	\$89,447.00	\$0.00
19874	3	I 84, BLACKS CR RD IC, ADA CO	2019	Awarded (or equiv.)	103	PE	(\$267,407.00)	(\$267,407.00)	\$0.00
						PC	\$753,000.00	\$753,000.00	\$0.00
						RW	\$30,000.00	\$30,000.00	\$0.00
						LP	\$15,000.00	\$15,000.00	\$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
19874	3	I 84, BLACKS CR RD IC, ADA CO	2019	Awarded (or equiv.)	103	CE	\$564,000.00	\$564,000.00	\$0.00
						CC	\$899,837.00	\$899,837.00	\$0.00
						CN	\$15,504,729.00	\$15,504,729.00	\$0.00
							\$17,499,159.00	\$17,499,159.00	\$0.00
20842	3	SMA-7013, CLOVERDALE RD; CAMAS DR TO TUTRINA & OPASS, BOISE	2019	Awarded (or equiv.)	103	PE	\$153,000.00	\$153,000.00	\$0.00
						PC	\$50,000.00	\$50,000.00	\$0.00
						CE	\$280,620.00	\$280,620.00	\$0.00
						CC	\$610,000.00	\$610,000.00	\$0.00
						CN	\$4,205,999.00	\$4,205,999.00	\$0.00
							\$5,299,619.00	\$5,299,619.00	\$0.00
State Hwy - Bridge Restoration Total							\$28,102,339.00	\$28,102,339.00	\$0.00
State Hwy - Supporting Infrastructure Assets									
18833	3	SH 55, EAGLE RD; SIGNAL EQUIPMENT UPGRADES	2019	Awarded (or equiv.)	117	CN	\$60,000.00	\$60,000.00	\$0.00
							\$60,000.00	\$60,000.00	\$0.00
State Hwy - Supporting Infrastructure Assets Total							\$60,000.00	\$60,000.00	\$0.00
State Hwy - Safety & Capacity (Safety)									
18833	3	SH 55, EAGLE RD; SIGNAL EQUIPMENT UPGRADES	2019	Awarded (or equiv.)	106	CN	\$60,000.00	\$60,000.00	\$0.00
							\$60,000.00	\$60,000.00	\$0.00
19415	3	US 20, INT NORTHSIDE RD, CANYON CO	2019	Awarded (or equiv.)	106	PE	(\$40,000.00)	(\$40,000.00)	\$0.00
						CE	\$40,000.00	\$40,000.00	\$0.00
						CC	\$50,000.00	\$50,000.00	\$0.00
						CN	\$216,034.00	\$216,034.00	\$0.00
							\$266,034.00	\$266,034.00	\$0.00
19944	3	US 20/26, CHINDEN; LOCUST GROVE TO EAGLE	2020	Development	106	RW	\$135,000.00	\$135,000.00	\$0.00
						LP	\$2,800,000.00	\$2,800,000.00	\$0.00
							\$2,935,000.00	\$2,935,000.00	\$0.00
20266	3	SH 44, INT SH-16 TO LINDER RD, ADA CO	2023	Development	106	PE	(\$100,000.00)	(\$100,000.00)	\$0.00
						PC	(\$487,100.00)	(\$487,100.00)	\$0.00
							(\$587,100.00)	(\$587,100.00)	\$0.00
20367	3	US 20, FY24 STAR RD TO SH-16, ADA CO	2500	Development	106	PC	\$100,000.00	\$100,000.00	\$0.00
							\$100,000.00	\$100,000.00	\$0.00
20428	3	SH 21, TECHNOLOGY WAY TO SURPRISE WAY, BOISE	2022	Development	106	PE	(\$100,000.00)	(\$100,000.00)	\$0.00
						PC	(\$500,000.00)	(\$500,000.00)	\$0.00
							(\$600,000.00)	(\$600,000.00)	\$0.00
20574	3	SH 44, STAR RD TO SH-16, ADA CO	2023	Development	106	PE	(\$100,000.00)	(\$100,000.00)	\$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
20574	3	SH 44, STAR RD TO SH-16, ADA CO	2023	Development	106	PC	(\$900,000.00)	(\$900,000.00)	\$0.00
							(\$1,000,000.00)	(\$1,000,000.00)	\$0.00
State Hwy - Safety & Capacity (Safety) Total							\$1,173,934.00	\$1,173,934.00	\$0.00
State Hwy - Safety & Capacity (Capacity)									
13476	3	SH 44, HALF CFI INT EAGLE RD & SH44, EAGLE	2021	Development	112	PE	(\$10,000.00)	(\$10,000.00)	\$0.00
						PC	\$25,000.00	\$25,000.00	\$0.00
						RW	\$10,000.00	\$10,000.00	\$0.00
						LP	\$205,000.00	\$205,000.00	\$0.00
							\$230,000.00	\$230,000.00	\$0.00
20315	3	I 84, KARCHER IC TO FRANKLIN BLVD, NAMPA	2019	Development	112	PE	(\$150,000.00)	(\$150,000.00)	\$0.00
						RW	(\$60,000.00)	(\$60,000.00)	\$0.00
						LP	\$2,199,334.00	\$2,199,334.00	\$0.00
						UT	(\$600,000.00)	(\$600,000.00)	\$0.00
							\$1,389,334.00	\$1,389,334.00	\$0.00
20351	3	I 84, CALDWELL TO KARCHER, CANYON CO	2019	Development	112	PC	(\$4,200,000.00)	(\$4,200,000.00)	\$0.00
							(\$4,200,000.00)	(\$4,200,000.00)	\$0.00
20788	3	SH 16, I 84 TO US 20/26, ADA & CANYON COS	2021	Development	112	PC	\$7,800,000.00	\$7,800,000.00	\$0.00
						LP	\$3,522,000.00	\$3,522,000.00	\$0.00
							\$11,322,000.00	\$11,322,000.00	\$0.00
20796	3	I 84, KARCHER IC TO FRANKLIN BLVD IC TEMP SHOULDER	2019	Awarded (or equiv.)	112	CE	(\$210,000.00)	(\$210,000.00)	\$0.00
						CC	(\$410,000.00)	(\$410,000.00)	\$0.00
						CN	(\$4,492,739.00)	(\$4,492,739.00)	\$0.00
							(\$5,112,739.00)	(\$5,112,739.00)	\$0.00
20797	3	I 84, KARCHER OVERPASS, NAMPA	2019	PS&E (or equiv.)	112	CE	(\$170,000.00)	(\$170,000.00)	\$0.00
						CC	(\$339,200.00)	(\$339,200.00)	\$0.00
						CN	(\$3,227,262.00)	(\$3,227,262.00)	\$0.00
							(\$3,736,462.00)	(\$3,736,462.00)	\$0.00
20798	3	I 84, NORTHSIDE BLVD TO FRANKLIN BLVD, NAMPA	2019	Awarded (or equiv.)	112	CC	(\$4,955,040.00)	(\$4,955,040.00)	\$0.00
						CN	\$27,465,039.00	\$27,465,039.00	\$0.00
							\$22,509,999.00	\$22,509,999.00	\$0.00
20799	3	I 84, KARCHER IC TO NORTHSIDE BLVD	2020	Awarded (or equiv.)	112	CE	\$184,724.00	\$184,724.00	\$0.00
						CC	\$1,002,894.00	\$1,002,894.00	\$0.00
						CN	\$709,804.00	\$709,804.00	\$0.00
							\$1,897,422.00	\$1,897,422.00	\$0.00
21906	3	SH 55, PEAR LANE TO MIDDLETON RD, CANYON CO	2019	Awarded (or equiv.)	112	PE	\$37,100.00	\$37,100.00	\$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
21906	3	SH 55, PEAR LANE TO MIDDLETON RD, CANYON CO	2019	Awarded (or equiv.)	112	PC	\$2,300,000.00	\$2,300,000.00	\$0.00
							\$2,337,100.00	\$2,337,100.00	\$0.00
22165	3	US 20/26, CHINDEN; I 84 TO MIDDLETON RD, CANYON CO	2022	Development	112	PE	\$25,000.00	\$25,000.00	\$0.00
						PC	\$200,000.00	\$200,000.00	\$0.00
							\$225,000.00	\$225,000.00	\$0.00
State Hwy - Safety & Capacity (Capacity) Total							\$26,861,654.00	\$26,861,654.00	\$0.00
Hwy Safety - Local									
20167	3	STC-8533, INT SMITH AVE & MIDDLETON RD SIGNAL, NAMPA	2019	Awarded (or equiv.)	118	CE	\$2,285.00	\$2,285.00	\$0.00
						CC	\$80,000.00	\$80,000.00	\$0.00
						CL	\$17,000.00	\$17,000.00	\$0.00
						CN	\$471,089.00	\$471,089.00	\$0.00
							\$570,374.00	\$570,374.00	\$0.00
20275	3	NHS-7220, STATE ST LIGHTING; 16TH TO 23RD, ACHD	2019	Awarded (or equiv.)	118	PL	\$3,000.00	\$3,000.00	\$0.00
						CE	\$1,784.00	\$1,784.00	\$0.00
						CC	\$35,689.00	\$35,689.00	\$0.00
						CL	\$4,759.00	\$4,759.00	\$0.00
						CN	\$249,822.00	\$249,822.00	\$0.00
							\$295,054.00	\$295,054.00	\$0.00
20613	3	SMA-8383, INT LONE STAR & MIDDLETON RD	2020	Development	118	PE	(\$4,000.00)	(\$4,000.00)	\$0.00
						PC	\$18,277.00	\$18,277.00	\$0.00
							\$14,277.00	\$14,277.00	\$0.00
21999	3	STP-8463, GREENHURST RD; SUNNYBROOK TO CANYON ST, NAMPA	2021	Development	118	PE	\$2,000.00	\$2,000.00	\$0.00
						PC	\$123,000.00	\$123,000.00	\$0.00
						PL	\$17,000.00	\$17,000.00	\$0.00
							\$142,000.00	\$142,000.00	\$0.00
Hwy Safety - Local Total							\$1,021,705.00	\$1,021,705.00	\$0.00
Hwy Safety - Railroad Crossings									
19875	3	SMA-9773, N LINDER RD BVRR RRX, MERIDIAN	2020	Development	22	PE	\$15,000.00	\$15,000.00	\$0.00
							\$15,000.00	\$15,000.00	\$0.00
20692	3	SMA-8433, 11TH AVE N BVRR RRX, NAMPA	2019	Development	22	CN	\$200,000.00	\$0.00	\$200,000.00
							\$200,000.00	\$0.00	\$200,000.00
22034	3	STC-8233, MIDLAND BLVD UPRR RRX, NAMPA	2019	Development	22	PE	\$10,000.00	\$0.00	\$10,000.00
						CN	\$40,000.00	\$0.00	\$40,000.00
							\$50,000.00	\$0.00	\$50,000.00
Hwy Safety - Railroad Crossings Total							\$265,000.00	\$15,000.00	\$250,000.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
State Hwy - Planning & Scoping									
13952	3	US 95, BOISE RIVER BRIDGE HYDRAULIC STUDY	2019	Awarded (or equiv.)	104	PE PC	\$5,000.00 \$82,220.00 \$87,220.00	\$5,000.00 \$82,220.00 \$87,220.00	\$0.00 \$0.00 \$0.00
State Hwy - Planning & Scoping Total							\$87,220.00	\$87,220.00	\$0.00
Hwy - Metropolitan Planning									
19071	3	LOCAL, FY19 COMPASS METRO PLANNING	2019	Awarded (or equiv.)	91	PC	\$1,482,969.99 \$1,482,969.99	\$1,482,969.99 \$1,482,969.99	\$0.00 \$0.00
Hwy - Metropolitan Planning Total							\$1,482,969.99	\$1,482,969.99	\$0.00
Local Hwy - Transportation Alternatives									
20076	3	OFFSYS, INDIAN CR PATH EXT TO GREENBELT, CALDWELL	2019	Awarded (or equiv.)	134	CE CC CL CN	\$1,000.00 \$86,800.62 \$24,000.00 \$299,525.00 \$411,325.62	\$1,000.00 \$86,800.62 \$24,000.00 \$299,525.00 \$411,325.62	\$0.00 \$0.00 \$0.00 \$0.00 \$0.00
20141	3	OFFSYS, INDIAN CR PATH EXT; TAFFY TO PEPPERMINT, NAMPA	2019	PS&E (or equiv.)	134	PC CE CC CL CN	\$11,000.00 \$1,000.00 \$30,000.00 \$12,000.00 \$385,748.00 \$439,748.00	\$11,000.00 \$1,000.00 \$30,000.00 \$12,000.00 \$385,748.00 \$439,748.00	\$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00
22029	3	LOCAL, FY19 CANYON CO SR2S COORDINATOR & ACTIVITIES	2019	Awarded (or equiv.)	134	CN	\$64,753.00 \$64,753.00	\$64,753.00 \$64,753.00	\$0.00 \$0.00
22050	3	LOCAL, STODDARD PATH EXT PH 1, NAMPA	2020	Development	134	PE PC PL	\$1,000.00 \$54,686.00 \$10,000.00 \$65,686.00	\$1,000.00 \$54,686.00 \$10,000.00 \$65,686.00	\$0.00 \$0.00 \$0.00 \$0.00
22070	3	LOCAL, STODDARD PATH EXT PH 2, NAMPA	2021	Development	134	PE PC PL	\$1,000.00 \$51,460.00 \$14,000.00 \$66,460.00	\$1,000.00 \$51,460.00 \$14,000.00 \$66,460.00	\$0.00 \$0.00 \$0.00 \$0.00
Local Hwy - Transportation Alternatives Total							\$1,047,972.62	\$1,047,972.62	\$0.00
Local Hwy - Urban									
13492	3	SMA-7169, INT LINDER & DEER FLAT RDS, KUNA	2020	Development	46	PE PC RW	\$3,000.00 \$10,000.00 (\$20,000.00)	\$3,000.00 \$10,000.00 (\$20,000.00)	\$0.00 \$0.00 \$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
13492	3	SMA-7169, INT LINDER & DEER FLAT RDS, KUNA	2020	Development	46	LP	\$148,000.00	\$148,000.00	\$0.00
							\$141,000.00	\$141,000.00	\$0.00
13494	3	STC-7787, OLD HWY 30; W PLYMOUTH ST BR, CANYON CO	2023	Development	46	PC	\$100,000.00	\$100,000.00	\$0.00
						PL	\$60,000.00	\$60,000.00	\$0.00
							\$160,000.00	\$160,000.00	\$0.00
13904	3	LOCAL, FY19 ACHD RIDESHARE, CANYON CO	2019	Awarded (or equiv.)	46	CN	\$55,000.00	\$55,000.00	\$0.00
							\$55,000.00	\$55,000.00	\$0.00
22016	3	STC-7973, MIDWAY RD; KARCHER TO CALDWELL BLVD, CANYON HD	2500	Development	46	PE	\$2,000.00	\$2,000.00	\$0.00
						PC	\$129,000.00	\$129,000.00	\$0.00
						PL	\$24,000.00	\$24,000.00	\$0.00
							\$155,000.00	\$155,000.00	\$0.00
Local Hwy - Urban Total							\$511,000.00	\$511,000.00	\$0.00
Local Hwy - Transportation Management Area									
13482	3	LOCAL, FY18 CAPITAL MAINTENANCE, VRT, BOISE	2019	Awarded (or equiv.)	51	CN	\$388,999.56	\$388,999.56	\$0.00
							\$388,999.56	\$388,999.56	\$0.00
13900	3	LOCAL, FY19 COMPASS PLANNING	2019	Awarded (or equiv.)	51	PC	\$232,000.00	\$232,000.00	\$0.00
							\$232,000.00	\$232,000.00	\$0.00
13903	3	LOCAL, FY19 CAPITAL MAINTENANCE, PH 1, ACHD	2019	Awarded (or equiv.)	51	CE	\$5,000.00	\$5,000.00	\$0.00
						CC	\$432,620.00	\$432,620.00	\$0.00
						CN	\$4,808,592.00	\$4,808,592.00	\$0.00
							\$5,246,212.00	\$5,246,212.00	\$0.00
18694	3	LOCAL, TVTOM AND ITS PLAN UPDATE, COMPASS	2020	Development	51	PC	\$236,000.00	\$236,000.00	\$0.00
							\$236,000.00	\$236,000.00	\$0.00
18701	3	LOCAL, FY21 CAPITAL MAINTENANCE, PH 1, ACHD	2021	Development	51	PE	\$20,000.00	\$20,000.00	\$0.00
						PC	\$474,000.00	\$474,000.00	\$0.00
							\$494,000.00	\$494,000.00	\$0.00
18821	3	LOCAL, FY19 ACHD COMMUTERIDE	2019	Awarded (or equiv.)	51	CN	\$220,000.00	\$220,000.00	\$0.00
							\$220,000.00	\$220,000.00	\$0.00
18847	3	LOCAL, FY19 CAPITAL MAINTENANCE, VRT	2019	Awarded (or equiv.)	51	CN	\$1,316,999.78	\$1,316,999.78	\$0.00
							\$1,316,999.78	\$1,316,999.78	\$0.00
19571	3	LOCAL, PLANNING, COMMUNITIES IN MOTION MAJOR UPDATE	2022	Development	51	PC	\$50,000.00	\$50,000.00	\$0.00
							\$50,000.00	\$50,000.00	\$0.00
19875	3	SMA-9773, N LINDER RD BVRR RRX, MERIDIAN	2020	Development	51	LP	\$87,000.00	\$87,000.00	\$0.00
							\$87,000.00	\$87,000.00	\$0.00
19944	3	US 20/26, CHINDEN; LOCUST GROVE TO EAGLE	2020	Development	51	PC	\$125,000.00	\$125,000.00	\$0.00
							\$125,000.00	\$125,000.00	\$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
20003	3	LOCAL, FY19 CAPITAL MAINTENANCE, PH 2, ACHD	2019	Awarded (or equiv.)	51	PC	\$5,000.00	\$5,000.00	\$0.00
						CE	\$5,000.00	\$5,000.00	\$0.00
						CC	\$161,649.00	\$161,649.00	\$0.00
						CN	\$1,781,085.00	\$1,781,085.00	\$0.00
							\$1,952,734.00	\$1,952,734.00	\$0.00
20046	3	LOCAL, FY19 ACHD COMMUTERIDE VAN REPLACEMENTS	2019	Awarded (or equiv.)	51	CN	\$331,000.43	\$331,000.43	\$0.00
							\$331,000.43	\$331,000.43	\$0.00
20091	3	LOCAL, FY19 CAPITAL MAINTENANCE, PH 3, ACHD	2019	PS&E (or equiv.)	51	CE	\$3,000.00	\$3,000.00	\$0.00
						CC	\$37,308.00	\$37,308.00	\$0.00
						CN	\$387,692.00	\$387,692.00	\$0.00
							\$428,000.00	\$428,000.00	\$0.00
20129	3	LOCAL, FY21 CAPITAL MAINTENANCE, PH 2, ACHD	2021	Development	51	PE	\$9,000.00	\$9,000.00	\$0.00
						PC	\$204,000.00	\$204,000.00	\$0.00
							\$213,000.00	\$213,000.00	\$0.00
20159	3	LOCAL, FY21 CAPITAL MAINTENANCE, PHASE 3, BOISE AREA	2021	Development	51	PE	\$5,000.00	\$5,000.00	\$0.00
						PC	\$86,000.00	\$86,000.00	\$0.00
							\$91,000.00	\$91,000.00	\$0.00
20275	3	NHS-7220, STATE ST LIGHTING; 16TH TO 23RD, ACHD	2019	Awarded (or equiv.)	51	CN	\$124,000.00	\$124,000.00	\$0.00
							\$124,000.00	\$124,000.00	\$0.00
Local Hwy - Transportation Management Area Total							\$11,535,945.77	\$11,535,945.77	\$0.00
Local Hwy - Transportation Alternatives; TMA									
13912	3	LOCAL, FY19 & FY20 ADA COUNTY SR2S, VRT	2019	Awarded (or equiv.)	133	CN	\$328,000.00	\$328,000.00	\$0.00
							\$328,000.00	\$328,000.00	\$0.00
20141	3	OFFSYS, INDIAN CR PATH EXT; TAFFY TO PEPPERMINT, NAMPA	2019	PS&E (or equiv.)	133	CC	\$14,121.00	\$14,121.00	\$0.00
						CN	\$37,879.00	\$37,879.00	\$0.00
							\$52,000.00	\$52,000.00	\$0.00
20841	3	SH 55, BIKE/PED BR OVER BOISE RV, EAGLE	2023	Development	133	PC	\$81,000.00	\$81,000.00	\$0.00
						PL	\$20,000.00	\$20,000.00	\$0.00
							\$101,000.00	\$101,000.00	\$0.00
21913	3	LOCAL, BSU COVERED BIKE FACILITY	2019	PS&E (or equiv.)	133	PE	\$1,000.00	\$1,000.00	\$0.00
						PL	\$3,000.00	\$3,000.00	\$0.00
						CE	\$1,000.00	\$1,000.00	\$0.00
						CL	\$2,000.00	\$2,000.00	\$0.00
						CN	\$31,000.00	\$31,000.00	\$0.00
							\$38,000.00	\$38,000.00	\$0.00
Local Hwy - Transportation Alternatives; TMA Total							\$519,000.00	\$519,000.00	\$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
Local Hwy - Rural									
13964	3	STC-3798, PECKHAM RD, GOLDEN GATE HD	2020	Development	45	PC	\$1,000.00	\$1,000.00	\$0.00
						PL	\$13,316.00	\$13,316.00	\$0.00
						RW	\$5,000.00	\$5,000.00	\$0.00
						LP	\$163,000.00	\$163,000.00	\$0.00
							\$182,316.00	\$182,316.00	\$0.00
19951	3	STC-3856, OLD HWY 30; SAND HOLLOW RD to SH 44, CANYON HD	2500	Development	45	PE	\$4,500.00	\$4,500.00	\$0.00
						PC	\$277,000.00	\$277,000.00	\$0.00
						PL	\$35,929.00	\$35,929.00	\$0.00
							\$317,429.00	\$317,429.00	\$0.00
Local Hwy - Rural Total							\$499,745.00	\$499,745.00	\$0.00
Local Hwy - Bridge									
13055	3	NHS-7773, 10TH AVE BR, CALDWELL	2019	Awarded (or equiv.)	49	PL	\$3,000.00	\$3,000.00	\$0.00
						CE	\$11,121.00	\$11,121.00	\$0.00
						CC	\$444,845.00	\$444,845.00	\$0.00
						CL	\$88,969.00	\$88,969.00	\$0.00
						CN	\$2,342,014.00	\$2,342,014.00	\$0.00
							\$2,889,949.00	\$2,889,949.00	\$0.00
13494	3	STC-7787, OLD HWY 30; W PLYMOUTH ST BR, CANYON CO	2023	Development	49	PL	\$19,443.00	\$19,443.00	\$0.00
							\$19,443.00	\$19,443.00	\$0.00
Local Hwy - Bridge Total							\$2,909,392.00	\$2,909,392.00	\$0.00
Hwy - Discretionary									
20315	3	I 84, KARCHER IC TO FRANKLIN BLVD, NAMPA	2019	Development	145	PE	\$150,000.00	\$150,000.00	\$0.00
						PC	\$6,958,800.00	\$6,958,800.00	\$0.00
						RW	\$60,000.00	\$60,000.00	\$0.00
						LP	\$12,117,513.00	\$12,117,513.00	\$0.00
						UT	\$600,000.00	\$600,000.00	\$0.00
							\$19,886,313.00	\$19,886,313.00	\$0.00
20796	3	I 84, KARCHER IC TO FRANKLIN BLVD IC TEMP SHOULDER	2019	Awarded (or equiv.)	145	CE	\$60,000.00	\$60,000.00	\$0.00
						CC	\$135,000.00	\$135,000.00	\$0.00
						CN	\$3,310,892.00	\$3,310,892.00	\$0.00
							\$3,505,892.00	\$3,505,892.00	\$0.00
20797	3	I 84, KARCHER OVERPASS, NAMPA	2019	PS&E (or equiv.)	145	CE	\$120,000.00	\$120,000.00	\$0.00
						CC	\$241,200.00	\$241,200.00	\$0.00
						CN	\$2,659,108.00	\$2,659,108.00	\$0.00
							\$3,020,308.00	\$3,020,308.00	\$0.00
20798	3	I 84, NORTHSIDE BLVD TO FRANKLIN BLVD, NAMPA	2019	Awarded (or equiv.)	145	CE	\$796,769.00	\$796,769.00	\$0.00
						CC	\$3,967,440.00	\$3,967,440.00	\$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
20798	3	I 84, NORTHSIDE BLVD TO FRANKLIN BLVD, NAMPA	2019	Awarded (or equiv.)	145	CN	\$41,084,230.00	\$41,084,230.00	\$0.00
							\$45,848,439.00	\$45,848,439.00	\$0.00
20799	3	I 84, KARCHER IC TO NORTHSIDE BLVD	2020	Awarded (or equiv.)	145	CE	\$277,085.00	\$277,085.00	\$0.00
						CC	\$1,504,341.00	\$1,504,341.00	\$0.00
						CN	\$15,649,505.00	\$15,649,505.00	\$0.00
							\$17,430,931.00	\$17,430,931.00	\$0.00
Hwy - Discretionary Total							\$89,691,883.00	\$89,691,883.00	\$0.00
Hwy - Federal Lands Access									
19783	3	STC-3789, BOGUS BASIN RD SAFETY, MAINTENANCE, AND TRAILHEAD	2019	Development	30	PE	\$30,000.00	\$0.00	\$30,000.00
						CE	\$9,000.00	\$0.00	\$9,000.00
						CN	\$127,000.00	\$0.00	\$127,000.00
							\$166,000.00	\$0.00	\$166,000.00
Hwy - Federal Lands Access Total							\$166,000.00	\$0.00	\$166,000.00
Hwy - Misc. Federal									
22180	3	LOCAL, BICYCLE AND PEDESTRIAN DATA BIKE, COMPASS	2019	Awarded (or equiv.)	68	CN	\$7,000.00	\$7,000.00	\$0.00
							\$7,000.00	\$7,000.00	\$0.00
Hwy - Misc. Federal Total							\$7,000.00	\$7,000.00	\$0.00
Hwy - Non-Participating									
20842	3	SMA-7013, CLOVERDALE RD; CAMAS DR TO TUTRINA & OPASS, BOISE	2019	Awarded (or equiv.)	69	CC	\$622,462.00	\$622,462.00	\$0.00
						CN	\$6,561,269.00	\$6,561,269.00	\$0.00
							\$7,183,731.00	\$7,183,731.00	\$0.00
Hwy - Non-Participating Total							\$7,183,731.00	\$7,183,731.00	\$0.00
Hwy - Local Partnerships									
12048	3	STC-7807, S CEMETERY RD; SH 44 TO WILLOW CR, MIDDLETON	2021	Development	79	LP	\$175,000.00	\$175,000.00	\$0.00
							\$175,000.00	\$175,000.00	\$0.00
13349	3	SH 55, EAGLE RD: MERIDIAN TOWN CENTER	2022	Development	131	CC	\$95,000.00	\$95,000.00	\$0.00
							\$95,000.00	\$95,000.00	\$0.00
13903	3	LOCAL, FY19 CAPITAL MAINTENANCE, PH 1, ACHD	2019	Awarded (or equiv.)	79	CC	\$45,602.00	\$45,602.00	\$0.00
						CN	\$403,388.00	\$403,388.00	\$0.00
							\$448,990.00	\$448,990.00	\$0.00
19847	3	LOCAL, FY20 CAPITAL MAINTENANCE, LOCAL, ACHD	2020	Development	79	PE	(\$5,000.00)	(\$5,000.00)	\$0.00
						PC	(\$57,000.00)	(\$57,000.00)	\$0.00
							(\$62,000.00)	(\$62,000.00)	\$0.00
20091	3	LOCAL, FY19 CAPITAL MAINTENANCE, PH 3, ACHD	2019	PS&E (or equiv.)	79	CC	\$2,016.00	\$2,016.00	\$0.00
						CN	\$20,721.00	\$20,721.00	\$0.00
							\$22,737.00	\$22,737.00	\$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
20141	3	OFFSYS, INDIAN CR PATH EXT; TAFFY TO PEPPERMINT, NAMPA	2019	PS&E (or equiv.)	79	PC	\$4,575.00 \$4,575.00	\$4,575.00 \$4,575.00	\$0.00 \$0.00
20798	3	I 84, NORTHSIDE BLVD TO FRANKLIN BLVD, NAMPA	2019	Awarded (or equiv.)	79	CN	\$250,000.00 \$250,000.00	\$250,000.00 \$250,000.00	\$0.00 \$0.00
21858	3	US 20, SH 16 TO LINDER RD, ADA COUNTY	2020	Development	131	PE	\$50,000.00	\$20,000.00	\$30,000.00
						PC	\$3,055,000.00	\$3,055,000.00	\$0.00
						RW	\$25,000.00	\$25,000.00	\$0.00
						LP	\$3,086,675.00	\$3,086,675.00	\$0.00
						CE	\$10,000.00	\$0.00	\$10,000.00
						CC	\$700,000.00	\$0.00	\$700,000.00
						CN	\$5,100,000.00	\$0.00	\$5,100,000.00
							\$12,026,675.00	\$6,186,675.00	\$5,840,000.00
Hwy - Local Partnerships Total							\$12,960,977.00	\$7,120,977.00	\$5,840,000.00
Hwy GARVEE - 2017 Legislative Authorization									
20788	3	SH 16, I 84 TO US 20/26, ADA & CANYON COS	2021	Development	142	RW	\$50,503,000.00 \$50,503,000.00	\$0.00 \$0.00	\$50,503,000.00 \$50,503,000.00
22154	3	I 84, USTICK RD & MIDDLETON RD OVERPASSES, CANYON CO	2020	Development	142	PC	\$1,600,000.00 \$1,600,000.00	\$1,600,000.00 \$1,600,000.00	\$0.00 \$0.00
22196	3	I 84, FRANKLIN IC TO KARCHER IC, CANYON CO	2021	Development	142	PE	\$1,000,000.00	\$1,000,000.00	\$0.00
						PC	\$9,200,000.00	\$9,200,000.00	\$0.00
							\$10,200,000.00	\$10,200,000.00	\$0.00
Hwy GARVEE - 2017 Legislative Authorization Total							\$62,303,000.00	\$11,800,000.00	\$50,503,000.00
Old Programs									
13349	3	SH 55, EAGLE RD: MERIDIAN TOWN CENTER	2022	Development	70	CC	(\$95,000.00) (\$95,000.00)	(\$95,000.00) (\$95,000.00)	\$0.00 \$0.00
Old Programs Total							(\$95,000.00)	(\$95,000.00)	\$0.00
Report Total							\$266,834,577.38	\$210,035,577.38	\$56,799,000.00