

2017
2021

INTEGRATED

Five-Year Work Plan



ADOPTED OCTOBER 26, 2016



ADA COUNTY HIGHWAY DISTRICT

INTEGRATED FIVE YEAR WORK PLAN

FISCAL YEAR 2017 THROUGH 2021

ADOPTED OCTOBER 26, 2016

CONTENTS

- Project Index (Alphabetical Order)iii**
- Introduction..... 1**
 - ACHD Strategic Plan.....2
 - Plan Outline3
- Primary Focus – Determine and Fund Maintenance and Safety Needs 3**
 - Capital Maintenance Program.....4
 - Bridge Program.....4
 - Traffic Program4
 - Stormwater Program.....5
 - Community Programs.....5
 - Safe Sidewalk Program.....6
 - Community Programs (General).....6
 - Economic Development Program.....9
- Secondary Focus – System Enhancements10**
 - Roads and Intersections10
 - Capital Improvement Plan.....11
 - Kuna Downtown Corridor Plan (Capital Expansion Only).....11
 - State Street Transit and Traffic Operational Plan (Capital Expansion Only).....11
- Funding Other Needs12**
 - New Federal Funding Bill12

Plan Development	13
Funding Priorities and Projects.....	13
Maintaining the System.....	13
Economic Opportunity	17
Investing in Bicycle and Pedestrian Infrastructure	18
Optimizing the Roadway System.....	21
Supporting Alternative Transportation Options.....	25
Proactively Addressing Environmental Regulations.....	26
Projects	30
Roadway Program	30
Intersection Program	40
Bridge Program	50
Traffic Program	69
Capital Maintenance Program	79
Cooperative Program	101
Community Program	109
Miscellaneous Projects	138
Stormwater Program	140
Maps	
2017	
2018	
2019	
2020	
2021	

PROJECT INDEX (ALPHABETICAL ORDER)

04th St Bridge #1291, 200’ W/O Kay St50

05th St and 06th St, Myrtle St / Fort St, Maintenance and Two-way Conversion – HB312 Project79

05th St and Fort St and Hays St40

14th St and Fort St Pedestrian Crossing109

15th St and Resseguie St and Harrison Blvd and Resseguie St Pedestrian Crossings109

28th St, Hazel St / Irene St110

34th St Bridge #1319, at Forsythia Dr.....50

38th St Bridge #1440, 0.2 miles N/O Chinden Blvd51

38th St, Bush Ave / Sunset Ave.....110

39th St Bridge #1439, 0.2 miles N/O Chinden Blvd.....51

41st St Bridge #1437, 600’ N/O Chinden Blvd51

43rd St Bridge #1434, 500’ N/O Chinden Blvd52

44th St Bridge #1433, 0.1 miles N/O Chinden Blvd.....52

45th St Bridge #1432, 500’ N/O Chinden Blvd.....52

46th St Bridge #1452, 100’ N/O Chinden Blvd.....53

Active Traffic Management Implementation (2017)69

Active Traffic Management Implementation (2018)69

Active Traffic Management Implementation (2019)70

Aikens St, Eagle Rd / 2nd St.....134

Alpine St, Orchard St / Randall St110

Arterial & Collector Capital Maintenance (2016) – HB312 Project79

Arterial & Collector Capital Maintenance (2017) – HB312 Project79

Arterial & Collector Capital Maintenance (2018) – HB312 Project80

Arterial & Collector Capital Maintenance (2019) – HB312 Project80

Arterial & Collector Capital Maintenance (2020) – HB312 Project80

Arterial & Collector Capital Maintenance (2021) – HB312 Project81

Arterial & Collector Capital Maintenance (2022) – HB312 Project81

Arterial & Collector Capital Maintenance (2023) – HB312 Project81

Arterial Dynamic Message Sign Installation (2021).....70

Ash Park Ln, Northview St / Ustick Rd111

Barber Dr Bridge #1335, 1.0 miles NW/O Warm Springs Blvd.....53

Beacon St and Leadville Ave Pedestrian Crossing	111
Black Cat Rd and UPRR Crossing Improvements.....	76
Black Cat Rd Bridge #1177, 1/3 mile S/O Amity Rd	53
Black Cat Rd Bridge #1178, 1/3 mile S/O Amity Rd	54
Bluetooth Congestion Management System Installation, Phase 2	70
Bogart Ln, SH 44 (State St) / Hill Road Pkwy	111
Bogus Basin Rd Safety, Maintenance, and Trail Head	82
Bogus Basin Rd, Curling Dr / 550' N/O Curling Dr	112
Boise Ave and Linden St Pedestrian Crossing	112
Boise Towne Square Mall Active Traffic Management	70
Breneman St Bridge #1418, 150' E/O 26 th St	54
Bridge Preventative Maintenance (2017) – HB312 Project.....	54
Bridge Preventative Maintenance (2018).....	55
Bridge Preventative Maintenance (2019).....	55
Bridge Preventative Maintenance (2020).....	55
Bridge Preventative Maintenance (2021).....	56
Bridge Preventative Maintenance (2022).....	56
Bridge Preventative Maintenance (2023).....	56
Broadway Ave Adaptive Traffic Signal Improvements.....	70
Broadway Ave and Boise Ave	112
Broadway Ave/Avenue B and Idaho St/Warm Springs Ave	40
Camas St, Orchard St / Roosevelt St	113
Cameron St, Hummel Dr / Aurora Dr	113
Capitol Blvd and Island Ave Pedestrian Crossing.....	113
Cassia St, Franklin Park Dr / Troxel Dr	114
Cassia St, Latah St / Edson St	114
CCTV Camera Upgrade	70
Cherry Ln, Linder Rd / Meridian Rd Lighting Improvements	76
Cherry Ln, Owyhee St / Vista Ave	114
Christine St, Northview St / Ustick Rd	115
Clark St, Orchard St / Roosevelt St	115
Clay St, 34 th St / 32 nd St; 32 nd St, Chinden Blvd / Clay St.....	115

Cloverdale Rd Bridge #2104 and #2105, N/O Muir Ridge Dr	57
Cloverdale Rd, Fairview Ave / Ustick Rd	30
Cloverdale Rd, Franklin Rd / Fairview Ave	30
Cloverdale Rd, McMillan Rd / Chinden Blvd	31
Cloverdale Rd, Ustick Rd / McMillan Rd	31
Cole Rd and Franklin Rd	41
Cole Rd and Lake Hazel Rd	47
Cole Rd and Victory Rd	41
Cole Rd, Kettering Ave / Mountain View Dr.....	116
Cole Rd, Spectrum St / Century Way, Medians	71
Cole Rd/Overland Rd Traffic Signal Improvements	71
Collister Dr, Hillside Ave / Briarhill Dr.....	116
Columbus St, Overland Rd / Kootenai St	116
Conover St Bridge #1449, 0.17 miles N/O State St	57
Corridor Preservation – Impact Fee Eligible (2017).....	101
Corridor Preservation – Impact Fee Eligible (2018).....	101
Corridor Preservation – Impact Fee Eligible (2019).....	102
Corridor Preservation – Impact Fee Eligible (2020).....	102
Corridor Preservation – Impact Fee Eligible (2021).....	102
Corridor Preservation – Impact Fee Eligible (PD)	103
Corridor Preservation – Non-Impact Fee Eligible (2017).....	103
Corridor Preservation – Non-Impact Fee Eligible (2018).....	103
Corridor Preservation – Non-Impact Fee Eligible (2019).....	104
Corridor Preservation – Non-Impact Fee Eligible (2020).....	104
Corridor Preservation – Non-Impact Fee Eligible (2021).....	104
Corridor Preservation – Non-Impact Fee Eligible (PD).....	105
Cory Ln, Mitchell St / Maple Grove Rd	117
Cul-de-Sac (2017)	82
Cul-de-Sac (2018)	82
Cul-de-Sac (2019)	83
Cul-de-Sac (2020)	83
Cul-de-Sac (2021)	83

Cul-de-Sac (2022)	84
Cul-de-Sac (2023)	84
Deer Flat Rd and Kuna High School Pedestrian Crossing.....	117
Developers Cooperative Projects (2017).....	105
Developers Cooperative Projects (2018).....	105
Developers Cooperative Projects (2019).....	106
Developers Cooperative Projects (2020).....	106
Developers Cooperative Projects (2021).....	106
Developers Cooperative Projects (PD).....	107
Downtown Boise Implementation (2016) – HB312 Project	84
Downtown Boise Implementation (2017) – HB312 Project	85
Downtown Boise Implementation (2018) – HB312 Project	85
Downtown Boise Implementation (2019) – HB312 Project	85
Downtown Boise Implementation (2020) – HB312 Project.....	86
Drainage Capital Maintenance (2019)	140
Drainage Capital Maintenance (2020)	140
Drainage Capital Maintenance (2021)	141
Drainage Capital Maintenance (2022)	141
Drainage Capital Maintenance (2023)	141
Eagle Rd Traffic Signal Improvements.....	71
Eagle Rd and Amity Rd Roundabout (Dual Lane).....	42
Eagle Rd Bridge #1216, ½ mile N/O Amity Rd	58
Eagle Rd Bridge #1029, ¼ mile N/O Floating Feather Rd	57
Eagle Rd, Amity Rd / Victory Rd	31
East 03 rd St Extension, Franklin Rd / Carlton St (Phase 1)	134
Eckert Rd Bridge #2147 and #2148, Boise River/Ridenbaugh Canal.....	58
Economic Development Setaside (2021).....	135
Economic Development Setaside (2022).....	135
Economic Development Setaside (2023).....	135
Emerald St and Americana Blvd, Orchard St / Ann Morrison Park Entrance	136
Executive Dr, Parkdale Ave / President Dr.....	32
Fairfield Ave, Holiday Dr S / Holiday Dr N.....	117

Fairview Ave and Cole Rd	42
Fairview Ave and Locust Grove Rd	42
Fairview Ave Bridge #2196 and #2197, Boise River	58
Fairview Ave, 03 rd St / Locust Grove Rd	118
Federal Aid Capital Maintenance (2016)	86
Federal Aid Capital Maintenance (2017)	86
Federal Aid Capital Maintenance (2019) – Local	87
Federal Aid Capital Maintenance (2019) – Phase 1	87
Federal Aid Capital Maintenance (2019) – Phase 2	87
Federal Aid Capital Maintenance (2020) – Local	88
Federal Aid Capital Maintenance (2020) – Phase 1	88
Federal Aid Capital Maintenance (2020) – Phase 2	88
Federal Aid Capital Maintenance (2021) – Local	89
Federal Aid Capital Maintenance (2021) – Phase 1	89
Federal Aid Capital Maintenance (2021) – Phase 2	89
Federal Aid Capital Maintenance (2022) – Local	90
Federal Aid Capital Maintenance (2022) – Phase 1	90
Federal Aid Capital Maintenance (2022) – Phase 2	90
Federal Aid Capital Maintenance (2023) – Local	91
Federal Aid Capital Maintenance (2023) – Phase 1	91
Federal Aid Capital Maintenance (2023) – Phase 2	91
Federal Way and Findley Ave Accessible Pedestrian Signal	118
Fiber Optic Cable Network Update (2020).....	73
Fiber Optic Cable Network Update (2021).....	73
Five Mile Rd, Fairview Ave / Ustick Rd	32
Floating Feather Rd and Pimlico Dr Pedestrian Crossing.....	118
Floating Feather Rd Bridge #1513, 0.1 miles E/O Palmer Ln	59
Floating Feather Rd, Munger Rd / Star Rd.....	119
Franklin Rd, Black Cat Rd / Ten Mile Rd	32
Franklin St, McKinley St / Pierce St (north side).....	119
Garrett St, Chinden Blvd / Marigold St	119
Gowen Rd Bridge #2110, W/O I-84	59

Gowen Rd Bridge #2173, 1.35 miles S/O Victory Rd	59
Green Stormwater Implementation (2019).....	142
Green Stormwater Implementation (2020).....	142
Green Stormwater Implementation (2021).....	142
Green Stormwater Implementation (2022).....	143
Green Stormwater Implementation (2023).....	143
Hanley Pl Bridge #1056, 700' N/O Chaparral Rd.....	60
Heron St, 13 th St / 9 th St (north side)	120
Holcomb Rd, Mimosa Way / Amity Rd	120
Hollandale Dr and Pepper Ridge Elementary Pedestrian Crossing	120
Horseshoe Bend Rd, State St / Hill Rd	121
Jefferson St Bridge #1328, 180' W/O 14 th St	60
Jefferson St, Whitewater Park Blvd / 27 th St	121
Kay St and Limestone St Pedestrian Crossing	121
Kootenai St, Vista Ave / Federal Way	122
Kuna Downtown Revitalization, Phase 1 – HB312 Project	92
Kuna Rd Bridge #1191, 0.3 miles W/O Black Cat Rd	60
Kuna-Mora Rd Rehabilitation, Pleasant Valley Rd / I-84 – HB312 Project.....	92
Lake Hazel Rd and Cloverdale Rd	43
Lake Hazel Rd and Eagle Rd	47
Lake Hazel Rd and Five Mile Rd	43
Lake Hazel Rd and Maple Grove Rd	43
Lake Hazel Rd Reclaim, Five Mile Rd / Maple Grove Rd – HB312 Project	92
Lake Hazel Rd, Cloverdale Rd / Five Mile Rd	33
Lake Hazel Rd, Cole Rd / Orchard St Extension	33
Lake Hazel Rd, Five Mile Rd / Maple Grove Rd	33
Lake Hazel Rd, Pearl Jensen Ave / Acacia Ave	122
Leadville Ave Bikeway, Linden St / Greenbelt	132
Linda Vista Ln, Canterbury Dr / Ustick Rd	122
Linder Rd and Deer Flat Rd	44
Linder Rd and UPRR Crossing Improvements.....	77
Linder Rd Bridge #1021 and #1022, 0.3 miles N/O Hwy 44.....	61

Linder Rd Bridge #2033 and #1078, ¾ miles N/O Chinden Blvd	61
Linder Rd, Cayuse Creek Dr / Chinden Blvd (US 20/26)	34
Linder Rd, Franklin Rd / Pine Ave	34
Linder Rd, Ustick Rd / McMillan Rd	34
Linder Rd, Main St / Deer Flat Rd	123
Locust Grove Rd Bridge #1299, 1800' N/O King Rd	61
Locust Grove Rd, Puffin St / Overland Rd	123
Madison St, Whitewater Park Blvd / 27 th St	123
Maintenance Crack Seal (2017) – HB312 Project	93
Maintenance Crack Seal (2018) – HB312 Project	93
Maintenance Crack Seal (2019) – HB312 Project	93
Maintenance Crack Seal (2020) – HB312 Project.....	94
Maintenance Crack Seal (2021) – HB312 Project.....	94
Maintenance Crack Seal (2022) – HB312 Project.....	94
Maintenance Crack Seal (2023) – HB312 Project.....	95
Mallard Ave Bridge #1339, 650' W/O Parkcenter Blvd	62
Maple Grove Rd and Edna St Pedestrian Crossing	124
Maple Grove Rd, Amity Rd / Victory Rd	35
Maple Grove Rd, Victory Rd / Overland Rd	35
McMillan Rd Bridge #2060, 1650' W/O Star Rd	62
McMillan Rd, Westview Dr / Maple Grove Rd	124
Meridian Rd, Cherry Ln / Ustick Rd	35
Microseal (2017) – HB312 Project	95
Microseal (2018) – HB312 Project	95
Microseal (2019) – HB312 Project	96
Microseal (2020) – HB312 Project	96
Microseal (2021) – HB312 Project	96
Microseal (2022) – HB312 Project	97
Microseal (2023) – HB312 Project	97
Milwaukee St, Marcum St / Ustick Rd (west side).....	124
Misc Capital Projects (2017)	138
Misc Capital Projects (2018)	138

Misc Capital Projects (2019)	138
Misc Capital Projects (2020)	139
Misc Capital Projects (2021)	139
Misc Capital Projects (PD)	139
Miscellaneous Traffic Safety Pedestrian Projects	77
Mitchell St Bridge #1453, 200' N/O Arabian Dr	62
Munger Rd Bridge #1005 and #2001, ½ mile S/O New Hope Rd	63
Munger Rd Bridge #1462, 550' S/O New Hope Rd	63
Orchard St Extension, Lake Hazel Rd / Gowen Rd	36
Orchard St, Gowen Rd / I-84 On-Ramp	36
Osage St Bridge #1451, 50' E/O 46 th St.....	65
Overland Rd and Phillippi St Pedestrian Crossing.....	125
Overland Rd and Vista Ave Street Lighting.....	77
Overland Rd, Columbus St / Federal Way	125
Owyhee St Bikeway, Elder St / Alpine St	133
Palmer Ln Bridge #1009, N/O Floating Feather Rd	64
Parkinson St Bridge #1450, 0.1 miles N/O State St.....	64
Phillippi St Bridge #1366, 650' N/O Overland Rd.....	64
Phillippi St, Malad St / Targee St	125
Phillippi St, Targee St / Overland Rd	126
Pierce Park Ln Bridge #2029, at Hill Rd.....	65
Pierce St, Washington St / Shenandoah Dr	126
Pine Ave, Meridian Rd / Locust Grove Rd.....	136
Plaza Dr, 02 nd St / Iron Eagle Dr	137
Poplar St, Cole Rd / Raymond St (north side)	126
Rackham Way Bridge #1223, 0.1 miles N/O Overland Rd	65
Records Ave, Baldcypress St / Wainwright Dr	36
Residential Capital Maintenance (2017) – HB312 Project	97
Residential Capital Maintenance (2018) – HB312 Project	98
Residential Capital Maintenance (2019) – HB312 Project	98
Residential Capital Maintenance (2020) – HB312 Project	98
Residential Capital Maintenance (2021) – HB312 Project	99

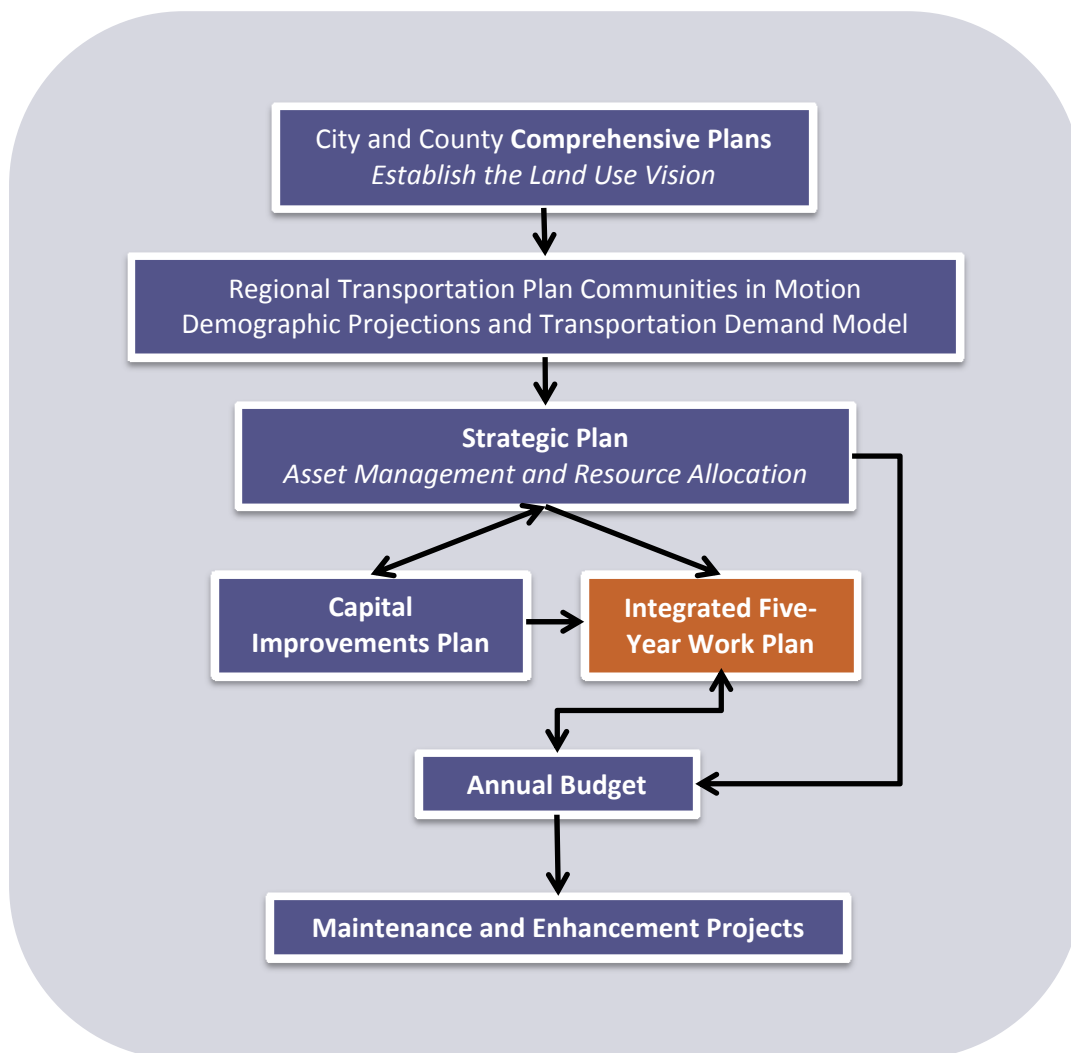
Residential Capital Maintenance (2022) – HB312 Project	99
Residential Capital Maintenance (2023) – HB312 Project	99
Reutzel Ave Bridge #1247, 550’ E/O Cloverdale Rd	65
Roosevelt St, Rose Hill St / Emerald St (west side)	127
Safe Sidewalk Program (2017).....	130
Safe Sidewalk Program (2018).....	130
Safe Sidewalk Program (2019).....	131
Safe Sidewalk Program (2020).....	131
Safe Sidewalk Program (2021).....	131
Safe Sidewalk Program (PD).....	132
SH 16 and Beacon Light Rd	48
SH 69 (Meridian Rd) and Hubbard Rd	48
SH 69 (Meridian Rd) and Lake Hazel Rd	48
Shamrock Ave Bridge #1424, 0.1 miles N/O Fairview Ave	66
Shoshone St Bikeway, Canal St / Greenbelt	133
Smith Ave Bridge #1315, 250’ E/O 26 th St.....	66
Spangler Rd Bridge #1054, 0.4 miles N/O Chaparral Rd	66
St. Luke’s Master Plan Transportation Component Implementation (2021).....	107
St. Luke’s Master Plan Transportation Component Implementation (2022).....	107
St. Luke’s Master Plan Transportation Component Implementation (2023).....	108
Star Rd Bridge #1093, 0.25 miles S/O McMillan Rd	67
State St and Collister Dr	44
State St and Glenwood St	44
State St and Pierce Park Ln	45
State St and Veterans Memorial Pkwy	45
State St and Wylie Ln Pedestrian Crossing	127
State St Bridge #1408, 0.2 miles W/O Collister Dr.....	67
State St Bridge #1486, at 15 th St.....	67
State St Rehabilitation, 16 th St / 01 st St – HB312 Project.....	100
State St, 16 th St / 23 rd St Lighting Improvements.....	78
State St, 36 th St / 27 th St	37
State St, Collister Dr / 36 th St	37

State St, Glenwood St / Collister Dr Pedestrian Improvements	127
State St, Glenwood St / Pierce Park Ln	37
State St, Pierce Park Ln / Collister Dr	38
State St, Willow Ln / Veterans Memorial Pkwy (south side)	128
Stroebe Rd Bridge #1206, 2300' S/O Kuna Rd	68
Targee St, Maple Grove Rd / Penninger Dr	128
Targee St, Owyhee St / Shoshone St	128
Ten Mile Rd and Amity Rd	49
Ten Mile Rd, McMillan Rd / Chinden Blvd (US 20/26)	38
Ten Mile Rd, Ustick Rd / McMillan Rd	38
Three Cities Intelligent Transportation System Improvement	73
Traffic Signals New and Upgraded (2017).....	74
Traffic Signals New and Upgraded (2018).....	74
Traffic Signals New and Upgraded (2019).....	75
Traffic Signals New and Upgraded (2020).....	75
Traffic Signals New and Upgraded (2021).....	75
Traffic Signals New and Upgraded (PD)	76
US 20/26 (Chinden Blvd) and Curtis Rd	45
US 20/26 (Chinden Blvd) and Locust Grove Rd	46
US 20/26 (Chinden Blvd) and Meridian Rd	46
Ustick Rd and Meridian Rd	46
Ustick Rd, Linder Rd / Meridian Rd	39
Ustick Rd, Meridian Rd / Locust Grove Rd	39
Valley St, Lake Hazel Rd / La Grange St	129
Victory Rd Bridge #1275, ¼ mile E/O Locust Grove Rd.....	68
Vista Ave and Spaulding St Pedestrian Crossing.....	129
Walnut St Bridge #1501, 450' S/O Warm Springs Ave	68
West 01 st St, Broadway Ave / Pine Ave.....	129
West 04 th St, Broadway Ave / Maple Ave.....	130
Wireless CCTV and Signal Interconnect, Phase 2	74

INTRODUCTION

The 2017-2021 Integrated Five-Year Work Program (IFYWP) sets forth the strategies, projects and priorities which the Ada County Highway District (ACHD) will pursue over the next five years. The first two years of the Plan align with ACHD's 2017 Budget, adopted on August 24, 2016. The remaining years provide a plan on what ACHD will be pursuing for future budget years. The document allows elected officials, staff, partner agencies, and the public to work in a coordinated fashion to implement projects.

The Integrated Five-Year Work Plan works in support of various ACHD and partner agency foundational planning documents and is the implementing arm for these plans. The figure below illustrates how the IFYWP brings projects from an idea to constructions.



ACHD's Foundational Planning Documents: *Bike Master Plan, Pedestrian Bicycle Transition Plan, Transportation Land Use Integration Plan including the Master Street Map, Livable Streets Design Guide and Complete Streets Policy*

ACHD STRATEGIC PLAN

ACHD established its vision, mission, and priorities in 2011, with the intent of ensuring that all activities undergone by the Highway District are done to in the best interest of the citizens we serve. The bottom line is that every choice ACHD makes must help to effectively and efficiently accomplish ACHD's Vision, Mission and Priorities.

In June 2016, the ACHD Commission adopted a Strategic Plan to further refine and clarify the intent of its vision, mission, and priorities. The Plan included a resource allocation methodology that informs and guides development of the IFYWP. That methodology emphasizes maintenance and safety as ACHD's primary focus. In addition the Strategic Plan and Capital Improvements Plan (CIP) highlight the need to enhance the transportation system in response to the growth planned by ACHD's land-use partners. Through the Strategic Plan, the Commission identified system enhancement as ACHD's secondary focus. The IFYWP was developed with these priorities in mind.

ACHD's Vision, Mission, and Priorities

ACHD Vision: Leading transportation innovation – Investing in communities

ACHD Mission: We drive quality transportation for all Ada County – Anytime, Anywhere!

ACHD Priorities, which will serve as the criteria for judging every choice we make going forward:

1. Our People – Our competitive edge in the work place is the source of our strength. As such we will:
 - Maximize training
 - Invest in our people
 - Reward innovation, commitment to the mission and excellence across the board
2. Effective and efficient execution, assuring:
 - Excellence in service and performance
 - Teamwork
 - Fiscal responsibility in expending taxpayer dollars
 - Responsiveness to regional and community needs
 - Customer service
 - The promotion of economic development with each community
 - The preservation of our multi-billion dollar infrastructure investment
 - Preparation for future growth
3. Leaders in technology, design, and innovation
4. Safety throughout the District for its employees and citizens

PLAN OUTLINE

The Fiscal Year 2017 – 2021 Integrated Five-Year Work Plan (IFYWP) continues ACHD’s commitment to “integrate” the plan and implement its Strategic Plan. As part of the Strategic Plan, the ACHD Commission identified the District’s primary focus to be determining and funding maintenance and safety needs in the asset categories listed below. Each of these asset categories correlates to one or more programs within the IFYWP as noted.

- Pavement (Capital Maintenance Program)
- Bridges (Bridge Program)
- Traffic Signals and Materials (Traffic Program)
- Stormwater Facilities (Stormwater Program)
- Sidewalks (Community Program)

The secondary focus as determined through the Strategic Plan is system enhancements. Funding within the IFYWP for these programs is found under the following programs:

- Economic Development Program (A sub-section of the Community Program)
- Roadway Program
- Intersection Program
- Cooperative Program

In determining the scope of each project listed within the IFYWP, ACHD seeks to take a comprehensive approach, fulfilling as many needs as feasible within the project limits in order to take the most advantage of work going on in an area.

The IFYWP is organized around ACHD’s commitment to these primary and secondary focus areas.

PRIMARY FOCUS – DETERMINE AND FUND MAINTENANCE AND SAFETY NEEDS

Maintenance efforts include those activities essential both to preserving facilities that are currently in good condition and restoring the condition of deteriorated facilities. Maintenance is critical to an affordable, world-class transportation system, as preservation is more cost effective than restoration, and restoration is more cost effective than replacement.

Safety needs identified by ACHD are addressed as quickly as feasible. In certain circumstances, improvements require additional planning and more intensive improvements. ACHD is committed to addressing safety considerations through best practices and dedicated and ongoing investment.

Programs that fit into the category of maintaining assets and addressing safety needs include:

- Capital Maintenance Program
- Bridge Program
- Traffic Program
- Stormwater Program
- Community Program

CAPITAL MAINTENANCE PROGRAM

Roadways are by far the largest asset managed by ACHD. Maintaining the network in good condition ensures the best return on taxpayers' investment. The activity of maintaining roadways in Ada County is broken into two functional categories: Operational and Capital Maintenance.

Operational Maintenance is roadway maintenance completed by ACHD's Maintenance Division utilizing internal crews and equipment. The primary activities in this category are chipsealing and crack sealing. These activities are low cost, high return treatments that extend the life of a roadway before it begins to fully deteriorate.

Capital Maintenance is roadway maintenance that is by definition more intensive. Once a roadway ages and/or deteriorates beyond a certain point, the treatment options are more intrusive. Typically, capital maintenance requires the removal and replacement of some or all of the roadway surface in order to restore it back to a like-new condition. Additionally, these treatments trigger additional requirements as dictated by the Americans with Disabilities Act to upgrade all existing pedestrian ramps within the project limits to meet current standards.

In order to ensure ACHD's is best utilizing its operational and capital maintenance programs, ACHD actively engages in the tool of pavement managements. This decision making tool relies on accurate and regular pavement condition assessments (recorded as a pavement condition index or PCI) and predictive software to forecast the needed annual investment in order to keep a desired system wide maintenance level.

The current overall Pavement Condition Index in Ada County is very good to excellent; however with aging infrastructure and the constant addition of lane miles, this PCI cannot be maintained without consistent increase of funding in line with system growth. Based on ACHD's analysis, ACHD must invest \$27 million to \$34 million per year in order to maintain an average PCI of 85 on all roadways

ACHD breaks its funding of capital maintenance between federal aid and local funding. The primary reason this distinction is made is to recognize that much of the federal funding received does not pass through ACHD's budget, being contracted out directly by the Idaho Transportation Department. ACHD is committed to seeking as much federal funding for its capital maintenance program as possible (see Funding Other Needs section). **Since the adoption of the FY2016-2020 IFYWP, ACHD staff has been able to increase its federal maintenance funding scheduled over the next 7 years by \$19.2 million as reflected in this update.**

ACHD continues to evaluate and monitor the impact of its maintenance activities to ensure it is investing at appropriate levels. As adjustments are needed, they will be made in subsequent updates to the IFYWP.

BRIDGE PROGRAM

Bridges are the second largest asset ACHD maintains. Currently, 99% of bridges under ACHD's jurisdiction are in good or better condition. The Strategic Plan identified the need to develop a 10 year bridge replacement strategy. In the meantime, the Plan also recommends increasing funding in the near term. ACHD recognizes that constant and adequate funding based on current replacement needs is essential to maintaining a high standard of bridge condition and safety. This plan accomplishes both of those purposes. Average bridge funding from 2013-2016 was \$1.73 million per year. For fiscal years 2017-2021, average funding per year is \$2.51 million.

TRAFFIC PROGRAM

Traffic Program projects are those that are needed to maintain traffic operations and ensure efficient use of the existing transportation system. As a result of the efforts made in this area, 92.5% of all principal arterials in Ada

County are operating are operating within ACHD's level of service (LOS) standards of LOS E or better. Additionally, ACHD maintains a 99.9% in-service rate for signals.

Additionally, traffic projects address specific safety considerations. Within the IFYWP, there are 8 projects that will be implemented for this primary purpose:

- Black Cat Rd and UPRR Crossing Improvements
- Cherry Ln, Linder Rd / Meridian Rd Lighting Improvements
- Cole Rd, Spectrum St / Century Way Medians
- Linder Rd and UPRR Crossing Improvements
- Miscellaneous Traffic Safety Pedestrian Projects
- Overland Rd and Vista Ave Street Lighting
- SH 16 and Beacon Light Rd (Signalization)
- State St, 16th St / 23rd St Lighting Improvements

STORMWATER PROGRAM

ACHD diligently seeks to comply with Federal stormwater management requirements. In recent years, ACHD has completed pilot projects implementing green stormwater infrastructure (GSI) techniques in various locations. Projects include activities such as permeable pavers in parking lanes, bioswales, reconstructing alleys to include permeable pavement/pavers, etc. Based on input received from these pilots and in an effort address some ongoing stormwater maintenance needs, this IFYWP includes two new programs:

- Green Stormwater Implementation – This program will fund up to 3 alleyway retrofits to include permeable pavers. Primary emphasis of this program will be to address areas with the greatest impact on the stormwater system first.
- Drainage Capital Maintenance – This program will correct known drainage issues that exceed existing capabilities to be handled by in-house maintenance resources.

COMMUNITY PROGRAMS

Community Programs are projects developed to address needs primarily at the bicycling and pedestrian scale. The primary driver for projects to enter into this program is requests from the county, school districts and cities within Ada County. Individual applications can also be submitted by citizens. Projects are also identified through neighborhood level planning (see subsequent pages). These projects serve maintenance, safety, and enhancement purposes and therefore this program is a hybrid between ACHD primary and secondary focus areas.

Community Programs consists of 4 different sub-programs:

- Safe Sidewalks – The program, run out of ACHD's Maintenance Division, is responsible for maintaining sidewalks with primary emphasis on compliance with Americans with Disabilities Act standards.
- Community Programs (General) – This category contains 2 sub-categories:
 - o Vehicle Registration Fee (VRF) Program – This program, funding through half of the voter-approved registration fee increase passed in 2008 is used exclusively for safe routes to school.
 - o Core Program – This program funds sidewalk and bicycle facilities, including safe routes to school projects. Projects are identified through specific requests or neighborhood planning efforts.

- Economic Development Program – This program is used to fund specific requests made by cities and the county that are anticipated to have an impact on the economic vitality of the area where the project is located.

For specific projects, please see the Community Programs section of this plan.

SAFE SIDEWALK PROGRAM

As part of ACHD’s Community Programs, the District dedicates \$1.5 million per year to repair broken or deteriorated sidewalks, as well as improving sidewalks to ensure facilities comply with the Americans with Disabilities Act. This program is used to address specific areas of concern, as well as requests that are received throughout the year. This allows this effort to be both proactive and responsive to needs.

FY2017 focus areas include:

- North End Boise (13th/9th, State/Hill)
- Skyline Subdivision (Chinden and Five Mile area)
- Sherwood Park Subdivision (Chinden and Five Mile area)
- Jackson Manor Subdivision (Cole and McMullen area)
- Randall Acres Subdivision (Cole and McMullen area)

COMMUNITY PROGRAMS (GENERAL)

The goal of community programs is to invest in safe and accessible movement for bicyclists and pedestrians. ACHD’s adopted complete streets policy, adopted in 2009, sets forth as a guiding principle that “streets, bridges and transit stops within Ada County should be designed, constructed, operated and maintained so that pedestrians, bicyclists, transit riders, motorists, and people of all ages and abilities can travel safely and independently.” The emphasis of community programs is to implement this policy by improving safe access for school children and retrofitting roadways built before this policy was in place.

One method used for identifying the highest priority projects is through neighborhood level bike and pedestrian planning. The following is a summary of programmed and constructed projects coming out of these neighborhood plans.

Boise Central Bench Neighborhood Pedestrian and Bicycle Plan

DESCRIPTION OF WORK: The Boise Central Bench Neighborhood Pedestrian and Bicycle Plan serves as a guide for installing pedestrian and bicycle improvements, primarily through Community Program efforts, in the Central Bench area. After extensive analysis and public outreach, including work with the eight neighborhood associations located in the Central Bench, the plan specifically recommends 112 pedestrian and 57 bicycle projects.

PROGRAMMED PROJECTS:

- Alpine St, Orchard St / Randall St (2017-2018)
- Camas St, Orchard/Roosevelt (2017)
- Cameron St, Hummel Dr / Aurora Dr (2019)
- Cassia St, Franklin Park Dr / Troxel Dr (2021)

- Cassia St, Latah St / Edson St (2020)
- Cherry Ln, Owyhee St / Vista Ave (PD)
- Clark St, Orchard St / Roosevelt St (2018)
- Columbus St, Overland Rd / Kootenai St (2019)
- Emerald St / Americana Blvd, Orchard St / Ann Morrison Park (2017)
- Fairfield Ave, Holiday Dr / Holiday Dr (2019)
- Kootenai St, Vista Ave/Federal Way (2017)
- Overland Rd and Phillippi St Pedestrian Crossing (PD)
- Overland Rd, Columbus St / Federal Way (2018)
- Owyhee St Bikeway, Elder St / Alpine St (2020)
- Phillippi St, Malad St / Targee St (2019)
- Phillippi St, Targee St / Overland Rd (2020)
- Roosevelt St, Rose Hill St / Emerald St (2019)
- Shoshone St Bikeway, Linden St / Greenbelt (2020)
- Targee St, Owyhee St / Shoshone St (2018)

COMPLETED PROJECTS:

- Hawthorne Attendance Area (2015)
- Owyhee St, Malad St /Overland Rd (2016)

Boise West Bench Pedestrian and Bicycle Plan

DESCRIPTION OF WORK: The Boise West Bench Pedestrian and Bicycle Plan serves as a guide for installing pedestrian and bicycle improvements, through both Capital Projects and Community Program efforts, in the Boise West Bench area. After extensive analysis and public outreach, including work with the six neighborhood associations located in the Boise West Bench area, the plan specifically recommends 80 pedestrian and 49 bicycle projects.

PROGRAMMED PROJECTS:

- Ash Park Ln, Northview St / Ustick Rd (2019)
- Christine St, Northview St / Ustick Rd (2020)
- Cole Rd, Kettering Ave / Mountain View Dr (2018)
- Cory Ln, Mitchell St / Maple Grove Rd (PD)
- Maple Grove Rd and Edna St Pedestrian Crossing (PD)
- McMillan Rd, Westview Dr / Maple Grove Rd (2020)
- Milwaukee St, Marcum St / Ustick Rd (west side) (PD)
- Poplar St, Cole Rd/Raymond St (2019)

Downtown Meridian Neighborhood Pedestrian and Bicycle Plan

DESCRIPTION OF WORK: The Downtown Meridian Neighborhood Pedestrian and Bicycle Plan serves as a guide for installing pedestrian and bicycle improvements, through both Capital Projects and Community Program efforts, in the Downtown Meridian area. After extensive analysis and public outreach, the plan specifically recommends 51 pedestrian and 39 bicycle projects.

PROGRAMMED PROJECTS:

- East 03rd St, Franklin Rd / Carlton St (Phase 1) (PD)

- Pine Ave, Main St / Locust Grove Rd (2018-2019)
- West 1st St, Broadway Ave / Pine Ave (2017)
- West 4th St, Broadway Ave / Maple Ave (2017)

COMPLETED PROJECTS:

- Fairview Ave, 3rd St / Locust Grove Rd (2016)

Kuna Downtown Corridor Plan (Community Programs Only)

DESCRIPTION OF WORK: The Kuna Downtown Corridor Plan identifies projects and priorities for intersections; pedestrian, bicycle, and transit facilities; and truck routes along the Avalon Street/Main Street/Bridge Street corridor, between School Avenue and Kay Street in downtown Kuna. After extensive analysis and public outreach, the plan proposes 9 intersection projects, 3 arterial roadway projects, 1 collector roadway project, 1 bridge project, and 26 pedestrian/bicycle projects.

PROGRAMMED PROJECTS:

- Kuna Downtown Revitalization, Phase 1 (2017)
- Linder Rd, Main St / Deer Flat Rd (2021)

COMPLETED PROJECTS:

- 2nd St, Ave C/Linder Ave, including pedestrian crossing (2016)
- 4th St and Linder Ave pedestrian crossing (2016)
- Avenue E, South End / 4th St sidewalk (2015)
- Linder St/Main St/3rd St roundabout (2016)

North Boise Neighborhood Bicycle and Pedestrian Plan

DESCRIPTION OF WORK: The North Boise Neighborhood Bicycle and Pedestrian Plan serves as a guide for installing pedestrian and bicycle improvements, primarily through Community Program efforts, in the north Boise area. After extensive analysis and public outreach, including work with the five neighborhood associations located in the north Boise area, the plan specifically recommends 49 pedestrian, 69 crossing and 21 bicycle projects.

PROGRAMMED PROJECTS:

- 14th St and Fort St Pedestrian Crossing (2019)
- 15th St and Resseguie St Pedestrian Crossing (2021)
- Bogus Basin Rd, Curling Dr / 550' N/O Curling Dr (2019)
- Harrison Blvd and Resseguie St Pedestrian Crossing (2021)
- Heron St and 09th St (2018) – Part of Heron St, 13th St / 9th St
- Heron St and 10th St (2018) – Part of Heron St, 13th St / 9th St
- Heron St and 11th St (2018) – Part of Heron St, 13th St / 9th St
- Heron St and 12th St (2018) – Part of Heron St, 13th St / 9th St
- Heron St, 13th St / 9th St (2018)
- State St and 34th St (2017) – Part of Miscellaneous Traffic Safety Pedestrian Projects

COMPLETED PROJECTS:

- Boise Hills Dr, 700' E/O 7th St / Clubview Dr (2016)
- Braemere Rd, Highland View Dr / Curling Dr (2016)
- Curling Dr and Braemere (2016)
- Curling Dr, Braemere Rd / Selkirk Dr (2016)

Northwest Boise Neighborhood Walking and Biking Plan

DESCRIPTION OF WORK: The Northwest Boise Neighborhood Walking and Biking Plan serves as a guide for installing pedestrian and bicycle improvements, through both Capital Projects and Community Program efforts, in the north Boise area. After extensive analysis and public outreach, including work with the three neighborhood associations located in the northwest Boise area, the plan specifically recommends 11 pedestrian and 16 bicycle projects.

PROGRAMMED PROJECTS:

- Bogart Ln, State St (SH 44) / Hill Road Pkwy (PD)
- Collister Dr, Hillside Ave / Briarhill Dr (2017)
- Collister Dr, State St / Hill Rd (2018 Concept Only)
- Horseshoe Bend Rd, State St / Hill Rd (PD)

COMPLETED PROJECTS:

- State St, Glenwood St / Collister Dr (2016)

Southeast Boise Neighborhood Walking and Biking Plan

DESCRIPTION OF WORK: The Southeast Boise Pedestrian and Bicycle Plan serves as a guide for installing pedestrian and bicycle improvements, primarily through Community Program efforts, in the Southeast Boise area. After extensive analysis and public outreach, including work with the two neighborhood associations located in the Southeast Boise area, the plan specifically recommends 45 pedestrian and 46 bicycle projects.

PROGRAMMED PROJECTS:

- Beacon St and Leadville St enhanced crossing (2017)
- Boise Ave and Linden St Pedestrian Crossing (PD)
- Broadway Ave and Boise Ave (2020)
- Holcomb Rd, Eastgate Dr / Amity Rd (2019)
- Leadville Ave Bikeway, Linden St / Greenbelt (2020)

COMPLETED PROJECTS:

- Parkcenter Blvd Enhanced Crossing (2015)

ECONOMIC DEVELOPMENT PROGRAM

As part of ACHD's Community Programs, the District dedicates up to \$2 million per year to enhance locations in support of individual cities' economic development efforts. For details about specific projects in this program, please see the Economic Development projects, beginning on page 134.

SECONDARY FOCUS – SYSTEM ENHANCEMENTS

Enhancement efforts are those activities that fundamentally alter the transportation system for the better. Enhancements may include improvements to capacity, safety, system efficiency, or suitability for alternative modes of travel (walking, biking, and transit). Specifically, ACHD programs that fit into the category of Enhancements are Roads and Intersections and Cooperative Program.

ROADS AND INTERSECTIONS

Road and intersection projects are those intended to address identified capacity related considerations that have been identified. Projects are prioritized based on a benefit-cost comparison of expected congestion and safety improvement compared to cost. Additional consideration is given for the completion of Commission-adopted priority corridors and partner agency requests. The decision to widen a road or intersection is based on existing traffic conditions. Due to the cost and construction impacts of these types of projects, improvements are designed to address the expected transportation needs for the next 20 years. Many times improvements serve the community for much longer.

The ACHD Commission, in coordination with ACHD's partner agencies, has adopted a set of priority corridors for completion. Almost all of these corridors (see below) will be constructed. Those that will not be are being delayed for specific reasons:

- Cloverdale Rd, Franklin Rd / Chinden Blvd – One segment under construction. Three remaining segments are programmed.
- Fairview Ave (Cherry Ln), Linder Rd / Orchard St – Two remaining intersections are programmed. Roadway segments delayed in accordance with Commission direction on the Fairview Corridor Management Plan. Plan will be built through development.
- Five Mile Rd, Franklin Rd / Ustick Rd – One remaining segment is under construction.
- Franklin Rd, Black Cat Rd / Cole Rd – Remaining intersection and segment are under construction.
- Maple Grove Rd, Lake Hazel Rd / Overland Rd – Two segments programmed. Extended priority corridor to Lake Hazel Rd as part of this update.
- Meridian Split Corridor, I-84 / Cherry Ln – Complete.
- State St, Glenwood St / 27th St – Four intersections programmed. Roadway segments delayed in accordance with targets in the State Street Transit and Traffic Operational Plan (TTOP).
- Ten Mile Rd, Overland Rd / Chinden Blvd – Two remaining segments are programmed.
- Ustick Rd, Ten Mile Rd / Cole Rd – Two segments and one intersection are under construction.

During this update process, 4 additional priority corridors were added by the ACHD Commission:

- Eagle Rd, Lake Hazel Rd / Victory Rd – One segment and two intersections are programmed.
- Lake Hazel Rd, Eagle Rd / Orchard St Extension – Five intersections are programmed.
- Linder Rd, Ustick Rd / Floating Feather Rd – Two segments are programmed.
- Orchard St, Lake Hazel Extension / I-84 – One segment and one intersection are programmed.

CAPITAL IMPROVEMENT PLAN

DESCRIPTION OF WORK: The Capital Improvements Plan (CIP) is a long-range transportation plan (20-years) identifying existing transportation facilities and any existing deficiencies, identifying future network deficiencies, and identifying capacity expansion projects on arterial roads and intersections of arterial roads that are eligible for impact fees. The CIP is mandated by Idaho Code in order for ACHD to collect impact fees from developers. The CIP was last updated in 2016.

PROGRAMMED PROJECTS: See Projects chapter, Roadways and Intersections for details.

KUNA DOWNTOWN CORRIDOR PLAN (CAPITAL EXPANSION ONLY)

DESCRIPTION OF WORK: The Kuna Downtown Corridor Plan (KDCP) is a transportation plan developed to identify how residents and visitors get to, through, and around the City of Kuna using all modes of travel. The goal of the KDCP is to identify projects and priorities for intersections; pedestrian, bicycle, and transit facilities; and truck routes along the Avalon Street-Main Street-Linder Avenue-Bridge Street corridor between School Avenue and Kay Avenue.

PROGRAMMED PROJECTS:

- Kuna Downtown Revitalization, Phase 1 (See project AR-3 within the Plan)

COMPLETED PROJECTS:

- Linder/Main/3rd St roundabout

STATE STREET TRANSIT AND TRAFFIC OPERATIONAL PLAN (CAPITAL EXPANSION ONLY)

DESCRIPTION OF WORK: State Street is the only Treasure Valley roadway that connects the communities of Star, Eagle and Boise. As the population of the Treasure Valley grows, State Street will require improvements to accommodate increased traffic along the corridor. The State Street TTOP identifies and prioritizes specific transit and traffic improvements that will develop State Street into a premier transit corridor in the Treasure Valley. This study builds upon the transit vision established during the State Street Corridor Strategic Plan Study in 2004.

PROGRAMMED PROJECTS:

- State St and Collister Drive intersection
- State St and Glenwood St intersection
- State St and Pierce Park Ln intersection
- State St and Veteran's Memorial Pkwy/36th St intersection

COMPLETED PROJECTS:

- State St, Willow Ln/Veterans Memorial Pkwy pedestrian improvements (south side)
- State St, Glenwood St/Collister Dr pedestrian improvements (both sides)

FUNDING OTHER NEEDS

The Ada County Highway District (ACHD) seeks outside funding to augment the District's ability to accomplish its mission to "drive quality transportation for all of Ada County – anytime, anywhere". The funding plan section of the IFYWP sets forth the projects for which the Commission supports efforts to fund, and the level of local contribution the District is willing to commit for these projects.

One purpose of developing a funding plan is to ensure project application efforts are for projects which are priorities for the District. While some grant programs have annual solicitations, often grant opportunities present themselves with little lead time for preparing and submitting an application. Identifying projects early allows for this limited time to be dedicated to preparing the best grant application possible.

NEW FEDERAL FUNDING BILL

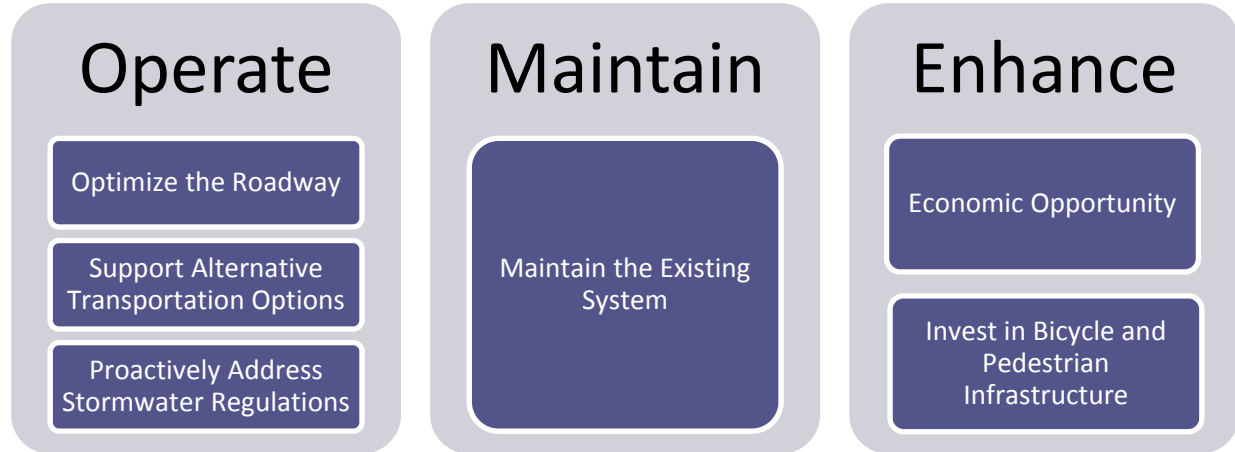
On December 4, 2015, President Obama signed the Fixing America's Surface Transportation (FAST) Act into law. This is the first federal law in over a decade to provide long-term funding certainty for surface transportation infrastructure planning and investment and will authorize funding for fiscal years 2016 through 2020. As the FAST Act is implemented, there may be changes in how federally funded projects are managed and in the amount of federal funding the District may receive.

The FAST Act has several notable changes that will impact federal funding that ACHD receives. The changes are:

- Created the Nationally Significant Freight and Highway Projects (FASTLANE) program to provide \$4.5 billion in grants or credit assistance to nationally and regionally significant freight and highway projects that align with a variety of program goals focused on safety, efficiency and reliability. This program has grant minimums of \$5 million for a small project and \$200 million for a large project. The FASTLANE program provides 60%, with a limit of 20% from other federal funds.
- Updated the long-standing Surface Transportation Program (STP) into the Surface Transportation Block Grant Program. The Surface Transportation Block Grant Program (STBGP) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs. This program will still be referenced as the STP program until noticed by ITD.
- Authorized the Accelerated Innovation Deployment (AID) Demonstration, within the Technology and Innovation Deployment Program (TIDP), to fund projects that demonstrate and promote state-of-the-art technologies, elevated performance standards, and new business practices that lead to faster construction of efficient and safe highways and bridges. The annual AID grant program has \$10 million of available funding, and grants are limited to \$1 million per project and to two per state. AID grants provide 80% funding with a 20% required match.
- Established the Advanced Transportation and Congestion Management Technologies Deployment Program to make competitive grants (\$60 million annually) for the development of model deployment sites for large-scale installation and operation of advanced transportation technologies to improve safety, efficiency, system performance, and infrastructure return on investment.
- ITD has also implemented a Strategic Initiative Program using new FAST Act funds for critical transportation needs on the state system that will improve safety, increase freight mobility and support economic opportunity. ITD District 3 is seeking Strategic Initiative Program funding for projects that may share assets with ACHD such as intersections.

PLAN DEVELOPMENT

The funding plan portion of the IFYWP focuses external funding efforts on the three key areas of Operate, Maintain, Enhance, and the six core priorities: 1) **MAINTAINING THE SYSTEM**; 2) **ECONOMIC OPPORTUNITY**; 3) **INVESTING IN BICYCLE AND PEDESTRIAN INFRASTRUCTURE**; 4) **OPTIMIZING THE ROADWAY SYSTEM**; 5) **SUPPORTING ALTERNATIVE TRANSPORTATION OPTIONS**; and, 6) **PROACTIVELY ADDRESSING STORMWATER REGULATIONS**. The Funding Plan is organized around addressing these priorities as they meet the IFYWP focus areas as follows:



As a result of constant changes in the federal and private funding landscape, staff evaluated the most strategic method for approaching the remaining funding programs to address the priorities identified above. Projects within this Plan were identified through the cooperative efforts of District staff.

FUNDING PRIORITIES AND PROJECTS

The projects listed below are those which the ACHD Commission supports efforts to fund, organized around the priorities identified above. For most projects, potential funding sources have been identified. For those projects listed as illustrative, no potential funding source has been identified at this time; however, they are still considered to be a priority for specific external funding. It is intended that efforts would be made to identify new potential funding sources that would pay the costs of these projects.

MAINTAINING THE SYSTEM

Maintaining the system is defined as activities and projects that help keep the public's current investments in sound condition. Projects range from roadway overlays, reclaims, micro seals, innovative treatments and rebuilds to equipment replacements to sidewalk and bridge repair. Typically, maintenance projects are impacted less by federal requirements and their associated costs and therefore are a wiser investment of federal funding. The following list of funding needs illustrate areas the District would like to focus additional funding resources to support this priority:

Capital Maintenance – Arterials, Collectors Only

Project Description: With few exceptions¹, Surface Transportation Block Grant Program (STP) funds may only be used on Federal-aid highway system roads. ACHD uses STP funds to maintain arterials and collectors, which are on that system. This project would request COMPASS set aside as much additional STP Transportation Management Area (TMA) funding as possible from available funds for ACHD to help meet the District’s maintenance needs, including but not limited to overlays, reclaims, rebuilds and micro seals². STP-Urban funds may also be available for projects within Kuna or Star. Design would occur two years prior to construction. The specific projects to be completed would be identified at the time of design when the appropriate maintenance treatment is able to be determined based on condition by ACHD’s pavement management staff. In addition, any necessary Americans with Disabilities Act (ADA) improvements within the right-of-way are required for STP-TMA funded projects.

The following estimated five-year maintenance need is based on ACHD’s Pavement Management Engineer’s evaluation of the StreetSaver Model’s Pavement Condition Index (PCI) data. This data is updated annually for arterials, collectors and residential streets within Ada County. Funding also includes increased maintenance funding from House Bill 312:

Pavement Management Programming Target					
\$27,000,000 to \$34,000,000 Per Year					
	FY2017	FY2018	FY2019	FY2020	FY2021
Operational Maintenance³	\$9,000,000	\$9,000,000	\$9,000,000	\$9,000,000	\$9,000,000
Federal Aid Capital Maintenance	\$7,400,000	\$5,700,000	\$8,200,000	\$8,400,000	\$8,200,000
Local Capital Maintenance	\$9,300,000	\$9,600,000	\$9,300,000	\$9,700,000	\$10,200,000
Total	\$25,700,000	\$24,300,000	\$26,500,000	\$27,100,000	\$27,400,000

Recommended Local Match: The federal match requirements for Federal Aid Capital Maintenance is 7.34% of project cost. Local match would be budgeted as Federal Aid Capital Maintenance funds become available.

Possible Funding Source: STP-TMA or STP-Urban. A letter will be submitted to COMPASS on an annual basis requesting available funds be allocated towards the unfunded need. The amount available for the set-aside would be determined by the COMPASS Regional Transportation Advisory Committee (RTAC) in the spring of each year.

Gowen Rd Bridge # 10110 Replacement (Illustrative Project)

PROJECT DESCRIPTION: Reconstruct the existing deficient rail overpass bridge (Sufficiency Rating of 55 out of 100). Current bridge was built in 1941 and is structurally deficient due to its width. Bridge located 750’ west of the

¹ Location of Projects (23 U.S.C. 133(c)): In general, the location of STP projects is not limited. However, STP projects may not be undertaken on roads functionally classified as local or rural minor collectors unless the roads were on a Federal-aid highway system on January 1, 1991. The code does allow for some exceptions.

² 2017 -2021 funding need based on a Pavement Condition Index (PCI) of 85, and 0% Inflation and Interest rate for Arterials, Collectors and Residential.

³ Operational maintenance is not included in the IFYWP

intersection of Gowen Road and Eisenman Road. Project may use accelerated bridge construction techniques due to roadway importance.

ESTIMATED PROJECT COST: \$1.83 Million

RECOMMENDED LOCAL MATCH: From \$135,000 (7.34% of project cost for the Federal Bridge Program) to \$200,000 to receive \$1 million (20% of project cost for maximum \$1 million AID grant). All match funding would be reviewed and approved by Commission when the project State and Local Agreement is presented for approval.

POSSIBLE FUNDING SOURCE: Federal Bridge and AID programs. Annual applications submitted through LHTAC for Federal Bridge project funds, and to FHWA after design is complete for AID grant.

Eckert Rd Bridge #10147 & #10148 Replacement and Widening (Illustrative Project)

PROJECT DESCRIPTION: Reconstruct the existing river bridge (Sufficiency Rating of 67 out of 100) and the Ridenbaugh Canal bridge (Sufficiency Rating of 62 out of 100). Current bridges were built in 1954 and are structurally deficient due to their width. Bridges located north of Boise Avenue over the Boise River and the Ridenbaugh Canal. Project may use accelerated bridge construction techniques due to roadway importance.

ESTIMATED PROJECT COST: \$5 Million

RECOMMENDED LOCAL MATCH: From \$367,000 (7.34% of project cost for the Federal Bridge Program) up to \$2 million (40% of project cost is maximum required by FASTLANE Grant). All match funding would be reviewed and approved by Commission when the project State and Local Agreement is presented for approval.

POSSIBLE FUNDING SOURCE: Federal Bridge Program and FASTLANE Grant. Applications submitted through LHTAC and FHWA annually.

Fairview Avenue Bridges #10196 & 10197 Replacement (Illustrative Project)

PROJECT DESCRIPTION: Reconstruct the existing deficient bridges over the Boise River to address scouring issues. Bridges located directly east of Garden Street.

ESTIMATED PROJECT COST: Up to \$7.7 Million

RECOMMENDED LOCAL MATCH: From \$565,000 (7.34% of project cost for the Federal Bridge Program) up to \$3.08 million (40% of project cost is maximum required by FASTLANE Grant). All match funding would be reviewed and approved by Commission when the project State and Local Agreement is presented for approval.

POSSIBLE FUNDING SOURCE: Federal Bridge Program and FASTLANE Grant. Applications submitted through LHTAC and FHWA annually.

Replace Bridge That Creates Flood Hazard (Illustrative Project)

PROJECT DESCRIPTION: Reconstruct obsolete bridge with design that eliminates 100-year flooding hazard created by existing bridge. Obsolete bridge would be identified in Ada County Hazard Mitigation Plan, and funding would be applied for through the State Emergency Management Office.

ESTIMATED PROJECT COST: From \$500,000 to \$2 Million

RECOMMENDED LOCAL MATCH: From \$125,000 to \$500,000. FEMA Pre-disaster Mitigation program and Hazard Mitigation Grant program both require a 25% match of the project cost. All match funding would be reviewed and approved by Commission when the project Agreement is presented for approval.

POSSIBLE FUNDING SOURCE: FEMA's Federal Insurance and Mitigation Administration, Pre-disaster Mitigation Grant Program and Hazard Mitigation Grant Program. Pre-disaster Mitigation grant funds are applied for in spring and Hazard Mitigation Grant Program funds are available in the event of a declared disaster in the State of Idaho.

Orchard Access Rd Rehabilitation (Illustrative Project)

PROJECT DESCRIPTION: Reclaim 5.4 miles of Orchard Access Road south of I-84 to ACHD maintained road termination point at UPRR tracks. The project will benefit the Mobilization and Training Equipment Site (MATES) facility of the Idaho National Guard Orchard Combat Training Center.

ESTIMATED PROJECT COST: \$1.4 million

RECOMMENDED LOCAL MATCH: From \$0 (Defense Access Road program) up to \$103,000 (7.34% of project cost for STP-Rural and Federal Lands Access Program (FLAP)). All STP-Rural or FLAP match funding would be reviewed and approved by Commission when the project State and Local Agreement or Match Agreement is presented for approval.

POSSIBLE FUNDING SOURCE: STP-Rural and Defense Access Road program. Applications for STP-Rural are submitted through LHTAC annually. Defense Access Road program applications are submitted in cooperation with Idaho Army National Guard and have no match requirements. FLAP applications through FHWA.

Pavement Condition Evaluation (Illustrative Project)

PROJECT DESCRIPTION: Hire consultant to evaluate the condition of all arterials, collectors and local roads in the network and provide a current Pavement Condition Index (PCI) of the network. ACHD utilizes the PCI information to determine the condition of the pavement sections and in determining the appropriate maintenance treatments within the framework of a Pavement Management System, and thereby identifying funding requirements for project and network level purposes.

ESTIMATED PROJECT COST: \$400,000

RECOMMENDED LOCAL MATCH: From \$30,000 (7.34% of project cost for STP-TMA). All match funding would be reviewed and approved by Commission when the project State and Local Agreement is presented for approval.

POSSIBLE FUNDING SOURCE: STP-TMA funds or similar federal funds

Maintaining Power In An Emergency (Illustrative Project)

PROJECT DESCRIPTION: Purchase necessary stand-by power systems for both Adams Street and Cloverdale Road facilities to keep critical District operations running in a power emergency. Stand-by power generators would be permanently installed and wired into facility electrical system to provide immediate emergency power.

ESTIMATED PROJECT COST: \$235,000

RECOMMENDED LOCAL MATCH: From \$59,000 (25% match for FEMA program funds). All match funding would be reviewed and approved by Commission when the project State and Local Agreement is presented for approval.

POSSIBLE FUNDING SOURCE: Emergency Management Performance Grants (EMPG), Homeland Security Grant Program (HSGP), State Homeland Security Program (SHSP), Urban Areas Security Initiative Program (UASI).

ECONOMIC OPPORTUNITY

Working with ITD or partnering with Cities on economic development projects can open up funding opportunities for economic growth and job creation. Transportation Investment Generating Economic Recovery (TIGER) grants offer grants to study and/or construct large transportation projects that will positively impact a community's economy, mobility and environment. The new FASTLANE program provides project grants starting at \$5 million in grants to nationally and regionally significant freight and highway projects that align with a variety of program goals focused on safety, efficiency and reliability. ITD has also implemented a Strategic Initiative Program using new FAST Act funds for critical transportation needs on the state system that will improve safety, increase freight mobility and support economic opportunity. The following list of funding needs illustrate projects the District, ITD and local cities have expressed interest in developing:

Orchard Realignment (Illustrative Project)

PROJECT DESCRIPTION: Orchard Street realignment and extension is a component of the City of Boise's larger strategy for the intermodal freight facility and industrial development south of Gowen Road. Scheduled for design in 2019, the realignment of Orchard Street would realign and widen it to five lanes from Victory Road to Gowen Road.

ESTIMATED PROJECT COST: \$5.2 million

RECOMMENDED LOCAL MATCH: From \$1.04 million (20% of project cost for TIGER grant) up to \$2.08 million (40% of project cost is maximum required by FASTLANE Grant). All match funding would be reviewed and approved by Commission when the project State and Local Agreement is presented for approval.

POSSIBLE FUNDING SOURCE: FASTLANE. Applications for TIGER and FASTLANE submitted through FHWA annually.

US20/26 Chinden Blvd Improvements (Illustrative Project)

PROJECT DESCRIPTION: US 20/26 is a vital state route that moves commuters and freight through Ada County, and ITD has identified two lane portions of it west of Eagle Road as a Strategic Initiative Program widening project. ACHD has the opportunity to partner with ITD to improve the ACHD portions of intersections along US 20/26. ACHD would seek STP-TMA funds to cover the District's portion of all widening projects that impact ACHD intersections.

ESTIMATED PROJECT COST: \$500,000 to \$2 million

RECOMMENDED LOCAL MATCH: Assuming a 50/50 shared cost of project, from \$19,000 to \$400,000 required match (comparing 7.34% of project cost for STP-TMA to a maximum of 40% match for FASTLANE). All match

funding would be reviewed and approved by Commission when the project State and Local Agreement is presented for approval.

POSSIBLE FUNDING SOURCE: STP-TMA, TIGER or FASTLANE. Applications submitted through COMPASS or FHWA annually.

State Highway 44 and Glenwood St Intersection Improvements (Illustrative Project)

PROJECT DESCRIPTION: The intersection of SH-44 and Glenwood Street is a shared intersection on the border of the Cities of Boise and Garden City. ITD and ACHD will in the near future start a study to determine the existing performance of the intersection, intersection alternatives and a recommended alternative. Depending on the scale of the recommended alternative, ITD and ACHD may apply for TIGER funds, FASTLANE Grant or a combination of ITD's Strategic Initiative Program and ACHD securing STP-TMA funds. This is another opportunity to partner with ITD to improve a shared road facility.

ESTIMATED PROJECT COST: Between \$8 million and \$10 million

RECOMMENDED LOCAL MATCH: Assuming a 50/50 shared cost of project, from \$300,000 to \$2 million required match (comparing 7.34% of project cost for STP-TMA to a maximum of 40% match for FASTLANE). All match funding would be reviewed and approved by Commission when the project State and Local Agreement is presented for approval.

POSSIBLE FUNDING SOURCE: STP-TMA, TIGER or FASTLANE. Applications submitted through COMPASS or FHWA annually.

INVESTING IN BICYCLE AND PEDESTRIAN INFRASTRUCTURE

In December 2005, the ACHD Commission adopted the Pedestrian-Bike Transition Plan, which identified the gaps and accessibility issues in the pedestrian and bike network. ACHD has since developed neighborhood level pedestrian-bike plans to further prioritize the missing segments to ensure the projects being completed are those that are most important to the people who live in that area. ACHD is focusing funding efforts for this priority on high priority, unfunded projects within neighborhood level pedestrian-bike plans and other Community Programs requests.

ACHD will only program or pursue federal funding for a project where right-of-way and environmental impacts would be at a minimum.

Enhanced Arterial Crossings - Pedestrian Safety Improvements (Illustrative Projects)

PROJECT DESCRIPTION: Install as appropriate enhanced pedestrian crossings on arterial roadways. The primary purpose of these projects would be to improve bike and pedestrian connectivity to schools, employment, shopping, and recreation. Arterial roadways, with their higher traffic volumes require added consideration in order to safely accommodate bikes and pedestrians.

POSSIBLE FUNDING SOURCES: The Transportation Alternatives Program (TAP), formerly known as Community Choices for Idaho, provides for a variety of alternative transportation projects to address the needs of non-motorized users and to advance the goals of Mobility, Safety and Economic Opportunity.

TAP PROJECT DESCRIPTIONS AND ESTIMATED COSTS:

- Enhance pedestrian safety around North Junior High School (Boise). Install an RRFB on the south side of 15th St at Resseguie St in place of existing light pole. Install an RRFB on the south side of Harrison Blvd at Resseguie St. At both intersections, replace existing pedestrian ramps with ADA compliant ramps. Project estimate is \$400,000 with a \$30,000 required match.
- Enhance pedestrian access on Anderson and 34th St to Sunset Park. Pave pathway between 34th St and 35th St and install a pedestrian ramp on the north side of 35th St. Install pipe and ADA accessible pedestrian path in 34th St ROW south of Breneman, to connect to existing HOA pathway. Project estimate is \$150,000 with an \$11,000 required match.
- Boise Ave and Linden St: Install an enhanced pedestrian crossing at the intersection of Boise Avenue and Linden Street. Project estimate is \$170,000 with a \$13,000 required match.
- Boise Ave and Broadway Ave: Improve intersection for bikes and pedestrians and install an Accessible Pedestrian Signal to assist students in Garfield Elementary School’s visually impaired program. Project estimate is \$165,000 with a \$13,000 required match.
- Install an enhanced pedestrian crossing (pedestrian hybrid beacon) on Deer Flat Rd at the central Kuna High School driveway. Project also includes completion of sidewalk gaps and construction of a deceleration lane at 315 Deer Flat. Project estimate is \$425,000 with a \$32,000 required match.
- Install an enhanced pedestrian signal (pedestrian hybrid beacon) on Floating Feather Rd at Pimlico Dr for students attending Eagle Middle School. Project estimate is \$326,000 with a \$24,000 required match.
- Install an enhanced pedestrian signal (rectangular rapid flashing beacon) at Hollandale Dr and the entrance to Pepper Ridge Elementary. Project estimate is \$127,000, with a \$10,000 required match.
- Install an enhanced pedestrian crossing (rectangular rapid flashing beacon) on Kay St at Limestone St near Kuna High School and Hubbard Elementary School. Project estimate is \$97,000 with an \$8,000 required match.
- Install an enhanced pedestrian crossing (pedestrian hybrid beacon) on Maple Grove Rd at Edna St. Project estimate is \$163,000 with a \$12,000 required match.
- Install an enhanced pedestrian crossing (pedestrian hybrid beacon) on State St at Wylie Ln (east side) in accordance with the Northwest Boise Neighborhood Plan. The project estimate is \$297,000 with a \$22,000 required match.
- Install an enhanced pedestrian crossing (pedestrian hybrid beacon) on Vista Ave at Spaulding St, including bike push buttons. Project estimate is \$255,000 with a \$19,000 required match.

RECOMMENDED LOCAL MATCH FOR TAP: The required match for these funds is 7.34% and the Commission would review and approve the project’s State and Local Agreement when it is presented for approval.

POSSIBLE FUNDING SOURCES: The Idaho Americans with Disabilities Act (ADA) Curb Ramp Program is an ITD administered program that provides funding for projects to address curb ramps on the state highway system. The goal of the program is to provide accessible facilities for pedestrians with disabilities while allowing local jurisdiction flexibility in meeting the required standards. ITD is providing grants of up to \$60,000 in state funding to construct new or alter existing curb ramps on the state highway system to meet the requirements of the ADA. Funds can only be used for construction purposes.

PROJECT DESCRIPTIONS AND ESTIMATED COSTS FOR ADA RAMP PROGRAM: Working with ITD, bring non-compliant curb cuts on state system up to ADA standards where ACHD sidewalks intersect. \$60,000 per location.

RECOMMENDED LOCAL MATCH: There is no match required for these funds and the Commission would review and approve the project’s State and Local Agreement when it is presented for approval.

Filling Gaps in Pedestrian Facilities (Illustrative Projects)

PROJECT DESCRIPTION: Fill gaps in the existing ACHD sidewalk system, per federal standards using federal funds.

ESTIMATED PROJECT COST: \$150,000

RECOMMENDED LOCAL MATCH: Up to \$11,000 (7.34% of project cost for TAP-TMA). The Commission would review and approve the project when the match funds are budgeted for in the ACHD Annual Budget and when the project's State and Local Agreement is presented for approval.

POSSIBLE FUNDING SOURCE: Transportation Alternatives Program (TAP) –TMA.

Innovative Bicycle Facilities Project (Illustrative Projects)

PROJECT DESCRIPTION: To help develop an innovative bicycle network of low-stress, high-comfort routes for all ages and abilities, ACHD will seek funding for improvements such as protected lanes, bike signals, diverters and enhanced signals. These grant funds may come in the form of outside technical in-kind services and/or funding for design and construction. Technical support would be sought from technical experts in the industry to ensure a successful and worthwhile innovative bicycle lane project. In addition, the technical experts would provide a lasting educational opportunity for ACHD staff in Planning and Traffic Engineering, and help ACHD to develop safe, comfortable, visible bikeway facilities within the Ada County road network. Segments that may be considered for grant applications are:

- Identified bikeway projects that are in the existing Integrated Five Year Work Plan
- Locations with high existing or potential bike traffic
- Locations that are critical to the bikeway network in terms of completing gaps, especially where few alternatives exist
- Locations with unusual challenges that require innovation or extraordinary treatments to facilitate bike traffic
- High visibility locations

ESTIMATED PROJECT COST: \$25,000 - \$500,000 per project

RECOMMENDED LOCAL MATCH: From \$0 up to \$37,000 (7.34% of project cost for TAP-TMA). The Commission would review and approve the project when either the grant contract is presented for approval, or when the project's State and Local Agreement is presented for approval.

POSSIBLE FUNDING SOURCE: Peopleforbikes or Transportation Alternatives Program (TAP) –TMA.

Evaluate the Integration of New Bike and Pedestrian Facilities (Illustrative Projects)

PROJECT DESCRIPTION: Conduct concept study to evaluate the effectiveness of bike and pedestrian plans to integrate new facilities into the existing ACHD system.

ESTIMATED PROJECT COST: \$25,000

RECOMMENDED LOCAL MATCH: As required, if any match. All match funding would be reviewed and approved by Commission when the grant contract is presented for approval.

POSSIBLE FUNDING SOURCE: COMPASS planning grant.

OPTIMIZING THE ROADWAY SYSTEM

The focus of this priority is to implement projects that will improve the effectiveness and safety of the ACHD system in moving people throughout the community where the roadway system has generally been expanded to its ultimate configuration. Potential projects include identified safety improvements such as safety street lighting and lane realignments or reconfigurations, finishing the fiber network and implementing integrated corridor management techniques, and exploring further implementation of travel demand management (TDM) programs.

Swan Falls Road Shoulder Widening (Illustrative Project)

PROJECT DESCRIPTION: Add 5-foot shoulders to 8.5 miles of Swan Falls Road south of current shoulder termination point to Snake River overlook. Swan Falls Road is also part of the Western Heritage Byway, and previously federal funds have been used to add shoulders from Kuna-Mora Road to a point just north of Initial Point. The section of Swan Falls Road south of shouldered section has two 12-foot wide travel lanes and no shoulder. Shoulder widening benefits safety for walking, bicycling and vehicle pull-offs. The project will benefit travelers by allowing bicycle and pedestrians to more safely use the road in a multi-modal environment creating a draw for types of users who may otherwise not use the facility.

ESTIMATED PROJECT COST: \$2 million

RECOMMENDED LOCAL MATCH: Up to \$147,000 (7.34% of project cost for STP-Rural and Federal Lands Access Program (FLAP)). All match funding would be reviewed and approved by Commission when the project State and Local Agreement is presented for approval.

POSSIBLE FUNDING SOURCE: STP-Rural. Applications submitted through LHTAC annually. This would be a joint application with Bureau of Land Management for a FLAP application through FHWA.

Street Lighting Pilot Project

PROJECT DESCRIPTION: Conduct pilot project to install continuous street lighting on segments of ACHD right-of-way to improve driver and pedestrian safety. Traffic Engineering evaluated heavily traveled roads, where future vehicle traffic is projected to increase, and where higher nighttime crash rates have been recorded. The segment selected was Cherry Lane, from Linder Road to Ten Mile Road.

ESTIMATED PROJECT COST: \$500,000

RECOMMENDED LOCAL MATCH: Up to \$37,000 (7.34% of project cost)

POSSIBLE FUNDING SOURCE: Local Highway Safety Improvement Program. Grant applications through LHTAC due in January of each year. Projects are selected through a benefit-cost ratio related to the impact the project is proposed to have on accidents. Street lighting projects score well in this program. The LHSIP program requires a 7.34% local match.

Reconfigure Cole Rd and Overland Rd Intersection Free-Running Right Turn Lanes

PROJECT DESCRIPTION: Reconfigure existing free running right turn lanes to reduce number of accidents at the intersection of Cole Road and Overland Road. The intersection has the highest number of crashes in Ada County, and over half of those crashes occur in the free running right turn lanes. Similar lane elimination of free running right turn lanes has reduced the number of intersection crashes by 43%. The Cole Road and Overland Road

intersection is located on top of an Idaho Transportation Department (ITD) overpass, but ACHD has operational authority for the streets. This may become a joint project if ITD receives Strategic Initiative funding. If ACHD does not partner with ITD, ACHD will need to secure ITD's approval for the final design.

ESTIMATED PROJECT COST: \$500,000

RECOMMENDED LOCAL MATCH: From \$19,000 up to \$37,000 (7.34% of project cost for all or half of the project) All match funding would be reviewed and approved by Commission when the project State and Local Agreement is presented for approval.

POSSIBLE FUNDING SOURCE: Local Highway Safety Improvement Program (LHSIP). Grant applications through LHTAC due in January of each year. Projects are selected through a benefit-cost ratio related to the impact the project is proposed to have on accidents. The LHSIP program requires a 7.34% local match.

Traffic Signal Installation – Meridian Rd and Hubbard Rd

PROJECT DESCRIPTION: Traffic signal installation at Hubbard Road and Meridian Road (SH69), which is a shared intersection with ITD. ITD has this safety project scheduled in 2021 and they will provide 60% of the project funds. ITD has applied for Strategic Initiative funding.

ESTIMATED PROJECT COST: \$340,000

RECOMMENDED LOCAL MATCH: From \$10,000 (7.34% of share of project for federal funds) , up to \$136,000 for estimated 40% ACHD share of project cost. All match funding would be reviewed and approved by Commission when the project State and Local Agreement is presented for approval.

POSSIBLE FUNDING SOURCE: STP-TMA funds or Local Highway Safety Improvement Program (LHSIP). Grant applications for STP-TMA grants are through COMPASS and due in November, and LHSIP grants are through LHTAC and due in January of each year. Projects are selected through a benefit-cost ratio related to the impact the project is proposed to have on accidents. Both STP-TMA and LHSIP program requires a 7.34% local match.

Traffic Signal Installation – Meridian Rd and Lake Hazel Rd

PROJECT DESCRIPTION: Traffic signal installation at Lake Hazel Road and Meridian Road (SH69), which is a shared intersection with ITD. ITD has this safety project scheduled in 2021 and they will provide 60% of the project funds. ITD has applied for Strategic Initiative funding.

ESTIMATED PROJECT COST: \$340,000

RECOMMENDED LOCAL MATCH: From \$10,000 (7.34% of share of project for federal funds) up to \$136,000 for estimated 40% ACHD share of project cost. All match funding would be reviewed and approved by Commission when the project State and Local Agreement is presented for approval.

POSSIBLE FUNDING SOURCE: STP-TMA funds or Local Highway Safety Improvement Program (LHSIP). Grant applications for STP-TMA grants are through COMPASS and due in November, and LHSIP grants are through LHTAC and due in January of each year. Projects are selected through a benefit-cost ratio related to the impact the project is proposed to have on accidents. Both STP-TMA and LHSIP program requires a 7.34% local match.

Traffic Signal Performance Measures (Illustrative Projects)

PROJECT DESCRIPTION: Intelligent Transportation Systems (ITS) incorporate the use of electronics, communications, and computers to improve transportation efficiency and safety. ACHD is seeking the dynamic tools to help identify factors impacting traffic to detect problems easier by enabling enhanced signal coordination and timing adjustments on a corridor-wide basis to enhance traffic flow. ACHD plans to replace traffic signal controllers and detection systems at intersections to implement the traffic Signal Performance Measures (SPM) developed by Purdue University and Indiana Department of Transportation, and successfully implemented by Utah Department of Transportation (UDOT). The proposed Traffic Signal Performance Measure projects are illustrative and would only be applied for pending ACHD Commission review and approval match funding. Staff would seek ITD participation in projects located on the State system.

PROJECTS AND ESTIMATED PROJECT COST:

TRAFFIC SIGNAL PERFORMANCE MEASURE PHASE 1

Apply for a grant, in partnership with ITD, to upgrade traffic signal controllers and detection systems at 82 intersections on five corridors in Ada County. The corridors are on Fairview, Eagle, Overland, Franklin and Black Cat, and the estimated cost is \$3.5 million. The goal of the project is to use proven, advanced technology to gather signal performance measure (SPM) data that will enhance ACHD staff's ability to operate signals on key arterial corridors. The US DOT's Advanced Transportation & Congestion Management Technologies Deployment Initiative (ATCMTD) is a possible source of funds. An ATCMTD grant will provide 50% of the project funding with ACHD and ITD responsible for a 50% match, or \$1,750,000 over a three-year period. ACHD and ITD will calculate their share of the match based on the number and ownership of traffic legs at the impacted intersections.

TRAFFIC SIGNAL PERFORMANCE MEASURE PHASE 2

Apply for a grant, in partnership with ITD, to upgrade traffic signal controllers and detection systems at 60 intersections on five corridors in Ada County. The corridors are on Chinden, Ustick, Orchard, Broadway and Vista, and the estimated cost is \$2 million. The goal of the project is to use proven, advanced technology to gather signal performance measure (SPM) data that will enhance ACHD staff's ability to operate signals on key arterial corridors. The US DOT's Advanced Transportation & Congestion Management Technologies Deployment Initiative (ATCMTD) is a possible source of funds. An ATCMTD grant will provide 50% of the project funding with ACHD and ITD responsible for a 50% match, or \$1 million over a three-year period. ACHD and ITD will calculate their share of the match based on the number and ownership of traffic legs at the impacted intersections.

RECOMMENDED LOCAL MATCH: As required by Advanced Transportation & Congestion Management Technologies Deployment Initiative grant program. All match funding would be reviewed and approved by Commission when the project State and Local Agreement is presented for approval.

POSSIBLE FUNDING SOURCE: U.S. Department of Transportation and Advanced Transportation and Congestion Management Technologies Deployment Initiative (ATCMTD) grant.

Bluetooth Information Stations (Illustrative Projects)

PROJECT DESCRIPTION: Implement a series of travel time information collection stations on arterials and at various intersections around Ada County to provide improved travel speed and congestion data to better inform decisions. Information can also be used by public to determine real time traffic conditions when planning a trip.

ESTIMATED PROJECT COST: \$200,000 (10 Arterials)

RECOMMENDED LOCAL MATCH: As required by the grant program. All match funding would be reviewed and approved by Commission when the grant contract is presented for Commission approval.

POSSIBLE FUNDING SOURCE: FHWA

Wireless CCTV and Signal Interconnect (Illustrative Projects)

PROJECT DESCRIPTION: Will install wireless radio links to 20 intersections to interconnect signals and install remote CCTV camera link.

ESTIMATED PROJECT COST: \$150,000 (20 intersections)

RECOMMENDED LOCAL MATCH: As required by the grant program. All match funding would be reviewed and approved by Commission when the grant contract is presented for Commission approval.

POSSIBLE FUNDING SOURCE: FHWA

Arterial Dynamic Message Sign (Illustrative Projects)

PROJECT DESCRIPTION: Will install 4 arterial Dynamic Message Signs on major arterials to freeway interchanges in Ada County.

ESTIMATED PROJECT COST: \$300,000 (4 signs)

RECOMMENDED LOCAL MATCH: As required by the grant program. All match funding would be reviewed and approved by Commission when the grant contract is presented for Commission approval.

POSSIBLE FUNDING SOURCE: FHWA

Connective Vehicle Regional Study (Illustrative Projects)

PROJECT DESCRIPTION: Will install connected vehicle equipment in ACHD vehicles and will upgrade traffic signal controllers to signal controllers with connected vehicle interface. Traffic signal will relay signal timing information to the vehicles as they drive the corridors. Partnering with the University of Idaho on this project is a possibility.

ESTIMATED PROJECT COST: \$200,000

RECOMMENDED LOCAL MATCH: As required by the grant program. All match funding would be reviewed and approved by Commission when the grant contract is presented for Commission approval.

POSSIBLE FUNDING SOURCE: FHWA

Community Outreach and Safety Programs (Illustrative Project)

PROJECT DESCRIPTION: The Idaho Department of Transportation Office of Highway Safety (OHS) awards grants to state and local governmental units to help solve critical behavioral traffic safety problems. Use grant to fund public outreach campaign to increase safe use of crosswalks, and to improve bicycle safety. The goal of the outreach project is to eliminate roadway fatalities and injuries in Ada County.

ESTIMATED PROJECT COST: \$5,000

RECOMMENDED LOCAL MATCH: For first year projects, grant money will generally reimburse seventy-five (75) percent of the total costs, in the second year fifty (50) percent and in the third year twenty-five (25) percent as required. The Commission would approve local match before any application is submitted.

POSSIBLE FUNDING SOURCE: Idaho Transportation Department, Office of Highway Safety

SUPPORTING ALTERNATIVE TRANSPORTATION OPTIONS

Supporting alternative transportation options is defined as activities which encourage the use of non-single occupancy vehicles and their appropriate support facilities. These options can reduce congestion and improve air quality. ACHD has the opportunity to directly impact and provide these services through the Commuteride program. Project currently identified to support this priority are:

Commuteride Replacement Vehicles

PROJECT DESCRIPTION: Project would purchase thirteen-passenger vans and minivans to replace vehicles in the fleet according to the Commuteride vehicle replacement schedule. The current fleet has 114 thirteen-passenger vans and 6 minivans. Funds are being applied for now in order to ensure they are in place to meet the replacement need when existing vehicles are anticipated to reach the end of their useful life. Commuteride's useful life policy states vehicles will be replaced that have reached between five and seven years of age and/or 100,000 to 120,000 miles.

RECOMMENDED LOCAL MATCH: As required by the grant program (from 7.34% for STP-TMA to 20% for FTA). All match funding would be reviewed and approved by Commission when the grant contract is presented for Commission approval.

POSSIBLE FUNDING SOURCE: FTA 5307 Urbanized Area Formula or FTA 5339 or STP-TMA. Applications for STP-TMA funds are due to COMPASS in November of each year. Valley Regional Transit is not taking applications for FTA funding in 2016.

Park and Ride Site Development (Illustrative Project)

PROJECT DESCRIPTION: Project would construct park and ride sites to support the Commuteride program. The City of Kuna included a park and ride site within their city as the seventh priority in this year's request list. ACHD will coordinate with the City on a potential site for the lot. Additional locations are being identified, including an analysis of possible funding mechanisms. The Kuna project and any other locations are considered illustrative and would only be applied for pending ACHD Commission review and approval of match funding.

ESTIMATED PROJECT COST: Kuna Location - \$740,000

RECOMMENDED LOCAL MATCH: As required by the grant program. All match funding would be reviewed and approved by Commission when the grant contract is presented for Commission approval.

POSSIBLE FUNDING SOURCE: FTA or STP-TMA funds.

PROACTIVELY ADDRESSING ENVIRONMENTAL REGULATIONS

In response to existing and anticipated air quality and stormwater requirements, staff recommends proactively implementing projects and training that would position ACHD to prepare the district for broader regulatory requirements. Current and continued focus is on implementing stormwater projects that respond to lower Boise River Total Maximum Daily Load (TMDL) and NPDES permit requirements, but a proactive approach would include seeking grants for innovative green stormwater Infrastructure (GSI) projects and training to develop and enhance in-house expertise and keep staff current with the evolving techniques and technologies along with meeting federal clean water requirements.

Asset Management System (Illustrative Project)

PROJECT DESCRIPTION: Asset management software is needed to address inventory, maintenance, and inspection-related NPDES permit requirements. In addition to fulfilling NPDES permit requirements, asset management software will serve as a tool to assess/track current infrastructure and support ACHD's rapidly growing infrastructure inventory, and leverage the GIS system that ACHD already has. Use of an asset management system will help ACHD efficiently and effectively manage and maintain ACHD's storm drain system. An asset management tool can be used to inform staff on how to best use/leverage limited funds.

ESTIMATED PROJECT COST: \$100,000 to \$1,000,000

RECOMMENDED LOCAL MATCH: As required. All match funding would be reviewed and approved by Commission when the grant contract is presented for Commission approval

POSSIBLE FUNDING SOURCE: Federal sources.

Technical Assistance Services for Communities

PROJECT DESCRIPTION: Apply for technical assistance to develop a Green Storm Water Infrastructure (GSI) Maintenance and Operations plan for the operation and maintenance of ACHD's green infrastructure. The EPA's national Technical Assistance Services for Communities (TASC) program provides independent assistance through an EPA contract at no cost to the recipient. ACHD may apply for a Technical Assistance project to develop a GSI business plan, which will help ensure practices are properly maintained and effective in reducing stormwater runoff. The resulting plan would include the GSI elements that will be performed by ACHD staff (e.g. street sweeping) and those performed by an outside contractor. A comprehensive approach would ensure GSI projects are executed and maintained properly, and likely increase system cost efficiency.

ESTIMATED PROJECT COST: \$50,000

RECOMMENDED LOCAL MATCH: No match required. TASC services are not a grant, and there are no funds awarded to the recipients of the assistance services. These services are delivered under a contract which is funded, administered and managed by EPA.

POSSIBLE FUNDING SOURCE: EPA's Technical Assistance Services for Communities program.

Green Stormwater Infrastructure Supportive Curriculum

PROJECT DESCRIPTION: With funding from an EPA Urban Waters Small Grant, work with College of Western Idaho (CWI) to develop additional horticulture curriculum with learning elements specifically related to understanding the creation, function and maintenance of stormwater facilities. The program may be a certification program that could be completed in a much shorter time frame than a typical CWI two-year degree. Contractors who perform GSI facility maintenance for ACHD would have to use certified staff to perform work on ACHD's stormwater facilities.

ESTIMATED PROJECT COST: \$50,000

RECOMMENDED LOCAL MATCH: A minimum non-federal cost share/match of \$4,000 is required. All match funding would be reviewed and approved by Commission when the grant contract is presented for Commission approval

POSSIBLE FUNDING SOURCE: EPA Urban Small Waters grant program.

Green Stormwater Infrastructure Projects (illustrative Project)

PROJECT DESCRIPTION A: Fund permeable paver retrofit of alleys in downtown Boise. Use subwatershed planning process to assist in determining alley locations that will provide best pollutant load reduction. Project implementation works toward addressing lower Boise TMDL and NPDES permit.

ESTIMATED PROJECT COST PER ALLEY: \$125,000

RECOMMENDED LOCAL MATCH: As required. All match funding would be reviewed and approved by Commission when the grant contract is presented for Commission approval.

POSSIBLE FUNDING SOURCE: Federal source.

PROJECT DESCRIPTION B: Fund permeable paver retrofit projects in ACHD right-of-way adjacent to Meridian Community Center. Use subwatershed planning process to assist in determining alley locations that will provide best pollutant load reduction. Project implementation works toward addressing lower Boise TMDL and NPDES permit.

ESTIMATED PROJECT COST: \$50,000

RECOMMENDED LOCAL MATCH: As required with cost-share from City of Meridian. All match funding would be reviewed and approved by Commission when the grant contract is presented for Commission approval.

POSSIBLE FUNDING SOURCE: Federal source

PROJECT DESCRIPTION C: Fund retrofit of stormwater system in Main/Fairview corridor (e.g. West End Boise) based on subwatershed planning information. Project implementation works toward addressing lower Boise TMDL and NPDES permit by installing features such as permeable alley, bioretention planters, tree planter, etc..

ESTIMATED PROJECT COST: \$150,000

RECOMMENDED LOCAL MATCH: As required with cost-share from City of Boise. All match funding would be reviewed and approved by Commission when the grant contract is presented for Commission approval Possible Funding Source: Federal source

Green Stormwater Infrastructure Demonstration Projects (Illustrative Project)

PROJECT DESCRIPTION A: Fund permeable concrete retrofit of alleys in downtown Boise. Use subwatershed planning process to assist in determining alley locations that will provide best pollutant load reduction. Project implementation works toward addressing lower Boise TMDL and NPDES permit. amendments to remove dissolved pollutants and permeable concrete applications

ESTIMATED PROJECT COST PER ALLEY: \$125,000

RECOMMENDED LOCAL MATCH: As required. The Commission would approve local match before any application is submitted.

POSSIBLE FUNDING SOURCE: Federal source

PROJECT DESCRIPTION B: Fund project to evaluate amendments to remove dissolved pollutants.

ESTIMATED PROJECT COST PER ALLEY: \$125,000

RECOMMENDED LOCAL MATCH: As required. All match funding would be reviewed and approved by Commission when the grant contract is presented for Commission approval.

POSSIBLE FUNDING SOURCE: Federal source.

Pilot Project Supporting Idaho Forest Action Plan (Illustrative Project)

PROJECT DESCRIPTION: This pilot project will investigate use of organic materials, collected by residential street sweeping and in other ACHD operations thereby eliminating this as a waste product. This phased project will identify appropriate techniques for processing wood/leaf waste; include product testing and analysis; and identify and implement best use(s) projects based on the characteristics of the processed material.

Potential uses include 1) use as a soil amendment when performing revegetation of stormwater management facilities or for erosion control of disturbed areas; 2) use as the compost component of Bioretention Soil Media, a filter media for improving water quality in bioretention facilities; and/or 3) use as a sod production media to produce sod that is suitable for stormwater infiltration areas.

Grant funds will be used to purchase and/or rent processing equipment, testing and analysis of processed materials (using U.S. Composting Council protocols), and staff cost to implement and evaluate one or more end uses.

ESTIMATED PROJECT COST: \$100,000

RECOMMENDED LOCAL MATCH: Match of \$10,000 (10%) as required by Idaho Department of Lands program. All match funding would be reviewed and approved by Commission when the grant contract is presented for Commission approval.

POSSIBLE FUNDING SOURCE: Idaho Department of Lands.

Clean Diesel Engine Replacement (Illustrative Project)

Support Fleet Management by securing grant funds to replace or upgrade old equipment, and to expand operations by purchasing new types of equipment. Departments would identify new types of equipment that would improve current work conditions, meet new requirements, or to accommodate conversion to adopted new work practices. Funding opportunities include; Transportation Management Area (TMA) funds; Congestion Mitigation Air Quality (CMAQ) funds (if ITD makes them available again); Environmental Protection Agency (EPA) Diesel Emissions Reduction Act (DERA) funding.

PROJECT DESCRIPTION: Engine replacement (repower) may be a cost-effective emissions reduction strategy when a vehicle or machine has a long useful life and the cost of the engine does not approach the cost of the entire vehicle or machine. Examples of good potential replacement candidates include construction machines. Using EPA Diesel Emissions Reduction Act funding, older diesel vehicles or machines can be repowered with newer diesel or alternative fueled engines.

ESTIMATED PROJECT COST: \$10,000 to \$50,000

RECOMMENDED LOCAL MATCH: As required by program. All match funding would be reviewed and approved by Commission when the grant contract is presented for Commission approval.

POSSIBLE FUNDING SOURCE: EPA or other federal source.