



# Working together to plan for the future

**REGIONAL TRANSPORTATION ADVISORY COMMITTEE**  
**June 26, 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 May 22, 2019, RTAC Meeting Minutes

Page 7 \*B. Recommend Transit Asset Management Targets

**IV. SPECIAL ITEMS**

8:35 **A. Status Report – Boise State University's 2019 Treasure Valley Survey Results**

*Greg Hill and Jeff Lyons will present the results of the 2019 Treasure Valley Survey.*

**Greg Hill  
Jeff Lyons**

**V. ACTION ITEMS**

8:55 \*A. Recommend FY2020 Project Development Program and **Communities in Motion (CIM) Implementation Grants**

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*Kathy Parker will seek an RTAC recommendation for COMPASS Board of Directors' approval of the FY2020 Project Development Program and CIM Implementation Grant projects.*

**Kathy Parker**

9:10 \*B. Recommend Resolution Amending the FY2019-2023 **Transportation Improvement Program (TIP)**

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*Toni Tisdale will seek an RTAC recommendation for COMPASS Board of Directors' adoption of a resolution amending the FY2019-2023 TIP to remove ITS projects sponsored by ACHD and ITD and a VRT project for a CWI campus park and ride/roundabout project.*

**Toni Tisdale**

**VI. INFORMATION/DISCUSSION ITEMS**

9:20 \*A. Review VRT's Capital Deferred Maintenance Needs

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*Kelli Badesheim will review VRT's capital deferred maintenance needs.*

**Kelli Badesheim**

9:45 \*B. Provide Input into Issues that Will Affect the Future **Transportation System**

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*Carl Miller and Amy Luft will lead an exercise to get input into issues that will likely affect the future transportation system.*

**Carl Miller  
Amy Luft**

**VII. STATUS REPORTS (INFORMATION ONLY)**

Page 34 \*A. RTAC Agenda Worksheet

Page 37 \*B. Obligation Report

**VIII. OTHER:**

Next Meeting: August 28, 2019, RTAC Meeting

**IX. ADJOURNMENT (10:30)**

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

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

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

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**REGIONAL TRANSPORTATION ADVISORY COMMITTEE  
MAY 22, 2019  
COMPASS, 1<sup>ST</sup> FLOOR BOARD ROOM  
MERIDIAN, IDAHO**

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

**ATTENDEES:**

Phil Bandy, City of Melba  
Jeff Barnes, City of Nampa  
Gordon Bates, Golden Gate Highway District #3  
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  
Stephen Hunt for Rhonda Jalbert, Valley Regional Transit  
Caleb Lakey, Idaho Transportation Department  
Nathan Leigh, Mayor, City of Parma  
Justin Lucas, Ada County Highway District  
Brian McClure, City of Meridian  
Mitra Mehta-Cooper, Ada County Development Services  
Shawn Nickel, City of Star  
Patricia Nilsson, Canyon County Development Services  
Lenny Riccio, Canyon Highway District No. 4  
Deanna Smith, Public Participation Workgroup  
Sam Weiger for Wendy Howell, City of Kuna

**MEMBERS ABSENT:**

Drew Alexander, Boise State University  
Nichoel Baird Spencer, City of Eagle  
Lee Belt, City of Greenleaf  
Clair Bowman, City of Nampa  
Daren Fluke, City of Boise  
Rob Howarth, Central District Health, Ex. officio  
Megan Leatherman, Ada County Development Services  
Robb MacDonald, City of Caldwell, **Chair**  
Robert Simison, City of Meridian  
Jenah Thornborrow, City of Garden City  
Sajonara Tipuric, City of Caldwell  
Michael Toole, Department of Environmental Quality  
Bill Vaughan, City of Eagle  
Rick Wallace, Jr., Councilman, City of Notus  
Kelly Woodworth, Ada County Development Services  
Zach Piepmeyer, City of Boise

**OTHERS PRESENT:** Morgan Andrus, COMPASS  
Rod Ashby, City of Nampa  
Jacob Hassard, Valley Regional Transit  
Daniel Hernandez, COMPASS  
Liisa Itkonen, COMPASS  
Kelly Jakovac, Valley Regional Transit  
Amy Luft, COMPASS  
Kathy Parker, COMPASS  
Matt Stoll, COMPASS  
Toni Tisdale, COMPASS  
Hailey Townsend, COMPASS

**CALL TO ORDER:**

Vice Chair Maureen Gresham called the meeting to order at 8:32 a.m.

**OPEN DISCUSSION/ANNOUNCEMENTS**

None.

**CONSENT AGENDA**

**A. Approve April 24, 2019, RTAC Meeting Minutes**

**Nathan Leigh moved and Tom Ferch seconded approval of the Consent Agenda as presented. Motion passed unanimously.**

**ACTION ITEMS**

**A. Recommend the Work Plan for the Next Long-Range Transportation Plan**

Liisa Itkonen presented a work plan for the next Long-Range Transportation Plan.

After discussion, **Gordon Bates moved and Justin Lucas seconded to recommend COMPASS Board of Directors' approval of the work plan and schedule for the development of *Communities in Motion 2050* as amended to include; adding environmental justice review to section 2.1, adding "and values" to Deliverables in section 3, adding "quantifying public and private dollars spent on transportation" to section 3, changing the word "explore" to "develop" in section 4.5, adding "and other transportation demand management strategies" to section 6.2, and adding "analyze long term sustainability of the transportation system" in section 7. Motion passed unanimously.**

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

Toni's Tisdale presented an amendment to the FY2019-2023 TIP.

After discussion, Justin Lucas **moved and Patricia Nilsson seconded to recommend COMPASS Board of Directors' adoption of Resolution x-2019 amending the FY2019-2023 Regional Transportation Improvement Program as presented. Motion passed unanimously.**

**C. Recommend End-of-Year Program and Redistribution Priorities and balancing.**

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

After discussion, **Justin Lucas moved and Jeff Barnes seconded to recommend COMPASS Board of Directors' approval of balancing actions as shown below. Motion passed unanimously.**

**TAP-TMA**

Key Number	Project	Action
	Beginning balancing*	\$43,000
20010	Bike Share, Boise, Phase 1	-\$182,000
20141	Pathway, Indian Creek, Taffy Drive to Peppermint Drive, Nampa	\$52,000
20095	Bicycle Parking, Secured Bicycle Facility, Boise State	\$5,000
21913	Bicycle Parking, Covered Bicycle Facility, Boise State	\$5,000
	Transfer to STP-TMA	\$77,000
	Ending balance	\$0

\*For balancing, negative means funds are available

**STP-TMA**

Key Number	Project	Action Formula Funds	Action "One-Time" Funds
	Beginning balancing*	\$1,115,000	-\$603,000
	ITD owes STP-TMA Program to balance five-year average	-\$216,000	
12368	Franklin Road, Black Cat Road to Ten Mile Road, Meridian	-\$653,000	
20091	Capital Maintenance, Phase 3, Boise Area – FY2019	-\$246,000	\$246,000
	Transfer TAP-TMA funds	-\$77,000	
20275	State Street Lighting, 16 <sup>th</sup> Street to 23 <sup>rd</sup> Street, Boise	\$77,000	\$47,000
	Ending balance	\$0	-\$310,000

\*For balancing, negative means funds are available

After discussion, **Justin Lucas moved and Nathan Leigh seconded to recommend COMPASS Board of Directors' approval of End-of-Year Program and Redistributions priorities as shown below. Motion passed unanimously.**

Overall			
1	Increase all program obligation authority to 100% of allocation.		
Boise Urbanized Area (TMA)			
1	13903	Capital Maintenance, Phase 1, Boise Area – FY2019 (if bid is high)	CN/Unknown
2	20003	Capital Maintenance, Phase 2, Boise Area – FY2019 (if bid is high)	CN/Unknown
3	19571	Planning, Communities in Motion Update, COMPASS	PC/\$454,307
Nampa Urbanized Area (Urban)			
1	13486	Colorado and Holly, Signal and Pedestrian Improvements, Nampa	CE/\$4,500 CC/\$137,100 CL/\$36,560 CN/\$914,000
2	22016	Midway Road, SH-55 (Karcher Road) to I-84B (Caldwell Boulevard), Caldwell	PE/PL\$13,000 PC/\$3,000

**D. Recommend Updates to the FY2021-2027 COMPASS Funding Application Guide**

Kathy Parker presented updates for the FY2021-2027 COMPASS Funding Application Guide.

After discussion, **Nathan Leigh moved and Tom Ferch seconded to recommend the COMPASS Board of Directors' approval of the draft FY2021-2027 COMPASS Funding Application Guide with a note to add a member supplied project description to the Matrix. Motion passed unanimously.**

**E. Recommend Requested changes to Critical Freight Corridors**

Liisa Itkonen presented changes to the Critical Freight Corridors.

After discussion, **Lenny Riccio moved and Gordon Bates seconded to recommend the COMPASS Board of Directors' approval of requested changes to critical rural and urban freight corridors to be submitted to the Idaho Transportation Department for consideration. Motion passed unanimously.**

**INFORMATION/DISCUSSION ITEMS**

**A. Review Draft 2020-2026 Regional Transportation Improvement Program (TIP) Project List.**

Toni Tisdale and Daniel Hernandez reviewed the draft FY2020-2026 TIP Project list, prior to public comment August 1 – September 2, 2019. Staff comments are due July 12, 2019

**Next Meeting: June 26, 2019**

**ADJOURNMENT**

**Justin Lucas moved and Karen Gallagher seconded adjournment at 10:46 a.m. Motion passed unanimously.**

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**TOPIC:** Transit Asset Management (TAM) Targets for Fiscal Year 2020

**DATE:** June 13, 2019

**Summary:**

Background

The Federal Transit Administration (FTA) has published a final rule to define the term *state of good repair* (SGR) and to establish minimum Federal requirements for transit asset management (TAM) that will apply to all recipients and subrecipients of chapter 53 funds that own, operate, or manage public transportation capital assets. This final rule requires public transportation providers to develop and implement TAM policies, plans, and targets.

VRT approved the regional TAM Policy in September 2018 and the TAM Group Plan in January 2019. All TAM policies/plans must include an asset inventory, condition assessments of inventoried assets, and a prioritized list of investments to improve the state of good repair of the regions public transportation capital assets.

Standard scoring criteria for condition assessments for regional public transportation assets has been established and implemented according to the Scoring Criteria for Regional Public Transportation Policy approved by the VRT Board of Directors in September of 2016.

Participating agencies in the TAM Group Plan are VRT, Boise State and ACHD Commuteride. All participating agencies have agreed to follow the TAM Group Plan requirements, which requires: 1) Scoring of assets; 2) Analyzing scores based upon current and future needs to maintain service; and 3) Setting of targets for each category of assets.

TAM Targets

Staff analyzes and presents targets for review and approval to the VRT Executive Board for each upcoming fiscal year. The regulations allow VRT to establish a horizon period for targets for up to four years. The VRT Board has currently not established a horizon period and asset targets are reviewed on an annual basis.

VRT sets TAM targets by category: Rolling stock, equipment, facilities, and corresponding sub-categories. VRT bases rolling stock and equipment targets on the percentage of assets meeting or exceeding the Useful Life Benchmark (ULB). Facility targets are the percentage of facilities with a condition rating below an overall SGR score of 3.0. Therefore, a low target percentage is optimum in all cases.

ULB is the expected lifecycle of a capital asset for a particular transit agency's operating environment, or the acceptable period of use in service for a particular transit agency's operating environment. FTA provides default useful life benchmarks for vehicle types.

The attached TAM Target sheet indicates how the TAM Group Plan participants and the region is doing in meeting its targets. Staff organized the information by the following categories: Rolling stock, equipment and facility.

- Rolling Stock – railcars, buses, ferries and other passenger vehicles
- Equipment – Includes, but is not limited to, construction products, service vehicles and maintenance
- Facilities – Support facilities, passenger facilities, and parking facilities

TAM Target sheet shows the following data for each category and the corresponding sub-categories:

- Prior year target;
- Performance or actual result for meeting that years target;
- Difference or variance between the target and the performance or actual result; and
- The next fiscal year's target.

A low target percentage is optimum. The table shows a negative variance when targets are not met, and there are more assets in that category or sub-category that do not meet the set target. This data should be considered for setting the next year's targets and for completing capital prioritization for future fiscal years.

#### Findings

- Rolling Stock – We met our target and propose to improve our rolling stock in FY20.
- Equipment – We are exceeded our proposed targets for the equipment category and will maintain the actual result as our target for FY20.
- Facilities – We met our target and propose to maintain the actual result as our target for FY20.

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

Action item: Approved the FY20 targets for the Regional Public Transportation Inventory of Assets based upon corresponding State of Good Repair Condition Ratings and percentages.

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

An inventory of assets and their corresponding SGR score will be used to determine the Capital Projects FY20 budget.

#### **Highlights:**

September 2016

- Board of Directors – Action Item – Scoring Criteria for Regional Public Transportation Policy - **Completed**

September 2018

- Board of Directors – Action Item – Approve Transit Asset Management Group Policy- **Completed**

January 2019



- Board of Directors – Action Item – Approve Transit Asset Management Group Plan- **Completed**

April 2019

- Regional Technical Advisory Committee – Information Item – TAM Targets - **Completed**

June 2019

- Executive Board – Information Item – TAM Targets - **Completed**
- Regional Technical Advisory Committee – Action Item – TAM Targets

July 2019

- Executive Board – Action Item – TAM Targets

August 2019

- COMPASS Board – Action Item – TAM Targets

**More Information:** Rhonda Jalbert, Development Director, 208.258.2707, [rjalbert@valleyregionaltransit.org](mailto:rjalbert@valleyregionaltransit.org)

- TAM Targets - attachment

## State of Good Repair Targets and Performance

Asset Category	Performance Measure	FY17 Actual	FY18 Target	FY18 Actual	Variance	FY19 Target	FY19 Actual	Variance	FY20 Target
Rolling Stock	Age - % of revenue vehicles & equipment that has met or exceeded their Useful Life	19.22%	21.25%	25.00%	-3.75%	27.59%	27.68%	-0.09%	24.67%
Equipment		64.43%	38.50%	24.49%	14.01%	15.38%	12.70%	2.69%	12.70%
Facilities	Condition - % of facilities with a condition rating below 3.0		33.33%	44.44%	-11.11%	40.00%	42.86%	-2.86%	42.86%

## RTAC AGENDA ITEM V-A

DATE: June 26, 2019

### **Topic: FY2020 Project Development Program and *Communities in Motion* (CIM) Implementation Grants**

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

COMPASS staff seeks RTAC recommendation for COMPASS Board of Directors' approval of FY2020 Project Development Program and CIM Implementation Grants (Attachment 1).

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

Between May 10 and May 20, 2019, RTAC ranked nine applications for the Project Development Program and eight CIM Implementation Grant applications using SurveyMonkey for the paired comparison process. The resulting rankings are shown in Attachment 1.

#### **Project Development Program:**

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

In recent years, \$75,000 has been budgeted for this program. If \$75,000 is budgeted for FY2020, the top three ranked projects could be fully funded, with the fourth project partially funded.

#### **Communities in Motion Implementation Grants:**

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

The total amount requested for CIM Implementation Grants was \$143,900. In recent years, \$50,000 has been budgeted for this program. If \$50,000 is budgeted for FY2020, the top three ranked projects could be fully funded, with the fourth project partially funded.

#### **Next Steps:**

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

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

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

#### **More Information:**

- 1) Attachment 1: FY2020 Paired Comparison Results for the Project Development Program and CIM Implementation Grants
- 2) For detailed information, contact: Kathy Parker, Principal Planner, at 208/475-2240 or [kparker@compassidaho.org](mailto:kparker@compassidaho.org)

## Project Development Program FY2020 Paired Comparison Results

Rank	Member	Project	Total	Request	Running Total
1	City of Nampa	Indian Creek Pathway, Shortline Drive to 14 <sup>th</sup> Street South	165	\$20,000	\$20,000
2	City of Notus	Street Rebuilds with Stormwater Improvements	145	\$25,000	\$45,000
3	City of Boise	Federal Way/Broadway Bike/Ped Connection	145	\$24,000	\$69,000
4	City of Greenleaf	Friends Road Collector Improvements	120	No Est* (Used \$20K)	\$89,000
5	City of Nampa	Wall Street Alley Pedestrian Connectivity, Phase 1A & 2	112	\$25,000	\$114,000
6	City of Kuna	4 <sup>th</sup> Street Planning	110	\$19,000	\$133,000
7	City of Boise	I-184 Bike/Ped Bridge	97	\$25,000	\$158,000
8	Boise State Univ.	Greenbelt Completion, Theater Lane to Broadway Ave	94	\$20,000	\$178,000
9	City of Boise	I-184 Connector, 23 <sup>rd</sup> Street On-Ramp	56	\$25,000	\$203,000
*\$6,000 left after first three projects funded.					

## CIM Implementation Grant Program FY2020 Paired Comparison Results

Rank	Member	Project	Total	Request	Running Total
1	City of Wilder	Guard Rails, Phase 2	153	\$6,900	\$6,900
2	City of Kuna	4 <sup>th</sup> Street Planning	113	\$19,000	\$25,900
3	City of Kuna	Parkhouse Greenbelt Pathway	97	\$8,000	\$33,900
4	City of Wilder	D Ave Paving, 5 <sup>th</sup> St to 6 <sup>th</sup> St	95	\$25,000*	\$58,900
5	City of Boise	Bike Counter with Digital Display	87	\$25,000	\$83,900
6	City of Wilder	2 <sup>nd</sup> Street E Sidewalk	85	\$25,000	\$108,900
7	City of Greenleaf	Crack Seal	81	\$10,000	\$118,900
8	City of Wilder	Irrigation Upgrade	73	\$25,000	\$143,900
*\$8,300 left after first three projects funded.					

## RTAC AGENDA ITEM V-B

Date: June 26, 2019

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

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

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

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

The proposed amendment would remove two projects. A summary of the actions in the amendment are provided below; financial details are provided in Attachment 1.

The Ada County Highway District (ACHD) requests to remove a technology project, as the project will not provide the anticipated safety and congestion relief benefits due to faulty assumptions in the original concept and project application. This project is similar to another project that was previously removed. ITD manages this statewide competitive program, and will reprogram the released funds in the future. ACHD's letter requesting removal of the project is provided in Attachment 2.

A public comment period was open May 28 through June 11, 2019. Verbatim comments are provided in Attachment 3. Removal of the Valley Regional Transit Bike Share project was also included in this comment period, but was processed in Amendment #6, approved by the COMPASS Board of Directors on June 17, 2019. Six comments were received; staff does not recommend changes based on public comment.

Valley Regional Transit requests to remove a project to improve a roundabout and park and ride lot at the College of Western Idaho (CWI). CWI does not feel ready to move forward with the required federal agreements and requested that the project be removed. VRT's letter requesting removal of the project is provided in Attachment 2.

Funding through the Federal Transit Administration (FTA) 5307 Small Urban program (urban formula funds) is available for six years. After six years, the funds expire, and FTA reallocates them to projects in other areas or states. It is common for transit agencies to carry funds over to future years in order to collect enough funds to build or purchase large capital projects. In this case, the CWI project would have used funds from FY2014 (which expire in FY2019), FY2015, and FY2018. VRT proposes to replace "newer" funds for two existing projects in the City of Nampa with these "older" funds so that funds are not taken back by FTA for use in other areas. Remaining funds will be reprogrammed in the future.

A public comment period on this item opened June 17 and will run through July 1, 2019. Due to a tight timeline to retain the FY2014 funds, the public comment period will not be complete prior to the RTAC recommendation. Comments as of June 26, 2019, will be provided as a handout at the meeting. If additional comments are received, they will be provided via email on July 2.

COMPASS staff will seek COMPASS Executive Committee adoption of Resolution X-2019 on July 9, 2019, and ratification of the action by the COMPASS Board of Directors on August 26, 2019.

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

This amendment allows the removal of two projects and reprogramming of FTA funds to two other projects for immediate obligation.

**More Information:**

- 1) Attachment 1: Resolution X-2019
- 2) Attachment 2: Request letters
- 3) Attachment 3: Public comments
- 4) For detailed information contact: Toni Tisdale, Principal Planner, at 208/475-2238 or [ttisdale@compassidaho.org](mailto:ttisdale@compassidaho.org).

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**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**, public comment periods were held May 28 through June 11, 2019, and June 17 through July 1, 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 Executive Committee approves the amendment to the FY2019-2023 Regional Transportation Improvement Program.

**ADOPTED** this 9th day of July 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 #7  
FY2019-2023 Regional Transportation Improvement Program

Per Ada County Highway District, May 2, 2019

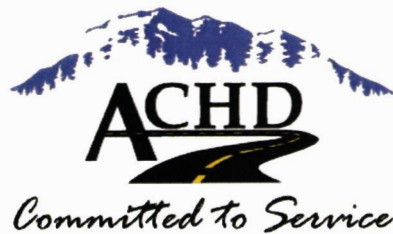
		Scheduled Costs (including Match) (costs in \$1,000)							
Key No	Project	Cost year	PE	PEC	R W	UT	CE	CN	SUM
22100	ITS, Advanced Signalization, Ada County, ACHD	2019	20 0	120 0					140 0
	Funding Source: Freight	2020						1403 0	1403 0
	Improve the traffic signal operations at 50 signalized intersections using advanced technology on State Street, Chinden Boulevard, Franklin Road, and Fairview Avenue within Ada County (ITS = Intelligent Transportation Systems). (Federal = \$0)  Remove project due to faulty assumptions in the original concept and project application. No funds have been expended to date.  Previous expenditures = \$0	2021							0
		2022							0
		2023							0
		PD							0
		SUM	20 0	120 0	0	0	0	1403 0	1543 0
22100	ITS, Advanced Signalization, Ada County, ACHD	2019							
	Funding Source: Local Participating	2020						247 0	247 0
	Same as above. (Federal = \$0)  Remove project. No funds have been expended to date.	2021							0
		2022							0
		2023							0
		PD							0
		SUM	0	0	0	0	0	247 0	247 0

Per Valley Regional Transit, June 7, 2019

		Scheduled Costs (including Match) (costs in \$1,000)							
Key No	Project	Cost year	PE	PEC	R W	UT	CE	CN	SUM
19609	Transit – College of Western Idaho Entrance and Roundabout, Nampa	2019						1079 0	1079 0
	Funding Source: FTA 5307 SU	2020							0
	Accommodates the need for alternative transportation services, by installing of public improvements to facilitate access to a bus transport/park and ride facility located by the College of Western Idaho campus in the City of Nampa. Funding from FY2014, FY2015, and FY2018 carried over to FY2019. (Federal = \$0)  Remove project at request of Valley Regional Transit and College of Western Idaho. Move funds to KN 19959 (\$590,000) and KN 19855 (\$188,750). Remaining funds will be reprogrammed at a later date.  Previous expenditures = \$0	2021							0
		2022							0
		2023							0
		PD							0
		SUM	0	0	0	0	0	1079 0	1079 0

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)								
		Cost year	PE	PEC	RW	UT	CE	CN	SUM	
19959	Transit – Pedestrian Improvements, Historic North Nampa Pathway, Nampa	2019						590	590	
	Funding Source: FTA 5307 SU	2020							0	
	Add a bike boulevard and shared lane facilities in the Historic North Nampa neighborhood, and bike and pedestrian rectangular rapid flashing beacon at the Sugar Street crossing on the Indian Creek Pathway. Improvements will connect bicyclists and pedestrians to bus stops along Garrity Boulevard, 11th Avenue North, and 16th Avenue North. <del>FY2017 and FY2018</del> FY2014 funds carried over to FY2019. (Federal = \$472,000)  Replace FY2017 (\$573,750) and FY2018 (\$16,250) funds with FY2014 (\$590,000) funds from KN 19609. Move FY2017 (\$390,000) funds to KN 19855. No change to total cost. Remaining funds will be reprogrammed at a later date. Previous expenditures = \$0 Total cost = \$590,000	2021							0	
		2022								0
		2023								0
		PD								0
		SUM	0	0	0	0	0	590	590	
19855	Pedestrian and Bicycle Improvements, Blaine and Iowa, Nampa	2019						579	579	
	Funding Source: FTA 5307 SU	2020							0	
	Provide pedestrian and bicycle improvements to Blaine Avenue and Iowa Avenue in the City of Nampa. This includes: crossing improvements and a combination of bicycle boulevard, bicycle lanes, and shared-use lane markings to improve access to bus stops along the 12th Avenue South public transportation corridor. FY2014, FY2015, and FY2017 funds carried over to FY2019. (Federal = \$463,000)  Replace FY2019 (\$578,750) funds with FY2014 (\$98,750) and FY2015 (\$90,000) funds from KN 19609, and FY2017 (\$390,000) from KN 19959. No change to total cost. Remaining funds will be reprogrammed at a later date. Previous expenditures = \$0 Total cost = \$579,000	2021							0	
		2022								0
		2023								0
		PD								0
		SUM	0	0	0	0	0	579	579	

5307 = Urban formula funds  
ACHD = Ada County Highway District  
CE = Construction Engineering  
CN = Construction  
FTA = Federal Transit Administration  
FY = Fiscal Year  
ITS = Intelligent Transportation System  
PE = Preliminary Engineering  
PEC = Preliminary Engineering Consultant  
PD = Preliminary Development  
RW = Right-of-Way  
Small Urban = Nampa Urbanized Area  
UT = Utilities



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

May 2, 2019

Jeff Marker, Public Transportation Manager  
Idaho Transportation Department  
3311 State Street  
Boise, ID 83707

RE: Ada County Highway District (ACHD) Request to Close Advanced Signalization Project (KN 22100)

Dear Mr. Marker,

The Ada County Highway District's Traffic Department conducted a full project review of ACHD's Advanced Signalization project, which received a federal Freight grant from ITD. The review determined that there were faulty assumptions in the original concept and project application, and that the approved project will not provide the safety and congestion relief benefits ACHD was seeking. No Freight grant funds were spent on the Advanced Signalization project, and ACHD would like to release all funds back to the Idaho Transportation Department.

If you have any questions, please feel free to contact myself at [dwallace@achdidaho.org](mailto:dwallace@achdidaho.org), or (208) 387-6129, or Tom Ferch, Transportation Funding Coordinator, at [tfersch@achdidaho.org](mailto:tfersch@achdidaho.org) or 208-387-6157.

Sincerely,

A handwritten signature in blue ink that reads 'David G. Wallace'. The signature is fluid and cursive, with the first name 'David' being the most prominent.

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

CC: Nestor Fernandez, Mobility Services Engineer (ITD)  
Crystal Grasmick, Mobility Services (ITD)  
Dyan Bevins, Capital Projects Manager (ACHD)  
Justin Lucas, Plans and Programming Manager (ACHD)  
Tom Ferch, Transportation Funding Coordinator (ACHD)

**TO:** Matt Stoll, COMPASS Executive Director  
**FROM:** Kelli Badesheim, Executive Director  
**DATE:** June 7, 2019  
**RE:** CWI Roundabout Funding/City of Nampa Funding

Valley Regional Transit was notified by CWI that they would not be using the funds that had been allocated to them for the CWI Roundabout Project. CWI does not feel they are ready to move forward with the subrecipient agreement and has asked VRT to remove the project.

Since the oldest funds allocated are for fiscal year 2014 and lapsing, FTA has recommended that VRT amend the current obligated grant ID-2019-002-00 no later than July 12, 2019 in light of this issue.

VRT would like to propose the following solution in order to not lose 5307 SU funds since there is a current City of Nampa project that could fill this void.

Current								
		FY2014	FY2015	FY2017	FY2018	FY2019	Federal tot	Federal/ local total
19609	CWI	\$551,000	\$72,000		\$240,000		\$863,000	\$1,078,750
19959	Historic North Nampa Pathway, Nampa			\$459,000	\$13,000		\$472,000	\$590,000
19855	Bike/Ped, Blaine and Iowa, Nampa					\$463,000	\$463,000	\$578,750
	Total	\$551,000	\$72,000	\$459,000	\$253,000	\$463,000	\$1,798,000	\$2,247,500
Proposed								
		FY2014	FY2015	FY2017	FY2018	FY2019	Federal tot	Federal/ local total
19609	CWI	\$0	\$0	\$0	\$0	\$0	\$0	\$0
19959	Historic North Nampa Pathway, Nampa	\$472,000					\$472,000	\$590,000
19855	Bike/Ped, Blaine and Iowa, Nampa	\$79,000	\$72,000	\$312,000			\$463,000	\$578,750
	Remaining for reprogramming in future	\$0	\$0	\$147,000	\$253,000	\$463,000	\$863,000	\$1,078,750
	Total	\$551,000	\$72,000	\$459,000	\$253,000	\$463,000	\$1,798,000	\$2,247,500

Please contact me if you have any questions about this request. Thank you in advance for your consideration.



for Kelli Badesheim  
Executive Director

Attachment: CWI notification  
KB/kj

# Public Comments Received (Verbatim)

## FY2019–2023 Regional Transportation Improvement Program Amendment

Public Comment Period: May 28 – June 11, 2019

Total number of comments received by COMPASS: 6

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>There needs to be some sort of walking, biking path between Middleton and Midland along Greenhurst. I see people quite often swerve around walkers, joggers and bicycles. It's an accident waiting to happen. Thanks.</p>	<p>Mr. Clark:</p> <p>Thank you for your comments. They will be shared with the COMPASS Board of Directors.</p> <p>Toni G. Tisdale Principal Planner</p>	<p>Fred Clark City of Nampa</p>	<p>Email</p>
<p>Dear Daniel,</p> <p>I am writing today to express my support for the Boise Green Bike program. I've been a member of the bike share program for a few years, and find the service invaluable. Bike share has become the most convenient transportation mode for the short trips I make during the day. I am not interested in using the e-scooter program, since it is "for-profit" and not well-maintained. I think the bike share provides a service that enhances our transportation options rather than clutters and confuses.</p> <p>There is no doubt that changes in technology will necessitate changes to the program. It is my sincere hope that my tax dollars will support this change and ensure the bike share program's continued operational success. As a life-long Treasure Valley resident, I'm proud of the work Valley Regional Transit has done to meet the needs of our growing population. The bike share program is one valuable tool that I can use to improve mobility in and around Boise- especially downtown.</p> <p>I understand that the purchase order should not be completed as written because the technology infrastructure is not compliant with equipment requested. However, I do not wish the funding to be diverted. Please earmark or save the funds already approved so they may be accessed by the bike share system operator in the future once alternative methods are identified.</p> <p>Thank you.</p>	<p>Ms. Keating,</p> <p>Thank you for your comments! We will share them with the COMPASS Board of Directors.</p> <p>Daniel E. Hernandez Assistant Planner</p>	<p>Morgan Keating</p>	<p>Email</p>

<p align="center"><b>Comment</b></p> <p align="center">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center"><b>Staff Response</b></p>	<p align="center"><b>Zip Code Name Affiliation</b></p>	<p align="center"><b>Format</b></p>
<p>I agree with both deletions</p>	<p>Mr. McOmber,</p> <p>Thank you for your comments. They will be shared with the COMPASS Board of Directors.</p> <p>Thank you,</p> <p>Hailey Townsend Communication Assistant</p>	<p>Mac McOmber</p>	<p>Email</p>
<p>Thank you for being on top of these issues. I'm very much in agreement with your recommendations for these two expenditures. It seems to me that to continue would be a waste of money which would just have to be repeated in the near future.</p>	<p>Mr. Shurtleff:</p> <p>Thank you for your comments! They will be shared with the COMPASS Board of Directors.</p> <p>Toni G. Tisdale Principal Planner</p>	<p>David Shurtleff Shurtleff Architects, PLLC</p>	<p>Email</p>
<p>Hi I read the project descriptions and seems that not doing them is responsible. Thanks. I support use of bikes, ride sharing and walking. Please exert control on scooters! Seems dangerous to have scooters on sidewalks or streets. No helmets? Cut speeds.</p>	<p>Ms. Brudenell:</p> <p>Thank you for your comments! They will be shared with the COMPASS Board of Directors.</p> <p>Toni G. Tisdale Principal Planner</p>	<p>Ingrid Brudenell</p>	<p>Email</p>
<p>Ms. Tisdale,</p> <p>I am disappointed to hear that ACHD has decided to remove the ITS Advanced Signalization project (Key 22100) from the TIP.</p> <p>While I was at ACHD, I was involved in writing this project application and to my knowledge there were "no faulty assumptions" in the project application as stated by ACHD.</p> <p>All of the information in the application was based on facts provided to ACHD by the Utah Department of Transportation (UDOT) and several radar detection vendors. UDOT has installed new Advanced Traffic Controllers and new radar detection equipment at over 1,200 signalized intersections in the state of Utah the past several years.</p> <p>UDOT has provided the overall benefit results from these deployments on their webpage and in many technical reports and presentations. In a report by UDOT that came out last week, UDOT stated "with this new technology, only 1 in 4 vehicles now stop for a red light at any intersection in the state of Utah."</p> <p>The benefits of this technology help all vehicles including freight vehicles on the roadway system.</p>	<p>Mr. Larsen:</p> <p>Thank you for your comments. They will be shared with the COMPASS Board of Directors and ACHD.</p> <p>Toni G. Tisdale Principal Planner</p>	<p>Jim Larsen Rocky Mountain ITS Chapter President Nampa, ID</p>	<p>Email</p>

<p align="center"><b>Comment</b></p> <p align="center">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center"><b>Staff Response</b></p>	<p align="center"><b>Zip Code Name Affiliation</b></p>	<p align="center"><b>Format</b></p>
<p>The technology in this grant application would specifically give additional green time to freight vehicles based on the trucks speed and distance from the intersection as an additional safety benefit. ACHD contacted two radar vendors who verified their radar technology could distinguish a freight vehicle from a car and thus relay this information to the new advanced signal controller which would then extend an existing green light.</p> <p>ACHD staff spoke to and met with UDOT staff several times during this application process to make sure information in this application was accurate. There were "no assumptions" in this application, just facts from previous implementations.</p> <p>I gave several presentations on this grant application project to ITD's Freight advisory team with nothing but positive feedback and strong support for its implementation.</p> <p>Technology should always continue to improve and never stay stagnant and this is very disappointing to see ACHD drop this project.</p> <p>The bigger disappointment was to see that ACHD also dropped the SMART Arterial Management project (Key 20782) that was awarded by FHWA and was only 1 of 10 awards across the US. This deletion was also based on "faulty assumptions" which again that proposal was based on facts and no assumptions. That proposal took over 5 months to write by a combination of ACHD and COMPASS staff.</p> <p>By cancelling both of these projects ACHD will have a hard time getting any further technology grants from FHWA or ITD.</p> <p>A big missed opportunity.</p>			

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**TOPIC:** Delayed Replacement/Deferred Maintenance Projects

**DATE:** June 13, 2019

**Summary:**

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

State of Good Repair / Transit Asset Management

The VRT Board of Directors approved the Regional Transit Asset Management (TAM) Policy for scoring and evaluating public transportation assets, setting targets, and prioritizing capital projects.

VRT staff and other regional public transportation providers conducted an inventory of all real property and equipment assets, classified them according to FTA definitions and scored the assets according to the scoring criteria in the Regional Public Transportation Assets Policy and Plan. Having all the assets scored through the same scoring criteria provides for a better tool to compare assets and establish capital project priorities. The analysis that follows documents the assets that fall below the TAM target of 2.5 established by the VRT Board of directors.

**TAM Scores and Capital Budget**

VRT adopted a policy to establish the TAM target of 2.5 for most of the asset categories. The data in the following tables represent the most recent scoring completed in January 2019 by all participants. The analysis assumes a five-year replacement horizon, with all the calculations showing annual average funding required to have all assets scoring under 2.5 today to be replaced or improved. The analysis is updated each year to factor in new assets that may score below 2.5 and expected changes in costs and other factors. The highlights from the tables are summarized following this memo.

Table 1 shows the summary of projects, by project type, in the large urban, small urban and regional areas falling below a score of 2.5. The regional category consists of both large and small urban projects. The table shows the assets broken out by the TAM



scores and running total showing the cumulative costs needed to achieve the current 2.5 target. All assets that fall below the 2.5 score are considered either delayed replacement or deferred maintenance.

Tables 2 and 3 provide a summary of expenses by capital categories for all assets scoring below 2.5. These categories include rollingstock, equipment, technology, and facilities. The annual averages are broken out by large urban, small urban and the portion of the large urban attributed to Boise fixed-route and ADA paratransit services.

Tables 4 and 5 provide an overview of the funding currently programmed in the proposed Transportation Improvement Program (TIP) for FY2020 through FY2024. The average annual funding is based on the five-year replacement/improvement horizon carried through the entire analysis.

Table 6 identifies the additional federal funding required to achieve the five-year replacement/improvement schedule, with specific attention to FY2020. VRT will review this analysis each year and adjust the annual requests based on current costs and conditions of assets.

**Staff Recommendation/Request:**

This is an information only item. VRT staff is anticipating a future request to COMPASS to allocate additional federal funding to achieve the replacement schedule as outlined.

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

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

**Highlights:**

- ValleyConnect 2.0 – Approved April 2, 2018
- Transit Asset Management Policy - Approved September 24, 2018
- Transit Asset Management Plan – Approved December 3, 2018
- Scoring completed January 2019

**More Information:** Kelli Badesheim, [kbadesheim@valleyregionaltransit.org](mailto:kbadesheim@valleyregionaltransit.org), 208.258.2712.

## Analysis Assumptions

- All data based on scoring completed in January 2019, and assumes replacing and improving assets to maintain existing services (Does not including proposed service enhancements).
- Annual average costs are based on five-year horizon.
- Cost estimates for rollingstock are based on CNG and diesel fueled buses.
- The capital plan will be reviewed each year and updated based on changes in costs and conditions.
- Delayed replacement is the term referring to rollingstock and equipment, and deferred maintenance is the term referring to facilities and systems within facilities, scoring under 2.5.
- VRT prioritizes the replacement/improvement of assets based on the TAM score and will be approved through the annual VRT budgeting process.
- Federal and local funding sources are based on the preliminary FY2020 through FY2024 Transportation Improvement Plan (TIP)
- Federal and local estimates for needed funding based on 80/20 federal/local match ratio.

## Findings

### Table 1

- The cumulative total for all the regional public transportation in these categories is \$35.4 million.
- This is the first year bus stops have been added to the list. The lower scores for bus stops represent condition of sidewalks and ADA accessibility elements.

### Tables 2 and 3

- The region should be investing \$7.08 million each year to address backlog of replacement and improvements.
- Boise fixed-route and ADA paratransit expenses are \$4.8 million of the total annual expenses.
- The majority of the facility expenses (\$4.8 million) are improvements needed to the Orchard maintenance facility (constructed 1998), including needed upgrades to the CNG fueling system (\$3.1 million).
- Boise State facility (constructed 1965) is a shared facility with other campus fleet maintenance. It is VRT's understanding these costs ((\$3.3 million) include the entire cost, not the cost that is related to transit services.
- Fixed route rollingstock makes up \$10 million in needed investments to both VRT and Boise State fixed route services.
- Commuteride vans make up \$301 thousand in investment.

- ADA paratransit (demand response) requires \$1.8 million in investment.
- The Happy Day Transit Center (purchased and renovated in 2014) requires substantial improvements (totaling \$3.5 million), including replacing the roof, awning repair and storefront glass replacement.
- Improvements to date have focused on ADA requirements.
- Regional area projects can utilize both large urban and small urban funding sources.
- Projects include specialized transportation vehicle replacement (\$1 million) and technology hardware and software projects (\$2.4 million)

#### Tables 4 and 5

- Capital federal and capital funding programmed over the next five years totals \$11.8 million, averaging \$2.1 million in the large urban area, and \$1.2 in the small urban area.
- The primary funding source for the large urban area is STP-TMA funding (\$7.6 million) and 5307 in the small urban area (\$7.1 million).
- The annual average local match required to match federal funding is \$280 thousand in the large urban area and \$314 thousand in the small urban area.

#### Table 6

- The average annual federal need is \$2.8 million in the large urban area and \$1.3 million in small urban area
- There is a need for \$3.5 million annually in additional funding in the large urban area to replace to remove the backlog of capital replacement/improvement projects.
- The small urban area has enough federal funding programmed to meet the need for federal funding over the next five years.
- The local match need required to match additional federal funds in the large urban area is \$702 thousand at the 80/20 match ratio.
- The local match in the small urban area will require higher investments by the local governments supporting those services.

#### **Next Steps**

- VRT initiated a regional facilities plan to consider changes to facilities based on regional service needs, new fuel technology, and a more refined process for assessing bus stop improvements and enhancements.
- VRT staff is actively working with local governments to secure the match for maintaining the five-year replacement/improvement goal.
- VRT is updating the cost allocation methodology to take into account funding required to replace and maintain assets at the established TAM targets.

Table 1

**Regional Public Transportation Assets by TAM Score  
TAM 0.0 to 2.5 (2019 Scores)**

UZA	Description	TAM Scores 0.0 - 0.5	Total Per TAM Score	Running Total	TAM Group Total
LU	Equipment	97,000			
LU	Boise State Facilities	3,095,000			
LU	Rolling Stock -- Boise State	140,000			
LU	Rolling Stock -- Demand Response	100,000			
LU	Facility - Fueling System	206,850			
<b>LU</b>	<b>Total 0.0 to 0.5</b>		<b>3,638,850</b>	<b>3,638,850</b>	

UZA	Description	TAM Scores 0.0 - 0.5	Total Per TAM Score	Running Total
SU	Canyon Facility - Office and Shop	1,325,000		
<b>SU</b>	<b>Total 0.0 to 0.5</b>		<b>1,325,000</b>	<b>4,963,850</b>

UZA	Description	TAM Scores 0.0 - 0.5	Total Per TAM Score	Running Total	TAM Group Total
Reg	IT- Hardware and Business Enterprise	531,500			
<b>Reg</b>	<b>Total 0.0 to 0.5</b>		<b>531,500</b>	<b>5,495,350</b>	<b>5,495,350 0.0 - 0.5</b>

UZA	Description	TAM Scores 0.6 - 1.0	Total Per TAM Score	Running Total	TAM Group Total
LU	Rolling Stock - Demand Response	300,000			
LU	Rolling Stock - Fixed-route	3,920,000			
LU	Facility - Office and Parking Lot	105,000			
LU	Facility - Fueling System	513,300			
LU	Facility - Bus Stops	375,000			
LU	Facility - Boise State	230,000			
<b>LU</b>	<b>Total 0.6 to 1.0</b>		<b>5,443,300</b>	<b>10,938,650</b>	

UZA	Description	TAM Scores 0.6 - 1.0	Total Per TAM Score	Running Total
SU	Facilities - Office and Shop	840,000		
SU	Rolling Stock - Fixed Route	100,000		
SU	Equipment - Shop	50,000		
<b>SU</b>	<b>Total 0.6 to 1.0</b>		<b>990,000</b>	<b>11,928,650</b>

UZA	Description	TAM Scores 0.6 - 1.0	Total Per TAM Score	Running Total	TAM Group Total
Reg	IT Hardware and ITS Projects	545,739			
<b>Reg</b>	<b>Total 0.6 to 1.0</b>		<b>545,739</b>	<b>12,474,389</b>	<b>6,979,039 0.6-1.0</b>

UZA	Description	TAM Scores 1.1 - 1.5	Total Per TAM Score	Running Total	TAM Group Total
LU	Facility - Office and Shop Improvements	506,500			
LU	Facility - Bus Stops	3,140,000			
LU	Facility - Fueling System	544,800			
LU	Equipment - AVL GPS Boise State	50,000			
<b>LU</b>	<b>Total 1.1 to 1.5</b>		<b>4,241,300</b>	<b>16,715,689</b>	

UZA	Description	TAM Scores 1.1 - 1.5	Total Per TAM Score	Running Total
SU	Facility - Shop	465,000		
SU	Facility- Bus Stops	1,050,000		
<b>SU</b>	<b>Total 1.1 to 1.5</b>		<b>1,515,000</b>	<b>18,230,689</b>

UZA	Description	TAM Scores 1.1 - 1.5	Total Per TAM Score	Running Total	
Reg	Rolling Stock - Specialized Transportation	949,000			
Reg	Facilities - Intercounty bus stops	608,000			
<b>Reg</b>	<b>Total 1.1 to 1.5</b>		<b>1,557,000</b>	<b>19,787,689</b>	<b>7,313,300 1.1 - 1.5</b>

UZA	Description	TAM Scores 1.6 - 2.0	Total Per TAM Score	Running Total	TAM Group Total
LU	Rolling Stock - Demand Response	800,000			
LU	Rolling Stock - Fixed Route	2,450,000			
LU	Rolling Stock - Commuter Vans	87,200			
LU	Equipment - Support Vehicle	55,000			
LU	Facilities - Bus Stops	1,595,000			
LU	Facilities - Fueling System rebuild	1,500,000			
LU	Facilities - Office and Shop	463,000			
LU	Facilities - Boise State	15,000			
<b>LU</b>	<b>Total 1.6 to 2.0</b>		<b>6,965,200</b>	<b>26,752,889</b>	

UZA	Description	TAM Scores 1.6 - 2.0	Total Per TAM Score	Running Total	
SU	Facilities - Office and Shop	175,000			
SU	Equipment - Shop	50,000			
<b>SU</b>	<b>Total 1.6 to 2.0</b>		<b>225,000</b>	<b>26,977,889</b>	

UZA	Description	TAM Scores 1.6 - 2.0	Total Per TAM Score	Running Total	
Reg	Facility - Region Office	300,000			
Reg	ITS - Hardware and Software	1,281,000			
Reg	Facilities - Bus Stops Intercounty	90,000			
<b>Reg</b>	<b>Total 1.6 to 2.0</b>		<b>1,671,000</b>	<b>28,648,889</b>	<b>8,861,200 1.1 - 1.5</b>

UZA	Description	TAM Scores 2.0 - 2.5	Total Per TAM Score	Running Total	TAM Group Total
LU	Rolling Stock - Fixed Route	3,470,000			
LU	Rolling Stock - Demand Response	600,000			
LU	Rolling Stock - Commuter Vans	213,300			
LU	Facilities - Shop and Office	587,000			
LU	Facilities - Bus Stops	109,000			
LU	Facilities - Fueling System	377,000			
LU	Equipment Support Vehicles - Fareboxes	593,590			
<b>LU</b>	<b>Total 2.0 to 2.5</b>		<b>5,949,890</b>	<b>34,598,779</b>	

UZA	Description	TAM Scores 2.0 - 2.5	Total Per TAM Score	Running Total	
SU	Facilities - Shop	680,000			
	Rollingstock - Fixed Route	100,000			
<b>SU</b>	<b>Total 2.0 to 2.5</b>		<b>780,000</b>	<b>35,378,779</b>	

UZA	Description	TAM Scores 2.0 - 2.5	Total Per TAM Score	Running Total	
Reg	IT - Hardware and Software	30,000			
<b>Reg</b>	<b>Total 2.0 to 2.5</b>		<b>30,000</b>	<b>35,408,779</b>	<b>6,759,890 2.0 - 2.5</b>

**Table 2**

<b>Capital Expenses with Scores up to 2.5</b>					
<b>Total</b>	<b>Rolling Stock</b>	<b>Trans Equipment</b>	<b>Technology</b>	<b>Facilities</b>	<b>Total</b>
<b>0.0 - 0.5</b>	\$ 240,000	\$ 97,000	\$ 531,500	\$ 4,626,850	\$ 5,495,350
<b>0.6 - 1.0</b>	4,320,000	50,000	545,739	2,063,300	6,979,039
<b>1.1 - 1.5</b>	949,000		50,000	6,314,300	7,313,300
<b>1.6 - 2.0</b>	3,337,200	105,000	1,281,000	4,138,000	8,861,200
<b>2.1 - 2.5</b>	4,383,300	580,000	43,590	1,753,000	6,759,890
<b>Total Capital</b>	<b>\$ 13,229,500</b>	<b>\$ 832,000</b>	<b>\$ 2,451,829</b>	<b>\$ 18,895,450</b>	<b>\$ 35,408,779</b>
			Average Annual	Large Urban	5,875,798
			Average Annual	Small Urban	1,205,958
			Average Annual	Total	\$ 7,081,756

<b>Boise Capital Expenses</b>	11,640,000	745,590	1,600,120	10,022,450	24,008,160
				Average Annual	4,801,632.02

**Table 3**

<b>Rolling Stock with Scores up to 2.5</b>				
	<b>Large Urban</b>	<b>Small Urban</b>	<b>Regional</b>	<b>Total</b>
<b>Fixed Route</b>	\$ 9,980,000	\$ 200,000		\$ 10,180,000
<b>Demand Response</b>	1,800,000			1,800,000
<b>Commuter Van</b>	300,500			300,500
<b>Specialized</b>			949,000	949,000
<b>Total Rollingstock</b>	<b>\$ 12,080,500</b>	<b>\$ 200,000</b>	<b>\$ 949,000</b>	<b>\$ 13,229,500</b>

<b>Shop Equipment and Technology</b>				
	<b>Large Urban</b>	<b>Small Urban</b>	<b>Regional*</b>	<b>Total</b>
<b>Boise State</b>	\$ 50,000			\$ 50,000
<b>Boise Fixed-Route/Paratransit</b>	745,590			745,590
<b>Canyon Fixed-Route/Paratransit</b>		100,000	-	100,000
<b>Regional Technology</b>			2,388,239	2,388,239
<b>Total Equipment/Technology</b>	<b>\$ 795,590</b>	<b>\$ 100,000</b>	<b>\$ 2,388,239</b>	<b>\$ 3,283,829</b>

\* Divided 67 percent to Large Urban and 33 percent to Small Urban

<b>Facilities with Scores up to 2.5</b>				
	<b>Large Urban</b>	<b>Small Urban</b>	<b>Regional</b>	<b>Total</b>
<b>Boise State</b>	\$ 3,340,000			\$ 3,340,000
<b>VRT Fueling Systems</b>	3,141,950			3,141,950
<b>VRT Shop, Office, Site</b>	1,661,500	3,485,000	300,000	5,446,500
<b>Fixed Route Bus Stops</b>	5,219,000	698,000	1050000	6,967,000
<b>Total Facilities</b>	<b>\$ 13,362,450</b>	<b>\$ 4,183,000</b>	<b>\$ 1,350,000</b>	<b>\$ 18,895,450</b>

Table 4

<b>Federal and Local Funds by Federal Sources*</b>				
	<b>5307LU</b>	<b>5339LU</b>	<b>STP-TMA</b>	<b>Total LU</b>
<b>FY20</b>	\$ 558,000	\$ 555,000	\$ 1,575,000	\$ 2,688,000
<b>FY21</b>	\$ 229,000	\$ 555,000	1,542,000	2,326,000
<b>FY22</b>	\$ 229,000	\$ 555,000	1,511,000	2,295,000
<b>FY23</b>	\$ 229,000	\$ 555,000	1,480,000	2,264,000
<b>FY24</b>	\$ 229,000	\$ 555,000	1,449,000	2,233,000
<b>Total</b>	\$ 1,474,000	\$ 2,775,000	\$ 7,557,000	\$ 11,806,000

	<b>Average Annual</b>			
Large Urban Federal	\$ 1,179,200	\$ 2,220,000	\$ 7,002,316	\$ 2,080,303
Large Urban Local	\$ 294,800	\$ 555,000	\$ 554,684	\$ 280,897

	<b>5307SU</b>	<b>5339SU</b>	<b>STP-U</b>	<b>TOTAL SU</b>
<b>FY20</b>	\$ 1,413,000	\$ 371,000	\$ 159,000	\$ 1,943,000
<b>FY21</b>	1,413,000	371,000	-	1,784,000
<b>FY22</b>	1,413,000	-	-	1,413,000
<b>FY23</b>	1,413,000	-	-	1,413,000
<b>FY24</b>	1,413,000	-	-	1,413,000
<b>Total</b>	\$ 7,065,000	\$ 742,000	\$ 159,000	\$ 7,966,000

	<b>Average Annual</b>			
Small Urban Federal	\$ 5,652,000	\$ 593,600	\$ 147,329	\$ 1,278,586
Small Urban Local	\$ 1,413,000	\$ 148,400	\$ 11,671	\$ 314,614

\*Based on Proposed 2020 through 2024 Transportation Improvement Program

Table 5

<b>Funding Available</b>		<b>TAM Needs</b>		<b>Variance</b>
<b>Total LU, SU and Local</b>				
<b>FY20</b>	\$ 4,631,000	<b>0.0 - 0.5</b>	\$ 5,495,350	
<b>FY21</b>	4,110,000	<b>0.6 - 1.0</b>	\$ 6,979,039	
<b>FY22</b>	3,708,000	<b>1.1 - 1.5</b>	\$ 7,313,300	
<b>FY23</b>	3,677,000	<b>1.6 - 2.0</b>	\$ 8,861,200	
<b>FY24</b>	3,646,000	<b>2.1 - 2.5</b>	\$ 6,759,890	
<b>Total</b>	\$ 19,772,000	<b>Total</b>	\$ 35,408,779	\$ (15,636,779)

Annual Variance \$ (3,127,356)

**Table 6**

<b>FY2020 Delayed Replacement/Deferred Maintenance Funding/Needs Summary</b>			
<u>Programmed</u>	<b>Total</b>	<b>LU</b>	<b>SU</b>
Annual Deferred Maintenance	7,081,756	5,875,798	1,205,958
Average Annual Programmed Federal	3,358,889	2,080,303	1,278,586
Annual Average Programmed Local	595,511	280,897	314,614
Annual Average Unfunded Need		3,514,598	(387,242)

<u>Unprogrammed Need</u>			
Average Annual Funding Need		3,514,598	0
Average Annual Federal Need		2,811,678	0
Average Annual Local Need		702,920	0

**FY2020 Based on Annual Average Costs**

<u>FY2020 Estimated Federal Need</u>			
Total Programmed/Unprogrammed Need		6,170,568	0
Programmed Federal Funding		3,358,889	0
Unprogrammed Available Funding		1,175,000	0
Total FY2020 Unfunded Federal Need		1,636,678	0
<u>FY2020 Estimated Local Need</u>			
Total Programmed/Unprogrammed Need		983,816	0
Total FY2020 Available Local		280,897	0
Total FY2020 Unfunded Need		702,920	0
Total Federal and Local Need		2,339,598	0



## RTAC AGENDA ITEM VI-B

Date: June 26, 2019

### Topic: “Drivers” of Change that Will Affect the Future Transportation System

#### Request/Recommendation:

This is a discussion item only.

#### Summary:

A first step in developing a long-range plan is to understand regional growth, demographic, and lifestyle trends to be able to develop assumptions about future conditions. For *Communities in Motion 2050* (CIM 2050), this step is more important than ever, as rapidly changing technology, demographics, and other issues will have a significant impact on our future transportation system.

As part of the “Explore” phase of developing CIM 2050, COMPASS will engage the public to better understand local and regional trends and preferences in order to develop realistic assumptions for the planning process. To prepare for that, in the June 26, 2019, RTAC meeting, COMPASS staff will engage RTAC in an interactive exercise to help identify the most important “drivers” of change in the region, to help ensure COMPASS asks the most relevant questions of the public.

The resulting list of “drivers” developed by RTAC will be used to inform questions to ask in Public Involvement Opportunity #1 (fall 2019), as well as to identify other issues or trends that should be included in the analysis of future conditions. The results of Public Involvement Opportunity #1, in turn, will help determine trends and preferences that will feed into “what if” scenarios and questions regarding goals and values for Public Involvement Opportunity #2 (spring 2020).

Together, the results of these two public involvement opportunities will help shape the growth and lifestyle assumptions, goals and values, regional trends, and lead to a preferred transportation and land-use scenario that will be the basis for CIM 2050.

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

Understanding growth, demographic, and lifestyle trends, and how they will manifest themselves in the Treasure Valley, will allow COMPASS to develop realistic planning assumptions for CIM 2050.

#### More Information:

- 1) For detailed information contact Carl Miller at 208/475-2239 or [cmiller@compassidaho.org](mailto:cmiller@compassidaho.org) or Amy Luft at 208/475-2229 or [aluft@compassidaho.org](mailto:aluft@compassidaho.org).

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# RTAC AGENDA WORKSHEET

<i>ID #</i>	<i>Title/Description</i>	<i>Mandatory</i> <sup>1</sup>	<i>Additional Information</i>	<i>Agenda Type</i> <sup>2</sup>	<i>Time</i>	<i>Presenters</i>	<i>Proposed Agenda</i>	<i>Board Agenda</i>
1.	Approve RTAC Meeting Minutes	Yes		Consent Agenda	5	N/A	Monthly	N/A
2.	Receive Obligation Report	No		Status Report	N/A	N/A	As Appropriate	N/A
3.	Receive RTAC Agenda Worksheet	No		Status Report	N/A	N/A	Monthly	N/A
<b>UPCOMING AGENDA ITEMS</b>								
4.	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	August 28	October
5.	Review Past Communities in Motion Implementation Grant and Project Development Program Projects	No	Kathy Parker will review past Communities in Motion Implementation Grant and Project Development Program projects.	Information/ Discussion	15	Kathy Parker	August 28	October
6.	Review Results of Rails-with-Trails Study	No	Rachel Haukkala will review the results of the Rails-with-Trails study for conceptual design and planning level cost estimates.	Information/ Discussion	20	Rachel Haukkala	August 28	

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

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

<b>ID #</b>	<b>Title/Description</b>	<b>Mandatory<sup>1</sup></b>	<b>Additional Information</b>	<b>Agenda Type<sup>2</sup></b>	<b>Time</b>	<b>Presenters</b>	<b>Proposed Agenda</b>	<b>Board Agenda</b>
7.	Recommend FY2020-2026 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 FY2020-2026 TIP and associated air quality conformity demonstration, after review of public comments.	Action	20	Toni Tisdale	September 25	October
8.	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
9.	Review State Street Transit Oriented Development (TOD) study report	No	Stephen Hunt from VRT will review the final report of the State Street TOD study.	Information/ Discussion	20	Stephen Hunt	September 25	
10.	Approve 2020 RTAC Meeting Dates/Times	Yes	Approve 2020 RTAC Meeting Dates/Times	Consent Agenda	N/A	N/A	November 20	N/A
11.	Receive Safety Targets	Yes	Receive the annual safety targets adopted by the Idaho Transportation Department	Action	15	Carl Miller	November 20	N/A
12.	Review the <i>Communities in Motion 2040 2.0</i> (CIM 2040 2.0) Update Policy	No	Liisa Itkonen will review the implementation of the policy to update information in CIM 2040 2.0.	Information/ Discussion	15	Liisa Itkonen	January 22 2020	N/A

<i>ID #</i>	<i>Title/Description</i>	<i>Mandatory</i> <sup>1</sup>	<i>Additional Information</i>	<i>Agenda Type</i> <sup>2</sup>	<i>Time</i>	<i>Presenters</i>	<i>Proposed Agenda</i>	<i>Board Agenda</i>
13.	Recommend Members' FY2021 Unified Planning Work Program (UPWP) Requests	No	Liisa Itkonen will seek RTAC recommendation of priorities for members' requests for the FY2021 UPWP.	Action	25	Liisa Itkonen	March 18	June
14.	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 - 6/18/2019] [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
<b>State Hwy - Pavement Preservation (Commerce)</b>									
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
							<b>\$2,079,640.00</b>	<b>\$2,079,640.00</b>	<b>\$0.00</b>
19709	3	SH 44, I 84 TO JCT SH 55 NORTH, CANYON & ADA CO	2019	Awarded (or equiv.)	100	PE	(\$39,000.00)	(\$39,000.00)	\$0.00
						CE	\$201,709.00	\$201,709.00	\$0.00
						CN	\$2,117,939.00	\$2,117,939.00	\$0.00
							<b>\$2,280,648.00</b>	<b>\$2,280,648.00</b>	<b>\$0.00</b>
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
							<b>\$1,170,400.00</b>	<b>\$1,170,400.00</b>	<b>\$0.00</b>
20060	3	I 84, SAND HOLLOW IC TO FARMERS SEBREE CANAL	2021	Development	100	PE	\$15,000.00	\$0.00	\$15,000.00
							<b>\$15,000.00</b>	<b>\$0.00</b>	<b>\$15,000.00</b>
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
							<b>\$25,000.00</b>	<b>\$0.00</b>	<b>\$25,000.00</b>
20212	3	I 84, GARRITY IC TO TEN MILE IC, NAMPA	2021	Development	100	PE	\$39,000.00	\$0.00	\$39,000.00
							<b>\$39,000.00</b>	<b>\$0.00</b>	<b>\$39,000.00</b>
State Hwy - Pavement Preservation (Commerce) Total							<b>\$5,609,688.00</b>	<b>\$5,530,688.00</b>	<b>\$79,000.00</b>
<b>State Hwy - Pavement Restoration</b>									
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)
							<b>(\$7,240,000.00)</b>	<b>(\$7,153,626.00)</b>	<b>(\$86,374.00)</b>
20351	3	I 84, CALDWELL TO KARCHER, CANYON CO	2019	Development	111	PC	\$2,800,000.00	\$2,800,000.00	\$0.00
							<b>\$2,800,000.00</b>	<b>\$2,800,000.00</b>	<b>\$0.00</b>
20506	3	SH 55C, STATE ST TO PAYETTE RIVER BR	2023	Development	111	PE	(\$75,000.00)	(\$75,000.00)	\$0.00
						PC	\$75,000.00	\$75,000.00	\$0.00
							<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
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
							<b>\$1,700,000.00</b>	<b>\$1,700,000.00</b>	<b>\$0.00</b>
20798	3	I 84, NORTHSIDE BLVD TO FRANKLIN BLVD, NAMPA	2019	PS&E (or equiv.)	111	CE	\$420,830.00	\$322,009.00	\$98,821.00
							<b>\$420,830.00</b>	<b>\$322,009.00</b>	<b>\$98,821.00</b>

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
20799	3	I 84, KARCHER IC TO NORTHSIDE BLVD	2019	Awarded (or equiv.)	111	CN	\$9,743,200.00	\$9,743,200.00	\$0.00
							<b>\$9,743,200.00</b>	<b>\$9,743,200.00</b>	<b>\$0.00</b>
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
							<b>\$1,500,000.00</b>	<b>\$1,500,000.00</b>	<b>\$0.00</b>
State Hwy - Pavement Restoration Total							<b>\$8,924,030.00</b>	<b>\$8,911,583.00</b>	<b>\$12,447.00</b>
<b>State Hwy - Bridge Preservation</b>									
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	\$295,867.00	\$0.00
						CN	\$3,106,601.00	\$3,106,601.00	\$0.00
							<b>\$3,466,468.00</b>	<b>\$3,466,468.00</b>	<b>\$0.00</b>
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
							<b>\$275,000.00</b>	<b>\$275,000.00</b>	<b>\$0.00</b>
State Hwy - Bridge Preservation Total							<b>\$3,741,468.00</b>	<b>\$3,741,468.00</b>	<b>\$0.00</b>
<b>State Hwy - Bridge Restoration</b>									
13387	3	SH 55, SNAKE RV BR, MARSING	2020	Awarded (or equiv.)	103	PE	\$13,004.00	\$13,004.00	\$0.00
						PC	(\$9,319.00)	(\$9,319.00)	\$0.00
						RW	(\$28.00)	(\$28.00)	\$0.00
						LP	(\$14.00)	(\$14.00)	\$0.00
						UT	\$180,000.00	\$180,000.00	\$0.00
						CE	\$145,704.00	\$145,704.00	\$0.00
						CC	\$448,828.00	\$448,828.00	\$0.00
						CN	\$4,435,939.00	\$4,435,939.00	\$0.00
							<b>\$5,214,114.00</b>	<b>\$5,214,114.00</b>	<b>\$0.00</b>
18950	3	SH 44, CANYON CANAL BR, MIDDLETON	2019	Awarded (or equiv.)	103	CN	\$20,884.00	\$20,884.00	\$0.00
							<b>\$20,884.00</b>	<b>\$20,884.00</b>	<b>\$0.00</b>
19874	3	I 84, BLACKS CR RD IC, ADA CO	2019	Development	103	PE	\$70,000.00	(\$30,000.00)	\$100,000.00
						PC	\$753,000.00	\$753,000.00	\$0.00
						RW	\$30,000.00	\$30,000.00	\$0.00
						LP	\$15,000.00	\$15,000.00	\$0.00
						CE	\$1,020,000.00	\$0.00	\$1,020,000.00
						CN	\$10,200,000.00	\$0.00	\$10,200,000.00
							<b>\$12,088,000.00</b>	<b>\$768,000.00</b>	<b>\$11,320,000.00</b>

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	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
						CN	\$4,205,999.00	\$4,205,999.00	\$0.00
							<b>\$5,299,619.00</b>	<b>\$5,299,619.00</b>	<b>\$0.00</b>
State Hwy - Bridge Restoration Total							<b>\$22,622,617.00</b>	<b>\$11,302,617.00</b>	<b>\$11,320,000.00</b>
<b>State Hwy - Supporting Infrastructure Assets</b>									
18833	3	SH 55, EAGLE RD; SIGNAL EQUIPMENT UPGRADES	2019	Awarded (or equiv.)	117	CN	\$60,000.00	\$60,000.00	\$0.00
							<b>\$60,000.00</b>	<b>\$60,000.00</b>	<b>\$0.00</b>
State Hwy - Supporting Infrastructure Assets Total							<b>\$60,000.00</b>	<b>\$60,000.00</b>	<b>\$0.00</b>
<b>State Hwy - Safety &amp; Capacity (Safety)</b>									
18833	3	SH 55, EAGLE RD; SIGNAL EQUIPMENT UPGRADES	2019	Awarded (or equiv.)	106	CN	\$60,000.00	\$60,000.00	\$0.00
							<b>\$60,000.00</b>	<b>\$60,000.00</b>	<b>\$0.00</b>
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
							<b>\$266,034.00</b>	<b>\$266,034.00</b>	<b>\$0.00</b>
19944	3	US 20/26, CHINDEN; LOCUST GROVE TO EAGLE	2020	Development	106	RW	\$135,000.00	\$135,000.00	\$0.00
						LP	\$2,800,000.00	\$2,800,000.00	\$0.00
							<b>\$2,935,000.00</b>	<b>\$2,935,000.00</b>	<b>\$0.00</b>
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
							<b>(\$587,100.00)</b>	<b>(\$587,100.00)</b>	<b>\$0.00</b>
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
							<b>(\$600,000.00)</b>	<b>(\$600,000.00)</b>	<b>\$0.00</b>
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
State Hwy - Safety & Capacity (Safety) Total							<b>\$1,073,934.00</b>	<b>\$1,073,934.00</b>	<b>\$0.00</b>
<b>State Hwy - Safety &amp; Capacity (Capacity)</b>									
13476	3	SH 44, HALF CFI INT EAGLE RD & SH44, EAGLE	2021	Development	112	PE	(\$10,000.00)	(\$10,000.00)	\$0.00
						PC	\$25,000.00	\$25,000.00	\$0.00
						RW	\$10,000.00	\$10,000.00	\$0.00
						LP	\$155,000.00	\$155,000.00	\$0.00
							<b>\$180,000.00</b>	<b>\$180,000.00</b>	<b>\$0.00</b>

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
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
						<b>(\$1,323,626.00)</b>	<b>(\$1,410,000.00)</b>	<b>\$86,374.00</b>	
20351	3	I 84, CALDWELL TO KARCHER, CANYON CO	2019	Development	112	PC	(\$4,200,000.00)	(\$4,200,000.00)	\$0.00
							<b>(\$4,200,000.00)</b>	<b>(\$4,200,000.00)</b>	<b>\$0.00</b>
20788	3	SH 16, I 84 TO US 20/26, ADA & CANYON COS	2021	Development	107	RW	\$11,500,000.00	\$0.00	\$11,500,000.00
						112 PC	\$7,800,000.00	\$7,800,000.00	\$0.00
						RW	\$3,522,000.00	\$0.00	\$3,522,000.00
						<b>\$22,822,000.00</b>	<b>\$7,800,000.00</b>	<b>\$15,022,000.00</b>	
20796	3	I 84, KARCHER IC TO FRANKLIN BLVD IC TEMP SHOULDER	2019	Awarded (or equiv.)	112	CE	(\$210,000.00)	(\$210,000.00)	\$0.00
						CC	(\$410,000.00)	(\$410,000.00)	\$0.00
						CN	(\$4,492,739.00)	(\$4,492,739.00)	\$0.00
						<b>(\$5,112,739.00)</b>	<b>(\$5,112,739.00)</b>	<b>\$0.00</b>	
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	(\$3,227,262.00)	(\$3,227,262.00)	\$0.00
						<b>(\$3,857,262.00)</b>	<b>(\$3,857,262.00)</b>	<b>\$0.00</b>	
20798	3	I 84, NORTHSIDE BLVD TO FRANKLIN BLVD, NAMPA	2019	PS&E (or equiv.)	112	CC	(\$5,040,000.00)	(\$5,475,283.00)	\$435,283.00
						CN	\$27,550,000.00	\$27,465,039.00	\$84,961.00
							<b>\$22,510,000.00</b>	<b>\$21,989,756.00</b>	<b>\$520,244.00</b>
20799	3	I 84, KARCHER IC TO NORTHSIDE BLVD	2019	Awarded (or equiv.)	112	CE	\$272,000.00	\$184,724.00	\$87,276.00
						CC	\$1,088,000.00	\$978,894.00	\$109,106.00
						CN	\$3,956,800.00	\$709,804.00	\$3,246,996.00
						<b>\$5,316,800.00</b>	<b>\$1,873,422.00</b>	<b>\$3,443,378.00</b>	
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
							<b>\$2,337,100.00</b>	<b>\$2,337,100.00</b>	<b>\$0.00</b>
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
							<b>\$225,000.00</b>	<b>\$225,000.00</b>	<b>\$0.00</b>
State Hwy - Safety & Capacity (Capacity) Total							<b>\$38,897,273.00</b>	<b>\$19,825,277.00</b>	<b>\$19,071,996.00</b>
<b>Hwy Safety - Local</b>									
20167	3	STC-8533, INT SMITH AVE & MIDDLETON RD SIGNAL, NAMPA	2019	PS&E (or equiv.)	118	CE	\$2,192.00	\$2,192.00	\$0.00
						CC	\$43,833.00	\$43,833.00	\$0.00
						CL	\$13,150.00	\$13,150.00	\$0.00



KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
20167	3	STC-8533, INT SMITH AVE & MIDDLETON RD SIGNAL, NAMPA	2019	PS&E (or equiv.)	118	CN	\$460,825.00 <b>\$520,000.00</b>	\$460,245.00 <b>\$519,420.00</b>	\$580.00 <b>\$580.00</b>
20275	3	NHS-7220, STATE ST LIGHTING; 16TH TO 23RD, ACHD	2019	PS&E (or equiv.)	118	PL CE CC CL CN	\$3,000.00 \$2,000.00 \$43,000.00 \$10,000.00 \$238,000.00 <b>\$296,000.00</b>	\$3,000.00 \$1,784.00 \$35,689.00 \$4,759.00 \$249,822.00 <b>\$295,054.00</b>	\$0.00 \$216.00 \$7,311.00 \$5,241.00 (\$11,822.00) <b>\$946.00</b>
20613	3	SMA-8383, INT LONE STAR & MIDDLETON RD	2020	Development	118	PE PC	(\$4,000.00) \$18,277.00 <b>\$14,277.00</b>	(\$4,000.00) \$18,277.00 <b>\$14,277.00</b>	\$0.00 \$0.00 <b>\$0.00</b>
21999	3	STP-8463, GREENHURST RD; SUNNYBROOK TO CANYON ST, NAMPA	2021	Development	118	PE PC PL	\$2,000.00 \$123,000.00 \$17,000.00 <b>\$142,000.00</b>	\$2,000.00 \$123,000.00 \$17,000.00 <b>\$142,000.00</b>	\$0.00 \$0.00 \$0.00 <b>\$0.00</b>
Hwy Safety - Local Total							<b>\$972,277.00</b>	<b>\$970,751.00</b>	<b>\$1,526.00</b>
<b>Hwy Safety - Railroad Crossings</b>									
19875	3	SMA-9773, N LINDER RD BVRR RRX, MERIDIAN	2020	Development	22	PE	\$15,000.00 <b>\$15,000.00</b>	\$15,000.00 <b>\$15,000.00</b>	\$0.00 <b>\$0.00</b>
20692	3	SMA-8433, 11TH AVE N BVRR RRX, NAMPA	2019	Development	22	CN	\$200,000.00 <b>\$200,000.00</b>	\$0.00 <b>\$0.00</b>	\$200,000.00 <b>\$200,000.00</b>
22034	3	STC-8233, MIDLAND BLVD UPRR RRX, NAMPA	2019	Development	22	PE CN	\$10,000.00 \$40,000.00 <b>\$50,000.00</b>	\$0.00 \$0.00 <b>\$0.00</b>	\$10,000.00 \$40,000.00 <b>\$50,000.00</b>
Hwy Safety - Railroad Crossings Total							<b>\$265,000.00</b>	<b>\$15,000.00</b>	<b>\$250,000.00</b>
<b>State Hwy - Planning &amp; Scoping</b>									
13952	3	US 95, BOISE RIVER BRIDGE HYDRAULIC STUDY	2019	Awarded (or equiv.)	104	PE PC	\$5,000.00 \$82,220.00 <b>\$87,220.00</b>	\$5,000.00 \$82,220.00 <b>\$87,220.00</b>	\$0.00 \$0.00 <b>\$0.00</b>
State Hwy - Planning & Scoping Total							<b>\$87,220.00</b>	<b>\$87,220.00</b>	<b>\$0.00</b>
<b>Hwy - Metropolitan Planning</b>									
19071	3	LOCAL, FY19 COMPASS METRO PLANNING	2019	Awarded (or equiv.)	91	PC	\$1,482,969.99 <b>\$1,482,969.99</b>	\$1,482,969.99 <b>\$1,482,969.99</b>	\$0.00 <b>\$0.00</b>
Hwy - Metropolitan Planning Total							<b>\$1,482,969.99</b>	<b>\$1,482,969.99</b>	<b>\$0.00</b>

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
<b>Local Hwy - Transportation Alternatives</b>									
20076	3	OFFSYS, INDIAN CR PATH EXT TO GREENBELT, CALDWELL	2019	PS&E (or equiv.)	134	CE	\$0.00	\$1,000.00	(\$1,000.00)
						CC	\$0.00	\$43,000.00	(\$43,000.00)
						CL	\$0.00	\$12,000.00	(\$12,000.00)
						CN	\$411,325.62	\$255,303.00	\$156,022.62
							<b>\$411,325.62</b>	<b>\$311,303.00</b>	<b>\$100,022.62</b>
20141	3	OFFSYS, INDIAN CR PATH EXT; TAFFY TO PEPPERMINT, NAMPA	2019	PS&E (or equiv.)	134	PC	\$11,000.00	\$11,000.00	\$0.00
						CE	\$1,000.00	\$1,000.00	\$0.00
						CC	\$30,000.00	\$30,000.00	\$0.00
						CL	\$12,000.00	\$12,000.00	\$0.00
						CN	\$385,748.00	\$385,748.00	\$0.00
							<b>\$439,748.00</b>	<b>\$439,748.00</b>	<b>\$0.00</b>
22029	3	LOCAL, FY19 CANYON CO SRTS COORDINATOR & ACTIVITIES	2019	Development	134	CN	\$64,753.00	\$0.00	\$64,753.00
							<b>\$64,753.00</b>	<b>\$0.00</b>	<b>\$64,753.00</b>
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
							<b>\$65,686.00</b>	<b>\$65,686.00</b>	<b>\$0.00</b>
22070	3	LOCAL, STODDARD PATH EXT PH 2, NAMPA	2021	Development	134	PE	\$1,000.00	\$1,000.00	\$0.00
						PC	\$51,460.00	\$51,460.00	\$0.00
						PL	\$14,000.00	\$14,000.00	\$0.00
							<b>\$66,460.00</b>	<b>\$66,460.00</b>	<b>\$0.00</b>
Local Hwy - Transportation Alternatives Total							<b>\$1,047,972.62</b>	<b>\$883,197.00</b>	<b>\$164,775.62</b>
<b>State Hwy - Freight</b>									
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
							<b>\$140,000.00</b>	<b>\$0.00</b>	<b>\$140,000.00</b>
State Hwy - Freight Total							<b>\$140,000.00</b>	<b>\$0.00</b>	<b>\$140,000.00</b>
<b>Local Hwy - Urban</b>									
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	\$148,000.00	\$148,000.00	\$0.00
							<b>\$141,000.00</b>	<b>\$141,000.00</b>	<b>\$0.00</b>
13494	3	STC-7787, OLD HWY 30; W PLYMOUTH ST BR, CANYON CO	2023	Development	46	PC	\$100,000.00	\$100,000.00	\$0.00
						PL	\$60,000.00	\$60,000.00	\$0.00
							<b>\$160,000.00</b>	<b>\$160,000.00</b>	<b>\$0.00</b>

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
13904	3	LOCAL, FY19 ACHD RIDESHARE, CANYON CO	2019	Awarded (or equiv.)	46	CN	\$55,000.00	\$55,000.00	\$0.00
							<b>\$55,000.00</b>	<b>\$55,000.00</b>	<b>\$0.00</b>
Local Hwy - Urban Total							<b>\$356,000.00</b>	<b>\$356,000.00</b>	<b>\$0.00</b>
<b>Local Hwy - Transportation Management Area</b>									
13482	3	LOCAL, FY18 CAPITAL MAINTENANCE, VRT, BOISE	2019	Awarded (or equiv.)	51	CN	\$388,999.56	\$388,999.56	\$0.00
							<b>\$388,999.56</b>	<b>\$388,999.56</b>	<b>\$0.00</b>
13900	3	LOCAL, FY19 COMPASS PLANNING	2019	Awarded (or equiv.)	51	PC	\$232,000.00	\$232,000.00	\$0.00
							<b>\$232,000.00</b>	<b>\$232,000.00</b>	<b>\$0.00</b>
13903	3	LOCAL, FY19 CAPITAL MAINTENANCE, PH 1, ACHD	2019	PS&E (or equiv.)	51	CE	\$5,000.00	\$5,000.00	\$0.00
						CC	\$423,589.00	\$423,589.00	\$0.00
						CN	\$4,609,411.00	\$4,585,840.00	\$23,571.00
							<b>\$5,038,000.00</b>	<b>\$5,014,429.00</b>	<b>\$23,571.00</b>
18694	3	LOCAL, TVTOM AND ITS PLAN UPDATE, COMPASS	2020	Development	51	PC	\$236,000.00	\$236,000.00	\$0.00
							<b>\$236,000.00</b>	<b>\$236,000.00</b>	<b>\$0.00</b>
18701	3	LOCAL, FY21 CAPITAL MAINTENANCE, PH 1, ACHD	2021	Development	51	PE	\$20,000.00	\$20,000.00	\$0.00
						PC	\$474,000.00	\$474,000.00	\$0.00
							<b>\$494,000.00</b>	<b>\$494,000.00</b>	<b>\$0.00</b>
18821	3	LOCAL, FY19 ACHD COMMUTERIDE	2019	Awarded (or equiv.)	51	CN	\$220,000.00	\$220,000.00	\$0.00
							<b>\$220,000.00</b>	<b>\$220,000.00</b>	<b>\$0.00</b>
18847	3	LOCAL, FY19 CAPITAL MAINTENANCE, VRT	2019	Awarded (or equiv.)	51	CN	\$1,317,000.00	\$1,316,999.78	\$0.22
							<b>\$1,317,000.00</b>	<b>\$1,316,999.78</b>	<b>\$0.22</b>
19571	3	LOCAL, PLANNING, COMMUNITIES IN MOTION MAJOR UPDATE	2022	Development	51	PC	\$50,000.00	\$50,000.00	\$0.00
							<b>\$50,000.00</b>	<b>\$50,000.00</b>	<b>\$0.00</b>
19875	3	SMA-9773, N LINDER RD BVRR RRX, MERIDIAN	2020	Development	51	LP	\$87,000.00	\$0.00	\$87,000.00
							<b>\$87,000.00</b>	<b>\$0.00</b>	<b>\$87,000.00</b>
19944	3	US 20/26, CHINDEN; LOCUST GROVE TO EAGLE	2020	Development	51	PC	\$125,000.00	\$125,000.00	\$0.00
							<b>\$125,000.00</b>	<b>\$125,000.00</b>	<b>\$0.00</b>
20003	3	LOCAL, FY19 CAPITAL MAINTENANCE, PH 2, ACHD	2019	PS&E (or equiv.)	51	PC	\$5,000.00	\$5,000.00	\$0.00
						CE	\$5,000.00	\$5,000.00	\$0.00
						CC	\$170,530.00	\$170,530.00	\$0.00
						CN	\$1,980,470.00	\$1,821,838.00	\$158,632.00
							<b>\$2,161,000.00</b>	<b>\$2,002,368.00</b>	<b>\$158,632.00</b>
20046	3	LOCAL, FY19 ACHD COMMUTERIDE VAN REPLACEMENTS	2019	Awarded (or equiv.)	51	CN	\$331,000.43	\$331,000.43	\$0.00
							<b>\$331,000.43</b>	<b>\$331,000.43</b>	<b>\$0.00</b>

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
20091	3	LOCAL, FY19 CAPITAL MAINTENANCE, PH 3, ACHD	2019	Development	51	CE	\$26,000.00	\$0.00	\$26,000.00
						CC	\$13,000.00	\$0.00	\$13,000.00
						CN	\$389,000.00	\$0.00	\$389,000.00
							<b>\$428,000.00</b>	<b>\$0.00</b>	<b>\$428,000.00</b>
20129	3	LOCAL, FY21 CAPITAL MAINTENANCE, PH 2, ACHD	2021	Development	51	PE	\$9,000.00	\$9,000.00	\$0.00
						PC	\$204,000.00	\$204,000.00	\$0.00
							<b>\$213,000.00</b>	<b>\$213,000.00</b>	<b>\$0.00</b>
20159	3	LOCAL, FY21 CAPITAL MAINTENANCE, PHASE 3, BOISE AREA	2021	Development	51	PE	\$5,000.00	\$5,000.00	\$0.00
						PC	\$86,000.00	\$86,000.00	\$0.00
							<b>\$91,000.00</b>	<b>\$91,000.00</b>	<b>\$0.00</b>
Local Hwy - Transportation Management Area Total							<b>\$11,411,999.99</b>	<b>\$10,714,796.77</b>	<b>\$697,203.22</b>
<b>Local Hwy - Transportation Alternatives; TMA</b>									
13912	3	LOCAL, FY19 & FY20 ADA COUNTY SR2S, VRT	2019	Awarded (or equiv.)	133	CN	\$328,000.00	\$328,000.00	\$0.00
							<b>\$328,000.00</b>	<b>\$328,000.00</b>	<b>\$0.00</b>
20841	3	SH 55, BIKE/PED BR OVER BOISE RV, EAGLE	2023	Development	133	PC	\$67,617.00	\$67,617.00	\$0.00
						PL	\$20,000.00	\$20,000.00	\$0.00
							<b>\$87,617.00</b>	<b>\$87,617.00</b>	<b>\$0.00</b>
21913	3	LOCAL, BSU COVERED BIKE FACILITY	2019	Development	133	PE	\$1,000.00	\$1,000.00	\$0.00
						PL	\$3,000.00	\$3,000.00	\$0.00
						CE	\$3,000.00	\$0.00	\$3,000.00
						CN	\$26,000.00	\$0.00	\$26,000.00
							<b>\$33,000.00</b>	<b>\$4,000.00</b>	<b>\$29,000.00</b>
Local Hwy - Transportation Alternatives; TMA Total							<b>\$448,617.00</b>	<b>\$419,617.00</b>	<b>\$29,000.00</b>
<b>Local Hwy - Rural</b>									
13964	3	STC-3798, PECKHAM RD, GOLDEN GATE HD	2020	Development	45	PC	\$1,000.00	\$1,000.00	\$0.00
						PL	\$13,316.00	\$13,316.00	\$0.00
						RW	\$5,000.00	\$5,000.00	\$0.00
						LP	\$163,000.00	\$163,000.00	\$0.00
							<b>\$182,316.00</b>	<b>\$182,316.00</b>	<b>\$0.00</b>
19951	3	STC-3856, OLD HWY 30; SAND HOLLOW RD to SH 44, CANYON HD	2500	Development	45	PE	\$4,500.00	\$4,500.00	\$0.00
						PC	\$277,000.00	\$277,000.00	\$0.00
						PL	\$35,929.00	\$35,929.00	\$0.00
							<b>\$317,429.00</b>	<b>\$317,429.00</b>	<b>\$0.00</b>
Local Hwy - Rural Total							<b>\$499,745.00</b>	<b>\$499,745.00</b>	<b>\$0.00</b>
<b>Local Hwy - Bridge</b>									
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

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
13055	3	NHS-7773, 10TH AVE BR, CALDWELL	2019	Awarded (or equiv.)	49	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
							<b>\$2,889,949.00</b>	<b>\$2,889,949.00</b>	<b>\$0.00</b>
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
							<b>\$19,443.00</b>	<b>\$19,443.00</b>	<b>\$0.00</b>
Local Hwy - Bridge Total							<b>\$2,909,392.00</b>	<b>\$2,909,392.00</b>	<b>\$0.00</b>
<b>Hwy - Discretionary</b>									
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
						<b>\$8,550,000.00</b>	<b>\$8,550,000.00</b>	<b>\$0.00</b>	
20796	3	I 84, KARCHER IC TO FRANKLIN BLVD IC TEMP SHOULDER	2019	Awarded (or equiv.)	145	CE	\$60,000.00	\$60,000.00	\$0.00
						CC	\$135,000.00	\$135,000.00	\$0.00
						CN	\$3,310,892.00	\$3,310,892.00	\$0.00
						<b>\$3,505,892.00</b>	<b>\$3,505,892.00</b>	<b>\$0.00</b>	
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	\$2,659,108.00	\$2,659,108.00	\$0.00
						<b>\$2,839,108.00</b>	<b>\$2,839,108.00</b>	<b>\$0.00</b>	
20798	3	I 84, NORTHSIDE BLVD TO FRANKLIN BLVD, NAMPA	2019	PS&E (or equiv.)	145	CE	\$945,000.00	\$796,769.00	\$148,231.00
						CC	\$3,840,000.00	\$3,187,075.00	\$652,925.00
						CN	\$48,000,000.00	\$47,472,674.00	\$527,326.00
						<b>\$52,785,000.00</b>	<b>\$51,456,518.00</b>	<b>\$1,328,482.00</b>	
20799	3	I 84, KARCHER IC TO NORTHSIDE BLVD	2019	Awarded (or equiv.)	145	CE	\$408,000.00	\$277,085.00	\$130,915.00
						CC	\$1,632,000.00	\$1,468,341.00	\$163,659.00
						CN	\$20,520,000.00	\$15,649,505.00	\$4,870,495.00
						<b>\$22,560,000.00</b>	<b>\$17,394,931.00</b>	<b>\$5,165,069.00</b>	
Hwy - Discretionary Total							<b>\$90,240,000.00</b>	<b>\$83,746,449.00</b>	<b>\$6,493,551.00</b>
<b>Hwy - Federal Lands Access</b>									
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
						<b>\$166,000.00</b>	<b>\$0.00</b>	<b>\$166,000.00</b>	
Hwy - Federal Lands Access Total							<b>\$166,000.00</b>	<b>\$0.00</b>	<b>\$166,000.00</b>

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
<b>Hwy - Misc. Federal</b>									
22180	3	LOCAL, BICYCLE AND PEDESTRIAN DATA BIKE, COMPASS	2019	Awarded (or equiv.)	68	CN	\$7,000.00	\$7,000.00	\$0.00
							<b>\$7,000.00</b>	<b>\$7,000.00</b>	<b>\$0.00</b>
Hwy - Misc. Federal Total							<b>\$7,000.00</b>	<b>\$7,000.00</b>	<b>\$0.00</b>
<b>Hwy - Non-Participating</b>									
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
							<b>\$8,081,731.00</b>	<b>\$7,183,731.00</b>	<b>\$898,000.00</b>
Hwy - Non-Participating Total							<b>\$8,081,731.00</b>	<b>\$7,183,731.00</b>	<b>\$898,000.00</b>
<b>Hwy - Local Partnerships</b>									
12048	3	STC-7807, S CEMETERY RD; SH 44 TO WILLOW CR, MIDDLETON	2021	Development	79	LP	\$175,000.00	\$175,000.00	\$0.00
							<b>\$175,000.00</b>	<b>\$175,000.00</b>	<b>\$0.00</b>
13349	3	SH 55, EAGLE RD: MERIDIAN TOWN CENTER	2022	Development	131	CC	\$95,000.00	\$95,000.00	\$0.00
							<b>\$95,000.00</b>	<b>\$95,000.00</b>	<b>\$0.00</b>
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
							<b>(\$62,000.00)</b>	<b>(\$62,000.00)</b>	<b>\$0.00</b>
20076	3	OFFSYS, INDIAN CR PATH EXT TO GREENBELT, CALDWELL	2019	PS&E (or equiv.)	79	CN	\$149,000.00	\$0.00	\$149,000.00
							<b>\$149,000.00</b>	<b>\$0.00</b>	<b>\$149,000.00</b>
20141	3	OFFSYS, INDIAN CR PATH EXT; TAFFY TO PEPPERMINT, NAMPA	2019	PS&E (or equiv.)	79	PC	\$4,575.00	\$4,575.00	\$0.00
						CN	\$37,879.00	\$37,879.00	\$0.00
							<b>\$42,454.00</b>	<b>\$42,454.00</b>	<b>\$0.00</b>
20782	3	LOCAL, ITS SMART ARTERIAL MANAGEMENT, ADA CO	2019	Awarded (or equiv.)	79	CN	\$846,000.00	\$0.00	\$846,000.00
							<b>\$846,000.00</b>	<b>\$0.00</b>	<b>\$846,000.00</b>
20798	3	I 84, NORTHSIDE BLVD TO FRANKLIN BLVD, NAMPA	2019	PS&E (or equiv.)	79	CN	\$250,000.00	\$250,000.00	\$0.00
							<b>\$250,000.00</b>	<b>\$250,000.00</b>	<b>\$0.00</b>
20841	3	SH 55, BIKE/PED BR OVER BOISE RV, EAGLE	2023	Development	79	PC	\$94,783.00	\$94,783.00	\$0.00
							<b>\$94,783.00</b>	<b>\$94,783.00</b>	<b>\$0.00</b>
21858	3	US 20, SH 16 TO LINDER RD, ADA COUNTY	2020	Development	131	PE	\$50,000.00	\$20,000.00	\$30,000.00
						PC	\$3,055,000.00	\$3,055,000.00	\$0.00
						RW	\$25,000.00	\$25,000.00	\$0.00
						LP	\$3,086,675.00	\$3,086,675.00	\$0.00
						CE	\$10,000.00	\$0.00	\$10,000.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
21858	3	US 20, SH 16 TO LINDER RD, ADA COUNTY	2020	Development	131	CC	\$700,000.00	\$0.00	\$700,000.00
						CN	\$5,100,000.00	\$0.00	\$5,100,000.00
							<b>\$12,026,675.00</b>	<b>\$6,186,675.00</b>	<b>\$5,840,000.00</b>
Hwy - Local Partnerships Total							<b>\$13,616,912.00</b>	<b>\$6,781,912.00</b>	<b>\$6,835,000.00</b>
<b>Hwy GARVEE - 2017 Legislative Authorization</b>									
20788	3	SH 16, I 84 TO US 20/26, ADA & CANYON COS	2021	Development	142	RW	\$50,503,000.00	\$0.00	\$50,503,000.00
							<b>\$50,503,000.00</b>	<b>\$0.00</b>	<b>\$50,503,000.00</b>
22154	3	I 84, USTICK RD & MIDDLETON RD OVERPASSES, CANYON CO	2020	Development	142	PC	\$1,600,000.00	\$1,600,000.00	\$0.00
							<b>\$1,600,000.00</b>	<b>\$1,600,000.00</b>	<b>\$0.00</b>
22196	3	I 84, FRANKLIN IC TO KARCHER IC, CANYON CO	2021	Development	142	PE	\$500,000.00	\$500,000.00	\$0.00
							\$8,700,000.00	\$0.00	\$8,700,000.00
							\$1,500,000.00	\$0.00	\$1,500,000.00
							\$500,000.00	\$0.00	\$500,000.00
							<b>\$11,200,000.00</b>	<b>\$500,000.00</b>	<b>\$10,700,000.00</b>
Hwy GARVEE - 2017 Legislative Authorization Total							<b>\$63,303,000.00</b>	<b>\$2,100,000.00</b>	<b>\$61,203,000.00</b>
<b>Old Programs</b>									
13349	3	SH 55, EAGLE RD: MERIDIAN TOWN CENTER	2022	Development	70	CC	(\$95,000.00)	(\$95,000.00)	\$0.00
							<b>(\$95,000.00)</b>	<b>(\$95,000.00)</b>	<b>\$0.00</b>
Old Programs Total							<b>(\$95,000.00)</b>	<b>(\$95,000.00)</b>	<b>\$0.00</b>
Report Total							<b>\$275,869,846.60</b>	<b>\$168,508,347.76</b>	<b>\$107,361,498.84</b>

## Valley Regional Transit Program of Projects - Fiscal Year 2019

ADA COUNTY			High Level	Detailed	FY19						
Key Identifier	Funding Source	Description	Description	Federal	Local	Total	Carry Forward to FY19 (F/L)	Created in TrAMS	Obligation Date	Status	
KN 19041	5307 LU	Mobility Operations	GoRide Operations	\$ 357,000	\$ 357,000	\$ 714,000			5/30/2019	Grant ID - 2019-011-00	
KN 18854	5307 LU	Planning	Program Admin/ Transit Planning, Mob. Imp	\$ 806,000	\$ 201,500	\$ 1,007,500			5/30/2019	Mobility Implementation/ Planning not obligated	
KN 19137	5307 LU	Operations	Complimentary Paratransit / Prev. Maint.	\$ 1,894,000	\$ 473,500	\$ 2,367,500			5/30/2019	Grant ID - 2019-011-00	
KN 18788	5307 LU	Rolling Stock, Infrastructure, Technology	FY19 Replacement 35' Bus (approx. 3)	\$ 236,000	\$ 59,000	\$ 295,000	FY18				
KN 19122	5339 LU	Rolling Stock, Infrastructure, Technology	Technology, capital purchase	\$ 337,000	\$ 84,250	\$ 421,250	FY18				
<b>Ada County Totals</b>				<b>\$ 3,915,584</b>	<b>\$ 1,246,646</b>	<b>\$ 5,162,230</b>					
STP Large Urban			High Level	Detailed	FY19						
Key Identifier	Funding Source	Description	Description	Federal	Local	Total	Carry Forward to FY19 (F/L)	Created in TrAMS	Obligation Date	Status	
KN 18847	STP-5307	Rolling Stock, Infrastructure, Technology	HVAC Sys. Repl.; BSU Bus repl; VRT Bus repl	\$ 926,744	\$ 70,256	\$ 997,000			5/28/2019	Grant ID - 2019-008-00	
KN 18847	STP-5307	Rolling Stock, Infrastructure, Technology	Boise State University Bus Replacement	\$ 166,788	\$ 13,212	\$ 180,000			5/28/2019	Grant ID - 2019-008-00	
KN 20046	STP- 5307	Rolling Stock, Infrastructure, Technology	ACHD Commuteride Van Replacements	\$ 306,705	\$ 24,295	\$ 331,000			5/28/2019	Grant ID - 2019-008-00	
KN 13482	STP-5307	Rolling Stock, Infrastructure, Technology	HVAC Rehab/Replacement	\$ 360,447	\$ 28,553	\$ 389,000			5/28/2019	Grant ID - 2019-008-00	
<b>STP LU Grants</b>				<b>\$ 1,760,684</b>	<b>\$ 83,468</b>	<b>\$ 1,897,000</b>					
Canyon County			High Level	Detailed	FY19						
Key Identifier	Funding Source	Description	Description	Federal	Local	Total	Carry Forward to FY19 (F/L)	Created in TrAMS	Obligation Date	Status	
KN 18914	5307 SU	Operations	Complimentary Paratransit, Prev.Maint.	\$ 247,000	\$ 61,750	\$ 308,750			5/30/2019	Grant ID - 2019-011-00	
KN 18786	5307 SU	Fixed Route Operations	Fixed Route Ops/GoRide Ops	\$ 789,000	\$ 789,000	\$ 1,578,000			5/30/2019	Grant ID - 2019-011-00	
KN 18842	5307 SU	Planning - Mobility Implementation	Prog. Admin support/Short range plan./Mobility Management	\$ 408,826	\$ 102,207	\$ 511,033			5/30/2019	Mobility Implementation/ Planning not obligated	
KN 18781	5307 SU	Rolling Stock, Infrastructure, Technology	Technology and Capital	\$ 152,000	\$ 38,000	\$ 190,000	FY18				
<b>Canyon County Totals</b>				<b>\$ 1,349,826</b>	<b>\$ 929,207</b>	<b>\$ 2,279,033</b>					
5310 LU			High Level	Detailed	FY19						
Key Identifier	Funding Source	Description	Description	Federal	Local	Total	Carry Forward to FY19 (F/L)	Created in TrAMS	Obligation Date	Status	
KN 19691	5310 LU	Purchase of Service	Acquisition of service from providers who work with seniors and persons with disabilities	\$ 299,159	\$ 74,790	\$ 373,949			5/21/2019	Grant ID - 2019-009-00	
<b>5310 LU</b>											
STP Small Urban			High Level	Detailed	FY19						
Key Identifier	Funding Source	Description	Description	Federal	Local	Total	Carry Forward to FY19 (F/L)	Created in TrAMS	Obligation Date	Status	
<b>STP SU Grants</b>											
Regional Programs (Subrecipient)			High Level	Detailed	FY19						
Key Identifier	Funding Source	Description	Description	Federal	Local	Total	Carry Forward to FY19 (F/L)	Created in TrAMS	Obligation Date	Status	
KN 19855	5307 SU	City of Nampa Pedestrian and Cycle Improvements	Blaine and Iowa Nampa	\$ 463,000	\$ 115,750	\$ 578,750	FY17 & 18				
KN 19959	5307 SU	Pathway, Historic North Nampa Pathway, Nampa					FY18		5/28/2019	Grant ID - 2019-008-00	
KN 20153	5307 SU	ACHD Commuteride Replacement Vehicles, Canyon Cty.					FY18				
KN 20043	5307 SU	ADA, Nampa Above and Beyond (TVT)		\$ 291,000	\$ 72,750	\$ 363,750	FY18				
KN 19297	5307 SU	Transit - Park and Ride, Middleton						7/31/2018	8/15/2018	Grant ID 2017-015-01	
KN 19609	5307 SU	Transit - College of Western Idaho Entrance and Roundabout, Nampa						8/30/2018	3/7/2018	Grant ID 2019-002-00	
New	5307 SU	Nampa TOD					FY18				
<b>Regional Programs Totals</b>				<b>\$ 754,000</b>	<b>\$ 188,500</b>	<b>\$ 942,500</b>					
ITD SU Grants			High Level	Detailed	FY19						
Key Identifier	Funding Source	Description	Description	Federal	Local	Total	Carry Forward to FY19 (F/L)	Created in TrAMS	Obligation Date	Status	
KN 13912	TAP TMA	SR2S Ada County FY19&20	Safe Routes to School	\$ 262,400	\$ 65,600	\$ 328,000				ITD	
KN 18739	5310 SU	Acquisition of Service	Purchase of Service through providers							ITD	
KN 19464	5310 SU	Acquisition of Service	Purchase of Service through providers							ITD	
KN 19464	5310 SU	Acquisition of Service	Purchase of Service through providers	\$ 226,000	\$ 56,500	\$ 282,500				ITD	
<b>ITD SU Grants</b>				<b>\$ 226,000</b>	<b>\$ 56,500</b>	<b>\$ 282,500</b>					