

Drone photography courtesy of Dennis Meredith, ACHD

2020-2040 CAPITAL IMPROVEMENTS PLAN

Adopted August 19, 2020



Introduction

The 2020 Ada County Highway District Capital Improvements Plan (CIP) was prepared to meet the requirements of the Idaho Development Impact Fee Act. In all cases the CIP was prepared using the most recent and best available data.

To understand and capture current and upcoming transportation challenges, modeling of the transportation system is necessary in order to complete the picture of the future deficiencies in the system and the investments needed to mitigate those future needs. One way to better understand future needs is to conduct and adopt corridor and/or sub-area studies that outline improvements and mitigation strategies based on closer scrutiny of a particular roadway corridor or area in the County. These plans and studies guide ACHD's future project development by responding to service needs as well as recognizing the community growth designated through the local land use agencies' Comprehensive Plans and related documents. By understanding these conditions, prioritization and sequencing of transportation improvements can be synchronized to assure that the adopted projects are implemented with the best possible coordination for the forecasted growth.

The CIP was developed with consideration of plans adopted by the ACHD Commission. Projects have been derived from long-range plans, studies, and other planning documents to better identify specific travel needs, characteristics and to recognize areas of future growth. The referenced documents include:

- ❖ ACHD 2016 CIP
- ❖ ACHD 2016 Strategic Plan
- ❖ ACHD Integrated Five-Year Work Plan
- ❖ ACHD Master Street Map
- ❖ Ada County Roundabout Study
- ❖ Communities in Motion 2040 2.0 Regional Long-Range Transportation Plan
- ❖ Floating Feather Road Corridor Improvement Study
- ❖ Kuna Mora Corridor Study
- ❖ Lake Hazel Corridor Study
- ❖ Livable Street Design Guide
- ❖ Northwest Foothills Transportation Plan
- ❖ Roadways to Bikeways: Bike Master Plan
- ❖ South Meridian Transportation Plan
- ❖ Southwest Boise Transportation Study
- ❖ State Street Transit and Traffic Operations Plan

The CIP is also based on an analysis of future transportation system deficiencies. The Regional Travel Demand Model was summarized to identify where future traffic volumes exceed the Service Capacity of ACHD's roadway system.

Attachment A shows and lists the Traffic Impact Fee (TIF) eligible street and intersection capacity improvement projects as follows:

- ❖ Project Map
- ❖ Table A-1 Street Projects
- ❖ Table A-2 Intersections Projects
- ❖ Table A-3 Unfunded List - Design and Construction Costs Only
- ❖ Table A-4 Street Projects by Year
- ❖ Table A-5 Intersection Projects by Year

The final design of the street and intersection capacity improvement projects will be based on current conditions at the time of design and may vary from the description in Attachment A. In

the event of any significant change in the TIF eligible street and intersection capacity improvement projects set forth in **Attachment A**, ACHD will update the CIP in accordance with Section 7310.3 of the Ada County Highway District Impact Fee Ordinance.

The following is a summary of the Idaho Development Impact Fee Act and a description of how the CIP addresses each section of the Act:

Idaho Development Impact Fee Act – CIP Requirements

The Idaho Development Impact Fee Act requires that impact fees be based on a capital improvements plan that must contain specific elements, each of which are noted and summarized below as originally defined in **§67-8208** of the Idaho Code.

- A. General description of all ACHD existing public facilities, their deficiencies, an estimate of costs, and a plan to develop the funding sources related to curing the existing deficiencies to meet existing needs;
- B. Stated commitment by the governmental entity to use other available sources of revenue to cure existing systems deficiencies (where practical);
- C. Analysis of capacity, level of current usage, and commitments for usage of capacity of existing capital improvements;
- D. Description of land use assumptions by the government entity;
- E. Definitive table establishing the specific level or quantity of use, consumption or discharge of a “service unit” (e.g. roadway volume-to-capacity) for each category of system improvements, and an equivalency or conversion table establishing a ratio of a service unit to various land use types;
- F. Description of all system improvements and their costs necessitated by and attributable to new development in the service area based on the approved land use assumptions, to provide a level of service planning threshold not to exceed the level of service planning threshold adopted in the development impact fee ordinance;
- G. Total number of service units necessitated and attributable to new development in the service area based on the approved land use assumptions and calculated in accordance with generally accepted engineering or planning criteria;
- H. Projected demand for system improvements required by the new service units projected over a reasonable period of time not to exceed 20 years;
- I. Identification of all funding sources available to the government entity for the financing of system improvements;
- J. Specifies inter-governmental agreements for multi-jurisdiction system improvements, further restricting the use of impact fees; and
- K. A schedule setting forth estimated dates for commencing and completing construction of all improvements identified in the capital improvements plan.

Section A: General Description of Existing System §67-8208

ACHD maintains and operates over 2,400 miles of roads and streets in Ada County, ranging from multi-lane arterial streets to rural roadways. ACHD also maintains and operates 808 bridges. There are a number of state and national highways and freeways in Ada County, including I-84, I-184, US 20/26, SH-16, SH-21, SH-44, SH-55 and SH-69.

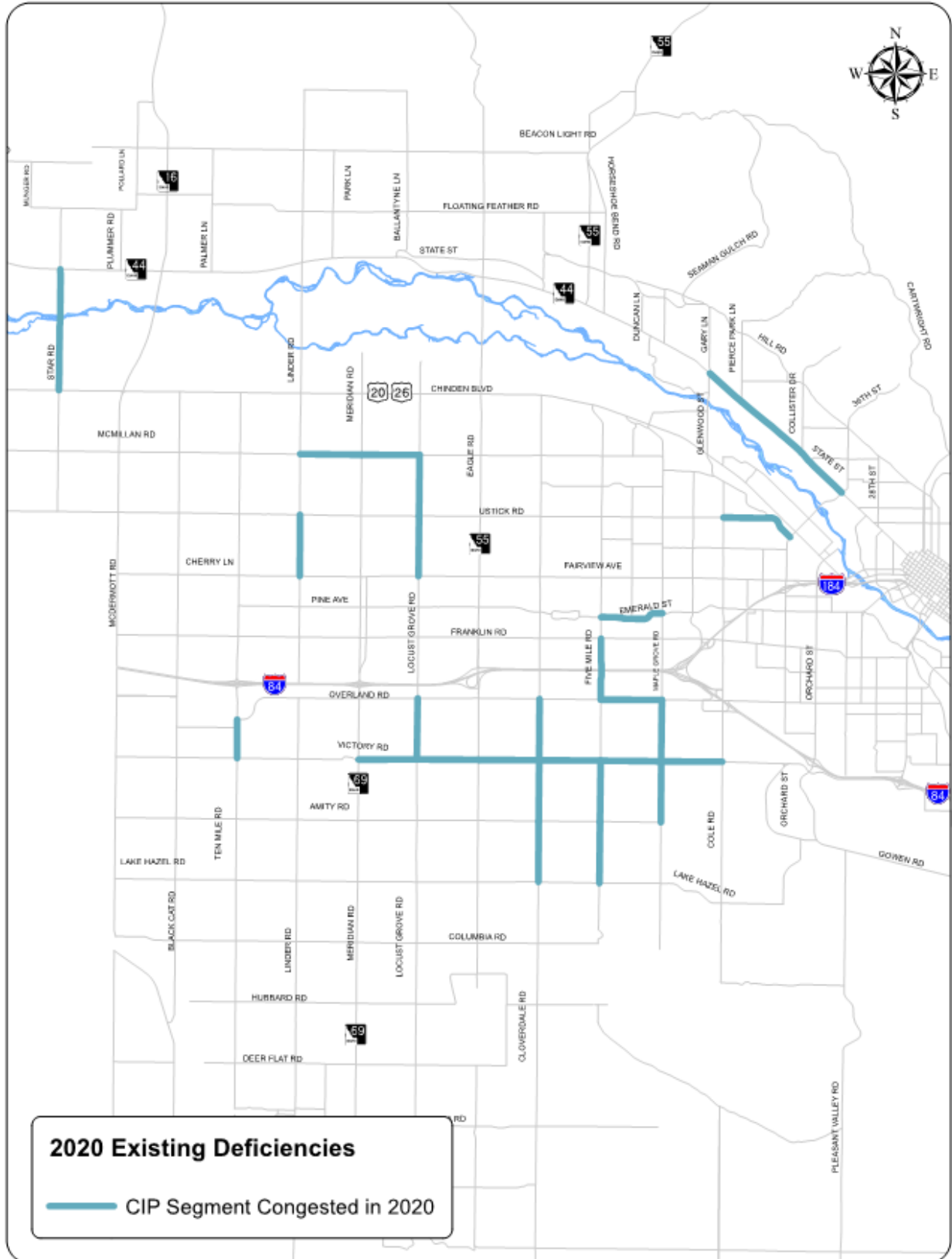
ACHD classifies the roadway system by general function within Ada County. There are five roadway classifications: interstate, principal arterial, minor arterial, collector, and local roads. The functional classification of a roadway provides the basis in calculating capacity and generally estimating the existing and future level of service of the various roads and highways within Ada County (see Sections C and H, respectively, for analysis findings of existing and future transportation systems).

There are a few ACHD streets and roads with current traffic demand exceeding the Service Capacity (see [Section C](#)). It is ACHD's practice and planned intent, through regular completion of the Integrated Five Year Work Plan (IFYWP), to fund street improvements to cure existing deficiencies with revenues other than traffic impact fees (see [Section I](#)). Existing arterial street deficiencies are summarized in **Table 1** and illustrated in **Figure 1**.

Table 1: Existing Deficiencies

Street	From	To	Existing Lanes	Deficiency
Cloverdale Rd	Lake Hazel Rd	Amity Rd	2 Lanes	3 Lane
Cloverdale Rd	Amity Rd	Victory Rd	2 Lanes	5 Lane
Cloverdale Rd	Victory Rd	Overland Rd	2 Lanes	5 Lane
Emerald St	Five Mile Rd	Maple Grove Rd	2 Lanes	5 Lane
Five Mile Rd	Lake Hazel Rd	Amity Rd	2 Lanes	3 Lane
Five Mile Rd	Amity Rd	Victory Rd	2 Lanes	5 Lane
Five Mile Rd	Overland Rd	Franklin Rd	2 Lanes	5 Lane
Linder Rd	Cherry Ln	Ustick Rd	2 Lanes	3 Lane
Locust Grove Rd	Victory Rd	Overland Rd	2 Lanes	3 Lane
Locust Grove Rd	Fairview Ave	Ustick Rd	2 Lanes	5 Lane
Locust Grove Rd	Ustick Rd	McMillan Rd	2 Lanes	3 Lane
Maple Grove Rd	Amity Rd	Victory Rd	2 Lanes	5 Lane
Maple Grove Rd	Victory Rd	Overland Rd	2 Lanes	3 Lane
McMillan Rd	Linder Rd	Meridian Rd	2 Lanes	3 Lane
McMillan Rd	Meridian Rd	Locust Grove Rd	2 Lanes	3 Lane
Overland Rd	Five Mile Rd	Maple Grove Rd	2 Lanes	7 Lane
Star Rd	US 20/26	SH 44	2 Lanes	3 Lane
State St	Glenwood St	Pierce Park Ln	2 Lanes	7 Lane
State St	Pierce Park	Collister Dr	2 Lanes	7 Lane
State St	Collister Dr	Veterans Memorial Pkwy	2 Lanes	7 Lane
Ten Mile Rd	Victory Rd	Overland Rd	2 Lanes	3 Lane
Ustick Rd	Cole Rd	Curtis	2 Lanes	5 Lane
Victory Rd	Meridian Rd	Locust Grove Rd	2 Lanes	3 Lane
Victory Rd	Locust Grove Rd	Eagle Rd	2 Lanes	3 Lane
Victory Rd	Eagle Rd	Cloverdale Rd	2 Lanes	3 Lane
Victory Rd	Cloverdale Rd	Five Mile Rd	2 Lanes	5 Lane
Victory Rd	Five Mile Rd	Maple Grove Rd	2 Lanes	5 Lane
Victory Rd	Maple Grove Rd	Cole Rd	2 Lanes	5 Lane

Figure 1: 2020 Existing Deficiencies Map



Section B: Stated Commitment to Use Other Revenue to Cure Existing System Deficiencies §67-8208

It is ACHD’s policy to use revenue sources other than traffic impact fees to cure existing deficiencies, where practical.

Section C: Analysis of Existing Capacity §67-8208

The Regional Travel Demand Model (2015) was used to consistently and comprehensively analyze the current regional roadway network in Ada County. The Regional Travel Demand Model makes the land use/transportation connection for comparison of existing and future traffic conditions within Ada County. The model is used to test and evaluate transportation system improvements. The model includes structure to estimate traffic conditions during the P.M. peak hour.

Travel demand model estimates and measurements of P.M. peak hour traffic conditions do not regularly and consistently pinpoint operational problems that can often occur. They do, however, provide a good indicator of whether a given route has the general Service Capacity to accommodate area travel demand.

Current system-wide travel characteristics from the travel demand model are summarized in **Table 2**, including vehicle miles of travel, or VMT (general summary of travel demand), and lane miles of congested roads (general summary of system performance). The characteristics were obtained for each functional class of roadway within Ada County designated as collector and above, with state roads and highways delineated. The lane miles of congested roads statistic was generally calculated as any roadway meeting or exceeding the accepted LOS planning threshold (see [Section E](#)).

Table 2: 2020 PM Peak Hour Network Travel Characteristics

Street Classification	2020 Vehicle Miles Traveled (VMT)	2020 Lane Miles of Congested Roads
Principal Arterial	167,597	7.79
Minor Arterial	204,166	6.82
Collector	39,014	0.48
ITD State Roads	385,207	35.67
Total	795,983	50.76
Source: Regional Travel Demand Model and Communities in Motion 2040 2.0 – Regional Long-Range Transportation Plan		

Section D: Description of Land Use Assumptions §67-8208

Future travel demand estimates in Ada County are based on regional population, housing, and employment forecasts. These demographic forecasts are developed by COMPASS and based on the Comprehensive Plans from each jurisdiction within and including Ada County. All of this data is assimilated by COMPASS in the Regional Travel Demand Model used to prepare the *Communities in Motion 2040 2.0 - Regional Long-Range Transportation Plan (RTP)*.

The Comprehensive Plan-based, socio-economic input data (households and employment by employment class) for the base-year and 20-year planning horizon are summarized in **Table 3**.

Table 3: Communities In Motion 2040 RTP Socio-Economic Data Ada County

	Population	Households	Employment			
			Retail	Office	Industrial	Government
2020	492,718	188,990	48,783	118,253	36,168	14,984
2040	680,760	275,645	84,264	196,833	51,867	20,359
SOURCE: Communities in Motion 2040 2.0 - Regional Long-Range Transportation Plan						

Section E: Definition Establishing Quantity of Use §67-8208

ACHD employs a volume-to-capacity (v/c) “quantity of use” measurement for streets and intersections consistent with the *Communities in Motion 2040 2.0 - Regional Long-Range Transportation Plan*. The travel demand model includes planning-level street service capacities by general street functional classification.

ACHD adopted a street Service Capacity measure that established the volume-to-capacity measure for arterial streets, using consistent analytical assumptions similar to those identified for intersections.

Arterial Street Capacity

The Florida Department of Transportation (FDOT)¹ has developed a multi-modal LOS policy and set of application tools (LOSPLAN) for highway and arterial streets planning, consistent with the FHWA Highway Capacity Manual. These applications were used to establish LOS planning thresholds for ACHD’s arterial streets, utilizing various local parameters consistent with those applied to intersections. **Table 4** summarizes the street LOS planning thresholds, by arterial classification and type, used to identify ACHD arterial street service capacity needs in the 2020 CIP. To identify capacity deficiencies and street improvement needs, ACHD Service Capacity planning thresholds are adopted at LOS E Planning Threshold for *Minor Arterials* and *Principal Arterials*.

¹ Florida Department of Transportation, Quality, Level of Service Handbook, 2013 and LOSPLAN.

Table 4: ACHD Street Service Capacity Guidelines

				# of Lanes	Peak Hour Volume	
				per Direction	Level of Service Planning Thresholds	
<i>Principal Arterials (PA)</i>				of Travel	D	E
No Left Turn Lane						
				1	600	690
Continuous Center Left Turn Lane						
				1	770	880
				2	1680	1780
				3	2560	2720
Median Control, Channelized Left Turn Lanes at Major Intersections						
				1	850	920
				2	1860	1960
				3	2800	3000
Minor Arterials (MA)				# Lanes	D	E
No Left Turn Lane						
				1	540	575
Continuous Center Left Turn Lane						
				1	675	720
				2	1395	1540
				3	2155	2370
Median Control, Channelized Left Turn Lanes at Major Intersections						
				1	710	770
				2	1465	1670
				3	2270	2530
PA/MA in Central Business District				# Lanes	D	E
One Way Street						
				1	680	850
				2	1360	1700
				3	2040	2550
				4	2720	3400

Intersection Service Capacity

Intersection measures and thresholds based on the volume-to-capacity ratio are applied based on the Highway Capacity Manual (2010) and Florida Department of Transportation LOS Handbook. **Table 5** identifies the adopted ACHD method for intersection capacity analysis.

Table 5: Intersection Capacity Analysis Methods

		Defined Parameters ¹				
		Sat. Flow. (vphpl)	Cycle Length (sec)	Min. Left (sec)	Lost Time (sec)	PHF
Capacity:	LOS "D" = V/C .90 LOS "E" = 1.00					
Method:	Intersection v/c = 0.90; AND Lane Group v/c = 1.00	1,800	150	20	3	0.90

¹saturation flow-rate; signal cycle length, minimum left-turn phasing, lost time per phase, and peak hour factor

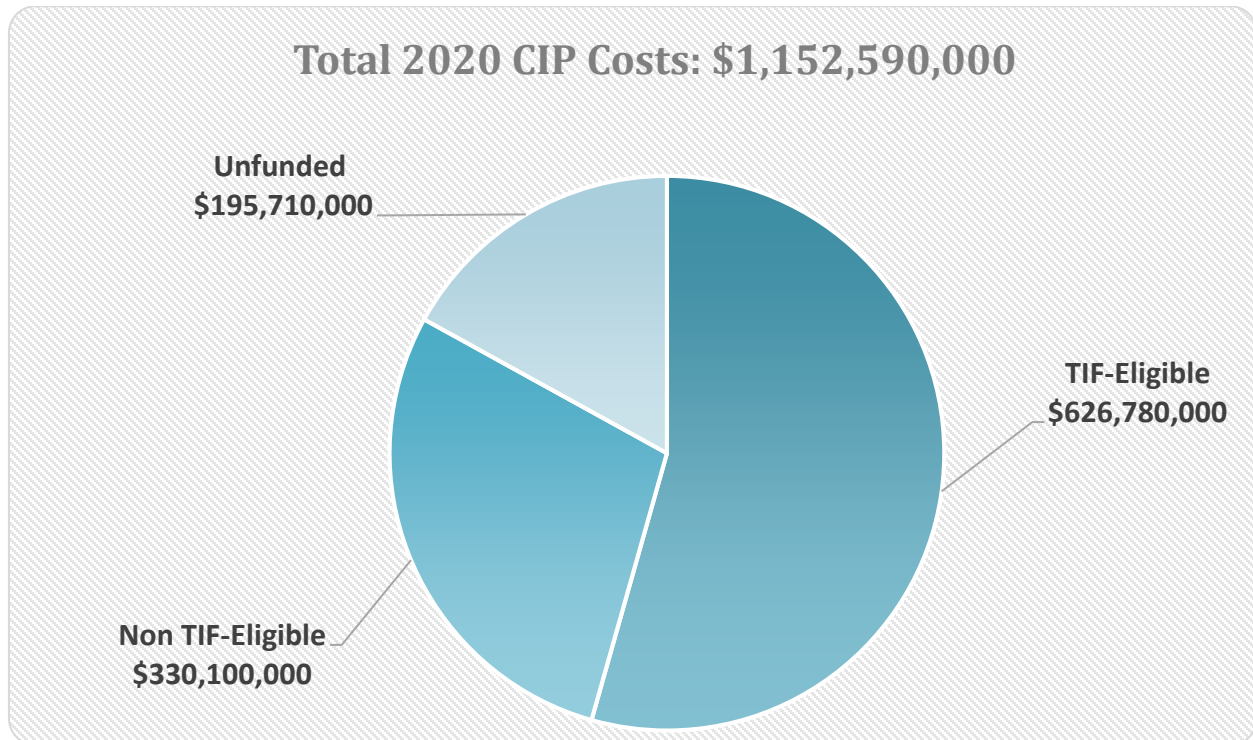
Section F: Description of System Improvements and Costs Necessitated and Attributable to New Development §67-8208

Between 2020 and 2040, future development will generate new traffic causing many routes within the ACHD roadway system to operate below accepted LOS Planning Thresholds. A number of street and intersection system improvements will be needed to add sufficient capacity to the ACHD system in order to mitigate the future capacity deficiencies caused by new development.

Project cost estimates for years 2021-2025 are taken from the IFYWP. Project costs for years 2026-2040 are estimated for the CIP and are adjusted for inflation consistent with the ACHD Strategic Plan beginning in program year 2026 by the 5 year increments in which the projects are scheduled: 2026-2030, 2031-2035, and 2036-2040. The total cost of these future transportation system improvements is estimated at \$1,153 million, of which \$627 million is eligible for traffic impact fee funding. The remaining approximately \$526 million in non-impact fee eligible project costs must then be funded through other revenue sources.

CIP costs were balanced to the available projected revenue by creating an unfunded list (**Attachment A, Table A-3**). The unfunded list includes lower priority projects and lists out the portions of the project costs removed from the funded portion of the CIP. For these purposes, project costs are broken down into two categories: 1. design and construction; 2. right-of-way corridor preservation. Projects on the unfunded list are unfunded for design and construction but include funding for right-of-way corridor preservation. This process of removing lower priority projects to the unfunded list reduced the total estimated cost of the future transportation system improvements in the CIP to approximately \$957 million, of which \$627 million is eligible for impact fee funding and \$330 million is not impact fee eligible and will be funded from other revenue sources as shown in **Figure 2**.

Figure 2: Breakdown of CIP Costs



Traffic Impact Fee-Eligible Costs

The total cost of transportation improvement projects needed to serve new growth and development is eligible for traffic impact fee funding. Without growth and development, those additional capacity improvements to serve growth become unnecessary, and only those transportation improvement projects required to correct existing deficiencies within Ada County remain. The Idaho Development Impact Fee Act emphasizes that local governments levy impact fees that do not charge growth (development) more than their “proportionate share” for system improvements.

A *proportionate share* concept was developed and applied to the CIP to determine the general impact fee eligibility conditions for each component of a typical, future roadway capacity improvement project. Those project elements *fully* eligible for impact fee funding generally include right-of-way costs, system storm drain facilities, traffic signals, the costs to improve curb and gutter, and intersection approaches. The costs of reconstructing the existing roadway, bike lanes, sidewalks, irrigation facilities, utility adjustments, and landscaping are assumed *in-eligible* for impact fee funding. The remaining elements of a typical project were determined *partially* eligible for impact fee funding based on a percentage of the new system capacity. These project elements include engineering and construction costs related to roadway excavation, pavement, structures, signage, storm water/pollution, control and traffic control improvements. **Table 6** summarizes the various arterial street improvement components that are impact fee eligible.

Table 6: Impact Fee Eligibility of System Street and Intersection Components

Fully Impact Fee Eligible
Right-of-way (all, including wetland mitigation)
Additional Travel Lanes (including bridges)
System Intersections listed in Table A-2 (including rebuild or new, approaches, roundabouts, signals and medians)
System Intersections within Street Projects listed in Table A-1 (including rebuild or new, approaches, roundabouts, signals and medians)
System Storm Drain (including green storm water infrastructure treatments)
Signalized Pedestrian Crossings
Partially Impact Fee Eligible
Design and Construction Engineering
Storm Water / Pollution Control
Not Impact Fee Eligible
Reconstruction of Existing Travel Lanes
Bicycle Lanes
Sidewalks
Landscaping and Treatments (All, including art)
Irrigation (All)
Utilities (All)
Transit and HOV Lanes

Section G: Number of Service Units Necessitated and Attributable to New Development §67-8208

Future travel demand estimates in Ada County are based on regional population, housing, and employment forecasts (see [Section D](#)). All of this data is assimilated by COMPASS in the regional travel demand model used to prepare the *Communities in Motion 2040 2.0 - Regional Long-Range Transportation Plan*. The Regional Travel Demand Model forecasts P.M. peak hour vehicle trips. The P.M. peak hour vehicle trips are estimated from the Comprehensive Plan-based, socio-economic input data (households and employment by employment class) for the base-year and 20-year planning horizon as shown in **Table 7**.

Table 7: COMPASS Travel Model Socio-Economic Data Input and

Year	P.M. Peak Hour Trips	Population	Households	Employment			
				Retail	Office	Industrial	Government
2020	110,267	492,718	188,990	48,783	2020	110,267	492,718
2040	156,293	680,760	275,645	84,264	2040	156,293	680,760

SOURCE: Regional Travel Demand Model, 2015

The Idaho Development Impact Fee Act specifies that projected demand for system improvement requirements (by the new “service unit”) not exceed 20 years. During the 2021 to 2040 planning horizon, 260,730 total new P.M. peak hour vehicle miles travelled are projected to be generated on the ACHD System by new development within Ada County as shown in **Table 8**. For consistency with the Idaho Development Impact Fee Act “proportionate share”

requirement, service unit is defined more specifically in the ACHD traffic impact fee methodology as vehicle miles traveled (number and length of trip) generated by new development in Ada County, exclusively on ACHD’s arterial streets during the peak hour.

Attachment B contains a table for the Ada County Service Area relating the general service unit to various land uses.

Table 8: Ada County 20-year Net New System VMT

Service Area: Ada County	ACHD System Vehicle Miles Traveled (VMT) – PM Peak Hour
	Total:
2020	371,763
2040	632,493
Net New System VMT Total:	260,730
SOURCE: Regional Travel Demand Model, 2015	Excluding Canyon County and “external-external” trips (e.g. Oregon to Twin Falls) on the Ada County roadway system

Section H: Projected Demand for System Improvements §67-8208

The projected travel demand on the regional roadway network in Ada County was estimated using the Regional Travel Demand Model, consistent with the *Communities in Motion 2040 2.0 Long-Range Transportation Plan*, the ACHD Master Street Map (MSM), and the same methodology as existing conditions (see [Section C](#)). In addition, to provide a more realistic future traffic distribution on the ACHD System, improvements to select segments of the ITD road system were assumed in the modeling even though they are not fully funded in *Communities in Motion*. These assumptions were necessary to provide more realistic projections of future traffic demand on the ACHD System roads that parallel ITD routes or cross I-84 or I-184. The assumed improvements include:

- ❖ ITD road segments input into the model:
 - SH-16 Extension from Chinden Blvd south to I-84

- ❖ ITD overpasses input into the model at 4 lanes
 - Black Cat Rd
 - Linder Rd
 - Five Mile Rd
 - Emerald St

The output from the Regional Travel Demand Model is used to identify those ACHD arterial roadway segments that are projected to exceed acceptable volume standards and are thus candidates for widening. Using the MSM as a guiding document, the identified roadway segments may be widened to the lane configuration recommended in the MSM. Roadway segments that are built to the number of lanes identified in the MSM are not considered for widening. In this way, the future traffic was distributed to other routes as a given roadway segment would reach its planning threshold. ACHD arterial roadway segments constrained by the MSM that are projected to exceed adopted volume standards in 2040 are summarized in **Table 9** and illustrated in **Figure 3**.

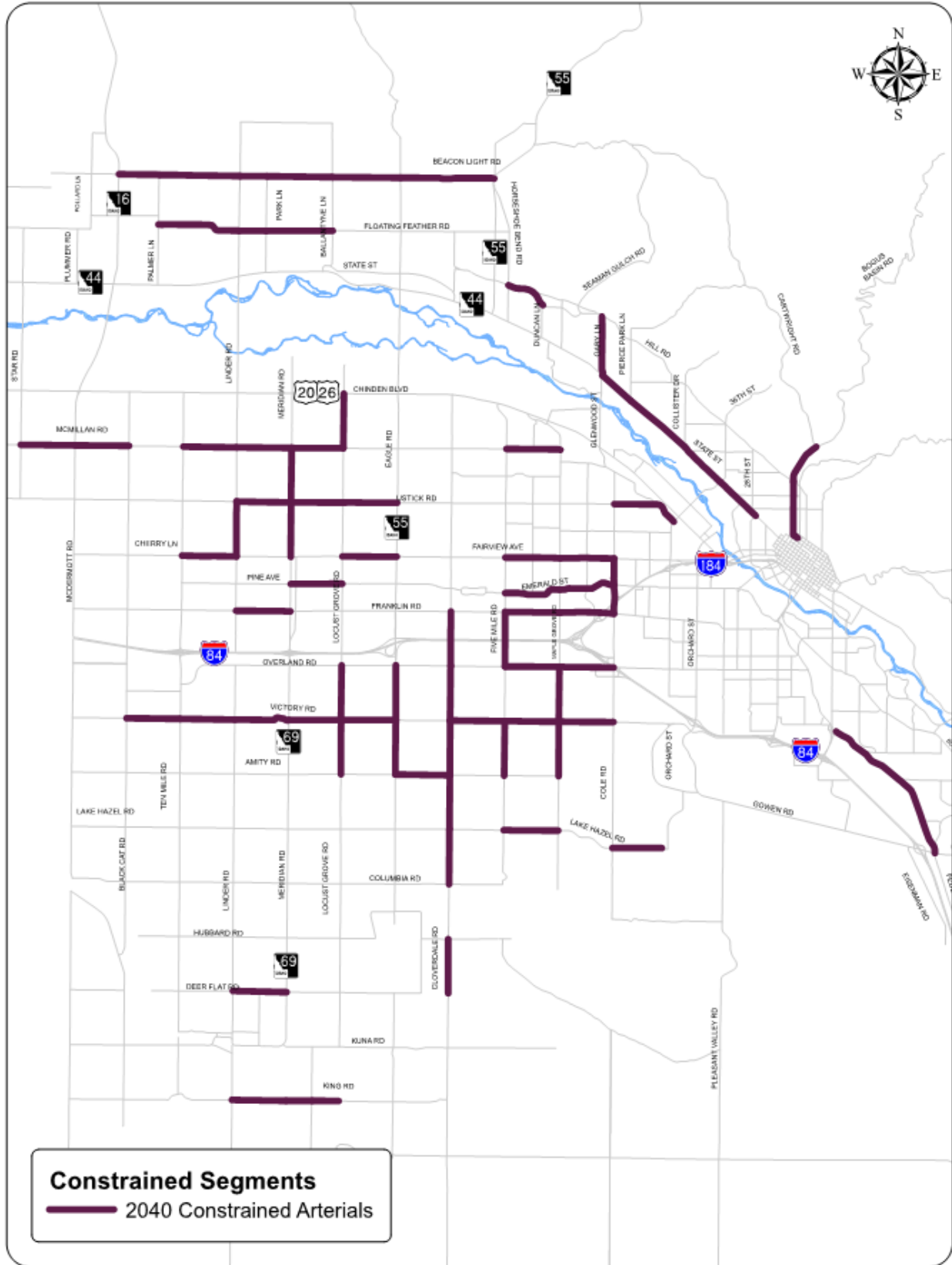
Table 9: Constrained Road Segments 2040

Street	From	To	MSM Lane Constraint
Amity Rd	Eagle Rd	Cloverdale Rd	3
Beacon Light Rd	Emmett Hwy (SH 16)	Palmer Ln	3
Beacon Light Rd	Palmer Ln	Linder Rd	3
Beacon Light Rd	Linder Rd	Park Ln	3
Beacon Light Rd	Park Ln	Ballantyne Ln	3
Beacon Light Rd	Ballantyne Ln	Eagle Rd	3
Beacon Light Rd	Eagle Rd	Horseshoe Bend Rd (SH 55)	3
Bogus Basin Rd	Hill Rd	Cartwright Rd	2
Cherry Ln	Ten Mile Rd	Linder Rd	5
Cloverdale Rd	Deer Flat Rd	Hubbard Rd	5
Cloverdale Rd	Columbia Rd	Lake Hazel Rd	5
Cloverdale Rd	Lake Hazel Rd	Amity Rd	5
Cloverdale Rd	Amity Rd	Victory Rd	5
Cloverdale Rd	Victory Rd	Overland Rd	5
Cloverdale Rd	Overland Rd	Franklin Rd	5
Cole Rd	Franklin Rd	Fairview Ave	4
Deer Flat Rd	Linder Rd	Meridian Rd	5
Eagle Rd	Amity Rd	Victory Rd	5
Eagle Rd	Victory Rd	Overland Rd	5
Emerald St	Five Mile Rd	Maple Grove Rd	5
Emerald St	Maple Grove Rd	Cole Rd	5
Fairview Ave	Locust Grove Rd	Eagle Rd	7
Fairview Ave	Five Mile Rd	Maple Grove Rd	7
Fairview Ave	Maple Grove Rd	Cole Rd	7
Federal Way	Gowen Rd (SH 21)	Broadway Ave (US 20/26)	5
Five Mile Rd	Amity Rd	Victory Rd	5
Five Mile Rd	Overland Rd	Franklin Rd	5
Floating Feather Rd	Palmer Ln	Linder Rd	3
Floating Feather Rd	Linder Rd	Park Ln	3
Floating Feather Rd	Park Ln	Ballantyne Ln	3
Franklin Rd	Linder Rd	Meridian Rd	5
Franklin Rd	Five Mile Rd	Maple Grove Rd	5
Franklin Rd	Maple Grove Rd	Cole Rd	5
Gary Ln	State St (SH 44)	Hill Rd	3
Harrison Blvd	Hays St	Hill Rd	2
Hays St	16th St	15th St	2
Hill Rd	Horseshoe Bend Rd	Duncan Ln	5
King Rd	Swan Falls Rd	Meridian Rd	3
King Rd	Meridian Rd	StroebeL Rd	3

Street	From	To	MSM Lane Constraint
King Rd	Stroebe Rd	Locust Grove Rd	3
Lake Hazel Rd	Five Mile Rd	Maple Grove Rd	5
Lake Hazel Rd	Cole Rd	Orchard St	5
Linder Rd	Cherry Ln	Ustick Rd	5
Locust Grove Rd	Amity Rd	Victory Rd	3
Locust Grove Rd	Victory Rd	Overland Rd	5
Locust Grove Rd	McMillan Rd	Chinden Blvd (US 20/26)	3
Maple Grove Rd	Amity Rd	Victory Rd	5
Maple Grove Rd	Victory Rd	Overland Rd	5
McMillan Rd	Star Rd	McDermott Rd	3
McMillan Rd	McDermott Rd	Black Cat Rd	3
McMillan Rd	Ten Mile Rd	Linder Rd	3
McMillan Rd	Linder Rd	Meridian Rd	3
McMillan Rd	Meridian Rd	Locust Grove Rd	3
McMillan Rd	Five Mile Rd	Maple Grove Rd	3
Meridian Rd	Cherry Ln	Ustick Rd	5
Meridian Rd	Ustick Rd	McMillan Rd	3
Overland Rd	Five Mile Rd	Maple Grove Rd	7
Overland Rd	Maple Grove Rd	Cole Rd	7
Pine Ave	Meridian Rd	Locust Grove Rd	3
State St	Glenwood St	Pierce Park Ln	7*
State St	Pierce Park Ln	Collister Dr	7*
State St	Collister Dr	Veterans Memorial Pkwy	7*
State St	Veterans Memorial Pkwy	27th St	7*
Ustick Rd	Linder Rd	Meridian Rd	5
Ustick Rd	Meridian Rd	Locust Grove Rd	5
Ustick Rd	Locust Grove Rd	Eagle Rd	5
Ustick Rd	Cole Rd	Curtis Rd	4
Victory Rd	Black Cat Rd	Ten Mile Rd	3
Victory Rd	Ten Mile Rd	Linder Rd	3
Victory Rd	Linder Rd	Meridian Rd (SH 69)	3
Victory Rd	Meridian Rd (SH 69)	Locust Grove Rd	3
Victory Rd	Locust Grove Rd	Eagle Rd	3
Victory Rd	Cloverdale Rd	Five Mile Rd	5
Victory Rd	Five Mile Rd	Maple Grove Rd	5
Victory Rd	Maple Grove Rd	Cole Rd	5

* State Street lane configuration in CIP consistent with the State Street Transit and Operations Plan. One lane in each direction is exclusive to HOV/transit operations.

Figure 3: 2040 Congested Road Segments Constrained in Master Street Map



A summary of existing and future travel characteristics are provided in **Table 10**, including vehicle miles traveled and lane miles of congestion. Many more ACHD routes will operate below LOS planning thresholds in the future even with the projects listed in this plan.

VMT is expected to increase by more than 50% in Ada County between 2020 and 2040. The level of congestion on the ACHD arterial and ITD roadway network will grow dramatically, more so on the minor arterials than principal arterials or collector streets.

Table 10: Ada County Travel Characteristics for Base and Future Networks

Street Classes	Vehicle Miles Traveled (VMT)		Lane Miles of Congestion	
	2020	2040	2020	2040
Principal Arterial	167,597	285,934	7.44	45.71
Minor Arterial	204,166	346,558	32.73	143.14
Collector	39,014	64,997	0.48	4.80
ITD State Roads	385,207	535,041	31.06	94.69
Total	795,983	1,232,530	49.36	160.15

Source: Regional Travel Demand Model and *Communities in Motion 2040 2.0* – Regional Long-Range Transportation Plan

Section I: Funding Sources Available \$67-8208

The 2016 ACHD Strategic Plan estimated ACHD’s projected revenues for the time period of 2016-2035. In general, ACHD receives transportation revenues from property taxes, Highway User Fund (gas taxes), Ada County vehicle registration fees, traffic impact fees, occasional Federal Aid (project-specific funding with Federal assistance), and sales tax. ACHD administers its annual revenues to fund the operation and capital improvement program needs within the district.

During the years 2021-2040, ACHD anticipates approximately \$3,068 million in revenue (adjusted for inflation and excluding traffic impact fee revenues) of which \$1,870million will be directed towards maintenance & operations and \$1,198 million to capital projects. ACHD’s capital projects programs may include improvements to safety, capacity, system efficiency, and suitability for alternative modes of travel (walking, biking, and transit). Each enhancement project includes a review of appropriate improvements for alternative modes based on the specific characteristics and context of the roadway and surrounding land uses including sidewalks, bike lanes and support of transit service and/or future service. ACHD capital projects programs include:

- ❖ Roadway and intersection reconstruction and new construction projects
- ❖ Bridges – Bridge replacements, widening, and bridge maintenance and safety improvements
- ❖ Traffic – ITS and traffic safety projects
- ❖ Capital Maintenance Projects – overlays and rebuilds
- ❖ Community Programs
- ❖ Miscellaneous – Cooperative projects and other projects that do not fit into project categories identified above

Of the \$1,198 million in capital improvement revenues, shown in **Figure 4**, approximately \$597.5 million will be available for CIP projects (non-impact fee eligible costs) as well as a

combined \$600.3 million from other programs during the years 2021-2040 as shown in **Figure 5**.

Figure 4: ACHD 2021-2040 Revenue Projection

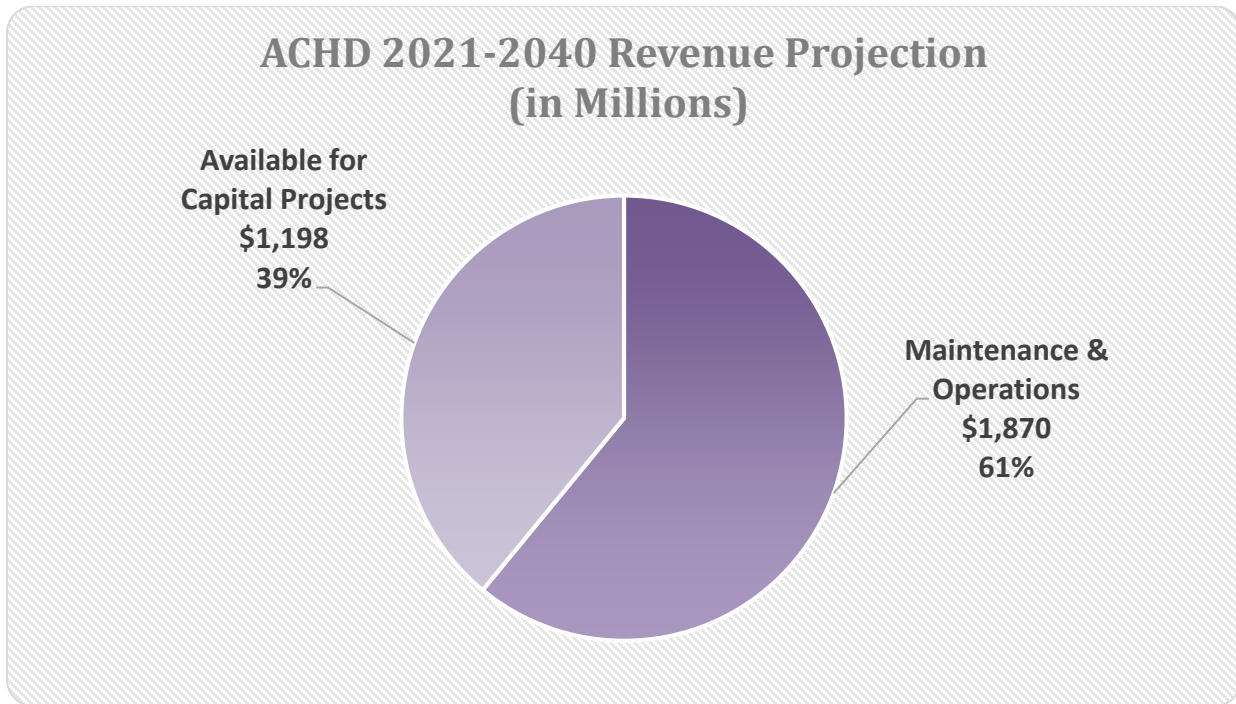
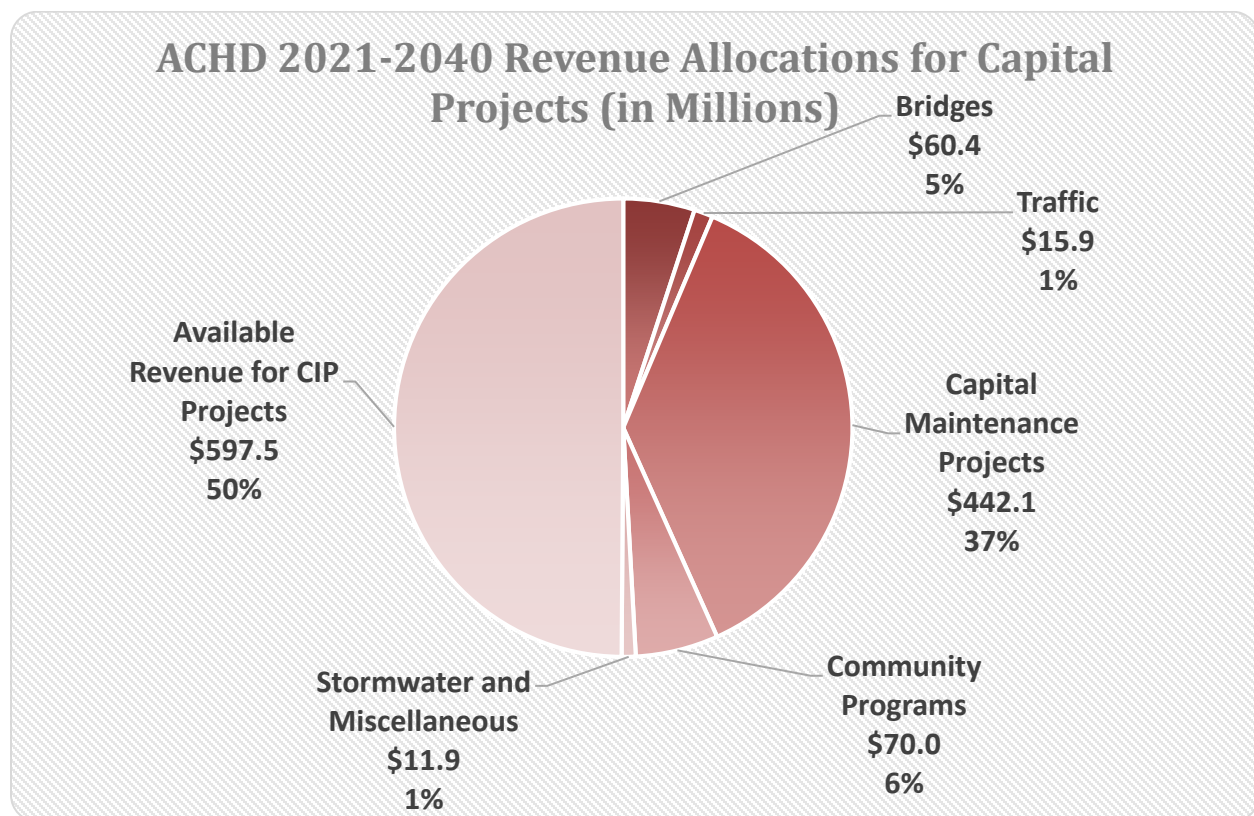


Figure 5: ACHD 2021-2040 Capital Projects Revenue Allocations



Section J: Intergovernmental Agreements §67-8208

ACHD will enter into intergovernmental agreements to fund multi-jurisdictional transportation improvement projects. It is ACHD’s practice and planned intent to fund the local share of multi-jurisdiction system improvements with: (a) revenues other than traffic impact fees for those local improvements included in the CIP but are not TIF-eligible; and (b) traffic impact fees only for the portion of local improvements which are TIF-eligible and included within the CIP.

Section K: Schedule §67-8208

ACHD will program funding for the design and construction of future transportation system improvements in five-year increments based on priority and ability to match TIF revenues with other funding. A method of ranking the relative priority of projects was utilized in as part of the criteria in designating projects for the unfunded list to balance project costs to available revenues, as well as to program the projects into five-year increments.

The prioritization methodology includes measures that focus on relieving congestion as well as coordinating with future land use plans and goals. These measures include: 1) projects located on mobility or principal arterials score higher since improvements to these roadways help alleviate pressure on parallel routes; 2) projects on transit routes score higher since a higher frequency of transit service equates to fewer vehicles on the road reducing demand on the road network; and 3) the land use agencies transportation priorities. The land use agencies’ prioritization of CIP projects provides a means to plan roadway improvements with municipal infrastructure improvements (sewer, parks, etc.) which minimizes the impacts to the public, decreases the cost to the public agencies (concurrent construction) and is an indicator of future growth. This category is not limited strictly to municipal infrastructure planning since there are

other parameters the land use agencies consider relative to transportation planning, such as economic development or neighborhood connectivity.

For each of the CIP projects listed in **Attachment A** there is a corresponding estimated schedule for construction of the improvement listed under “Year.” Tables A-4 and A-5 sort the CIP projects by year of construction.