

INTEGRATED FIVE YEAR WORK PLAN

FISCAL YEAR 2014 THROUGH 2018

ADOPTED OCTOBER 23, 2013

CONTENTS

- Introduction..... 1**
 - Vision, Mission, and Priorities1
 - Plan Outline2
 - Operate.....2
 - Maintain2
 - Enhance2
- Operate 3**
 - Commission and Director3
 - Administrative Services3
 - real estate section4
 - Legal.....5
 - Human Resources5
 - Communications.....6
 - Commuteride.....7
 - Stormwater7
 - Traffic Operations.....8
 - Facilities9
 - Fleet Services9
- Maintain 10**
 - Operational Maintenance.....10
 - Capital Maintenance.....11

Downtown Boise Implementation Plan.....	11
Enhance.....	12
Capital Expansion / Planning & Project management division.....	12
Development services	12
Design	13
Construction Services	14
Capital Improvement Plan.....	14
Kuna Downtown Corridor Plan (Capital Expansion Only).....	15
State Street Transit and Traffic operational Plan (Capital Expansion Only)	15
Community Programs.....	15
Boise Central Bench Neighborhood Pedestrian and Bicycle Plan	16
Boise West Bench Pedestrian and Bicycle Plan	16
Downtown Meridian Neighborhood Pedestrian and Bicycle Plan	16
Kuna Downtown Corridor Plan (Community Programs Only)	17
Southeast Boise Neighborhood Walking and Biking Plan	17
Economic Development.....	18
Funding Other Needs.....	19
Plan Development	19
Funding Priorities and Projects.....	19
Maintaining the System.....	20
Investing in Bicycle and Pedestrian Infrastructure	21
Optimizing the Roadway System	22
Supporting Alternative transportation Options	24
Proactively Addressing Stormwater Regulations	25
Projects.....	26
Corridor Level Concept Design.....	26
Roadway Program.....	26
Arterial Roadway Projects.....	26
Collector Roadway Projects.....	33
Corridor Preservation.....	33
Intersection Program.....	35
Intersection Rebuilds.....	35

New Signalized Intersections/Roundabouts.....	39
Bridge Program.....	42
Bridge Replacements.....	42
Bridge Safety Projects.....	47
Traffic & Intelligent Transportation Systems Programs.....	48
Intelligent Transportation System Projects.....	48
Traffic Signal Upgrades.....	51
Maintenance Programs.....	52
Downtown Boise Implementation.....	52
Federal Aid Maintenance.....	53
Local Maintenance.....	54
Maintenance Rehabilitation & Reclamation.....	55
Maintenance Thin Lift.....	56
Maintenance Crackseal.....	57
Maintenance Cul-de-Sac.....	58
Safe Sidewalk Program.....	59
Cooperative Programs.....	62
Developer Cooperative Program.....	62
Community Programs.....	63
Individual Projects.....	63
Community Program Set-asides.....	83
Miscellaneous Programs.....	85
Economic Development.....	85
Park and Ride.....	86
Storm Water.....	87

Maps

- 2014
- 2015
- 2016
- 2017
- 2018

INTRODUCTION

The 2014-2018 Integrated Five-Year Work Program sets forth the strategies, projects and priorities which the Ada County Highway District (ACHD) will pursue over the next five years in its efforts to achieve its vision of “Leading transportation innovation – Investing in communities”. The first two years of the Plan align with ACHD’s 2014 Budget. The remaining years provide a perspective on what ACHD is and 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 and practices the help ACHD best serve the public by achieving its vision, mission, and priorities.

VISION, MISSION, AND PRIORITIES

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 and Mission through the development of ACHD’s operations, prepares Ada County for tomorrow’s opportunities, develops and rewards our people, assures accountability, and innovate our support structures.

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 2014 – 2018 Integrated Five Year Work Plan (IFYWP) is different than previous programming documents produced by ACHD. The primary change is with the focus on “integrating” the plan. Historically, the “non-integrated” Five Year Work Plan consisted of lists of capital intersection and roadway improvements, some community program sidewalk and bike projects, and many set-aside funds (also known as levels-of-effort) dedicated to maintenance and traffic operations. With the integration of the Plan, ACHD is seeking to bring forward a comprehensive and strategic overview of what ACHD as a whole seeks to accomplish over the next five to seven years.

In order to achieve a Plan which incorporates all ACHD activities, as well as taking a more measured look at activities, the IFYWP is being organized around three key focus areas: Operate, Maintain, and Enhance. The meaning of these terms for ACHD is found below. These focus areas are listed in priority order for ACHD. Funding decisions made during the budgeting and programming process are set to ensure these focus areas are implemented. Each ACHD department and section are listed under one of these three focus areas based on its primary functions, although it may serve significant roles in all three focus areas.

OPERATE

ACHD recognizes that the transportation system it provides has an impact on the everyday lives of the citizens of Ada County and those who may choose to visit here for work, play, or education. Transportation affects where we work, how strong our economy is or is not, what we do with our free time, and what opportunities are available to us. With the intent of “investing in our community”, ACHD has set as its first focus area to ensure ongoing operations of the District as a whole and transportation network it provides. This is where ACHD’s priorities of investing in its people and effective and efficient execution begin to become clear.

MAINTAIN

Throughout the history of Ada County, the Highway District, developers and Cities have invested in billions of dollars’ worth of infrastructure. This infrastructure, if not maintained, will deteriorate and begin to have a negative impact of people’s travel experience and safety. In general, ongoing maintenance efforts are shown to be more cost effective than replacing roadways and sidewalks that have deteriorated beyond repair. For this purpose ACHD holds as a priority to preserve its infrastructure investment.

ENHANCE

As growth occurs within Ada County and its surrounding areas and land uses change, the demands on the transportation network intensify. Increased demand results in roadway congestion if not prepared for. Further, the urbanization of an area increases the demand for sidewalks and bike facilities that may not have previously been needed or desired. For this purpose ACHD anticipates and responds to planned land use changes. This is evidenced by the ongoing planning efforts and implementation plans adopted by ACHD Commission each year. All this is with the intent of driving quality transportation – Anytime! Anywhere!

OPERATE

Operations are the day-to-day activities essential to a functioning transportation system. They include personnel management and administration, traffic management, data collection, and customer service.

COMMISSION AND DIRECTOR

DESCRIPTION OF WORK: ACHD's Commissioners strive to make decisions for the District that both support and enhance the public's transportation needs. The Commissioners' primary duties are to enact ordinances, resolutions and policies.

The Director is the chief administrator of the District and the only employee directly hired by the elected Commissioners. The Director oversees the day-to-day operation of the District and works with the Board of Commissioners to set policy and long-range direction. The Director has an Executive Team that includes Deputy Directors and Senior Managers who manage their respective Divisions/Departments.

IMPLEMENTING ACHD'S VISION: The Commission is the driving force behind implementing ACHD's vision, mission, and priorities. Ultimately, the Commissioners are the ones directly accountable to the public for ensuring decisions are made with the public's best interest taken into account. The ACHD Director is appointed by the Commission to implement the policies and procedures set forth by the Board of Commissioners in the administration of construction, maintenance, and repair work within the District's jurisdiction, as well as the development, interpretation and enforcement of Commission policy.

PROGRAMMED PROJECTS: The Commission and Director are committed to maintaining existing infrastructure, providing for congestion relief, building community program enhancements, and preserving for future expansion. For this purpose, the following strategies have been identified. These strategies drive decisions made in the development of the IFYWP.

- Priority is given to maintaining our existing infrastructure. The Commission is committed to operate, maintain, and expand our roadway system in that order.
- Expend over \$2.0 million on congestion relief intersection projects from vehicle registration funds annually.
- Expend over \$2.0 million in community projects with the vehicle registration funds to enhance 'safe routes to school' annually.
- Program at least \$1.5 million to preserve corridors for future expansion as development occurs.

ADMINISTRATIVE SERVICES

DESCRIPTION OF WORK: The Administration manager oversees Accounting, Budget, Contract Administration and Information Technology.

- Accounting and Budget are responsible for planning, reporting, and controlling the District's financial affairs. The Treasurer ensures that Generally Accepted Accounting Principles (GAAP) are utilized in all phases of the accounting process. Administration of the District's financial affairs includes cash flow control, investment of excess funds until needed for operations, and preparation of cost accounting data to provide timely and accurate reports regarding expenditures. They ensure that an annual budget is established and conforms to Idaho Code.

- The Contract Administration Office (CAO) serves a mission critical function by providing compliant procurement and contracting services to both its internal and external customers. Competitive and efficient procurement ensures that the District is a good steward of taxpayers support through the effective use of budgetary resources in completing the overall agency mission. In keeping with this effort, the CAO ensures compliance with Idaho Code, ACHD Policies and Procedures, and best practices in the solicitation of a range of goods and services, public works construction, and professional services for the District.
- The Information Technology (IT) section is comprised of two components, Information Systems and Geographic Information Services (GIS). The Information System section is responsible for the overall maintenance and operation of the District’s computer, network and telephone systems. Their duties include the purchase and maintenance of computer equipment, software, telephones and networking peripherals. They are also responsible for maintaining the files of the District to comply with records retention laws, database management and network administration.
- The GIS section is responsible for providing customers with a county-wide Geographical Information System. Their duties include updating and validating vast amounts of geographical data, producing the County’s Official Map, providing users with a web-based application, maintaining the Road-Work-in-the-Area report, and other tasks related to spatial analysis.

IMPLEMENTING ACHD’S VISION: Administrative Services includes Accounting, Budget, Contract Administration and Information Technology. These key business operation functions help ACHD implement its vision by ensuring ACHD is fiscally responsible in expending taxpayer dollars and that the staff of ACHD has the resources needed to be so. The investments and innovation arising out of Administrative Services impact all of ACHD in its ability to invest in communities.

PLANNED EFFORTS & PROJECTS:

- IT Five-Year Strategic Plan (Information Technology)
 - Formation of an IT Advisory Committee to provide guidance, direction, and vision for information technology – completed
 - Server Consolidation – purchased a Unified Communications Server and began the process of consolidating servers
 - Records Information Management System combined with an integrated document management system to reduce storage space and comply with required statutes - implemented
 - Content Based Management/Single Data Management System – began the creation of a corporate intranet which will provide access to all of ACHD’s data and applications in a web-based format.
- Transition to electronic procurement and contracting (Contract Administration Office)

REAL ESTATE SECTION

DESCRIPTION OF WORK: The Real Estate Section currently manages approximately 77 properties valued at \$9.65M. The Real Estate Section is responsible for maintaining and managing all ACHD’s surplus real property, which includes the day-to-day management of ACHD rental properties; communicating, both internally and externally, real property status and concerns; and all aspects of declaring real property ‘surplus’ including maintaining, selling, demolishing, renting, public hearings, etc.

IMPLEMENTING ACHD’S VISION: The Real Estate Section professionally manages, maintains and disposes of all the District’s surplus real property in the best interest of the District and the public.

PLANNED EFFORTS:

- Dispose of \$500,000 of surplus property annually.
- Complete Real Estate Policy Procedures Manual

LEGAL

DESCRIPTION OF WORK: The Legal Department represents the District’s interest in all legal matters, administers the risk management program, and enforces District rules, regulations and ordinances. The Department handles claims against the District, represents and sometimes defends the District in actions, organizes lobbying efforts, and assists internal departments in legal matters.

The Legal Department reviews ordinances, contracts and other documents including certifying ACHD’s Impact Fee Ordinance in accordance with the Idaho Development Impact Fee Act. The Department also processes condemnation orders on right-of-way acquisitions for project managers in order to gain entry for roadway construction.

IMPLEMENTING ACHD’S VISION: Legal implements the ACHD vision by providing timely and quality legal services to the District, ensuring compliance with all applicable laws and regulations, and by representing ACHD in litigation matters. Further, Legal proactively positions ACHD for the future through organizing and directing work with the State legislature.

HUMAN RESOURCES

DESCRIPTION OF WORK: This department is responsible for human resource programs for the District. They provide strategic direction along with plan, develop and manage programs such as recruitment and selection, job classification, compensation management, benefits administration along with managing district-wide safety programs, policies, procedures and training. This department reports dually to the Director and Chief of Staff.

IMPLEMENTING ACHD’S VISION: Provide leadership and effective human resource management by developing and implementing policies, programs and services that contribute to the District’s mission and priorities. Further, Human Resources ensure ACHD hires and retains the best employees by overseeing the District’s robust training and safety program.

PLANNED EFFORTS:

1. **District Staffing** – The department will continue to work with District leadership in evaluating and planning for the staffing needs relating to the District’s mission and changing resource needs. In addition to planning for typical attrition rates, the HR Department will also plan for a potential increased rate of retirements as nearly 12% of District employees will reach the social security retirement eligibility age over the next 5 years.
2. **Safety** – Creating a culture of safety will continue to be a cornerstone of the District’s safety program. In meeting this objective, the Safety program will place strong emphasis on ensuring the District is meeting all industry standards and training all employees to ensure these standards are maintained. Additional emphasis will be placed on overall reduction in the number and severity of workplace accidents and illnesses. A continued reduction in these areas along with a focus on safe work practices will lead to an overall reduction the District workers’ compensation costs.
3. **Healthcare and Other Benefits** – The department will focus continued efforts on maintaining a “value added” benefit program that will meet the needs of our employees and their families along with controlling overall costs to the organization. Healthcare legislation is changing the landscape for employer offered benefit programs and will remain a major focus of the department. Currently, all aspects of the Patient Protection

and Affordable Care Act (PPACA) must be implemented by 2018. However, many aspects of the legislation are still being defined and clarified. The department will continue to work closely with our benefits consultants in evaluating the District's overall healthcare plan along with following closely the legal developments with regards to PPACA. The department will also continue to research new benefit options to bring overall diversity to the District benefit program.

4. **Wellness Program** – While the Wellness program does “fit” within the District overall benefit package, the success of the wellness program impacts many areas of the District. It affects the overall employee productivity and morale as well as costs in areas like healthcare and workers compensation. Over the next 5 years, the department will continue to work to refine the wellness program targeting on the wellness areas identified in our biometrics program. These current areas are blood pressure reduction, fitness promotion, good nutrition, weight management, osteoporosis and sleep.
5. **Compensation Program** – As a part of the overall benefit program, the District strives to provide a competitive compensation structure and pay program that will assist in attracting and retaining quality employees. The department is currently reviewing the current compensation structure for both exempt and non-exempt level employees. It is anticipated that if overall changes to the compensation structure are recommended that they will be implemented incrementally.
6. **Training / Leadership Development** – Providing our employees with training for their current positions along with professional and leadership development is a critical function for the HR department. Over the next five years, the department will continue to develop and refine a certification and leadership program for the District. The certification program will work to ensure that our employees are properly trained to perform the positions that they are currently in but also give them a skill set to develop and help to prepare them for the next level. The leadership program will assist the District in further refining the skills of existing leaders and also identifying future leaders to provide training in for leadership positions. Another element of this program is to provide for cross training throughout the District in an effort to broaden our employee's skills sets but also provide flexibility in meeting the overall mission of the District.
7. **Compliance** – The department will continue to take the lead on employee related compliance issues by providing training as well as investigation and resolutions to issues that may arise. These compliance issues may relate to harassment, diversity, Affirmative Action, Americans with Disabilities Act, wage and hour laws among others. Training for these items will be incorporated into the District's formal training program.

COMMUNICATIONS

DESCRIPTION OF WORK: The Communications Department is responsible for many of the District's dealings with the public and for transmitting information to and from the community about ACHD's operations and projects. Accordingly, the department coordinates all media interactions.

The department reports to the ACHD Director and Chief of Staff, reflecting the importance the District places on communicating with the public about its activities. Communications has five areas: Business & Neighborhood Relations, Public Information, Public Involvement, Reception and the Web Site. These areas provide:

- Liaison service for industry leaders, business owners and neighborhood associations regarding the District's ongoing projects and programs, striving to minimize disruption and foster cooperative relationships.
- Information for the general public and local media on District activities, special events, and any items of interest that may have an impact on the community by furnishing news releases and other information.
- Public involvement with stakeholders and project managers/teams to ensure public outreach is taken into consideration every step of the way on projects. Keeping the public informed throughout the life of a project, plan or study, and directing the logistics and content of public involvement meetings.

- A good first impression with members of the public interacting with ACHD at the front lobby or over the telephone, providing assistance or facilitating contact with personnel at the District who can address the issue. The Reception area also provides mail services, meeting space reservations, and other administrative functions.
- Timely information on projects, programs, and activities using the web site as a mechanism for the public to learn about and interact with ACHD.

IMPLEMENTING ACHD'S VISION: Communications represents the District to the public, informing the community of our activities, planning and directing interaction on projects and planning initiatives, facilitating media coverage and helping ACHD departments successfully interact with stakeholders. Communication implements the vision by ensuring as we lead transportation innovation and invest in communities, it is done in the most transparent and accountable way.

PLANNED EFFORTS:

- Transition to web-based public opinion polling
- Increase use of social media and incorporate into District website
- Increase use of web-based tools in support of public involvement efforts

COMMUTERIDE

DESCRIPTION OF WORK: Commuteride works closely with area businesses and commuters to reduce traffic congestion and improve air quality. They serve as the rideshare agency for southwest Idaho providing support to over 100 Treasure Valley employers, by promoting alternatives to driving in single occupancy vehicles. Commuteride helps organizations develop and implement alternative transportation plans at their business and also manages a fleet of 105 vans that operates on 90 routes, serving a six county area in southwest Idaho. They work closely with the Regional Public Transportation Authority and other transportation providers to efficiently market services and transport people throughout southwest Idaho.

IMPLEMENTING ACHD'S VISION: Commuteride provides a transportation alternative for single occupancy commuting to work in southwest Idaho. This implements the vision by providing innovative transportation choices to the communities ACHD serves and by reducing the negative effects of single-occupancy vehicle commuting.

PLANNED EFFORTS & PROGRAMMED PROJECTS:

- Ten Mile Rd and Overland Rd Park and Ride
- Commuteride Awareness Campaign
- Park and Ride Site Development (See Funding chapter)

STORMWATER

DESCRIPTION OF WORK: The Stormwater Section's mission is to effectively manage stormwater to minimize flooding and erosion damage, enhance water quality in accordance with federal requirements, and to preserve water resources for future generations. The Stormwater section is responsible for both stormwater quantity and quality within the District's jurisdiction.

- Stormwater Quantity: Stormwater staff investigates drainage and flooding concerns within the District's right of way, and designs appropriate projects and solutions to accommodate and treat the stormwater. Stormwater staff works closely with District maintenance staff to implement drainage improvements.

Staff is also the in-house resource to review drainage solutions proposed for development and capital projects.

- Stormwater Quality: Stormwater quality staff helps the District meet Federal Clean Water Act and National Pollutant Discharge Elimination System (NPDES) requirements. Components of NPDES compliance include planning, education and outreach, erosion / sediment control, monitoring / sampling, investigation, and reporting.

IMPLEMENTING ACHD'S VISION: In anticipation of current and future environmental regulations, Stormwater implements the vision by exploring and implementing best practices in conventional and green stormwater infrastructure (GSI) management.

PLANNED EFFORTS & PROGRAMMED PROJECTS: (See Projects chapter, Miscellaneous Programs section)

- Implement MS4 permit pilot projects (3 required)
 - Boise Alley Permeable Pavement LID Project
- Implement increased monitoring requirements
- Reapplication for new Phase II permit
- Curtis Circle and Little Eagle Storm Drain
- Federal Way Decant Station at New York Canal
- Pintail/Drake/Widgeon Storm Drain (subject to FEMA grant)
- Raymond, north of Denton Storm Drain

TRAFFIC OPERATIONS

DESCRIPTION OF WORK: The Traffic Department is responsible for planning, designing, and providing efficient traffic flow and safety in Ada County. Traffic staff handles all traffic related issues throughout the county, except those on the State Highway and Interstate systems which are under the jurisdiction of the Idaho Transportation Department (ITD). By agreement with ITD, the department operates and maintains all traffic signals in Ada County, along with traffic monitoring and communication information related to the State Highway and Freeway systems. The Department works closely with various entities to facilitate, investigate, and implement needed and required changes that affect the safety and lives of the residents in the county. The Department is comprised of three sections: Traffic Operations, Traffic Engineering, and Congestion Management.

- Traffic Operations responsibilities include the construction and maintenance of traffic signals and other traffic control equipment. They install and maintain the computerized Central Traffic Control system, Intelligent Transportation System (ITS) devices, video camera, data collection devices, variable message signs, and fiber optic communication network systems. This section maintains traffic signs, roadway striping, and pavement markings on Ada County public roadways. They also repair and maintain the District's radio communication systems.
- The Traffic Engineering section is responsible for the collection of traffic data, safety investigations, neighborhood traffic calming, and related studies. Some related studies include intersection and signal design, traffic counts, accident analysis, vehicle capacity studies, speed / delay studies, sight obstructions, construction traffic control, citizen use permits, and traffic calming. The section works with local agencies to provide for the safe and efficient movement of motor vehicles and to meet the local and federal requirements within Ada County. In addition, they review, coordinate, and inform the public on all construction traffic control and traffic detour planning for work done within the District's rights of way.

Congestion Management monitors, evaluates, and provides information on transportation system performance. They identify cost effective alternative strategies to alleviate congestion and enhance the mobility of people and

goods. They are responsible for traffic signal coordination in response to traffic growth, new / improved roadways, construction detours, special events, and seasonal changes. In addition, they oversee the planning, design, and use of existing and future ITS, including such things as traffic monitoring with cameras, incident detection and management, traffic control system response to incidents, and providing information to the public via variable message signs and the internet.

IMPLEMENTING ACHD'S VISION: Traffic Operations supports the ACHD vision by exploring new and emerging technologies and infrastructure for managing traffic. Often many innovative practices for what is on the road are a result of Traffic Operations.

PLANNED EFFORTS:

- Raised Pavement Marker Implementation
- Flashing Yellow Arrow Implementation
- Accessible Pedestrian Signal Implementation
- Adaptive Signal Implementation
- Bluetooth Congestion Management Implementation
- For more details, see Projects chapter, Traffic & Intelligent Transportation Systems section

FACILITIES

DESCRIPTION OF WORK: Facilities Management maintains District buildings and grounds, and property owned by the Highway District.

IMPLEMENTING ACHD'S VISION: Facilities are a support function to ACHD in ensuring the necessary resources are available for the Commission and staff to implement the vision.

FLEET SERVICES

DESCRIPTION OF WORK: Fleet Management is responsible for all the acquisition, inspection, and disposal of ACHD's vehicle fleet. The District's fleet predominately consists of pickups, dump trucks, vacuum trucks, aerial bucket trucks, sweepers, loaders, strippers, graders, backhoes, rollers, and tank oil sprayers. The two shops located at the Adams and Cloverdale sites are responsible for maintenance, repair, and modification of District's heavy equipment.

IMPLEMENTING ACHD'S VISION: Fleet Services supports the ACHD vision by providing and maintaining in high-quality vehicles and equipment that are utilized to carry out all of the District's activities.

PLANNED EFFORTS: Implement fleet replacement schedule (to be included in a subsequent IFYWP)

MAINTAIN

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.

OPERATIONAL MAINTENANCE

DESCRIPTION OF WORK: The Maintenance Division has been divided into three main sections: Administration, Adams, and Cloverdale.

- The Administration section is responsible for Administrative Management, Facilities Management, and Fleet Management. Facilities and Fleet Management are described in the Operate chapter. The Administrative section is led by the Deputy Director who oversees all operations of the Division and is in charge of long-term planning for future operational needs. The Manager ensures the various maintenance programs have the needed resources and are implemented as planned. Facilities Management maintains District buildings and grounds, and property owned by the Highway District.
- The Adams section is located in Garden City and crews within this section are responsible for the District's roadway maintenance east of Cole Road. This includes pothole patching, pavement repairs, sealcoating, crack sealing, chip sealing, anti-icing, snow removal, sanding, guardrail repair, concrete repairs, grading of gravel roads, and miscellaneous storm drain and irrigation repairs. This section is responsible sweeping throughout the entire county.
- The Cloverdale section is located on North Cloverdale Road and crews within this section are responsible for the District's roadway maintenance west of Cole Road. This includes pothole patching, pavement repairs, sealcoating, crack sealing, chip sealing, anti-icing, snow removal, sanding, guardrail repair, bridge repairs, concrete repairs, grading of gravel roads, and miscellaneous storm drain and irrigation repairs. This section is responsible for cleaning storm drains through the entire county.

Major operational maintenance activities include the following:

- Winter Maintenance: Pre-treatment of roads before winter storms: with de-icer; removal of snow by means of plowing; and salting/sanding for traction on slick roads.
- Chipsealing & Fogsealing: Chipseal treatment of the roadways to preserve the life of the road surface; fogseal treatment to control loose rocks and dust and create a sealant on top of the chipsealed road surface.
- Cracksealing: Sealing cracks within the road surface, usually done in concert with chipsealing and fogsealing operations.
- Sweeping: Sweeping the 4 Maintenance Zones throughout the county (2200 centerline miles); this total includes leaf pick up and the PM 10 control. Note: For FY2014 there will be 4 additional broom operators and brooms added to the fleet.
- Utility Work: Utility crews install and repair concrete curb, concrete sidewalks, storm drains, repair trench failures, and install and repair valley gutters.

IMPLEMENTING ACHD'S VISION: The purpose of operational maintenance is to provide a high quality highway system through innovative practices, while making the most effective use of resources.

PLANNED EFFORTS:

- Improve GIS reporting of maintenance work

- Enhanced storm drain maintenance and sweeper operations
- Improve winter maintenance response methods
- Increase use of cost-effective methods such as rehabilitation by reclamation
- Explore alternative methods for alley maintenance (permeable pavers)

CAPITAL MAINTENANCE

DESCRIPTION OF WORK: Capital maintenance is contracted work administered through capital projects to upgrade the existing condition of bridges, roadways, sidewalks, and other District facilities and address other non-maintenance related deficiencies, such as noncompliance with Americans with Disabilities Act standards. Capital maintenance may include minor enhancements, such as shoulder widening.

IMPLEMENTING ACHD'S VISION: Capital Maintenance allows the District to upgrade the existing transportation system while preserving previous investments.

PROGRAMMED PROJECTS: See Bridge and Maintenance sections in Projects chapter.

DOWNTOWN BOISE IMPLEMENTATION PLAN

DESCRIPTION OF WORK: The Downtown Boise Implementation Plan (DBIP) is an effort to schedule and coordinate ACHD capital maintenance efforts, CCDC streetscape improvements, and other scheduled work within the right-of-way and leverage these efforts to maximize improvements to the downtown street network while minimizing adverse impacts to the public. In addition to maintenance, work includes conversion of some one-way streets to two-way operations, mini roundabouts, and addition of pedestrian and bicycle network improvements.

IMPLEMENTING ACHD'S VISION: The DBIP will reinvest in the downtown Boise street network in a cost-effective manner that minimizes adverse impacts to businesses and the travelling public.

PROGRAMMED PROJECTS: See Projects chapter, Capital Maintenance section.

- Convert 3rd, 4th, part of 8th, 11th, 12th, 13th, and 14th streets to two-way traffic operations.
- Perform extensive pavement maintenance (both overlays and rebuilds) in downtown Boise in concert with other work in the right-of-way.
- Install additional enhanced pedestrian and bicycle crossings and accessible pedestrian signals.
- Employ innovative traffic control methods, including mini roundabouts.
- Leverage the above improvements to improve the bicycle and pedestrian network.

ENHANCE

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).

CAPITAL EXPANSION / PLANNING & PROJECT MANAGEMENT DIVISION

DESCRIPTION OF WORK: The Planning & Project Management Division focuses on short, medium and long range transportation planning to provide a template to guide the future work of the Highway District. Those plans are then converted into major and minor projects and managed throughout all phases from concept design to construction.

- The Planning & Programming Department oversees corridor transportation studies, transportation modeling, coordination with comprehensive plans, and mid-term investment planning via the Five Year Work Plan and the implementation of the Pedestrian Bicycle Transition Plan. The Department processes community program requests and applications from citizens and partner agencies, and programs projects such as sidewalks, bicycle improvements and other pedestrian enhancements. The department also pursues and manages outside funding opportunities for the District.
- The Capital Projects Department is responsible for the management of all Highway District capital projects including scheduling, cost estimating, project controls, and administration. All phases of the projects are covered from concept development through final design, right-of-way acquisition and construction. Continuous process improvement is a critical component of the work. The department also coordinates utilities in the public rights-of-way.
- The Right of Way Section is responsible for acquiring property for the District's capital projects. They also initiate and manage license agreements for long term activities in the public rights of way (e.g. landscaping, fences, etc.) and organize the vacation of public right of way that is no longer needed.
- Pavement Management is responsible for the pavement condition information and determining the type and schedule for performing pavement maintenance on roadways. Through the Pavement Management Program, the division inspects and monitors the condition of all roadways under ACHD's jurisdiction for repair or rebuild as necessary to maintain District standards.

IMPLEMENTING ACHD'S VISION: The Planning & Project Management Division manages the process of programming and implementing capital transportation investments in Ada County's communities, and continuously seeks to incorporate innovative practices in its plans and projects.

PLANNED EFFORTS & PROGRAMMED PROJECTS:

- Execute Capital Projects as programmed (See Projects chapter)
- Improve right-of-way estimating
- Complete 2020 Strategic Plan
- Streamline and improve Pavement Management functions

DEVELOPMENT SERVICES

DESCRIPTION OF WORK: The Development Services Department consists of two Sections; Planning Review and Development Review; and is responsible for reviewing all development applications, street improvement plans and construction, and final plats to ensure conformance to District standards and policy. Development Services staff also administer the District's Development Impact Fee Program. The program plans and provides revenue for new

ACHD system improvements (arterial roads and intersections) needed to serve new growth and development and includes development of the ACHD 20 year Capital Improvement Plan; all of which are necessary to promote and accommodate orderly growth and development in Ada County.

- The Planning Review Section is responsible for the review of all development applications within Ada County and the six cities within Ada County. The Section reviews and assesses the potential impacts that proposed developments will have on the transportation system, analyzes and evaluates the preliminary development proposals for conformance to District policy, prepares staff reports including the District's site specific conditions of approval, and presents the staff recommendations to the ACHD Board of Commissioners for action.
- The Development Review Section is responsible for the review and approval of all development related street improvement plans and subdivision final plats to ensure conformance with District site specific conditions of approval, standards and Policies. The Section processes all development related right-of-way acquisitions through the Corridor Preservation Program; negotiates and coordinates Cooperative Development Agreement projects whereby developers construct certain road and/or intersection projects on behalf of ACHD; and issues the District's final acceptance of a development or subdivision once the required street improvements have been completed to District standards.
 - The section includes the District's Subdivision/Bridge Inspection & Zone Inspection groups as well as the Safe Sidewalk Program. These groups issue right-of-way permits and perform inspections for all new public road improvements constructed through development; contracts and inspects small ACHD capital projects and sidewalk repair projects; regularly inspects all bridges under the District's jurisdiction for safety, condition and compliance with national bridge standards; and inspects all work performed by utilities and private contractors within the public right-of-way.
 - The Safe Sidewalk Program spends over \$1M annually to repair existing damaged sidewalk and fill in small gaps to improve ADA compliance and reduce tripping hazards.

IMPLEMENTING ACHD'S VISION: The Development Services Department oversees investment done on the ACHD system by private developers to ensure taxpayers and road users receive the quality product they deserve. The Department also collects development impact fees due to fund future transportation improvements throughout the county.

PLANNED EFFORTS & PROGRAMMED PROJECTS:

- Corridor Preservation, Impact Fee and Non Impact Fee-Eligible
- Developer Cooperative Program
- Safe Sidewalk Program
- Implement Bridge Inspection software
- Chinden and Ten Mile intersection developer cooperative project

DESIGN

DESCRIPTION OF WORK: The Design and Survey section is responsible for in-house design and survey for a variety of projects and programs. The design and survey team assists other divisions in offering technical support and expertise related to consultant design review, survey, bridge repairs / rehabilitation / replacement, pavement overlays, community program projects, and other special projects as required. The section helps the District fiscally in providing some of the design and survey on our projects in-house.

IMPLEMENTING ACHD'S VISION: Design implements the ACHD vision by preparing plans and specifications that comply with federal, state, and local standards. Design, in partnership with the Capital Projects Department, bridges the gap between plans and construction.

PROGRAMMED PROJECTS (DESIGN):

- Adams St, 40th St / 38th St
- Alley Bridge #545
- Clark St, Orchard St / Roosevelt St
- Cloverdale Rd, Ustick Rd / McMillan Rd
- Executive Dr, Parkdale Ave / President Dr
- McMillan Rd, Locust Grove Rd / SH 55 (Eagle Rd)
- Owyhee St (east side), Malad St / Overland Rd
- Ustick Rd and Meridian Rd
- Ustick Rd, Linder Rd / Meridian Rd
- Ustick Rd, Meridian Rd / Locust Grove Rd

CONSTRUCTION SERVICES

DESCRIPTION OF WORK: The Construction section provides quality assurance support for internal and external construction operations, and inspection testing of existing and new improvements associated with the countywide highway system.

IMPLEMENTING ACHD'S VISION: The Construction Services section ensures taxpayers receive a high quality, safe product by ensuring compliance with minimum specification requirements and District Policy in order to reduce public liability, environmental impacts, and an accelerated need for maintenance on the highway system.

PLANNED EFFORTS:

- Improve Quality Assurance/Quality Control process
- Automate progress payments / inspector documentation

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.

IMPLEMENTING ACHD'S VISION: The Capital Improvement Plan implements the vision by directing the collection of impact fees to pay for right-of-way preservation and roadway expansion required for future growth.

PROGRAMMED PROJECTS & PLANNED EFFORTS: See Projects chapter, Roadways and Intersections for details. The next iteration of the CIP will include a more comprehensive strategy for addressing long term transportation needs than just capacity expansion and impact fees.

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.

IMPLEMENTING ACHD'S VISION: The Kuna Downtown Corridor Plan implements the vision by directing how ACHD invests in Kuna's transportation core.

PROGRAMMED PROJECTS:

- Kuna Southwest Gateway
- 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 Transit and Traffic Operations Plan identifies and prioritizes specific transit and traffic improvements that will develop State Street into a premier transit corridor in the Treasure Valley. This 15-month study builds upon the transit vision established during the State Street Corridor Strategic Plan Study in 2004.

IMPLEMENTING ACHD'S VISION: The State Street Transit and Traffic Operational Plan implements the vision by directing how ACHD invests in the State Street corridor and ensures its investments are in line with the desires of the affected cities and neighborhoods.

PROGRAMMED PROJECTS:

- State St, Willow Ln/Veterans Memorial Pkwy pedestrian improvements (south side)
- State St, Glenwood St/Collister Dr pedestrian improvements (both sides)
- State St and Collister Drive intersection
- State St and Veteran's Memorial Pkwy/36th St intersection
- State St and Pierce Park Ln intersection

COMMUNITY PROGRAMS

DESCRIPTION OF WORK: Community Programs are ACHD projects developed to expand and enhance a safe, efficient, and accessible pedestrian and bicycle network for all residents of Ada County.

IMPLEMENTING ACHD'S VISION: Community Programs allow ACHD to invest in communities at the most basic and local level. Although many community program projects are requested by cities and school districts, individual residents can request community program projects to improve their neighborhoods.

PROGRAMMED PROJECTS: See Projects chapter, Community Programs section.

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.

IMPLEMENTING ACHD'S VISION: This plan will help guide community program investments in Boise's Central Bench neighborhoods.

PROGRAMMED PROJECTS:

- Alpine St, Orchard St/Peasley St
- Camas St, Orchard/Roosevelt
- Cameron St, Hummel/Aurora
- Clark St, Orchard/Roosevelt
- Fairfield Ave, Holiday/Holiday
- Hawthorn Attendance Area
- Hillcrest Attendance Area
- Liberty St, Franklin/Emerald
- Orchard & Cassia enhanced crossing
- Orchard, Targee/Spaulding
- Overland, Columbus/Federal Way
- Owyhee, Malad/Overland
- Roosevelt St, Overland/Cassia

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.

IMPLEMENTING ACHD'S VISION: This plan will help guide community program investments in Boise's West Bench neighborhoods.

PROGRAMMED PROJECTS:

- Cole Rd, Kettering/Mountain View sidewalk
- Goddard St & Milwaukee St enhanced crossing
- Goddard St, Christine St/Milwaukee St sidewalk
- Maple Grove Rd & Northview St enhanced crossing
- Maple Grove Rd, Fairview Ave/Ustick Rd sidewalk
- Mountain View Dr, Cole Rd/Ustick Rd sidewalk
- Poplar St, Cole Rd/Raymond St sidewalk

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.

IMPLEMENTING ACHD'S VISION: This plan will help guide community program investments in Meridian's Downtown neighborhoods.

PROGRAMMED PROJECTS:

- Fairview Ave, 3rd St/Locust Grove (2018)
- Linder, Waltman/Pintail (2014)
- Pine Ave, East 5th/Adkins (2017)
- West 4th St, Broadway/Maple (2017)

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.

IMPLEMENTING ACHD'S VISION: This plan will help guide transportation investments in Kuna's downtown core.

PROGRAMMED PROJECTS:

- 2nd St, Ave C/Linder Ave, including pedestrian crossing
- 4th St and Linder Ave pedestrian crossing
- Linder St/Main St/3rd St roundabout
- Southwest Kuna Gateway

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.

IMPLEMENTING ACHD'S VISION: This plan will help guide community program investments in Boise's Southeast-area neighborhoods.

PROGRAMMED PROJECTS:

- Amity Rd, Holcomb Rd/Surprise Way sidewalk
- Bergeson & Morningwind enhanced crossing
- Boise Ave, Bown Way/Eckert Rd
- Holcomb Rd, Mendota Dr/Amity Rd

ECONOMIC DEVELOPMENT

DESCRIPTION OF WORK: The newly created Economic Development Program will construct projects that would not normally be built through other programs (Roadways, Intersections, Community Programs), but are deemed by ACHD and its partner agencies to provide a positive contribution to both the transportation system and the local economy.

IMPLEMENTING ACHD'S VISION: The Economic Development program allows for innovative transportation investment in Ada County's communities to create or directly contribute to a 'Sense-of-Place', coordinate previous investments or current commitments, demonstrate effective partnerships for "non transportation" elements of the project, support business growth, expansion and vitality, and create foundations for future community investments according to adopted plans, codes and policies.

PROGRAMMED PROJECTS:

- Adams St, 38th St/40th St (Garden City)
- Aikens St Extension (Eagle)
- East 3rd St Extension (Meridian)
- Emerald St, Orchard St/Latah St (Boise)
- Kuna Southwest Gateway (Kuna)
- Plaza Dr Extension (Eagle)
- Royal Blvd Extension (Boise)

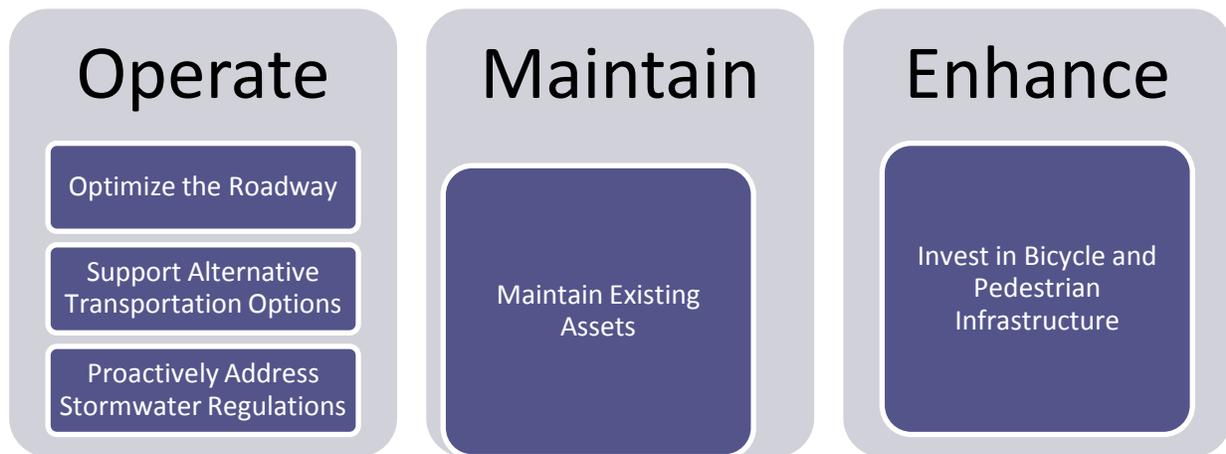
FUNDING OTHER NEEDS

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 section of the IFYWP sets forth the projects for which the Commission supports efforts to seek external funding and indicates the local contribution to which 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.

PLAN DEVELOPMENT

The funding plan portion of the IFYWP focuses external funding efforts the three key areas of Operate, Maintain, and Enhance. The FY2013 Funding Plan adopted by the Commission directed funding focus on five core priorities: 1) **MAINTAINING THE SYSTEM**; 2) **INVESTING IN BICYCLE AND PEDESTRIAN INFRASTRUCTURE**; 3) **OPTIMIZING THE ROADWAY SYSTEM**; 4) **SUPPORTING ALTERNATIVE TRANSPORTATION OPTIONS**; and, 5) **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, with consideration given to this strategic approach.

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 seeking external funding. It is intended that efforts would be made to identify new potential funding sources that would pay the costs of these projects.

One type of project noticeably absent from this list is roadway expansion. These projects, previously the standard focus of external funding, were purposefully omitted. In its effort to be more strategic about use of federal funding, ACHD is seeking to select projects that have a reduced cost multiplier resulting from the additional federal requirements. Large capital expansion projects are shown historically to have up to an added 30% cost increase in meeting the regulatory burden of using federal funds (i.e. environmental requirements, labor, etc.). Maintenance projects, intelligent transportation system projects, equipment purchases and projects within existing right-of-way have a much lower cost differential (typically from 5% to 15%).

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 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 AND COLLECTORS ONLY

PROJECT DESCRIPTION: This project would request COMPASS set aside as much additional STP-TMA funding as possible from available funds for ACHD to help meet the District's maintenance needs, including but not limited to overlays, reclaims, and rebuilds. 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.

The following shows the level of need compared to the funds already identified through 2018, both federal and local. Any unfunded need would be that for which ACHD will seek funding:

FUNDING NEED:	\$121,112,000
CURRENT FUNDING (LOCAL):	\$31,470,000
CURRENT FUNDING (FEDERAL):	\$17,576,000
REMAINING UNFUNDED NEEDS (DEFERRED MAINTENANCE):	\$72,066,000

RECOMMENDED LOCAL MATCH: Up to \$5.29 million (7.34% of project cost) for unfunded needs. Local match would be budgeted as grant 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 needed. The amount available for the set-aside would be determined by the COMPASS TMA Balancing Committee in the spring of each year.

GOWEN ROAD BRIDGE 280B REPLACEMENT

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 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: Up to \$135,000 (7.34% of project cost for the Federal Bridge Program) or as required. The Commission would approve local match before any application is submitted.

POSSIBLE FUNDING SOURCE: Federal Bridge Program. Applications submitted through LHTAC in the Spring of each year.

EAGLE ROAD BRIDGE 035 REPLACEMENT AND WIDENING (ILLUSTRATIVE)

PROJECT DESCRIPTION: Reconstruct and widen the existing deficient bridge over Dry Creek. Current structure was built in 1964 and is structurally deficient due to its width. Bridge located ¼ mile north of the intersection of Eagle Road and Floating Feather Road.

ESTIMATED PROJECT COST: Up to \$800,000

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

FAIRVIEW AVENUE BRIDGES 418A/418AA REPLACEMENT (ILLUSTRATIVE)

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

BOGUS BASIN MAINTENANCE AND SAFETY IMPROVEMENTS

PROJECT DESCRIPTION: Complete pavement rehabilitation (overlay, dig outs, etc.) and safety improvements along Bogus Basin Road from Curling Drive to the Bogus Basin Mountain Recreation Area parking lot (15 miles). Safety improvements may include replacement of curbing, extension of guardrail/jersey barrier, and placement of additional signage. Further, modification and improvement of drainage facilities will improve issues that lead to faster roadway deterioration. Concept design is underway.

ESTIMATED PROJECT COST: \$5.52 million

RECOMMENDED LOCAL MATCH: Up to \$405,000 (7.34% of project cost)

POSSIBLE FUNDING SOURCE: Federal Lands Access Program (FLAP). The FLAP program is a new program under MAP-21 and details on how the program will function are still pending. Both programs require a 7.34% local match.

INVESTING IN BICYCLE AND PEDESTRIAN INFRASTRUCTURE

In December 2005, the ACHD Commission adopted the Pedestrian-Bike Transition Plan, which identifies the gaps and accessibility issues in the pedestrian and bike network. ACHD is currently working on 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 projects identified as high priorities through these and other Community Programs requests.

To note, ACHD would only consider federal funding for a project where right-of-way and environmental impacts would be at a minimum.

Neighborhood-level plans adopted or soon-to-be adopted to date include:

- Boise Central Bench Neighborhood Pedestrian and Bicycle Plan
- Boise West Bench Pedestrian and Bicycle Plan
- Downtown Meridian Neighborhood Pedestrian and Bicycle Plan
- Kuna Downtown Corridor Plan
- Southeast Boise Neighborhood Walking and Biking Plan

More information on these plans is available at:

<http://www.achdidaho.org/projects/PublicProject.aspx?ProjectID=235>

<http://www.achdidaho.org/projects/PublicProject.aspx?ProjectID=225>

FAIRVIEW AVENUE PEDESTRIAN SAFETY IMPROVEMENTS (ILLUSTRATIVE PROJECT)

PROJECT DESCRIPTION: Fill gaps and improve existing pedestrian facilities to bring them to Americans with Disabilities Act Standards at different locations along the Fairview Corridor. The project was identified as a high priority in the Meridian Downtown Pedestrian/Bike Plan. ACHD's ADA Advisory Committee has also identified the area surrounding Fairview as a location with a larger population of citizens with disabilities. This project is illustrative and would only be applied for pending ACHD Commission review and approval of its implementation.

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

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

ENHANCED ARTERIAL CROSSINGS - PEDESTRIAN SAFETY IMPROVEMENTS (ILLUSTRATIVE PROJECTS)

PROJECT DESCRIPTION: Install *as appropriate* enhance pedestrian crossings on arterial roadways. The primary purposed of this project 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. This project is illustrative and would only be applied for pending ACHD Commission review and approval of a location and its implementation.

ESTIMATED PROJECT COST: \$100,000 - \$150,000 per location

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

OPTIMIZING THE ROADWAY SYSTEM

The focus of this priority is to implement projects that will improve the effectiveness 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 finishing the fiber network and implementing integrated corridor management techniques, implementing high capacity intersection designs, utilizing adaptive signal systems as appropriate, and exploring further implementation of travel demand management (TDM) programs.

FAIRVIEW ACCESS MANAGEMENT PLAN IMPLEMENTATION

PROJECT DESCRIPTION: Implement near-term strategies from the Fairview Access Management Plan after Plan adoption in fall 2013. The Plan will identify options to improve mobility along Fairview Avenue, from Linder Road to Orchard Street. Projects could include medians; reducing access points; signal timing, including adaptive signals systems; and transit-supportive improvements.

ESTIMATED PROJECT COST: Up to \$5,000,000 over the next 5 years

RECOMMENDED LOCAL MATCH: Up to \$367,000

POSSIBLE FUNDING SOURCE: Local Highway Safety Improvement Program. Grant applications through LHTAC due in February of each year. Projects are selected through a benefit-cost ratio related to the impact the project is proposed to have on accidents. Signal timing projects score well in this program.

SIGNAL TIMING UPDATE

PROJECT DESCRIPTION: Update signal timing plans on select roadways according to the update cycle. This effort adjusts the coordination of signals to improve traffic flow.

FUNDING YEAR	2016	2017
IDENTIFIED ROADWAYS	<ul style="list-style-type: none"> - Vista, Federal to Victory - Curtis, Chinden to Emerald - Orchard, Chinden to Victory - State, Horseshoe Bend to Linder - Parkcenter, Chinden to Victory 	<ul style="list-style-type: none"> - Downtown Boise
FUNDING NEED	\$200,000	\$200,000
RECOMMENDED LOCAL MATCH (UP TO 7.34%)	Up to \$15,000	Up to \$15,000

POSSIBLE FUNDING SOURCE: Local Highway Safety Improvement Program. Grant applications through LHTAC due in February of each year. Projects are selected through a benefit-cost ratio related to the impact the project is proposed to have on accidents. Signal timing projects score well in this program.

ADAPTIVE SIGNAL SYSTEM IMPLEMENTATION (ILLUSTRATIVE PROJECTS)

PROJECT DESCRIPTION: Install adaptive signal system technology at select locations throughout Ada County. These systems self modify signal timing according to congestion levels and travel speeds. The first system in Ada County is being designed as part of the Three Cities ITS project. These 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.

ESTIMATED PROJECT COST:

- Boise State Campus Area (15 Intersections) - \$525,000
- Broadway Avenue, I-84 to Front/Myrtle (10 intersections) - \$350,000
- Chinden Boulevard, Linder to Fairview (10 Intersections) - \$350,000
- Cole and Overland area (10 intersections) - \$350,000
- SH-55/Eagle Road, Overland to Chinden (15 intersections) - \$550,000
- State Street, Glenwood to 23rd St (12 Intersections) - \$420,000

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

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. These projects are illustrative and would only be applied for pending ACHD Commission review and approval match funding.

ESTIMATED PROJECT COST: \$150,000 (25 Intersections)

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

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 fifteen passenger vans and minivans to replace vehicles in the fleet according to the Commuteride vehicle replacement schedule. The current fleet has 107 full size 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 six years of age or 100,000 miles.

FUNDING YEAR	2014	2015	2016	2017	2018
FUNDING NEED	\$1,295,000	\$875,000	\$490,000	\$525,000	\$1,015,000
CURRENT FUNDING	\$175,000	\$0	\$0	\$0	\$0
REMAINING UNFUNDED NEEDS	\$0	\$875,000	\$490,000	\$525,000	\$1,015,000
RECOMMENDED LOCAL MATCH FOR UNFUNDED NEEDS (UP TO 20%. REQUIRED MATCH VARIES BY FUNDING SOURCE)	Up to \$0	Up to \$175,000	Up to \$98,000	Up to \$105,000	Up to \$203,000

POSSIBLE FUNDING SOURCE: FTA 5307 Urbanized Area Formula or FTA 5339 or STP-TMA. Applications are due to COMPASS and Valley Regional Transit in November of each year.

COMMUTERIDE EXPANSION VEHICLES

PROJECT DESCRIPTION: Project would purchase four (4) fifteen passenger vans in each year to expand Commuteride services. The program currently has 100 vans on the road, with the goal of growing the program by 4% each year.

ESTIMATED PROJECT COST: \$140,000 per year

RECOMMENDED LOCAL MATCH: \$28,000 per year

POSSIBLE FUNDING SOURCE: FTA 5307 Urbanized Area Formula or FTA 5339. Applications are due to COMPASS and Valley Regional Transit in November of each year.

PARK AND RIDE SITE DEVELOPMENT (ILLUSTRATIVE PROJECT)

PROJECT DESCRIPTION: Project would construct park and ride sites to support the Commuteride program. The Ten Mile Park and Ride site is proposed for the FY2014 Budget. The City of Kuna included a site within their city as the fifth 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: Ten Mile Location - Approximately \$650,000, Kuna Location - \$740,000

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

PROACTIVELY ADDRESSING STORMWATER REGULATIONS

In response to existing and anticipated stormwater requirements, staff recommends proactively implementing projects that would position ACHD to prepare itself for broader regulatory requirements. Project currently identified to support this priority are:

STORMWATER LOW IMPACT DEVELOPMENT PILOT PROJECTS

PROJECT DESCRIPTION: Utilizing the findings of the Stormwater Design Guide (under development) this project would implement alternative stormwater treatments in compliance with ACHD National Pollutant Discharge Elimination System (NPDES) permit. Primary emphasis would be on treatments that could be used in the pedestrian realm, as well as in medians, chicanes, etc. Project would be selected and implemented together with Community Programs projects.

ESTIMATED PROJECT COST: Up to \$125,000 per implementation project (Stormwater portion of projects only)

RECOMMENDED LOCAL MATCH: \$10,000 per project (7.34% of project cost)

POSSIBLE FUNDING SOURCE: Transportation Alternatives. Grant applications through COMPASS due annually in November