



## PROJECT PRIORITIZATION, COSTS, AND FUNDING SOURCES

DATE: September 6, 2024

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SUBJECT: Turner TSP – Tech Memo #5 - FINAL

Project #23066-000

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The purpose of this memorandum is to review how the City of Turner has collected transportation funds for investments in the past and to estimate future funding levels based on this historic information. Understanding where transportation funding is likely to come from and how much may be available helps set reasonable expectations for the number of improvements that can be made by 2044. It also informs the City's financially constrained project list, which is the City's highest priority projects that could be constructed with anticipated funding through 2044. The financially constrained project list can help the City decide whether new or expanded funding sources will be needed to attain the community's objectives.

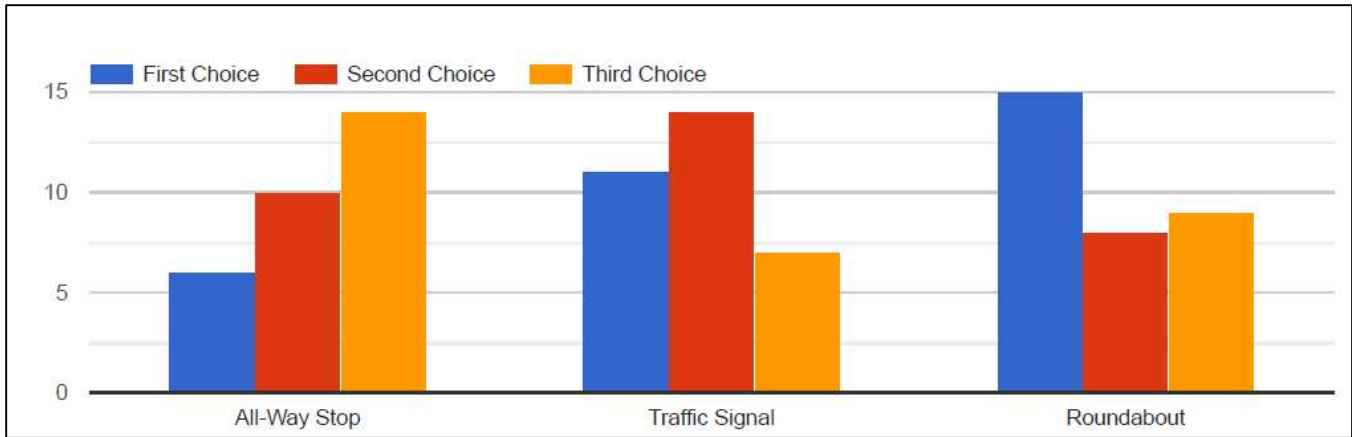
### SUMMARY OF OPEN HOUSE #2 FEEDBACK

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The second Open House for the Turner Transportation System Plan (TSP) update was hosted online at the [www.turneroregontsp.com](http://www.turneroregontsp.com) between April 19<sup>th</sup> and May 12<sup>th</sup>. During that time there was a total of 277 unique website views and 33 surveys that were completed. The draft list of TSP projects were presented to the public and an online survey was made available that elicited feedback from the general public regarding community members top transportation priorities and preferred traffic control options at the intersection of 3<sup>rd</sup> Street/Delaney Road.

The results of the preferred traffic control survey question is shown in Figure 1. Roundabout was the top first choice for traffic control option at the intersection by the general public (15 votes) with Traffic Signal a close second (11 votes). However, if the votes for first choice and second choice are summed together, then the traffic signal option has the most votes at 25 votes and roundabout is next at 23 votes.

When asked which projects the City should prioritize, the majority of survey respondents said the traffic control upgrade and safety improvements at the 3<sup>rd</sup> Street/Delaney Road intersection (16 respondents). The next highest-commented project was general sidewalk and pedestrian improvements (5 respondents).



**FIGURE 1: PUBLIC RESPONSES FOR PREFERRED TRAFFIC CONTROL AT 3<sup>RD</sup> STREET/DELANEY RD**

Additional input from the public was received at the annual Turner Celebration event on June 1, 2024. This event was open to the public and hosted vendors, a parade, and games/activities for families. City staff and DKS team members set up information about the TSP update at the event and asked members of the community to weigh in on which TSP projects they want to see prioritized using an interactive posterboard activity. Through this activity, the project team heard that the multi-use path along 3<sup>rd</sup> Street was a high priority for recreational purposes showing a community desire for more walking and biking options in Turner.

### PRIORITIZED PROJECT LIST

After compiling the initial list of Transportation System Plan (TSP) improvement projects, each project was scored against the evaluation criteria in Chapter 2 of this TSP. The evaluation criteria were identified and documented in an early stage of the TSP update process in Technical Memorandum #1. In this memorandum, fifteen evaluation criteria were identified and categorized into five groups. The five categories aligned with the TSP goals and are listed below. To see the full list of evaluation criteria, see Technical Memorandum #1.

- Safety
- Mobility and Accessibility
- Connectivity and functionality
- Livability and Opportunity
- Coordination and Collaboration

Each project was assigned a numerical score (range -2 to +2) for how well each evaluation criteria was met. The total score of each project was added up and then projects were assigned a “high”, “medium”, or “low” qualitative prioritization rating based on the relative total score. Projects that scored highest were ones that will improve equitable outcomes for underserved populations, improve safety by reducing or eliminating fatalities and serious injuries, improve access for people with disabilities, complete the multimodal transportation network, and align with the functional classification of planned or existing facilities.

Table 1 shows the list of high-priority projects using this methodology. The full project list with the assigned prioritization ratings (high, medium, low) is provided in the Appendix.

**TABLE 1: HIGH-PRIORITY TSP PROJECTS**

<b>PROJECT ID</b>	<b>PROJECT NAME</b>	<b>PROJECT DESCRIPTION</b>	<b>EVALUATION SCORE/ PRIORITY RATING</b>
IN-01	3rd Street at Delaney Road Intersection Improvement	Install traffic control improvements at the intersection of 3rd Street and Delaney Road. Either a traffic signal, roundabout, or all-way stop.	Score: 10 Rating: High
SR-01	Chicago Street (East) Street Upgrade	Upgrade Chicago Street to Special Collector street standards from 3rd Street to School Avenue. Includes a multi-use path on the north side.	Score: 9 Rating: High
SR-04	School Avenue at Denver Street Enhanced Pedestrian Crossing	Install an RRFB and median refuge island on Denver Street at School Avenue to facilitate a safer school crossing.	Score: 9 Rating: High
SR-02	School Avenue at Chicago Street Intersection Improvements	Install an all-way stop, raised crosswalk, signage, and curb extensions to facilitate safer pedestrian movements.	Score: 8 Rating: High
SR-03	School Avenue Street Upgrades	Upgrade School Avenue to Special Collector street standards from Chicago Street to Denver Street. Includes a multi-use path and school loading/parking on the east side and sidewalk on the west side.	Score: 8 Rating: High
UU-02	3rd Street (3rd Street Corridor) Urban Upgrade	Upgrade 3rd Street to applicable 3rd St Corridor standards (sidewalk, multi-use path, landscape strip, three travel lanes) from Holly Street to the Mill Creek Bridge south of Ash Street.	Score: 8 Rating: High
UU-03	Downtown (3rd Street Corridor) Urban Upgrade	Upgrade 3rd Street and Denver Street in the downtown area to applicable 3rd St Corridor standards (sidewalk, multi-use path, landscape strip/parking, three travel lanes) from the Mill Creek Bridge south of Ash Street to the Mill Creek Bridge east of School Avenue.	Score: 8 Rating: High

## TRANSPORTATION FUNDING

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The funding to construct projects in this TSP was estimated by reviewing current transportation funding sources currently in place and projecting projected total revenue through 2044 based on past annual allocations. Below is a summary of the City's current sources of funding and estimated project available funds that could be applied towards project implementation.

**TABLE 2** lists all of the revenue funding sources assumed to be available to the City of Turner, and indicates how much revenue is assumed to be available to implement the projects in this TSP.

The amount of funding assumed to be available to construct projects in this TSP was estimated by reviewing transportation funding sources currently in place and projecting total revenue through 2044 based on past annual allocations. Below is a summary of the City's current sources of funding and estimated project available funds that could be applied towards project implementation.

**TABLE 2** lists all of the revenue sources assumed to be available to the City, and indicates how much revenue is assumed to be available to implement the projects in this TSP.

The City's primary sources of revenue currently include the State Highway Fund and System Development Charges (SDC), both of which fund transportation expenses. It should be noted that some revenue sources have restrictions on the types of projects for which they can be used.

### Highway Trust Fund

The Highway Trust Fund is funded by vehicle registration fees, gas tax, and other taxes/fees and is used for the creation, preservation, and maintenance of Oregon's transportation infrastructure. Cities and counties receive allocations of the fund on a per capita basis. Funds can only be used for the construction, reconstruction, maintenance, etc. of highways, roads, streets, bike paths, foot paths and rest areas. Turner has received an average of \$181,000 per year from the Highway Trust Fund gas tax over the last 5 years.

### System Development Charges

Turner collects a System Development Charge (SDC) fee from new developments to fund transportation projects. State law restricts the use of SDC funds to capacity-adding projects, generally for constructing or improving portions of roadways impacted by the applicable development. SDCs cannot be used to fund improvements for existing deficiencies. The transportation SDC is a one-time development fee.

The SDC rate is currently set at \$2,122 per detached single-family dwelling unit. The SDC fee for all other uses is adjusted based on the applicable equivalent length new daily trip (ELNDT) factor.

Based on projected revenue and expenditures, the current revenue sources are estimated to provide a total of \$5.315 million through 2044 to fund transportation related projects.

**TABLE 2: SUMMARY OF EXPECTED FUNDING AND RESTRICTIONS (2024 DOLLARS)**

REVENUE SOURCE	FUNDING RESTRICTIONS	ESTIMATED THROUGH 2044	ASSUMED OPERATIONS & MAINTENANCE ALLOCATION	AVAILABLE AMOUNT FOR TSP PROJECTS
HIGHWAY TRUST FUND	Transportation-related	\$5,380,000	\$2,800,000	\$2,580,000
SYSTEM DEVELOPMENT CHARGES (SDC)	Capacity-adding projects	\$1,635,000	\$0	\$1,635,000
MISCELLANEOUS REVENUE (E.G. SERVICES, INTEREST INCOME)	Unrestricted	\$2,400,000	\$1,800,000	\$600,000
VARIOUS GRANTS	Varies	\$1,000,000	\$0	\$1,000,000
<b>TOTAL</b>		<b>\$10,415,000</b>	<b>\$4,600,000</b>	<b>\$5,815,000</b>

State highway fund revenues are dependent on many factors including gas prices, gas consumption, and the City’s population relative to other urban areas in the state. For the purposes of this estimate, these relationships were assumed to stay constant throughout the forecast horizon and the same levels of annual funding for those sources are assumed through 2044. Actual revenues could potentially be less than the estimates presented here. It should be noted that technological advances might further improve vehicle fuel efficiency, potentially resulting in lower revenues unless funding methodologies are modified.

**PLANNING-LEVEL COST ESTIMATES**

TABLE 3 below shows a breakdown of the total cost estimate of all of the Transportation System Plan (TSP) improvement projects. See the Attachments for a list of each TSP project’s planning-level cost estimate. The table below shows the total number of projects by project type.

**TABLE 3: TRANSPORTATION IMPROVEMENT PROJECTS - TOTAL COST ESTIMATE**

PROJECT TYPE	NUMBER OF PROJECTS	PROJECT COST ESTIMATES
MULTIMODAL PROJECTS (ROADWAY EXTENSIONS, URBAN UPGRADES, INTERSECTION IMPROVEMENT)	15	\$63.15 million
PEDESTRIAN & BICYCLE ONLY PROJECTS	7	\$12.25 million
SAFE ROUTES TO SCHOOL PROJECTS	4	\$4.15 million
<b>TOTAL</b>	<b>26</b>	<b>\$79.55 million</b>

## FINANCIALLY CONSTRAINED PROJECT LIST

The Financially Constrained Project List identifies the highest priority projects that could be constructed with anticipated funding through 2044. Developing this list establishes reasonable expectations for planning purposes but does not commit the City to constructing them, nor does it limit the City to constructing those projects first. The Aspirational Project List refers to all other TSP projects that are not included in the Financially Constrained Project List.

TABLE 4 shows the proposed Financially Constrained list based on the projected transportation funds (\$5.815 million) through 2044. The projects shown were selected from the shorter list of High-Priority projects.

**TABLE 4: FINANCIALLY CONSTRAINED PROJECT LIST**

PROJECT ID	PROJECT NAME	COST ESTIMATE (2024 \$)	CITY PORTION	COUNTY PORTION	PRIVATE DEVELOPMENT PORTION
IN-01	3rd St at Delaney Rd Intersection Improvement	\$5,050,000 (roundabout)	\$1,262,500 (25%)	\$1,262,500 (25%)	\$2,525,000 (50%)
EX-01	Glendora Way Street Extension	\$6,100,000	-	-	\$6,100,000 (100%)
EX-02	Mickey Lane Street Extension	\$5,750,000	-	-	\$5,750,000 (100%)
SR-01	Chicago St (East) Street Upgrade	\$2,300,000	\$2,300,000 (100%)	-	-
SR-02	School Ave at Chicago St Intersection Improvements	\$600,000	\$600,000 (100%)	-	-
SR-03	School Ave Street Upgrades	\$1,000,000	\$1,000,000 (100%)	-	-
SR-04	School Ave at Denver St Enhanced Pedestrian Crossing	\$250,000	\$250,000 (100%)	-	-
<b>TOTAL</b>		<b>\$21,050,000</b>	<b>\$5,412,500</b>	<b>\$1,262,500</b>	<b>\$14,375,000</b>

Because the total cost of all TSP projects (\$79.55 million) far exceeds the projected future available funds, exploration of new transportation funding sources will be critical if the City desires to build additional projects above and beyond those identified in Table 4 above.

## POTENTIAL ADDITIONAL FUNDING SOURCES

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Transportation funding options include local taxes, assessments and charges, and state and federal appropriations, grants, and loans. All these resources can be constrained based on a variety of factors, including the willingness of local leadership to burden citizens and businesses; the availability of local funds to be dedicated or diverted to transportation issues from other competing City programs; and the availability of state and federal funds. It is important for the City to consider available opportunities for enhanced funding for the transportation improvements that will be identified in the TSP as the current sources will not be sufficient to meet the identified projects.

### CITY OF TURNER FUNDING SOURCES

**Increasing system development charges.** System Development Charges (SDCs) from new developments are intended to offset the burden of development on the transportation system. The funds collected would be kept in a dedicated SDC fund, apart from the City's general-purpose street operations, maintenance, and capital improvements fund. State law restricts the use of SDC funds to capacity-adding projects, generally for constructing or improving portions of roadways impacted by applicable development. SDCs cannot be used to fund improvements for existing deficiencies. The transportation SDC is a one-time fee.

The City of Turner currently charges SDCs for transportation, parks, sewer, and water. Upon completion of this TSP update process, the City could explore the impacts of increased transportation SDC rates which could generate additional funding for transportation projects.

**General fund revenues.** At the discretion of the City Council, the City can allocate General Fund revenues to pay for its transportation program (General Fund revenues primarily include taxes and fees imposed by the City). This allocation is completed as a part of the City's annual budget process, but the funding potential of this approach is constrained by competing community priorities set by the City Council. General Fund resources can fund any aspect of the program, from capital improvements to operations, maintenance, and administration. Additional revenues available from this source are only available to the extent that either General Fund revenues are increased or City Council directs and diverts funding from other City programs.

**Other local taxes/revenues/fees.** Fuel taxes, income, payroll, or employer taxes, dedicated property taxes, traffic violation revenue, or local street utility fees.

### STATE FUNDING SOURCES

**Small city allotment (SCA).** The SCA program is an annual allocation of state funds for local transportation projects in incorporated cities with populations of 5,000 or less. SCA funds may only be used on streets with inadequate capacity or are in an unsafe condition.

**Safe Routes to School (SRTS).** The SRTS Program funds projects that improve connectivity for children to walk, bike, and roll to and from school. Funds are distributed as a reimbursement program through an open and competitive process. Funding is available for pedestrian and bicycle infrastructure projects within 2 miles of schools. These funds should be pursued for pedestrian and bicycle projects.

**Oregon Community Paths (OCP) Program.** The OCP grant program helps communities create and maintain connections through multiuse paths and is funded by the state Multimodal Active Transportation fund and federal Transportation Alternatives Program fund.

**Railroad Safety Infrastructure Improvement Grant Program.** This program provides \$25 million for safety improvements to railroad infrastructure, including the acquisition, improvement, or rehabilitation of intermodal facilities; improvements to track, bridges, rail yards, and tunnels; upgrades to railroad crossings; and the separation of railroad crossings and roads.

**ODOT All Road Transportation Safety (ARTS) Program.** ARTS is used to address safety challenges on public roads. Funding is distributed to each ODOT region, which collaborates with local governments to select projects that can reduce fatalities and serious injuries, regardless of whether they are local roads or a state highways. Projects are built into the 4-year Statewide Transportation Improvement Program (STIP) timeframe (see below).

ODOT STIP Enhance Funding. ODOT has modified the STIP funding process to allow local agencies to fund projects off the state system. STIP projects enhance system connectivity and improve multimodal travel options. The updated TSP prepares the City to apply for STIP funding.

Oregon Transportation Infrastructure Bank (OTIB). The OTIB is a statewide revolving loan fund for roadway improvements, bicycle and pedestrian access, and transit capital projects. Projects are rated by OTIB staff with a regional advisory committee and require approval from the Oregon Transportation Commission.

## **FEDERAL FUNDING SOURCES**

**Surface Transportation Block Grant (STBG).** The STBG provides flexible funding for state and local projects to preserve and improve any Federal-aid highway; bridge; and tunnel on public roads, pedestrian and bicycle infrastructure, and transit, including intercity bus terminals.

**Federal competitive grant and loan programs.** The Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program, formerly known as BUILD and TIGER, is a competitive grant and loan program that requires applicants to make a compelling case for an often multijurisdictional project.

## **ADDITIONAL FUNDING SOURCES**

**Increased system development charges (SDCs).** The City of Turner currently charges SDCs for transportation, parks, sewer, and water. SDCs from new developments help offset the burden



of development on the transportation system. The transportation SDC is a one-time fee. The funds collected would be kept in a dedicated SDC fund, apart from the City’s general-purpose street operations, maintenance, and capital improvements fund. SDCs cannot be used to fund improvements for existing deficiencies. Upon completion of this TSP update process, the City could explore the impacts of increased transportation SDC rates which could generate additional funding for transportation projects.

**General fund revenues.** The Turner City Council can allocate General Fund revenues to pay for its transportation program (General Fund revenues primarily include taxes and fees imposed by the City). This allocation is completed as a part of the City’s annual budget process, but the funding potential of this approach is constrained by competing community priorities set by the City Council.

**Other local taxes/revenues/fees.** These include fuel taxes, income, payroll, or employer taxes, dedicated property taxes, traffic violation revenue, or local street utility fees.

**Attachment:**

- A. TSP Project List with Cost Estimates & Prioritization

## Turner Transportation System Plan Project List (DRAFT)

[Click here for a map of the projects](#)

Project ID	Project Name	Associated Projects	Evaluation Rating (Priority)	Cost Estimate (2024 Dollars)	Sponsoring Agency(ies)	Description	Goal 1: Safety	Goal 2: Mobility & Accessibility	Goal 3: Connectivity & Functionality	Goal 4: Livability & Opportunity	Goal 5: Coordination & Collaboration	Total Evaluation Score
EX-01	Glendora Way Street Extension	-	Low	\$6,100,000	Private Development	Extend Glendora Way south to Mickey Lane at Delaney Road, creating a north-south Collector through the urban growth area.	1	1	2	1	0	5
EX-02	Mickey Lane Street Extension	-	Low	\$5,750,000	Private Development	Extend Mickey Lane from Delaney Road south to Marion Road, creating a connection that is built to Collector street standards. Road alignment would cross a very large City of Salem water line and have too steep of grades. The feasibility of this alignment would need to be re-evaluated.	0	1	2	1	0	4
IN-01	3rd Street at Delaney Road Intersection Improvement	UU-02, UU-12	High	\$5,050,000	City/County	Install traffic control improvements at the intersection of 3rd Street and Delaney Road. Either a traffic signal, roundabout, or all-way stop. <b>Note: More information regarding input from ODOT Rail to be provided.</b>	2	2	2	2	2	10
IN-02	3rd Street at Chicago Street Intersection Improvement	UU-03, SR-01, UU-14	Low	\$5,050,000	City/County	Construct intersection improvements for the intersection of 3rd Street and Delaney Road, including implementing either a traffic signal, roundabout, or all-way stop. <b>Note: More information regarding input from ODOT Rail to be provided.</b>	1	2	1	1	0	5
PB-01	Turner Lake Trail Connection	-	Low	\$2,300,000	City	Create a mutli-use path connection between Val View Drive and the multi-use path on the east side of Turner Lake.	1	0	2	1	1	5
PB-02	3rd Street at Holly Street Pedestrian & Bicycle Improvement	UU-01, UU-02	Medium	\$150,000	City/County	Install a crosswalk, stop bars, and curb ramps at the intersection of Holly Street at 3rd Street. Project to be implemented with UU-01 or UU-02.	2	1	1	2	1	7
PB-03	5th St/Delaney Rd Enhanced Crossing	UU-09, UU-10	Medium	\$250,000	City/County	Install an enhanced pedestrian crossing (RRFB and/or other treatments) of Delaney Road at 5th Street for a safer crossing.	2	1	1	2	1	7
PB-04	Delaney Road Sidewalk Infill		Low	\$1,000,000	City	Install approximately 800ft of sidewalk not present on the north side of Delaney Road east of Feather Court.	1	1	2	1	0	5
PB-05	Cedar Street Multi-Use Path	-	Low	\$700,000	City/Private Development	Create a mutli-use path connection between Cedar Street and the SE Turner Internal Street Extension.	1	1	1	1	0	4
PB-06	Mill Creek Crossing Pedestrian & Bicycle Improvement	-	Medium	\$800,000	City/Private Development	Develop a pedestrian and bicycle only bridge crossing of Mill Creek through coordination and partnership with the Turner Retirement Homes.	1	1	1	2	1	6
PB-07	Witzel Road Multi-Use Path	-	Low	\$7,050,000	City/County	Install a multi-use path along on the west side of Witzel Road from northern UGB limits to Marion Road to provide pedestrian and bicycle connectivity.	1	0	1	0	0	2

SR-01	Chicago Street (East) Street Upgrade	IN-02, SR-02	High	\$2,300,000	City	Upgrade Chicago Street to Special Collector street standards from 3rd Street to School Avenue. Includes a multi-use path on the north side.	2	1	2	2	2	9
SR-02	School Avenue at Chicago Street Intersection Improvements	SR-01, SR-03	High	\$600,000	City/School District	Install an all-way stop, raised crosswalk, signage, and curb extensions to facilitate safer pedestrian movements.	2	2	1	2	1	8
SR-03	School Avenue Street Upgrades	SR-02, SR-04	High	\$1,000,000	City/School District	Upgrade School Avenue to Special Collector street standards from Chicago Street to Denver Street. Includes a multi-use path and school loading/parking on the east side and sidewalk on the west side.	2	2	1	2	1	8
SR-04	School Avenue at Denver Street Enhanced Pedestrian Crossing	SR-03, UU-03	High	\$250,000	City	Install an RRFB and median refuge island on Denver Street at School Avenue to facilitate a safer school crossing.	2	1	2	2	2	9
UU-01	Turner Road (3rd Street Corridor) Urban Upgrade	PB-02	Medium	\$2,300,000	City/County	Upgrade the west side of Turner Road (within the UGB) to applicable 3rd St Corridor standards (sidewalk and landscape strip) from Bastes Street to Holly Street. Includes widening for a southbound turn lane at Holly Street.	1	1	1	1	2	6
UU-02	3rd Street (3rd Street Corridor) Urban Upgrade	IN-01, PB-02, UU-05	High	\$7,250,000	City/County	Upgrade 3rd Street to applicable 3rd St Corridor standards (sidewalk, multi-use path, landscape strip, three travel lanes) from Holly Street to the Mill Creek Bridge south of Ash Street.	1	1	2	2	2	8
UU-03	Downtown (3rd Street Corridor) Urban Upgrade	IN-02, SR-04, UU-05	High	\$5,650,000	City/County	Upgrade 3rd Street and Denver Street in the downtown area to applicable 3rd St Corridor standards (sidewalk, multi-use path, landscape strip/parking, three travel lanes) from the Mill Creek Bridge south of Ash Street to the Mill Creek Bridge east of School Avenue.	1	1	2	2	2	8
UU-04	Marion Road (3rd Street Corridor) Urban Upgrade	EX-03	Medium	\$5,600,000	City/County	Upgrade Marion Road to applicable 3rd St Corridor standards (sidewalk, multi-use path, landscaping strip, turn pockets at key intersections) from the Mill Creek Bridge east of School Avenue to the southeastern UGB limits.	1	1	1	1	2	6
UU-05	3rd Street Mill Creek Bridge Replacement	UU-02, UU-03	Medium	\$4,700,000	City/County	Replace the Mill Creek Bridge on 3rd Street, accomodating the desired street standard for the 3rd Street Corridor.	1	2	2	1	1	7
UU-09	5th Street (North) Urban Upgrade	PB-03, UU-10	Medium	\$3,500,000	City	Upgrade 5th Street to Collector street standards from Turner City Park to Delaney Road.	1	1	2	2	1	7
UU-10	5th Street (South) Urban Upgrade	PB-03, UU-09	Medium	\$2,850,000	City	Upgrade 5th Street to Collector street standards from Delaney Road to Elgin Street.	1	1	2	1	1	6
UU-12	Delaney Road (East) Urban Upgrade	IN-01, UU-02	Medium	\$750,000	City	Upgrade Delaney Road to Collector street standards from 3rd Street to 2nd Street. Project to be constructed with IN-01.	2	1	2	1	1	7
UU-13	Wipper Road Urban Upgrade	-	Low	\$5,100,000	City/County	Upgrade Wipper Road (east side only) to Collector street standards from the southern UGB limits to 6th Street.	1	0	1	0	0	2
UU-14	Chicago Street (West) Urban Upgrade	IN-02	Medium	\$2,200,000	City/County	Upgrade Chicago Street to Collector street standards from 6th Street to 3rd Street. Project does not include any improvements within the railroad right-of-way.	2	1	2	1	1	7
UU-15	Downtown Local Streets Urban Upgrade	-	Medium	\$1,300,000	City	Upgrade Boise Street from 3rd Street to 2nd Street and 2nd Street from Boise Street to Denver Street to Special Local street standards. Includes landscaping buffer between the on-street parking and sidewalks.	1	1	2	2	1	7