

REGIONAL TRANSPORTATION ADVISORY COMMITTEE
March 13, 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 February 27, 2019, RTAC Meeting Minutes**

IV. ACTION ITEMS

8:35 ***A. Recommend Comments on Idaho Transportation Department's** **Liisa Itkonen**
 Page 6 **Draft Statewide 2040 Long-Range Transportation Plan**
Liisa Itkonen will seek an RTAC recommendation of comments on ITD's draft statewide 2040 long-range transportation plan.

8:50 ***B. Recommend Members' FY2020 Unified Planning Work Program** **Liisa Itkonen**
 Page 11 **(UPWP) Requests**
Liisa Itkonen will seek an RTAC recommendation of priorities for members' requests for the FY2020 UPWP.

9:15 ***C. Approve Priorities for Draft Federal-Aid Program** **Toni Tisdale**
 Page 19 *Toni Tisdale will seek RTAC approval of draft federal-aid programs, including new projects, as prioritized by RTAC.*

9:35 ***D. Recommend Adoption of Resolution X-2019, Amending the** **Toni Tisdale**
 Page 29 **FY2019-2023 Regional Transportation Improvement Program (TIP)**
Toni Tisdale will seek an RTAC recommendation for COMPASS Board of Directors' adoption of a resolution adding a COMPASS project and removing a City of Meridian project in the FY2019-2023 TIP.

9:45 ***E. Approve Transportation Management Area (TMA) Balancing** **Toni Tisdale**
 Page 36 *Toni Tisdale will seek RTAC approval to balance TMA programs.*

V. INFORMATION/DISCUSSION ITEMS

9:55 ***A. Discuss Choosing and Prioritizing Phases of Communities in** **Carl Miller**
 Page 55 **Motion 2050 (CIM 2050)**
Carl Miller will review phases in the development of the next long-range transportation plan CIM 2050.

VI. STATUS REPORTS (INFORMATION ONLY)

Page 59 *A. RTAC Agenda Worksheet

Page 63 *B. Obligation Report

VII. OTHER:

Next Meeting: April 24, 2019, RTAC Meeting

VIII. ADJOURNMENT (10:25)

*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
FEBRUARY 27, 2019
COMPASS, 1ST FLOOR BOARD ROOM
MERIDIAN, IDAHO**

****MINUTES****

ATTENDEES:

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
De Enrico, City of Wilder
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
Rhonda Jalbert, Valley Regional Transit
Caleb Lakey, Idaho Transportation Department
Justin Lucas, Ada County Highway District
Robb MacDonald, City of Caldwell, **Chair**
Brian McClure, City of Meridian
Mitra Mehta-Cooper, Ada County Development Services
Patricia Nilsson, Canyon County Development Services
Sam Patterson for Drew Alexander, Boise State University
Lenny Riccio, Canyon Highway District No. 4
Robert Simison, City of Meridian, via telephone
Deanna Smith, Public Participation Workgroup

MEMBERS ABSENT:

Chad Bell, Mayor, City of Star
Randall Falkner, City of Middleton
Daren Fluke, City of Boise
Rob Howarth, Central District Health, Ex. officio
Megan Leatherman, Ada County Development Services
Nathan Leigh, Mayor, City of Parma
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
Zach Piepmeyer, City of Boise
Kelly Woodworth, Ada County Development Services

OTHERS PRESENT: Nancy Brecks, COMPASS
Andrew Gleaton, Ada County Development Services
Margaret Havey, ITD
Daniel Hernandez, COMPASS
Stephen Hunt, VRT
Liisa Itkonen, COMPASS
Ken Kanownik, ITD
Amy Luft, COMPASS
Carl Miller, COMPASS
Shawn Nickel, City of Star
Brian Parker, VRT
Kathy Parker, COMPASS
Lan Smith, LHTAC
Matt Stoll, COMPASS
Toni Tisdale, COMPASS

CALL TO ORDER:

Chair Robb MacDonald called the meeting to order at 8:34 a.m.

OPEN DISCUSSION/ANNOUNCEMENTS

None.

CONSENT AGENDA

A. Approve January 23, 2019, RTAC Meeting Minutes

Nichoel Baird Spencer moved and Patricia Nilsson seconded approval of the Consent Agenda as presented.

ACTION ITEMS

A. Review and Recommend Support of Idaho Transportation Department's Draft Statewide 2040 Long-Range Transportation Plan

Ken Kanownik and Margaret Havey, ITD staff, presented a review of the Idaho Transportation Department's draft statewide 2040 long-range transportation plan.

After discussion, **Clair Bowman moved and Nichoel Baird-Spencer seconded to continue any action on the Idaho Transportation Department's draft statewide 2040 long-range transportation plan to the March 13, 2019, RTAC meeting to allow time for further review. Motion passed unanimously.**

B. Recommend Federal-Aid Project Ranking

Toni Tisdale reviewed the ranking of Federal-Aid project applications for five Surface Transportation Project-Transportation management Area (STP-TMA) projects, three Transportation Alternatives Program-TAP (TAP-TMA) projects, and nine STP-Urban Program projects. Using the ranking information, the projects will be matched with available funding, starting with the highest ranked projects. Funding recommendations will be shared via email and provided for discussion at an optional March 6, 2019, RTAC workshop and for action in the March 13, 2019, regular RTAC meeting.

After discussion, **Patricia Nilsson moved and Clair Bowman seconded to forward the recommendations as presented, but under the STP-Urban Program break the tie between the City of Caldwell's project: Pedestrian Pathway – Ustick Road to Homedale Road and the City of Nampa's project: Stoddard City Pathway (Sherman to 2nd Street South) by prioritizing the Caldwell project above the Nampa project. Motion passed unanimously.**

INFORMATION/DISCUSSION ITEMS

A. Review Transit Performance Measure Policy and Annual Report of Transit Performance Measures

Brian Parker, Valley Regional Transit, provided a draft copy of Valley Regional Transit's Regional Performance Measurement Policy in the packet and reviewed the Annual Report of Transit Performance Measures.

B. Receive Safety Targets

Carl Miller reviewed the annual update of federally required safety targets adopted by the Idaho Transportation Department and federally required for metropolitan planning organizations. In November 2017, the COMPASS Board approved supporting the statewide targets established by the Idaho Transportation Department.

Next Meeting: March 6, 2019, Optional Workshop: Review Federal-Aid Funding Recommendations
March 13, 2019, Regular RTAC Meeting

ADJOURNMENT

Chair MacDonald adjourned the meeting at 10:00 a.m.

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RTAC AGENDA ITEM IV-A

DATE: March 13, 2019

Topic: Comments on Idaho Transportation Department's (ITD's) Draft Statewide 2040 Long-Range Transportation Plan

Request/Recommendation:

COMPASS staff seeks RTAC recommendation of comments on and support of ITD's draft statewide 2040 long-range transportation plan.

Background/Summary:

ITD has developed a draft statewide long-range transportation plan, *IDAGO 2040*, which is open for public comment from February 24 through April 10, 2019. The draft plan is available at http://www.compassidaho.org/documents/people/rtac/2019/ITD_Draft_LRTPFeb2019.pdf.

COMPASS staff seeks any additions to COMPASS' comments (Attachment 1) and an RTAC recommendation of COMPASS support for the draft plan. The RTAC recommendation will be included in the COMPASS comment letter to ITD.

Implications (policy and/or financial)

The Fixing America's Surface Transportation (FAST) Act requires states to develop long-range statewide transportation plans in cooperation with the affected metropolitan planning organizations, such as COMPASS. COMPASS comments on and recommendation for support of the plan provides formal feedback to ITD for the draft statewide 2040 long-range plan.

More Information:

- 1) Attachment 1: Draft COMPASS Comment Letter
- 2) For detailed information contact Liisa Itkonen at 208/475-2241 or litkonen@compassidaho.org.

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March 13, 2019

Ken Kanownik
Idaho Transportation Department

Re: COMPASS Comments for ITD's Draft Statewide 2040 Long-Range Transportation Plan

Dear Mr. Kanownik:

COMPASS appreciates your presentation to the Regional Transportation Advisory Committee on February 27, 2019, and the opportunity to comment on the draft of *IDAGO*, the Idaho Transportation Department's statewide 2040 long-range transportation plan. Recognizing that the draft *IDAGO* is intended to be an aspirational plan, the comments below focus on information presented in the draft plan. Until more specific modal plans translate the policy statements and recommendations into implementation, it is difficult to assess how a statewide long-range transportation plan would work in tandem with the *Communities in Motion 2040 2.0*, the regional long-range transportation plan.

Page 1-3. Reporting Performance to the Public

- While the measures presented are customer-friendly, information about congestion, re-occurring reliability, public transportation, and active transportation would also be of interest.
- The "fatalities" measure should also tie to required federal performance measures.
- The "roadway condition" measure should also tie to required federal performance measures.

Page 4. Financial Constraints and Funding Shortfall

- The lack of funding for public transportation is not mentioned, yet public transportation was one of the top issues from the public. Given the public's interest in more and better public transportation, a discussion about the current funding constraints would be helpful.

Page 6. Table I.3 Funding Shortfall Summary

- This should at the minimum include a 2% increase per year for inflation to correspond with inflation measures in the STIP.

Page 9. Available Information on Growth

- Available information also includes population and jobs projections included in each MPO's regional long-range transportation plan.

Page 10. Table I.7 Idaho Growth Indicators 2010-2018

- Please check the source for residential permits. Ada and Canyon Counties combined issued about 1,700 new construction permits in 2010, which would leave only 23 issued elsewhere. In 2017 Ada and Canyon Counties issued 7,600 residential permits.

Page 12. Figure I.5. Average AVMT

- The chart is misleading and likely related to the amount of "local" highways monitored. What is considered a local highway, and how many local highways are included? If only a portion of local highways are included with all state highways, the data are not comparable.

Page 18. Table I.12. Congestion Measurement Readiness

- Why not include the MAP-21 required Level of Travel Time Reliability and the Truck Travel Time measures?

Page 19. Table I.13. Congestion Measurement Readiness

- COMPASS will be measuring congestion and identifying congestion hotspots along corridors in its planning area using the Congestion Management Process. Please contact COMPASS so that we can coordinate reporting.
- Table I.12 above says "development needed" for commute congestion. Commute congestion is usually the same time as average peak travel time, which is shown in Table I.13 as "immediate."
- The required National Performance Measure Research Data Set (NPMRDS) provides "routinely congested segments"; with this information readily available, should implementation be "immediate"?
- For "person throughput" the average auto occupancy rates can be used, per US DOT guidelines, and applied to traffic counts where data are available.
- NPMRDS will assist in determining the "95th percentile reliable travel time."
- The Highway Capacity Manual or planning level of service thresholds could be used to determine "maximum throughput travel time index" (MT3I), but what is the purpose of this measure?

Page 20. Recommendations

- 1.3 "Develop a customer-friendly performance measure for congestion." This is a good idea; COMPASS would like to coordinate with you on this.

Page 22. Active Transportation

- Is the bicycle route analysis tool based on 2010 data as indicated on Figure II.1?

Page 28: Public Transportation

- The last sentence of first paragraph states, "Innovative funding solutions are needed to help meet public transportation gaps and needs statewide." Could that be made into a recommendation to address the lack of funding for public transportation?

Page 44. Implementation

- How do the recommendations tie in with the priorities/issues you heard from the public and stakeholders?
- When will multiple modes be looked at together as an integrated system?

Page 45. Project Selection

- Here and/or in Appendix 2, can you show how the priorities identified by the public through your outreach efforts are reflected in project selection?

- Page 49. Figure V.2. Balancing Public Input and Data-Assisted Engineering Decisions
- It is not clear what the difference is among the individual boxes in the continuum, especially “district” vs. “state highway.” It is this referring to district-level decisions vs. statewide decisions?
 - It is also unclear if there are three items on the orange-colored continuum line (public, data, and engineering) or two (public and data/engineering).
- Page 82. Metropolitan Planning Organizations in Idaho
- Idaho has five MPOs (not four).
 - With COMPASS, only the TMA is discussed – no mention of the Nampa Urbanized Area.
- Page 85. Table 1-2: Schedule of Required Federal Products
- “Agency” in column heading: TMA vs. MPO is not a correct distinction. An MPO is an organization (agency); a TMA is a geographical area.
 - Title VI Plan: Is the annual update referring to updating the plan itself annually or reporting annually?
 - Air Quality Plans: Air quality plans are not developed by the MPO. They are developed by the Idaho Department of Environmental Quality and have a 10-year horizon. The air quality plans are what MPOs must demonstrate conformity with, if an area is nonattainment or maintenance. Air quality conformity demonstrations are the responsibility of the MPO, but they are not solely related to the TIP, but also the long-range transportation plan. Conformity is conducted annually for the TIP (more often if needed for an amendment) and every four years for the long-range transportation plan (more often if needed for an amendment).
- Pages 86 - 88. Stakeholders and Partners
- Is the table in Section 5 intended to list MPO member agencies? Or, is it intended to generally list agencies MPOs consult with? Either way the table is neither complete nor accurate. If the intent is to list MPO member agencies, a list of COMPASS member agencies can be found at <http://www.compassidaho.org/about.htm#members>.
- Page 88. Section 6. Process
- Are the items listed in “Plans” MPO plans or ITD plans? If they are intended to be MPO plans, this seems a duplication of Table 1-2 on page 85, except the lists of plans are not identical. Should they be? If so, is this table needed? The only information that is here and not on page 85 is the notification methods. That could be added to the table on page 85.
- Page 110.
- The second paragraph states the draft ITIP is available at MPO offices during the public comment period. COMPASS has not been asked to do this in the past, but we will be happy to from now on.

Page 252. Appendix 3. Metropolitan Planning Organization Collaboration

- Can you elaborate on the collaboration? For example, were the updates to the Urban Balancing Committee just updates or did the MPOs provide input and feedback in those meetings? If so, how was that input used? What other ways did you collaborate with the MPOs?
- Table 5. Suggest you remove the "Total" from the table, as each meeting had essentially the same people; a total of attendance at the three meetings overstates the number of people involved.

Page 253. Appendix 3.

- Can you elaborate regarding what the subject matter experts did with the information received from stakeholders, in addition to adding more targeted stakeholder involvement opportunities? That is, how did the input shape the plan?

Pages 254 - 264

- Can you elaborate regarding how the survey responses helped shape the plan? Pages 263 – 264 list where the topics in the open-ended responses are addressed in the plan, but a discussion of how the qualitative results shaped the plan appears to be missing.

Again, COMPASS appreciates the opportunity to review ITD's draft statewide long-range transportation plan. The Regional Transportation Advisory Committee has reviewed these comments and COMPASS **supports/does not support** the draft *IDAGO* plan.

Sincerely,

Liisa Itkonen, Principal Planner
Planning Team Lead

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RTAC AGENDA ITEM IV-B

DATE: March 13, 2019

Topic: Member Agencies' FY2020 Unified Planning Work Program (UPWP) Requests

Request/Recommendation:

COMPASS staff requests RTAC recommend member agencies' FY2020 UPWP requests in a priority order for consideration by the Finance Committee. The Finance Committee will balance the priorities with the available resources and recommends a final UPWP and budget for COMPASS Board of Directors' approval.

Background/Summary:

The UPWP is developed annually and provides detailed information on COMPASS projects and tasks and available financial resources. The activities programmed in the UPWP fulfill federal requirements and recommendations from the Federal Highway Administration and the Federal Transit Administration, and respond to member agencies' needs as resources allow.

COMPASS received requests from Ada County, Ada County Highway District, Boise State University (two), Canyon County/Canyon Highway District #4, Canyon Highway District #4, and the City of Star for seven projects that would require more than four COMPASS workdays in FY2020. Please see the attachment for the requests, listed in alphabetical order by member agency.

Next Steps:

April- As needed, COMPASS, with requesting agencies, will refine scope/workday estimates of member agencies' requests per RTAC feedback; COMPASS will develop draft UPWP.

May- Finance Committee will review draft UPWP; COMPASS staff will revise as needed.

June- Finance Committee will review UPWP and recommend it to COMPASS Board of Directors; Executive Committee will review workgroup charters to mirror tasks and deliverables in the UPWP and will recommend them to the COMPASS Board of Directors.

August- COMPASS Board of Directors will be asked to approve the UPWP and workgroup charters.

Implications (policy and/or financial)

In order to adequately budget COMPASS staff time, member agency requests for assistance of more than four workdays must be included in the UPWP.

More Information:

- 1) Attachment 1: Member agency requests in alphabetical order by member agency.
- 2) For detailed information contact Liisa Itkonen at 208/475-2241 or litkonen@compassidaho.org

Member Request Form for FY2020 UPWP Projects

(for Program Number 701, General Membership Services)

Please enter the appropriate information below.

Requestor's Name/Agency:

Phone Number: Email:

Title of Project:

General Description of Project and Purpose (*attach additional sheets if necessary*):

A number of local governments across the country have done studies comparing land use patterns to understand their fiscal impact on transportation networks and infrastructure costs. In general, sprawling land use patterns have shown to increase upfront capital investments by one-third when compared to more compact development patterns. Three fiscal impact analyses conducted for rural areas in the Inter-mountain West – Beaverhead County, Montana, Gallatin County, Montana, and Natrona County, Wyoming – have concluded that compact land use patterns will lower capital investments in infrastructure by 46%. In this project, Ada County Development Services requests COMPASS staff time to better understand the fiscal impacts of various land use scenarios, including for long-range plans, comprehensive plans, and development proposals that impact the financial bottom line. The Project will include the following tasks:

- Develop the scope of concept of a Fiscal Impact Analysis (FIA) to determine the factors to evaluate (public infrastructure and services), the methodology, and the strategies for implementation.
- COMPASS would act as the facilitator in 1) conducting an evaluation of other communities, including addressing what problems the FIA helped to solve, challenges in politics, data, and implementation; 2) organize stakeholder meetings to review the research findings and recommend next steps; and 3) a concluding workshop with stakeholders to determine the value of a FIA and its feasibility in guiding land-use decision-making.
- Stakeholders would provide land use information and data, participate in quarterly steering meetings, and coordination with other key partners within the organization.

Significance and Regional Value:

Ada County has experienced significant growth over the past few decades making it one of the fastest growing regions in the nation. Ada County encompasses six incorporated cities with quite differing land use visions for their city boundary and areas of impact. As a result, agriculture continues to diminish, and transportation networks continue to get crowded. Within a span of 40 years, agricultural acres have been reduced by 100,000, which is almost 1/6 of Ada County taken up by urban growth. Similarly, COMPASS predicts a shortfall of \$5.4 billion – or \$235 million per year – to the year 2040 for transportation funding for state and local networks within the Treasure Valley. By providing better information on the long-term cumulative fiscal impacts of their day-to-day land use decisions, this project will allow Ada County leaders to better preserve its beautiful natural settings and quality of life.

Expected Outcomes/Deliverables:

The following deliverables and outcomes are expected from this proposal:

1. A white paper on the successes, challenges, and implementation strategies of various FIAs in peer areas;
2. Regular stakeholder meetings to review white paper issues and make a recommendation to the COMPASS RTAC of next steps; and
3. A workshop with invited stakeholders and professional experts to evaluate viability of a FIA in the region.

Expected Timeline (*begins mm/yy; ends mm/yy*) and **Estimated COMPASS Staff Workdays:**

Quarterly meetings throughout FY2020 (October 2019-September 2020) with estimated twelve (12) workdays of staff time

Check Below For Type(s) of Support Needed (check as many as apply)	
<input checked="" type="checkbox"/>	Demographic Research
<input checked="" type="checkbox"/>	General Technical / Committee Support
<input checked="" type="checkbox"/>	GIS / Mapping / Spatial Data
<input checked="" type="checkbox"/>	Project Management / Administration
<input type="checkbox"/>	Public Involvement / Outreach
<input type="checkbox"/>	Transportation Planning
<input checked="" type="checkbox"/>	Travel Demand Modeling
<input checked="" type="checkbox"/>	Other Planning (environmental, land use, etc.)
<input type="checkbox"/>	Other Resources (i.e., specialized software, consultant services, etc.)

SUBMIT NO LATER THAN February 22, 2019
TO: Liisa Itkonen, COMPASS
 by email at litkonen@compassidaho.org

Next Steps: If needed, COMPASS staff will follow up with the requesting agency to further define the request and to determine resources needed. **RTAC will be asked to review and prioritize these member requests at its March 13, 2019, meeting.**

Member Request Form for FY2020 UPWP Projects
(for Program Number 701, General Membership Services)

Please enter the appropriate information below.

Requestor's Name/Agency:

Phone Number: Email:

Title of Project:

General Description of Project and Purpose (*attach additional sheets if necessary*):

Significance and Regional Value:

Expected Outcomes/Deliverables:

Expected Timeline (*begins mm/yy; ends mm/yy*) and Estimated COMPASS Staff Workdays:

Check Below For Type(s) of Support Needed (check as many as apply)	
<input type="checkbox"/>	Demographic Research
<input type="checkbox"/>	General Technical / Committee Support
<input type="checkbox"/>	GIS / Mapping / Spatial Data
<input type="checkbox"/>	Project Management / Administration
<input type="checkbox"/>	Public Involvement / Outreach
<input checked="" type="checkbox"/>	Transportation Planning
<input checked="" type="checkbox"/>	Travel Demand Modeling
<input type="checkbox"/>	Other Planning (environmental, land use, etc.)
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Member Request Form for FY2020 UPWP Projects

(for Program Number 701, General Membership Services)

Please enter the appropriate information below.

Requestor's Name/Agency:

Phone Number: Email:

Title of Project:

General Description of Project and Purpose (*attach additional sheets if necessary*):

In 2018, Boise State worked with COMPASS to create a Student Residency Heat Map, showing where enrolled students live throughout the valley. This was a well-received graphic and the university would like to repeat this effort each year to begin establishing trends. We feel it also holds value for regional transportation planning.

New for 2019 is a request for COMPASS support an ongoing All-Hazards Mitigation Plan effort. The university received a federal grant to create this plan, and a known requirement is for the university to better describe its assets (human, personnel, equipment and facilities). We are seeking COMPASS support to improve our knowledge of campus operations, particularly in the realm of facility use and facility occupancy. In doing so, Boise State would provide COMPASS with all available/relevant data so that various heat maps could be generated. These, as a resource for the All-Hazards plan, will be invaluable for developing response strategies on campus.

Significance and Regional Value:

Extensive. Boise State's student body impacts regional transportation, housing and economic factors. Knowing where the student population resides, and their transportation dependencies is a valued asset.

For the All-Hazards Mitigation Plan, mapping for this project will benefit the Boise State plan, and other all-hazards plans in the region (primarily Ada County). Our aim is to have a better understanding of how the campus is used during certain times, so that in the event of a hazard, we can respond and adapt more strategically.

Expected Outcomes/Deliverables:

Series of maps. An update to the 2018 student residence location heat map is one deliverable. The All-Hazards Mitigation Plan will require a variety of maps, including, but not limited to: facility use by students during peak hour, employee count in facilities, university housing occupancies, and major event center potential occupancies. A valuable resource would be transit patterns for the university community, although the data available for this analysis are unknown.

Expected Timeline (*begins mm/yy; ends mm/yy*) and **Estimated COMPASS Staff Workdays:**

Begins 05/19, ends 10/19. Estimated workdays (high estimate): 8 workdays for one FTE.

Check Below For Type(s) of Support Needed (check as many as apply)	
<input checked="" type="checkbox"/>	Demographic Research
<input type="checkbox"/>	General Technical / Committee Support
<input checked="" type="checkbox"/>	GIS / Mapping / Spatial Data
<input type="checkbox"/>	Project Management / Administration
<input type="checkbox"/>	Public Involvement / Outreach
<input checked="" type="checkbox"/>	Transportation Planning
<input type="checkbox"/>	Travel Demand Modeling
<input checked="" type="checkbox"/>	Other Planning (environmental, land use, etc.)
	<input style="width: 100%;" type="text" value="Hazard mitigation planning"/>
<input type="checkbox"/>	Other Resources (i.e., specialized software, consultant services, etc.)
	<input style="width: 100%;" type="text"/>

SUBMIT NO LATER THAN February 22, 2019
TO: Liisa Itkonen, COMPASS
 by email at litkonen@compassidahoe.org

Next Steps: If needed, COMPASS staff will follow up with the requesting agency to further define the request and to determine resources needed. **RTAC will be asked to review and prioritize these member requests at its March 13, 2019, meeting.**

Member Request Form for FY2020 UPWP Projects
(for Program Number 701, General Membership Services)

Please enter the appropriate information below.

Requestor's Name/Agency:

Phone Number: Email:

Title of Project:

General Description of Project and Purpose (*attach additional sheets if necessary*):

2010 Bike Ped Master Plan update
Bike corridor analysis, Car commute heat map to address commuter mode switch,
Bike parking v building capacity
Web map crowdsourcing vetting campus treatments and issues, Sightline study,
Project website for review, Prioritization method/metrics, Shuttle conflicts and end of trip, Mobility study to stay ahead of the curve.

Significance and Regional Value:

We have implemented over 70% of our last study, and campus changes in transportation require 10 year intervals
We have conneced the Bike program to our reliable shuttle service, which runs 7:00 am to 10:00 pm, Monday - Friday, is well used, serving approximately 25,000 rides per month. With bike racks on each shuttle, and well-placed pick-up/drop-off points, the university encourages walking and biking for the first and last mile of each trip. Staff and students have easy access to Downtown Boise for lunches, dinners, meetings, thus enhancing the vitality of Downtown and also connecting students to all of ValleyRides network at the MultiModal center in Downtown. Boise State has enhanced the transportation system and improved accessibility and connectivity to jobs, the university, and services.

Expected Outcomes/Deliverables:

Create a system where users can add locations or routes to suggest improvements, and point out issues. Users can click on an administration suggested improvement to like, dislike or comment. More location recommendation for bikeshare.
Improve route use of scooters on Campus and Downtown Boise. We are hoping for a Mobility study to stay ahead of the curve.

Expected Timeline (*begins mm/yy; ends mm/yy*) and **Estimated COMPASS Staff Workdays:**

Check Below For Type(s) of Support Needed (check as many as apply)	
<input type="checkbox"/>	Demographic Research
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<input type="checkbox"/>	GIS / Mapping / Spatial Data
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TO: Liisa Itkonen, COMPASS
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Next Steps: If needed, COMPASS staff will follow up with the requesting agency to further define the request and to determine resources needed. RTAC will be asked to review and prioritize these member requests at its March 13, 2019, meeting.

Member Request Form for FY2020 UPWP Projects
(for Program Number 701, General Membership Services)

Please enter the appropriate information below.

Requestor's Name/Agency:

Phone Number: Email:

Title of Project:

General Description of Project and Purpose (*attach additional sheets if necessary*):

Provide technical assistance and guidance to CHD4 and other Canyon County agencies to evaluate feasibility of an impact fee program, and evaluate potential service areas and participating agencies. This task will include up to 4 "what if" transportation and land use scenarios, which may also relate to cities evaluating area of impact expansions.
Project may evolve into technical assistance and traffic demand modeling support for development of capital improvement plan(s) for service areas within Canyon County.

Significance and Regional Value:

This task will assist in evaluating the feasibility of impact fee collections within rural and mixed rural/urban areas within Canyon County. CIM 2040 2.0 has identified significant funding shortfalls for capital improvements anticipated by many transportation jurisdictions within Canyon County. The work is expected to help identify the cost effectiveness and feasibility of this additional funding source to mitigate the traffic demand growth caused by extensive new development in Canyon County .

Expected Outcomes/Deliverables:

-Technical Assistance in historical capital improvement plan (CIP) and impact fee analysis practices in the Treasure Valley.
-Demographic growth and distribution projections, and review of the same for the anticipated CIP horizon.
-Travel Demand Modeling of up to four (4) service area scenarios

Expected Timeline (*begins mm/yy; ends mm/yy*) and Estimated COMPASS Staff Workdays:

Check Below For Type(s) of Support Needed (check as many as apply)	
<input checked="" type="checkbox"/>	Demographic Research
<input type="checkbox"/>	General Technical / Committee Support
<input checked="" type="checkbox"/>	GIS / Mapping / Spatial Data
<input type="checkbox"/>	Project Management / Administration
<input type="checkbox"/>	Public Involvement / Outreach
<input type="checkbox"/>	Transportation Planning
<input checked="" type="checkbox"/>	Travel Demand Modeling
<input type="checkbox"/>	Other Planning (environmental, land use, etc.)
<input type="checkbox"/>	Other Resources (i.e., specialized software, consultant services, etc.)

SUBMIT NO LATER THAN February 22, 2019
TO: Liisa Itkonen, COMPASS
by email at litkonen@compassidahoh.org

Next Steps: If needed, COMPASS staff will follow up with the requesting agency to further define the request and to determine resources needed. **RTAC will be asked to review and prioritize these member requests at its March 13, 2019, meeting.**

Member Request Form for FY2020 UPWP Projects

(for Program Number 701, General Membership Services)

Please enter the appropriate information below.

Requestor's Name/Agency:

Phone Number: Email:

Title of Project:

General Description of Project and Purpose (*attach additional sheets if necessary*):

Provide information about the purpose of the 2040 Planning Functional Classification and how it relates to the 2025 Federal Aid Classification
 Identify inconsistencies in classifications between the 2025 Federal Aid map and 2040 Planning Map
 Reconcile the 2040 classifications to ACHD's Master Street Map
 Work with jurisdictions to identify collectors to be added (newly constructed or existing)
 Provide an opportunity and process to request changes to the classification of arterials (agencies will be required justify the change and provide it in writing)
 Provide a process for agencies to request the addition of "proposed" collectors
 Work with Canyon County agencies regarding minor versus major collector as it pertains to their policy
 Identify locations where classifications "conflict" due to jurisdictional boundaries
 Coordination meetings (up to 4)

Significance and Regional Value:

It is overdue for an update
 Long range plan has been updated and the map needs to reflect the transportation system envisioned in the current plan
 new collectors and arterials have been constructed
 ACHD has updated their Master Street Map
 Canyon County agencies reference the planning map in set back requirements as part of development reviews and other transportation related functions

Expected Outcomes/Deliverables:

updated 2040 Planning Functional Classification map that reflects the current long range transportation plan and member agencies future plans for the transportation system.

Expected Timeline (begins mm/yy; ends mm/yy) and Estimated COMPASS Staff Workdays:

Jan 2020 - Aug 2020 estimated workdays 25 to 30

Check Below For Type(s) of Support Needed (check as many as apply)	
<input type="checkbox"/>	Demographic Research
<input checked="" type="checkbox"/>	General Technical / Committee Support
<input checked="" type="checkbox"/>	GIS / Mapping / Spatial Data
<input type="checkbox"/>	Project Management / Administration
<input type="checkbox"/>	Public Involvement / Outreach
<input type="checkbox"/>	Transportation Planning
<input type="checkbox"/>	Travel Demand Modeling
<input type="checkbox"/>	Other Planning (environmental, land use, etc.) <input style="width: 100%;" type="text"/>
<input type="checkbox"/>	Other Resources (i.e., specialized software, consultant services, etc.) <input style="width: 100%;" type="text"/>

SUBMIT NO LATER THAN February 22, 2019
TO: Liisa Itkonen, COMPASS
 by email at litkonen@compassidaho.org

Next Steps: If needed, COMPASS staff will follow up with the requesting agency to further define the request and to determine resources needed. **RTAC will be asked to review and prioritize these member requests at its March 13, 2019, meeting.**

Member Request Form for FY2020 UPWP Projects

(for Program Number 701, General Membership Services)

Please enter the appropriate information below.

Requestor's Name/Agency:

Phone Number: Email:

Title of Project:

General Description of Project and Purpose (*attach additional sheets if necessary*):

Assist the City of Star in identifying new or improved roadway connectivity necessary to provide circulation in and around the area.
 Transportation agency coordination meetings among ACHD, CHD4, ITD and Star to evaluate potential connectivity to serve existing and future development along SH-44 and the surrounding area.

Significance and Regional Value:

Star is challenged with how to approve development with the changes programmed to SH-44, limited and type of access allowed along SH-44 and lack of other circulation options. This task will help identify possible locations for local roadway improvements, additional roadways and connections that could come about as redevelopment and new developments occur.

Expected Outcomes/Deliverables:

Reflected in the City's comprehensive plan, the update of the Planning Functional Classification map and possibly request changes to ACHD's Master Street Map

Expected Timeline (**begins mm/yy; ends mm/yy**) and Estimated COMPASS Staff Workdays:

Check Below For Type(s) of Support Needed (check as many as apply)	
<input type="checkbox"/>	Demographic Research
<input checked="" type="checkbox"/>	General Technical / Committee Support
<input checked="" type="checkbox"/>	GIS / Mapping / Spatial Data
<input type="checkbox"/>	Project Management / Administration
<input type="checkbox"/>	Public Involvement / Outreach
<input checked="" type="checkbox"/>	Transportation Planning
<input type="checkbox"/>	Travel Demand Modeling
<input checked="" type="checkbox"/>	Other Planning (environmental, land use, etc.)
<input type="checkbox"/>	Other Resources (i.e., specialized software, consultant services, etc.)

SUBMIT NO LATER THAN February 22, 2019
TO: Liisa Itkonen, COMPASS
 by email at litkonen@compassidaho.org

Next Steps: If needed, COMPASS staff will follow up with the requesting agency to further define the request and to determine resources needed. **RTAC will be asked to review and prioritize these member requests at its March 13, 2019, meeting.**

RTAC AGENDA ITEM IV-C

Date: March 13, 2019

Topic: Priorities for Draft Federal-Aid Programs

Request/Recommendation:

COMPASS staff seeks RTAC recommendation of draft Surface Transportation Program – Transportation Management Area (STP-TMA), Transportation Alternatives Program – Transportation Management Area (TAP-TMA), and Surface Transportation Program – Urban (STP-U) programs, based on project rankings recommended by RTAC on February 27, 2019.

Background/Summary:

Each year, COMPASS solicits funding applications for transportation needs through a two-phase approach. All applicants are required to submit a Phase I application; the deadline for Phase I applications for the FY2020-2024 funding cycle was December 3, 2018. COMPASS staff determined funding eligibility of all applications and provided that information to applicants on December 10, 2018. Members who submitted applications deemed eligible for federal-aid funding were requested to submit Phase II applications, providing additional information for the federal process, no later than January 22, 2019. RTAC ranked all eligible applications with an online paired comparison method February 1-12, 2019.

On February 27, 2019, RTAC reviewed the preliminary rankings for federal-aid eligible projects and recommended them to move forward in the process. The rankings guided staff in developing a funding plan for federal-aid programs, which also includes updates and changes for existing projects.

A summary of the funding recommendations of *new* projects, by program, is provided in Attachment 1. Worksheets, including full programming recommendations for each program, are provided in Attachments 2, 3, and 4. The attachments are the same as the documents you received via email on March 5, 2019, and discussed at the March 6, 2019, RTAC workshop on federal-aid funding programs.

Two applications are eligible for multiple funding sources. Applications were listed in each eligible funding category during the ranking process; therefore, these projects appear under more than one category in the attached recommendations for federal-aid funding.

Highlights

- Existing projects include an increase of 2% for inflation in the construction phase.
- All projects on the TMA-eligible lists are recommended for funding, though one is recommended for partial funding only.
- The two top-ranked projects in the Nampa Urbanized Area are recommended for funding; however, funding is dependent on the balancing process with other metropolitan planning organizations across the state and the Local Highway Technical Assistance Council.
 - Staff anticipates one or the other could be added to the program, but likely not both.
- A key for the color coding is included at the bottom of each balancing worksheet.

Next Steps

- **March 13** – RTAC will be asked to recommend the draft federal-aid programs, which feed into the draft FY2020-2024 Regional Transportation Improvement Program (TIP)
- **July 18 through August 16** – Public comment will be solicited on the draft FY2020-2024 TIP
- **August 21** – RTAC will be requested to recommend the FY2020-2024 TIP
- **October 21** – COMPASS Board of Directors will be requested to approve the FY2020-2024 TIP

Implication (policy and/or financial):

The ranking process develops the priority order to fund new projects in all available federal-aid funding programs managed by COMPASS. Today's action will allow the federal-aid programs managed by COMPASS to proceed in the process to update the TIP.

More Information:

- 1) Attachment 1: Recommended Ranking of Federal-Aid-Eligible Applications
- 2) Attachment 2: Worksheet for STP-TMA Program
- 3) Attachment 3: Worksheet for TAP-TMA Program
- 4) Attachment 4: Worksheet for STP-U Program
- 5) For detailed information contact: Toni Tisdale, Principal Planner, at 208/475-2238 or ttisdale@compassidaho.org or Daniel Hernandez, Assistant Planner, at 208/475-2237 or dhernandez@compassidaho.org.

TT:AL:nbT:\FY19\600 Projects\685 TIP\FY2024TIP\190313mmoRTACFedFundRecommend.docx

Recommended Ranking of Federal-Aid-Eligible Applications

Attachment 1

In rank order, as recommended by RTAC on February 27, 2019.

Gray highlighted projects are anticipated to be programmed in the draft FY2020-2024 Regional Transportation Improvement Program.

Surface Transportation Program – Transportation Management Area (STP-TMA)			
Preliminary Rank	Total Selections	Sponsor	Project
1	64	Valley Regional Transit	Public Transportation Assets
2	56	COMPASS	Big Data Purchase
3	49	Boise State University	Greenbelt Completion
4	38	City of Kuna	Phase II A&B of Downtown Kuna Revitalization
5	31	COMPASS	Fiscal Impact Analysis with Calculator

Transportation Alternatives Program – Transportation Management Area (TAP-TMA)			
Preliminary Rank	Total Selections	Sponsor	Project
1	42	Valley Regional Transit	Valley Regional Transit/Treasure Valley Family YMCA (YSR2S) (Safe Routes to School)
2	16	Boise State University	Greenbelt Completion
3	14	City of Kuna	Phase II A&B of Downtown Kuna Revitalization (Partial)

*Surface Transportation Program – Urban (STP-U)			
Preliminary Rank	Total Selections	Sponsor	Project
1	148	City of Nampa	Cherry lane Rebuild (11th Avenue North to Idaho Center Boulevard)
2	141	City of Caldwell	Montana Avenue Widening and Pedestrian Improvements
3	131	City of Nampa	Stoddard City Pathway (Sherman to 2nd Street South)
4	100	City of Caldwell	Pedestrian Pathway – Ustick Road to Homedale Road
5	100	City of Nampa	Garrity and Stamm Intersection Safety Improvement
6	77	City of Nampa	Grimes City Pathway (McDonagh Park to Birch Elementary)
7	66	City of Nampa	Midland and Marketplace Intersection Safety Improvements
8	64	City of Caldwell	Pedestrian Pathway – Plymouth Street to Boise River
9	37	City of Nampa	Downtown Nampa Wall Street Alley Pedestrian Connection (Phase 1B)

*New projects can be added as funding allows; typically when other projects advance from preliminary development. It is likely only one of these projects will be included in the funded program.

T:\FY19\600 Projects\685 TIP\FY2024TIP\2020Apps\Ranking\Final Federal-Aid Ranking.docx

STP-TMA Program Worksheet
DRAFT FY2020-2024

Attachment 2

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

Key No	Project	Prev	2020	2021	2022	2023	2024	PD	Total	2020 Comments
Off-the-Top										
19521	Commuteride, ACHD (FY2020)	0	220						220	CPA3
20260	Commuteride, ACHD (FY2021)	0		220					220	CPA3
20729	Commuteride, ACHD (FY2022)	0			220				220	CPA3
15914	Commuteride, ACHD (FY2023)	0				220			220	CPA3
19514	Commuteride, ACHD (PD FY2024)	0					220	0	220	CPA3 Advance PD to 2024
NEW	Commuteride, ACHD (PD)	0						220	220	CPA3 Add new project
19060	COMPASS Planning - FY2020	0	232						232	CPA1
19389	COMPASS Planning - FY2021	0		232					232	CPA1
19920	COMPASS Planning - FY2022	0			232				232	CPA1
20560	COMPASS Planning - PD-FY2023	0				232			232	CPA1
21889	COMPASS Planning - PD FY2024	0					232	0	232	CPA1 Advance PD to 2024
NEW	COMPASS Planning - PD	0						232	232	CPA1 Add new project
Roadway Maintenance (82%)										
18728	Capital Maintenance, Phase 1, Boise Area - FY2020	527	5277						5804	No increase for inflation (design already started) - (70% for large-scope maintenance projects)
19887	Capital Maintenance, Phase 2, Boise Area - FY2020	245	2262						2507	No increase for inflation (design already started) - (30% for small-scope maintenance projects)
19847	Capital Maintenance, Local Phase 3, Boise Area - FY2020	62	293						362	No increase for inflation (design already started) - partially convert from local to federal
19847	Capital Maintenance, Phase 3, Boise Area - FY2020	0	7							Local funds.
18701	Capital Maintenance, Phase 1, Boise Area - FY2021	494		4948					5442	No increase for inflation (design already started) - (70% for large-scope maintenance projects)
20129	Capital Maintenance, Phase 2, Boise Area - FY2021	213		2121					2334	No increase for inflation (design already started) - (30% for small-scope maintenance projects)
20159	Capital Maintenance, Local Phase 3, Boise Area - FY2021	0		156					355	No increase for inflation (design already started) -partially convert from local to federal
20159	Capital Maintenance, Phase 3, Boise Area - FY2021	55		144						Local funds.
19465	Capital Maintenance, Phase 1, Boise Area - FY2022	0	543		5427				5970	Increase for inflation - (70% for large-scope maintenance projects) plus \$218K in CN to balance (see KN 19303)
20122	Capital Maintenance, Phase 2, Boise Area - FY2022	0	233		2326				2559	Increase for inflation - (30% for small-scope maintenance projects)
20006	Capital Maintenance, Local, Boise Area - FY2022	0	55		300				355	breakout for small scope maintenance project using local funds designed to federal standards that could convert to federal funds in case of cost savings federal phases.
20259	Capital Maintenance, Phase 1, Boise Area - FY2023	0		529		5292			5821	Increase for inflation - (70% for large-scope maintenance projects) plus \$190K to balance (see KN 19303)
19993	Capital Maintenance, Phase 2, Boise Area - FY2023	0		227		2268			2495	Increase for inflation - (30% for small-scope maintenance projects)
20080	Capital Maintenance, Local, Boise Area - FY2023	0		55				300	355	breakout for small scope maintenance project using local funds designed to federal standards that could convert to federal funds in case of cost savings federal phases.
20674	Capital Maintenance, Phase 1, Boise Area - FY2024	0			507		5072	0	5579	Increase for inflation - (70% for large-scope maintenance projects) Advance PD to 2024
20538	Capital Maintenance, Phase 2, Boise Area - FY2024	0			217		2174	0	2391	Increase for inflation - (30% for small-scope maintenance projects) Advance PD to 2024
20683	Capital Maintenance, Local, Boise Area - FY2024	0			55		300	0	355	Breakout for small scope maintenance project using local funds designed to federal standards that could convert to federal funds in case of cost savings federal phases. Advance PD to 2024
21896	Capital Maintenance, Phase 1, Boise Area - FY2025	0				504		5043	5547	Increase for inflation - (70% for large-scope maintenance projects)
21898	Capital Maintenance, Phase 2, Boise Area - FY2025	0				216		2161	2377	Increase for inflation - (30% for small-scope maintenance projects)
21902	Capital Maintenance, Local, Boise Area - FY2025	0				55		300	355	Breakout for small scope maintenance project using local funds designed to federal standards that could convert to federal funds in case of cost savings federal phases.
NEW	Capital Maintenance, Phase 1, Boise Area - FY2025	0					504	5043	5547	Add project. - (70% for large-scope maintenance projects)
NEW	Capital Maintenance, Phase 2, Boise Area - FY2025	0					216	2161	2377	Add project. - (30% for small-scope maintenance projects)
NEW	Capital Maintenance, Local, Boise Area - FY2025	0				55		300	355	Add project. breakout for small scope maintenance project using local funds designed to federal standards that could convert to federal funds in case of cost savings federal phases.
	For balancing only - not programmed							1440		For design in future years
	GOAL		8608	8431	8259	8090	7924	15848	65401	
	SUBTOTAL		8608	7981	8477	8280	7966	15848	65402	
Alternative Transportation Maintenance (15%)										
19057	Capital Maintenance, Transit Asset Management, VRT - FY2020	0	1575						1575	Increase for inflation. Change name/scope to cover TAM plan projects.
18905	Capital Maintenance, Transit Asset Management, VRT - FY2021	0		1542					1542	Increase for inflation. Change name/scope to cover TAM plan projects.
19763	Capital Maintenance, Transit Asset Management, VRT - FY2022	0			1511				1511	Increase for inflation. Change name/scope to cover TAM plan projects.

Key No	Project	Prev	2020	2021	2022	2023	2024	PD	Total	2020 Comments
19950	Capital Maintenance, Transit Asset Management, VRT - FY2023	0				1480			1480	Increase for inflation. Change name/scope to cover TAM plan projects.
20659	Capital Maintenance, Transit Asset Management, VRT -FY2024	0					1449	0	1449	Increase for inflation. Change name/scope to cover TAM plan projects.
21903	Capital Maintenance, Transit Asset Management, VRT - FY2025	0						1449	1449	Increase for inflation. Change name/scope to cover TAM plan projects.
	NEW Transit Asset Management, VRT - FY2026	0							1449	Advance from PD to FY2025.
	GOAL		1575	1542	1511	1480	1449	2899	11964	
	SUBTOTAL		1575	1542	1511	1480	1449	2898	11963	
Studies/Special Projects (3%)										
18694	Treasure Valley Transportation Operations Management and ITS Plan Update, COMPASS	236	14						250	
19303	Planning, Travel Survey Data Collection, COMPASS	0	150	700					850	
19571	Planning, Communities in Motion Update, COMPASS	50	87	53	72				262	
20271	Planning, Communities in Motion Update, COMPASS	0				30	248	31	309	Advance \$248K from PD to 2024
20542	Pedestrian Improvements, SH-55 (Eagle Road), Meridian	0						102		increase CN for inflation
20542	Pedestrian Improvements, SH-55 (Eagle Road), Meridian	0			79	96			299	TAP-TMA funds
20542	Pedestrian Improvements, SH-55 (Eagle Road), Meridian	0							113	Local funds
13046	High Capacity Corridor Alternatives Analysis	0						1000	1000	On hold pending CIM process. Need to assure operating funds before entering NEPA study. Likely to cost more.
20841	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	117	63			75				Increase with available funds to convert local.
20841	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	160	10			32			1517	TAP-TMA funds
20841	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	0				1060				Local funds Needs \$93K for LHTAC oversight and CC
	NEW Study, Big Data Purchase, COMPASS	0						150	150	Add project. Ranked #2
	NEW Study, Fiscal Impact Analysis, COMPASS	0						60	60	Add project. Ranked #5
15001	Cost Increase Set-Aside, STP-TMA	0		6	12				18	To be programmed for needs throughout the year.
	GOAL		315	308	302	296	290	580	2393	
	SUBTOTAL		314	759	84	105	248	1343	2853	
Total Programmed			10949	10734	10524	10317	10115	19101		
*Total available			10949	10734	10524	10317	10115	20230		
Net Difference Programmed vs Available			0	0	0	0	0	1129		
% over/under programmed			0.0%	0.0%	0.0%	0.0%	0.0%	5.6%		
% of available OA			100%	100%	100%	100%	100%	94%		

red text = proposed changes

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

Purple highlight = funds for design

Teal highlight = funds for right-of-way

Peach highlight = funds for construction

Other colors differentiate the funding split categories

*available funds based on estimates from FAST Act minus 2% per year to account for inflation. (per ITD's Available vs Programmed projects report in Update Packet (2/19/19))

Bold lines separate project categories

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

TAP-TMA Program Worksheet
DRAFT FY2020-2024 (Option 1)

(amounts include local match)

Key No	Project	Prev Years	2020	2021	2022	2023	2024	PD	Total	FY2020 Balancing Comments
20245	SR2S, VRT, Ada County - FY2021 and FY2022	0		337					337	Increase for inflation.
20493	SR2S, VRT, Ada County - FY2023	0				165			165	Increase for inflation.
21910	SR2S, VRT, Ada County - FY2024 and FY2025	0					389	0	390	Advance from PD to 2024. Increase for inflation. Add 2025 funds Ranked #1 . (Increased amount for additional part-time employee.)
13918	Rail with Trail Pathway, Meridian	0			382			0	713	Increase for inflation Release \$7K for overall balancing. Advance CN from PD to 2022. Needs additional \$5,000 for PL funds through balancing. (Meridian requested this option.)
13918	Rail with Trail Pathway, Meridian	75		120	136			0		Local funds. Cover remaining CN costs. Advance ROW from PD to 2021.
20143	Pedestrian Improvements, Main Street, Avenue A to Avenue C, Kuna	6	318	78					2465	Ranked #3 . Increase CN for inflation. Increase by available balance.
20143	Pedestrian Improvements, Main Street, Avenue A to Avenue C, Kuna	0		562						TAP-Urban funds.
20143	Pedestrian Improvements, Main Street, Avenue A to Avenue C, Kuna	135	1366							Local funds. Release \$87K for overall balancing.
20549	Pedestrian Improvements, US 20/26 (Chinden) at 43rd Street, Garden City (ACHD)	0		56		159			215	Increase CN for inflation.
20639	Pathway, Fairview Avenue Greenbelt Ramp, Boise	54	152						215	Increase CN for inflation. Needs \$14K for LHTAC oversight and CC. - partially fund (\$5K)
20639	Pathway, Fairview Avenue Greenbelt Ramp, Boise	0	9							Local funds. Cover remaining need.
20542	Pedestrian Improvements, SH-55 (Eagle Road), Meridian	0			79	96		299	689	Increase CN for inflation. Can release \$28K for overall balancing \$6 in PE and some some local.
20542	Pedestrian Improvements, SH-55 (Eagle Road), Meridian							102		STP-TMA funds.
20542	Pedestrian Improvements, SH-55 (Eagle Road), Meridian	0						113		Local funds. Release \$22K in CE

(amounts include local match)

Key No	Project	Prev Years	2020	2021	2022	2023	2024	PD	Total	FY2020 Balancing Comments
20841	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	160	10			32			1517	Local funds converted and CN increased for inflation.
20841	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	117	63			75				STP-TMA funds.
20841	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	0				1060				Local funds. Needs \$93K for LHTAC oversight and CC.
	New Pathway, Greenbelt Completion, Boise State	0					50	372	422	Priority #2. Add new project. Increased design from \$44K to \$50K at request of LHTAC.
Total Programmed			480	471	461	452	439	672		
*Total Available			480	471	461	452	443	886		
Net Difference Programmed vs Available			0	0	0	0	-4	-214		
% over/under programmed			0.0%	-0.1%	0.0%	0.0%	-0.8%	-24.2%		

red text = proposed changes

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

Purple highlight = funds for design

Teal highlight = funds for right-of-way

Peach highlight = funds for construction

*available funds based on ITD's Available vs Programmed projects (AvP) report in the Update Packet (as of 2/19/2019)

STP-U Program Worksheet
DRAFT FY2020-2024

(amounts include local match)

Projects in Nampa Urbanized Area only

Key No	Project	Prev Years	2020	2021	2022	2023	2024	PD	Total	FY2020-2024 Comments
Off-the-Top										
19521	Commuteride, ACHD (Canyon County) (FY2020)	0	55						55	CPA3
20260	Commuteride, ACHD (Canyon County) (FY2021)	0		55					55	CPA3
20729	Commuteride, ACHD (Canyon County) (FY2022)	0			55				55	CPA3
22015	Commuteride, ACHD (Canyon County) (FY2023)	0				55			55	CPA3
15914	Commuteride, ACHD (Canyon County) (FY2024)	0					55	0	55	CPA3 Advance from PD to 2024
	New Commuteride, ACHD (Canyon County) (PD)	0						55	55	Add new project (same KN as STP-TMA)
19766	Planning, COMPASS (FY2020)	0	99						99	CPA1
20113	Planning, COMPASS (FY2021)	0		99					99	CPA1
19920	Planning, COMPASS (FY2022)	0			99				99	CPA1
20560	Planning, COMPASS (FY2023)	0				99			99	CPA1
21889	Planning, COMPASS (FY2024)	0					99	0	99	CPA1 Advance from PD to 2024
	NEW Planning, COMPASS (PD)	0						99	99	Add new project (same KN as STP-TMA)
Roadway Maintenance (82%)										
13905	10th Avenue ITS and Overlay, Caldwell	241						1205	1445.6	Increased CN for inflation. Concept not ready.
22016	Midway Road, SH-55 (Karcher Road) to I-84B (Caldwell Boulevard), Caldwell	0			155			1146	1301.5	Increased CN for inflation. Advance design, if possible
22017	Cherry Lane, Franklin Boulevard to 11th Avenue North, Nampa	0			200			1148	1347.5	Increased CN for inflation. Advance design, if possible
	New Cherry Lane, 11th Avenue North to Idaho Center Boulevard, Nampa	0				170		1130	1300	Add new project. Ranked #1. (Depending on how balancing occurs.)
Alternative Transportation Maintenance (15%)										
13906	Capital Maintenance, VRT, Nampa - FY2020	0	162						162	Increased CN for inflation.
13486	Colorado Avenue and Holly Street Signal and Pedestrian Improvements, Nampa	86	1072						1308	Increased CN for inflation. Needs additional \$307K for CN/CE/CC based on final design.
13486	Colorado Avenue and Holly Street Signal and Pedestrian Improvements, Nampa	90	60							Local funds. City committed to \$60K for utility work.
22018	Pedestrian Improvements and Widening, Montana Avenue near Syringa Middle School, Caldwell	0			70			539	609	Increased CN for inflation. Advance design, if possible.

(amounts include local match)

Projects in Nampa Urbanized Area only

Key No	Project	Prev Years	2020	2021	2022	2023	2024	PD	Total	FY2020-2024 Comments
22132	Holly Street/Northwest Nazarene University Roadway Reconfiguration, Nampa	0			53			317	407	Increased CN for inflation. Convert local to federal, if possible. Advance design, if possible.
22132	Holly Street/Northwest Nazarene University Roadway Reconfiguration, Nampa	0			37					Local funds.
New	Montana Avenue Widening and Pedestrian Improvements, Caldwell	0				128	97	408	633	Add new project. Ranked #2. (Depending on how balancing occurs.)
Studies/Special Projects (3%)										
22020	Study, Pavement Management Inventory and Plan, Canyon County	0						150	150	Advance as early as possible to be used in long-range transportation plan.
Capital (no longer part of goals)										
12048	South Cemetery Road, SH-44 to Willow Creek, Middleton	587		2615					3377.3	Increased CN for inflation.
12048	South Cemetery Road, SH-44 to Willow Creek, Middleton	175								
13484	Centennial Road Roundabout, Caldwell	422	40			2799			3260.9	Increased CN for inflation.
13487	Middleton Road and Ustick Road Roundabout, Caldwell	317	324	729.3					2949.3	Increased CN for inflation. 10/30/18 requested additional \$236K for ROW in FY2020 and \$1,342,911 for CE/CN in FY2021. (convert from local, if possible)
13487	Middleton Road and Ustick Road Roundabout, Caldwell	0	236	1343						
13494	Old Highway 30, Plymouth Street Bridge, Caldwell	950	171			1840			10700	Increased for inflation.
13494	Old Highway 30, Plymouth Street Bridge, Caldwell	1221	149			6369				Bridge funds.
Total Programmed			3943	5520	2654	6986	2178	6196		
Target Available								5000		
Funds Remaining								-1196		

*CPA = Community Planning Association (in TIP, combined similar key numbers into one for clarity)

Gray highlight = local funds (not included in the total programmed)

Purple highlight = funds for design

Teal highlight = funds for right-of-way

Peach highlight = funds for construction

Other colors differentiate the funding split categories

Outside Nampa Urbanized Area

Key No	Project	Prev Years	2020	2021	2022	2023	2024	PD	Total	FY2020-2024 Comments
13492	Linder Road and Deer Flat Road, Intersection	1173	3340							07/09/18 request to increase \$552,750K in FY2020 to cover latest estimate for construction and construction engineering. (decrease CE \$500, and increase CC \$27,250, and CN \$526,000) (official requests received)

RTAC AGENDA ITEM IV-D

Date: March 13, 2019

Topic: Amendment to the FY2019-2023 Regional Transportation Improvement Program (TIP)

Request/Recommendation:

COMPASS staff seeks Regional Transportation Advisory Committee recommendation of COMPASS Board of Directors' adoption of Resolution X-2019 (Attachment 1) amending the FY2019-2023 TIP.

Background/Summary:

A summary of the actions in the amendment is provided below; details are provided in Attachment 1.

COMPASS submitted a grant application for funding to purchase an electric cargo bicycle with special equipment to collect pavement conditions on pathways and bicycle lanes to supplement asset management data. COMPASS staff was recently notified that the application was successful – the Federal Highway Administration selected this project for Technology Transfer "T2" funding, which is specifically for technology and development projects.

The City of Meridian submitted a request to remove a pathway project along Five Mile Creek in north Meridian due to a significant cost increase that outgrew the parameters of the funding program. The city anticipates the pathway will be constructed in the future using other sources.

A public comment period was open February 14 - 28, 2019. Verbatim comments are provided in Attachment 2.

COMPASS staff will seek COMPASS Board of Directors' adoption of Resolution X-2019 on April 15, 2019.

Implication (policy and/or financial):

This amendment allows the obligation of funds for one project and removal of the other.

More Information:

- 1) Attachment 1: Resolution X-2019
- 2) Attachment 2: Public Comments
- 3) For detailed information contact: Toni Tisdale, Principal Planner, at 208/475-2238 or ttisdale@compassidaho.org.

TT:AL:nb T:\FY19\600 Projects\685 TIP\FY1923TIP\190313mmoRTACTIPamend.docx

RESOLUTION NO. X-2019

**FOR THE PURPOSE OF AMENDING THE FY2019-2023 REGIONAL
TRANSPORTATION IMPROVEMENT PROGRAM**

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

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

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

WHEREAS, the 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 February 14-28, 2019;

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 Regional Transportation Improvement Program in compliance with all applicable state and federal regulations; and

WHEREAS, the attached table details the amendment to the FY2019-2023 Regional Transportation Improvement Program.

NOW, THEREFORE, BE IT RESOLVED, that the Community Planning Association of Southwest Idaho's Board of Directors approves the amendment to the FY2019-2023 Regional Transportation Improvement Program.

ADOPTED this 15th day of April 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

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COMPASS Amendment #4
FY2019-2023 Regional Transportation Improvement Program

Per Federal Highway Administration, December 17, 2018

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PEC	RW	UT	CE	CN	SUM
NEW	Bicycle and Pedestrian, Data Bike, COMPASS	2019						0	0
	Funding Source: T2 Grant	2020						7	0
	Purchase an electric cargo bicycle, video camera, and phone-based measurement tools (i.e., accelerometer and gyroscope) to collect pavement roughness data and imagery along pathways and bicycle lanes. (Federal = \$5,600) Add new project selected through a federal competitive process. Previous expenditures = \$0 Total cost = \$7,000	2021							0
		2022							0
		2023							0
		PD							0
		SUM	0	0	0	0	0	0	7

Per City of Meridian, February 4, 2019

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PEC	RW	UT	CE	CN	SUM
19828	Pathway, Five Mile Creek, Treatment Plant to Black Cat Road, Meridian	2019	7	94					101
	Funding Source: TAP-TMA	2020	0	0					0
	Design and construct a one-mile segment of the City of Meridian's multi-use pathway extending the current pathway just south of the wastewater treatment plant to Black Cat Road. The project also includes a pedestrian bridge over Five Mile Creek. (Federal = \$419,000) Remove project due large cost increases. Previous expenditures = \$0 Total cost = \$802,000	2021							0
		2022					53	298	351
		2023					0	0	0
		PD							0
		SUM	7	94	0	0	53	298	452
			0	0		0	0	0	
19828	Pathway, Five Mile Creek, Treatment Plant to Black Cat Road, Meridian	2019		4					4
	Funding Source: Local Participating	2020		0					0
	Same as above. (Federal = \$0)	2021							0
		2022						349	349
		2023						0	0
		PD							0
		SUM	0	4	0	0	0	349	350
			0	0			0	0	

CE = Construction Engineering
CN = Construction
FY = Fiscal Year

KN = Key Number
PD = Preliminary Development
PE = Preliminary Engineering

PEC = Preliminary Engineering Consultant
RW = Right-of-Way
UT = Utilities

T2 = Technology Transfer

TAP = Transportation Alternatives Program

TMA = Transportation Management Area

Public Comments Received (Verbatim)

FY2019–2023 Regional Transportation Improvement Program Amendment

Public Comment Period: February 14 – 28, 2019

Total number of comments received by COMPASS: 5

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>To whom it may concern</p> <p>The cargo bicycle could be a time saver and would record visual problems so it is a good investment. Hopefully you could make it available to other transportation departments in the valley who could make good use of it.</p> <p>The removal of the Meridian bike path while regrettable does seem to have an excessive cost and that much money can be better used elsewhere.</p> <p>Thank You Hubert Osborne Nampa</p>	<p>Mr. Osborne:</p> <p>Thank you for your comments. They will be shared with the COMPASS Board of Directors and City of Meridian.</p> <p>Toni G. Tisdale Principal Planner</p> <p>— Thank you so much for your comment re: Meridian's Five Mile Creek Pathway (from Ten Mile to Black Cat) and its removal from the TAP funding program.</p> <p>I just wanted to clarify that this remains a priority pathway segment for the City. It is still part of our master plan and will still get constructed. Removing it from the TAP program simply means that we will construct via other (local) funding sources. Timing for implementation will be roughly the same – or perhaps even sooner.</p> <p>Again, we appreciate your taking the time to provide input.</p> <p>Sincerely, Kim Warren (City of Meridian)</p>	<p>Hubert Osborne Nampa</p>	<p>Email</p>
<p>Toni, I looked at these proposed amendments and they both look like good additions to the TIP. Thanks Susan</p> <p>Susan Bradley</p>	<p>Hi Susan:</p> <p>Thank you for your comments. They will be shared with the COMPASS Board of Directors.</p> <p>Toni G. Tisdale</p>	<p>Susan Bradley Idaho Commission on Aging 83702</p>	<p>Email</p>

<p align="center">Comment</p> <p>(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>Compass,</p> <p>My concern is that in Star major developments are in process and we have yet to see a long range Regional Transportation impact study. Every new project in the Valley impacts the other yet we seem focused on one development at a time. The Up Stream/Down Stream impact is not taken into consideration.</p> <p>I believe we need to take a breather and step back and look at the big picture.</p> <p>The other concern is developing a plan and holding to it. It seem we leave the planning table and the next big development of business comes to the valley and all the plans go out the door. Look at Eagle Road. Their solution was to add more cuts. I grew up on Long Island in the 50s and 60s and even with the The Long Island Expressway, the Northern State Parkway and the Southern State Parkway they were bumper to bumper most of the day. Long Island a gem of open farms and suburbs became 200 miles of congestion and so packed you could walk roof top to roof top. They also have the Long Island Rail Road that ran the full length of Long Island from Manhattan to Montauk for commuters and still they could not keep up.</p> <p>I also lived in CA for 13 years and watched as they taxed their citizens out of their homes - Prop 13. Now 52 % of the /people in CA want to leave.</p> <p>Growth can be managed better or your legacy will be the same as CA, NY and other communities that let growth bulldoze their way across their communities.</p> <p>Thank you for asking. I look forward to your reply.</p> <p>Gary Smith</p> <p>— Yes – You may include my comments.</p> <p>Gary Smith</p>	<p>Mr. Smith:</p> <p>Thank you for your comments. We are in the middle of a public comment period for amendments to the FY2019-2023 Regional Transportation Improvement Program. I was not certain if your comments were in response to that call for public comment. Please verify if you intended for your comments to be included in this process. If so, we will include your comments with other comments from that process to the COMPASS Board of Directors.</p> <p>Our area is experiencing tremendous growth, which will also create a noticeable strain on our transportation system, especially if additional funding is not obtained.</p> <p>The COMPASS Board of Directors approved Communities in Motion (CIM) 2040 2.0, the update to our regional long-range transportation plan, in December 2018. CIM 2040 2.0 includes a vision for growth. COMPASS staff analyzes proposals for large developments through our Development Review Checklists, to compare how they align with the vision and goals of CIM 2040 2.0. These are provided to cities and counties for information during their approval processes.</p> <p>COMPASS staff is already working to scope a major update to the long-range transportation plan, which is expected to be complete by December 2022. This fall, we will embark on a large effort to engage our members, as well as the public, to develop growth and transportation assumptions as a basis for the update.</p> <p>We appreciate your comments and hope you will be involved in future planning activities.</p> <p>Toni G. Tisdale</p>	<p>Gary Smith</p>	<p>Email</p>

<p align="center">Comment</p> <p>(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>Toni,</p> <p>I support the proposed amendments to the FY2019-2023 Regional Transportation Improvement Program (TIP).</p> <p>Thanks for all you do!</p> <p>Michael Keyes Star City Council, Seat #3</p>	<p>Councilman Keyes:</p> <p>Thank you for your comments. They will be shared with the COMPASS Board of Directors.</p> <p>Toni G. Tisdale</p>	<p>Michael Keyes Star City Council, Seat #3</p>	<p>Email</p>
<p>I don't have any problems with the projects. However, I would like to make a recommendation for you to pass along to ACHD.</p> <ol style="list-style-type: none"> 1. Consider installing right-hand turn lanes to facilitate through traffic on major and minor arterials where widening projects are not planned. Some examples would be: southbound Locust Grove at Franklin; westbound Ustick at Locust Grove; westbound Fairview at Hickory; westbound Overland at Locust Grove. 2. Suggest that signal timing at intersections with major/minor arterials with major collectors be retimed to require collectors a longer waiting time. This will allow arterial traffic more flow time without repeated stopping. Examples include Ustick & Centrepoint, Locust Grove & Chateau). Pine at Locust Grove has a much longer wait time than Centrepoint and Chateau. 3. Suggest that signal timing at the Locust Grove/Franklin intersection be readjusted to allow southbound Locust Grove through traffic to move prior to the left turn signal sequence. With the restricted bollards to the southbound left turn bays, it often takes at least two signal sequences before through traffic moves forward enough for left turners to gain access. <p>Thanks for this opportunity to comment.</p> <p>Patricia Matthews</p>	<p>Ms. Matthews:</p> <p>Thank you for your comments. They will be shared with the COMPASS Board of Directors and ACHD.</p> <p>Toni G. Tisdale</p>	<p>Patricia Matthews</p>	<p>Email</p>

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RTAC AGENDA ITEM IV-E

Date: March 13, 2019

Topic: Transportation Management Area (TMA) Balancing

Request/Recommendation:

COMPASS staff seeks RTAC approval to balance TMA programs. Requests for funding were received from the Ada County Highway District (ACHD), Boise State University, the City of Meridian, and Valley Regional Transit (VRT). Depending on the actions or recommendations by RTAC, actions may be processed through an administrative modification or could require an amendment to the Regional Transportation Improvement Program (TIP).

Background/Summary:

Balancing the TMA programs is necessary because projects have new cost estimates or bids resulting in funding needs.

- The Surface Transportation Program (STP)-TMA currently has \$422,640 available.
- The Transportation Alternatives Program (TAP)-TMA program is currently \$8,331 available.

Available amounts shown include proposed releases of funds in both programs to close projects.

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

1. Cover cost overruns/project needs in the construction phase for projects in the STP or TAP programs consistent with the original project scope
2. Remove or reduce an "advance construction" situation (where construction costs are spread over two or more funding years) on projects in the STP or TAP programs
3. Cover cost overruns/project needs or advance design or right-of-way phases on construction projects in the STP or TAP programs consistent with original project scope
4. Advance the construction phase on projects in the STP or TAP programs
5. Cover cost overruns/project needs or advance planning projects in the STP or TAP programs consistent with original project scope
6. Cover cost overruns/project needs in the construction phase on projects in non-STP or TAP programs consistent with original project scope
7. Cover non-construction cost overruns/project needs or advance design or right-of-way phases on construction projects in non-STP or TAP programs consistent with original project scope
8. Cover cost overruns/project needs or advance planning projects in non-STP or TAP programs consistent with original project scope
9. Add new projects as prioritized by the COMPASS Board of Directors

The Balancing Policy for STP and TAP funds is available online:

<http://www.compassidaho.org/documents/prodserv/trans/FY19/BalancingPolicy190225.pdf>

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

- ACHD requests \$87,000 to pay for right-of-way acquisition on the **Rail Crossing, North Linder Road, Meridian** project (Key Number 19875).
- ACHD requests \$125,000 for design costs on ACHD's legs of the US 20/26 and Locust Grove Road intersection improvements on the **US 20/26 (Chinden), Locust Grove Road to SH-55 (Eagle Road), Ada County** project (Key Number 19944).
- ACHD requests to convert \$849,703 from local funds to federal funds to cover the construction bid and increase construction utilities by \$120,958 to cover bids for Idaho Power and Suez Water on **State Street and Collister Drive Intersection, Boise** project (Key Number 13481). (See the request in Attachment 2, as the original request was partially funded.)
- VRT requests \$140,000 on behalf of Boise State University to change the type of shuttle to be purchased in the **Capital Maintenance, VRT, Boise Area – FY2019** project (Key Number 18847) from standard shuttles to "kneeling" cutaways.
- ACHD requests \$165,000 for construction costs on the **Capital Maintenance, ACHD – FY2017** project (Key Number 13479) to cover flagger and traffic control costs that exceed the budget.

Request for TAP-TMA funds (see request letters in Attachment 1):

- City of Meridian requests to remove the **Pathway, Five Mile Creek, Treatment Plant to Black Cat Road, Meridian** project (Key Number 19828).
 - Costs have escalated beyond the parameters of the program.
- City of Eagle requests to increase the design consultant costs by \$81,000 and Local Highway Technical Assistance Council (LHTAC) design oversight by \$20,000 for their **Bicycle and Pedestrian Bridge over the North Channel of the Boise River** project (Key Number 20841). ITD is requiring the bicycle and pedestrian bridge be separated from the existing bridge, making the project much more complex.
- Boise State University requests to increase the design costs by \$3,000 on their **Bicycle Parking, Covered Bicycle Facility, Boise State** project (Key Number 21913) for LHTAC oversight.

The requests above are summarized on the TMA Needs List and Project Analysis, including the cost change throughout the life of the project, provided in Attachment 2.

Details of the programming changes are provided on the STP-TMA balancing worksheet in Attachment 3 and TAP-TMA balancing worksheet in Attachment 4. Requests are recommended for funding as shown below:

STP-TMA (Tie, no COMPASS recommendation):

Staff will request RTAC's recommendation to break the ties below. Three projects include cost increases due to construction overruns or bids. There is not enough funding to fully cover all requests.

KN	Project	FY2019 Request	FY2019 Recommend for Funding	Comment
Total Available			\$0	
11582	Five Mile Road, Franklin Road to Fairview Avenue	-\$128,484	-\$128,484	Close project
12062	Franklin Road, Touchmark Way to Five Mile Road	-\$294,156	-\$294,156	Close project
19875	Railroad Crossing, North Linder Road, Meridian	\$87,000		Right-of-way
19944	US 20/26 (Chinden), Locust Grove Road to SH-55 (Eagle Road), Ada county	\$125,000		Design
13481	State Street and Collister Drive Intersection, Boise	\$970,661	Tie	Construction and utilities
18847	Capital Maintenance, VRT, Boise Area – FY2019	\$140,000	Tie	Purchase (construction)
13479	Capital Maintenance, ACHD – FY2017	\$165,000	Tie	Construction
Balance		\$1,065,021	-\$422,640	

TAP-TMA (Proposed Changes)

KN	Project	FY2019 Request	FY2022 Request	FY2019 Recommend for Funding	FY2022 Recommended	Comment
Total Available				\$4,000	-\$16,000	FY2019 over-programmed
13909	SR2S, VRT, Ada County – FY2016, FY2017, and FY2018, Phase 1	-\$8,838		-\$8,838		Close project
13817	UPRR Rail with Trail Arterial Study, Meridian	-\$3,493		-\$3,493		Close project
19828	Pathway, Five Mile Creek, Treatment Plant to Black Cat Road, Meridian	-\$101,000	-\$351,000	-\$101,000	-\$351,000	Remove project
20841	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	\$81,000 \$20,000		\$101,000		Design
21913	Bicycle Parking, Covered Bicycle Facility, Boise State	\$3,000		\$3,000		Design (PL)
Balance		-\$9,331	-\$351,000	-\$5,331	-\$367,000	FY2019 99.1% programmed

For balancing purposes, a negative amount means funds are available.

Implication (policy and/or financial):

These actions allow approved projects to be removed from the program or proceed for obligation of funding and full obligation of the TMA program funds in FY2019. All projects recommended for FY2019 funds must be able to obligate funds immediately. Funds available in years beyond FY2019 will be programmed in the FY2020-2024 TIP update.

More Information:

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



Sara M. Baker, President
Rebecca W. Arnold, Vice President
Jim D. Hansen, Commissioner
Kent Goldthorpe, Commissioner
Paul Woods, Commissioner

November 9, 2018
Matt Stoll, Executive Director
COMPASS
700 NE 2nd Street, Suite 200
Meridian, ID 83642

Matt
Dear Mr. Stoll:

ACHD requests federal funding for the following projects:

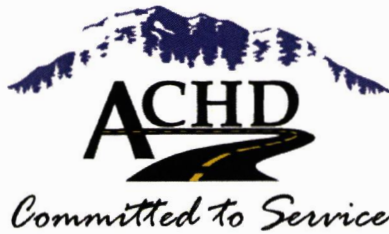
- 1) An additional \$5,000 to cover design costs related to ADA ramps and the environmental review (PC) for KN 20003 (Capital Maintenance Phase II). **(Funded)**
- 2) Eighty-seven thousand dollars (\$87,000) in order to purchase right-of-way for a federally-funded rail safety project at North Linder Road and the Union Pacific Railroad/Boise Valley Railroad crossing (KN 19875), in the City of Meridian. ITD is managing this federally-funded rail safety project, with project design completed and construction in FY 2020. ACHD is responsible for the identified right-of-way purchases that are necessary to match ACHD's Linder Road to the improved railroad crossing.
- 3) One hundred twenty-five thousand dollars (\$125,000) for design costs on ACHD's legs of the US Highway 20/26 (Chinden Blvd) and Locust Grove Road intersection improvement project (KN 19944). ACHD has executed a Cooperative Agreement with ITD for the design phase of the project that included ACHD paying ITD \$125,000 for design. These funds would reimburse ACHD for ACHD's design cost.

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

Sincerely,

A handwritten signature in blue ink, appearing to read 'D. Wallace', is written over a light blue horizontal line.

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



Sara M. Baker, President
Rebecca W. Arnold, Vice President
Jim D. Hansen, Commissioner
Kent Goldthorpe, Commissioner
Paul Woods, Commissioner

April 23, 2018
Matt Stoll, Executive Director
COMPASS
700 NE 2nd Street, Suite 200
Meridian, ID 83642

Dear ~~Mr~~ Stoll:

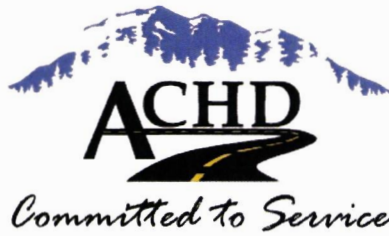
ACHD requests an extension of the COMPASS Board's obligation deadline for KN 13481, State Street and Collister Drive Intersection project. The language for the project's State and Local Agreement is currently being edited by ACHD and ITD staff after a very fruitful staff discussion of the issues involved. The two agencies are completing the draft of procedural language that will cover the approximately \$1.3 million of required ACHD funds in excess of the required match. ACHD requests a new deadline for KN 13481 of May 16, 2018. (Partially funded)

ACHD remains hopeful that additional STP-TMA funds will be found to make KN 13481 whole, and that local funds will either not be required for the SLA or that ACHD funds will be refunded prior to the completion of the project. ACHD appreciates all of COMPASS' efforts to secure any available STP-TMA balancing funds for this project.

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

Sincerely,

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



Sara M. Baker, President
Rebecca W. Arnold, Vice President
Jim D. Hansen, Commissioner
Kent Goldthorpe, Commissioner
Paul Woods, Commissioner

October 8, 2018
Matt Stoll, Director
COMPASS
700 NE 2nd Street, Suite 200
Meridian, ID 83642

Dear ^{Matt} Mr Stoll:

ACHD would like to request an additional \$162,000 of STP/TMA funds to cover utility relocation costs for KN 13481 (State and Collister Intersection). ACHD has two signed utility relocation agreements and both winning bids have come in higher than the engineers estimate. (Partially funded)

Utility	Engineers Estimate	Actual Bid	Difference
Suez Water Idaho, Inc	\$180,000	\$282,000	\$102,000
Idaho Power Company	\$160,000	\$220,000	\$60,000
Total	\$340,000	\$502,000	\$162,000

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

Sincerely,

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

CC: LHTAC



November 30, 2018

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

RE: Valley Regional Transit and Boise State Capital Needs

Dear Mr. Stoll:

Valley Regional Transit (VRT) would like to request an additional \$140,000 of STP/TMA funds to cover the additional costs of the Boise State Shuttles. Boise State would like to purchase “kneeling cutaways,” versus the standard cutaways, with the wheelchair lift. This will enable the cutaways to have more seating capacity. The cutaways have not been procured at this time.

Shuttles - 2 /year	FY18	FY19	Total	Local Match
Current	\$ 160,000	\$ 180,000	\$ 340,000	\$ 24,956
Additional Required	\$ 80,000	\$ 60,000	\$ 140,000	\$ 10,276
Total	\$ 240,000	\$ 240,000	\$ 480,000	\$ 35,232

If you have any questions, please feel free to contact Rhonda Jalbert, Development Director at rjalbert@valleyregionaltransit.org or 208.258.2707.

Sincerely,

Kelli Badesheim
Executive Director

Cc: Rhonda Jalbert, Development Director
Kelly Jakovac, Grant Administrator
Dave Meredith, Boise State, Assistant Director of Public Safety

Enclosure: Boise State Local Match Letter



BOISE STATE UNIVERSITY

DEPARTMENT OF PUBLIC SAFETY

November 26, 2018

To: Valley Regional Transit
Attn: Rhonda
From: Dave Meredith

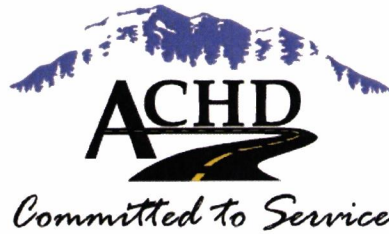
To whom it may concern;

This letter is to inform you that Boise State University will cover the additional match needed to purchase 2 shuttles in FY18 budget and 2 shuttles in FY19 budget years. Currently the match is \$24,956 and the new match would be \$35,232 for difference of \$10,276.

If you have any questions regarding this I can be reached at 208-426-4346 or by e-mail at davidmeredith@boisestate.edu. Thank you so much for your prompt attention to this request.

Warm regards,

David Meredith
Assistant Director



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

January 30, 2019

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

Matt
Dear Mr. ~~Stoll~~:

ACHD requests \$425,000 in available STP-TMA funding to cover flagger and traffic control (Construction) costs that exceeded the budget for the FY2017 Federal Maintenance project. The scheduled one-year maintenance project's budget for flagger and traffic controls was \$412,000, and the actual cost was \$1,057,000.

Here are the main reasons why flagger and traffic control costs exceeded the original estimate:

- The distribution of the road segments and the work schedule limited the opportunities to share flagging crews, cones and signs between segments in the same day.
- Observations in the field required more flaggers and signs to maintain safety than what was originally planned.
- Some construction work overlaps were eliminated when the project was stretched out over two years, with work being performed in both 2017 and 2018.
- Because of the operational hours at the Ada County Landfill, the Seamen's Gulch segment required more costly night work.

Penalties were assessed on the contractor for out of scope work and have reduced the Construction funding need by \$235,000.

FY 2017 Federal Maintenance Flagger and Traffic Control Costs			
Estimate	Actual	Less CN Penalties	Total Need
\$412,000	1,057,000	\$235,000	\$425,000*

*Includes \$15,000 to cover anticipated invoices from contractors

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

Sincerely,

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

From: [Tom Ferch](#)
To: [Toni Tisdale](#)
Subject: RE: KN 13479
Date: Tuesday, March 5, 2019 3:18:27 PM
Attachments: [image001.png](#)

Hi Toni,

With the release of local funds within KN 13479, ACHD only needs \$165,000 to cover the remaining invoices.

Tom

From: Toni Tisdale <TTisdale@compassidaho.org>
Sent: Tuesday, March 05, 2019 8:24 AM
To: Tom Ferch <Tferch@achdidaho.org>
Subject: KN 13479

Please send email regarding reducing the request for additional funding.
Thanks!

Toni G. Tisdale
Principal Planner
Community Planning Association (COMPASS)
700 NE 2nd Street, Suite 200
Meridian, ID 83642
Direct: 208-475-2238 | Main: 208-855-2558
Fax: 208-855-2559 | Cell: 208-440-1109
ttisdale@compassidaho.org
<http://www.compassidaho.org>





Mayor Tammy de Weerd

City Council Members:

Joe Borton
Ty Palmer
Treg Bernt

Genesis Milam
Luke Cavener
Anne Little Roberts

4 February 2019

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

Re: Key #19828, Segment D of Five Mile Pathway, Ten Mile to Black Cat, Meridian

Dear Matt:

The City of Meridian respectfully requests that TAP funding be withdrawn for the above-referenced project. We believe this is the best course of action for the following reasons:

- Costs for the pathway segment have increased significantly since our initial funding request and have logistically outgrown the practical parameters of this program and local match requirements
- The City anticipates that private development and/or other factors may catalyze construction of this pathway segment prior to the currently listed project development time frame

It is our understanding that a near term option exists for applying the 2019 funds we are electing not to use, which should minimize any impacts of this withdrawal request.

Thank you for your consideration. If you have any questions, please feel free to contact me at (208) 888-4433.

Sincerely,

A handwritten signature in blue ink, appearing to read "Tammy de Weerd", is written over a light blue, stylized graphic of a mountain range.

Tammy de Weerd, Mayor
City of Meridian



City of Eagle

P.O. Box 1520
Eagle, Idaho 83616
208-939-6813

Stan Ridgeway
Mayor

Council Members:
Stan Bastian
Miranda Gold
Kenny Pittman
Jill Mitchell

Via E-mail, Hard Copy to Follow
February 6, 2019

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

SUBJECT: KN20841-Request for Additional Design Funds and Conversion of Funds

Dear Mr. Stoll,

The City of Eagle would like to request additional funds be allocated for the design and engineering for KN 20814: Eagle Road Pedestrian/Bike Bridge. The contract for the engineering and design work came in \$81,000 over the estimate within the Project Development plan completed in 2016. Specifically, due to ITD requirements that the bridge be separated from the existing bridge structure.

Additionally, the city would request \$20,000 for "PL" funds – with ITD dissolving their local programs section at District 3 the City will be using LHTAC for project oversight. The project currently has no funds for LHTAC oversight. This amount is above average, but this is a complex project that will take extensive work by LHTAC

Finally, the City would request that funds be converted from local to federal for all future phases of the project. Currently federal funding accounts for less than 25% of the overall project cost. The City would request conversion of dollars from local to federal as funds become available for all future phases.

If you have any questions or concerns please feel free to contact our City representative, Nichoel Baird Spencer at 939-0227 or by email at nbaird@cityofeagle.org. Thank you for your consideration.

Sincerely,

Stan Ridgeway, Mayor
City of Eagle

CC: Mayor & City Council
Toni Tisdale, COMPASS
Amanda LaMott, LHTAC



BOISE STATE UNIVERSITY
CAMPUS PLANNING AND FACILITIES

February 25, 2019

Matt Stoll
Executive Director
Community Planning Association
700 NE 2nd St, Suite 200
Meridian, ID 83642

Re: KN 21913, PL Funds

Dear Matt,

Boise State would like to request PL funds for KN 21913, in the amount of \$3,000. This is for our Covered Bicycle Parking project and will assist with work being conducted by Boise State and the Local Highway Technical Assistance Council.

The project requires minor modifications to the State and Local Agreement, right-of-way certification, sole-source authorization and an environmental clearance. An increase in funds will support this work and assist the University's project contribution goals from local accounts.

Please contact me with any questions. Thanks in advance for your consideration of this request.

Sincerely,

Drew Alexander
Capital Asset and Development Manager
Boise State University
(208) 426-1268
drewalexander@boisestate.edu

TMA Needs List and Project Analysis

Background/Summary:

The needs list was created to enable RTAC to have current needs for funded projects available for discussion at all times, especially when funding becomes available through cost savings, closing projects, additional funding through new appropriations, or the End-of-Year Program. Projects must be included in the TIP and funded through TMA Programs. If programmed, the project must be ready for obligation of the requested funds within a short time frame. An explanation is necessary if the request changes the scope of the project and may require a separate process.

Total STP-TMA funding available prior to adding needs: *\$422,640

Total TAP-TMA funding available prior to adding needs: *\$8,331

*Includes funds becoming available from projects that are closing.

Current Funding Requests (as of 3/6/19):

KN	Project	Request	Fund Source	Original Total – Year Added	Current Total Including Request	Life Time % Change	% Change from Current Total for TMA funds	Staff Comment
19875	Railroad Crossing, North Linder Road, Meridian	Needs \$87,000 to pay for right-of-way acquisition. <i>Requested November 9, 2018.</i>	Federal Rail	\$525,000 2017	\$612,000	17%	100%	Increase will require amendment because original funding source is not a TMA program.
19944	US 20/26 (Chinden), Locust Grove Road to SH-55 (Eagle Road), Ada County	Needs \$125,000 for design costs on ACHD's legs of the US 20/26 and Locust Grove Road intersection improvements. <i>Requested November 9, 2018.</i>	HSIP-State	\$10,625,000 2017	\$13,372,000	26%	100%	Increase will require amendment because original funding source is not a TMA program.
13481	State Street and Collister Drive Intersection, Boise	Convert \$970,661 from local funds to federal funds to cover the construction bid and increase construction utilities. (Amounts corrected to include previous actions.) <i>Requested January 26, 2018. Updated April 23, 2018; July 10, 2018; and October 8, 2018.</i>	STP-TMA	\$5,000,000 2012	\$13,682,399	174%	7.64%	Convert funds from local to federal.

KN	Project	Request	Fund Source	Original Total – Year Added	Current Total Including Request	Life Time % Change	% Change from Current Total for TMA funds	Staff Comment
18847	Capital Maintenance, VRT, Boise Area – FY2019	Needs additional \$140,000 to cover additional costs to purchase “kneeling cutaway” with a wheelchair lift, rather than standard cutaway buses. This will cover 2 buses per year (FY2018-2019). <i>Requested November 30, 2018.</i>	STP-TMA	\$1,160,000 2018	\$1,317,000	14%	11.89%	The “kneeling cutaways” buses have more seating capacity and easier for wheelchairs to access.
13479	Capital Maintenance, ACHD – FY2017	Needs additional \$165,000 to cover overages on flagging and traffic control. <i>Requested January 30, 2019. Updated March 5, 2019.</i>	STP-TMA	\$660,000 2013	\$7,064,080	995%	2.44%	Large increase in costs due to changes in overall program – not project specific increases.
20841	Bicycle and Pedestrian Bridge over the North Channel of the Boise River, Eagle	Needs additional \$81,000 to cover negotiated design contract and \$20,000 for LHTAC oversight. <i>Requested February 6, 2019.</i>	TAP-TMA STP-TMA Local	\$1,299,000 2018	\$1,400,000	8%	29.19%	
21913	Bicycle Parking, Covered Bicycle Facility, Boise State	Needs additional \$3,000 for LHTAC oversight. <i>Requested February 25, 2019.</i>	TAP-TMA	\$30,000 2019	\$33,000	10%	10%	

Future Funding Requests:

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

Valley Regional Transit will request additional funding to cover future year revenue shortfalls once the analysis of the effects of the shortfall are fully analyzed.

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**STP-TMA Program Worksheet
DRAFT FY2019-2023**

Attachment 3

(amounts include local match)(Projects in Boise Urbanized Area)								
Key No	Project	2019	2020	2021	2022	2023	PD	2019 Comments
Off-the-Top								
13899	ACHD Rideshare, Ada County - FY2018							
18821	Commuteride, ACHD (FY2019)	220						
19521	Commuteride, ACHD (FY2020)		220					
20260	Commuteride, ACHD (FY2021)			220				
20729	Commuteride, ACHD (FY2022)				220			
15914	Commuteride, ACHD (FY2023)					220	0	
21887	Commuteride, ACHD (PD)						220	
13478	COMPASS Planning - FY2018							
13900	COMPASS Planning - FY2019	232						
19060	COMPASS Planning - FY2020		232					
19389	COMPASS Planning - FY2021			232				
19920	COMPASS Planning - FY2022				232		0	
20560	COMPASS Planning - PD-FY2023					232	0	
21889	COMPASS Planning - PD						232	
Roadway Maintenance								
13479	Capital Maintenance, ACHD - FY2017							1/30/19 request for additional \$165,000 to cover flagger and traffic control costs that exceeded budget.
12363	Capital Maintenance, ACHD - FY2015	-346						Admin Mod #3 - release \$346,334 to close project
13903	Capital Maintenance, Phase 1, Boise Area - FY2019	5038						
20003	Capital Maintenance, Phase 2, Boise Area - FY2019	2161						11/9/18 request for \$5,000 to cover design costs on ADA ramps and environmental. Admin Mod #3
20091	Capital Maintenance, Phase 3, Boise Area - FY2019	300						
18728	Capital Maintenance, Phase 1, Boise Area - FY2020		5277					
19887	Capital Maintenance, Phase 2, Boise Area - FY2020		2262					
19847	Capital Maintenance, Local, Boise Area - FY2020		300					local funds
18701	Capital Maintenance, Phase 1, Boise Area - FY2021	494		4948				
20129	Capital Maintenance, Phase 2, Boise Area - FY2021	213		2121				
20159	Capital Maintenance, Local, Boise Area - FY2021	50		300				local funds
19465	Capital Maintenance, Phase 1, Boise Area - FY2022		532		5323			
20122	Capital Maintenance, Phase 2, Boise Area - FY2022		228		2281			
20006	Capital Maintenance, Local, Boise Area - FY2022		50		300			local funds
20259	Capital Maintenance, Phase 1, Boise Area - FY2023			518		5175		
19993	Capital Maintenance, Phase 2, Boise Area - FY2023			222		2218		
20080	Capital Maintenance, Local, Boise Area - FY2023			50			300	local funds
20674	Capital Maintenance, Phase 1, Boise Area - FY2024				493		4929	
20538	Capital Maintenance, Phase 2, Boise Area - FY2024				211		2112	
20683	Capital Maintenance, Local, Boise Area - FY2024				50		300	local funds
21896	Capital Maintenance, Phase 1, Boise Area - FY2025					503	5043	
21898	Capital Maintenance, Phase 2, Boise Area - FY2025					217	2161	
21902	Capital Maintenance, Local, Boise Area - FY2025					50	300	local funds
Alternative Transportation Maintenance								
13482	Capital Maintenance, VRT - FY2018	389						10/26/18 request for \$389,000 for high bid on air conditioning/heating system improvements. Admin Mod #3
18847	Capital Maintenance, VRT - FY2019	1177						11/30/18 request for \$140,000 to convert Boise State shuttles to "kneeling cutaways."
20046	Rideshare, ACHD Commuter Van Replacements - FY2019	331						
19057	Capital Maintenance, VRT - FY2020		1541					
18905	Capital Maintenance, VRT - FY2021			1510				
19763	Capital Maintenance, VRT - FY2022				1478			
19950	Capital Maintenance, VRT - FY2023					1449	0	
20659	Commuteride, Van Replacements, ACHD - FY2024						1420	
21903	Capital Maintenance, VRT - FY2025						1420	
Studies/Special Projects								
18694	Treasure Valley Transportation Operations Management and ITS Plan Update, COMPASS	236	14					
19303	Planning, Travel Survey Data Collection, COMPASS		150	700				

Key No	Project	2019	2020	2021	2022	2023	PD	2019 Comments
19571	Planning, Communities in Motion Update, COMPASS	50	87	53	72			
20271	Planning, Communities in Motion Update, COMPASS					30	279	
20542	Pedestrian Improvements, SH-55 (Eagle Road), Meridian						102	
20542	Pedestrian Improvements, SH-55 (Eagle Road), Meridian				85	96	428	local and TAP-TMa funds
13046	High Capacity Corridor Alternatives Analysis						1000	
20841	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	0	58			71		
20841	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle		12	0		29		TAP-TMA funds
20841	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle		3			950		local funds
15001	Cost Increase Set-Aside, STP-TMA	0	133		8			Admin Mod #3 - reduce CN by \$41,000
Capital								
7238	Intersection Five Mile Road and Fairview Avenue, Boise	-33						release \$33,042 to close project. Admin Mod #5
11582	Five Mile Road, Franklin Road to Fairview Avenue	-128						release \$128,484 to close project.
12062	Franklin Road, Touchmark Way to Five Mile Road	-294						release \$294,156 to close project.
13481	State Street and Collister Drive Intersection	41						7/10/18 and 10/8/18 request for \$970,661 for conversion of local funds and increase for utilities bids. (PROPOSED) Admin Mod #5 (\$41,000)
19875	Railroad Crossing, North Linder Road, Meridian							11/9/18 request for \$87,000 for right-of-way acquisition.
19944	US 20/26 (Chinden), Locust Grove Road to SH 55 (Eagle Road), Ada County							11/9/18 request for \$125,000 for design of ACHD's legs of intersection.
Total Programmed		10081	10734	10524	10318	10115	18918	
*Total available		10503	10734	10524	10317	10115	19833	
Net Difference Programmed vs Available		422	0	0	0	0	915	
% over/under programmed		4.0%	0.0%	0.0%	0.0%	0.0%	4.6%	
% of available OA		96%	100%	100%	100%	100%	95%	

Yellow highlight + red text = current proposed changes

Gray highlight = local funds (not included in the total programmed)

*available funds based on estimates from FAST Act minus 2% per year to account for inflation. (per ITD's Available vs Programmed projects report in Update Packet (1/22/18)

Bold lines separate project categories

TAP-TMA Program Worksheet

FY2019-2023 TIP								
(amounts include local match)								
Key No	Project	2019	2020	2021	2022	2023	PD	FY2019 Comments
13909	SR2S, VRT, Ada County – FY2016, FY2017, and FY2018, Phase 1	-9						release \$8,838 to close project
13817	UPRR Rail with Trail Arterial Study, Meridian	-3						release \$3,493 to close project
13912	SR2S, VRT, Ada County - FY2019 and FY2020	328						
20245	SR2S, VRT, Ada County - FY2021 and FY2022			330				
20493	SR2S, VRT, Ada County - 2023					162	0	
21910	SR2S, VRT, Ada County - PD						172	
13916	Pathway, Dry Creek Trail, Eagle	25						9/13/18 request for additional \$25,000 for cost overruns during construction. Admin Mod #3 - corrected in Admin Mod #4
13918	Rail with Trail Pathway, Meridian						521	
13918	Rail with Trail Pathway, Meridian						120	STP-TMA funds
20143	Pedestrian Improvements, Main Street, Avenue A to Avenue C, Kuna		312					
20143	Pedestrian Improvements, Main Street, Avenue A to Avenue C, Kuna		2093					Local and other federal funds
19828	Pathway, Five Mile Creek, Meridian	0			0			Updated to add \$3K to PE per Admin Mod #1 . 8/8/18 Request to increase design \$50,000 and construction \$349,000 (\$46,000 is recommended for design) per Admin Mod #3 . Increase 2019 by \$4,000 to cover remaining need. (corrections to totals and requests) 2/4/19 City requested to remove the project.
19828	Pathway, Five Mile Creek, Meridian	0			0			Local funds, convert to federal aid

(amounts include local match)								
Key No	Project	2019	2020	2021	2022	2023	PD	FY2019 Comments
20549	Pedestrian Improvements, US 20/26 (Chinden) at 43rd Street, Garden City (ACHD)			56		156		
20639	Pathway, Fairview Avenue Greenbelt Ramp, Boise		147					
20542	Pedestrian Improvements, SH-55 (Eagle Road), Meridian				85	96	293	
20542	Pedestrian Improvements, SH-55 (Eagle Road), Meridian						237	Local and STP-TMA funds
20841	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	101	12			29		2/6/19 request to increase PC by \$81,000 and LP by \$20,000.
20841	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle		58			71		STP-TMA funds
20841	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle		3	0		950		Local funds
21913	Bicycle Parking, Covered Bicycle Facility, Boise State	33		0				2/25/19 requeste to increase PL by \$3,000.
Total Programmed		475	471	386	85	443	986	
*Total Available		480	471	461	452	443	886	
Net Difference Programmed vs Available		-5	0	-75	-367	0	100	
% over/under programmed		-1.0%	0.0%	-16.2%	-81.2%	0.0%	11.3%	
% of available OA		99.1%	100.0%	83.8%	18.8%	100.0%	111.3%	

Gray highlight = local funds (not included in the total programmed)

Yellow highlight + red text = current proposed changes

RTAC AGENDA ITEM V-A

Date: March 13, 2019

Topic: “Choose” and “Prioritize” Phases of *Communities in Motion 2050*

Request/Recommendation:

COMPASS staff seeks feedback on the “Choose” and “Prioritize” phases of developing the next long-range transportation plan – *Communities in Motion 2050* (CIM 2050) (Attachment 1). The objectives of these phases are to develop a “complete network” plan, prioritize projects based on identified needs, and identify impacts of unfunded needs.

Background/Summary:

At the November 28, 2018, RTAC meeting, COMPASS staff presented a high-level overview of the proposed process to update CIM. Subsequently, COMPASS received feedback on the “Explore” phase that will consider the economic, technological, and political dynamics that will change the way Treasure Valley residents will use the transportation system by 2050.

COMPASS now seeks feedback on the proposed processes for the “Choose” and “Prioritize” phases. This work will establish an integrated, multimodal approach for corridor selection, prioritization, and implementation, systematically factor the Congestion Management Process and other plans into CIM 2050, and develop an evaluation and implementation process to prioritize and program high-priority projects.

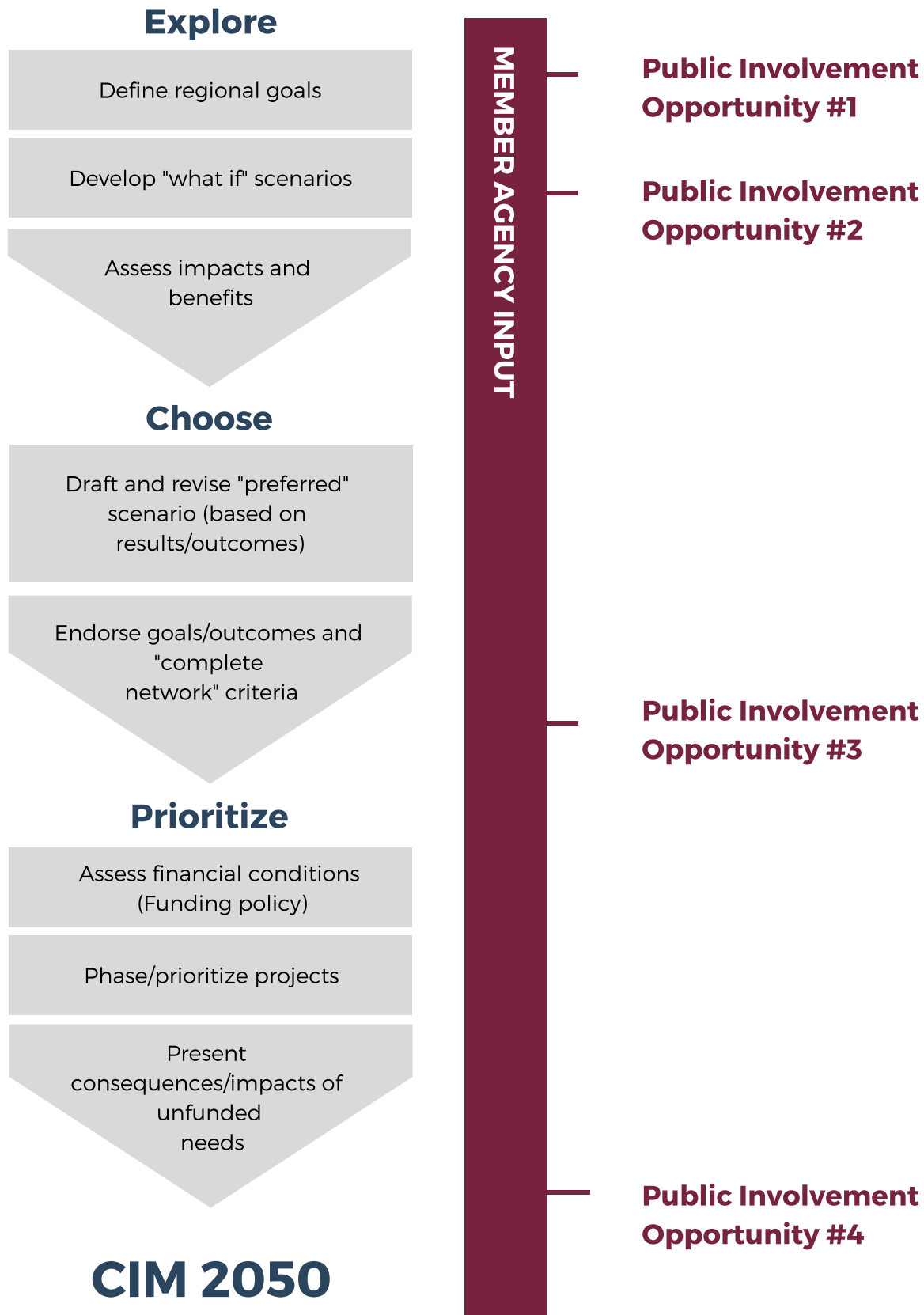
COMPASS will be coordinating this effort with RTAC and other COMPASS workgroups, such as the Active Transportation Workgroup, Public Transportation Workgroup, Freight Advisory Workgroup, and Public Participation Workgroup throughout the development of CIM 2050. Staff will seek an RTAC recommendation of COMPASS Board of Directors’ approval of the full scope of work and schedule for CIM 2050 in the May 22, 2019, meeting.

More Information:

- 1) Attachment 1: Proposed CIM 2050 Process
- 2) For additional information contact: Carl Miller, Principal Planner, at 208-475-2239 or at cmiller@compassidaho.org.

CM:AL:nb T:\FY19\600 Projects\661 CIM\5. Active Transportation\Complete Streets\RTAC Choose Prioritize 031319.docx

Proposed CIM 2050 Process



RTAC AGENDA ITEM V-B

Date: March 13, 2019

Topic: Canyon County Pavement Management Inventory and Plan

Background/Summary:

The FY2019-2023 Regional Transportation Improvement Program (TIP) includes funding for a study to develop a "Pavement Management Inventory and Plan" for Canyon County (Attachment 1). This project was originally designed to collect pavement condition data, establish reporting protocols, and procure software and training to perform predictive budgeting. Currently, this study has \$150,000 budgeted for Preliminary Development. These funds may be advanced or removed altogether based on whether the goals of this project can be fulfilled in a different way.

COMPASS has been meeting with agencies in Canyon County to further refine the scope of work. Canyon County agencies that collect pavement data are seeking an approach to calibrate locally-collected pavement data to ensure that disparate collection methods create Pavement Condition Index scores that are comparable across Canyon County highway districts and cities and are comparable with Ada County Highway District data. This will help COMPASS forecast deferred maintenance needs and ensure that pavement funding requests are using comparable data.

The Idaho Transportation Department (ITD) is required to collect pavement data on National Highway System routes. ITD uses a pavement profiler van that automates data collection. ITD is willing to collect additional arterial pavement data using its van so we can compare the automated pavement scoring with local Pavement Condition Index scores.

Next Steps

1. ITD will provide a map of roadways where data have been collected using their regular pavement data collection cycle.
2. Canyon County agencies will identify additional local arterial roadways for ITD data collection.
3. COMPASS and stakeholders will compare local data against ITD data and attempt to calibrate the local data.
4. COMPASS and stakeholders will determine the next steps and whether to request the release or advancement of the TIP funding.

More Information:

- 1) Attachment 1— Pavement Management Inventory and Plan Funding Table (Key #22020)
- 2) For more detailed information contact Carl Miller, Principal Planner, at (208) 475-2239 or cmiller@compassidaho.org.

Study, Mores Creek Bridge Asset Plan, Ada County

Key #: 21968

Inflated

COMPASS PM:

Federal PM

Requesting Agency: ITD

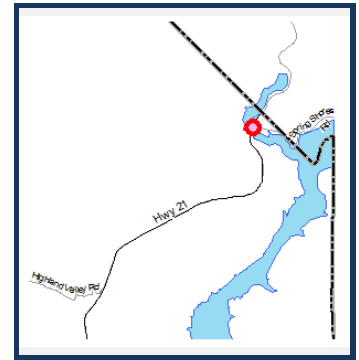
Project Year: 2019-2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$280

Total Cost (Prev. + Prog.) \$280

Project Description : Develop a bridge asset management plan for the Mores Creek Bridge, located on SH-21 about one-half mile from the Ada/Boise County line.



Funding Source		STP-State		Program				State Hwy - Bridge Preservation		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2019	25	250	0	0	0	0	275	255	20		
2020	5	0	0	0	0	0	5	5	0		
2021	0	0	0	0	0	0	0	0	0		
2022	0	0	0	0	0	0	0	0	0		
2023	0	0	0	0	0	0	0	0	0		
PD	0	0	0	0	0	0	0	0	0		
Fund Totals:	\$30	\$250	\$0	\$0	\$0	\$0	\$280	\$259	\$21		

Study, Pavement Management Inventory and Plan, Canyon County

Key #: 22020

Inflated

COMPASS PM:

Federal PM

Requesting Agency: COMPASS

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$150

Total Cost (Prev. + Prog.) \$150

Project Description : Conduct a study to collect pavement condition data on arterial and collector roadways for a pavement condition index for jurisdictions not currently conducting such inspections in Canyon County. The study will also establish baseline data for pavement information, establish reporting protocols and collaboration of reporting, procure and support software purchase and training to perform predictive budgeting for pavement management programs.



Funding Source		STP-U		Program				Local Hwy - Urban		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2019	0	0	0	0	0	0	0	0	0		
2020	0	0	0	0	0	0	0	0	0		
2021	0	0	0	0	0	0	0	0	0		
2022	0	0	0	0	0	0	0	0	0		
2023	0	0	0	0	0	0	0	0	0		
PD	0	150	0	0	0	0	150	139	11		
Fund Totals:	\$0	\$150	\$0	\$0	\$0	\$0	\$150	\$139	\$11		

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.	Review Updates to FY2021-2025 COMPASS Funding Application Guide	No	Toni Tisdale and Kathy Parker will seek RTAC review of updates to the FY2021-2025 COMPASS Funding Application Guide.	Information/ Discussion	20	Toni Tisdale Kathy Parker	April 24	N/A
5.	Review Transit Asset Management Targets	No	Jacob Hassard, VRT, will review regional transit asset management targets.	Information/ Discussion	15	Jacob Hassard	April 24	N/A
6.	Review Draft Scope of Work for the Next Long-Range Transportation Plan	Yes	Liisa Itkonen will review a draft scope of work and schedule for the next long-range transportation plan update.	Information/ Discussion	30	Liisa Itkonen	April 24	June

¹ No, Yes, N/A (Not Applicable)

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

<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>
7.	Recommend Transit Asset Management Targets	No	Jacob Hassard, VRT, will seek an RTAC recommendation for COMPASS Board of Directors' acceptance of the regional transit asset management targets.	Action	15	Jacob Hassard	May 22	August
8.	Recommend the scope of work for the Next Long-Range Transportation Plan	Yes	Liisa Itkonen seek an RTAC recommendation for COMPASS Board of Directors' approval of the scope of work for the next long-range transportation plan update.	Action	20	Liisa Itkonen	May 22	June
9.	Recommend End-of-Year Program and Redistribution Priorities	Yes	Toni Tisdale will seek an RTAC recommendation for COMPASS Board of Directors' approval of End-of-Year Program and redistribution priorities.	Action	15	Toni Tisdale	May 22	June
10.	Recommend Updates to FY2021-2025 COMPASS Funding Application Guide	Yes	Toni Tisdale and Kathy Parker will seek an RTAC recommendation for COMPASS Board of Directors' approval of updates to the FY2021-2025 COMPASS Funding Application Guide.	Action	20	Toni Tisdale Kathy Parker	May 22	June

ID #	Title/Description	Mandatory¹	Additional Information	Agenda Type²	Time	Presenters	Proposed Agenda	Board Agenda
11.	Review Draft FY2020-2024 Regional Transportation Improvement Program (TIP) Project List	Yes	Toni Tisdale will seek RTAC review of the details of the draft FY2020-2024 TIP, prior to public comment.	Information/ Discussion	20	Toni Tisdale	May 22	June
12.	Provide Input Into Issues that Will Affect the Future Transportation System	No	Carl Miller and Amy Luft will lead an exercise to get input into issues that will likely affect the future transportation system.	Information/ Discussion	20	Carl Miller and Amy Luft	June 26	NA
13.	Recommend FY2020 Project Development Program and <i>Communities in Motion</i> (CIM) Implementation Grant projects	Yes	Kathy Parker will seek an RTAC recommendation for COMPASS Board of Directors' approval of the FY2020 Project Development Program and CIM Implementation Grant projects.	Action	15	Kathy Parker	July 24	August
14.	Recommend FY2020 Resource Development Plan	Yes	Kathy Parker will seek an RTAC recommendation for COMPASS Board of Directors' approval of the FY2020 Resource Development Plan.	Action	10	Kathy Parker	July 24	August

ID #	Title/Description	Mandatory¹	Additional Information	Agenda Type²	Time	Presenters	Proposed Agenda	Board Agenda
15.	Recommend FY2020-2024 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 FY2020-2024 TIP and associated air quality conformity demonstration, after review of public comments.	Action	20	Toni Tisdale	August 28	October
16.	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 25	October
17.	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 2020	N/A
18.	Status Report - Functional Classification and the Federal-Aid Map	No	COMPASS staff will review functional classification and recommendations to ITD for changes to the federal-aid map.	Information/ Discussion	20	TBD	TBD	TBD

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Scheduled vs. Obligated for the 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 - 3/8/2019] [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	(\$53,000.00)	(\$53,000.00)	\$0.00
						CE	\$185,447.00	\$185,447.00	\$0.00
						CN	\$1,947,193.00	\$1,947,193.00	\$0.00
							\$2,079,640.00	\$2,079,640.00	\$0.00
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	\$138,718.00	\$1,979,221.00
							\$2,280,648.00	\$301,427.00	\$1,979,221.00
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	\$0.00	\$15,000.00
							\$15,000.00	\$0.00	\$15,000.00
20203	3	I 84, EISENMAN IC TO MP 70 AND MP 82 TO MOUNTAIN HOME	2020	Development	100	PE	\$25,000.00	\$0.00	\$25,000.00
							\$25,000.00	\$0.00	\$25,000.00
20212	3	I 84, GARRITY IC TO TEN MILE IC, NAMPA	2021	Development	100	PE	\$100,000.00	\$0.00	\$100,000.00
							\$100,000.00	\$0.00	\$100,000.00
State Hwy - Pavement Preservation (Commerce) Total							\$5,670,688.00	\$3,551,467.00	\$2,119,221.00
State Hwy - Pavement Restoration									
20315	3	I 84, KARCHER IC TO FRANKLIN BLVD, NAMPA	2021	Development	111	PC	(\$7,240,000.00)	(\$7,153,626.00)	(\$86,374.00)
							(\$7,240,000.00)	(\$7,153,626.00)	(\$86,374.00)
20351	3	I 84, CALDWELL TO KARCHER, CANYON CO	2021	Development	111	PC	\$2,800,000.00	\$2,800,000.00	\$0.00
							\$2,800,000.00	\$2,800,000.00	\$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	2020	Development	111	CE	\$420,830.00	\$420,830.00	\$0.00
							\$420,830.00	\$420,830.00	\$0.00
20799	3	I 84, KARCHER IC TO NORTHSIDE BLVD	2019	Development	111	CC	\$9,723,200.00	\$0.00	\$9,723,200.00
						CN	\$20,000.00	\$20,000.00	\$0.00
							\$9,743,200.00	\$20,000.00	\$9,723,200.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
22154	3	I 84, USTICK RD & MIDDLETON RD OVERPASSES, CANYON CO	2020	Development	111	PE	\$100,000.00	\$100,000.00	\$0.00
						PC	\$1,400,000.00	\$1,400,000.00	\$0.00
							\$1,500,000.00	\$1,500,000.00	\$0.00
State Hwy - Pavement Restoration Total							\$8,924,030.00	(\$712,796.00)	\$9,636,826.00
State Hwy - Bridge Preservation									
19442	3	I 84, OREGON ST LN TO CALDWELL BRIDGE REHABS	2019	Awarded (or equiv.)	101	PE	(\$21,000.00)	(\$21,000.00)	\$0.00
						PC	(\$15,000.00)	(\$15,000.00)	\$0.00
						CE	\$100,000.00	\$100,000.00	\$0.00
						CC	\$295,867.00	\$28,645.00	\$267,222.00
						CN	\$3,106,601.00	\$300,769.00	\$2,805,832.00
							\$3,466,468.00	\$393,414.00	\$3,073,054.00
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	\$668,414.00	\$3,073,054.00
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	\$53,704.00	\$53,704.00	\$0.00
						CC	\$448,828.00	\$448,828.00	\$0.00
						CN	\$4,435,939.00	\$4,435,939.00	\$0.00
							\$5,122,114.00	\$5,122,114.00	\$0.00
18950	3	SH 44, CANYON CANAL BR, MIDDLETON	2019	Awarded (or equiv.)	103	CN	\$20,884.00	\$20,884.00	\$0.00
							\$20,884.00	\$20,884.00	\$0.00
19874	3	I 84, BLACKS CR RD IC, ADA CO	2019	Development	103	PE	\$100,000.00	\$0.00	\$100,000.00
						PC	\$768,000.00	\$768,000.00	\$0.00
						CE	\$1,020,000.00	\$0.00	\$1,020,000.00
						CN	\$10,200,000.00	\$0.00	\$10,200,000.00
							\$12,088,000.00	\$768,000.00	\$11,320,000.00
20842	3	SMA-7013, CLOVERDALE RD; CAMAS DR TO TUTRINA & OPASS, BOISE	2019	Awarded (or equiv.)	103	PE	\$170,000.00	\$170,000.00	\$0.00
						PC	\$45,000.00	\$45,000.00	\$0.00
						CE	\$263,620.00	\$263,620.00	\$0.00
						CC	\$615,000.00	\$615,000.00	\$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
20842	3	SMA-7013, CLOVERDALE RD; CAMAS DR TO TUTRINA & OPASS, BOISE	2019	Awarded (or equiv.)	103	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							\$22,530,617.00	\$11,210,617.00	\$11,320,000.00
State Hwy - Freight									
22100	3	LOCAL, ADVANCED SIGNALIZATION USING ITS, ACHD	2020	Development	139	PE	\$20,000.00	\$0.00	\$20,000.00
						PC	\$120,000.00	\$0.00	\$120,000.00
							\$140,000.00	\$0.00	\$140,000.00
State Hwy - Freight Total							\$140,000.00	\$0.00	\$140,000.00
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	\$2,000,000.00	\$2,000,000.00	\$0.00
							\$2,135,000.00	\$2,135,000.00	\$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
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	PC	(\$1,000,000.00)	(\$1,000,000.00)	\$0.00
							(\$1,000,000.00)	(\$1,000,000.00)	\$0.00
20594	3	US 20, LINDER TO LOCUST GROVE, EAGLE	2021	Development	106	PC	\$750,000.00	\$0.00	\$750,000.00
							\$750,000.00	\$0.00	\$750,000.00
State Hwy - Safety & Capacity (Safety) Total							\$1,023,934.00	\$273,934.00	\$750,000.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
State Hwy - Safety & Capacity (Capacity)									
13476	3	SH 44, HALF CFI INT EAGLE RD & SH44, EAGLE	2021	Development	112	PC	\$25,000.00	\$25,000.00	\$0.00
							\$25,000.00	\$25,000.00	\$0.00
20315	3	I 84, KARCHER IC TO FRANKLIN BLVD, NAMPA	2021	Development	112	PE	(\$150,000.00)	(\$150,000.00)	\$0.00
						RW	(\$60,000.00)	(\$60,000.00)	\$0.00
						LP	(\$600,000.00)	(\$600,000.00)	\$0.00
						UT	(\$600,000.00)	(\$600,000.00)	\$0.00
					144	PC	\$86,374.00	\$0.00	\$86,374.00
							(\$1,323,626.00)	(\$1,410,000.00)	\$86,374.00
20351	3	I 84, CALDWELL TO KARCHER, CANYON CO	2021	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	107	RW	\$14,000,000.00	\$0.00	\$14,000,000.00
					112	PC	\$7,800,000.00	\$7,800,000.00	\$0.00
						RW	\$3,522,000.00	\$0.00	\$3,522,000.00
							\$25,322,000.00	\$7,800,000.00	\$17,522,000.00
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	(\$4,622,739.00)	(\$4,622,739.00)	\$0.00
							(\$5,242,739.00)	(\$5,242,739.00)	\$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	(\$460,000.00)	(\$460,000.00)	\$0.00
						CN	(\$3,097,262.00)	(\$3,097,262.00)	\$0.00
							(\$3,727,262.00)	(\$3,727,262.00)	\$0.00
20798	3	I 84, NORTHSIDE BLVD TO FRANKLIN BLVD, NAMPA	2020	Development	112	CC	(\$5,040,000.00)	(\$5,040,000.00)	\$0.00
						CN	\$27,550,000.00	\$9,550,000.00	\$18,000,000.00
							\$22,510,000.00	\$4,510,000.00	\$18,000,000.00
20799	3	I 84, KARCHER IC TO NORTHSIDE BLVD	2019	Development	112	CE	\$272,000.00	\$0.00	\$272,000.00
						CC	\$1,088,000.00	\$0.00	\$1,088,000.00
						CN	\$3,956,800.00	\$0.00	\$3,956,800.00
							\$5,316,800.00	\$0.00	\$5,316,800.00
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
						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							\$41,242,273.00	\$317,099.00	\$40,925,174.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
Hwy Safety - Local									
20167	3	STC-8533, INT SMITH AVE & MIDDLETON RD SIGNAL, NAMPA	2019	Development	118	CE	\$2,000.00	\$0.00	\$2,000.00
						CC	\$59,000.00	\$0.00	\$59,000.00
						CL	\$12,000.00	\$0.00	\$12,000.00
						CN	\$360,000.00	\$0.00	\$360,000.00
							\$433,000.00	\$0.00	\$433,000.00
20275	3	NHS-7220, STATE ST LIGHTING; 16TH TO 23RD, ACHD	2019	Development	118	PL	\$2,000.00	\$2,000.00	\$0.00
						CE	\$2,000.00	\$0.00	\$2,000.00
						CC	\$43,000.00	\$0.00	\$43,000.00
						CL	\$10,000.00	\$0.00	\$10,000.00
						CN	\$238,000.00	\$0.00	\$238,000.00
							\$295,000.00	\$2,000.00	\$293,000.00
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							\$870,000.00	\$144,000.00	\$726,000.00
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
20355	3	OFFSYS, LOOK LN UPRR RRX, CALDWELL	2019	Development	22	PC	\$60,000.00	\$0.00	\$60,000.00
						CE	\$5,000.00	\$0.00	\$5,000.00
						CN	\$510,000.00	\$0.00	\$510,000.00
							\$575,000.00	\$0.00	\$575,000.00
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							\$640,000.00	\$15,000.00	\$625,000.00
State Hwy - Planning & Scoping									
13952	3	US 95, BOISE RIVER BRIDGE HYDRAULIC STUDY	2019	Awarded (or equiv.)	104	PE	\$5,000.00	\$5,000.00	\$0.00
						PC	\$82,220.00	\$82,220.00	\$0.00
							\$87,220.00	\$87,220.00	\$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	Development	91	PC	\$1,171,910.00	\$443,145.90	\$728,764.10
							\$1,171,910.00	\$443,145.90	\$728,764.10
Hwy - Metropolitan Planning Total							\$1,171,910.00	\$443,145.90	\$728,764.10

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
Local Hwy - Transportation Alternatives									
20076	3	OFFSYS, INDIAN CR PATH EXT TO GREENBELT, CALDWELL	2019	Development	134	CN	\$411,325.62 \$411,325.62	\$0.00 \$0.00	\$411,325.62 \$411,325.62
20141	3	OFFSYS, INDIAN CR PATH EXT; TAFFY TO PEPPERMINT, NAMPA	2019	Development	134	PC	\$11,000.00	\$11,000.00	\$0.00
						CE	\$10,290.00	\$0.00	\$10,290.00
						CC	\$41,160.00	\$0.00	\$41,160.00
						CN	\$366,300.00	\$0.00	\$366,300.00
							\$428,750.00	\$11,000.00	\$417,750.00
22029	3	LOCAL, FY19 CANYON CO SRYS COORDINATOR & ACTIVITIES	2019	Development	134	CN	\$64,753.00 \$64,753.00	\$0.00 \$0.00	\$64,753.00 \$64,753.00
22050	3	LOCAL, STODDARD PATH EXT PH 1, NAMPA	2020	Development	134	PE	\$1,000.00	\$1,000.00	\$0.00
						PC	\$54,686.00	\$54,686.00	\$0.00
						PL	\$10,000.00	\$10,000.00	\$0.00
							\$65,686.00	\$65,686.00	\$0.00
Local Hwy - Transportation Alternatives Total							\$970,514.62	\$76,686.00	\$893,828.62
Local Hwy - Urban									
13492	3	SMA-7169, INT LINDER & DEER FLAT RDS, KUNA	2020	Development	46	PE	\$3,000.00	\$3,000.00	\$0.00
						PC	\$10,000.00	\$10,000.00	\$0.00
						RW	(\$20,000.00)	(\$20,000.00)	\$0.00
						LP	\$20,000.00	\$20,000.00	\$0.00
							\$13,000.00	\$13,000.00	\$0.00
13494	3	STC-7787, OLD HWY 30; W PLYMOUTH ST BR, CANYON CO	2023	Development	46	PL	\$10,000.00 \$10,000.00	\$10,000.00 \$10,000.00	\$0.00 \$0.00
13904	3	LOCAL, FY19 ACHD RIDESHARE, CANYON CO	2019	Awarded (or equiv.)	46	CN	\$55,000.00 \$55,000.00	\$55,000.00 \$55,000.00	\$0.00 \$0.00
Local Hwy - Urban Total							\$78,000.00	\$78,000.00	\$0.00
Local Hwy - Transportation Management Area									
13482	3	LOCAL, FY18 CAPITAL MAINTENANCE, VRT, BOISE	2019	Awarded (or equiv.)	51	CN	\$389,000.00 \$389,000.00	\$0.00 \$0.00	\$389,000.00 \$389,000.00
13900	3	LOCAL, FY19 COMPASS PLANNING	2019	Awarded (or equiv.)	51	PC	\$232,000.00 \$232,000.00	\$232,000.00 \$232,000.00	\$0.00 \$0.00
13903	3	LOCAL, FY19 CAPITAL MAINTENANCE, PH 1, ACHD	2019	Development	51	CE	\$657,000.00	\$0.00	\$657,000.00
						CN	\$4,381,000.00	\$0.00	\$4,381,000.00
							\$5,038,000.00	\$0.00	\$5,038,000.00
18694	3	LOCAL, TVTOM AND ITS PLAN UPDATE, COMPASS	2020	Development	51	PC	\$236,000.00 \$236,000.00	\$236,000.00 \$236,000.00	\$0.00 \$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
18701	3	LOCAL, FY21 CAPITAL MAINTENANCE, PH 1, ACHD	2021	Development	51	PE PC	\$20,000.00 \$474,000.00 \$494,000.00	\$20,000.00 \$474,000.00 \$494,000.00	\$0.00 \$0.00 \$0.00
18821	3	LOCAL, FY19 ACHD COMMUTERIDE	2019	Awarded (or equiv.)	51	CN	\$220,000.00 \$220,000.00	\$220,000.00 \$220,000.00	\$0.00 \$0.00
18847	3	LOCAL, FY19 CAPITAL MAINTENANCE, VRT	2019	Development	51	CN	\$1,177,000.00 \$1,177,000.00	\$0.00 \$0.00	\$1,177,000.00 \$1,177,000.00
19571	3	LOCAL, PLANNING, COMMUNITIES IN MOTION MAJOR UPDATE	2022	Development	51	PC	\$50,000.00 \$50,000.00	\$50,000.00 \$50,000.00	\$0.00 \$0.00
20003	3	LOCAL, FY19 CAPITAL MAINTENANCE, PH 2, ACHD	2019	Development	51	PE PC CE CN	(\$4,215.00) \$9,215.00 \$323,000.00 \$1,833,000.00 \$2,161,000.00	\$0.00 \$5,000.00 \$0.00 \$0.00 \$5,000.00	(\$4,215.00) \$4,215.00 \$323,000.00 \$1,833,000.00 \$2,156,000.00
20046	3	LOCAL, FY19 ACHD COMMUTERIDE VAN REPLACEMENTS	2019	Development	51	CN	\$331,000.00 \$331,000.00	\$0.00 \$0.00	\$331,000.00 \$331,000.00
20091	3	LOCAL, FY19 CAPITAL MAINTENANCE, PH 3, ACHD	2019	Development	51	CE CC CN	\$26,000.00 \$13,000.00 \$261,000.00 \$300,000.00	\$0.00 \$0.00 \$0.00 \$0.00	\$26,000.00 \$13,000.00 \$261,000.00 \$300,000.00
20129	3	LOCAL, FY21 CAPITAL MAINTENANCE, PH 2, ACHD	2021	Development	51	PE PC	\$9,000.00 \$204,000.00 \$213,000.00	\$9,000.00 \$204,000.00 \$213,000.00	\$0.00 \$0.00 \$0.00
Local Hwy - Transportation Management Area Total							\$10,841,000.00	\$1,450,000.00	\$9,391,000.00
Local Hwy - Rural									
13964	3	STC-3798, PECKHAM RD, GOLDEN GATE HD	2020	Development	45	PC RW LP	\$1,000.00 \$5,000.00 \$95,000.00 \$101,000.00	\$1,000.00 \$5,000.00 \$95,000.00 \$101,000.00	\$0.00 \$0.00 \$0.00 \$0.00
19951	3	STC-3856, OLD HWY 30; GOODSON TO OASIS, CANYON HD	2500	Development	45	PE PC PL	\$4,500.00 \$277,000.00 \$35,929.00 \$317,429.00	\$4,500.00 \$277,000.00 \$35,929.00 \$317,429.00	\$0.00 \$0.00 \$0.00 \$0.00
Local Hwy - Rural Total							\$418,429.00	\$418,429.00	\$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	\$328,000.00 \$328,000.00	\$0.00 \$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
19828	3	LOCAL, FIVE MILE CR PATHWAY, MERIDIAN	2022	Development	133	PE	\$7,000.00	\$0.00	\$7,000.00
						PC	\$97,000.00	\$0.00	\$97,000.00
							\$104,000.00	\$0.00	\$104,000.00
21913	3	LOCAL, BSU COVERED BIKE FACILITY	2019	Development	133	PE	\$1,000.00	\$0.00	\$1,000.00
						CE	\$3,000.00	\$0.00	\$3,000.00
						CN	\$26,000.00	\$0.00	\$26,000.00
							\$30,000.00	\$0.00	\$30,000.00
Local Hwy - Transportation Alternatives; TMA Total							\$462,000.00	\$328,000.00	\$134,000.00
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	2021	Development	145	PE	\$150,000.00	\$150,000.00	\$0.00
						PC	\$7,140,000.00	\$7,140,000.00	\$0.00
						RW	\$60,000.00	\$60,000.00	\$0.00
						LP	\$600,000.00	\$600,000.00	\$0.00
						UT	\$600,000.00	\$600,000.00	\$0.00
							\$8,550,000.00	\$8,550,000.00	\$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	\$3,115,892.00	\$3,115,892.00	\$0.00
							\$3,310,892.00	\$3,310,892.00	\$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	\$60,000.00	\$60,000.00	\$0.00
						CN	\$2,854,108.00	\$2,854,108.00	\$0.00
							\$3,034,108.00	\$3,034,108.00	\$0.00
20798	3	I 84, NORTHSIDE BLVD TO FRANKLIN BLVD, NAMPA	2020	Development	145	CE	\$945,000.00	\$0.00	\$945,000.00
						CC	\$3,840,000.00	\$0.00	\$3,840,000.00
						CN	\$48,000,000.00	\$0.00	\$48,000,000.00
							\$52,785,000.00	\$0.00	\$52,785,000.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
20799	3	I 84, KARCHER IC TO NORTHSIDE BLVD	2019	Development	145	CE	\$408,000.00	\$0.00	\$408,000.00
						CC	\$1,632,000.00	\$0.00	\$1,632,000.00
						CN	\$20,520,000.00	\$0.00	\$20,520,000.00
							\$22,560,000.00	\$0.00	\$22,560,000.00
Hwy - Discretionary Total							\$90,240,000.00	\$14,895,000.00	\$75,345,000.00
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 - Non-Participating									
20842	3	SMA-7013, CLOVERDALE RD; CAMAS DR TO TUTRINA & OPASS, BOISE	2019	Awarded (or equiv.)	69	PC	\$457,000.00	\$0.00	\$457,000.00
						RW	\$241,000.00	\$0.00	\$241,000.00
						UT	\$200,000.00	\$0.00	\$200,000.00
						CC	\$622,462.00	\$622,462.00	\$0.00
						CN	\$6,561,269.00	\$6,561,269.00	\$0.00
							\$8,081,731.00	\$7,183,731.00	\$898,000.00
Hwy - Non-Participating Total							\$8,081,731.00	\$7,183,731.00	\$898,000.00
Hwy - Local Partnerships									
12048	3	STC-7807, S CEMETERY RD; SH 44 TO WILLOW CR, MIDDLETON	2021	Development	79	RW	\$175,000.00	\$0.00	\$175,000.00
							\$175,000.00	\$0.00	\$175,000.00
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
19828	3	LOCAL, FIVE MILE CR PATHWAY, MERIDIAN	2022	Development	79	PC	\$1,000.00	\$0.00	\$1,000.00
							\$1,000.00	\$0.00	\$1,000.00
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
19944	3	US 20/26, CHINDEN; LOCUST GROVE TO EAGLE	2020	Development	79	PC	\$125,000.00	\$125,000.00	\$0.00
							\$125,000.00	\$125,000.00	\$0.00
20076	3	OFFSYS, INDIAN CR PATH EXT TO GREENBELT, CALDWELL	2019	Development	79	CN	\$149,000.00	\$0.00	\$149,000.00
							\$149,000.00	\$0.00	\$149,000.00
20141	3	OFFSYS, INDIAN CR PATH EXT; TAFFY TO PEPPERMINT, NAMPA	2019	Development	79	PC	\$4,575.00	\$4,575.00	\$0.00
							\$4,575.00	\$4,575.00	\$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
20159	3	LOCAL, FY21 CAPITAL MAINTENANCE, LOCAL, ACHD	2021	Development	79	PE	\$5,000.00	\$0.00	\$5,000.00
						PC	\$50,000.00	\$0.00	\$50,000.00
							\$55,000.00	\$0.00	\$55,000.00
20782	3	LOCAL, ITS SMART ARTERIAL MANAGEMENT, ADA CO	2019	Awarded (or equiv.)	79	CN	\$846,000.00	\$0.00	\$846,000.00
							\$846,000.00	\$0.00	\$846,000.00
20798	3	I 84, NORTHSIDE BLVD TO FRANKLIN BLVD, NAMPA	2020	Development	79	CN	\$250,000.00	\$0.00	\$250,000.00
							\$250,000.00	\$0.00	\$250,000.00
20841	3	SH 55, BIKE/PED BR OVER BOISE RV, EAGLE	2023	Development	79	PC	\$0.00	\$81,400.00	(\$81,400.00)
							\$0.00	\$81,400.00	(\$81,400.00)
21858	3	US 20, SH 16 TO LINDER RD, ADA COUNTY	2021	Development	131	PE	\$20,000.00	\$20,000.00	\$0.00
						RW	\$50,000.00	\$50,000.00	\$0.00
						LP	\$1,200,000.00	\$1,200,000.00	\$0.00
						CE	\$10,000.00	\$0.00	\$10,000.00
						CN	\$6,500,000.00	\$0.00	\$6,500,000.00
							\$7,780,000.00	\$1,270,000.00	\$6,510,000.00
Hwy - Local Partnerships Total							\$9,418,575.00	\$1,513,975.00	\$7,904,600.00
Hwy GARVEE - 2017 Legislative Authorization									
20351	3	I 84, CALDWELL TO KARCHER, CANYON CO	2021	Development	142	PC	\$6,000,000.00	\$0.00	\$6,000,000.00
						RW	\$1,500,000.00	\$0.00	\$1,500,000.00
						UT	\$1,000,000.00	\$0.00	\$1,000,000.00
							\$8,500,000.00	\$0.00	\$8,500,000.00
20788	3	SH 16, I 84 TO US 20/26, ADA & CANYON COS	2021	Development	142	RW	\$50,303,000.00	\$0.00	\$50,303,000.00
							\$50,303,000.00	\$0.00	\$50,303,000.00
22154	3	I 84, USTICK RD & MIDDLETON RD OVERPASSES, CANYON CO	2020	Development	142	PC	\$1,600,000.00	\$0.00	\$1,600,000.00
							\$1,600,000.00	\$0.00	\$1,600,000.00
Hwy GARVEE - 2017 Legislative Authorization Total							\$60,403,000.00	\$0.00	\$60,403,000.00
Old Programs									
13349	3	SH 55, EAGLE RD: MERIDIAN TOWN CENTER	2022	Development	70	CC	(\$95,000.00)	(\$95,000.00)	\$0.00
							(\$95,000.00)	(\$95,000.00)	\$0.00
Old Programs Total							(\$95,000.00)	(\$95,000.00)	\$0.00
Report Total							\$269,995,781.62	\$44,816,313.90	\$225,179,467.72

Valley Regional Transit Program of Projects - Fiscal Year 2019

ADA COUNTY		High Level	Detailed	FY14			FY15			FY17			FY18			FY19			Carry Forward to	Created in	Obligation Date	
Key Identifier	Funding Source	Description	Description	Federal	Local	Total	Federal	Local	Total	Federal	Local	Total	Federal	Local	Total	Federal	Local	Total	FY19 (F/L)	TrAMS		
KN 19041	5307 LU	Mobility Operations	GoRide Operations										\$ 357,000	\$ 357,000	\$ 714,000	\$ 357,000	\$ 357,000	\$ 714,000				
KN 18854	5307 LU	Planning	Program Admin/ Transit Planning, Mob. Imp										\$ 806,000	\$ 201,500	\$ 1,007,500	\$ 806,000	\$ 201,500	\$ 1,007,500				
KN 19137	5307 LU	Operations	Complimentary Paratransit / Prev. Maint.										\$ 1,969,540	\$ 492,385	\$ 2,461,925	\$ 1,894,000	\$ 473,500	\$ 2,367,500				
KN 18788	5307 LU	Rolling Stock, Infrastructure, Technology	FY19 Replacement 35' Bus (approx. 3)										\$ 160,000	\$ 40,000	\$ 200,000	\$ 236,000	\$ 59,000	\$ 295,000				
KN 19122	5339 LU	Rolling Stock, Infrastructure, Technology	Technology, capital purchase										\$ 314,933	\$ 78,733	\$ 393,666	\$ 337,000	\$ 84,250	\$ 421,250	FY18			
Ada County Totals													\$ 3,607,473	\$ 1,236,766	\$ 5,112,830	\$ 3,915,584	\$ 1,246,646	\$ 5,162,230				
STP Large Urban		High Level	Detailed	FY14			FY15			FY17			FY18			FY19			Carry Forward to	Created in	Obligation Date	
Key Identifier	Funding Source	Description	Description	Federal	Local	Total	Federal	Local	Total	Federal	Local	Total	Federal	Local	Total	Federal	Local	Total	FY19 (F/L)	TrAMS		
KN 18847	STP-5307	Rolling Stock, Infrastructure, Technology	HVAC Sys. Repl.; BSU Bus repl; VRT Bus repl.										\$ 214,045	\$ 16,955	\$ 231,000	\$ 926,744	\$ 70,256	\$ 997,000				
KN 18847	STP-5307	Rolling Stock, Infrastructure, Technology	Boise State University Bus Replacement													\$ 166,788	\$ 13,212	\$ 180,000				
KN 20046	STP-5307	Rolling Stock, Infrastructure, Technology	ACHD Commuteride Van Replacements													\$ 306,705	\$ 24,295	\$ 331,000				
KN 13482	STP-5307	Rolling Stock, Infrastructure, Technology	HVAC Rehab/Replacment													\$ 360,447	\$ 28,553	\$ 389,000				
STP LU Grants													\$ 214,045	\$ 16,955	\$ 231,000	\$ 1,760,684	\$ 107,763	\$ 1,508,000				
Canyon County		High Level	Detailed	FY14			FY15			FY17			FY18			FY19			Carry Forward to	Created in	Obligation Date	
Key Identifier	Funding Source	Description	Description	Federal	Local	Total	Federal	Local	Total	Federal	Local	Total	Federal	Local	Total	Federal	Local	Total	FY19 (F/L)	TrAMS		
KN 18914	5307 SU	Operations	Complimentary Paratransit, Prev.Maint.										\$ 241,000	\$ 60,250	\$ 301,250	\$ 247,000	\$ 61,750	\$ 308,750				
KN 18786	5307 SU	Fixed Route Operations	Fixed Route Ops/GoRide Ops										\$ 651,000	\$ 651,000	\$ 1,302,000	\$ 789,000	\$ 789,000	\$ 1,578,000				
KN 18842	5307 SU	Planning - Mobility Implementation	Prog. Admin support/Short range plan./Mobility Management										\$ 299,000	\$ 74,750	\$ 373,750	\$ 408,826	\$ 102,207	\$ 511,033				
KN 18781	5307 SU	Rolling Stock, Infrastructure, Technology	Technology and Capital										\$ 152,000	\$ 38,000	\$ 190,000	\$ 152,000	\$ 38,000	\$ 190,000	FY18			
Canyon County Totals													\$ 1,102,000	\$ 763,750	\$ 1,865,750	\$ 1,349,826	\$ 929,207	\$ 2,279,033				
STP Small Urban		High Level	Detailed	FY14			FY15			FY17			FY18			FY19			Carry Forward to	Created in	Obligation Date	
Key Identifier	Funding Source	Description	Description	Federal	Local	Total	Federal	Local	Total	Federal	Local	Total	Federal	Local	Total	Federal	Local	Total	FY19 (F/L)	TrAMS		
STP LU Grants																						
Regional Programs (Subrecipient)		High Level	Detailed	FY14			FY15			FY17			FY18			FY19			Carry Forward to	Created in	Obligation Date	
Key Identifier	Funding Source	Description	Description	Federal	Local	Total	Federal	Local	Total	Federal	Local	Total	Federal	Local	Total	Federal	Local	Total	FY19 (F/L)	TrAMS		
KN 19855	5307 SU	City of Nampa Pedestrian and Cycle Improvements	Blaine and Iowa Nampa													\$ 463,000	\$ 115,750	\$ 578,750				
KN 19959	5307 SU	Pathway, Historic North Nampa Pathway, Nampa								\$ 459,000	\$ 114,750	\$ 573,750	\$ 13,000	\$ 3,250	\$ 16,250					FY17 & 18		
KN 20153	5307 SU	ACHD Commuteride Replacement Vehicles, Canyon Cty.											\$ 216,000	\$ 54,000	\$ 270,000					FY18		
KN 20043	5307 SU	ADA, Nampa Above and Beyond (TVT)											\$ 225,000	\$ 225,000	\$ 450,000	\$ 291,000	\$ 72,750	\$ 363,750				
KN 19297	5307 SU	Transit - Park and Ride, Middleton											\$ 120,000	\$ 30,000	\$ 150,000					FY18	7/31/2018	8/15/2018
KN 19609	5307 SU	Transit - College of Western Idaho Entrance and Roundabout, Nampa		\$ 551,000	\$ 137,750	\$ 688,750	\$ 72,000	\$ 18,000	\$ 90,000				\$ 240,000	\$ 60,000	\$ 300,000					FY14, 15, 18		
New	5307 SU	Nampa TOD										\$ 248,400	\$ 62,100	\$ 310,500					FY18			
Regional Programs Total				\$ 551,000	\$ 137,750	\$ 688,750	\$ 72,000	\$ 18,000	\$ 90,000	\$ 459,000	\$ 114,750	\$ 573,750	\$ 814,000	\$ 372,250	\$ 1,186,250	\$ 754,000	\$ 188,500	\$ 942,500				
ITD SU Grants		High Level	Detailed	FY14			FY15			FY17			FY18			FY19			Carry Forward to	Created in	Obligation Date	
Key Identifier	Funding Source	Description	Description	Federal	Local	Total	Federal	Local	Total	Federal	Local	Total	Federal	Local	Total	Federal	Local	Total	FY19 (F/L)	TrAMS		
KN 13912	TAP TMA	SR25 Ada County FY19&20	Safe Routes to School													\$ 262,400	\$ 65,600	\$ 328,000				
KN 18739	5310 SU	Acquisition of Service	Purchase of Service through providers										\$ 60,000	\$ 56,500	\$ 75,000							
KN 19464	5310 SU	Acquisition of Service	Purchase of Service through providers										\$ 166,000	\$ 56,500	\$ 207,500							
KN 19464	5310 SU	Acquisition of Service	Purchase of Service through providers										\$ 226,000	\$ 56,500	\$ 282,500	\$ 226,000	\$ 56,500	\$ 282,500				
ITD SU Grants							\$ 155,000	\$ 38,750	\$ 193,750	\$ 226,000	\$ 113,000	\$ 282,500	\$ 226,000	\$ 56,500	\$ 282,500	\$ 226,000	\$ 56,500	\$ 282,500				