



ADA COUNTY HIGHWAY DISTRICT



INTEGRATED

Five-Year Work Plan 2018-2022

INTEGRATED FIVE-YEAR WORK PLAN

FISCAL YEAR 2018 – 2022

ADOPTED SEPTEMBER 27, 2017

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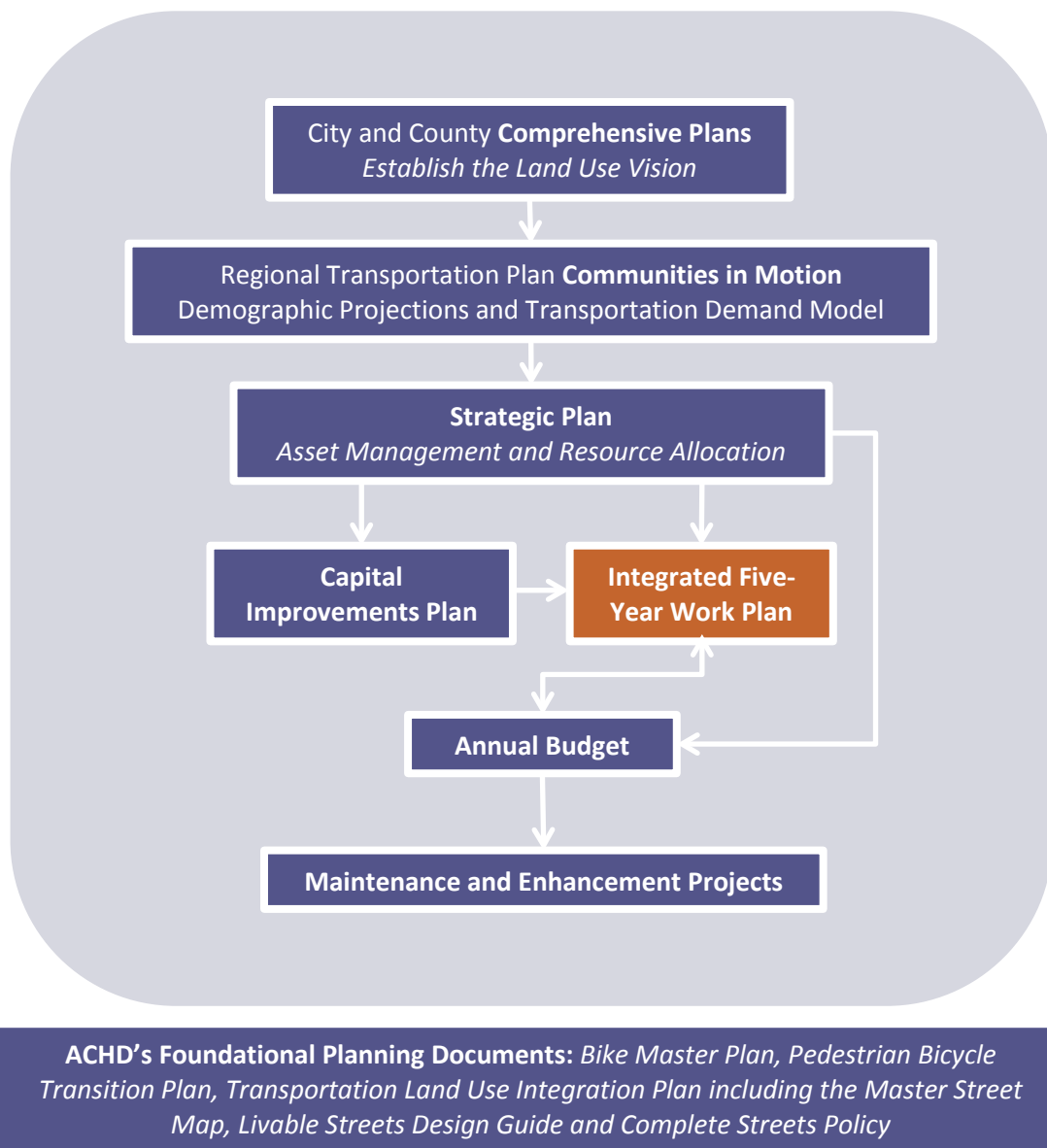
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INTRODUCTION

The 2018-2022 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 2018 Budget, adopted on August 23, 2017. The remaining years focus ACHD's efforts 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 fits into the region's overall planning framework.



ACHD VISION, MISSION, AND PRIORITIES AND STRATEGIC PLAN

ACHD established its vision, mission, and priorities in 2011, with the intent of ensuring that all ACHD activities are focused on 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 to address congestion as ACHD's secondary focus. The IFYWP was developed with these focus areas 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 2018 – 2022 Integrated Five-Year Work Plan (IFYWP) continues ACHD’s commitment to an “integrated” approach to planning and programming. 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)
- Sidewalks (Community Programs)
- Traffic Signals and Materials (Traffic Program)
- Stormwater Facilities (Stormwater 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:

- Roadway Program
- Intersection Program
- Cooperative Program

In determining the scope of each project listed within the IFYWP, ACHD seeks to implement its Complete Streets Policy and meet the needs of all users 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. The introductory section of the IFYWP provides a status report on our efforts to implement the Strategic Plan. In this way, the IFYWP serves as a tool to demonstrate accountability to the public to do what ACHD has said it will do. The remaining portion of the Plan identifies the projects to be completed over the next 5-7 years.

IMPLEMENTATING THE STRATEGIC PLAN

ACHD'S PRIMARY FOCUS AREAS – ADDRESS MAINTENANCE AND SAFETY NEEDS



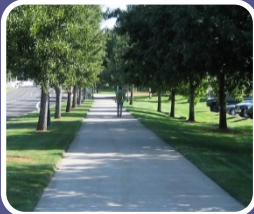
Pavement - ON TARGET

- Performance Goal: Maintain ACHD's network pavement condition in the "very good" category. Very good represents a 70-100 pavement condition index (PCI) score.
- Current Condition
 - Arterials - Very Good (84 PCI)
 - Collectors - Very Good (83 PCI)
 - Locals - Very Good (82 PCI)



Bridges - VERY NEAR TARGET

- Performance Goal: Keep 100% of ACHD's bridges with a sufficiency rating of "Good/Better".
- Current Condition
 - Bridges over 20' - 99.5% (217 out of 218)
 - Bridges 5' to 20' - 99.3% (556 out of 560)



Sidewalks - MOVING TOWARDS TARGET

- Performance Goal: Bring 100% of ACHD's sidewalks and pedestrian ramps into compliance with the Americans with Disabilities Act. Enhance bike and pedestrian safety.
- Current Condition
 - 2005 Condition - 90% compliant (2,800 miles of existing/missing sidewalk and 15,500 ramps.)
 - 2017 Condition - Update and inventory scheduled for FY2018.
- IFYWP Safety Projects - 38 Safe Routes to School projects, 22 pedestrian crossings, and 49 sidewalk projects. The Safe Sidewalk program includes addresses sidewalk maintenance needs.



Traffic Signals and Safety - ON TARGET

- Performance Goal: Maintain traffic signal in service rate at 99% or better. Address safety issues as they arise.
- Current Condition
 - 99.9% In-Service Rate
- IFYWP Safety Projects - 2 Signalization and 6 roundabout projects, 1 safety lighting project, and 2 railroad crossing projects.



Stormwater Facilities - COMPLIANT

- Performance Goal: Full compliance with ACHD's National Pollutant Discharge Elimination System permit.
- Current Condition
 - Asset management software implemented in FY2017 to improve asset inventory,
 - Implementation of the first year of Green Stormwater program to occur in FY2018.

SAFE ROUTES TO SCHOOLS

ACHD's efforts to provide safe routes to schools are focused on ensuring appropriate facilities exist to allow for children to access their educational opportunities using active transportation modes. In 2008, the citizens of Ada County approved an increase in vehicle registration fees with the commitment that half of that increase would be dedicated toward providing safe routes to schools. Since that time, ACHD has completed 117 projects targeted at meeting this goal.



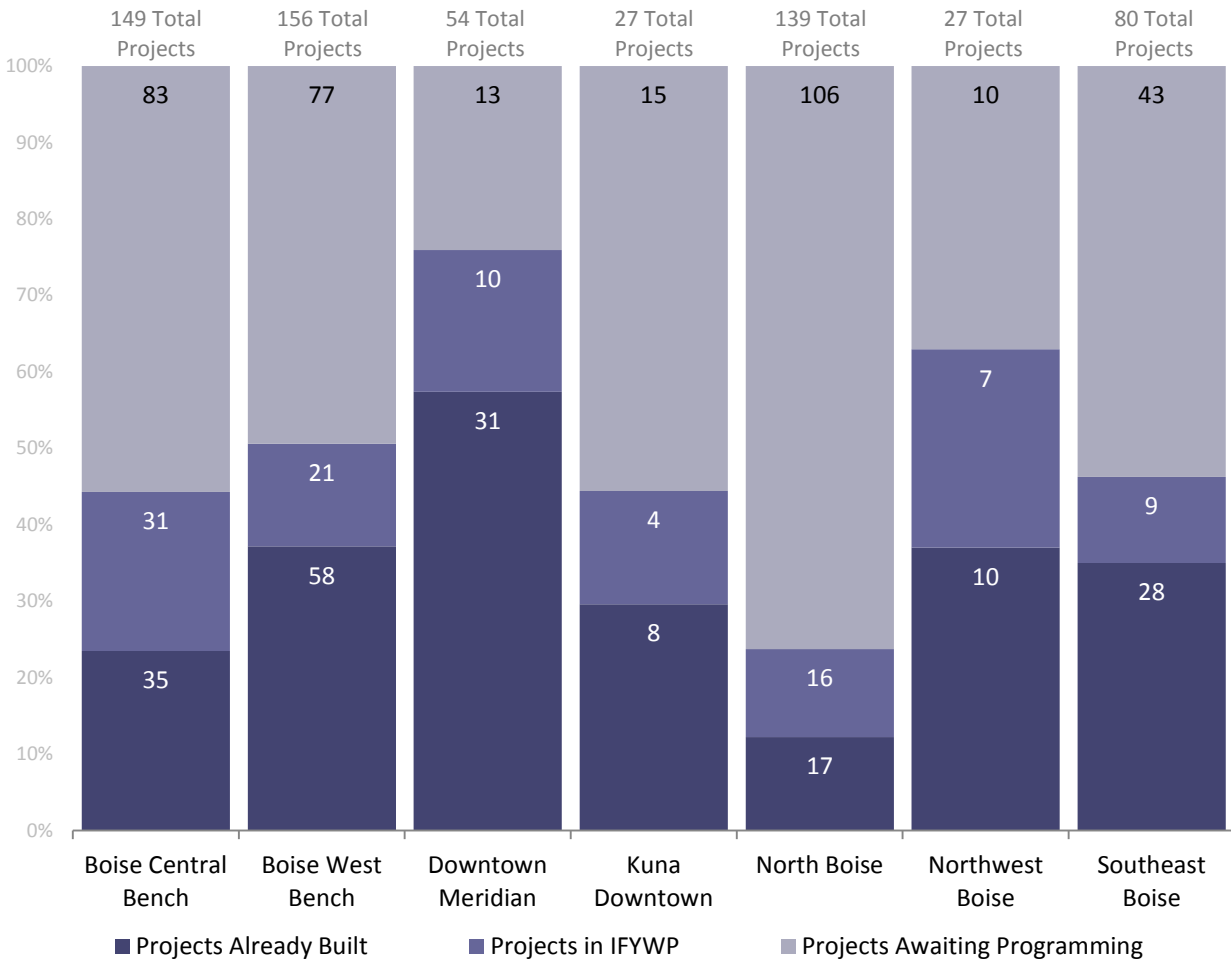
NEIGHBORHOOD PEDESTRIAN AND BICYCLE PLANS

Since 2012, ACHD has adopted 7 neighborhood pedestrian and bicycle plans. These plans, an outgrowth of ACHD's Pedestrian and Bicycle Transition Plan and Bicycle Master Plan, identify active transportation projects important to the neighbors who live there. While there is no time horizon on when the projects identified in these plans will be built, ACHD seeks to make constant and continual progress towards completion. As of the end of FY2017, 187 out of 632 projects identified in these plans will be built or under construction.

Additional neighborhoods are being planned each year. As plans are completed, projects from those neighborhoods will be added below. Current additional plans to be completed include:

- Boise East End Neighborhood Plan (Underway)
- Star Neighborhood Plan (2018)
- Eagle Neighborhood Plan (2019)

PROGRESS TOWARDS IMPLEMENTING NEIGHBORHOOD PLANS



ACHD'S SECONDARY FOCUS AREAS – ENHANCING THE SYSTEM FOR CONGESTION RELIEF

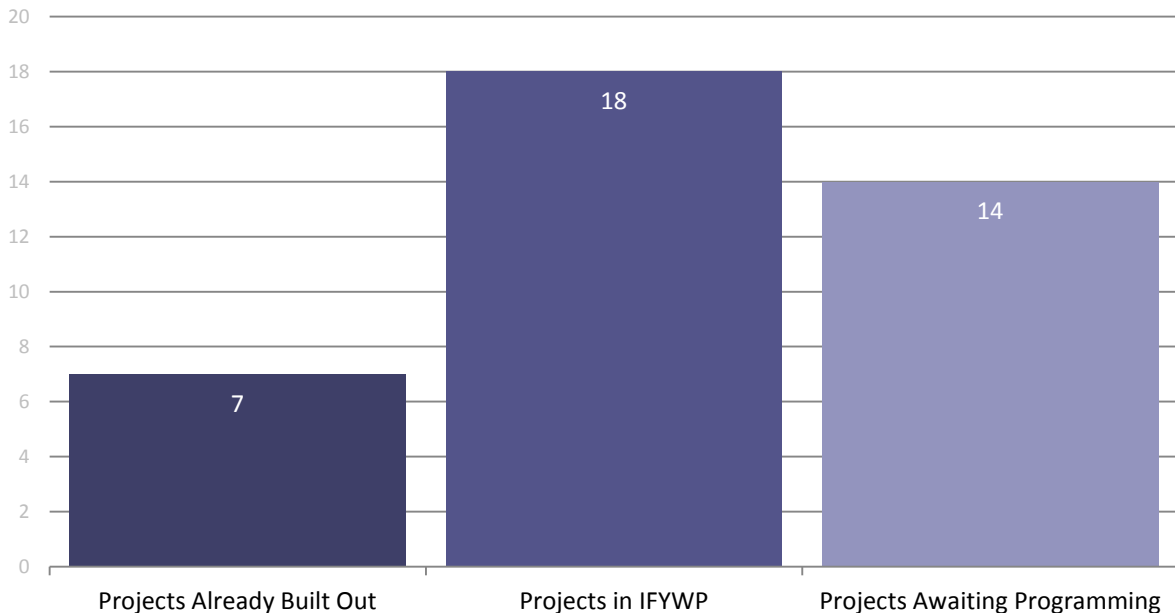
LEVEL OF SERVICE

ACHD employs a level of service (LOS) measure for streets and intersections to assist in measuring congestion and determining needed system enhancements. Roads and intersections are graded on a scale of A through F based on the utilization of available peak hour (the busiest hour of the day) roadway capacity. Per ACHD's adopted policies, roadways classified as arterials are deemed to no longer have an acceptable level of services when rated as an F.

ACHD recognizes it cannot build its way out of congestion. System enhancements in the form of roadway widening are intended to "buildout" a robust system and provide added capacity where deemed feasible. A roadway is deemed "built-out" once the number of lanes built matches the planned lanes in ACHD's Master Street Map. Once a roadway is "built-out", congestion may still increase as land uses further develop. In these circumstances, ACHD will seek to make other operational type improvements to maximize efficiency of the built network. These types of projects are found within the Traffic Program in the IFYWP.

The chart below gives a status of roadway segments and intersections currently deemed LOS F and how they correspond to projects planned within this IFYWP.

CONSTRUCTION STATUS OF LOS F INTERSECTIONS AND ROAD SEGMENTS

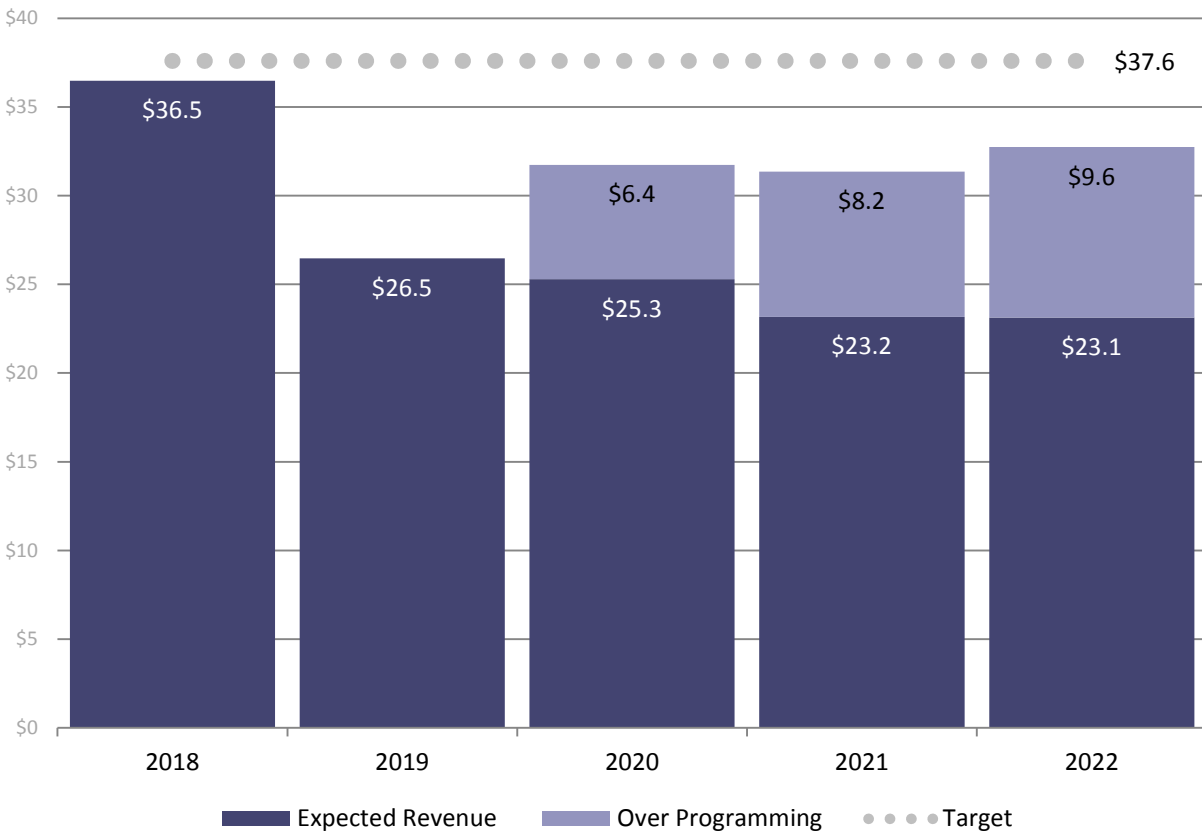


2016 CAPITAL IMPROVEMENT PLAN

ACHD’s Capital Improvement Plan (CIP) uses model forecasts to project needed roadway system enhancements from new development over the next 20 years. The CIP is updated every 4 years, with the last update being adopted in 2016. One of the primary purposes for the CIP is to allocate the cost of growth to new development in the form of impact fees. Impact fees do not pay the full cost of roadway expansion as certain features, such as sidewalks and bike lanes, are not eligible for impact fees. Therefore, general fund revenue must also be available to match the impact fee revenue in order for projects to be completed.

The 2016 CIP identified the projects for which impact fees and general fund revenue could reasonably be expected. On average, ACHD would need to expend \$37.6 million per year over the next 20 years on road and intersection enhancements in order to fully implement the 2016 CIP. The chart below shows programmed expenditures over the life of this IFYWP against that target. As shown below, at the direction of the ACHD Commission, this IFYWP includes over programming (specific revenue has not yet been identified) of projects from 2020 through 2022.

FUNDING IN THE IFYWP TOWARDS IMPLEMENTING THE CIP



PRIORITY CORRIDORS

In an effort to implement the CIP in a logical manner, the ACHD Commission has adopted a series of priority corridors. In programming and implementing these projects, ACHD takes a systematic approach representing two steps:

1. Improve intersections first to take full advantage of corridor capacity prior to mainline widening.
2. Widen corridors sequentially (from one end to the other) when traffic conditions warrant the widening.

The following shows to identified priority corridors and their current status of completion.

| | | |
|--|---|----------|
| Cloverdale Rd, Franklin Rd / Chinden Blvd | <ul style="list-style-type: none"> •4 Intersections - All Complete •4 Roadway Segments - 1 Complete, 3 Programmed | |
| Eagle Rd, Lake Hazel Rd / Victory Rd | <ul style="list-style-type: none"> •2 Intersections - 2 Programmed •2 Roadway Segments - 2 Programmed | |
| Fairview Ave, Linder Rd / Orchard St | <ul style="list-style-type: none"> •8 Intersections - 7 Complete, 1 Programmed •9 Roadway Segments - On Hold Per Commission Direction | |
| Five Mile Rd, Franklin Rd / Ustick Rd | <ul style="list-style-type: none"> •3 Intersections - All Complete •2 Roadway Segments - All Complete | COMPLETE |
| Franklin Rd, Black Cat Rd / Cole Rd | <ul style="list-style-type: none"> •10 Intersection - 9 Complete, 1 Programmed •9 Roadway Segments - All Complete | |
| Lake Hazel Rd, Eagle Rd / Orchard St Extension | <ul style="list-style-type: none"> •5 Intersections - 5 Programmed •5 Roadway Segments - 5 Programmed | |
| Linder Rd, Ustick Rd / Floating Feather Rd | <ul style="list-style-type: none"> •5 Intersections - 4 Complete, 1 Programmed •4 Roadway Segments - 4 Programmed | |
| Maple Grove Rd, Lake Hazel Rd / Overland Rd | <ul style="list-style-type: none"> •3 Intersections - 3 Programmed •3 Roadway Segments - 3 Programmed | |
| Meridian Rd, I-84 / Fairview Ave | <ul style="list-style-type: none"> •2 Intersections - All Complete •2 Roadway Segments - All Complete | COMPLETE |
| Orchard St, Lake Hazel Rd Extension / I-84 | <ul style="list-style-type: none"> •1 Intersections - 1 Programmed •2 Roadway Segments - 2 Programmed | |
| State St, Glenwood St / 27th St | <ul style="list-style-type: none"> •4 Intersections - 4 Programmed •4 Roadway Segments - 4 Programmed | |
| Ten Mile Rd, Overland Rd / Chinden Blvd | <ul style="list-style-type: none"> •4 Intersections - All Complete •5 Roadway Segments - 3 Complete, 2 Programmed | |
| Ustick Rd, Ten Mile Rd / Cole Rd | <ul style="list-style-type: none"> •9 Intersections - All Complete •8 Roadway Segments - 7 Complete, 1 Future | |

FUNDING THE STRATEGIC PLAN

ACHD seeks outside funding to augment the District's ability meet the goals outlined in the Strategic Plan. Additionally, ACHD is committed to use the funding it is granted by the taxpayers to accomplish as many needs as is possible each budget year. For more information on ACHD's funding sources, see the adopted FY2018 budget at <http://achdweb.achdidaho.org/Departments/PR/achd-2017-18-budget-workshop.aspx>.

SHELF PROJECT STRATEGY

One way in which ACHD is able to maintain project flexibility in a dynamic revenue and bidding environment is through the use of shelf projects. A shelf project is defined as a project that has design and right-of-way acquisition programmed for completion with at least a one year gap before construction. The use of a shelf project strategy allows ACHD to accelerate the construction of a project if additional funding becomes available. Of note, if a project requires specific permits and agreements, up to 6 months' notice is needed to accelerate construction in order to meet construction timing constraints (i.e. non-irrigation season).

The following list of projects contains the identified shelf projects within the 2018-2022 IFYWP. The priority ranking demonstrates the order in which projects would be accelerated dependent on the amount of funds that may be available. The year shown indicates the year the project construction could move into if funds are available.

| Fiscal Year | Annual Priority | Shelf Project | CN Estimate | Yearly Shelf Total |
|-------------|-----------------|---|-------------|--------------------|
| 2018 | 1 | Philippi St, Malad St / Targee St | \$440,000 | \$592,000 |
| | 2 | Holcomb Rd, Mimosa Way / Amity Rd | \$92,000 | |
| | 3 | Eckert Rd and Arrow Junction Dr Pedestrian Crossing | \$60,000 | |
| 2019 | 1 | Hidden Springs Elementary School Zone, 3 rd Ave / Shafer Way | \$63,000 | \$6,699,000 |
| | 2 | Phillippi St, Targee St / Overland Rd | \$1,514,000 | |
| | 3 | Cassia St, Latah St / Edson St | \$846,000 | |
| | 4 | 28 th St, Hazel St / Irene St | \$114,000 | |
| | 5 | McMillan Rd, Westview Dr / Maple Grove Rd | \$594,000 | |
| | 6 | Meridian Rd, Cherry Ln / Ustick Rd | \$3,568,000 | |
| 2020 | 1 | Pierce St, Washington St / Shenandoah Dr | \$768,000 | \$12,403,000 |
| | 2 | Linder Rd, Ustick Rd / McMillan Rd | \$2,959,000 | |
| | 3 | Ten Mile Rd, McMillan Rd / Chinden Blvd (US 20/26) | \$2,773,000 | |
| | 4 | Ten Mile Rd, Ustick Rd / McMillan Rd | \$4,648,000 | |
| | 5 | Ten Mile Rd and Amity Rd | \$1,255,000 | |
| 2021 | 1 | Linder Rd, SH 44 (State St) / Floating Feather Rd | \$4,725,000 | \$6,794,000 |
| | 2 | Garden St, Franklin Rd / Bethel St | \$632,000 | |
| | 3 | Bogart Ln, State St (SH 44) / Hill Road Pkwy | \$1,005,000 | |
| | 4 | Locust Grove Rd, Puffin St / Overland Rd | \$109,000 | |
| | 5 | Overland Rd and Phillippi St Pedestrian Crossing | \$215,000 | |
| | 6 | Avenue C, Main St / 04 th St | \$108,000 | |
| 2022 | 1 | Floating Feather Rd, Munger Rd / Star Rd | \$2,023,000 | \$2,023,000 |

EXTERNAL FUNDING PLAN

The external funding plan portion of the IFYWP focuses efforts on the Commission’s approved focus areas adopted in the ACHD Strategic Plan (2016). External funding comes from funding sources that are not codified by State of Idaho code or fee regiment for use by the Ada County Highway District, with the vast majority of these funds coming from Federal Highway Administration programs. The funding plan ensures funding application efforts are timely and supported by the Commission. **All local match funding will be reviewed and approved by Commission when the project agreement is presented for approval.**

PRIMARY FOCUS PROJECTS

Seeking external funding for maintenance, safety and Americans with Disabilities Act (ADA) projects is a primary focus area of the Strategic Plan.

FEDERAL CAPITAL MAINTENANCE

ACHD currently receives Surface Transportation Block Grant Program (STP) Transportation Management Area (TMA) funding for qualified, capital maintenance work on Federal-aid Highway System Arterials and Collectors. Per Communities in Motion 2040, COMPASS programs 82% of STP TMA funding for ACHD’s road maintenance needs, including but not limited to overlays, reclaims, rebuilds and micro seals¹. When available, STP-Urban funds may be used for capital maintenance projects within Kuna or Star. The federal match requirement for STP funding is 7.34% of project cost. Federal maintenance projects and treatments are identified by Pavement Management staff at the time of design. In addition, federal funding requires that any funded project include necessary ADA improvements within the right-of-way.

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 regularly for Ada County arterials, collectors and residential streets. Funding also includes House Bill 312 maintenance funding.

| Pavement Management Programming Target | | | | | |
|--|--------------|--------------|--------------|--------------|--------------|
| \$27,000,000 to \$34,000,000 Per Year | | | | | |
| | 2018 | 2019 | 2020 | 2021 | 2022 |
| Operational Maintenance | \$9,000,000 | \$9,000,000 | \$9,000,000 | \$9,000,000 | \$9,000,000 |
| Federal Aid Capital Maintenance | \$5,500,000 | \$8,900,000 | \$8,600,000 | \$8,000,000 | \$8,500,000 |
| Local Capital Maintenance | \$9,000,000 | \$8,700,000 | \$10,600,000 | \$10,200,000 | \$10,300,000 |
| Total | \$23,500,000 | \$26,600,000 | \$28,200,000 | \$27,200,000 | \$27,800,000 |

¹ 2018 -2022 funding need based on a Pavement Condition Index (PCI) of 85, and 0% inflation and interest rate for Arterials, Collectors and Residentials.

PEDESTRIAN SAFETY IMPROVEMENTS

Arterial roadways, with their higher traffic volumes require added consideration in order to safely accommodate bikes and pedestrians. These Primary Focus projects will install enhanced pedestrian crossings on arterial roadways (as appropriate). Enhanced crossings include Accessible Pedestrian Signals (APS), Pedestrian Hybrid Beacon (PHB) and Rectangular Rapid Flashing Beacon (RRFB).

| Project Name | Project Description | Estimated Project Cost | Local Match | Possible Funding Sources |
|--|---|------------------------|-------------|---|
| Boise Ave and Broadway Ave | Improve intersection and install an APS to assist Garfield Elementary's visually impaired program | \$165,000 | \$13,000 | Transportation Alternatives Program (TAP) |
| Boise Ave and Linden St | Install RRFB | \$170,000 | \$13,000 | TAP |
| Deer Flat Rd and School Ave | Install PHB | \$150,000 | \$11,000 | TAP |
| 9 th St and Washington St | Install RRFB | \$146,000 | \$11,000 | TAP |
| Hays St at 11 th St and 12 th St | Install RRFB | \$315,000 | \$23,000 | TAP |
| Overland Rd and Phillippi St | Install PHB | \$287,000 | \$21,000 | TAP |
| McMillan Rd and Leather Way | Install PHB | \$178,000 | \$14,000 | TAP |
| Maple Grove Rd and Edna St | Install PHB | \$163,000 | \$12,000 | TAP |
| Cherry Ln and Meridian Library | Install PHB | \$229,000 | \$17,000 | TAP |
| Vista Ave and Spaulding St | Install PHB | \$259,000 | \$19,000 | TAP |

ADDITIONAL MAINTENANCE AND SAFETY PROJECTS

The following is a list of additional Primary Focus projects for which ACHD will seek outside funding.

| Project Name | Project Description | Estimated Project Cost | Local Match | Possible Funding Sources |
|---|--|-------------------------|-------------------------|--|
| Gowen Rd Bridge #2110 | Reconstruct the existing deficient rail overpass bridge | \$2,000,000 | \$200,000 | Federal Bridge and AID Program |
| Eckert Rd Bridge #2147 & #2148 | Reconstruct and widen the existing river bridge | \$6,000,000 | \$441,000 - \$2,400,000 | Federal Bridge Program and FASTLANE Grant |
| Fairview Ave Bridge #2196 & #2197 | Reconstruct the existing deficient bridges over the Boise River | \$8,400,000 | \$617,000 | Federal Bridge Program and FASTLANE Grant |
| Replace Bridges That Create Flood Hazards | Reconstruct obsolete bridges to eliminates 100-year flooding hazard created by existing bridge | \$500,000 - \$2,000,000 | \$125,000 - \$500,000 | FEMA Pre-Disaster Mitigation and Hazard Mitigation Grant |
| Orchard Access Rd Rehabilitation | Reclaim 5.4 miles of Orchard Access Rd south of I-84 to ACHD road termination at UPRR tracks | \$1,400,000 | \$0 | Defense Access Road Program |
| Replace Non-Compliant Ramps at Joint ITD/ACHD Intersections | Bring non-compliant curb cuts up to ADA standards where ACHD sidewalks intersect ITD routes | \$60,000 | \$0 | Idaho Americans with Disabilities Act Curb Ramp Program |

| | | | | |
|---|---|-------------|---------------------------|--|
| Swan Falls Rd Shoulder Widening | To improve safety, add 5-foot shoulders to 11.5 miles of Swan Falls Rd, and make safety improvements to curves and utility pole locations | \$3,000,000 | \$221,000 | Federal Land Access Program and Local Highway Safety Improvement Program |
| Mini Roundabout Pilot Project | To improve safety, convert the Rose Hill St / Owyhee St intersection; currently stop controlled for Owyhee St only, to a mini roundabout | \$300,000 | \$22,000 | Local Highway Safety Improvement Program |
| Traffic Signal Performance Measure (Phase I) | With ITD, upgrade traffic controllers and detection systems on 5 arterial corridors. Use signal performance measure data to enhance safety and signal operations. | \$3,500,000 | ACHD's share of 50% match | Advanced Transportation & Congestion Management Technologies Deployment Initiative |
| Traffic Signal Performance Measure (Phase II) | With ITD, upgrade traffic controllers and detection systems on 5 arterial corridors. Use signal performance measure data to enhance safety and signal operations. | \$2,000,000 | ACHD's share of 50% match | Advanced Transportation & Congestion Management Technologies Deployment Initiative |
| Maintaining Power in an Emergency | Purchase necessary stand-by power systems for both Adams St and Cloverdale Rd facilities | \$235,000 | \$59,000 | Homeland Security Grants, Emergency Management Grants |

PROACTIVELY ADDRESSING ENVIRONMENTAL REGULATIONS

In response to existing and anticipated air quality and stormwater requirements, staff will seek grant funding that enables the District to implement innovative projects and training that prepares the District for broader regulatory requirements. Projects and training would focus on implementing stormwater projects that respond to lower Boise River Total Maximum Daily Load (TMDL) and NPDES permit requirements. In addition, look for opportunities to improve ACHD operations with proven green technologies.

The following is a list of additional Primary Focus projects that staff will seek outside funding:

| Project Name | Project Description | Estimated Project Cost | Local Match | Possible Funding Sources |
|--|--|------------------------|--------------|---|
| GSI Technical Assistance Grant | Technical assistance to develop a GSI Maintenance and Operations plan for the operation and maintenance of ACHD's green infrastructure | \$50,000 | As required | EPA's Technical Assistance Services for Communities program |
| GSI Infrastructure Supportive Curriculum | To increase the number of qualified contractors with qualified staff, jointly develop with College of Western Idaho (CWI) a certified horticulture curriculum focused on the maintenance of stormwater facilities. | \$50,000 | Min. \$4,000 | EPA Urban Waters Small Grant |

| | | | | |
|--|--|----------------------|----------------------------------|---------------------------|
| GSI Infrastructure Projects | Fund permeable paver retrofit of alleys in downtown Boise and Meridian with cost-share from city | \$50,000 - \$125,000 | As required with City cost-share | Federal source |
| GSI Infrastructure Projects | Fund retrofit of stormwater system in Main/Fairview corridor with cost-share from city. Projects may include permeable alley, bio-retention planters and tree planter | \$150,000 | As required with City cost-share | Federal source |
| GSI and Air Quality Mitigation Demonstration Project | Plant trees in identified locations to reduce stormwater impacts and improve regional air quality. | \$250,000 | As required | Idaho Department of Lands |
| Supporting Idaho Forest Action Plan | Pilot project to investigate processing and use of organic materials collected by ACHD street sweeping operations thereby eliminating this as a waste product. Funds will purchase necessary equipment | \$100,000 | \$10,000 | Idaho Department of Lands |
| Replace or Upgrade Old Diesel Engines | Replace existing construction equipment's diesel motor with new clean diesel motor. | \$10,000 to \$50,000 | As required | EPA and STP-TMA |

SECONDARY FOCUS PROJECTS

The Strategic Plan identifies Secondary Focus project as road enhancements that improve capacity, and provide congestion management and relief. Secondary Focus projects also include cooperative projects with ITD, cities and businesses that support economic growth and job creation. The following is a list of Secondary Focus projects for which staff will seek outside funding:

| Project Name | Project Description | Estimated Project Cost | Local Match | Possible Funding Sources |
|--|--|----------------------------------|---------------------------------|-----------------------------|
| Orchard St Realignment | Realign and widen to 5 lanes Orchard St from Victory Rd to Gowen Rd | \$5,400,000 | \$1,000,000 - \$2,160,000 | TIGER and FASTLANE grants |
| Joint US 20/26 and ACHD Intersections | Partner with ITD to improve intersections on US 20/26, including Locust Grove and Meridian Roads | \$500,000 - \$2,000,000 | \$19,000 - \$400,000 | STP-TMA and FASTLANE grants |
| State St and Glenwood St | Partner with ITD to improve the intersection of State St and Glenwood St | \$8,000,000 - \$10,000,000 | \$300,000 - \$2,000,000 | STP-TMA and FASTLANE grants |
| Innovative, Low-Stress, High-Comfort Bike Facilities | Design improvements such as protected lanes, bike ways, bike signals, and enhanced signals | \$25,000 to \$500,000 | \$0 to \$37,000 | TAP and Peopleforbikes |

| | | | | |
|---|---|--------------------------|----------------------------|---|
| New Bike and Pedestrian Facility Evaluation | Conduct concept study to evaluate the effectiveness of bike and pedestrian plans to integrate new facilities into the existing system | \$25,000 | As required | COMPASS Planning Grant |
| Kuna-Mora Rd and UPRR Crossing Improvements | To eliminate full stop on freight route, rebuild approximately 400' of Kuna-Mora Road, as necessary, to eliminate uneven pavement profile at rail crossing. | \$300,000 | \$22,000 | STP-Rural |
| Bluetooth Information Stations | Deploy a series of travel time information collection stations on select arterials/intersections around Ada County to provide improved travel speed and congestion data to better inform decisions | \$200,000 | \$15,000 | FHWA Program |
| Wireless CCTV and Signal Interconnect | Install wireless radio links to 20 intersections to interconnect signals and install remote CCTV camera link | \$150,000 | \$11,000 | FHWA Program |
| Arterial Dynamic Message Sign | Install four (4) arterial Dynamic Message Signs on major arterials to freeway interchanges | \$300,000 | \$22,000 | FHWA Program |
| Connective Vehicle Regional Study | Partnering with University of Idaho, install connected vehicle equipment in ACHD vehicles and upgrade traffic signal controllers to include a connected vehicle interface to test signal communication with vehicles as they drive the corridors. | \$5,000 over three years | 50% match over three years | Idaho Transportation Department, Office of Highway Safety |
| Commuteride Van Replacement | For Commuteride, purchase 13-passenger vans and minivans to replace vehicles according to vehicle replacement schedule | Varies per year | 7.34% to 20% match | FTA 5307 Urbanized Area Formula, FTA 5339 or STP-TMA |
| Park and Ride Site Development | Develop and construct a park and ride site in Kuna to support the Commuteride program | \$740,000 | \$55,000 to \$148,000 | FTA or STP-TMA funds |