

State Street Programming and Finance Plan

Prepared For:

Ada County Highway District

City of Boise

Valley Regional Transit

And

State Street Coordinating Committee



Prepared By:

M^cFARLAND **M**ANAGEMENT, LLC

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Purpose

The State Street Programming and Finance Plan seeks to establish the order and recommended funding mechanisms for implementing the State Street Transit and Traffic Operational Plan (TTOP) projects. This Plan will be a resource to assist sponsor agencies in annually programming and appropriately seeking and securing the funding to implement individual projects.

Project Overview

Background

In 2011, the State Street corridor partners, consisting of the Ada County Highway District (ACHD), the Cities of Boise, Garden City, and Eagle, the Idaho Transportation Department (ITD), Valley Regional Transit (VRT), completed the Transit and Traffic Operational Plan (TTOP). The TTOP final report contains a list of near-term, medium-term, and long-term projects divided into three categories: roadway, transit, and land use. Each project includes prerequisites (projects that must be completed before the next project can begin), a brief description, suggested possible lead agency, cost estimate, and status. There are 48 near-term, 23 medium-term, and 18 long-term projects listed. To date, 32 of the near term projects have been funded and are in progress.

The next step to ensure State Street implementation continues in an organized manner is for the appropriate agencies to continue to program and secure funding to execute the TTOP recommended projects. This State Street Programming and Finance Plan provides the guidance to begin project programming and securing funding.

A stakeholder group of key agencies was formed to assist in these efforts. The stakeholders include: Ada County Highway District; the Cities of Boise, Garden City, and Eagle; COMPASS; Idaho Transportation Department; and, Valley Regional Transit. Two meetings were conducted in mid-2012 with the stakeholders to guide the progress and obtain needed input. Additionally, input was obtained from the State Street Coordinating Committee during a separate meeting.

The following steps were conducted to prepare this Plan:

1. Analyze TTOP project list to determine which have secured funding, which do not require funding, and which need a funding source.
2. For projects that require funding, determine the order for implementation with input from the TTOP and evaluate project dependencies.
3. Research traditional and non-traditional funding sources and establish the conditions and requirements through which the region could apply for funds to implement the State Street projects.
4. Prepare a draft of the Plan for review by the stakeholders.
5. Finalize the Plan.

This report documents the results of these activities and recommends the timing of project execution and potential funding sources. Where available, project updates (descriptions, funding, and status) are reflected in this report.

Document Organization

The document is organized as follows:

Accomplishments – Of the original 89 TTOP projects, 32 projects either have been funded or are activities that will be conducted by agency staff. This section identifies and describes the 32 projects that are underway or funded.

Project dependencies/groupings – The remaining 57 TTOP projects are the focus of this Plan. These projects were organized to determine which projects need to be accomplished before others and their relationship to each other. During this activity, project groupings emerged that will inform the sponsoring agencies regarding how and when each project will need to be implemented.

Funding Sources – Traditional and non-traditional funding sources were researched to determine which could apply to each of the 57 TTOP projects. Detailed information about each source is documented and used as a reference guide to determine how the projects may be funded.

Near-Term Projects – The TTOP identified projects in the near, medium, and long term timeframes. Rather than a specific number of years dividing the timeframes, the TTOP recommended that certain triggers be accomplished before projects could begin in the following timeframe. For instance, certain traffic volumes levels and transit usage numbers would need to be achieved in the near-term before medium-term projects could/should be initiated. This section describes the near-term projects within each of the established groupings and the recommended primary funding source(s). Other potential funding sources are also provided.

Medium-Term Projects – Following the completion of all/most of the near-term projects and the achievement of the corresponding triggers, the medium-term projects may begin. This section describes the medium-term projects within each of the established groupings and the recommended primary funding source(s). Other potential funding sources are also provided.

Long-Term Projects – Following the completion of all/most of the medium-term projects and the achievement of the corresponding triggers, the long-term projects may begin. This section describes the long-term projects within each of the established groupings and the recommended primary funding source(s). Other potential funding sources are also provided.

Appendix A: TTOP original project listing – Appendix A provides the original TTOP project listings (with associated information) directly from the TTOP Final Report. Red “*” indicate the 32 projects that have been funded or will be completed by partner agency staff. The other 57 projects are the focus of this Plan.

Appendix B: Project Dependency/Grouping Diagrams – Appendix B provides detailed diagrams for use by agency staff in their annual review and corresponding programming of the 57 TTOP projects.

Appendix C: Potential Funding Sources – Appendix C provides detailed information about each funding source researched (traditional and non-traditional). Also provided are other supportive sources that may be of value in executing some of the projects. These other sources provide technical assistance and resources in specific areas.

Accomplishments

Utilizing the original project list from the TTOP Final Report (project list incorporated as Appendix A), the projects that already have a funding source or did not require funding to accomplish were identified – mostly near-term projects. The projects that already have a funding source have either been completed, are underway, or will soon be underway. These projects (funded or not needing funding) have been excluded from any further analysis in this Plan and are briefly identified in Table 1 for completeness.

**Table 1
TTOP Projects With Funding Or Not Needing Funding**

Project No.	Project Title	Project Budget	Status
N-1	Programming and Finance Plan	\$14,280	Ongoing – expected completion Fall 2012
N-2	State Street ROW and Alignment Study	\$63,000	Ongoing – expected completion Fall 2012
N-6	SH 44 Corridor Preservation Study	\$400,000	Ongoing
N-7	State Street Corridor Website	N/A	Ongoing – initial site complete Spring 2012
N-8	State Street Steering Committee	N/A	Ongoing
N-9	Community Advisory Committee	N/A	Ongoing
N-10	Idaho 16, I-84 to Idaho 44 Environmental Study	\$7,000,000	Completed Spring 2012
N-11	Idaho 16, US 20/26 to Idaho 44 Improvements	\$116,000,000	Ongoing – expected completion 2014
N-12	Bus Stop Improvements	\$30,000	Ongoing
N-13	Downtown Boise Multimodal Center	\$12,000,000	Ongoing – expected construction 2014
N-14	Pedestrian Improvements – Veterans to Collister	\$537,000	Ongoing – expected completion Fall 2012
N-15	SH 44/Ballantyne Realignment Intersection	\$2,250,000	Completed Fall 2011
N-16	Pedestrian Improvements – Collister to Glenwood	\$2,500,000	Funded 2017. Design underway
N-17	State Street ITS Upgrade	\$1,200,000	Ongoing – expected completion 2013
N-18	State Street Signal Upgrades	\$50,000	Complete
N-19	Pierce Park Pedestrian Improvements	\$1,600,000	Funded 2013
N-20	30 th Street Extension, Fairview to State Street	\$8,110,000	Funded 2013
N-21	SH 44 and Linder Road Intersection Improvement (includes widening Linder to Ballantyne)	\$12,500,000	Funded - 2013
N-23	State Street and Collister Intersection Improvements	\$5,000,000	Funded – 2017
N-28	Regional Park & Ride Study	\$100,000	Ongoing

**Table 1
TTOP Projects With Funding Or Not Needing Funding (continued)**

Project No.	Project Title	Original Project Budget	Status
N-37	Regional Technology Investments Development Plan (VRT)	\$50,000	Completed 2012
N-38	Regional Transit AVL System	\$150-\$500,000	Funded 2012
N-39	Corridor Wide Transit Signal Priority Study	\$100-\$200,000	Complete
N-40	Transit Signal Priority Implementation	\$100-\$500,000	Funded 2012
N-41	State Street TOD Adoption – Land use changes	N/A	Agency staffed
N-42	SH 44 TOD Adoption – Land use changes	N/A	Agency staffed
N-43	Horseshoe Bend Road-SH 55 TOD Plan	Private	Ongoing
N-44	Horseshoe Bend Road-SH 55 TOD Implementation	Private	Ongoing
N-46	Interagency Regional Coordination	N/A	Ongoing
N-47	Treasure Valley High Capacity Transit System Study	\$1,000,000	Funded - 2015
N-48	Review and Update Implementation Plan	N/A	Agency staffed - annual
M-3	Update Funding Plan and Review Implementation Plan	N/A	Agency staffed - annual

Funding, and/or significant agency staff time, for these projects has come from the following agencies:

- Ada County Highway District
- Ada County
- City of Boise
- City of Garden City
- City of Eagle
- Community Planning Association of Southwest Idaho
- Idaho Transportation Department
- Northside Neighborhood Transportation Committee
- Valley Regional Transit

Project Dependencies/Groupings

The focus of this Plan is the remaining 57 TTOP projects that require funding. A few funded projects have been included in this Plan because of their critical path importance. This Plan includes two new projects that were not identified in the original set of TTOP projects, as follows:

- N-49 HOV Legislation
- M-24 Glenwood and State Intersection concept, design, ROW, and construction

The stakeholder group identified essential TTOP project dependencies and established the order in which projects should be accomplished. Appendix B contains the results of this analysis with detailed project dependencies diagrams. Agency staff will use the diagrams to guide their project programming efforts.

This analysis also identified four major project groups, as follows:

1. Integrated transportation and land use planning to prepare for curbside running way HOV lanes from 23rd Street to Glenwood Street.
2. Expansion of the curbside running way HOV lanes from Glenwood Street to SH 16.
3. Transit service expansion to coordinate with groups 1 and 2 above.
4. Transit Oriented Development (TOD) planning and implementation to coordinate with and support new services.

Figure 1 illustrates the types of projects that would be conducted within each timeframe (near, medium, and long term). Each project grouping reflects the progression of work required from planning and studies, to minor infrastructure improvements, to major roadway, land use, and transit improvements. Figure 1 also shows the triggers that must be met before the State Street implementation efforts can advance to the next major timeframe. These triggers were established during the TTOP project and are better indicators of progress than actual target dates. This organization implies that projects in the next major timeframe cannot be initiated until the triggers have been met and significant project accomplishments have occurred in the current timeframe.

The project organization represented by Figure 1 will be used to describe projects in the remaining sections of this document. Appendix B – Figure B-2 provides the detailed diagram which shows each project in its respective location.

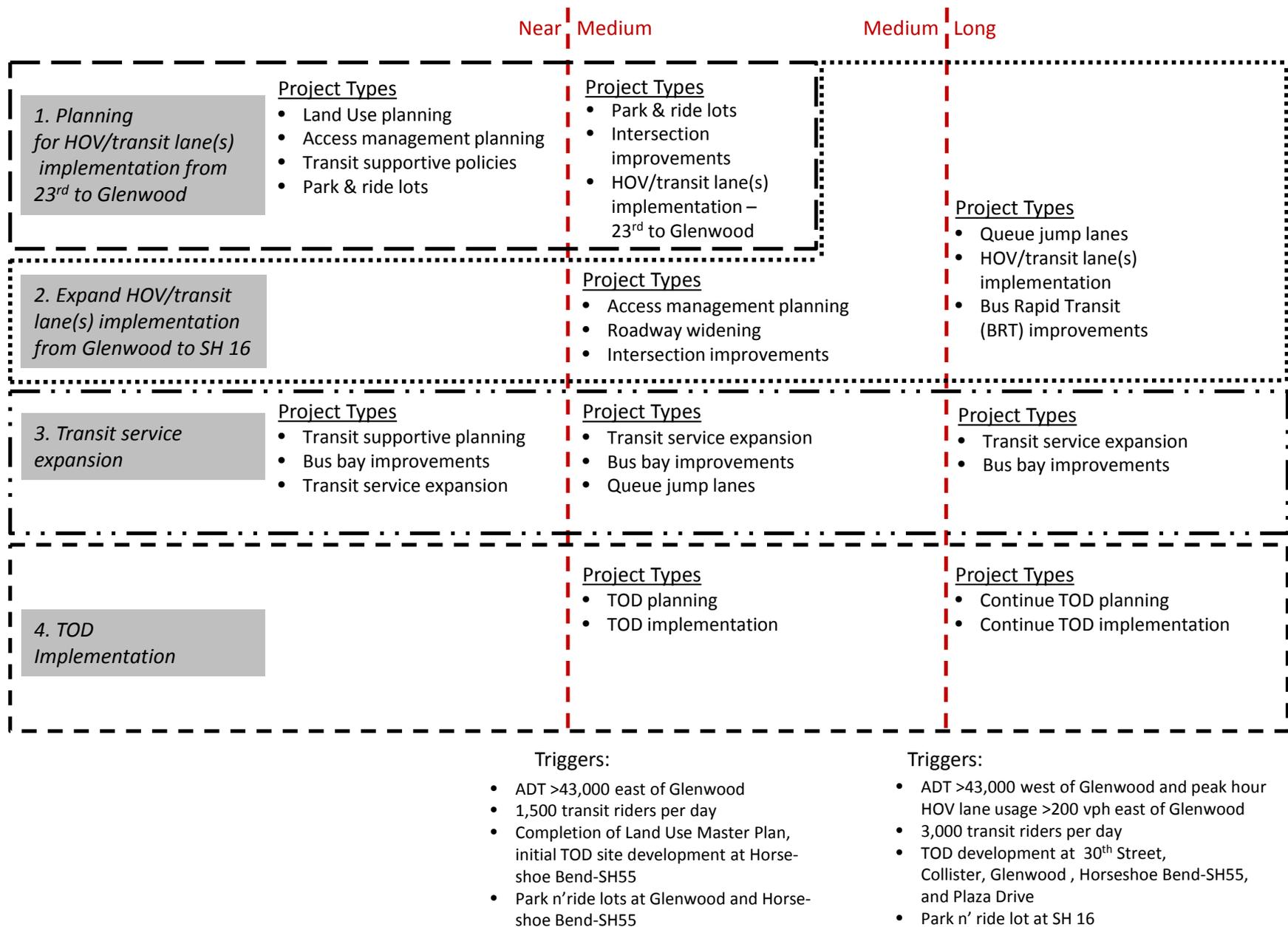


Figure 1. TTOP Project Types by Major Project Groupings and Implementation Timeframes

Funding Sources

Research was conducted to identify potential funding sources that could apply to the 57 TTOP projects that are the subject of this Plan. The potential funding sources researched included both traditional and non-traditional sources. Later in the planning process these potential funding sources were matched to each project to recommend the most likely funding.

The traditional funding sources that may be used to perform the TTOP projects include:

- Local (Cities of Boise, Garden City, and Eagle; and ACHD, VRT, and COMPASS)
- Surface Transportation Projects (STP-TMA)
- Transportation Alternatives
- HUD: Sustainable Communities Challenge Grant
- Consolidated Planning Grant
- FTA 5307 Urban area formula program funds
- FTA 5309 (1b) Transit New Starts/Small Starts
- FTA 5339 Bus/Bus Facilities Formula Grants (capital only)
- Cash for Towns (State funding)
- State Funds
- ITD Curb Ramp Program
- Congestion Management and Air Quality (CMAQ)
- Private Investment

The non-traditional funding sources that may be used to perform the TTOP projects include:

- Transportation Infrastructure Finance and Innovation Act (TIFIA) - loans
- HUD: Community Development Block Grant (CDBG)
- HUD Section 108 – loan guarantees (advance on CDBG funds)
- Economic Development Administration (EDA - Planning and Technical Assistance)
- Economic Development Administration (EDA - Public Works and Economic Adjustment Assistance Programs)
- Local/State dedicated funding for transit (future)
 - Although this funding source does not currently exist, it has been included in the list because of its importance to expansion of transit services in the corridor
 - The Governor’s Task Force on Modernizing Transportation Funding offered the following possible sources of these funds:
 - Local Option Sales Tax – a city or county additional sales tax for the purpose of a regional mobility network
 - Local Option Real Property Taxes – expand property taxes to fund public transportation
 - Impact Fees – use for transit capital improvements related to new construction/impacts brought by growth
- Bullitt Foundation
- Community Development Financial Intermediaries
- Kodak American Greenways Program
- Bikes Belong Grant Program

Appendix C provides the research findings for all the funding sources. The information contained in Tables C-1 and C-2 was used to guide efforts to match the sources with the TTOP projects.

In the document sections that follow, the information below is provided for each project:

- [Project Number/Name](#) – The TTOP assigned project number and name.
- [Project Description](#) – A brief explanation of the scope and details of the proposed project.
- [Estimated Project Cost](#) – A planning level estimate of project cost.
- [Project Sponsor\(s\)](#) – The agency or agencies that will sponsor the project implementation – this includes responsibility for securing the necessary funding.
- [Primary Funding Source](#) – The most likely funding source to implement the project based on current considerations.
- [Other Potential Funding Sources](#) – Other funding sources that fit the project and may be considered.

This Plan represents the funding possibilities and recommended approaches based on the best knowledge as of August 2012. Funding opportunities are constantly changing and it is likely that this Plan will require revisions as projects become better defined and other funding options present themselves. As this Plan was being prepared a major change occurred – the US Congress passed the new transportation bill: Moving Ahead for Progress in the 21st Century (MAP-21). MAP 21 includes significant changes in funding sources and requirements. Generally, MAP-21 eliminated the majority of discretionary funding sources that could have been used to support State Street implementation projects, thus placing heavier emphasis in the plan on local funding. That being said MAP-21 is a two-year bill and its replacement will likely continue to change the funding landscape. Where appropriate, funding recommendations include strategies for preparing for future federal funding opportunities. Further, the Plan includes recommendations for phased implementation for certain projects where project cost would warrant this strategy.

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Near-Term Projects

Introduction

This section describes each near-term project with primary and other potential funding source recommendations. The projects are presented in each of the four project groupings in the order implied by the project dependencies diagrams in Appendix B. Figure 2 is an excerpt from Figure B-2 illustrating the near-term TTOP projects and is provided to assist the reader in understanding and locating individual projects on the following pages.

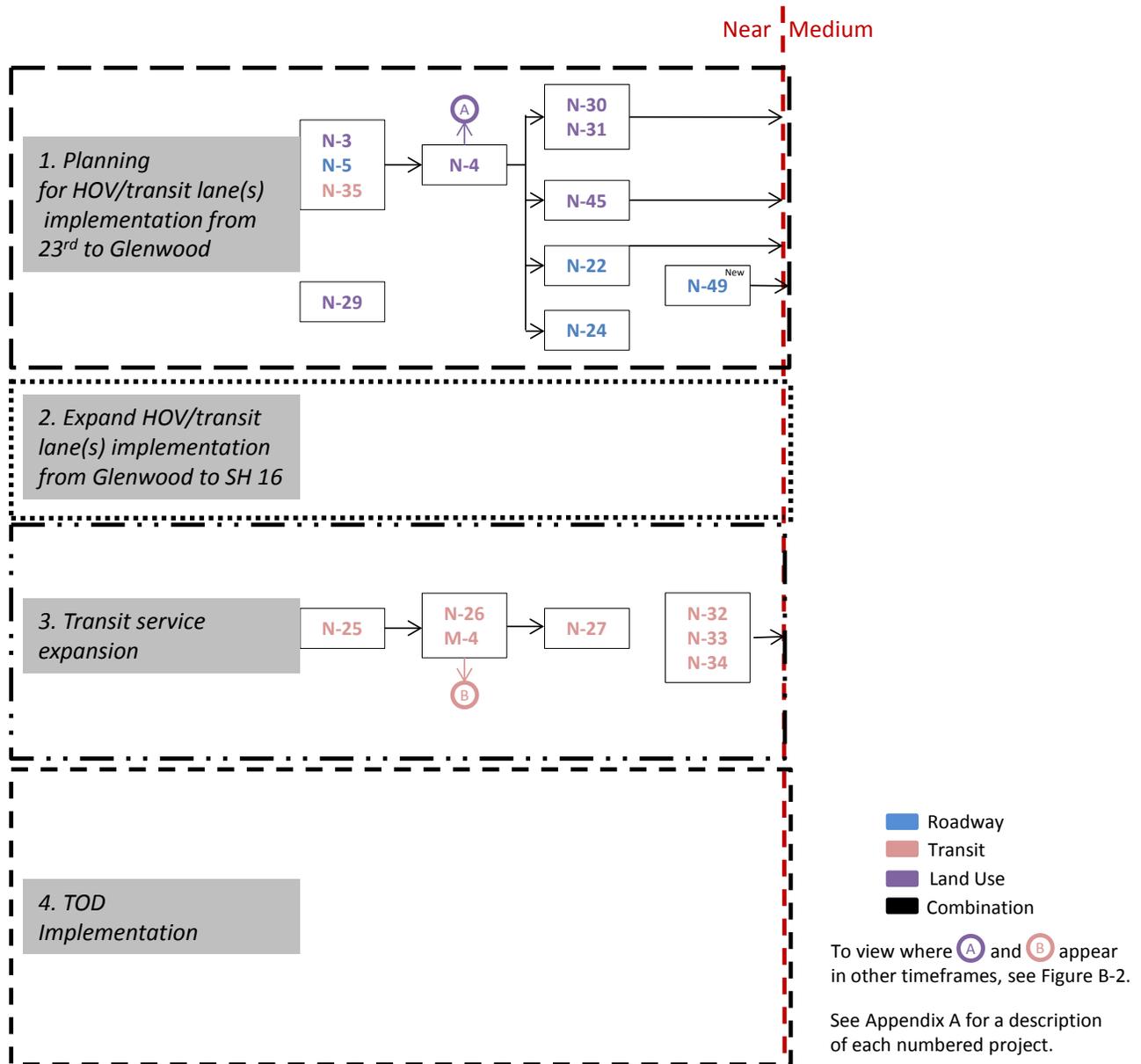


Figure 2. Near-Term TTOP Project Dependencies Diagram

Near-Term Summary

The summary information in the tables below consolidates TTOP projects to assist sponsoring agencies in developing their annual project planning and budgeting documents.

Table 2 provides a summary of project information and cost by sponsoring agency.

**Table 2
Near-Term TTOP Project Summary Information by Sponsoring Agency**

Sponsoring Agency	Funding Amount	Applicable Projects
ACHD [†]	\$10,835,000	N-5, N-22, N-24, N-30, N-35, N-45, N-49
City of Boise	\$700,000	N-3, N-4, N-25, N-35, N-49
City of Garden City	Staff Resources	N-3, N-4, N-25, N-35, N-49
City of Eagle	Staff Resources	N-3, N-4, N-25, N-35, N-49
COMPASS	\$3,000	N-26, N-49
Idaho Transportation Department	\$210,000	N-24, N-49
Valley Regional Transit - capital *	\$90,000	M-4, N-26, N-29, N-31, N-35, N-49
Valley Regional Transit - annual costs for expanded operations*	\$650,000/yr	N-32, N-33, N-34
TOTAL	\$11,838,000 + \$650,000 annually	

[†] This funding amount includes the full cost for N-22. Strategic intent is that some portion of funding for the construction of this project would come from a future federal funding source not currently identified.

* These funds represent local match requirements. Local match funding would need to be provided by local governments or through a dedicated state/local funding source.

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Table 3 provides a summary of project information and cost for each primary funding source.

**Table 3
Near-Term TTOP Project Summary Information for each Primary Funding Source**

Primary Funding Sources	Funding Amount	Match Needed	Applicable Projects
Consolidated Planning Grant	\$47,000	\$3,000	N-26, N-49
Local (ACHD) [†]	\$10,835,000	\$0	N-5, N-22, N-24, N-30, N-35, N-45, N-49
Local (City of Boise)	\$700,000	\$0	N-3, N-4, N-25, N-35, N-49
Local (City of Garden City)	Staff Resources	\$0	N-3, N-4, N-25, N-35, N-49
Local (City of Eagle)	Staff Resources	\$0	N-3, N-4, N-25, N-35, N-49
5307 Formula Funds – capital	\$360,000	\$90,000	N-26, N-29, N-31, M-4
FTA 5307 Formula Funds – annual costs for expanded operations	\$650,000/yr	\$650,000/yr	N-32, N-33, N-34
State (planning)	Staff Resources	\$0	N-49
State (expansion)	\$210,000	\$0	N-24
Private Investment	\$90,000	\$0	N-24
TOTAL	\$12,242,000 + \$650,000 annually	\$93,000 + \$650,000 annually	

[†] This funding amount includes the full cost for N-22. Strategic intent is that some portion of funding for the construction of this project would come from a future federal funding source not currently identified.

Planning for HOV Implementation – 23rd Street to Glenwood Street

N-3 Corridor Wide Land Use Master Plan

Description: Prepare and adopt a Master Plan that will be used as a roadmap to guide housing and employment investments, land development, transportation, and economic development over the next 20 years. This plan should be completed in conjunction with the Access Management Plan between 23rd Street and Glenwood Street (N-5) and the adoption of the transit supportive policies (N-35).

Estimated Project Cost: \$700,000 (Initial work on this task has begun with agency staff resources – this may reduce the project cost estimate)

Project Sponsor(s): City of Boise (in cooperation with Garden City and Eagle)

Primary Funding Source: Local (Cities)

Other Potential Funding Sources: HUD sustainable Communities Challenge Grant (currently no funds available), Bullitt Foundation (environmentally friendly design aspects)

N-5 Access Management Plan (23rd Street to Glenwood)

Description: Develop and adopt an Access Management Plan. This plan will be completed in conjunction with the Land Use Master Plan (N-3) and the Transit Supportive Policies (N-35).

Estimated Project Cost: \$250,000 - \$300,000

Project Sponsor(s): ACHD

Primary Funding Source: Local (ACHD) – Identified in FY14 ACHD budget

Other Potential Funding Sources: none

N-35 Corridor Wide Transit Supportive Policies

Description: Coordinate between the agencies to adopt transit supportive policies (i.e., parking, transit incentives, commuter options, etc.) within the downtown areas. Effort will be accomplished by agency staff. These strategies will be completed in conjunction with the *Land Use Master Plan*.

Estimated Project Cost: Conducted by agency staff.

Project Sponsor(s): Cities of Boise, Garden City, and Eagle; and VRT

N-29 Glenwood Street Park & Ride Lot

Description: Develop a Park & Ride lot in the area of Glenwood Street and State Street to accommodate Routes 9 and 44. (Lease 50 spaces from an existing center)

Estimated Project Cost: \$50,000 (Cost of improvements)

Project Sponsor(s): VRT(in cooperation with City of Boise and ACHD)

Primary Funding Source: 5307 Formula Funds (match from Boise or dedicated state/local funding source)

Other Potential Funding Sources: CMAQ

N-4 Comprehensive Land Use Plan Changes

Description: Update comprehensive plans based on the adopted Master Plan. Work will be incorporated in the scope of project N-3. Much of the effort will be accomplished by agency staff.

Estimated Project Cost: Conducted by agency staff.

Project Sponsor(s): Cities of Boise, Garden City, and Eagle

N-30 Edgewood Road Park & Ride Lot

Description: Redevelop and expand the Park & Ride lot at the intersection of Edgewood Road and SH 44 to accommodate Route 44. (approximately 50 additional spaces)

Estimated Project Cost: \$300,000

Project Sponsor(s): ACHD (in partnership with VRT)

Primary Funding Source: Local (ACHD)

Other Potential Funding Sources: 5307 Formula Funds, CMAQ

N-31 Horseshoe Bend Road/SH 55 Park & Ride Lot

Description: Work with property owners in the vicinity of the Horseshoe Bend Road-SH 55 and SH 44 intersection to share or acquire property for a Park & Ride lot. Develop a Park & Ride lot in this area either through leasing spaces or constructing a surface lot. (approximately 50 spaces)

Estimated Project Cost: \$50,000 - \$300,000

Project Sponsor(s): VRT (in cooperation with ACHD and the Cities of Eagle and Garden City)

Primary Funding Source: 5307 Formula Funds (match from Eagle and Garden City or dedicated state/local funding source)

Other Potential Funding Sources: CMAQ

N-45 ROW Acquisition (23rd Street to Glenwood Street)

Description: Initiate right-of-way acquisition for this segment of the corridor. *Cost estimates are being developed as part of ROW and Alignment Study (Refer to study).*

Estimated Project Cost: tbd

Project Sponsor(s): ACHD, Cities of Boise and Garden City

Primary Funding Source: Local (ACHD). Note: ROW would likely be acquired during the appropriate improvement project and not as a separate activity.

Other Potential Funding Sources: None

N-22 State Street and Veterans Memorial Parkway Intersection Improvements

Description: Widen approaches and modify the intersection to a high capacity intersection (HCI).

Estimated Project Cost: \$10,000,000+. Concept work to identify the preferred intersection configuration is funded and underway (2012); design, right-of-way, and construction are unfunded.

Project Sponsor(s): ACHD

Primary Funding Source: Local (ACHD) – Strategic intent would be to fund design and right-of-way with local ACHD funding, but to complete these items to federal standards. This would enable use of a future federal funding source for construction, if one becomes available.

Other Potential Funding Sources: STP-TMA

N-24 SH 44 and Bogart Lane Intersection Improvements

Description: Install signal, re-build intersection, and install sidewalk. Installation of signal dependent upon ITD approval.

Estimated Project Cost: \$510,000

Project Sponsor(s): ACHD and ITD

Primary Funding Source: Local (ACHD) and State Expansion (in partnership with land development at this location)

Other Potential Funding Sources: STP-TMA or Cash for Towns (state)

N-49 HOV Legislation

Description: Idaho law does not currently allow HOV lanes in counties with more than 25,000 population. This effort would include working with the state legislators to allow HOV lanes in the Treasure Valley. This effort will be accomplished by agency staff.

Estimated Project Cost: Conducted by agency staff.

Project Sponsor(s): COMPASS, ACHD, ITD and VRT

Expand HOV – Glenwood to SH 16

No projects are identified in this grouping during this timeframe.

Transit Service Expansion

N-25 Yield to Bus Policy

Description: Develop a regional “yield to bus” policy with accompanying ordinances and/or statutes. Efforts will be accomplished by agency staff working with state legislators to establish.

Estimated Project Cost: Conducted by agency staff.

Project Sponsor(s): ACHD, COMPASS, VRT, and Cities of Boise, Garden City, and Eagle

N-26 Bus Bays Plan

Description: Develop a plan that identifies the locations to implement bus bays on the corridor based on the bus stop locations, ridership, and service today and in the future.

Estimated Project Cost: \$50,000

Project Sponsor(s): COMPASS (in cooperation with VRT, ITD and ACHD) – VRT to request project

Primary Funding Source: Consolidated Planning Grant

Other Potential Funding Sources: 5307 Formula Funds (match from Cities of Boise, Eagle, Garden City, ITD and ACHD or dedicated state/local funding source)

M-4 Corridor Wide Preferential Treatment Study

Description: Confirm locations and develop concept plans for queue jump and bypass lanes on the corridor based on identified locations from the TTOP study and transit data from the AVL system.

Estimated Project Cost: \$50,000 - \$100,000

Project Sponsor(s): VRT (in cooperation with ACHD)

Primary Funding Source: 5307 Formula Funds (match from Cities of Boise, Garden City and Eagle or dedicated state/local funding source)

Other Potential Funding Sources: None

N-27 Corridor Wide Bus Bay Improvements

Description: Install bus bays/pull-outs (with support from ACHD) at locations with high ridership, heavy traffic volumes, and future TOD locations on the corridor. Work will be accomplished with appropriate intersection improvements.

Estimated Project Cost: None. Included in intersection projects.

Project Sponsor(s): VRT and ACHD

Primary Funding Source: 5307 Formula Funds and Local (ACHD) (in partnership)

Other Potential Funding Sources: STP-TMA

N-32 Route 9 Transit Service (Downtown Multimodal Center to Glenwood Street)

Description: Implement 15-minute headways and all-day service on Route 9, implement increased frequency on Route 9X, and update regional schedule.

Estimated Project Cost: \$300,000 - \$500,000/year

Project Sponsor(s): VRT

Primary Funding Source: 5307 Formula Funds (match from City of Boise or dedicated state/local funding source)

Other Potential Funding Sources: 5339 Bus/Bus Facilities (Capital)

N-33 Route 9 Transit Service (Downtown Multimodal Center to Glenwood Street)

Description: Expand the service to late evenings and weekends and update regional schedule.

Estimated Project Cost: \$250,000 - \$400,000/year

Project Sponsor(s): VRT

Primary Funding Source: 5307 Formula Funds (match from City of Boise or dedicated state/local funding source)

Other Potential Funding Sources: 5339 Bus/Bus Facilities (Capital)

N-34 Route 44 Transit Service (Downtown Multimodal Center to SH-16)

Description: Implement 30-minute peak service for Route 44 and update regional schedule.

Estimated Project Cost: \$200,000 - \$400,000/year

Project Sponsor(s): VRT

Primary Funding Source: 5307 Formula Funds (match from Cities of Boise, Garden City and Eagle or dedicated state/local funding source)

Other Potential Funding Sources: 5339 Bus/Bus Facilities (Capital)

TOD Planning and Implementation

No projects are identified in this grouping during this timeframe.

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Medium Term Projects

Introduction

This section describes each medium-term project with primary and other potential funding source recommendations. The projects are presented in each of the four project groupings and in the order implied by the project dependencies diagrams in Appendix B. These projects are anticipated once the appropriate triggers have been met and the majority of near-term projects have been completed. Figure 3 is an excerpt from Figure B-2 illustrating the medium-term TTOP projects and is provided to assist the reader in understanding and locating individual projects on the following pages.

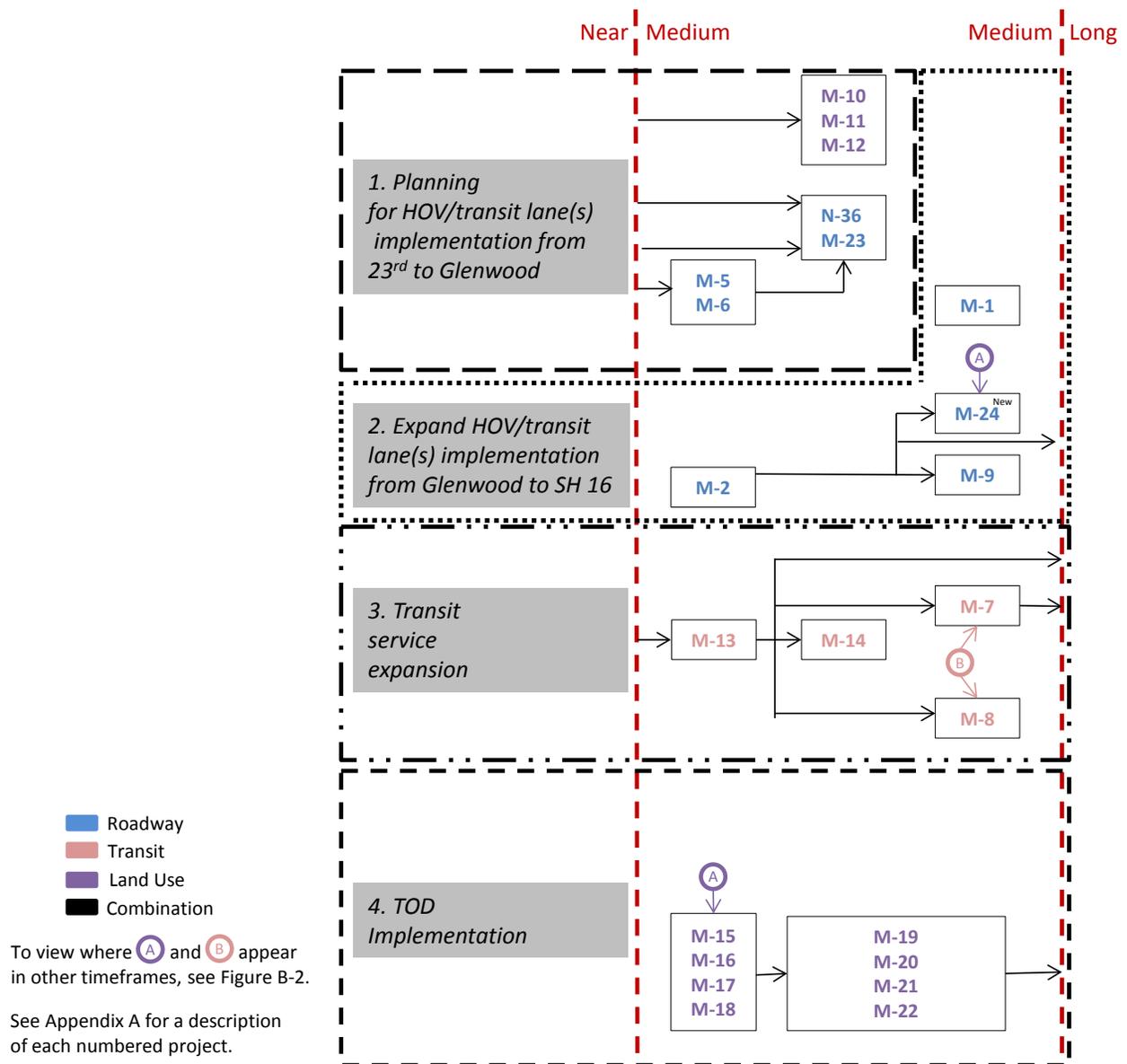


Figure 3. Medium-Term TTOP Project Dependencies Diagram

Medium-Term Summary

The summary information in the tables below is provided to assist sponsoring agencies to program the appropriate TTOP projects in their annual project planning and budgeting documents.

Table 4 provides a summary of project information and cost by sponsoring agency.

**Table 4
Medium-Term TTOP Project Summary Information by Sponsoring Agency**

Sponsoring Agency	Funding Amount	Applicable Projects
ACHD	\$45,475,000	N-36, M-5, M-6, M-12, M-23, M-24
City of Boise	Staff Resources	M-15, M-16, M-17, M-19, M-20, M-21
City of Garden City	Staff Resources	M-17, M-21
City of Eagle	Staff Resources	M-18, M-22
COMPASS	Staff Resources	M-6
Idaho Transportation Department	\$13,325,000	M-1, M-2, M-5, M-6, M-24
Valley Regional Transit - capital *	\$540,000	M-6, M-7, M-8, M-10, M-11, M-12
Valley Regional Transit - annual costs for expanded operations*	\$1,000,000/yr	M-13, M-14
TOTAL	\$59,340,000 + \$1,000,000 annually	

* These funds represent local match requirements. Local match funding would need to be provided by local governments or through a dedicated state/local funding source.

Table 5 provides a summary of project information and cost for each primary funding source.

**Table 5
Medium-Term TTOP Project Summary Information for each Primary Funding Source**

Primary Funding Sources	Funding Amount	Match Needed	Applicable Projects
Local (ACHD)	\$45,475,000	\$0	N-36, M-5, M-12, M-23, M-24
Local (City of Boise)	Staff Resources	\$0	M-15, M-16, M-17, M-19, M-20, M-21
Local (City of Garden City)	Staff Resources	\$0	M-17, M-21
Local (City of Eagle)	Staff Resources	\$0	M-6
5307 Formula Funds – Capital	\$2,160,000	\$540,000	M-7, M-8, M-10, M-11, M-12
FTA 5307 Formula Funds – annual costs for expanded operations	\$1,000,000/yr	\$1,000,000/yr	M-13, M-14
State (planning)	\$325,000	\$0	M-5
State (expansion)	\$13,000,000	\$0	M-24
Private Investment (Planning/design costs only. Implementation cost TBD)	\$2,000,000	\$0	M-15, M-16, M-17, M-18, M-19, M-20, M-21, M-22
TOTAL	\$62,960,000 + \$1,000,000 annually	\$540,000 + \$1,000,000 annually	

Planning for HOV Implementation – 23rd Street to Glenwood Street

M-5 Corridor Wide HOV Lane Use Study

Description: Conduct a HOV lane use study to identify potential usage on the corridor between SH 16 and 23rd Street for implementation of HOV lane between 23rd Street and Glenwood Street. The study should be followed up every 5 years to identify the potential and recorded usage of the HOV lane, need to expand the HOV lane to Eagle, need to convert the HOV usage to 3-plus vehicles, and need to convert the HOV lane to an exclusive transit lane.

Estimated Project Cost: \$50,000 per study required

Project Sponsor(s): ACHD and ITD

Primary Funding Source: Local (ACHD) and State (planning)

Other Potential Funding Sources: None

M-6 Regional HOV Lane Use Policy

Description: Develop a regional “HOV lane use” policy with accompanying ordinances and statutes prior to implementation of an HOV/transit lane. This will be an output of project M-5.

Estimated Project Cost: None.

Project Sponsor(s): ACHD, COMPASS, ITD and VRT

M-10 Horseshoe Bend Road – SH 55 Park & Ride Lot Expansion

Description: Expand the Park & Ride lot at Horseshoe Bend Road-SH 55 (expand to 100 - 200 spaces)

Estimated Project Cost: \$150,000 - \$450,000

Project Sponsor(s): VRT (in cooperation with ACHD and the Cities of Eagle and Garden City)

Primary Funding Source: 5307 Formula Funds (match from Cities of Eagle and Garden City or dedicated state/local funding source)

Other Potential Funding Sources: CMAQ

M-11 Plaza Drive Park & Ride Lot

Description: Develop a Park & Ride lot at Plaza Drive with a pedestrian overcrossing (cost of overcrossing not included) to provide connectivity to the bus stops and destination areas of Eagle. This location is planned to compliment the Park & Ride lot at Edgewood Drive. (100-200 spaces)

Estimated Project Cost: \$300,000 - \$600,000 (excluding land cost)

Project Sponsor(s): VRT (in cooperation with City of Eagle)

Primary Funding Source: 5307 Formula Funds (match from City of Eagle or dedicated state/local funding source)

Other Potential Funding Sources: CMAQ

M-12 SH 16 Park & Ride Lot

Description: Develop a Park & Ride lot at the intersection of SH 16 and SH 44. (200-300 spaces)

Estimated Project Cost: \$600,000 - \$900,000 (excluding land cost)

Project Sponsor(s): VRT (in cooperation with City of Eagle and ITD)

Primary Funding Source: 5307 Formula Funds (match from City of Eagle or dedicated state/local funding source)

Other Potential Funding Sources: CMAQ

N-36 Pedestrian Improvements (23rd Street to Glenwood Street)

Description: Conduct pedestrian facility design to fill in sidewalk gaps. This project will be completed with project M-23 or with appropriate intersection and roadway improvements.

Estimated Project Cost: Included with other projects.

Project Sponsor(s): ACHD

M-23 Curbside Running Way with HOV Implementation (23rd Street to Glenwood Street)

Description: Design and implement a curbside running way with HOV lane as a 7-lane cross-section with raised median, curb, gutter, sidewalks, and bike lanes. *Cost estimates for ROW are based on the 2012 CIP. These costs estimates may change after the completion of the ROW and Alignment Study for this roadway segment.* Strategic intent would be to implement this project in multiple segments/phases in order to meet programming and funding limitations.

Estimated Project Cost: \$35,000,000 - \$40,000,000

Project Sponsor(s): ACHD

Primary Funding Source: Local (ACHD)

Other Potential Funding Sources: 5309 Small Starts, STP-TMA, 5307 Formula Funds

Expand HOV – Glenwood to SH 16

M-2 SH 44 Access Management Plan (Glenwood Street to Eagle Road)

Description: Complete and adopt an Access Management Plan.

Estimated Project Cost: \$100,000 - \$300,000

Project Sponsor(s): ITD

Primary Funding Source: State (planning)

Other Potential Funding Sources: none

M-1 SH 44 Widening Project (Linder Road to SH 16)

Description: Widen SH 44 to four lanes with a median, pedestrian, and bicycle facilities. Final determination of pedestrian and bicycle facilities from the SH 44 Corridor Preservation Study.

Estimated Project Cost: \$6,000,000 - \$8,000,000

Project Sponsor(s): ITD

Primary Funding Source: State (expansion)

Other Potential Funding Sources: TIFIA

M-24 State Street and Glenwood Street Intersection Improvements

Description: Widen approaches and modify the intersection to a high capacity intersection (HCI). Project would include special consideration for pedestrian crossings.

Estimated Project Cost: \$10,000,000+

Project Sponsor(s): ACHD and ITD

Primary Funding Source: State (expansion) and Local (ACHD) (in partnership)

Other Potential Funding Sources: STP-TMA, Cash for Towns (state)

M-9 Pedestrian Facilities (Glenwood Street to Eagle Road)

Description: Conduct pedestrian facility design and construction to fill in sidewalk gaps on both sides of this SH 44 segment. Conduct pedestrian facility design to fill in sidewalk gaps. This project will be completed with project L-7 or through redevelopment.

Estimated Project Cost: Included with other projects

Project Sponsor(s): ITD

Transit Service Expansion

M-13 Route 9 Transit Service (Glenwood Street to Eagle Road)

Description: Extend Route 9 with 15-minute service to Eagle and update regional schedule.

Estimated Project Cost: \$300,000 - \$600,000 per year

Project Sponsor(s): VRT

Primary Funding Source: 5307 Formula Funds (match from Cities of Boise, Eagle and Garden City or dedicated state/local funding source)

Other Potential Funding Sources: 5339 Bus/Bus Facilities (Capital)

M-14 Feeder Route Transit Service (Glenwood to SH 16)

Description: Implement first phase of feeder routes in Eagle and Boise and update regional schedule.

Estimated Project Cost: \$1,200,000 - \$1,400,000 per year per route

Project Sponsor(s): VRT

Primary Funding Source: 5307 Formula Funds (match from Cities of Boise, Eagle and Garden City or dedicated state/local funding source)

Other Potential Funding Sources: 5339 Bus/Bus Facilities (Capital)

M-7 Corridor Wide Bus Bay Improvements

Description: Install bus bays/pull-outs (with support from ACHD and ITD) at additional stop locations or high ridership locations. Work will be accomplished with appropriate intersection improvements.

Estimated Project Cost: \$200,000 - \$900,000

Project Sponsor(s): VRT (in cooperation with ACHD and ITD)

Primary Funding Source: 5307 Formula Funds (match from Cities of Boise, Eagle and Garden City or dedicated state/local funding source)

Other Potential Funding Sources: STP-TMA

M-8 Queue Jump Lanes/Bypass Lanes (Glenwood Street to Eagle Road)

Description: Implement queue jump and/or bypass lanes at locations, such as Eagle Road, Horseshoe Bend Road, and Bogart Lane that will not be widened within 10 years for an exclusive HOV or transit lane. (3 locations).

Estimated Project Cost: \$300,000 - \$1,200,000

Project Sponsor(s): VRT and ITD

Primary Funding Source: 5307 Formula Funds (match from Cities of Boise, Eagle and Garden City or dedicated state/local funding source)

Other Potential Funding Sources: None

TOD Planning and Implementation

M-15 30th Street TOD Plan

Description: Develop and adopt detailed site development, implementation, and finance plans of a TOD.

Estimated Project Cost: \$200,000 - \$500,000

Project Sponsor(s): City of Boise

Primary Funding Source: Private Investment (with support through Boise staff resources)

Other Potential Funding Sources: Supported by: Transportation Alternatives, EDA (planning and technical assistance), Bullitt Foundation (environmentally friendly aspects), Kodak American Greenways Program (linkages to Boise River Green Belt), Bikes Belong Grant Program

M-16 Collister Drive TOD Plan

Description: Develop and adopt detailed site development, implementation, and finance plans of a TOD.

Estimated Project Cost: \$200,000 - \$500,000

Project Sponsor(s): City of Boise

Primary Funding Source: Private Investment (with support through Boise and Garden City staff resources)

Other Potential Funding Sources: Supported by: Transportation Alternatives, EDA (planning and technical assistance), Bullitt Foundation (environmentally friendly aspects), Kodak American Greenways Program (linkages to Boise River Green Belt), Bikes Belong Grant Program

M-17 Glenwood Street TOD Plan

Description: Develop and adopt detailed site development, implementation, and finance plans of a TOD.

Estimated Project Cost: \$200,000 - \$500,000

Project Sponsor(s): Cities of Boise and Garden City

Primary Funding Source: Private Investment (with support through Boise and Garden City staff resources)

Other Potential Funding Sources: Supported by: Transportation Alternatives, EDA (planning and technical assistance), Bullitt Foundation (environmentally friendly aspects), Kodak American Greenways Program (linkages to Boise River Green Belt), Bikes Belong Grant Program

M-18 Plaza Drive TOD Plan

Description: Develop and adopt detailed site development, implementation, and finance plans of a TOD.

Estimated Project Cost: \$200,000 - \$500,000

Project Sponsor(s): City of Eagle

Primary Funding Source: Private Investment (with support through Eagle city staff resources)

Other Potential Funding Sources: Supported by: Transportation Alternatives, EDA (planning and technical assistance), Bullitt Foundation (environmentally friendly aspects), Kodak American Greenways Program (linkages to Boise River Green Belt), Bikes Belong Grant Program

M-19 30th Street TOD Implementation

Description: Initiate implementation of beginning stages of site development for this TOD.

Estimated Project Cost: Private. Possible Public-Private partnership.

Project Sponsor(s): City of Boise

Primary Funding Source: Private Investment (with support through Boise staff resources)

Other Potential Funding Sources: Supported by: CDBG/Section 108 (affordable housing), EDA (public works and economic adjustment assistance), Community Development Financial Intermediaries, Kodak American Greenways Program (linkages to Boise River Green Belt), Bikes Belong Grant Program

M-20 Collister Drive TOD Implementation

Description: Initiate implementation of beginning stages of site development for this TOD.

Estimated Project Cost: Private. Possible Public-Private partnership.

Project Sponsor(s): City of Boise

Primary Funding Source: Private Investment (with support through Boise staff resources)

Other Potential Funding Sources: Supported by: CDBG/Section 108 (affordable housing), EDA (public works and economic adjustment assistance), Community Development Financial Intermediaries, Kodak American Greenways Program (linkages to Boise River Green Belt), Bikes Belong Grant Program

M-21 Glenwood Street TOD Implementation

Description: Initiate implementation of beginning stages of site development for this TOD.

Estimated Project Cost: Private. Possible Public-Private partnership.

Project Sponsor(s): Cities of Boise and Garden City

Primary Funding Source: Private Investment (with support through Boise and Garden City staff resources)

Other Potential Funding Sources: Supported by: CDBG/Section 108 (affordable housing), EDA (public works and economic adjustment assistance), Community Development Financial Intermediaries, Kodak American Greenways Program (linkages to Boise River Green Belt), Bikes Belong Grant Program

M-22 Plaza Drive TOD Implementation

Description: Initiate implementation of beginning stages of site development for this TOD.

Estimated Project Cost: Private. Possible Public-Private partnership.

Project Sponsor(s): City of Eagle

Primary Funding Source: Private Investment (with support through Eagle staff resources)

Other Potential Funding Sources: Supported by: CDBG/Section 108 (affordable housing), EDA (public works and economic adjustment assistance), Community Development Financial Intermediaries, Kodak American Greenways Program (linkages to Boise River Green Belt), Bikes Belong Grant Program

Long Term Projects

Introduction

This section describes each long-term project with primary and other potential funding source recommendations. The projects are presented in each of the four project groupings and in the order implied by the project dependencies diagrams in Appendix B. These projects are anticipated once the appropriate triggers have been met and the majority of medium-term projects have been completed. Figure 4 is an excerpt from Figure B-2 illustrating the long-term TTOP projects and is provided to assist the reader in understanding and locating individual projects on the following pages.

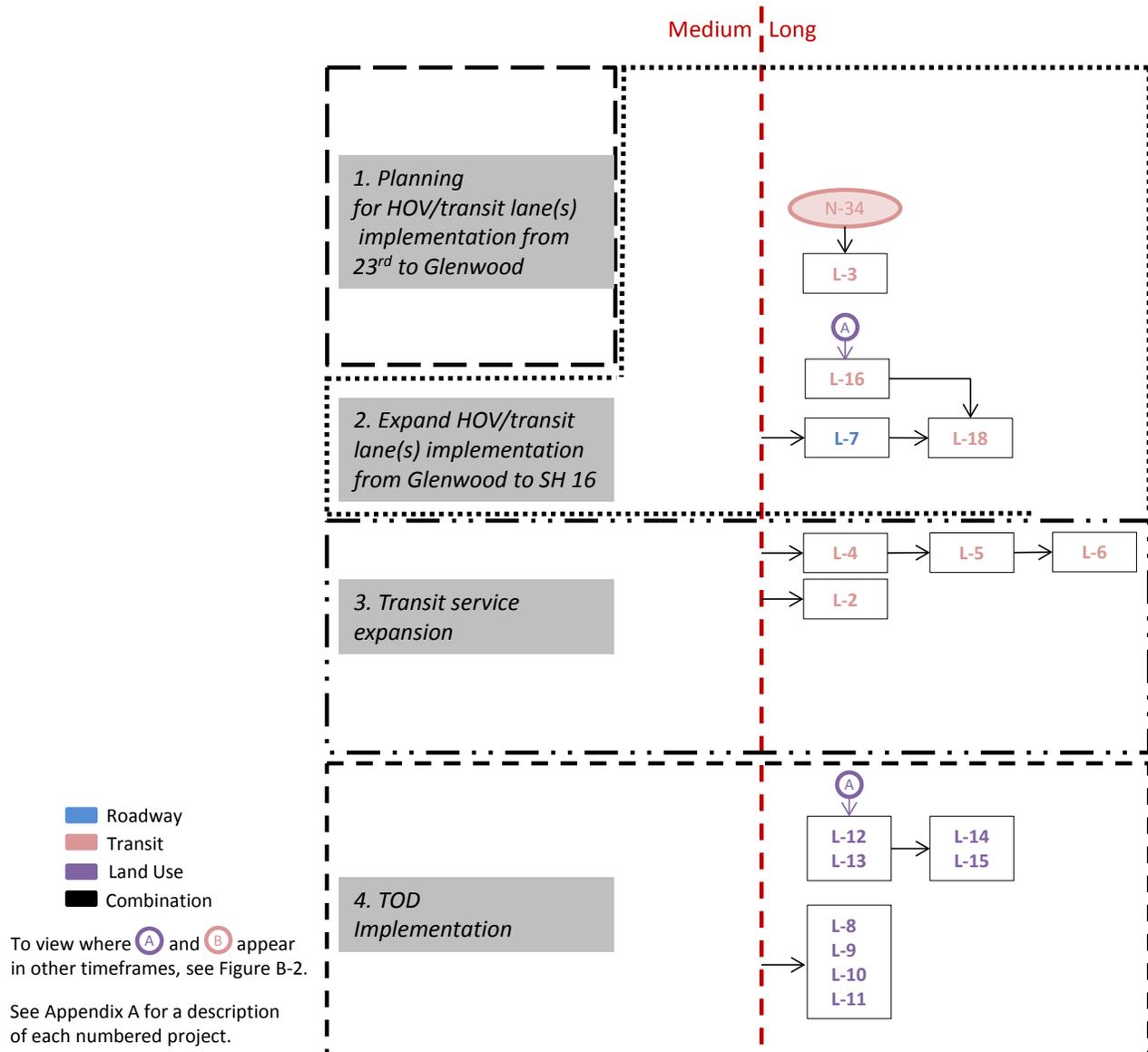


Figure 4. Long-Term TTOP Project Dependencies Diagram

Long-Term Summary

The summary information in the tables below is provided to assist sponsoring agencies to program the appropriate TTOP projects in their annual project planning and budgeting documents.

Table 6 provides a summary of project information and cost by sponsoring agency.

Table 6
Long-Term TTOP Project Summary Information by Sponsoring Agency

Sponsoring Agency	Funding Amount	Applicable Projects
ACHD	\$0	None
City of Boise	Staff Resources	L-8, L-9, L-10, L-12, L-13, L-14, L-15
City of Garden City	Staff Resources	L-10, L-12, L-13, L-14, L-15
City of Eagle	Staff Resources	L-11
COMPASS*	\$146,800	L-16
Idaho Transportation Department	\$60,000,000	L-7
Valley Regional Transit - capital *	\$12,120,000	L-2, L-3, L-18
Valley Regional Transit - annual costs for expanded operations*	\$1,900,000/yr	L-4, L-5, L-6
TOTAL	\$72,266,800 + \$1,900,000 annually	

* These funds represent local match requirements. Local match funding would need to be provided by local governments or through a dedicated state/local funding source.

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Table 7 provides a summary of project information and cost for each primary funding source.

**Table 7
Long-Term TTOP Project Summary Information for each Primary Funding Source**

Primary Funding Sources	Funding Amount	Match Needed	Applicable Projects
Local (ACHD)	\$0	\$0	None
Local (City of Boise)	Staff Resources	\$0	L-8, L-9, L-10, L-12, L-13, L-14, L-15
Local (City of Garden City)	Staff Resources	\$0	L-10, L-12, L-13, L-14, L-15
Local (City of Eagle)	Staff Resources	\$0	L-11
5307 Formula Funds – capital	\$480,000	\$120,000	L-2, L-3
FTA 5307 Formula Funds – annual costs for expanded operations	\$1,900,000/yr	\$1,900,000/yr	L-4, L-5, L-6
FTA 5309 Small Starts	\$48,000,000	\$12,000,000	L-18
State (expansion)	\$60,000,000	\$0	L-7
STP-TMA	\$1,853,200	\$146,800	L-16
Private Investment (Planning/design costs only. Implementation cost TBD)	\$1,000,000	\$0	L-8, L-9, L-10, L-11, L-12, L-13, L-14, L-15
TOTAL	\$111,333,200 + \$1,900,000 annually	\$12,266,800 + \$1,900,000 annually	

Planning for HOV Implementation – 23rd Street to Glenwood Street

No projects are identified in this grouping during this timeframe.

Expand HOV – Glenwood to SH 16

L-3 Queue Jump Lanes/Bypass Lanes (Eagle Road to SH 16)

Description: Implement queue jump and/or bypass lanes at locations, such as Ballantyne Lane, Linder Road, and SH 16 that will not be widened within 10 years for an exclusive HOV or transit lane. (3 locations)

Estimated Project Cost: \$300,000 - \$1,200,000

Project Sponsor(s): VRT and ITD

Primary Funding Source: 5307 Formula Funds (match from City of Eagle or dedicated state/local funding source)

Other Potential Funding Sources: None

L-16 State Street/SH 44 Corridor High Capacity Transit Alternatives Study (Downtown Boise Multimodal Center to SH 16)

Description: Once ridership has been increased on the corridor through transit service enhancements, prepare a NEPA and FTA application for a high-capacity transit alternatives study for the State Street/SH 44 corridor.

Estimated Project Cost: \$1,000,000 - \$2,000,000

Project Sponsor(s): VRT and COMPASS

Primary Funding Source: MAP-21 may not require this project. If required, STP-TMA or 5307 Formula Funds

Other Potential Funding Sources: Local/State dedicated funding for transit operations (future source)

L-7 Curbside Running Way with HOV Implementation (Glenwood Street to Eagle Road)

Description: Design and implement a curbside running way with HOV lane between Glenwood Street and Eagle Road, including a seven-lane cross-section with raised median, curb, gutter, sidewalks, and bike lanes. An environmental document would need to be completed for this segment (if federal funds were used).

Estimated Project Cost: \$60,000,000+

Project Sponsor(s): ITD

Primary Funding Source: State (expansion)

Other Potential Funding Sources: Local/State dedicated funding for transit operations (future source)

L-18 BRT Improvements (Downtown Boise Multimodal Center to Eagle Road)

Description: Develop and implement a BRT-style bus service for the Route 9. This service could include a branded image, real-time passenger information, rail-like stations, stops at approximately ½ mile spacing, and off-board fare collection.

Estimated Project Cost: \$20,000,000 - \$60,000,000

Project Sponsor(s): VRT

Primary Funding Source: 5309 Small Starts (match from Cities of Boise, Eagle and Garden City or dedicated state/local funding source)

Other Potential Funding Sources: Local/State dedicated funding for transit operations (future source), 5339 Bus/Bus Facilities (Capital)

Transit Service Expansion

L-4 Route 9 Transit Service (Eagle Road to SH 16)

Description: Extend Route 9 with 15-minute service from Eagle to SH 16 and update regional schedule.

Estimated Project Cost: \$350,000 - \$800,000 per year

Project Sponsor(s): VRT

Primary Funding Source: 5307 Formula Funds (match from City of Eagle or dedicated state/local funding source)

Other Potential Funding Sources: 5339 Bus/Bus Facilities (Capital), City of Eagle (match)

L-2 Corridor Wide Bus Bay Improvements (Eagle Road to SH 16)

Description: Install bus bays/pull-outs (with support from ACHD) at additional stop locations for the Route 9 and Route 44 (5 locations on both sides).

Estimated Project Cost: \$100,000 - \$300,000

Project Sponsor(s): VRT

Primary Funding Source: 5307 Formula Funds and Local (ACHD) (in partnership) and State (expansion)

Other Potential Funding Sources: STP-TMA, Local/State dedicated funding for transit operations (future source)

L-5 Feeder Route Transit Service (Glenwood Street to SH 16)

Description: Implement additional feeder routes in Eagle and Boise and update regional schedule.

Estimated Project Cost: \$1,200,000 - \$1,500,000 per year per route

Project Sponsor(s): VRT

Primary Funding Source: 5307 Formula Funds (match from Cities of Boise, Eagle and Garden City or dedicated state/local funding source)

Other Potential Funding Sources: 5339 Bus/Bus Facilities (Capital)

L-6 Extend Feeder Route Transit Service (Corridor-wide)

Description: Evaluate feeder route service and ridership to see if any of these routes should be extended from the Eagle area to the Downtown Boise Multimodal Center.

Estimated Project Cost: \$1,200,000 - \$1,500,000 per year per route

Project Sponsor(s): VRT

Primary Funding Source: 5307 Formula Funds (match from Cities of Boise, Eagle and Garden City or dedicated state/local funding source)

Other Potential Funding Sources: 5339 Bus/Bus Facilities (Capital)

TOD Planning and Implementation

L-12 Pierce Park Lane TOD Plan

Description: Develop and adopt detailed site development, implementation, and finance plans of a TOD.

Estimated Project Cost: \$200,000 - \$500,000

Project Sponsor(s): Cities of Boise and Garden City

Primary Funding Source: Private Investment (with support through Boise and Garden City staff resources)

Other Potential Funding Sources: Supported by: Transportation Alternatives, EDA (planning and technical assistance), Bullitt Foundation (environmentally friendly aspects), Kodak American Greenways Program (linkages to Boise River Green Belt), Bikes Belong Grant Program

L-13 Bogart Lane TOD Plan

Description: Develop and adopt detailed site development, implementation, and finance plans of a TOD.

Estimated Project Cost: \$200,000 - \$500,000

Project Sponsor(s): Cities of Boise and Garden City

Primary Funding Source: Private Investment (with support through Boise and Garden City staff resources)

Other Potential Funding Sources: Supported by: Transportation Alternatives, EDA (planning and technical assistance), Bullitt Foundation (environmentally friendly aspects), Kodak American Greenways Program (linkages to Boise River Green Belt), Bikes Belong Grant Program

L-8 30th Street TOD Implementation (Continued)

Description: Continue to implement TOD development at this location.

Estimated Project Cost: Private. Possible Public-Private partnership.

Project Sponsor(s): City of Boise

Primary Funding Source: Private Investment (with support through Boise staff resources)

Other Potential Funding Sources: Supported by: CDBG/Section 108 (affordable housing), EDA (public works and economic adjustment assistance), Community Development Financial Intermediaries, Kodak American Greenways Program (linkages to Boise River Green Belt), Bikes Belong Grant Program

L-9 Collister Drive TOD Implementation (Continued)

Description: Continue to implement TOD development at this location.

Estimated Project Cost: Private. Possible Public-Private partnership.

Project Sponsor(s): City of Boise

Primary Funding Source: Private Investment (with support through Boise staff resources)

Other Potential Funding Sources: Supported by: CDBG/Section 108 (affordable housing), EDA (public works and economic adjustment assistance), Community Development Financial Intermediaries, Kodak American Greenways Program (linkages to Boise River Green Belt), Bikes Belong Grant Program

L-10 Glenwood Street TOD Implementation (Continued)

Description: Continue to implement TOD development at this location.

Estimated Project Cost: Private. Possible Public-Private partnership.

Project Sponsor(s): Cities of Boise and Garden City

Primary Funding Source: Private Investment (with support through Boise and Garden City staff resources)

Other Potential Funding Sources: Supported by: CDBG/Section 108 (affordable housing), EDA (public works and economic adjustment assistance), Community Development Financial Intermediaries, Kodak American Greenways Program (linkages to Boise River Green Belt), Bikes Belong Grant Program

L-11 Plaza Drive TOD Implementation (Continued)

Description: Continue to implement TOD development at this location.

Estimated Project Cost: Private. Possible Public-Private partnership.

Project Sponsor(s): City of Eagle

Primary Funding Source: Private Investment (with support through Eagle staff resources)

Other Potential Funding Sources: Supported by: CDBG/Section 108 (affordable housing), EDA (public works and economic adjustment assistance), Community Development Financial Intermediaries, Kodak American Greenways Program (linkages to Boise River Green Belt), Bikes Belong Grant Program

L-14 Pierce Park Lane TOD Implementation

Description: Initiate implementation of beginning stages of site development for this TOD.

Estimated Project Cost: Private. Possible Public-Private partnership.

Project Sponsor(s): Cities of Boise and Garden City

Primary Funding Source: Private Investment (with support through Boise and Garden City staff resources)

Other Potential Funding Sources: Supported by: CDBG/Section 108 (affordable housing), EDA (public works and economic adjustment assistance), Community Development Financial Intermediaries, Kodak American Greenways Program (linkages to Boise River Green Belt), Bikes Belong Grant Program

L-15 Bogart Lane TOD Implementation

Description: Initiate implementation of beginning stages of site development for this TOD.

Estimated Project Cost: Private. Possible Public-Private partnership.

Project Sponsor(s): Cities of Boise and Garden City

Primary Funding Source: Private Investment (with support through Boise and Garden City staff resources)

Other Potential Funding Sources: Supported by: CDBG/Section 108 (affordable housing), EDA (public works and economic adjustment assistance), Community Development Financial Intermediaries, Kodak American Greenways Program (linkages to Boise River Green Belt), Bikes Belong Grant Program

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Appendix A: Original TTOP Project Listing

The following tables provide the TTOP project listing (with associated information) directly from the TTOP Final Report. Note: Project costs and status have not been updated. The red * indicate the projects that either have been funded or did not require funding. These projects are not the focus of the State Street Programming and Finance Plan.

ID #	Prerequisites	Activity	Lead Agency	Cost	Status
Milestone #1 – Upfront Corridor Improvements					
N-1*	None	<i>Programming and Finance Plan:</i> Develop a funding plan for the range of roadway, transit and land use improvements on the corridor. The plan needs to include a specific funding plan for the near-, medium-, and long-term phases of the corridor and should be updated under each phase.	VRT, Boise, Eagle, Garden City, COMPASS, ITD, ACHD	N/A	New
N-2*	None	<i>State Street Right-of-Way and Alignment Study (23rd Street to Glenwood Street):</i> Complete and adopt this study.	ACHD	\$63K (F)	Ongoing
N-3	None	<i>Corridor-wide Land Use Master Plan:</i> Prepare and adopt a Master Plan that will be used as a roadmap to guide housing and employment investments, land development, transportation, and economic development over the next 20 years. This plan should be completed in conjunction with the Access Management Plan between 23 rd Street and Glenwood Street.	Boise, Eagle, Garden City	\$700K (UF)	New
N-4	N-3	<i>Comprehensive Land Use Plan Changes:</i> Update comprehensive plans based on the adopted Master Plan.	Boise, Eagle, Garden City	N/A	New
N-5	None	<i>Access Management Plan (23rd Street to Glenwood Street):</i> Develop and adopt an Access Management Plan. This plan should be completed in conjunction with the <i>Land Use Master Plan</i> .	ACHD	\$200-250K (UF)	New
N-6*	None	<i>SH 44 Corridor Preservation Study (Ballantyne Lane to I-84):</i> Complete and adopt a corridor plan that identifies future right-of-way needs, proposed lane configurations, environmental document, and an access management plan.	ITD	\$400K (F)	Ongoing
N-7*	None	<i>State Street Corridor Website:</i> Develop and maintain a corridor-wide website for communicating to the public.	COMPASS, VRT	\$10K / yr (UF)	New
N-8*	None	<i>State Street Steering Committee:</i> Continue to utilize the steering committee as a resource for coordinating the implementation plan activities.	COMPASS	N/A	Ongoing
N-9*	None	<i>Community Advisory Committee:</i> Identify opportunities to bring together this group for continued implementation of this plan, as well as informing them of projects, meetings, and public open houses occurring on the corridor.	COMPASS	N/A	Ongoing
N-10*	None	<i>Idaho 16, I-84 to Idaho 44 Environmental Study:</i> Complete and adopt preliminary engineering, environmental documentation, and a preferred alternative for a potential new roadway between I-84 and Idaho 44.	ITD	\$7 million (F)	Ongoing
N-11*	None	<i>Idaho 16, U.S. 20/26 to Idaho 44 Improvements:</i> The ultimate design for SH 44/SH 16 is a grade-separated interchange. The interim design is a 7-lane at-grade intersection to the west of the existing intersection. This project would construct the improvements at the intersection and provide the connection between US 20/26 and Idaho 44.	ITD	\$116 million (GARVEE)	Ongoing
N-12*	None	<i>Bus Stop Improvements (Glenwood Street to Downtown Boise Multimodal Center):</i> 12 bus stop locations are being improved with ADA Enhancements and location specific improvements to maximize the safe and efficient flow of traffic and facilitate passenger access. <i>Cost estimates are being developed by VRT for the State Street bus stops (Refer to ADA improvements project)</i>	VRT	\$30K (F)	Ongoing

* Indicates project is either funded or does not require funding – and therefore is not included in Section 5: Project Programming and Funding Options

ID #	Prerequisites	Activity	Lead Agency	Cost	Status
N-13*	None	<i>Downtown Boise Multimodal Center:</i> A multimodal center would be built to consolidate local and regional transit services in downtown Boise.	VRT	\$12 million (Earmarked)	2012
N-14*	None	<i>Pedestrian Improvements (Veterans Memorial Parkway to Collister Drive):</i> Construct a pedestrian walkway on the north side of State Street between Collister Drive and Veteran's Memorial Parkway.	ACHD	\$537K (ACHD VRF)	2012
N-15*	None	<i>SH 44 / State Street / Ballantyne Lane Realignment Intersection Improvements:</i> Realign State Street and Ballantyne Lane to connect to SH 44 west of the current State Street intersection and signalize the intersection.	ACHD	\$2.25 million (ACHD 5-YR)	2012
N-16*	None	<i>Pedestrian Improvements (Glenwood Street to Collister Drive):</i> This two-phased project would ultimately complete concept, design, right of way, and construction of pedestrian facilities for both sides of State Street in this 2 mile segment. Phase 1 will be from Collister Drive to Ellens Ferry Drive (1 Mile).	ACHD	\$1.5 million (COMPASS Special Project)	2016
N-17*	None	<i>State Street ITS Upgrade:</i> Implement CCTVs, speed detectors, dynamic message signs, and traffic signal upgrades.	ACHD	\$1 million (ACHD 5-YR)	2012
N-18*	None	<i>State Street Signal Timing (Saxton Road to SH 16):</i> Develop and implement coordinated signal timing plans.	ACHD	\$50K (Stimulus)	2011
N-19*	None	<i>Pierce Park Lane Pedestrian Improvements:</i> Construct curb, gutter, and sidewalk between State Street and Parapet Drive and construct an asphalt path with extruded curb between Parapet Drive and Tobi Drive on the west side; Construct curb, gutter and sidewalk between State Street and Filly Street on the east side; and Add two crosswalks.	ACHD	\$1.6 million (ACHD VRF)	2013
N-20*	None	<i>30th Street Extension, Fairview Avenue to State Street:</i> Construct a new 5-lane (or 4 lanes where there are medians) roadway with curb, gutter, sidewalks, and bike lanes between State Street and Fairview Avenue/Main Street.	ACHD	\$8.11 million (ACHD 5-YR)	2013
N-21*	None	<i>SH 44 / State Street and Linder Road Intersection Improvements:</i> Widen intersection to 6 lanes on the north and south approaches, 7 lanes on the east and west approaches, and modify the traffic signal.	ACHD, ITD	\$7 million (ACHD 5-YR)	PD
N-22	N-2, N-4	<i>State Street and Veterans Memorial Parkway Intersection Improvements:</i> Widen approaches and modify the intersection to a high capacity intersection (HCI). Currently, funding is only for additional concept work (2012); design, right-of-way, and construction are unfunded.	ACHD	\$5.8 million (ACHD 5-YR)	2012 (concept)
N-23*	N-2, N-4	<i>State Street and Collister Drive Intersection Improvements:</i> Widen north leg approach to 3 lanes. This project may be programmed concurrently with a State Street widening project.	ACHD	\$1.68 million (ACHD 5-YR)	PD
N-24	None	<i>SH 44 and Bogart Lane Intersection Improvements:</i> Install signal, re-build intersection, and install sidewalk. Installation of signal dependent upon ITD approval.	ACHD	\$510K (ACHD 5-YR)	PD
Milestone #2 – Expand Existing Transit Service					
N-25	None	<i>Yield to Bus Policy:</i> Develop a regional “yield to bus” policy with accompanying ordinances and/or statutes.	VRT, Boise, Eagle, Garden City, COMPASS, ACHD	N/A	New

* Indicates project is either funded or does not require funding – and therefore is not included in Section 5: Project Programming and Funding Options

ID #	Prerequisites	Activity	Lead Agency	Cost	Status
N-26	None	<i>Bus Bays Plan (Downtown Boise Multimodal Center to SH 16):</i> Develop a plan that identifies the locations to implement bus bays on the corridor based on the bus stop locations, ridership, and service today and in the future.	VRT	\$50K (UF)	New
N-27	N-25, N-26	<i>Corridor-wide Bus Bay Improvements:</i> Install bus bays/pull-outs (with support from ACHD) at locations with high ridership, heavy traffic volumes, and future TOD locations on the corridor, such as 30 th Street, Veterans Memorial Parkway, Collister Drive, Glenwood Street-Gary Street, Bogart Lane, Horseshoe Bend Road-SH 55, and Edgewood Road (seven locations on both sides).	VRT	\$140-350K (UF)	New
N-28*	None	<i>Regional Park & Ride Study:</i> Prepare and adopt a study that develops a comprehensive evaluation of a Park & Ride system plan for the region and supports development of Park & Ride sites on State Street.	VRT, COMPASS, ACHD	\$100K (UF)	2011
N-29	None	<i>Glenwood Street Park & Ride Lot:</i> Develop a Park & Ride lot in the area of Glenwood Street and State Street to accommodate Routes 9 and 44. (lease 50 spaces from an existing center)	VRT, Boise, ACHD	\$50K (UF)	New
N-30	N-3, N-4, N-28	<i>Edgewood Road Park & Ride Lot:</i> Redevelop and expand the Park & Ride lot at the intersection of Edgewood Road and SH 44 to accommodate Route 44 or relocate lot at Plaza Drive (future location). (approximately 50 spaces)	VRT, Eagle, ACHD	\$300K (UF)	New
N-31	N-3, N-4, N-28	<i>Horseshoe Bend Road-SH 55 Park & Ride Lot:</i> Work with property owners in the vicinity of the Horseshoe Bend Road-SH 55 and SH 44 intersection to share or acquire property for a Park & Ride lot. Develop a Park & Ride lot in this area either through leasing spaces or constructing a surface lot. (approximately 50 spaces)	VRT, Eagle, Garden City, ACHD	\$50-\$300K (UF)	New
N-32	N-1	<i>Route 9 Transit Service (Downtown Boise Multimodal Center to Glenwood Street):</i> Implement 15-minute headways and all-day service on Route 9, implement increased frequency on Route 9X, and update regional schedule.	VRT	\$300-500K / yr (UF)	New
N-33	N-1, N-32	<i>Route 9 Transit Service (Downtown Boise Multimodal Center to Glenwood Street):</i> Expand the service to late evenings and weekends and update regional schedule.	VRT	\$250-400K / yr (UF)	New
N-34	N-1	<i>Route 44 Transit Service (Downtown Boise Multimodal Center to SH 16):</i> Implement 30-minute peak service for Route 44 and update regional schedule.	VRT	\$200-400K / yr (UF)	New
N-35	None	<i>Corridor-wide Transit Supportive Policies:</i> Coordinate between the agencies to adopt transit supportive policies (i.e., parking, transit incentives, commuter options, etc.) within the downtown areas.	Boise, CCDC, Eagle, Garden City, VRT	N/A	New
N-36	None	<i>Pedestrian Improvements (23^d Street to Glenwood Street):</i> Conduct pedestrian facility design to fill in sidewalk gaps.	ACHD	Varies (UF)	New
Milestone #3 - Prepare for Medium-Term Improvements					
N-37*	None	<i>Regional Technology Investments Development Plan:</i> Develop the short-term investments to set up a system that can be the foundation for future transit ITS. The investments identified will be focused on the next 5 years.	VRT	\$50K (F)	2011

* Indicates project is either funded or does not require funding – and therefore is not included in Section 5: Project Programming and Funding Options

ID #	Prerequisites	Activity	Lead Agency	Cost	Status
N-38*	N-37	<i>Regional Transit Automatic Vehicle Location (AVL) System:</i> Procure and install a transit AVL system. (48-bus fleet)	VRT	\$150-500K (UF)	New
N-39*	N-37, N-38	<i>Corridor-wide Transit Signal Priority (TSP) Evaluation and Operations Report:</i> Procure and test a TSP algorithm for the Naztec traffic signal controllers and develop a concept of operations report (i.e., operational parameters for TSP).	VRT, ACHD	\$100-200K (UF)	New
N-40*	N-39	<i>Transit Signal Priority (Downtown Boise Multimodal Center to SH 16):</i> Implement TSP on the corridor.	VRT, ACHD	\$100-500K (UF)	New
N-41*	N-4	<i>State Street TOD Adoption (Downtown Boise Multimodal Center to Glenwood Street):</i> Adopt specific land use changes for the TOD locations at 30 th Street, Collister Drive, Pierce Park Lane, and Glenwood Street.	Boise, CCDC, Garden City	N/A	New
N-42*	N-4	<i>SH 44 TOD Adoption (Glenwood Street to SH 16):</i> Adopt specific land use changes for the TOD locations at Bogart Lane, Horseshoe Bend Road-SH 55, Plaza Drive, Ballantyne Lane, Linder Road, Palmer Lane, and SH 16.	Boise, Eagle, Garden City	N/A	New
N-43*	N-4, N-42	<i>Horseshoe Bend Road-SH 55 TOD Plan:</i> Develop and adopt detailed site development, implementation, and finance plans of a TOD at this location.	Eagle, Garden City	Varies (Private)	Ongoing
N-44*	N-43	<i>Horseshoe Bend Road-SH 55 TOD Implementation:</i> Implement beginning stages of site development for this TOD.	Eagle, Garden City	Varies (Private)	Ongoing
N-45	N-5, N-41	<i>ROW Acquisition (23rd Street to Glenwood Street):</i> Initiate right-of-way acquisition for this segment of the corridor. <i>Cost estimates are being developed as part of ROW and Alignment Study (Refer to study).</i>	ACHD, Boise, Garden City	TBD from ROW Study	New
N-46*	None	<i>Interagency Regional Coordination:</i> Expand the region-wide ITS Coordination group to include VRT.	VRT	N/A	New
N-47*	None	<i>Treasure Valley High Capacity Transit System Study:</i> The High Capacity Transit System Study is an opportunity to identify the types and travel paths of HCT through the region. HCT options, such as BRT, LRT, streetcars, heavy rail rapid transit, commuter rail, etc. would be evaluated and prioritized for the region.	VRT, COMPASS	\$2 million (UF)	New
N-48*	None	<i>Review and Update Implementation Plan:</i> A review and update of the plan under each implementation phase.	All Agencies	N/A	New

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ID #	Prerequisites	Activity	Lead Agency	Cost	Status
Milestone #4 - Pre-HOV Development					
M-1	N-6	<i>SH 44 Widening Project (Ballantyne Lane to SH 16):</i> Widen SH 44 to four lanes with a median, pedestrian, and bicycle facilities. Final determination of pedestrian and bicycle facilities from the SH 44 Corridor Preservation Study.	ITD	\$19 million (UF)	New
M-2	N-3	<i>SH 44 Access Management Plan (Glenwood Street to Eagle Road):</i> Complete and adopt an Access Management Plan.	ITD	\$100-300K (UF)	New
M-3*	N-1	<i>Update Funding Plan and Review Implementation Plan:</i> Update funding plan and review implementation plan for the corridor.	VRT, Boise, Eagle, Garden City, COMPASS, ITD, ACHD	N/A	New
M-4	N-32, N-33, N-34, N-38, N-40	<i>Corridor-wide Preferential Treatment Study:</i> Confirm locations and develop concept plans for queue jump and bypass lanes on the corridor based on identified locations from the TTOP study and transit data from the AVL system.	VRT	\$50-100K (UF)	New
M-5	None	<i>Corridor-wide HOV Lane Use Study:</i> Conduct a HOV lane use study every 5 years to identify the potential and recorded usage of the HOV lane, need to expand the HOV lane to Eagle, need to convert the HOV usage to 3-plus vehicles, and need to convert the HOV lane to an exclusive transit lane. Initial study would identify potential usage on the corridor between SH 16 and 23rd Street for implementation of HOV lane between 23rd Street and Glenwood Street.	ACHD, ITD, VRT	\$50K per study (UF)	New
M-6	None	<i>Regional HOV Lane Use Policy:</i> Develop a regional "HOV lane use" policy with accompanying ordinances and statutes.	COMPASS, VRT, ACHD, ITD	N/A	New
M-7	N-25, N-26, N-27, N-32, N-33, N-34	<i>Corridor-wide Bus Bay Improvements:</i> Install bus bays/pull-outs (with support from ACHD) at additional stop locations or high ridership locations for the Route 9 (i.e., Plaza Drive) and Route 44 (i.e., Linder Road, SH 16) (10 to 15 locations on both sides).	VRT	\$200-900K (UF)	New
M-8	M-4	<i>Queue Jump Lanes/Bypass Lanes (Glenwood Street to Eagle Road):</i> Implement queue jump and/or bypass lanes at locations, such as Eagle Road, Horseshoe Bend Road, and Bogart Lane that will not be widened within the next 10 years for an exclusive HOV or transit lane. (3 locations)	VRT, ITD	\$300K-1.2 million (UF)	New
M-9	N-3, N-16, M-2	<i>Pedestrian Facilities (Glenwood Street to Eagle Road):</i> Conduct pedestrian facility design to fill in sidewalk gaps on both sides of this SH 44 segment.	Eagle, Boise, Garden City, ITD	Varies (UF)	New
M-10	N-31, N-44	<i>Horseshoe Bend Road-SH 55 Park & Ride Lot Expansion:</i> Expand the Park & Ride lot at Horseshoe Bend Road-SH 55 (expand to 100 -200 spaces)	Eagle, VRT	\$150-450K (UF)	New
M-11	N-28, N-41	<i>Plaza Drive Park & Ride Lot:</i> Develop a Park & Ride lot at Plaza Drive with a pedestrian overcrossing to provide connectivity to the bus stops and destination areas of Eagle. This location is anticipated to replace the Park & Ride lot at Edgewood Drive. (100-200 spaces)	Eagle, VRT	\$300-600K (no land costs) (UF)	New
M-12	N-28, N-42	<i>SH 16 Park & Ride Lot:</i> Develop a Park & Ride lot at the intersection of SH 16 and SH 44. (200-300 spaces)	Eagle, VRT	\$600-900K (no land costs) (UF)	New

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ID #	Prerequisites	Activity	Lead Agency	Cost	Status
M-13	N-32, N-33, M-3	<i>Route 9 Transit Service (Glenwood Street to Eagle Road):</i> Extend Route 9 with 15-minute service to Eagle and update regional schedule.	VRT	\$300-600K / yr (UF)	New
M-14	N-32, N-33, N-34, M-3	<i>Feeder Route Transit Service (Glenwood Street to SH 16):</i> Implement two feeder routes in Eagle and Boise and update regional schedule.	VRT	\$1.2-1.5 million / yr / rte (UF)	New
Milestone #5 - Initial Land Development Changes					
M-15	N-41	<i>30th Street TOD Plan:</i> Develop and adopt detailed site development, implementation, and finance plans of a TOD.	Boise, CCDC	\$200-500K (UF)	New
M-16	N-41	<i>Collister Drive TOD Plan:</i> Develop and adopt detailed site development, implementation, and finance plans of a TOD.	Boise	\$200-500K (UF)	New
M-17	N-41	<i>Glenwood Street TOD Plan:</i> Develop and adopt detailed site development, implementation, and finance plans of a TOD.	Boise, Garden City	\$200-500K (UF)	New
M-18	N-41, N-42	<i>Plaza Drive TOD Plan:</i> Develop and adopt detailed site development, implementation, and finance plans of a TOD, including validation for this site location given the ITD access control of this location.	Eagle	\$200-500K (UF)	New
M-19	M-15	<i>30th Street TOD Implementation:</i> Initiate implementation of beginning stages of site development for this TOD.	Boise, CCDC	Varies (Private)	New
M-20	M-16	<i>Collister Drive TOD Implementation:</i> Initiate implementation of beginning stages of site development for this TOD.	Boise	Varies (Private)	New
M-21	M-17	<i>Glenwood Street TOD Implementation:</i> Initiate implementation of beginning stages of site development for this TOD.	Boise, Garden City	Varies (Private)	New
M-22	M-18	<i>Plaza Drive TOD Implementation:</i> Initiate implementation of beginning stages of site development for this TOD.	Eagle	Varies (Private)	New
Milestone #6 – Roadway Expansion					
M-23	N-5, N-32, N-33, N-45, M-5, M-6	<i>Curbside Running Way with HOV Implementation (23rd Street to Glenwood Street):</i> Design and implement a curbside running way with HOV lane as a 7-lane cross-section with raised median, curb, gutter, sidewalks, and bike lanes. <i>Currently, a widening project is identified in ACHD's 5-year work plan to widen the roadway to 7-lanes. The HOV lane is not specifically identified in the 5-year work plan. Cost estimates for ROW are based on the CIP. These costs estimates are anticipated to increase after the completion of the ROW and Alignment Study for this roadway segment.</i>	ACHD	\$35-40 million (ACHD 5-YR – See italics note)	New

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ID #	Prerequisites	Activity	Lead Agency	Cost	Status
Milestone #7 – Land Development is Ready					
L-1*	M-3	<i>Update Funding Plan and Review Implementation Plan:</i> Update funding plan and review implementation plan for the corridor.	VRT, Boise, Eagle, Garden City, COMPASS, ITD, ACHD	N/A	New
L-2	M-7, M-13, M-14	<i>Corridor-wide Bus Bay Improvements:</i> Install bus bays/pull-outs (with support from ACHD) at additional stop locations for the Route 9 and Route 44 (5 locations on both sides).	VRT	\$100-300K (UF)	New
L-3	N-34, M-7, M-13, M-14	<i>Queue Jump Lanes/Bypass Lanes (Eagle Road to SH 16):</i> Implement queue jump and/or bypass lanes at locations, such as Ballantyne Lane, Linder Road, and SH 16 that will not be widened within the next 10 years for an exclusive HOV or transit lane. (3 locations)	VRT, ITD	\$300K-1.2 million (UF)	New
L-4	L-1, M-13, M-14	<i>Route 9 Transit Service (Eagle Road to SH 16):</i> Extend Route 9 with 15-minute service from Eagle to SH 16 and update regional schedule.	VRT	\$350-800K / yr (UF)	New
L-5	L-1, M-13, M-14	<i>Feeder Route Transit Service (Glenwood Street to SH 16):</i> Implement an additional feeder route in Eagle and Boise and update regional schedule.	VRT	\$1.2-1.5 million / yr (feeder rt) (UF)	New
L-6	L-1, L-4, L-5	<i>Extend Feeder Route Transit Service (Corridor-wide):</i> Evaluate feeder route service and ridership to see if any of these routes should be extended from the Eagle area to the Downtown Boise Multimodal Center.	VRT	\$1.2-1.5 million / yr / rte (UF)	New
L-7	M-2, M-23, L-4, L-5, L-6	<i>Curbside Running Way with HOV Implementation (Glenwood Street to Eagle Road):</i> Design and implement a curbside running way with HOV lane between Glenwood Street and Eagle Road, including a seven-lane cross-section with raised median, curb, gutter, sidewalks, and bike lanes. An environmental document would need to be completed for this segment (if federal funds were used).	ITD	\$45-60 million (UF)	New
L-8	M-19	<i>30th Street TOD Implementation (cntd.):</i> Continue to implement TOD development at this location.	Boise, CCDC	Varies (Private)	New
L-9	M-20	<i>Collister Drive TOD Implementation:</i> Continue to implement TOD development at this location.	Boise	Varies (Private)	New
L-10	M-21	<i>Glenwood Drive TOD Implementation (cntd.):</i> Continue to implement TOD development at this location.	Boise, Garden City	Varies (Private)	New
L-11	M-22	<i>Plaza Drive TOD Implementation (cntd.):</i> Continue to implement TOD development at this location.	Eagle	Varies (Private)	New
L-12	N-41	<i>Pierce Park Lane TOD Plan:</i> Develop and adopt detailed site development, implementation, and finance plans of a TOD.	Boise, Garden City	\$200-500K (UF)	New

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ID #	Prerequisites	Activity	Lead Agency	Cost	Status
L-13	N-42	<i>Bogart Lane TOD Plan</i> : Develop and adopt detailed site development, implementation, and finance plans of a TOD.	Boise, Garden City	\$200-500K (UF)	New
L-14	L-12	<i>Pierce Park Lane TOD Implementation</i> : Initiate implementation of beginning stages of site development for this TOD.	Boise, Garden City	Varies (Private)	New
L-15	L-13	<i>Bogart Lane TOD Implementation</i> : Initiate implementation of beginning stages of site development for this TOD.	Boise, Garden City	Varies (Private)	New
Milestone #8 – High Capacity Transit Corridor					
L-16	N-41, N-42, N-47, M-13, M-14, M-23, L-4, L-5, L-6, L-7	<i>State Street/SH 44 Corridor High Capacity Transit Alternatives Study (Downtown Boise Multimodal Center to SH 16)</i> : Once ridership has been increased on the corridor through transit service enhancements, prepare a NEPA and FTA application for a high-capacity transit alternatives study for the State Street/SH 44 corridor.	VRT, COMPASS	\$1-2 million (UF)	New
L-17*	L-16	<i>Application for Transit Capital Improvements (Downtown Boise Multimodal Center to SH 16)</i> : Explore the FTA Small Starts program for funding of an exclusive lane and development of a BRT service.	VRT	N/A	New
L-18	L-1, L-16, L-17	<i>BRT Improvements (Downtown Boise Multimodal Center to Eagle Road)</i> : Develop and implement a BRT-style bus service for the Route 9. This service could include a branded image, real-time passenger information, rail-like stations, stops at approximately ½ mile spacing, and off-board fare collection.	VRT	\$20-60 million (UF)	New

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Appendix B: Project Dependency/Groupings Diagrams

Figure B-1 illustrates the project dependencies diagram which identifies interdependent projects and illustrates their relationship along the critical path. The projects, which are described in Appendix A, are color coded to identify which are roadway, transit, or land use focused. The projects that either have funding, or don't require funding, are shown in far left as input to the future projects.

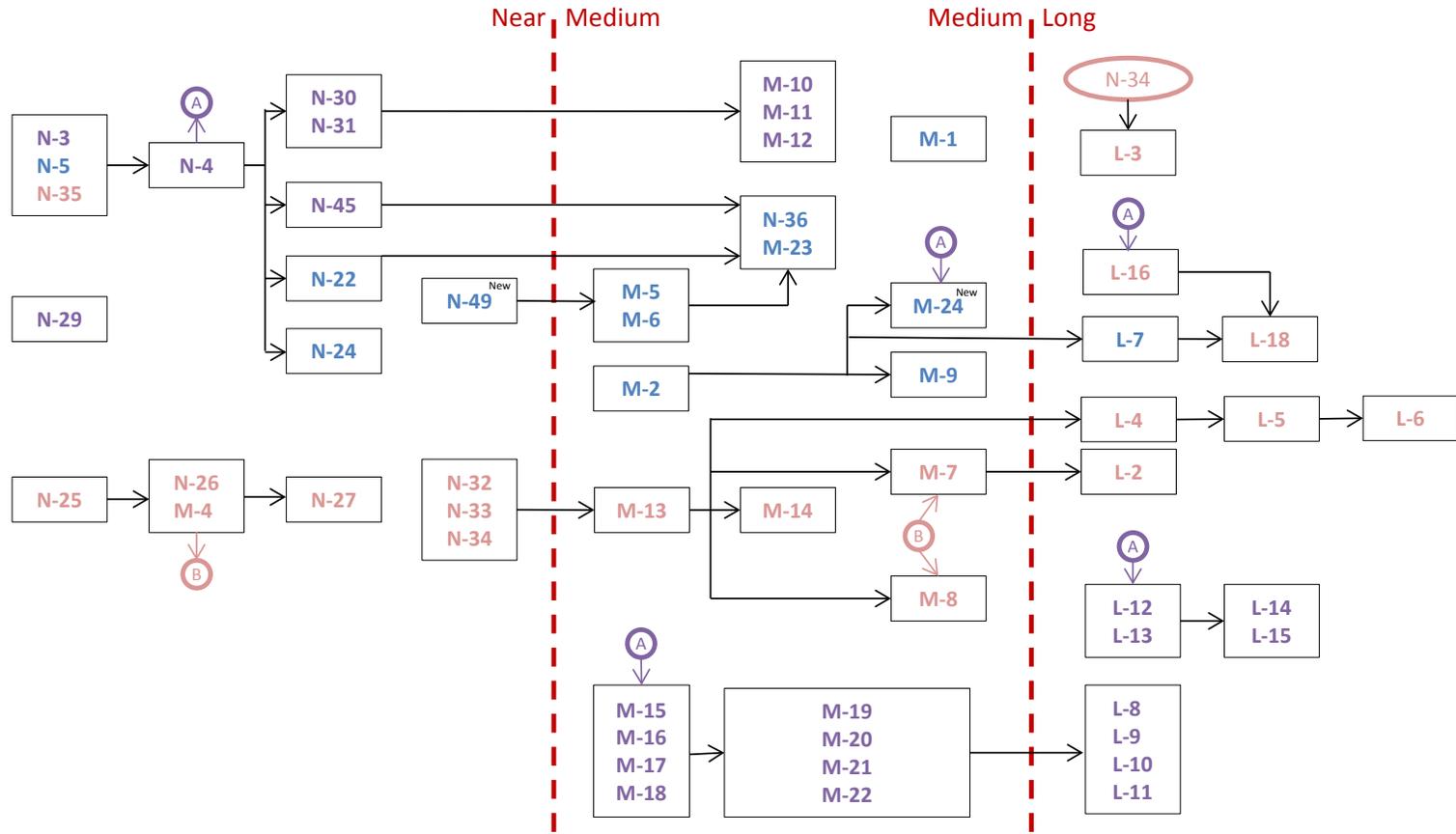
The "triggers" identified in the TTOP are also shown in the Figure. These triggers must be met before the State Street implementation efforts can advance to the next major timeframe. This implies, for instance, that projects shown in the medium term cannot begin until the triggers between near and medium term have been met. The columns of project boxes are purposeful and illustrate the rough timing/ordering of when each project will be implemented.

Figure B-2 illustrates the projects by the following groupings of similar work, as follows:

1. Integrated transportation and land use planning to prepare for curbside running way HOV lanes from 23rd Street to Glenwood Street.
2. Expansion of the curbside running way HOV lanes from Glenwood Street to SH 16.
3. Transit service expansion to coordinate with groups 1 and 2 above.
4. Transit Oriented Development (TOD) planning and implementation to coordinate with and support new services.

Funded or not needing funding

- N-1
- N-2
- N-6
- N-7
- N-8
- N-9
- N-10
- N-11
- N-12
- N-13
- N-14
- N-15
- N-16
- N-17
- N-18
- N-19
- N-20
- N-21
- N-23
- N-28
- N-37
- N-38
- N-39
- N-40
- N-41
- N-42
- N-43
- N-44
- N-46
- N-47
- N-48
- M-3
- L-1
- L-17



Near | Medium
Triggers:

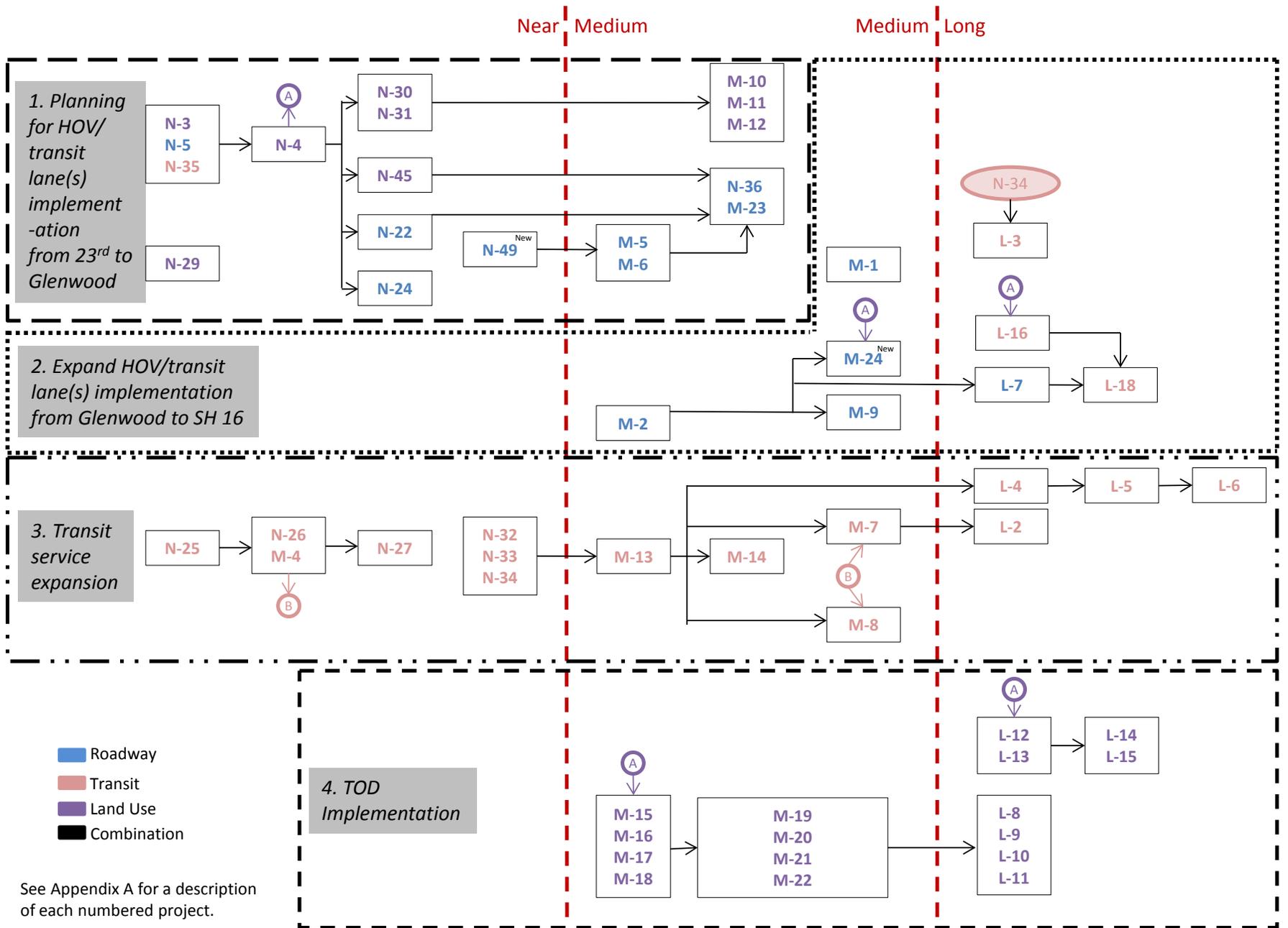
- ADT >43,000 east of Glenwood
- 1,500 transit riders per day
- Completion of Land Use Master Plan, initial TOD site development at Horse-shoe Bend-SH55
- Park n' ride lots at Glenwood and Horse-shoe Bend-SH55

Medium | Long
Triggers:

- ADT >43,000 west of Glenwood and peak hour HOV lane usage >200 vph east of Glenwood
- 3,000 transit riders per day
- TOD development at 30th Street, Collister, Glenwood, Horseshoe Bend-SH55, and Plaza Drive
- Park n' ride lot at SH 16

See Appendix A for a description of each numbered project.

Figure B-1. State Street Corridor Implementation Project Dependencies Diagram



Appendix C:

Potential Funding Sources

This section identifies and describes the potential funding sources that could be used to execute the 57 projects identified in Figure B-1. The potential funding sources include both traditional and non-traditional possibilities. Where available, information was collected about each source, as follows:

- Funding source description
- Types of projects the source is designed to fund
- Funding limits, if any
- Match requirements
- Funding application process and timeframes

The research conducted to identify traditional and non-traditional funding sources included:

- Reviewed lists of possible funding sources provided by ACHD, City of Boise, COMPASS, the Idaho Transportation Department, Valley Regional Transit, and input from the project stakeholder group.
- Reviewed new transportation bill (MAP-21) and identified new and eliminated funding sources
- Contacted several federal, state and local agencies to learn/discuss possibilities
- Independent research to identify non-traditional sources

The funding sources described herein are only those that have been determined to have direct relevance to the State Street/SH44 projects. The final sub-section within this chapter addresses some 'Other Possibilities' for funding or supporting the execution of the projects. Organizations that provide technical assistance and/or expertise have not been included in either the traditional or non-traditional funding sources since they do not provide funding; however, they are identified in the 'Other Possibilities' section for completeness.

Traditional Funding Sources

Table C-1 provides a summary of the traditional funding sources that may be used to conduct the State Street projects. The sources in the table include:

- Local (Cities of Boise, Garden City, and Eagle; and ACHD and COMPASS)
- Surface Transportation Projects (STP-TMA)
- Transportation Alternatives
- HUD: Sustainable Communities Challenge Grant
- Consolidated Planning Grant
- FTA 5307 Urban Area Formula Program Funds
- FTA 5309 (1b) Transit New Starts/Small Starts
- FTA 5339 Bus/Bus Facilities Formula Grants (capital only)
- Cash for Towns (State funding)
- State Funds
- ITD Curb Ramp Program
- Congestion Management and Air Quality (CMAQ)
- Private Investment

**Table C-1
Traditional Funding Sources**

Funding Source	Source Description	Eligible Project Categories	Funding Limits	Match Requirements	Process/ Timeframe
Local	Funding sources include ACHD, VRT or Cities tax dollars and fees.	Broadly applicable to planning or implementation projects.	None (constrained by availability)	None	Annual process to establish improvement plan budgets.
STP-TMA	Overseen by COMPASS, funds support surface transportation projects in the metropolitan area.	Major roadway improvement projects within metropolitan area. Transit vehicle and capital projects.	~\$8M annually	7.34%	Direct allocation to COMPASS. Annual application in Fall.
Transportation Alternatives	New MAP-21 program. Incorporates previous programs: Safe Routes to Schools, Transportation Enhancement, Scenic Byways, and Recreational Trails.	Projects that contain bike and pedestrian facilities.	TBD	TBD	Annual application in Fall.
HUD:SCCG	Sustainable Communities Challenge Grant can fund projects that promote livable, walkable, economically viable mixed use environments. The Region has applied to prepare the State Street Land Use Plan and been unsuccessful	Land Use Master Plan	<\$3M	20% (required). Competitive proposals are >20%	Annually. Funding not available in 2012. Program subject to congressional approval.
Consolidated Planning Grant	Funds used for transportation planning activities performed by COMPASS staff.	Planning projects conducted or supported by COMPASS staff.	~\$1.5M annually	7.34%	Annually. Spring solicitation for planning support.
FTA 5307	Urban area transit funding to public transportation in areas with population over 50,000. MAP-21 now allows agencies with fewer than 100 buses to use funds for operations (VRT considering response).	Transit operations and related capital improvement projects.	New Formula (TBD)	Varies by type of application. Capital and maintenance = 20%; operating up to 50%.	Directly allocated to VRT. Funds not used for existing system available through annual application in Fall.

Funding Source	Source Description	Eligible Project Categories	Funding Limits	Match Requirements	Process/ Timeframe
FTA 5309 1b	Major capital investments (new starts/small starts).	Bus Rapid Transit improvements	\$75M	20%	Applications accepted annually (as available).
FTA 5339 Bus/Bus Facilities (capital)	Capital to support purchase of buses or bus facilities.	Transit service enhancement projects.	TBD	20%	Annual application
Cash for Towns (State)	Specific state funding to support transportation projects in or near cities.	Support to intersection and roadway improvement projects.	\$50K - \$250K	TBD	Annual application
State Funds	Used for Operations, Preservation, Restoration, or Expansion (in that order) for planning and implementation projects on the state road system.	Major roadway projects (on SH 44) such as intersection improvements and widening.	None (constrained by availability)	None	Annual application
ITD Curb Ramp Program	Specific state funding to support the installation of ADA compliant curb ramps at intersections where these facilities don't currently exist.	Projects involving pedestrian facilities on SH 44.	\$60K	None required, but competitive program and encouraged.	Annual application
CMAQ	Funds are used for transportation projects that improve air quality, lower auto emissions and reduce congestion.	Park & Ride Lots, transit capital	Generally <\$500K, but up to \$1M.	7.34%	Annual application. Currently suspended by ITD Board.
Private Investment	Primarily TOD planning and implementation projects. Private parties could include developers and other potential tenants in a TOD.	Intersection improvements driven by new development. TOD development.	n/a	n/a	n/a

Non-Traditional Funding Sources

Table C-2 provides a summary of the non-traditional funding sources that may be used to conduct the State Street projects. The sources in the table include:

- Transportation Infrastructure Finance and Innovation Act (TIFIA) - loans
- HUD: Community Development Block Grant (CDBG)
- HUD Section 108 – loan guarantees (advance on CDBG funds)
- Economic Development Administration (EDA - Planning and Technical Assistance)
- Economic Development Administration (EDA - Public Works and Economic Adjustment Assistance Programs)
- Local/State dedicated funding for transit (future)
 - Although this funding source does not currently exist, it has been included in the list because of its importance to expansion of transit services in the corridor
 - The Governor’s Task Force on Modernizing Transportation Funding offered the following possible sources of these funds:
 - Local Option Sales Tax – a city or county additional sales tax for the purpose of a regional mobility network
 - Local Option Real Property Taxes – expand property taxes to fund public transportation
 - Impact Fees – use for transit capital improvements related to new construction/impacts brought by growth
- Bullitt Foundation
- Community Development Financial Intermediaries
- Kodak American Greenways Program
- Bikes Belong Grant Program

**Table C-2
Non-Traditional Funding Sources**

Funding Source	Source Description	Eligible Project Categories	Funding Limits	Match Requirements	Process/ Timeframe
Transportation Infrastructure Finance and Innovation Act (TIFIA)	Provides Federal credit assistance in the form of direct loans, loan guarantees, and standby lines of credit to finance surface transportation projects of national and regional significance. TIFIA can help advance qualified, large-scale projects that otherwise might be delayed or deferred because of size, complexity, or uncertainty over the timing of revenues.	SH 44 widening	Projects must be at least \$50M. Not direct funding – loan guarantees.	51%	Apply when ready.
HUD: CDBG	Design and construction activities for low to moderate income (affordable) housing. Cannot be used for plans.	TOD implementation projects, including some infrastructure.	Limited by annual funding allocation	None. Limited by available funds.	Apply when ready.
HUD: Section 108 loan guarantees	Compliments CDBG. Provides loans paid back with future project revenues. Guaranteed with future CDBG allocations.	TOD implementation projects.	Limited by annual funding allocation. Can be larger amounts using multiple year's allocations.	None. Limited by available funds.	Apply when ready.
Economic Development Administration - planning	Funding to support economically distressed areas and be focused on job creation. Dedicated to planning activities	TOD plans	\$50 - \$60K	50%	Annual application.
Economic Development Administration – public works	Funding to support economically distressed areas and be focused on job creation. Dedicated to project development.	TOD implementation.	\$500K - \$2M	50%	Annual application.

Funding Source	Source Description	Eligible Project Categories	Funding Limits	Match Requirements	Process/ Timeframe
Local/State dedicated funding for transit	This is a future local or state funding source needed to accomplish transit projects. Without this additional funding, planned transit service enhancement/expansion likely won't happen.	Transit projects to enhance or expand transit services on State Street.	TBD	None	TBD
Bullitt Foundation	Foundation supports planning, ecologically sensitive urban design, infrastructure, and development; focus on environmentally friendly aspects.	TOD planning and implementation projects for low impact development treatments.	<\$50K	None, but partnership projects encouraged.	Applications due May 1 and Nov 1. Project must be complete in 1 year.
Community Development Financial Intermediaries	Financial institutions provide funding (loans) from public and private sources of their members to support community development projects.	TOD implementation projects.	Varies	Favorably arranged loans.	Annual application.
Kodak American Greenways Program	Program provides "seed" grants to organizations that are growing our nation's network of greenways, blueways, trails and natural areas.	Roadway improvements and TOD implementation projects that link to Boise River Greenbelt.	TBD – very limited.	TBD	Annual application.
Bikes Belong Grant Program	National non-profit organization funding projects that support bike facilities, improved health, strengthen bike business, and enhanced quality of life.	Roadway improvements and TOD implementation projects have bike facility elements.	\$10K	50%	Tri-annual application process.

Other Supportive Sources

During the project research, other supportive sources were identified that could provide technical assistance, expertise, and staff resources to accomplish some of the projects described in the next chapter. These other supportive sources do not provide funding directly, but in other ways could support the project execution. They include:

Orton Foundation – Non-Profit (small) which provides planning expertise (not funding) on a variety of levels. Typically they offer time and resources to assist an agency conduct a project. Though they have not done specific TOD plans, a master land use plan would be within their abilities to support. The Orton Foundation assisted Clarion and Associates with the Blaine Co. Comprehensive Plan.

Lincoln Institute of Land Policy – This group works to discover new knowledge, develop better tools and methods, and improve land policy and the practice of planning. Focus areas include:

- Regional/spatial planning
- Property rights
- Ecostructure

They develop and provide planning tools and techniques for practicing planners, developers, land conservation leaders, academics, and policy makers in the areas of land use mediation and negotiation, regional collaboration, environmental planning, land conservation, and comprehensive planning. The Lincoln Institute could support the master land use planning efforts and the development of specific area TOD plans. They also could support development of the transit supportive policies, yield to bus policy, and the regional HOV lane use policy.

Urban Land Institute – Non-profit research and education organization, which has participated in numerous planning efforts throughout the region. Facilitates an open exchange of ideas, information, and experience among local, national and international industry leaders and policy makers dedicated to creating better places. The Urban Land Institute could also support the master land use planning efforts and the development of specific area TOD plans.

Building Blocks for Sustainable Communities – Provides expertise to develop programs and policies in support of sustainable communities design and development. This organization could support the development of specific area TOD plans.

Transportation Planning Capacity Building Program – The Transportation Planning Capacity Building (TPCB) Program is designed to help decision makers, transportation officials, and staff resolve the increasingly complex issues they face when addressing transportation needs in their communities. This comprehensive program for training, technical assistance, and support targets State, local, regional, and Tribal governments, transit operators, and community leaders. They gather and disseminate examples of effective transportation planning practices, act as a clearinghouse of information and contacts within transportation planning community, and create and deliver training programs and support peer-to-peer information exchanges. This organization could support the master land use planning efforts and the development of specific area TOD plans. They also could support development of the transit supportive policies, yield to bus policy, regional HOV lane use policy, and the bus bay plans.

Idaho Community Foundation – Non-profit organization focused on enriching the quality of life throughout Idaho. Has limited project funds (<\$5,000) to improve arts/culture, conservation, environmental issues, emergency services, health, public library projects, and recreational social services. This organization could support the development of specific area TOD plans.