



2019
2023

INTEGRATED
**Five-Year
Work Plan** 2019
2023

Adopted September 26, 2018



ADA COUNTY HIGHWAY DISTRICT

INTEGRATED FIVE-YEAR WORK PLAN

FISCAL YEAR 2019 – 2023

ADOPTED SEPTEMBER 26, 2018

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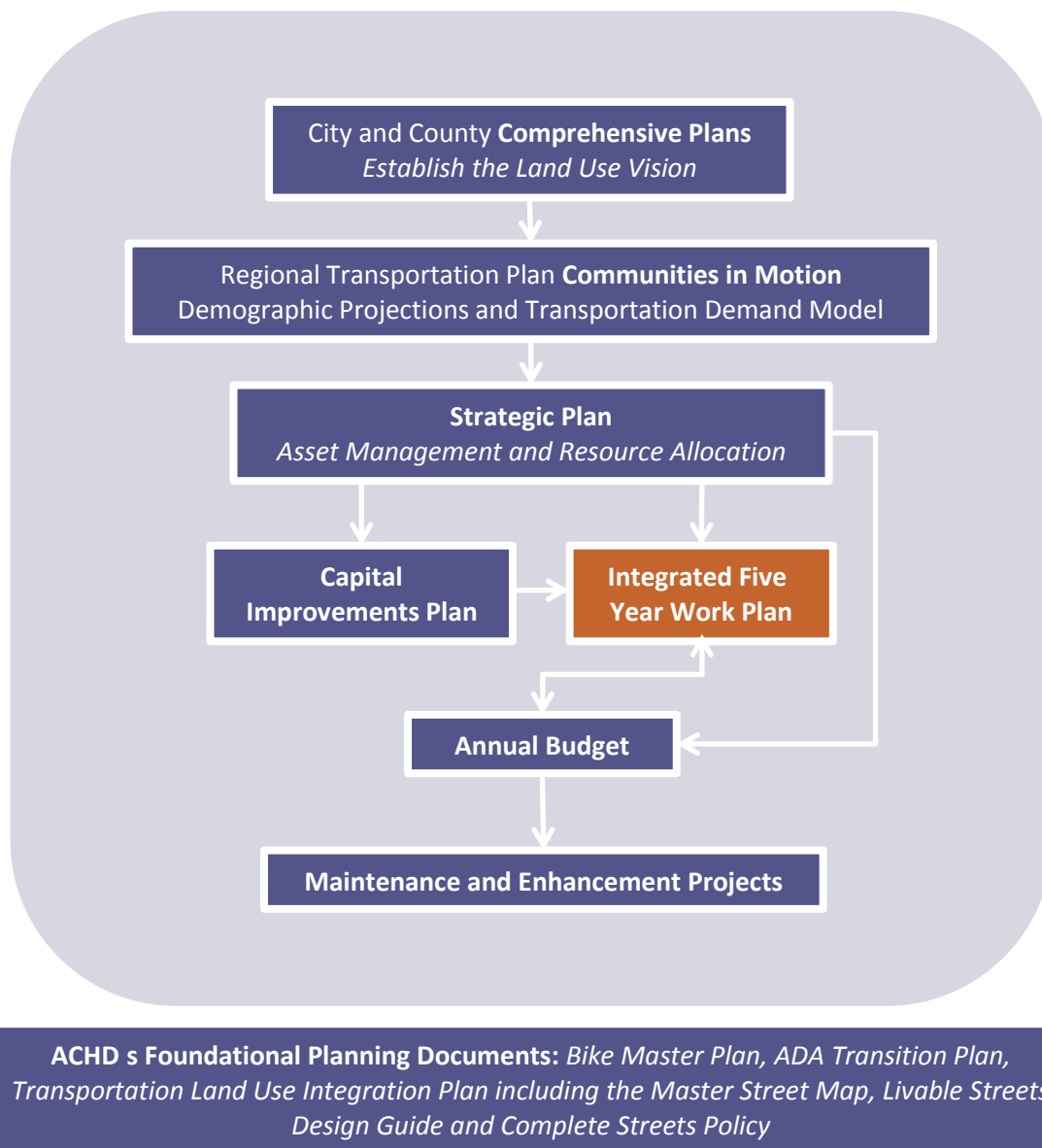
ACRONYMS

CIP	Capital Improvement Plan – ACHD’s 20-year Plan of road and intersection widening projects for which impact fees will be collected. For more information, visit http://www.achdidaho.org/Departments/Engineering/DevelopmentServices/impactFees.aspx
CN	Construction
DSN	Design
HOV	High-Occupancy Vehicle – 2+ persons in a vehicle
IFYWP	Integrated Five-Year Work Plan
ITD	Idaho Transportation Department
PD	Preliminary Development – A programming year in which project phases may move forward but a specific construction year has not been identified.
RW	Right-of-Way
SH	State Highway
State St TTOP	State St Transit and Traffic Operational Plan – For more information, visit http://www.compassidaho.org/documents/planning/studies/9260_ImplementationPlan_Final_June2011_highres.pdf
TIP	Transportation Improvement Program – A document like the IFYWP produced by Community Planning Association of Southwest Idaho (COMPASS). Only includes federally funded or regionally significant projects. For more information, visit www.compassidaho.org .
UF	Unfunded – A programming year in which identified phases have not been allocated funding, but for which ACHD would like to note the projects potential for moving forward in future updates.
UPRR	Union Pacific Railroad
Bike Facility Levels	See ACHD Bike Master Plan at http://www.achdidaho.org/Documents/Projects/BikeMasterPlan_Final.pdf

INTRODUCTION

The 2019-2023 Integrated Five-Year Work Program (IFYWP) sets forth the strategies, projects and priorities which the Ada County Highway District (ACHD) will pursue over the next five years. The first two years of the Plan align with ACHD's 2019-2020 Budget, adopted on August 22, 2018. The remaining years set the focus for ACHD's efforts for future budget years. The document allows elected officials, staff, partner agencies, and the public to work in a coordinated fashion to implement projects.

The Integrated Five-Year Work Plan works in support of various ACHD and partner agency foundational planning documents and is the implementing arm for these plans. The figure below illustrates how the IFYWP fits into the region's overall planning framework.



ACHD VISION, MISSION, AND PRIORITIES AND STRATEGIC PLAN

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

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

ACHD's Vision, Mission, and Priorities

ACHD Vision: Leading transportation innovation – Investing in communities

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

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

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

PLAN OUTLINE

The Fiscal Year 2019 – 2023 Integrated Five-Year Work Plan (IFYWP) continues ACHD’s commitment to an “integrated” approach to planning and programming. As part of the Strategic Plan, the ACHD Commission identified the District’s primary focus to be determining and funding maintenance and safety needs in the asset categories listed below. Each of these asset categories correlates to one or more programs within the IFYWP as noted.

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

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

- Roadway Program
- Intersection Program
- Cooperative Program

In determining the scope of each project listed within the IFYWP, ACHD seeks to implement its Complete Streets Policy and meet the needs of all users within the project limits in order to take the most advantage of work going on in an area. Additionally, ACHD’s recently updated Bike Master Plan and ongoing neighborhood planning efforts continue to identify and reinforce the need for projects to be implemented in a comprehensive fashion, realizing benefits for all users through all types of projects.

The IFYWP is organized around ACHD’s commitment to these primary and secondary focus areas. The introductory section of the IFYWP provides a status report on our efforts to implement the Strategic Plan. In this way, the IFYWP serves as a tool to demonstrate accountability to the public to do what ACHD has said it will do. The remaining portion of the Plan identifies the projects to be completed over the next 5-7 years.

IMPLEMENTATING THE STRATEGIC PLAN

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



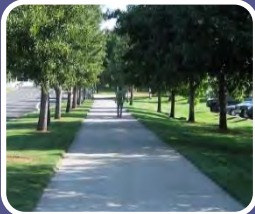
Pavement ON TARGET

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



Bridges ON TARGET

- Performance Goal: Maintain 99%+ of ACHD's bridges with a sufficiency rating of "Good/Better".
- Current Condition
 - Bridges over 20' 99.5% (218 out of 219)
 - Bridges 5' to 20' 99.3% (560 out of 564)



Sidewalks MOVING TOWARDS TARGET

- Performance Goal: Bring 100% of ACHD's sidewalks and pedestrian ramps into compliance with the Americans with Disabilities Act. Enhance bike and pedestrian safety.
- Current Condition 64.3% Curb Ramps and 60.4% Sidewalks
- IFYWP Safety Projects 40 Safe Routes to School projects, 37 pedestrian crossings, 2 school zone enhancements, 47 sidewalk projects, and 24 low stress bike routes.



Traffic Signals and Safety ON TARGET

- Performance Goal: Maintain traffic signal in service rate at 99% or better. Address safety issues as they arise.
- Current Condition
 - 99.9% In Service Rate
- IFYWP Safety and Accessibility Projects 2 traffic calming projects, 3 accessible pedestrian signal project, 1 safety lighting project, 1 intersection improvement and 2 railroad crossing projects.



Stormwater Facilities COMPLIANT

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

SAFE ROUTES TO SCHOOLS

ACHD's efforts to provide safe routes to schools are focused on ensuring appropriate facilities exist to allow for children to access their educational opportunities using active transportation modes. In 2008, the citizens of Ada County approved an increase in vehicle registration fees with the commitment that half of that increase would be dedicated toward providing safe routes to schools. Since that time, ACHD has completed 122 projects targeted at meeting this goal.



SAFE ROUTES TO SCHOOL PROJECTS

Completed Since 2008

70 Sidewalk Projects (36 Additional Programmed)

10 School Zone Enhancements (4 Additional Programmed)

42 Crossing Improvements (29 Additional Programmed)

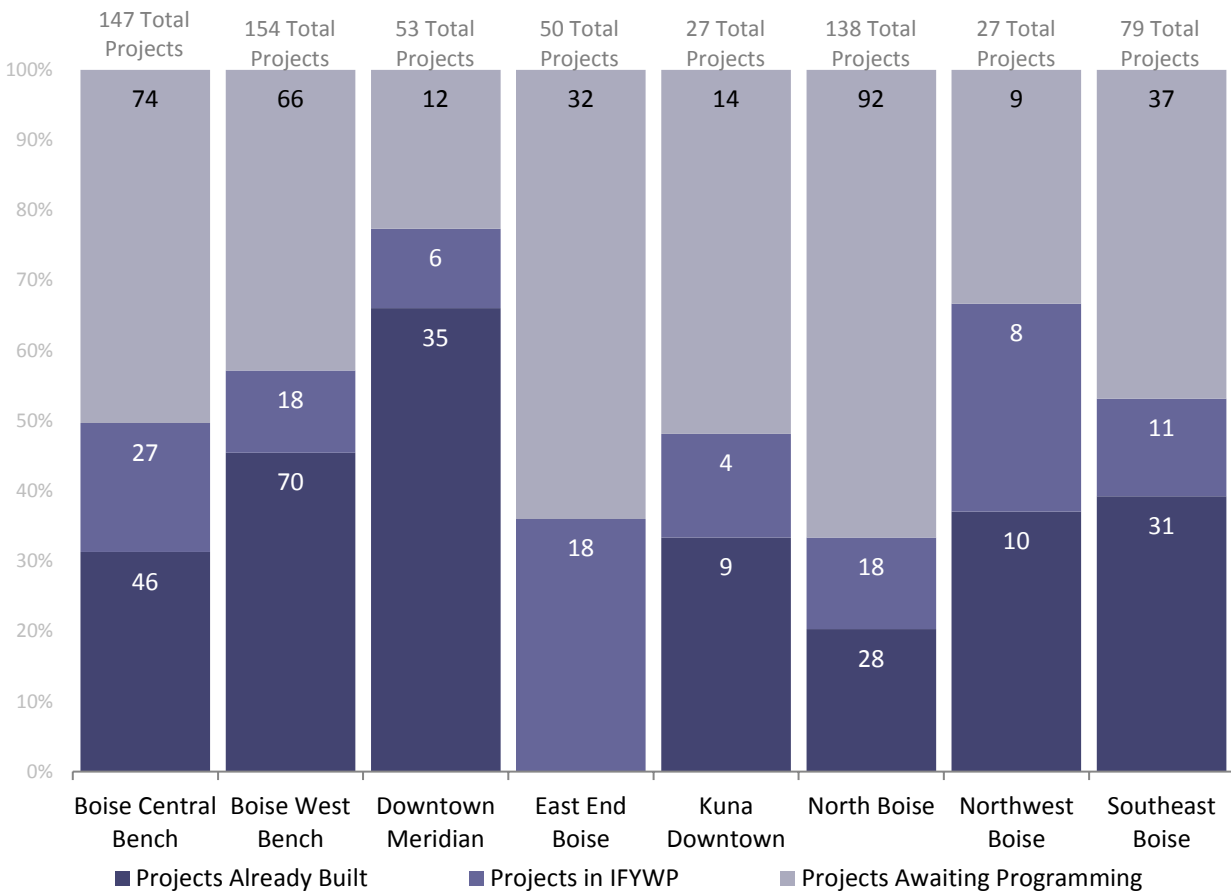
NEIGHBORHOOD PEDESTRIAN AND BICYCLE PLANS

Since 2012, ACHD has adopted 8 neighborhood pedestrian and bicycle plans. These plans, an outgrowth of ACHD’s ADA Transition Plan and Bicycle Master Plan, identify active transportation projects important to the neighbors who live there. While there is no time horizon on when the projects identified in these plans will be built, ACHD seeks to make constant and continual progress towards completion. As of the end of FY2018, 229 out of 675 projects identified in these plans will be built or under construction.

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

- Star Neighborhood Plan (Underway)
- Southwest Boise Neighborhood Plan (Underway)
- Eagle Neighborhood Plan (2019)
- West End Boise Neighborhood Plan (2019)
- Garden City Neighborhood Plan (2020)
- Meridian Schools Neighborhood Plan (2020)

PROGRESS TOWARDS IMPLEMENTING NEIGHBORHOOD PLANS



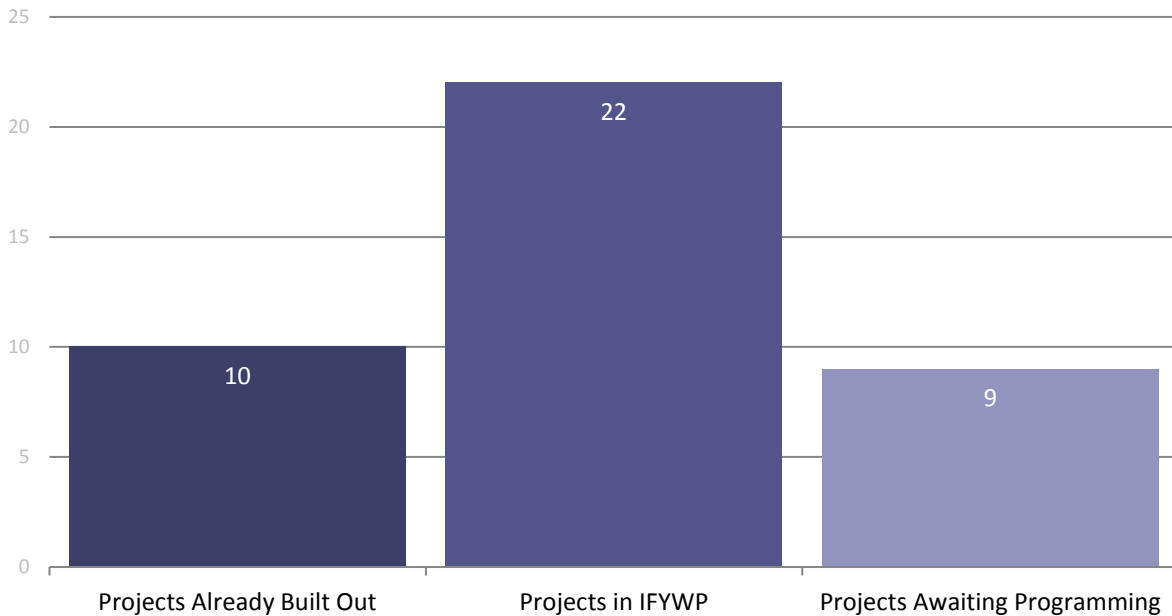
CONGESTION MANAGEMENT

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

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

The chart below gives a status of roadway segments and intersections currently deemed LOS F and how they correspond to projects planned within this IFYWP. As you will note, some road segments and intersections are currently LOS F, but they are not identified in the IFYWP. These projects are not programmed due to lack of available funding and/or the roadway has reached its desired buildout for the land use context.

CONSTRUCTION STATUS OF LOS F INTERSECTIONS AND ROAD SEGMENTS

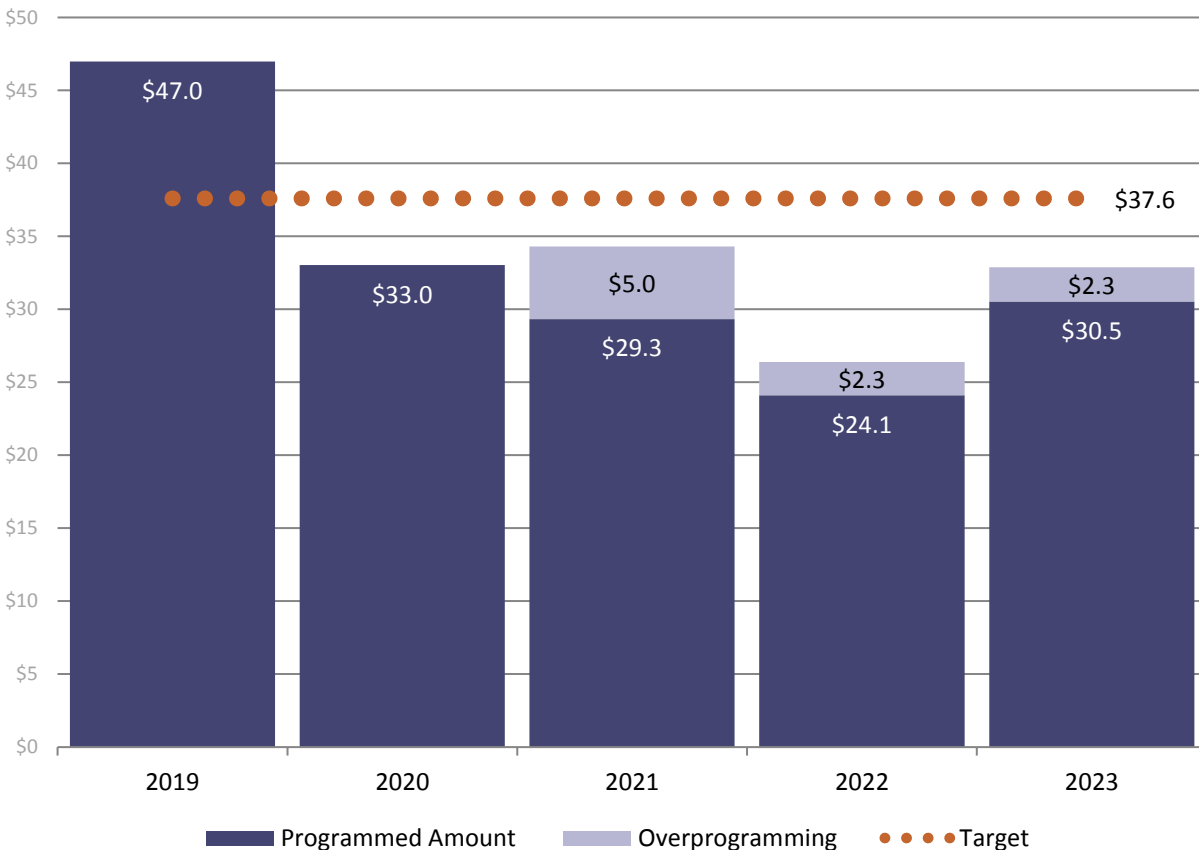


2016 CAPITAL IMPROVEMENT PLAN

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

The 2016 CIP identified the projects for which impact fees and general fund revenue could reasonably be expected. On average, ACHD would need to expend \$37.6 million per year over the next 20 years on road and intersection enhancements in order to fully implement the 2016 CIP. The chart below shows programmed expenditures over the life of this IFYWP against that target. Based on currently expected revenue, ACHD would be \$24.0 million short over the five years of the IFYWP in fully funding CIP identified projects. Of note, the funding above target in 2019 is due to the use of emergency funds for the construction of the Cloverdale Rd overpass and widening project (I-84 to Franklin Rd) and a large federally funded intersection project (State and Collister). Limited over programming (programmed expenses above identified revenue) in years 3 – 5 of the plan is permitted to account for potential changes in the program as projects move towards construction.

AVAILABLE FUNDING IN THE IFYWP TOWARDS IMPLEMENTING THE CIP



PRIORITY CORRIDORS

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

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

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



FUNDING THE STRATEGIC PLAN

ACHD seeks outside funding to augment the District’s ability meet the goals outlined in the Strategic Plan. Additionally, ACHD is committed to use the funding it is granted by the taxpayers to accomplish as many needs as is possible each budget year. For more information on ACHD’s funding sources, see the adopted FY2019 budget at http://www.achdidaho.org/Departments/ChiefOstaff/Budget19_20InitialDraft.aspx.

SHELF PROJECT STRATEGY

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

The following list of projects contains the identified shelf projects within the 2019-2023 IFYWP. The priority ranking demonstrates the order in which projects would be accelerated dependent on the amount of funds that may be available. The year shown indicates the year the project construction could move into if funds are available.

Fiscal Year	Annual Priority	Shelf Project	CN Estimate	Yearly Shelf Total
2019	1	Roosevelt St, Rose Hill St / Emerald St	\$1,132,000	\$1,943,000
	2	Holcomb Rd, Mimosa Way / Amity Rd	\$138,000	
	3	Victory Rd and Standing Timber Ave Pedestrian Crossing	\$143,000	
	4	Phillippi St, Malad St / Targee St	\$530,000	
2020	1	US 20/26 (Chinden Blvd) and Locust Grove Rd (if ITD advances project)	\$1,700,000	\$10,089,000
	2	Cherry Ln and Meridian Library Pedestrian Crossing	\$205,000	
	3	Ten Mile Rd and Crenshaw St Pedestrian Crossing	\$170,000	
	4	Eagle Rd, Amity Rd / Victory Rd	\$4,477,000	
	5	Ten Mile Rd and Amity Rd	\$1,775,000	
	6	Phillippi St, Targee St / Overland Rd	\$778,000	
	7	Christine St, Northview St /Ustick Rd	\$984,000	
2021	1	Broadway Ave Traffic Signal Improvements	\$225,000	\$3,150,000
	2	Garden St, Franklin Rd / Bethel St47	\$844,000	
	3	38 th St, Bush Ave / Sunset Ave52	\$495,000	
	4	Hays St at 11 th St and 12 th St Pedestrian Crossings62	\$250,000	
	5	Bogart Ln, SH 44 (State St) / Sloan St92	\$218,000	
	6	US 20/26 (Chinden Blvd) and Curtis Rd	\$1,118,000	
2022	1	Linder Rd, Main St / Deer Flat Rd	\$1,412,000	\$1,412,000

EXTERNAL FUNDING PLAN

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

PRIMARY FOCUS PROJECTS

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

FEDERAL CAPITAL MAINTENANCE

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

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

Pavement Management Programming Target					
\$27,000,000 TO \$34,000,000 per year + 1% Annual System Growth Factor					
	FY2019	FY2020	FY2021	FY2022	FY2023
Operational Maintenance (ACHD Forces)	\$9,000,000	\$9,000,000	\$9,000,000	\$9,000,000	\$9,000,000
Federal Aid Capital Maintenance	\$8,925,000	\$8,650,000	\$8,129,000	\$8,628,000	\$8,462,000
Local Capital Maintenance	\$9,184,000	\$8,873,000	\$10,141,000	\$9,915,000	\$10,357,000
Total	\$27,109,000	\$26,523,000	\$27,270,000	\$27,543,000	\$27,819,000

¹ 2019 - 2023 funding need based on a Pavement Condition Index (PCI) of 85, and 0% Inflation and Interest rate for Arterials, Collectors and Residential.

PEDESTRIAN SAFETY IMPROVEMENTS

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

Project Name	Project Description	Estimated Project Cost	Local Match	Possible Funding Sources
Boise Ave and Linden St	Install a RRFB	\$162,000	\$12,000	Transportation Alternatives Program (TAP)
Broadway Ave and Boise Ave	Improve intersection and install an APS to assist students in Garfield Elementary School's visually impaired program	\$218,000	\$16,000	TAP
Vista Ave and Nez Perce St	Install a PHB	\$259,000	\$19,000	TAP
09 th St and Washington St	Install a RRFB	\$166,000	\$13,000	TAP
Hays St and 10 th St and 11 th St	Install a RRFB	\$321,000	\$24,000	TAP
Overland Rd and Phillippi St	Install a PHB	\$304,000	\$23,000	TAP
Maple Grove Rd and Edna St	Install a PHB	\$185,000	\$14,000	TAP
Warm Springs Ave and Straughan Ave	Install a RRFB	\$126,000	\$10,000	TAP

ADDITIONAL MAINTENANCE AND SAFETY PROJECTS

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

Project Name	Project Description	Estimated Project Cost	Local Match	Possible Funding Sources
Fairview Ave Bridges #2196 & #2197	Reconstruct the existing deficient bridges over the Boise River	\$8.4 Million	\$617,000 to \$3.4 Million	BUILD, Federal Bridge Program and FASTLANE Grant
Replace Bridges That Create Flood Hazards	Reconstruct obsolete bridge with design that eliminates 100-year flooding hazard created by existing bridge	\$500,000 to \$2.0 Million	\$125,000 to \$500,000	FEMA Pre-disaster Mitigation and Hazard Mitigation Grant Program
Replace Non-compliant Curb Ramps at Joint ACHD-ITD Intersections	Bring non-compliant curb cuts up to ADA standards where ACHD sidewalks intersect ITD routes	\$60,000	\$0	Idaho Americans with Disabilities Act Curb Ramp Program

Swan Falls Rd Shoulder Widening	To improve safety, add 5-foot shoulders to 11.5 miles of Swan Falls Road, and make safety improvements to curves and utility pole locations	\$4,500,000	\$331,000	Federal Land Access Program (FLAP) and Local Highway Safety Improvement Program (LHSIP)
Min Roundabout Pilot Project	To improve safety, convert the Rose Hill St/Owyhee St intersection; currently stop controlled for Owyhee St only, to a mini roundabout	\$300,000	\$22,000	Local Highway Safety Improvement Program (LHSIP)
Orchard St and Clark St	To improve safety, widen intersection to add left turn lane on Orchard St for vehicles turning onto Clark St	\$500,000	\$37,000	Local Highway Safety Improvement Program (LHSIP)
Five Mile Rd, Overland Rd / Franklin Rd	Working with ITD, reconstruct the existing bridge over Interstate 84 and widen adjacent legs of Five Mile Rd to five lanes	\$15,000,000	\$1,100,000	BUILD Grant, Strategic Initiatives
Joint NEPA Study	Conduct a NEPA study for a future joint bridge or road improvement project in coordination with an ACHD partner	\$250,000	\$10,000 or 50% of match	BUILD Grant
ACHD Project Maintenance	Apply for State funding to offset required roadway maintenance included as part of ACHD planned projects	Two grants up to \$1,000,000 each	No required match	Local Strategic Initiatives Grant

PROACTIVELY ADDRESSING ENVIRONMENTAL REGULATIONS

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

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

Project Name	Project Description	Estimated Project Cost	Local Match	Possible Funding Sources
Asset Management System	Purchase asset management software to address inventory, maintenance, and inspection-related NPDES permit requirements.	\$100,000 to \$1,000,000	As required	EPA
GSI Technical Assistance Grant	Technical assistance to develop a GSI Maintenance and Operations plan for the operation and maintenance of ACHD's green infrastructure	\$50,000	As required	EPA's Technical Assistance Services for Communities program

GSI Infrastructure Supportive Curriculum	To increase the number of qualified contractors with qualified staff, jointly develop with College of Western Idaho (CWI) a certified horticulture curriculum focused on the maintenance of stormwater facilities.	\$50,000	Min. \$4,000	EPA Urban Waters Small Grant
GSI Infrastructure Projects	Fund permeable paver retrofit of alleys in downtown Boise with cost-share from city	\$125,000	As required with City cost-share	Federal source
GSI Infrastructure Projects	Fund permeable paver retrofit of alleys adjacent to Meridian Community Center with cost-share from city	\$50,000	As required with City cost-share	Federal source
GSI Infrastructure Projects	Fund retrofit of stormwater system in Main/Fairview corridor with cost-share from city. Projects may include permeable alley, bioretention planters and tree planter	\$150,000	As required with City cost-share	Federal source
GSI and Air Quality Mitigation Demonstration Project	Plant trees in identified locations to reduce stormwater impacts and improve regional air quality.	\$250,000	As required	Idaho Department of Lands
Supporting Idaho Forrest Action Plan	Pilot project to investigate processing and use of organic materials collected by ACHD street sweeping operations thereby eliminating this as a waste product. Funds will purchase necessary equipment	\$100,000	\$10,000	Idaho Department of Lands
Replace or Upgrade Old Diesel Engines	Replace existing construction equipment's diesel motor with new clean diesel motor.	\$10,000 to \$50,000	As required	EPA and STP-TMA

SECONDARY FOCUS PROJECTS

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

Project Name	Project Description	Estimated Project Cost	Local Match	Possible Funding Sources
Orchard St, Gowen Rd / I-84 On-Ramp	Realign and widen to five lanes Orchard St from Gowen Rd to I-84.	\$5.4 million	\$1.0 million to 2.2 million	BUILD and FASTLANE grants

ACHD-ITD Joint Intersections	Partner with ITD to improve the ACHD portion of intersections with State Highway projects	\$500,000 to \$10.0 million	\$19,000 to \$2.0 million	BUILD, STP-TMA and FASTLANE grants
Maintaining Power in an Emergency	Purchase necessary stand-by power systems for both Adams Street and Cloverdale Road facilities	\$235,000	\$59,000	Homeland Security Grant (HSGP), State Homeland Security (SHSP), Urban Areas Security Initiative (UASIP) and Emergency Management Performance Grants (EMPG)
Sidewalk Gaps	Fill sidewalk gaps in existing ACHD system	\$150,000	\$11,000	TAP
Implement Regional Low-Stress Bike Routes	Seek funding to implement Bike Master Plan projects	\$25,000 to \$500,000	\$0 to \$37,000	TAP
New Bike and Pedestrian Facility Evaluation	Conduct study to evaluate the effectiveness of bike and pedestrian plans to integrate new facilities into the existing system	\$25,000	As required	COMPASS Planning Grant
Kuna-Mora Rd Rail Crossing Improvement	To eliminate full stop on freight route, rebuild approximately 400' of Kuna-Mora Road, as necessary, to eliminate uneven pavement profile at rail crossing.	\$350,000	\$26,000	STP-Rural
Bluetooth Information Stations	Deploy a series of travel time information collection stations on selected arterials and intersections around Ada County to provide improved travel speed and congestion data to better inform decisions	\$200,000	\$15,000	FHWA Program
Wireless CCTV and Signal Interconnect	Install wireless radio links to 20 intersections to interconnect signals and install remote CCTV camera link	\$150,000	\$11,000	FHWA Program
Arterial Dynamic Message Signs	Install four (4) arterial Dynamic Message Signs on major arterials to freeway interchanges	\$300,000	\$22,000	FHWA Program
Purchase 13-Passenger Vans and Minivans	For Commuteride fleet, purchase thirteen-seat vans and minivans to replace vehicles according to vehicle replacement schedule	Varies per year	7.34% to 20% match	FTA 5307 Urbanized Area Formula, FTA 5339 or STP-TMA
Park and Ride Site Development	Develop and construct park and ride site in Kuna to support Commuteride program	\$740,000	\$55,000 to \$148,000	FTA or STP-TMA