



# Working together to plan for the future

## REGIONAL TRANSPORTATION ADVISORY COMMITTEE December 18, 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 2 \*A. Approve November 20, 2019, RTAC Meeting Minutes

#### IV. ACTION ITEM

8:35 \*A. Recommend Resolution Amending the Transportation Improvement Program (TIP) Toni Tisdale  
Page 5

*Toni Tisdale will seek RTAC recommendation for COMPASS Executive Committee's adoption of a resolution amending the FY2019-2023 and FY2020-2026 TIPs to add bridge projects, two federal lands access projects, and additional regionally significant projects.*

#### V. INFORMATION/DISCUSSION ITEMS

8:50 \*A. Review Studies Coordination Toni Tisdale  
Page 26 *Toni Tisdale will provide an update on the studies coordination website.*

9:05 \*B. Review Progress to Date in Development of *Communities in Motion 2050 (CIM 2050)* Liisa Itkonen  
Page 27

*Liisa Itkonen will review progress on key tasks to develop CIM 2050.*

#### VI. STATUS REPORTS (INFORMATION ONLY)

Page 28 \*A. RTAC Agenda Worksheet

Page 35 \*B. Obligation Report

#### VII. OTHER:

Next Meeting: January 22, 2020

#### VIII. ADJOURNMENT (9:30)

\*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.*

T:\FY20\800 System Maintenance\820 Committee Support\RTAC\Agendas\12182019.docx



RTAC AGENDA ITEM III-A  
Date: December 18, 2019

**REGIONAL TRANSPORTATION ADVISORY COMMITTEE  
NOVEMBER 20, 2019  
COMPASS, 1<sup>ST</sup> FLOOR BOARD ROOM  
MERIDIAN, IDAHO**

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

**ATTENDEES:**

Drew Alexander, Boise State University  
Rodney Ashby, City of Nampa  
Nichoel Baird Spencer, City of Eagle  
Phil Bandy, City of Melba  
Jeff Barnes, City of Nampa  
Gordon Bates, Golden Gate Highway District #3  
Lee Belt, City of Greenleaf  
Clair Bowman, City of Nampa  
David Corcoran for Meg Leatherman, Ada County Development Services  
Karen Gallagher, City of Boise  
Rob Howarth, Central District Health, Ex. Officio  
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**  
Mitra Mehta-Cooper, Ada County Development Services  
Brent Moore for Kelly Woodworth, Ada County Development Services  
Patricia Nilsson, Canyon County Development Services  
Lenny Riccio, Canyon Highway District No. 4  
Deanna Smith, Public Participation Workgroup

**MEMBERS ABSENT:**

Kate Dahl, Canyon County Development Services  
Tom Ferch, Ada County Highway District  
Daren Fluke, City of Boise  
Chelsie Johnson, City of Wilder  
Maureen Gresham, Commuteride, **Vice Chair**  
Caleb Hood, City of Meridian  
Brian McClure, City of Meridian  
Shawn Nickel, City of Star  
Zach Piepmeyer, City of Boise  
Robert Simison, City of Meridian  
Jenah Thornborrow, City of Garden City  
Michael Toole, Department of Environmental Quality

Bill Vaughan, City of Eagle  
Rick Wallace, Jr., Councilman, City of Notus

**OTHERS PRESENT:** Morgan Andrus, COMPASS  
Cecelia Awusie, Idaho Transportation Department  
Rachel Haukkala, COMPASS  
Liisa Itkonen, COMPASS  
Kelly Jakovac, Valley Regional Transit  
Amy Luft, COMPASS  
Ryan McDaniel, Idaho Transportation Department  
Carl Miller, COMPASS  
Kathy Parker, COMPASS  
Jill Reyes, Valley Regional Transit  
Toni Tisdale, COMPASS  
John Tomlinson, Idaho Transportation Department  
Hailey Townsend, COMPASS  
Mary Ann Waldinger, COMPASS

**CALL TO ORDER:**

Acting Chair Nichoel Baird Spencer called the meeting to order at 8:34 a.m.

**OPEN DISCUSSION/ANNOUNCEMENTS**

General announcements were made.

**CONSENT AGENDA**

- A. Approve October 23, 2019, RTAC Meeting Minutes**
- B. Approve 2020 RTAC Meeting Dates/Times**
- C. Receive Safety Targets**

After discussion, **Patricia Nilsson moved and Nichoel Baird Spencer seconded approval of the Consent Agenda minus Item C. Motion passed unanimously.**

Item C. was moved to Action Items.

**ACTION ITEMS**

- A. Receive Safety Targets**

Carl Miller and John Tomlinson, ITD, reviewed the 2020 statewide safety targets.

After discussion, **Patricia Nilsson moved and Wendy Howell seconded to recommend COMPASS Board of Directors' approval of the 2020 statewide safety targets and to recommend COMPASS address this in more detail in the development of the long range plan and next year's Unified Planning Work Program and Budget (UPWP). Motion passed unanimously.**

- B. Recommend Acceptance of Changes to the National Highway System (NHS)**

After discussion, **Clair Bowman moved and Nichoel Baird Spencer seconded to recommend COMPASS Board of Directors' acceptance of the proposed changes to the NHS. Motion passed unanimously.**

**C. Recommend Request for Transportation Alternatives Program (TAP) – Statewide Changes**

Toni Tisdale presented a request for TAP statewide changes.

After discussion, **Nichoel Baird Spencer moved and Clair Bowman seconded to form a subcommittee to bring a recommendation back to RTAC. Motion passed.**

Subcommittee members will be:

Nichoel Baird-Spencer  
Jeff Barnes  
Aaron Bauges  
Clair Bowman  
Tom Ferch  
Karen Gallagher

Caleb Lakey  
Amanda LaMott (LHTAC)  
Justin Lucas  
Ryan McDaniel (ITD HQ)  
Zach Piepmeyer  
Deanna Smith

**D. Recommend Resolution Amending the Transportation Improvement Program (TIP)**

Toni Tisdale presented Resolution X-2020 amending the FY2019-2023 and FY2020-2026 TIPs to increase one Valley Regional Transit project and add funds for construction on a project on US 20/26.

After discussion, **Caleb Lakey moved and Nichoel Baird Spencer seconded to recommend COMPASS Board of Directors' adoption of Resolution X-2020 amending the FY2019-2023 and FY2020-2026 TIPs. Motion passed unanimously.**

**E. Transportation Management Area (TMA) Balancing**

Toni Tisdale presented a request to balance the TMA programs due to project closeout.

After discussion, **Karen Gallagher moved and Nichoel Baird Spencer seconded to recommend balancing actions for the TAP-TMA and STP-TMA programs as presented. Motion passed unanimously.**

**INFORMATION/DISCUSSION ITEMS**

**A. Review Exploratory Planning Survey Initial Results**

Amy Luft and Carl Miller reviewed the initial results of the first exploratory planning public survey.

**B. Review Regional Outreach Efforts for the 2020 Census**

Hailey Townsend reviewed COMPASS' planned regional outreach efforts and work in support of local outreach for the upcoming 2020 Census.

**Next Meeting: December 18, 2019**

**ADJOURNMENT**

**Meeting was adjourned at 10:04 a.m.**

T:\FY20\800 System Maintenance\820 Committee Support\RTAC\Minutes\minutes11202019.docx

## RTAC AGENDA ITEM IV-A

Date: December 18, 2019

### Topic: Amendment to the FY2019-2023 and FY2020-2026 Regional Transportation Improvement Programs (TIPs)

#### Request/Recommendation:

COMPASS staff seeks Regional Transportation Advisory Committee recommendation of COMPASS Executive Committee's adoption of Resolution X-2020 (Attachment 1) amending the FY2019-2023 and FY2020-2026 TIPs.

#### Background/Summary:

COMPASS Policy 2019-02, COMPASS Regional Transportation Improvement Program (TIP) Amendments, requires COMPASS Board of Directors of approval under the following situations:

No.	Amendment Criteria	Public Involvement
1	Add new project	X
2	Remove project	X
3	Advance or delay funds across fiscal years outside the first four years of the program	
4	Significant change to project termini or scope	X
5	Change that affects air quality conformity demonstration	X
6	Transfer funding from the Federal Highway Administration (FHWA) to the Federal Transit Administration (FTA) or vice versa	
7	Change in project costs, if project total increases by more than 30% or \$2,000,000, whichever is less, with minimum change amount of \$25,000	
8	Conversion of funds from local to federal using limitations in #7	

A summary of the actions in the amendment is provided below, including a reference to the criteria number requiring an amendment from the table above. Financial details are provided in Attachment 1.

- The Idaho Transportation Department (ITD) requests to add the **Interstate 84 Bridge Repair** project (**Key Number 20251**). ITD staff started design on a district-wide project for bridge repair on Interstate 84. Through preliminary design work, the bridge improvement locations were determined for the project – all in Canyon County. ITD requests this project be added to the COMPASS TIP because the locations of the improvements are now known. (criteria #1)
- The Local Highway Technical Assistance Council (LHTAC) applied for federal funds through a nationally-competitive process to improve eight bridges in southern Idaho. LHTAC was awarded the funds; one of the bridges is located at **South 4<sup>th</sup> Avenue, Indian Creek Bridge in the City of Caldwell (Key Number 22593)**. Because of its location, LHTAC has requested that this project be added to the COMPASS TIP. (criteria #1)

- The Ada County Highway District (ACHD) and Canyon Highway District both applied for Federal Lands Access Program (FLAP) funds through the Federal Highway Administration's Western Federal Lands program. Both applications were awarded funds and need to be added to the program. The projects are: **Western Heritage Byway, Swan Falls Road, ACHD (Key Number 22600)** and **Indiana and Orchard Shared Roadway, Canyon County (Key Number 22602)**. (criteria #1)
- During development of the FY2020-2026 TIP, ACHD was in the process of updating their FY2020-2024 Integrated Five Year Work Program. Six additional projects, funded with local funds, need to be included in the COMPASS TIP, as they are considered "regionally significant." (criteria #1) In addition, six projects need to be updated to match funding and phasing of ACHD's FY2020-2026 Integrated Five Year Work Plan. (criteria #3 and #7)

A public comment period on this item was open November 26 through December 10, 2019. Verbatim comments are provided in Attachment 2. Seventeen comments were received; staff does not recommend changes based on public comment received.

COMPASS staff will seek COMPASS Executive Committee adoption of Resolution X-2020 on January 14, 2020, and ratification of the action by the COMPASS Board of Directors on February 24, 2020.

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

This amendment adds new projects, changes project years, and funds cost increases to allow funds to be ready for immediate obligation.

**More Information:**

- 1) Attachment 1: Resolution X-2020
- 2) Attachment 2: Verbatim public comments
- 3) For detailed information contact: Toni Tisdale, Principal Planner, at 208/475-2238 or [ttisdale@compassidaho.org](mailto:ttisdale@compassidaho.org).

TT: T:\FY20\600 Projects\685 TIP\FY1923TIP\191218mmoRTACTIPamend.docx

**RESOLUTION NO. X-2020**

**FOR THE PURPOSE OF AMENDING THE FY2019-2023 and FY2020-2026  
REGIONAL TRANSPORTATION IMPROVEMENT PROGRAMS**

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

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

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

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

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

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

**WHEREAS**, a public comment period was held November 26 through December 10, 2019, for people to review and comment on projects proposed to be added to the program, as required;

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

**WHEREAS**, the Community Planning Association of Southwest Idaho developed this amendment to the FY2019-2023 and FY2020-2026 Regional Transportation Improvement Programs in compliance with all applicable state and federal regulations; and

**WHEREAS**, the attached table details the amendment to the FY2019-2023 and FY2020-2026 Regional Transportation Improvement Programs.

**NOW, THEREFORE, BE IT RESOLVED**, that the Community Planning Association of Southwest Idaho's Executive Committee approves the amendment to the FY2019-2023 and FY2020-2026 Regional Transportation Improvement Programs.

**ADOPTED** this 14th day of January 2020.

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

**ATTEST:**

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

T:\FY20\900 Operations\Board\2020 Resolutions\Resolution X-2020.docx



COMPASS Amendment #10 for the  
FY2019-2023 Regional Transportation Improvement Program (TIP)  
and Amendment #2 for the FY2020-2026 TIP

ITD, October 23, 2019

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)								
		Cost year	PE	PEC	RW	UT	CE	CN	SUM	
<b>20251</b>	I-84 Bridge Repair	2019							0	
	Funding Source: STP-State	2020							0	
	Provide bridge deck preservation and preventative maintenance to the bridges, approaches, and guardrails on bridges on I-84 in the City of Nampa at the following locations: Franklin Boulevard Interchange, Phyllis Canal, Union Pacific Railroad, and 11 <sup>th</sup> Avenue. (Federal = \$1,323,000)  Add project. Previous obligations = \$115,000	2021					ϑ	ϑ	ϑ	
		2022					408	1020	1428	
		2023							0	
		2024							0	
		SUM		0	0	0	0	ϑ	ϑ	ϑ
							408	1020	1428	

Local Highway Technical Assistance Council, November 4, 2019

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)								
		Cost year	PE	PEC	RW	UT	CE	CN	SUM	
<b>22593</b>	South 4 <sup>th</sup> Avenue, Indian Creek Bridge, Caldwell	2019							0	
	Funding Source: CHBP	2020	ϑ	ϑ					ϑ	
	Improve bridge on South 4 <sup>th</sup> Avenue over Indian Creek in the City of Caldwell. The bridge is currently reported in poor condition. Funds from the Competitive Highway Bridge Program. (Federal = \$1,236,000)  Add project. Overall total = \$1,586,000 Previous obligations = \$0	2021	49	349				ϑ	ϑ	
		2022						936	936	
		2023							0	
		2024							0	
		SUM		ϑ	ϑ	0	0	0	ϑ	ϑ
				49	349				936	1334
<b>22593</b>	South 4 <sup>th</sup> Avenue, Indian Creek Bridge, Caldwell	2019							0	
	Funding Source: Bridge	2020							0	
	Same as above. (Federal = \$221,000)  Add project.	2021					ϑ		ϑ	
		2022					239		239	
		2023							0	
		2024							0	
		SUM		0	0	0	0	ϑ	ϑ	
							239	0	239	

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PEC	RW	UT	CE	CN	SUM
22593	South 4 <sup>th</sup> Avenue, Indian Creek Bridge, Caldwell	2019							0
	Funding Source: Local Participating	2020							0
	Same as above. (Federal = \$0)  Add project.	2021						ϑ	ϑ
								13	13
		2022							0
		2023							0
		2024							0
		SUM	0	0	0	0	0	ϑ	ϑ
								13	13

Western Federal Lands, November 13, 2019

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PEC	RW	UT	CE	CN	SUM
22600	Western Heritage Byway, Swan Falls Road, ACHD	2019							0
	Funding Source: FLAP	2020							0
	Add five-foot shoulders to Swan Falls Road from just north of Initial Point Road to the southern terminus of the roadway using Federal Lands Access Program funds. Project will also improve accessibility to Bureau of Land Management facilities. Project managed by Western Federal Lands. (Federal = \$5,372,000)  Add project. Previous obligations = \$426,000	2021							0
		2022			ϑ				ϑ
					20				20
		2023			ϑ				ϑ
					150				150
		2024			ϑ			ϑ	ϑ
					213			4045	4258
	2025					ϑ	ϑ	ϑ	
						539	405	944	
		SUM	0	ϑ	0	0	ϑ	ϑ	
				383			539	4450	5372
22602	Indiana and Orchard Shared Roadway, Canyon County	2019							0
	Funding Source: FLAP	2020							0
	Add four-foot paved shoulders on Indiana Avenue from Roosevelt Avenue to Orchard Avenue and on Orchard Avenue from Indiana Avenue to Riverside Road in Canyon County (approximately 1.5 miles) using Federal Lands Access Program funds. Project managed by Western Federal Lands. (Federal = \$3,453,000)  Add project. Previous obligations = \$297,000	2021							0
		2022			ϑ				ϑ
					220				220
		2023			ϑ				ϑ
					230				230
		2024					ϑ	ϑ	ϑ
						300	2703	3003	
		SUM	0	ϑ	0	0	ϑ	ϑ	
				450			300	2703	3453

COMPASS Staff Review, November 18, 2019

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PEC	RW	UT	CE	CN	SUM
<b>RC029-9</b>	Ten Mile Road, Victory Road to Overland Road, Meridian	2019							0
	Funding Source: Local (Regionally Significant)	2020		0	0				0
				<u>10</u>	<u>248</u>				<u>258</u>
		2021							0
	Widen Ten Mile Road from Victory Road to Overland Road in the City of Meridian to five lanes with curb, gutter, sidewalk and Level 3 bicycle facility. (Federal = \$0)	2022						0	0
								<u>4058</u>	<u>4058</u>
		2023						0	0
								<u>214</u>	<u>214</u>
		2024							
		2025							
	<b>Add project, included in ACHD's FY2020-2024 IFYWP.</b> Previous obligations = \$5,000	SUM	0	0	0	0		0	0
				<u>10</u>	<u>248</u>			<u>4272</u>	<u>4530</u>
<b>RD216-05</b>	Lake Hazel Road, Maple Grove Road to Cole Road, Ada County	2019							0
	Funding Source: Local (Regionally Significant)	2020							0
		2021							0
		2022							0
	Widen Lake Hazel Road from Maple Grove to Cole Road in Ada County to five lanes with curb, gutter, and ten-foot multi-use pathway facility. (Federal = \$0)	2023							0
		2024		0					0
				<u>332</u>					<u>332</u>
		PD			0			0	0
					<u>60</u>			<u>3665</u>	<u>3725</u>
	<b>Add project, included in ACHD's FY2020-2024 IFYWP.</b> Previous obligations = \$0	SUM	0	0	0	0	0	0	0
				<u>332</u>	<u>60</u>			<u>3665</u>	<u>4057</u>
<b>RD209-18</b>	Lake Hazel Road, Eagle Road to Cloverdale Road, Ada County	2019							0
	Funding Source: Local (Regionally Significant)	2020							0
		2021							0
	Widen Lake Hazel Road from Eagle Road to Cloverdale Road in Ada County to five lanes with curb, gutter, and ten-foot multi-use pathway facility. (Federal = \$0)	2022		0	0				0
				<u>740</u>	<u>4</u>				<u>744</u>
		2023			0				0
					<u>201</u>				<u>201</u>
		2024				0	0	0	0
						<u>10</u>	<u>309</u>	<u>7287</u>	<u>7606</u>
	<b>Add project, included in ACHD's FY2020-2024 IFYWP.</b> Previous obligations = \$0	SUM	0	0	0	0	0	0	0
				<u>740</u>	<u>205</u>	<u>10</u>	<u>309</u>	<u>7287</u>	<u>8551</u>
<b>RD207-29</b>	Lake Hazel Road, Cloverdale Road to Five Mile Road, Ada County	2019							0
	Funding Source: Local (Regionally Significant)	2020							0
		2021							0
	Widen Lake Hazel Road from Cloverdale Road to Five Mile Road in Ada County to five lanes with curb, gutter, and ten-foot multi-use pathway facility. (Federal = \$0)	2022		0	0				0
				<u>896</u>	<u>5</u>				<u>901</u>
		2023			0				0
					<u>438</u>				<u>438</u>
		2024			0				0
					<u>322</u>				<u>322</u>
		PD				0	0	0	0
						<u>194</u>	<u>299</u>	<u>5115</u>	<u>5608</u>
	<b>Add project, included in ACHD's FY2020-2024 IFYWP.</b> Previous obligations = \$0	SUM	0	0	0	0	0	0	0
				<u>896</u>	<u>765</u>	<u>194</u>	<u>299</u>	<u>5115</u>	<u>7269</u>

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PEC	RW	UT	CE	CN	SUM
<b>RD207-30</b>	Lake Hazel, Five Mile Road to Maple Grove Road, Ada County	2019							0
	Funding Source: Local (Regionally Significant)	2020							0
		2021							0
		2022							0
	Widen Lake Hazel Road from Five Mile Road to Maple Grove Road in Ada County to five lanes with curb, gutter, and ten-foot multi-use pathway facility. (Federal = \$0)	2023		618					618
		2024			246				246
		PD				60	62	3663	3785
	<b>Add project, included in ACHD's FY2020-2024 IFYWP.</b>	SUM	0	618	246	60	62	3663	4649
	Previous obligations = \$0								
<b>RD207-19</b>	Linder Road, US 20/26 (Chinden) to SH-44 (State), Ada County	2019							0
	Funding Source: Local (Regionally Significant)	2020							0
		2021							0
		2022							0
	Widen Linder Road from US 20/26 (Chinden Boulevard) to SH-44 (State Street) in Ada County to five lanes with detached multi-use pathways on Linder Road from Chinden Boulevard to 1,000 feet north of Artesian Road. Right-of-way will be acquired for an ultimate seven-lane buildout. (Federal = \$0)	2023							0
		2024		1530	5	5			1540
		PD						15300	16900
		SUM	0	1530	1605	5	0	15300	18440
	<b>Add project, included in ACHD's FY2020-2024 IFYWP.</b>								
	Previous obligations = \$349,000								
<b>RD202-31</b>	Ten Mile Road, McMillan Road to US 20/26 (Chinden Boulevard), Meridian	2019				198			198
	Funding Source: Local (Regionally Significant) <b>STAR</b>	2020						2070	2070
		2021		260					260
	Widen Ten Mile Road from McMillan Road to US 20/26 (Chinden) in the City of Meridian to five lanes with curb, gutter, sidewalk, and bike lanes. Project includes an enhanced pedestrian crossing at Malta Drive. Project is funded by a private developer using State Tax Anticipated Revenue (STAR) funds. (Federal = \$0)	2022		0					0
		2023							0
		2024							0
		PD			550			2617	3167
		SUM	0	260	550	0	0	2617	3427
	<b>Change funding source to STAR. Remove \$260,000 from FY2021 in design. Advance RW from PD to FY2019 and decrease by \$352,000 and advance construction from PD to FY2020 and decrease by \$547,000. Changes included in ACHD's FY2020-2024 IFYWP.</b>			0	198			2070	2268
	Previous obligations = \$0								
	Overall decrease = 33.8%								

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)								
		Cost year	PE	PEC	RW	UT	CE	CN	SUM	
<b>RD209-28</b>	Linder Road, SH-44 (State Street) to Floating Feather Road, Eagle	2019		465 0	5 0				470 0	
	Funding Source: Local (Regionally Significant)	2020			900 0	5 0			905 0	
	Widen Linder Road from SH-44 (State Street) to Floating Feather Road in the City of Eagle to five lanes with curb, gutter, sidewalk, and bike lanes. Project includes construction of a multi-lane roundabout at Linder Road and Floating Feather Road (IN 207-03), two bridges, and an enhanced pedestrian crossing (pedestrian hybrid beacon) at Linder Road and Saguaro Drive. (Federal = \$0)	2021		0 465	0 6			4725 0	4725 471	
		2022		0 10	0 939				0 949	
		2023							0	
		2024						0	0	
		PD						5924	5924	
		SUM		0	465 475	905 945	5 0	0	4725 5924	6100 7344
		Delay design from FY2019 to FY2021/2022 and increase by \$10,000, RW from FY2020 to FY2021/2022 and increase by \$40,000, and construction from FY2021 to FY2024 and increase by \$1,199,000. Remove UT funds. Changes included in ACHD's FY2020-2024 IFYWP.								
	Previous obligations = \$0 Overall increase = 20.4%									
<b>RD202-32</b>	Ten Mile Road, Ustick Road to McMillan Road, Meridian	2019		0 512	0 36				0 548	
	Funding Source: Local (Regionally Significant)	2020		300 0		0 56	0 45	0 6652	300 6753	
	Widen Ten Mile Road from Ustick Road to McMillan Road in the City of Meridian to five lanes including curb, gutter, sidewalk, bike lanes, two bridge structures, and enhanced crossings at <u>Tesino Drive and the pedestrian pathway south of Vicenza Way</u> . (Federal = \$0)	2021			630 0		0 5	0 667	630 672	
		2022							0	
		2023							0	
		2024							0	
		PD						3056 0	3056 0	
		SUM		0	300 512	630 36	0 56	0 50	3056 7319	3986 7973
		Advance design from FY2020 to FY2019 and increase by \$212,000, RW from FY2021 to FY2019 and decrease by \$594,000, and construction from PD to FY2020/2021 and increase by \$4,263,000. Increase UT by \$56,000 and CE by \$50,000. Changes included in ACHD's FY2020-2024 IFYWP.								
	Previous obligations = \$0 Overall increase = 100.0%									
<b>RD207-01</b>	Orchard Street, Gowen Road to I-84 On-Ramp, Boise	2019		390 30					390 30	
	Funding Source: Local (Regionally Significant)	2020		0 455	840 5	0 5			840 465	
	Realign and widen Orchard Street from Gowen Road to I-84 in the City of Boise to five lanes with curb, gutter, sidewalk, and bike lanes. Project includes reconstruction of the Gowen Road	2021			0 420				0 420	
		2022			0 420				0 420	
		2023						0	0	
		2024						4319	4319	
									0	

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PEC	RW	UT	CE	CN	SUM
	intersection as a multi-lane roundabout. (Federal = \$0)	PD						3998	3998
								<u>0</u>	<u>0</u>
	Decrease FY2019 PEC by \$360,000. Increase FY2020 PEC by \$455,000, RW by \$5,000 and UT by \$5,000 and decrease RW by \$835,000. Increase FY2020 RW by \$420,000. Increase FY2021 RW by \$420,000. Advance CN from PD to FY2023 and increase by \$321,000. Changes included in ACHD's FY2020-2024 IFYWP.	SUM	0	<del>390</del> <u>485</u>	<del>840</del> <u>845</u>	<del>0</del> <u>5</u>	0	<del>3998</del> <u>4319</u>	<del>5228</del> <u>5654</u>
	Previous obligations = \$0 Overall increase = 8.15%								
<b>IN205-97</b>	Cole Road, McGlochlin Street to Victory Road, Boise	2019			<del>1365</del> <u>1127</u>				<del>1365</del> <u>1127</u>
	Funding Source: Local (Regionally Significant)	2020		<del>0</del> <u>1</u>		<del>112</del> <u>88</u>	<del>63</del> <u>34</u>	<del>5060</del> <u>7951</u>	<del>5235</del> <u>8074</u>
	Widen Cole Road from McGlochlin Street to Victory Road in the City of Boise to five lanes with median U-turns. Project also includes intersection improvements at Cole Road and Victory Road to seven lanes in each direction. Project includes widening of a bridge and an enhanced pedestrian crossing at Cole Road and Diamond Street. (Federal = \$0)	2021					<del>0</del> <u>29</u>	<del>0</del> <u>842</u>	<del>0</del> <u>871</u>
		2022							0
		2023							0
		2024							0
		PD							0
		SUM	0	<del>0</del> <u>1</u>	<del>1365</del> <u>1127</u>	<del>112</del> <u>88</u>	63	<del>5060</del> <u>8793</u>	<del>6600</del> <u>10072</u>
	Decrease FY2019 RW by \$238,000. Increase FY2020 PEC by \$1,000 and CN by \$2,891,000 and decrease UT by \$24,000 and CE by \$29,000. Increase FY2021 CE by \$29,000 and CN by \$842,000. Decrease previous expenditures by \$68,000 to match actual. Changes included in ACHD's FY2020-2025 IFYWP.								
	Previous obligations = \$682,000 Overall increase = 45.9%								
<b>RD216-04</b>	Eagle Road, Lake Hazel Road to Amity Road, Meridian	2019							0
	Funding Source: Local (Regionally Significant)	2020			<del>0</del> <u>525</u>				<del>0</del> <u>525</u>
	Widen Eagle Road from Lake Hazel Road to Amity Road in the City of Meridian to five lanes with curb, gutter, sidewalk and Level 3 bike facility. (Federal = \$0)	2021				<del>0</del> <u>4</u>		<del>0</del> <u>5010</u>	<del>0</del> <u>5014</u>
		2022							0
		2023							0
		2024							0
		PD							0
	Add project to FY2019 – 2023 TIP; advance construction in FY2020 – 2026 TIP (originally added to FY2020-2026 TIP with CN in PD).	SUM	0	0	<del>0</del> <u>525</u>	<del>0</del> <u>4</u>	0	<del>0</del> <u>5010</u>	<del>0</del> <u>5539</u>
	Previous obligations = \$16,000								

**Bold Key Number** = public comment required

ACHD = Ada County Highway District  
CE = Construction Engineering  
CHBP = Competitive Highway Bridge Program  
CN = Construction  
FLAP = Federal Lands Access Program  
FY = Fiscal Year

IFYWP = Integrated Five Year Work Program  
PE = Preliminary Engineering  
PEC = Preliminary Engineering Consultant  
PD = Preliminary Development  
RW = Right-of-Way  
SH = State Highway

STP = Surface Transportation Program  
US = United State (highway)  
UT = Utilities

T:\FY20\600 Projects\685 TIP\FY1923TIP\Amend\Amend10\_2.docx

# Public Comments Received (Verbatim)

## FY2019–2023 and FY2020-2026 Regional Transportation Improvement Program Amendment

Public Comment Period: November 26 through December 10, 2019

Total number of comments received by COMPASS: 17

Outreach methods: Two email blasts; legal notices placed in *Idaho Statesman* and *Idaho Press Tribune*; public comment information posted to COMPASS website and social media channels

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>Having lived in Houston and Seattle, I know how important it is to have a Transit system. You need to build bus Park &amp; Ride lots along I-84...perhaps in Nampa and Meridian to start. Those transit centers will have their own access to I-84 for easy on and off. At some point, you will need to add a lane that is HOV designated during rush hours.</p> <p>At later dates, expand to say Caldwell.</p> <p>I may be mistaken, but I heard/read that there is some backwards law that determines when park and rides can be built. It seemed that if the population was high, then the P&amp;R's could not be built. If true, that needs to change.</p> <p>All of this needs to be done now! Construction will add to traffic woes, but if you wait, the traffic is only going to get worse on it's own.</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors.</p>	<p>83706 Mark Spinks</p>	<p>Email</p>
<p>I hardly ever see the large city buses filled! I would recommend adding x100 new 12 person VANS and providing smaller bus stops threw out Boise and to the other cities, so drivers could get around them easier.</p> <p>I would also recommend that underground pneumatic tube transport be started under all major streets throughout Boise and to other cities in the valley. The tunnels would be built over 10 years as each road is dug up for new swearer and street tar replacement. Then all the tubes would be connected and new transport tubes installed. Each transport tube would run to each depart and loading dock every 15 minutes threw out the city and entire valley. The 2 programs would eliminate about 50% of the private wheeled transport. Large cargo trucks could unload outside of Boise and a tube, with merchandise, could be sent to businesses and warehouses threw out BOISE.</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors.</p>	<p>Lester A. Meade Retired Shop Teacher Retired Navy Vet</p>	<p>Email</p>



<p align="center"><b>Comment</b></p> <p>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center"><b>Staff Response</b></p>	<p align="center"><b>Zip Code Name Affiliation</b></p>	<p align="center"><b>Format</b></p>
<p>Amity road need to be rebuilt to 3 lane with wide shoulders - and connected to COLE. Victory Street need to be widened to 4 lanes + center turn lane.</p> <p>Lake Hazel needs to be rebuild to 5 lanes from freeway to Meridian - like yesterday!</p> <p>I predict a population increase of 30 to 40 % in the next 10 years all south of Vivtory Street! I also see Kuna tripaling in population in the next 10 years because of the high price of land and housing in Boise. Most of these parents will be working in Boise. The amount of cars on the streets will double because each household will also have 2 to 4 teenage drivers. 🙄🙄🙄🙄</p>			
<p>I would like to submit my comments for the proposed amendment to the FY19-23 Regional TIP. I support the addition of the following projects into the TIP:</p> <ul style="list-style-type: none"> <li>• RC0299: Ten Mile Rd, Victory Rd to Overland Rd</li> <li>• RD2017-19: Linder Road, US 20/26 (Chinden) to SH44 (State)</li> </ul> <p>I support the addition of the following projects into the TIP if the multi-use paths are expanded from 10ft to 12ft:</p> <ul style="list-style-type: none"> <li>• RD216-05: Lake Hazel Rd, Maple Grove Rd to Cole Road</li> <li>• RD209-18: Lake Hazel Road, Eagle Road to Cloverdale Road</li> <li>• RD207-30: Lake Hazel Road, Cloverdale Road to Five Mile Road</li> </ul> <p>I urge COMPASS to support walking and bicycling as viable modes of transportation throughout the treasure valley by creating inviting places to walk, bike, scoot, and roll along these high speed, high volume corridors.</p> <p>Thank you for soliciting comments and incorporating public input into the decision-making process.</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors.</p>	<p>Rachel Grosso</p>	<p>Email</p>


<p align="center"><b>Comment</b></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"><b>Staff Response</b></p>	<p align="center"><b>Zip Code Name Affiliation</b></p>	<p align="center"><b>Format</b></p>
<p>Most of the projects listed are road widening projects. These projects are mere bandaids as the population continues to boom. A public transit system needs to be implemented before it's too late.</p> <p>As housing in Boise becomes less affordable, people have to move further out of the city and commute for work. This would be a more economic option if it didn't take as much time or money to do so.</p> <p>Fuel costs alone are already taking up sizable amounts of middle class budgets, especially when more than one household member commutes. It becomes a tragedy when a car falls under disrepair due to the stress of a 60 mile commute and lack of time to do routine maintenance.</p> <p>Wages are not rising fast enough to support people actually living in Boise as their rent continues to go up. Without a public transportation option people of the middle class will be spending hours every day commuting, leaving less time for important life activities, such as exercising or cooking healthy meals. Those with children also incur increased childcare costs, as their children don't go to daycare from 8-5, but more often from 7-6, or even longer.</p> <p>Although the stresses are not solely due to transportation, lives could be improved significantly if mass transit were implemented. People could go from sitting for an extra one to two hours per day to a mere, reliable, 30 minutes a day, regardless of weather, regardless of traffic. Continuing to spend money on the bandaids of road expansion after road expansion is not a long term solution. Our roads will soon turn into the crowded, overpacked super freeways of California if something isn't done now.</p> <p>I genuinely appreciate your consideration of these comments.</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors.</p>	<p>Haley Tyron</p>	<p>Email</p>
<p>Last week an 8 car accident on I84 near Maple Grove with at least one other simultaneous accident near 13th St. on the Connector proved we are approaching gridlock. I took lots of pictures. Every east/west and north/south road was in gridlock.</p> <p>Daily, I see cars on Overland heading west after work and the solid line of cars goes from about Curtis Road to Meridian Road. An example of a north south route I see daily is a solid line of commuters from State Street, across Veterans Parkway, up Curtis, an ungodly long single lane of cars waiting for egress into I184 to head west to I84. The rest of</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors.</p> <p>The Downtown Boise Multi-Modal Center (underground terminal at the Grove) cost about \$11 million, mostly using funds obtained through a nationally-competitive grant in fiscal year 2006. In fiscal year 2018, Valley Regional Transit reported over 1.1 million rides on the Ada County fixed route public transportation system alone. All public transportation services throughout Ada and Canyon</p>	<p>Jan Strough</p>	<p>Email</p>

<p align="center"><b>Comment</b></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"><b>Staff Response</b></p>	<p align="center"><b>Zip Code Name Affiliation</b></p>	<p align="center"><b>Format</b></p>
<p>the solid line of poor commuters are waiting on Curtis to cross Fairview, to go over the over pass, to cross Emerald, to get to Overland to head west and wait in the line on Overland to at least Eagle Road or Meridian Road.</p> <p>When I was with ITD, I attended meetings to put a bridge where The gravel pit is in Eagle to connect SH55 with I think Five Mile. Last time I drove by the the SH44/SH55 intersection, just to the west of the gravel pit I saw the area is filling up with apartments. I know stock answers. There needs to be more river crossings.</p> <p>Maple Grove Road south of Overland is so rough you need spurs.</p> <p>Everyone is talking about the nuisance and inefficiencies and wasted monies on Boise buses. Myself and others note we never see anyone or maybe one or two people on a bus. I recommend getting a daily count of passengers, getting paperwork on maintenance costs, getting readings from the DEQ, and eliminate these white elephants. What was the cost of our taxpayer money to put an underground terminal in under the Grove? It had to be tens if not hundreds of millions of dollars. I think before that much money is ever wasted again because a politician wants it, should go through Compass or a group of intelligent people and a group of common sense people.</p> <p>I looked at the results of your former transportation queries and i gleaned from it that people are never going to give up their individual cars and trucks. So, our quickest resolution to, what I think is an emergency transportation issue, is for you to work with employers and staggering work hours, work from home or other alternative.</p> <p>One idea I had a long time ago was to create "flush hours routes." Example: From 4PM to 6PM turn State Street into a Flush-hour One Way Grid outbound, keeping all the signals green (for our air quality too). Do the same thing with Chinden Blvd, same time frame. That might alleviate some I84 and Overland congestion. At the same time, make Fairview a one way grid Eastbound if you have to. You could create the same flush hour routes in the AM commuting time also only reverse. I know this idea seems far fetched but I heard it is being used in other cities.</p> <p>In the meantime I wish I could eliminate the little projects, say under 10 million, until all the poor working people have a better commute.</p> <p>Ps. Roundabouts. The three of them on or off of Cassia to Franklin Road, Boise, are insane, inefficient, uncalled for even if the did have other plans. One works, the one closed to Franklin for the Bishop Kelly kids who have a half mile long</p>	<p>County reported a total of almost 1.9 million rides during the same time frame.</p>		

<p align="center"><b>Comment</b></p> <p>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center"><b>Staff Response</b></p>	<p align="center"><b>Zip Code Name Affiliation</b></p>	<p align="center"><b>Format</b></p>
<p>wait to get out of school. But the other two to the south just make a lot of work and slow down emergency services. Further, why are we going to added expenses to add fancy grasses or flower bushes in round abouts which means expensive water lines and maintenance costs. The driver has to see through the roundabout for merging purposes. Adding anything other than concrete with a lamp post in the middle is nuts. Please delegate common sense.</p> <p>While I am at it, speed bumps hurt when you are old and have arthritis. I have been to many cities over my lifetime and never, ever, have I had to deal with speed bumps. They should be removed. Example: you are pulling into the parking lot near Red Robin off of Milwaukee, immediately, we have to stop practically to go over an obnoxious speed bump right at the entrance. If we don't stop before going over, we will be back at the Spine Institute.</p> <p>Last but not least, the only somewhat halfway designed right parking lot in this valley is Costco off Cole. Who ever is designing all the these crazy fancy curbs and adding trees is nuts. Lay out the asphalt, that's all.</p> <p>Keep our costs to a minimum. Example: you are northbound Curtis or Orchard: you are going to get on the connector, there is fancy grass and underground water lines to keep the grass pretty, even under the overpass where old Main Street meets Chinden. Tons of fancy grass and water there. Please take it out and add lovely white rock and no water no mtce. Save the water for important things like your grandchildren, not making pretty grassy areas.</p> <p>The Village in Meridian should remove all the trees because you can't even see what stores are included in there. Look up parking lot lights in Google and you will be amazed at the ideas so much better than trees and more water lines and we could see where we want to shop.</p> <p>I said it all. I have been through this before in civil engineering and building and transportation issues.</p>			
<p>I support adding the 10 new projects</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors.</p>	<p>Mac McOmber</p>	<p>Email</p>

<p align="center"><b>Comment</b></p> <p>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center"><b>Staff Response</b></p>	<p align="center"><b>Zip Code Name Affiliation</b></p>	<p align="center"><b>Format</b></p>
<p>I could not access the website from your Nov 26th e mail.</p> <p>What is the actual website? ***</p> <p>The website for Community comments of Regional transportation or some such. It is referenced in the Nov 26th e mail</p> <p>Here is comment I have had for a long time:</p> <p>My understanding is that there will not be large parking lots near the bus/ train along State Street. I firmly believe that people will not walk more than a few blocks to take the transportation. There needs to be adequate parking or people will just drive. I have experience with BART in the SF Bay area. They have provision for people to park at most stations. And have you seen the cars parked in a long line far from the stations for the Sacramento transportation? It can be seen as you pass on I 80.... What a nightmare for those people ***</p> <p>Thank you. I read it and it all looks good. I am glad you are looking ahead and acquiring land for the ultimate build-out of the PD207-19 project</p>	<p>Hi Claudia:</p> <p>What are you trying to locate? ***</p> <p>Here is the website for open comment on the Transportation Improvement Program: <a href="https://www.compassidaho.org/comm/comments.htm">https://www.compassidaho.org/comm/comments.htm</a>. There is an additional link within this website for the details regarding the projects currently proposed.</p> <p>Thank you for your comments. They will be shared with the COMPASS Board of Directors. If you have additional comments, please let me know and I will add them. ***</p> <p>Thank you! Your additional comments are added.</p>	<p>Claudia Fernsworth</p>	<p>Email</p>
<p>I have mentioned several times and seems to fall on deaf ears. in stead of building highways to connect with I-84 why isn't a bypass freeway being considered? A freeway south of Kuna, Meridian, that would start somewhere between Nampa and Caldwell or close to eastern Nampa that would take the East West freeway traffic around Boise connecting somewhere in the Blacks Creek area with I-84. A lot of the freeway traffic are trucks, R.V.'s, vacationers, that are not stopping in Boise but are made to go thru the edge of Boise in traveling East or West to there destination. Thank you</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors. ***</p> <p>(Staff is developing a response to this question.)</p>	<p>Bruce Mark</p>	<p>Email</p>
<p>An I84 freeway exchange at Ustick Road would reduce congestion at Karcher. With all of the new home construction in Caldwell, it makes sense to add another exchange.</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors.</p>	<p>(unsigned)</p>	<p>Email</p>

<p align="center"><b>Comment</b></p> <p>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center"><b>Staff Response</b></p>	<p align="center"><b>Zip Code Name Affiliation</b></p>	<p align="center"><b>Format</b></p>
<p>Please find federal, state and local funding to create a light rail system anywhere between Caldwell and Boise that would be so popular that it would generate so much ridership and publicity that the general public would want more such transportation. We need to start somewhere according to your master plan now. I grew up in Boston in the 50's and over the years, they have done wonders with commuting lines from way out in communities never thought possible. They have horrid traffic today, but just think if they had not been working on it over the years. Hats off to your organisation and for driving things forward in hopes of cleaner air and reducing our carbon footprint in our area.</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors.</p>	<p>Ed Shaul</p>	<p>Email</p>
<p>As a resident of Boise living in the Vista Neighborhood I am qualified and motivate to comment in support of the following projects. Unlike some of my neighbors, I applaud the planning and efficiency of ITD. Specifically, the projects to replace the Broadway bridge and improve Columbus Street were well managed and completed within the projected time frames. I use the new sidewalks on Columbus and Overland. I would support all ITD projects to improve the sidewalks on streets that intersect Vista Ave and provide improved access to the VRT route #3 (Mani St to Airport along Vista Ave).</p> <p>I support theses projects:  #19783: Bogus Basin Road Safety, Maintenance and Trailhead  #19847: Capital Maintenance, Local, Boise, FY2020  #18854: Capital Maintenance, VRT, Boise, FY2019 (I ride the bus Route #3 to get to work)  #18854: Planning and Mobility Management, VRT, Boise  #13903: Capital Maintenance, Phase 1, Boise, FY2019  #20003: Capital Maintenance, Phase 2, Boise, FY2019  #20091: Capital Maintenance, Phase 3, Boise, FY2019  #20536: Microseals, Ada and Canyon Counties (the reseal in my neighborhood was a great improvement)</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors.</p>	<p>Gene McGill</p>	<p>Email</p>

<p align="center"><b>Comment</b></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"><b>Staff Response</b></p>	<p align="center"><b>Zip Code Name Affiliation</b></p>	<p align="center"><b>Format</b></p>
<p>Thanks for including multi-use pathways, sidewalks, Level 3 bicycle facility in a number of the projects where it is actually useful.</p> <p>Here's a picture of an area where I ride in November [from staff: referenced in link below, location is Las Cruces, NM]</p>  <p>Protected path along a major highway.</p> <p>I hope that Compass can get behind the idea of all streets should be complete streets and can encourage the development of off street pedestrian and bike paths along canals.</p> <p><a href="https://www.facebook.com/groups/626400844096182/permalink/2506796272723287/">https://www.facebook.com/groups/626400844096182/permalink/2506796272723287/</a></p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors.</p>	<p>Davis Straub</p>	<p>Email</p>

<p align="center"><b>Comment</b></p> <p>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center"><b>Staff Response</b></p>	<p align="center"><b>Zip Code Name Affiliation</b></p>	<p align="center"><b>Format</b></p>
<p>With regard to these projects, I have one concern. Why is the improvement to Indiana and Orchard in Nampa requested? I am aware that property in that area was recently subdivided, but it is on the edge of and will impact Deer Flat National Wildlife Refuge.</p> <p>One other project request, not included that I'm aware of, is to widen Ustick Rd (Boise) from Mtn View to Cole Rd. This pattern of ACHD to funnel traffic from 5-lanes to 2 is ridiculous and a very ineffective method of moving traffic. ***</p> <p>I have one more comment that concerns a much needed roadway improvement...completing the widening of Fairview, between Locust Grove &amp; Eagle Rds, to five lanes to facilitate better traffic flow.</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors.</p> <p>The improvements to Indiana Avenue and Orchard Avenue would add four-foot paved shoulders to allow safer access to Deer Flat National Wildlife Refuge by pedestrians and bicyclists. This project is funded through the Federal Lands Access Program, which is specifically for projects that provide better access to federal lands. ***</p> <p>Thank you for your additional comment.</p>	<p>Tricia Matthews</p>	<p>Email</p>
<p>First, thanks to the inclusion of some facilities for bike lanes - like the level 3 bike facility (Ten Mile) and I'm assuming that the multi-use pathways listed are for bikes. Though I am not sure what a level 3 bike facility is and could not easily find the definition on your website (nor the multi-use pathways).</p> <p>I am wondering how bike friendly are the shoulder widening projects (like Swan Falls) and the shared road widening (Indianan &amp; Orchard) are for bicycles. I do know that it would be nice to have safe areas on these roads for biking.</p> <p>Also I would like to urge you to make the bike lanes safe and to consider future off-road pathways in their bridge replacement and repair plans. ***</p> <p>Thank you Toni for the information. I found the definitions for the different facilities. Though how does the shoulder widening projects (like Swan Falls) differ from the shared road widening (Indianan &amp; Orchard)?</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors.</p> <p>Please see <a href="#">ACHD's Roadway to Bikeways Plan</a> for definitions of bicycle facilities. Yes, multi-use pathways are for both pedestrian and bicycle use (we will add a definition of multi-use pathways on the COMPASS glossary webpage). See <a href="#">the Indiana Avenue and Orchard Avenue Shared Roadway</a> project development plan for additional information about a shared roadway. ***</p> <p>The projects on Swan Falls and Indiana and Orchard are very similar. The improvements on Swan Falls Road would add five foot paved shoulders to allow better access to the Birds of Prey National Conservation Area by pedestrians and bicyclists. The improvements to Indiana Avenue and Orchard Avenue would add four-foot paved shoulders to allow safer access to Deer Flat National Wildlife Refuge by pedestrians and bicyclists. These projects are funded through the Federal Lands Access Program, which is specifically for projects that provide better access to federal lands.</p> <p>Thank you for your interest</p>	<p>Annette Hanson 83712</p>	<p>Email</p>
<p>I disagree with the addition of these ten projects. The most urgent need in our valley is the extension of Hwy. 16. By adding these projects we are diapering funds across the valley that could be used for the completion of the Hwy 16 project.</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors.</p>	<p>Fred Hoadley</p>	<p>Email</p>



<b>Comment</b> (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	<b>Staff Response</b>	<b>Zip Code Name Affiliation</b>	<b>Format</b>
<p>I support the projects listed in COMPASS Amendment #10 for the FY2019-2023 Regional Transportation Improvement Program (TIP) and Amendment #2 for the FY2020-2026 TIP. I am especially supportive of Key No. RD20719, Linder Road, US 20/26 (Chinden) to SH44 (State), Ada County. This project is critically needed to address the traffic demands on Linder Road between US 20/26 and SH44. The need for this project will become even more significant with the increased traffic resulting from the highway widening that is underway on US 20/26 from SH16 to Eagle Road, and from the significant commercial development that is underway for the new Costco at Ten Mile Road, and for the Linder Village development at Linder Road.</p> <p>Thank you for the opportunity to comment on these Amendments.</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors.</p>	<p>Richard L. Jacobson 83646</p>	<p>Email</p>
<p>I drive a dully with a 41 foot trailer. There is no way I can get turned on your "cute" little turns. Like the one you are planning on S. Cole and Victory. Remember, we are still in the country !</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors.</p>		<p>Email</p>

t:\fy20\600 projects\685 tip\fy1923tip\amend\amend 10\_2\public\_comments\_verbatim.docx



## RTAC AGENDA ITEM V-A

Date: December 18, 2019

### **Topic: Studies Coordination**

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

For information only.

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

COMPASS maintains a studies coordination webpage as a resource for member agencies to allow better coordination among transportation-related studies. The webpage is: <https://www.compassidaho.org/planning/studies.htm>.

The information on the webpage is intended to provide a general overview of the ongoing and completed transportation-related studies throughout the region. It is designed to be used by all members who plan to begin a study in order to reflect past efforts and coordinate similar studies and/or projects with neighboring jurisdictions. In addition, information compiled for this webpage helps fulfill COMPASS' federal requirement to report ongoing transportation studies as part of the Unified Planning Work Program and Budget each year.

COMPASS staff will provide an overview of the webpage and encourage member agencies to contact COMPASS staff when new transportation-related studies are underway or completed.

#### **More Information:**

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

TT: T:\FY20\600 Projects\685 TIP\Studies\191218mmoRTACstudies.docx

## RTAC AGENDA ITEM V-B

Date: December 18, 2019

### **Topic: *Communities in Motion 2050***

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

For information only.

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

In June 2019, the COMPASS Board of Directors approved the work plan for the development of the next regional long-range transportation plan, *Communities in Motion 2050* (CIM 2050). The work on the plan started immediately after the approval of the work plan, as CIM 2050 is due for the COMPASS Board's approval by December 2022. The following is a summary of progress to date on key tasks. This update will also be presented to the COMPASS Board of Directors in its February 2020 meeting.

The development of CIM 2050 includes three phases:

- Explore - to help identify regional trends and look at "what if" growth/transportation scenarios to refine goals and identify strategies to get there
- Choose - to define a "preferred" scenario that best yields the desired outcomes and accomplishes a "complete network"; identify criteria for prioritizing projects
- Prioritize - to identify needs, available funding, and prioritize projects

The timing of these phases roughly follows fiscal years, with the tasks in the Explore phase to be concluded in FY2020. The key tasks that have been completed to date include the first public involvement opportunity on future trends (initial results were presented by COMPASS staff in the November RTAC meeting) and the 2050 growth forecast control total (recommended by the Demographic Advisory Workgroup in November and to be presented to the COMPASS Board of Directors in its December meeting).

Contracts for consultant support to develop the "what if" scenarios and to update fixed guideway options are in place and work with the consultants has begun. In addition, the contract work with the fiscal impact analysis consultant is underway, with the guidance of the RTAC Fiscal Impact Analysis Subcommittee. COMPASS staff have also started work to develop a complete network policy, working with COMPASS workgroups and the RTAC Complete Network Policy Subcommittee.

Upcoming tasks include completing work on the fiscal impact analysis, drafting the "what if" scenarios, and developing the second public involvement survey for spring/summer 2020. The complete network policy will help integrate all the modes, and the updated fixed guideway options will feed into the third public involvement survey in fall 2020. All these items will be brought to RTAC for discussion and feedback along the way.

#### **More Information:**

1) For detailed information contact Liisa Itkonen at 208/475-2241 or [litkonen@compassidaho.org](mailto:litkonen@compassidaho.org)

LI:AL T:\FY20\600 Projects\661 CIM\1. Project Management\RTAC\RTAC\_Update on CIM2050\_mmo Dec18 2019.docx

# RTAC AGENDA WORKSHEET

<i>ID #</i>	<i>Title/Description</i>	<i>Mandatory</i> <sup>1</sup>	<i>Additional Information</i>	<i>Agenda Type</i> <sup>2</sup>	<i>Time</i>	<i>Presenters</i>	<i>Proposed Agenda</i>	<i>Board Agenda</i>
1.	Approve RTAC Meeting Minutes	Yes		Consent Agenda	5	N/A	Monthly	N/A
2.	Receive Obligation Report	No		Status Report	N/A	N/A	As Appropriate	N/A
3.	Receive RTAC Agenda Worksheet	No		Status Report	N/A	N/A	Monthly	N/A
<b>UPCOMING AGENDA ITEMS</b>								
4.	Elect 2020 Chair and Vice Chair	Yes	Liisa Itkonen will facilitate the election of RTAC Chair and Vice Chair.	Action	10	Liisa Itkonen	January 22	NA
5.	Review Exploratory Planning Survey Detailed Findings and Review "What If" Scenario Values	No	Review the detailed findings of the first exploratory planning public survey.	Information/ Discussion	30	Carl Miller/ Liisa Itkonen	January 22	Feb
6.	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	N/A
7.	Review all Federal-Aid-Eligible Applications	No	Toni Tisdale will review all applications received for federal-aid.	Optional Workshop	60	Toni Tisdale	February 4	N/A

<sup>1</sup> No, Yes, N/A (Not Applicable)

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

<b>ID #</b>	<b>Title/Description</b>	<b>Mandatory<sup>1</sup></b>	<b>Additional Information</b>	<b>Agenda Type<sup>2</sup></b>	<b>Time</b>	<b>Presenters</b>	<b>Proposed Agenda</b>	<b>Board Agenda</b>
8.	Recommend Federal-Aid Project Rankings	Yes	Toni Tisdale will seek recommendation of rankings for federal-aid-eligible applications for consideration of funding in the FY2021-2027 Regional Transportation Improvement Program.	Action	20	Toni Tisdale	February 26	N/A
9.	Review Draft Implementation Policies for 2 <sup>nd</sup> Communities in Motion 2050 (CIM 2050) public involvement survey	No	Liisa Itkonen will review draft implementation policies to be included in the 2 <sup>nd</sup> survey for CIM 2050 development.	Information/ Discussion	20	Liisa Itkonen	February 26	Apr
10	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	N/A
11	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

<b>ID #</b>	<b>Title/Description</b>	<b>Mandatory<sup>1</sup></b>	<b>Additional Information</b>	<b>Agenda Type<sup>2</sup></b>	<b>Time</b>	<b>Presenters</b>	<b>Proposed Agenda</b>	<b>Board Agenda</b>
<b>12</b>	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
<b>13</b>	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
<b>14</b>	Review Fiscal Impact Analysis Tool/Results	No	Carl Miller will review fiscal impact analysis process and results.	Information/ Discussion	20	Carl Miller	March 18	April
<b>15</b>	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
<b>16</b>	Status Report - Functional Classification and the Federal-Aid Map	No	COMPASS staff will review functional classification and recommendations to ITD for changes to the federal-aid map.	Information/ Discussion	20	TBD	TBD	TBD

<b>ID #</b>	<b>Title/Description</b>	<b>Mandatory<sup>1</sup></b>	<b>Additional Information</b>	<b>Agenda Type<sup>2</sup></b>	<b>Time</b>	<b>Presenters</b>	<b>Proposed Agenda</b>	<b>Board Agenda</b>
<b>17</b>	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
<b>18</b>	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
<b>19</b>	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
<b>20</b>	Approve FY2021 <i>Communities in Motion</i> (CIM) Implementation Grants and Project Development Program projects	Yes	Kathy Parker will seek RTAC recommendation for COMPASS Board of Directors' approval of FY2021 CIM Implementation Grants and Project Development Program projects	Action	15	Kathy Parker	June	August

<b>ID #</b>	<b>Title/Description</b>	<b>Mandatory<sup>1</sup></b>	<b>Additional Information</b>	<b>Agenda Type<sup>2</sup></b>	<b>Time</b>	<b>Presenters</b>	<b>Proposed Agenda</b>	<b>Board Agenda</b>
<b>21</b>	Recommend COMPASS Board of Directors' Approval of the Draft COMPASS FY2022-2028 COMPASS Application Guide	Yes	Toni Tisdale will seek an RTAC recommendation for COMPASS Board of Directors' approval of the Draft COMPASS FY2022-2028 COMPASS Application Guide.	Action	20	Toni Tisdale	July 22	August
<b>22</b>	Recommend the COMPASS Complete Network Policy	No	Carl Miller will seek will seek an RTAC recommendation for COMPASS Board of Directors' adoption of the COMPASS Complete Network policy.	Action	30	Carl Miller	July 22	August
<b>23</b>	Review results of PI#2 survey on "what if" scenarios	No	Amy and Carl will review initial survey results on "what if" scenarios	Information/ Discussion	20	Amy Luft/Carl Miller	July 22	August
<b>24</b>	Review the <i>Communities in Motion 2050</i> Draft Goals and Objectives	No	Liisa Itkonen will review <i>Communities in Motion 2050</i> Draft Goals and Objectives.	Information/ Discussion	20	Liisa Itkonen	July 22	August
<b>25</b>	Approve FY2021 Resource Development Plan	Yes	Kathy Parker will seek RTAC recommendation for COMPASS Board of Directors' approval of FY2021 Resource Development Plan.	Action	10	Kathy Parker	August	October



<b>ID #</b>	<b>Title/Description</b>	<b>Mandatory<sup>1</sup></b>	<b>Additional Information</b>	<b>Agenda Type<sup>2</sup></b>	<b>Time</b>	<b>Presenters</b>	<b>Proposed Agenda</b>	<b>Board Agenda</b>
<b>26</b>	Recommend <i>Communities in Motion 2050</i> Goals and Objectives	No	Liisa Itkonen will seek RTAC recommendation for COMPASS Board of Directors' approval <i>Communities in Motion 2050</i> Goals and Objectives.	Action	20	Liisa Itkonen	August	October
<b>27</b>	Review <i>Communities in Motion 2050</i> Preferred Growth Scenario	No	Carl Miller will review <i>Communities in Motion 2050</i> preferred growth scenario	Information/ Discussion	30	Carl Miller	August	October
<b>28</b>	Review recent <i>Communities in Motion</i> Implementation Grant and Project Development Program Projects	No	Kathy Parker will review recent <i>Communities in Motion</i> Implementation Grant and Project Development Program projects.	Information/ Discussion	15	Kathy Parker	August	October
<b>29</b>	Recommend <i>Communities in Motion 2050</i> Preferred Growth Scenario	No	Carl Miller will seek RTAC recommendation for COMPASS Board of Directors' approval <i>Communities in Motion 2050</i> preferred growth scenario	Action	20	Carl Miller	September	October

<b>ID #</b>	<b>Title/Description</b>	<b>Mandatory<sup>1</sup></b>	<b>Additional Information</b>	<b>Agenda Type<sup>2</sup></b>	<b>Time</b>	<b>Presenters</b>	<b>Proposed Agenda</b>	<b>Board Agenda</b>
<b>30</b>	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	October
<b>31</b>	Recommend Rural Application Prioritization	Yes	Toni Tisdale will seek an RTAC recommendation for COMPASS Board of Directors' adoption of a Resolution approving priorities for rural applications.	Action	10	Toni Tisdale	September	October
<b>32</b>	Review the <i>Communities in Motion 2050</i> Implementation Tasks	No	Carl Miller or Liisa Itkonen will review <i>Communities in Motion 2050</i> implementation tasks.	Information/ Discussion	20	Carl Miller or Liisa Itkonen	February 2021	April 2021
<b>33</b>	Recommend the <i>Communities in Motion 2050</i> Tasks	No	Carl Miller or Liisa Itkonen will seek an RTAC recommendation for COMPASS Board of Directors' approval of the <i>Communities in Motion 2050</i> tasks.	Action	20	Carl Miller or Liisa Itkonen	March 2021	April 2021



# Scheduled vs. Obligated for the 2020 Schedule Year



[Group Type:Program] [Group Name:Highway Program (System)] [Major Program: Federal-Aid, State Highway System; Federal-Aid, Local Road System; State Funded Program] [District: 3] [MPO: COMPASS]  
[Grouped Project Status: Grouped, Individual] [Details: Include] [Project Property: Ignore Project Properties] [Date Range: 1/1/1900 - 12/5/2019] [Fiscal Year: 2020] [Obligation Approval Level: FHWA] [Project Status: Development, PS&E (or equiv.), Awarded (or equiv.)] [Fiscal Year: 2020] [Indirect Costs Excluded] [PSS Manager: Ignore] [PSS Owner: Ignore] [PSS Sponsor: Ignore]

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
<b>State Hwy - Pavement Preservation (Commerce)</b>									
20203	3	I 84, EISENMAN IC TO MP 70 AND MP 82 TO MOUNTAIN HOME	2020	PS&E (or equiv.)	100	PE	\$2,000.00	\$2,000.00	\$0.00
						CE	\$40,000.00	\$40,000.00	\$0.00
						CN	\$2,358,230.00	\$2,358,230.00	\$0.00
							<b>\$2,400,230.00</b>	<b>\$2,400,230.00</b>	<b>\$0.00</b>
20738	3	I 84, BROADWAY TO EISENMAN, BOISE	2021	Development	100	PE	\$40,000.00	\$0.00	\$40,000.00
							<b>\$40,000.00</b>	<b>\$0.00</b>	<b>\$40,000.00</b>
22246	3	I 84, FY20 D3 INTERCHANGE RAMPS, ADA/CANYON CO	2020	Development	100	PE	\$52,900.00	\$0.00	\$52,900.00
						CE	\$79,400.00	\$0.00	\$79,400.00
						CN	\$529,000.00	\$0.00	\$529,000.00
							<b>\$661,300.00</b>	<b>\$0.00</b>	<b>\$661,300.00</b>
State Hwy - Pavement Preservation (Commerce) Total							<b>\$3,101,530.00</b>	<b>\$2,400,230.00</b>	<b>\$701,300.00</b>
<b>State Hwy - Pavement Restoration</b>									
21849	3	SH 45, JCT SH-78 TO DEER FLAT RD, CANYON CO	2025	Development	111	PE	\$520,000.00	\$0.00	\$520,000.00
							<b>\$520,000.00</b>	<b>\$0.00</b>	<b>\$520,000.00</b>
22154	3	I 84, USTICK RD & MIDDLETON RD OVERPASSES, CANYON CO	2020	Development	111	PC	(\$943,818.00)	(\$943,818.00)	\$0.00
						RW	\$100,000.00	\$100,000.00	\$0.00
						LP	\$1,423,818.00	\$991,201.00	\$432,617.00
							<b>\$580,000.00</b>	<b>\$147,383.00</b>	<b>\$432,617.00</b>
State Hwy - Pavement Restoration Total							<b>\$1,100,000.00</b>	<b>\$147,383.00</b>	<b>\$952,617.00</b>
<b>State Hwy - Bridge Preservation</b>									
21968	3	SH 21, MORES CR BR ASSET PLAN	2020	Development	101	PE	\$5,000.00	\$0.00	\$5,000.00
							<b>\$5,000.00</b>	<b>\$0.00</b>	<b>\$5,000.00</b>
State Hwy - Bridge Preservation Total							<b>\$5,000.00</b>	<b>\$0.00</b>	<b>\$5,000.00</b>
<b>State Hwy - Bridge Restoration</b>									
13387	3	SH 55, SNAKE RV BR, MARSING	2020	Awarded (or equiv.)	103	CN	\$11,187,549.00	\$11,187,549.00	\$0.00
							<b>\$11,187,549.00</b>	<b>\$11,187,549.00</b>	<b>\$0.00</b>
20227	3	US 20, PHYLLIS CANAL CULVERT, NR MERIDIAN	2023	Development	103	PC	\$100,000.00	\$0.00	\$100,000.00
							<b>\$100,000.00</b>	<b>\$0.00</b>	<b>\$100,000.00</b>
State Hwy - Bridge Restoration Total							<b>\$11,287,549.00</b>	<b>\$11,187,549.00</b>	<b>\$100,000.00</b>
<b>State Hwy - Supporting Infrastructure Assets</b>									
22237	3	I 84, EAST BOISE POE, ADA CO	2020	Development	146	CC	\$22,000.00	\$0.00	\$22,000.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
22237	3	I 84, EAST BOISE POE, ADA CO	2020	Development	146	CN	\$435,000.00	\$0.00	\$435,000.00
							<b>\$457,000.00</b>	<b>\$0.00</b>	<b>\$457,000.00</b>
22258	3	US 20, D3 CULVERT REPLACEMENTS	2021	Development	146	PE	\$15,000.00	\$0.00	\$15,000.00
							<b>\$15,000.00</b>	<b>\$0.00</b>	<b>\$15,000.00</b>
State Hwy - Supporting Infrastructure Assets Total							<b>\$472,000.00</b>	<b>\$0.00</b>	<b>\$472,000.00</b>
<b>State Hwy - Safety &amp; Capacity (Safety)</b>									
19944	3	US 20/26, CHINDEN; LOCUST GROVE TO EAGLE	2020	PS&E (or equiv.)	106	PE	\$0.00	(\$90,000.00)	\$90,000.00
						PC	\$0.00	(\$10,990.00)	\$10,990.00
						RW	\$0.00	(\$100,000.00)	\$100,000.00
							<b>\$0.00</b>	<b>(\$200,990.00)</b>	<b>\$200,990.00</b>
20594	3	US 20, LINDER TO LOCUST GROVE, EAGLE	2020	Development	106	PE	\$0.00	(\$1,000,000.00)	\$1,000,000.00
						PC	\$0.00	(\$1,000,000.00)	\$1,000,000.00
							<b>\$0.00</b>	<b>(\$2,000,000.00)</b>	<b>\$2,000,000.00</b>
State Hwy - Safety & Capacity (Safety) Total							<b>\$0.00</b>	<b>(\$2,200,990.00)</b>	<b>\$2,200,990.00</b>
<b>State Hwy - Safety &amp; Capacity (Capacity)</b>									
19944	3	US 20/26, CHINDEN; LOCUST GROVE TO EAGLE	2020	PS&E (or equiv.)	112	CE	\$102,560.00	\$102,560.00	\$0.00
						CC	\$1,000,000.00	\$1,000,000.00	\$0.00
						CN	\$11,704,636.00	\$11,704,636.00	\$0.00
							<b>\$12,807,196.00</b>	<b>\$12,807,196.00</b>	<b>\$0.00</b>
20266	3	SH 44, INT SH-16 TO LINDER RD, ADA CO	2023	Development	112	RW	\$750,000.00	\$0.00	\$750,000.00
							<b>\$750,000.00</b>	<b>\$0.00</b>	<b>\$750,000.00</b>
20574	3	SH 44, STAR RD TO SH-16, ADA CO	2024	Development	112	PC	\$500,000.00	\$0.00	\$500,000.00
							<b>\$500,000.00</b>	<b>\$0.00</b>	<b>\$500,000.00</b>
20788	3	SH 16, I 84 TO US 20/26, ADA & CANYON COS	2021	Development	107	RW	\$7,000,000.00	\$0.00	\$7,000,000.00
						LP	\$11,500,000.00	\$0.00	\$11,500,000.00
					112	PC	\$0.00	\$100,000.00	(\$100,000.00)
						LP	\$0.00	(\$100,000.00)	\$100,000.00
							<b>\$18,500,000.00</b>	<b>\$0.00</b>	<b>\$18,500,000.00</b>
20799	3	I 84, KARCHER IC TO NORTHSIDE BLVD	2020	Awarded (or equiv.)	112	CN	(\$20,000.00)	(\$20,000.00)	\$0.00
							<b>(\$20,000.00)</b>	<b>(\$20,000.00)</b>	<b>\$0.00</b>
21867	3	SH 55, KARCHER RD; MIDWAY TO MIDDLETON, NAMPA	2025	Development	112	PE	\$299,984.00	\$0.00	\$299,984.00
							<b>\$299,984.00</b>	<b>\$0.00</b>	<b>\$299,984.00</b>
State Hwy - Safety & Capacity (Capacity) Total							<b>\$32,837,180.00</b>	<b>\$12,787,196.00</b>	<b>\$20,049,984.00</b>

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
<b>State Hwy - Significant Projects (Unfunded Ideas)</b>									
20788	3	SH 16, I 84 TO US 20/26, ADA & CANYON COS	2021	Development	148	RW LP	\$200,000.00 \$10,415,000.00 <b>\$10,615,000.00</b>	\$200,000.00 \$0.00 <b>\$200,000.00</b>	\$0.00 \$10,415,000.00 <b>\$10,415,000.00</b>
State Hwy - Significant Projects (Unfunded Ideas) Total							<b>\$10,615,000.00</b>	<b>\$200,000.00</b>	<b>\$10,415,000.00</b>
<b>State Hwy - System Support</b>									
22508	3	I 84B, SH 19 TO HOMEDALE ROAD, CALDWELL	2020	Awarded (or equiv.)	102	CC	\$2,339,744.00 <b>\$2,339,744.00</b>	\$2,339,744.00 <b>\$2,339,744.00</b>	\$0.00 <b>\$0.00</b>
State Hwy - System Support Total							<b>\$2,339,744.00</b>	<b>\$2,339,744.00</b>	<b>\$0.00</b>
<b>Hwy - Metropolitan Planning</b>									
19258	3	LOCAL, FY20 COMPASS METRO PLANNING	2020	Development	91	PC	\$1,199,189.00 <b>\$1,199,189.00</b>	\$184,429.09 <b>\$184,429.09</b>	\$1,014,759.91 <b>\$1,014,759.91</b>
Hwy - Metropolitan Planning Total							<b>\$1,199,189.00</b>	<b>\$184,429.09</b>	<b>\$1,014,759.91</b>
<b>Local Hwy - Transportation Alternatives</b>									
20143	3	SMA-7179, MAIN ST; AVENUE C TO AVENUE A, KUNA	2021	Development	134	CN	\$562,492.00 <b>\$562,492.00</b>	\$0.00 <b>\$0.00</b>	\$562,492.00 <b>\$562,492.00</b>
22030	3	LOCAL, FY20 CANYON CO SRTS COORDINATOR & ACTIVITIES	2020	Development	134	CN	\$64,753.00 <b>\$64,753.00</b>	\$0.00 <b>\$0.00</b>	\$64,753.00 <b>\$64,753.00</b>
22050	3	LOCAL, STODDARD PATH EXT PH 1, NAMPA	2020	Development	134	CN	\$467,097.00 <b>\$467,097.00</b>	\$0.00 <b>\$0.00</b>	\$467,097.00 <b>\$467,097.00</b>
22076	3	OFFSYS, GRIMES CITY PATHWAY, NAMPA	2020	Development	134	CN	\$264,400.00 <b>\$264,400.00</b>	\$0.00 <b>\$0.00</b>	\$264,400.00 <b>\$264,400.00</b>
Local Hwy - Transportation Alternatives Total							<b>\$1,358,742.00</b>	<b>\$0.00</b>	<b>\$1,358,742.00</b>
<b>State Hwy - Freight</b>									
22101	3	LOCAL, PECKHAM RD INTERSECTIONS, GOLDEN GATE HD	2022	Development	139	PE PC	\$5,000.00 \$30,000.00 <b>\$35,000.00</b>	\$0.00 \$0.00 <b>\$0.00</b>	\$5,000.00 \$30,000.00 <b>\$35,000.00</b>
22102	3	STC-8223, FRANKLIN BLVD & KARCHER RD INT, NAMPA	2022	Development	139	PE PC	\$30,000.00 \$120,000.00 <b>\$150,000.00</b>	\$0.00 \$0.00 <b>\$0.00</b>	\$30,000.00 \$120,000.00 <b>\$150,000.00</b>
22103	3	OFFSYS, FRANKLIN BLVD & 3RD N FREIGHT IMPRV, NAMPA	2022	Development	139	PE PC	\$50,000.00 \$450,000.00 <b>\$500,000.00</b>	\$0.00 \$0.00 <b>\$0.00</b>	\$50,000.00 \$450,000.00 <b>\$500,000.00</b>
State Hwy - Freight Total							<b>\$685,000.00</b>	<b>\$0.00</b>	<b>\$685,000.00</b>

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
<b>Local Hwy - Urban</b>									
13484	3	STP-719, CENTENNIAL WAY ROUNDABOUT, CALDWELL	2023	Development	46	RW	\$40,000.00 <b>\$40,000.00</b>	\$0.00 <b>\$0.00</b>	\$40,000.00 <b>\$40,000.00</b>
13486	3	STP-8423, COLORADO & HOLLY SIGNAL/PED IMPR, NAMPA	2020	PS&E (or equiv.)	46	PC PL CE CC CL CN	(\$2,000.00) \$2,000.00 \$4,000.00 \$202,628.00 \$90,000.00 \$1,034,372.00 <b>\$1,331,000.00</b>	(\$2,000.00) \$2,000.00 \$4,000.00 \$202,628.00 \$90,000.00 \$1,034,372.00 <b>\$1,331,000.00</b>	\$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 <b>\$0.00</b>
13492	3	SMA-7169, INT LINDER & DEER FLAT RDS, KUNA	2020	Development	46	CE CC CN	\$339,000.00 \$142,000.00 \$2,859,000.00 <b>\$3,340,000.00</b>	\$0.00 \$0.00 \$0.00 <b>\$0.00</b>	\$339,000.00 \$142,000.00 \$2,859,000.00 <b>\$3,340,000.00</b>
13906	3	LOCAL, FY20 CAPITAL MAINTENANCE, VRT, NAMPA	2020	Development	46	CN	\$159,000.00 <b>\$159,000.00</b>	\$0.00 <b>\$0.00</b>	\$159,000.00 <b>\$159,000.00</b>
19521	3	LOCAL, FY20 ACHD COMMUTERIDE	2020	Development	46	CN	\$55,000.00 <b>\$55,000.00</b>	\$0.00 <b>\$0.00</b>	\$55,000.00 <b>\$55,000.00</b>
19766	3	LOCAL, FY20 COMPASS PLANNING	2020	Awarded (or equiv.)	46	PC	\$99,000.00 <b>\$99,000.00</b>	\$99,000.00 <b>\$99,000.00</b>	\$0.00 <b>\$0.00</b>
Local Hwy - Urban Total							<b>\$5,024,000.00</b>	<b>\$1,430,000.00</b>	<b>\$3,594,000.00</b>
<b>Local Hwy - Transportation Management Area</b>									
18728	3	LOCAL, FY20 CAPITAL MAINTENANCE, ACHD	2020	Development	51	CE CC CN	\$229,400.00 \$458,800.00 \$4,588,400.00 <b>\$5,276,600.00</b>	\$0.00 \$0.00 \$0.00 <b>\$0.00</b>	\$229,400.00 \$458,800.00 \$4,588,400.00 <b>\$5,276,600.00</b>
19057	3	LOCAL, FY20 TRANSIT ASSET MANAGEMENT, VRT	2020	Development	51	CN	\$1,575,000.00 <b>\$1,575,000.00</b>	\$0.00 <b>\$0.00</b>	\$1,575,000.00 <b>\$1,575,000.00</b>
19303	3	LOCAL, PLANNING, TRAVEL SURVEY DATA COLLECTION, COMPASS	2021	Development	51	PC	\$150,000.00 <b>\$150,000.00</b>	\$150,000.00 <b>\$150,000.00</b>	\$0.00 <b>\$0.00</b>
19465	3	LOCAL, FY22 PAVEMENT PRESERVATION AND ADA, PHASE 1, BOISE	2022	Development	51	PE PC	\$20,000.00 \$523,000.00 <b>\$543,000.00</b>	\$20,000.00 \$523,000.00 <b>\$543,000.00</b>	\$0.00 \$0.00 <b>\$0.00</b>
19521	3	LOCAL, FY20 ACHD COMMUTERIDE	2020	Development	51	CN	\$220,000.00 <b>\$220,000.00</b>	\$0.00 <b>\$0.00</b>	\$220,000.00 <b>\$220,000.00</b>
19571	3	LOCAL, PLANNING, COMMUNITIES IN MOTION MAJOR UPDATE	2022	Development	51	PC	\$87,000.00 <b>\$87,000.00</b>	\$87,000.00 <b>\$87,000.00</b>	\$0.00 <b>\$0.00</b>

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
19766	3	LOCAL, FY20 COMPASS PLANNING	2020	Awarded (or equiv.)	51	PC	\$232,000.00	\$232,000.00	\$0.00
							<b>\$232,000.00</b>	<b>\$232,000.00</b>	<b>\$0.00</b>
19847	3	LOCAL, FY20 CAPITAL MAINTENANCE, PH 3, ACHD	2020	Development	51	CE	\$13,000.00	\$0.00	\$13,000.00
						CC	\$26,000.00	\$0.00	\$26,000.00
						CN	\$261,000.00	\$0.00	\$261,000.00
							<b>\$300,000.00</b>	<b>\$0.00</b>	<b>\$300,000.00</b>
19887	3	LOCAL, FY20 CAPITAL MAINTENANCE, PH 2, ACHD	2020	Development	51	CE	\$98,300.00	\$0.00	\$98,300.00
						CC	\$196,700.00	\$0.00	\$196,700.00
						CN	\$1,966,800.00	\$0.00	\$1,966,800.00
							<b>\$2,261,800.00</b>	<b>\$0.00</b>	<b>\$2,261,800.00</b>
20122	3	LOCAL, FY22 PAVEMENT PRESERVATION AND ADA, PHASE 2, BOISE	2022	Development	51	PE	\$9,000.00	\$9,000.00	\$0.00
						PC	\$224,000.00	\$224,000.00	\$0.00
							<b>\$233,000.00</b>	<b>\$233,000.00</b>	<b>\$0.00</b>
20129	3	LOCAL, FY21 CAPITAL MAINTENANCE, PH 2, ACHD	2021	Development	51	PC	\$29,000.00	\$29,000.00	\$0.00
							<b>\$29,000.00</b>	<b>\$29,000.00</b>	<b>\$0.00</b>
20143	3	SMA-7179, MAIN ST; AVENUE C TO AVENUE A, KUNA	2021	Development	51	CN	\$700,000.00	\$0.00	\$700,000.00
							<b>\$700,000.00</b>	<b>\$0.00</b>	<b>\$700,000.00</b>
20841	3	SH 55, BIKE/PED BR OVER BOISE RV, EAGLE	2023	Development	51	RW	\$63,000.00	\$0.00	\$63,000.00
							<b>\$63,000.00</b>	<b>\$0.00</b>	<b>\$63,000.00</b>
Local Hwy - Transportation Management Area Total							<b>\$11,670,400.00</b>	<b>\$1,274,000.00</b>	<b>\$10,396,400.00</b>
<b>Local Hwy - Transportation Alternatives; TMA</b>									
20143	3	SMA-7179, MAIN ST; AVENUE C TO AVENUE A, KUNA	2021	Development	133	CE	\$1,000.00	\$0.00	\$1,000.00
						CC	\$50,000.00	\$0.00	\$50,000.00
						CL	\$25,000.00	\$0.00	\$25,000.00
						CN	\$242,000.00	\$0.00	\$242,000.00
							<b>\$318,000.00</b>	<b>\$0.00</b>	<b>\$318,000.00</b>
20639	3	LOCAL, FAIRVIEW AVE GREENBELT RAMP, BOISE	2020	PS&E (or equiv.)	133	CE	\$1,500.25	\$1,500.25	\$0.00
						CC	\$30,000.00	\$30,000.00	\$0.00
						CL	\$10,000.00	\$10,000.00	\$0.00
						CN	\$110,499.75	\$110,499.75	\$0.00
							<b>\$152,000.00</b>	<b>\$152,000.00</b>	<b>\$0.00</b>
20841	3	SH 55, BIKE/PED BR OVER BOISE RV, EAGLE	2023	Development	133	RW	\$10,000.00	\$0.00	\$10,000.00
							<b>\$10,000.00</b>	<b>\$0.00</b>	<b>\$10,000.00</b>
Local Hwy - Transportation Alternatives; TMA Total							<b>\$480,000.00</b>	<b>\$152,000.00</b>	<b>\$328,000.00</b>
<b>Hwy Safety - Local</b>									
20430	3	STC-7821, INT N MIDDLETON RD & CORNELL ST, MIDDLETON	2021	Development	118	PE	\$2,000.00	\$0.00	\$2,000.00
						PC	\$40,000.00	\$0.00	\$40,000.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
20430	3	STC-7821, INT N MIDDLETON RD & CORNELL ST, MIDDLETON	2021	Development	118	PL	\$10,000.00	\$0.00	\$10,000.00
							<b>\$52,000.00</b>	<b>\$0.00</b>	<b>\$52,000.00</b>
20613	3	SMA-8383, INT LONE STAR & MIDDLETON RD	2020	Development	118	CE	\$6,000.00	\$0.00	\$6,000.00
						CC	\$161,000.00	\$0.00	\$161,000.00
						CL	\$49,000.00	\$0.00	\$49,000.00
						CN	\$1,069,000.00	\$0.00	\$1,069,000.00
							<b>\$1,285,000.00</b>	<b>\$0.00</b>	<b>\$1,285,000.00</b>
Hwy Safety - Local Total							<b>\$1,337,000.00</b>	<b>\$0.00</b>	<b>\$1,337,000.00</b>
<b>Hwy Safety - Railroad Crossings</b>									
19875	3	SMA-9773, N LINDER RD BVRR RRX, MERIDIAN	2020	Development	22	CE	\$10,000.00	\$0.00	\$10,000.00
						CN	\$500,000.00	\$0.00	\$500,000.00
							<b>\$510,000.00</b>	<b>\$0.00</b>	<b>\$510,000.00</b>
20355	3	OFFSYS, LOOK LN UPRR RRX, CALDWELL	2020	Development	22	PC	\$75,000.00	\$75,000.00	\$0.00
						CE	\$5,000.00	\$0.00	\$5,000.00
						CN	\$495,000.00	\$0.00	\$495,000.00
							<b>\$575,000.00</b>	<b>\$75,000.00</b>	<b>\$500,000.00</b>
22034	3	STC-8233, MIDLAND BLVD UPRR RRX, NAMPA	2020	Development	22	PE	\$3,000.00	\$0.00	\$3,000.00
						UT	\$63,500.00	\$0.00	\$63,500.00
						CE	\$2,000.00	\$0.00	\$2,000.00
						CC	\$10,000.00	\$0.00	\$10,000.00
							<b>\$78,500.00</b>	<b>\$0.00</b>	<b>\$78,500.00</b>
Hwy Safety - Railroad Crossings Total							<b>\$1,163,500.00</b>	<b>\$75,000.00</b>	<b>\$1,088,500.00</b>
<b>Hwy - Discretionary</b>									
22593	3	OFFSYS, S 4TH AVE, INDIAN CREEK BR, CALDWELL	2021	Development	38	PE	\$1,500.00	\$0.00	\$1,500.00
						PC	\$348,813.25	\$0.00	\$348,813.25
						PL	\$47,565.44	\$0.00	\$47,565.44
							<b>\$397,878.69</b>	<b>\$0.00</b>	<b>\$397,878.69</b>
Hwy - Discretionary Total							<b>\$397,878.69</b>	<b>\$0.00</b>	<b>\$397,878.69</b>
<b>Hwy - Misc. Federal</b>									
20799	3	I 84, KARCHER IC TO NORTHSIDE BLVD	2020	Awarded (or equiv.)	68	CN	\$140,635.00	\$140,635.00	\$0.00
							<b>\$140,635.00</b>	<b>\$140,635.00</b>	<b>\$0.00</b>
Hwy - Misc. Federal Total							<b>\$140,635.00</b>	<b>\$140,635.00</b>	<b>\$0.00</b>
<b>Hwy - Local Partnerships</b>									
13349	3	SH 55, EAGLE RD: MERIDIAN TOWN CENTER	2022	Development	131	CE	\$1,447.05	\$1,447.05	\$0.00
						CC	\$29,522.13	\$29,522.13	\$0.00
							<b>\$30,969.18</b>	<b>\$30,969.18</b>	<b>\$0.00</b>



KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
13486	3	STP-8423, COLORADO & HOLLY SIGNAL/PED IMPR, NAMPA	2020	PS&E (or equiv.)	79	UT	\$60,000.00 <b>\$60,000.00</b>	\$0.00 <b>\$0.00</b>	\$60,000.00 <b>\$60,000.00</b>
20006	3	LOCAL, FY22 PAVEMENT PRESERVATION AND ADA, LOCAL, BOISE	2022	Development	79	PE PC	\$5,000.00 \$75,000.00 <b>\$80,000.00</b>	\$0.00 \$0.00 <b>\$0.00</b>	\$5,000.00 \$75,000.00 <b>\$80,000.00</b>
20143	3	SMA-7179, MAIN ST; AVENUE C TO AVENUE A, KUNA	2021	Development	79	CN	\$796,000.00 <b>\$796,000.00</b>	\$0.00 <b>\$0.00</b>	\$796,000.00 <b>\$796,000.00</b>
20594	3	US 20, LINDER TO LOCUST GROVE, EAGLE	2020	Development	131	PE PC CE CC CN	\$20,117.00 \$13,715.00 \$10,000.00 \$850,000.00 \$8,480,000.00 <b>\$9,373,832.00</b>	\$20,117.00 \$13,715.00 \$10,000.00 \$850,000.00 \$0.00 <b>\$893,832.00</b>	\$0.00 \$0.00 \$0.00 \$0.00 \$8,480,000.00 <b>\$8,480,000.00</b>
20639	3	LOCAL, FAIRVIEW AVE GREENBELT RAMP, BOISE	2020	PS&E (or equiv.)	79	CN	\$73,036.50 <b>\$73,036.50</b>	\$73,036.50 <b>\$73,036.50</b>	\$0.00 <b>\$0.00</b>
21858	3	US 20, SH 16 TO LINDER RD, ADA COUNTY	2021	Development	131	PE PC RW LP CE CC CN	\$80,000.00 \$345,000.00 \$25,000.00 \$270,000.00 \$110,000.00 \$1,000,000.00 \$12,298,000.00 <b>\$14,128,000.00</b>	\$80,000.00 \$345,000.00 \$25,000.00 \$270,000.00 \$100,000.00 \$1,000,000.00 \$12,298,000.00 <b>\$14,118,000.00</b>	\$0.00 \$0.00 \$0.00 \$0.00 \$10,000.00 \$0.00 \$0.00 <b>\$10,000.00</b>
Hwy - Local Partnerships Total							<b>\$24,541,837.68</b>	<b>\$15,115,837.68</b>	<b>\$9,426,000.00</b>
<b>Hwy GARVEE - 2017 Legislative Authorization</b>									
20788	3	SH 16, I 84 TO US 20/26, ADA & CANYON COS	2021	Development	142	RW	\$50,503,000.00 <b>\$50,503,000.00</b>	\$0.00 <b>\$0.00</b>	\$50,503,000.00 <b>\$50,503,000.00</b>
22154	3	I 84, USTICK RD & MIDDLETON RD OVERPASSES, CANYON CO	2020	Development	142	PC CC CN	\$552,830.00 \$1,200,000.00 \$13,000,000.00 <b>\$14,752,830.00</b>	\$552,830.00 \$0.00 \$0.00 <b>\$552,830.00</b>	\$0.00 \$1,200,000.00 \$13,000,000.00 <b>\$14,200,000.00</b>
22196	3	I 84, FRANKLIN IC TO KARCHER IC, CANYON CO	2021	Development	142	RW CC CN	\$1,000,000.00 \$6,800,000.00 \$73,000,000.00 <b>\$80,800,000.00</b>	\$0.00 \$0.00 \$0.00 <b>\$0.00</b>	\$1,000,000.00 \$6,800,000.00 \$73,000,000.00 <b>\$80,800,000.00</b>
Hwy GARVEE - 2017 Legislative Authorization Total							<b>\$146,055,830.00</b>	<b>\$552,830.00</b>	<b>\$145,503,000.00</b>
Report Total							<b>\$255,812,015.37</b>	<b>\$45,785,843.77</b>	<b>\$210,026,171.60</b>

**Valley Regional Transit (VRT) FY2020 Program of Projects**

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