

ADA COUNTY HIGHWAY DISTRICT



2020-2024 • INTEGRATED
Five-Year Work Plan

INTEGRATED FIVE-YEAR WORK PLAN

FISCAL YEAR 2020 – 2024

ADOPTED SEPTEMBER 25, 2019

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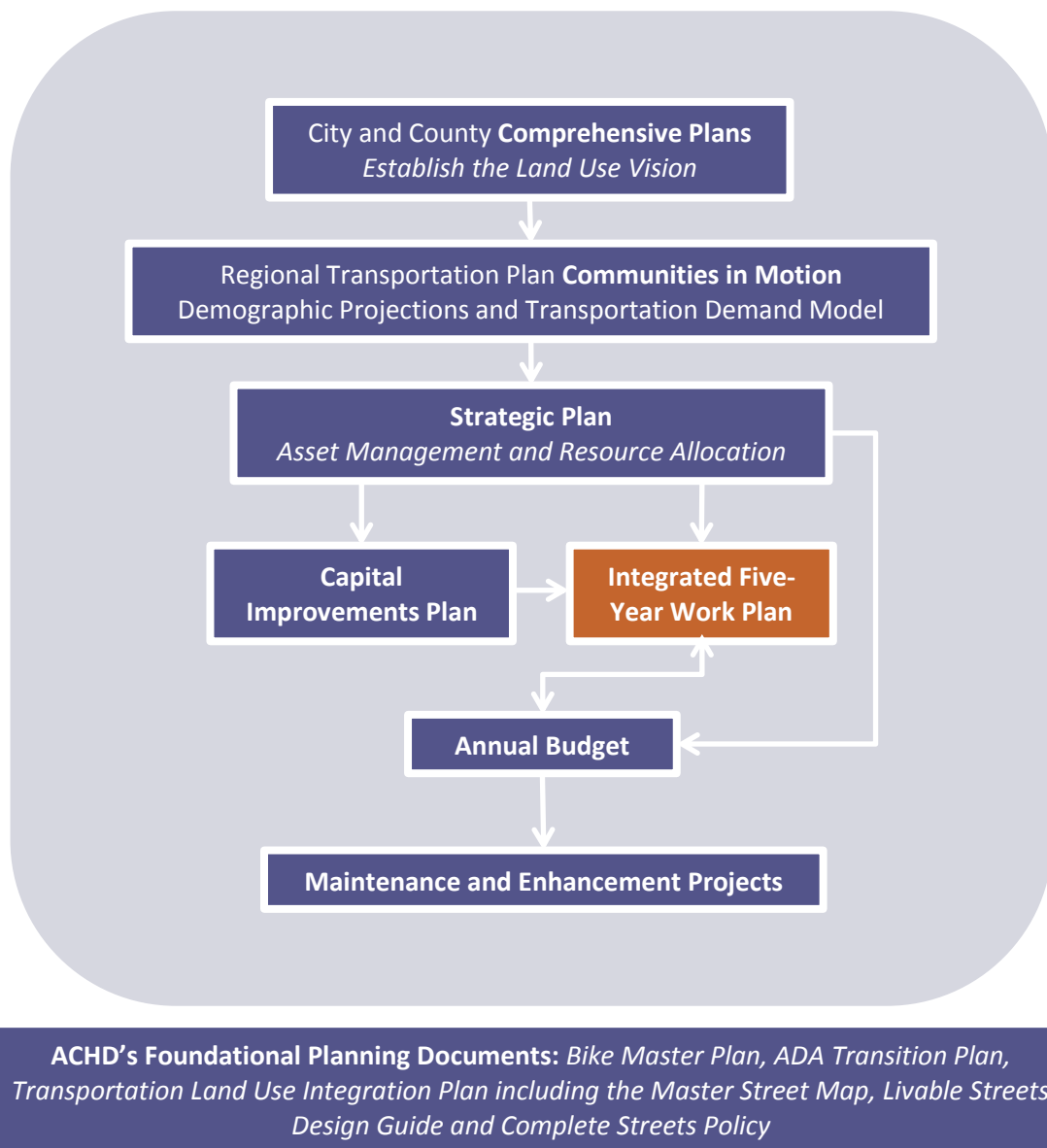
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INTRODUCTION

The 2020-2024 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 2020 Budget, adopted on August 21, 2019. 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 enhancements 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 2020-2024 IFYWP continues ACHD's commitment to an "integrated" approach to planning and programming while maintaining fiscal responsibility in all its programming decisions. In 2018, the Commission recognized a need for additional funding in order to meet the investment levels required to fully implement ACHD plans over the next 20 years. As a result, the Commission placed an initiative to raise the Vehicle Registration Fee in Ada County on the November 2018 ballot. This initiative was not approved by the voters of Ada County and additional funding is not available.

In recognition of ACHD's funding obligations, the Commission approved a revised Capital Allocation Methodology in May 2019. This methodology places as its top priority meeting the financial obligations of the District. Once these have been met, the Commission continues to keep its primary focus on providing for the safety and maintenance of the transportation system, followed by system enhancements as a secondary focus. A summary of these priorities is found below.

1

MEET ACHD'S PROGRAMMING OBLIGATIONS

- Ensure compliance with applicable federal laws (Americans with Disabilities Act & Environmental Regulations)
- 2008 Vehicle Registration Fee ballot commitments – Safe routes to school & congestion relief
- Match Impact Fee collections with required general funds

2

PRIMARY FOCUS – SAFETY & MAINTENANCE

- Signals, Crossings, and Safety Projects with documented needs
- Asset Management – Capital Maintenance & Bridges (Minor & Major if reserves available)

3

SECONDARY FOCUS – SYSTEM ENHANCEMENTS

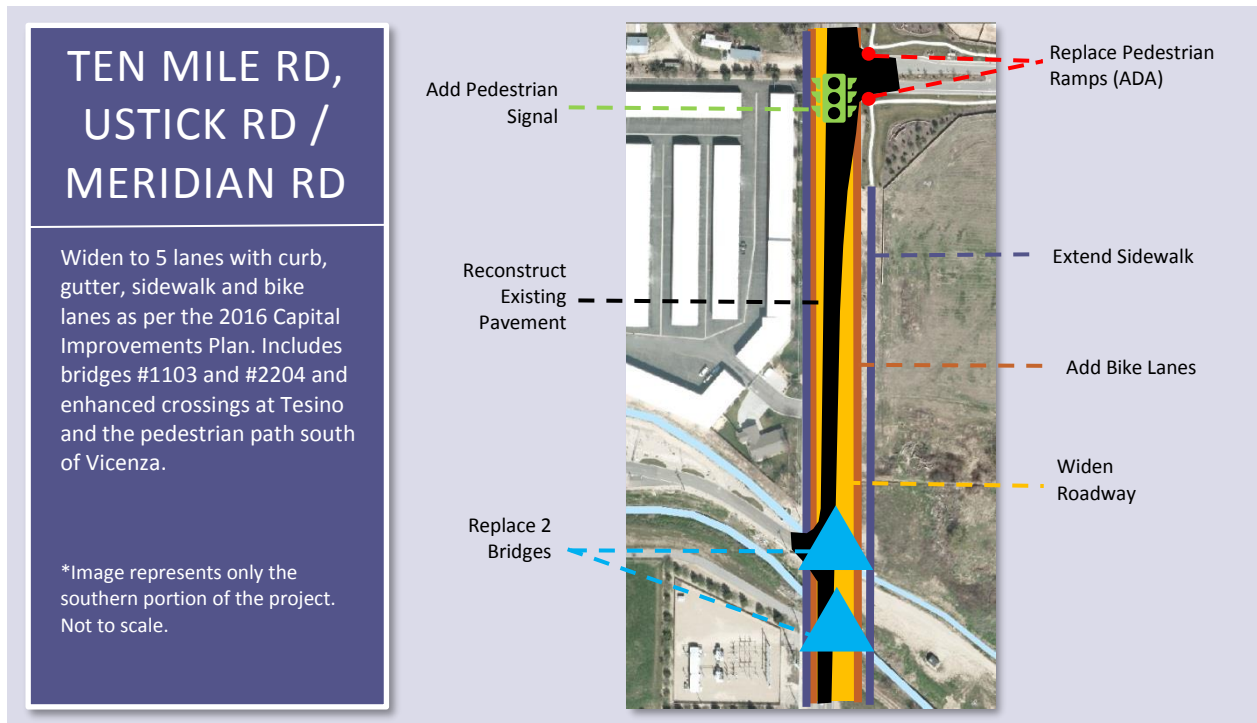
- Neighborhood Plan & Bike Master Plan projects not funded by VRF
- Non-Impact Fee Eligible Capital Improvement Plan Projects

The IFYWP is organized around ACHD's commitment to these priorities. The introductory section of the IFYWP provides a status report on our efforts to implement the Strategic Plan, including the revised allocation methodology. 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.

A BALANCED TRANSPORTATION SYSTEM

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. ACHD has updated its Americans with Disability Act Transition Plan, its Bike Master Plan and continues to develop neighborhood bike and pedestrian plans 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.

This IFYWP demonstrates the impact of this action. Below is an example from one project within the IFYWP and its complete streets implementation approach. By looking at projects with this holistic approach, ACHD can effectively invest in the communities and lives of the public it serves.



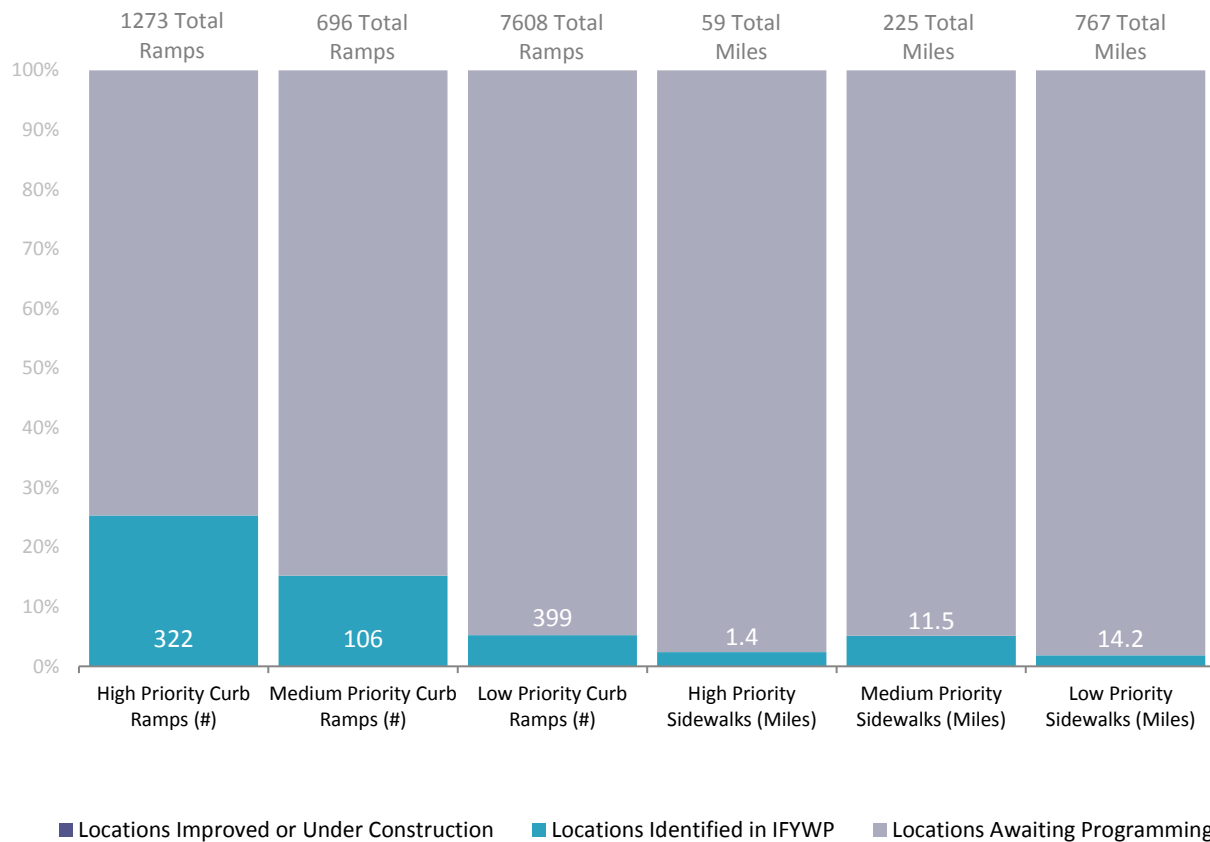
IMPLEMENTATING THE STRATEGIC PLAN

MEETING ACHD'S PROGRAMMING OBLIGATIONS

AMERICANS WITH DISABILITY ACT TRANSITION PLAN IMPLEMENTATION

In 2019, ACHD adopted an update to its Americans with Disabilities Act (ADA) Transition Plan. The ACHD ADA Self-Evaluation and Transition Plan provides a framework for the continuous improvement of Ada County Highway District's programs and facilities for people with disabilities. The Plan is intended to be a living document that is regularly updated as programs and services change, as barriers are removed, and new facilities come under ownership or control of ACHD. The Plan outlines a strategy for ACHD to progress toward compliance with the ADA, enacted on July 26, 1990, identifying physical barriers for persons with disabilities and a schedule to remove those barriers over time. The following is a summary of the pedestrian ramps and sidewalks identified as being non-compliant as part of the Update and those programmed to be brought into compliance in the FY2020-2024 IFYWP. In future years, the IFYWP will also show the number of locations brought into compliance.

PROGRESS TOWARDS IMPLEMENTATION



2008 VEHICLE REGISTRATION FEE BALLOT COMMITMENTS - SAFE ROUTES TO SCHOOLS

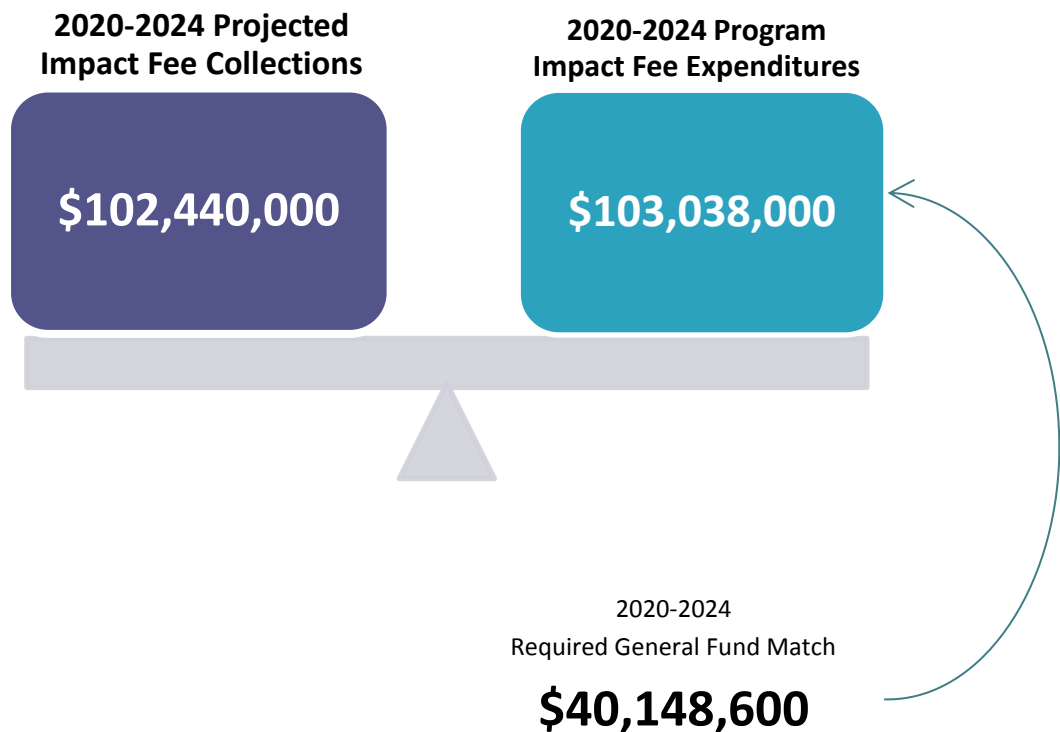
ACHD's efforts to provide safe routes to schools are focused on ensuring appropriate facilities exist to allow for children and adolescents to access their educational opportunities using active transportation modes. In 2008, the citizens of Ada County approved an increase in vehicle registration fees with the commitment that half of that increase would be dedicated toward providing safe routes to schools. ACHD is committed to fulfilling its commitment. Since that time, ACHD has completed 123 projects and has an additional 46 identified in the IFYWP.



MATCH IMPACT FEE COLLECTIONS WITH REQUIRED GENERAL FUNDS

The collection of impact fees on new development is ACHD's primary funding source for addressing the impact of the region's growth on the transportation system. These funds are only available to be spent on items deemed impact fee eligible through State Code and ACHD's Impact Fee Ordinance. The impact fee eligible items as per these guiding documents include road and intersection widening, right-of-way acquisition, and storm drain facilities.

Many items deemed part of creating a complete street network are deemed not eligible for the use of impact fees. These include sidewalks and pedestrian crossings, reconstruction of existing vehicle lanes, bike facilities, and landscaping. These items must be funded using ACHD's other sources of funding outside of impact fees. Ensuring adequate funding to cover these items is an essential part of ACHD's mandate to ensure proper use of all available impact fee collections. In recognition of this, the IFYWP includes programming of all projected impact fee collections with the required match from other funding sources.





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 (82 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% (220 out of 221)
 - Bridges 5' to 20' - 99.3% (564 out of 568)



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
 - 99.99% In-Service Rate
 - IFYWP Safety and Accessibility Projects - 1 traffic calming project, 4 accessible pedestrian signal projects, 1 intersection improvement and 2 railroad crossing projects.

ACHD'S SECONDARY FOCUS AREA – SYSTEM ENHANCEMENTS

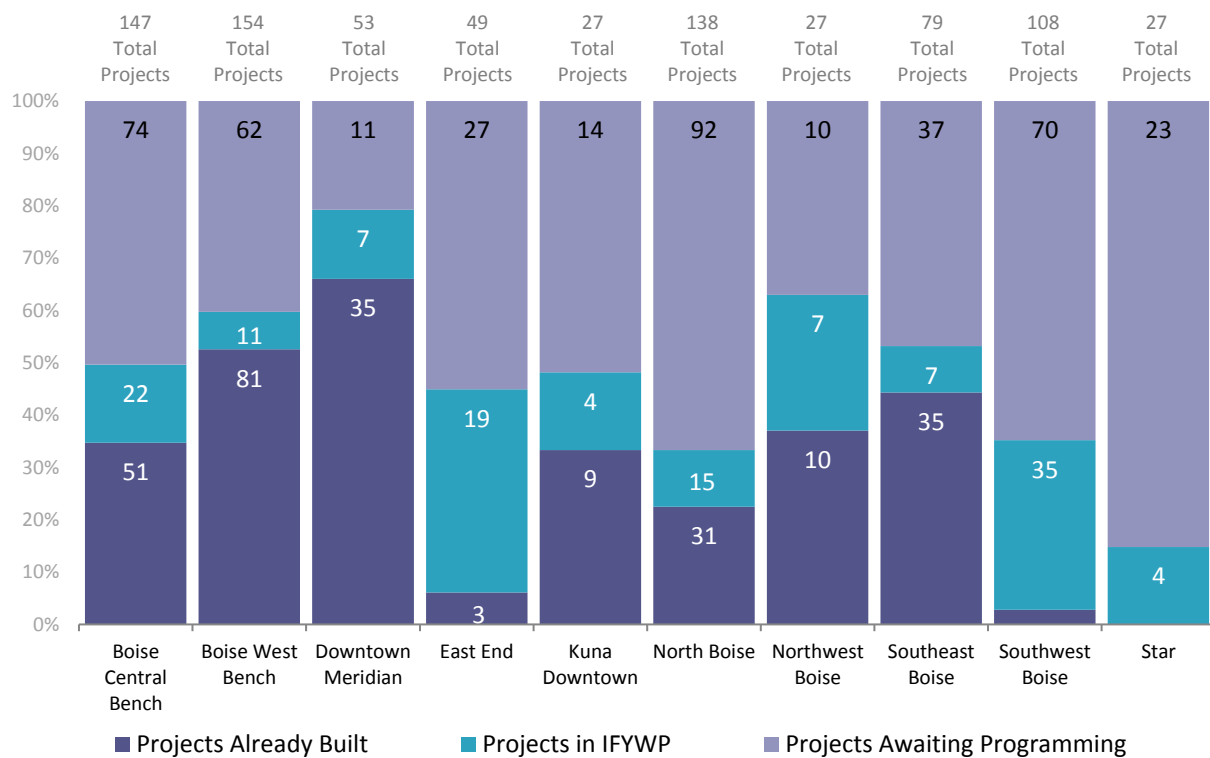
NEIGHBORHOOD PEDESTRIAN AND BICYCLE PLANS

Since 2012, ACHD has adopted 10 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 FY2019, 258 out of 809 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:

- Eagle Neighborhood Plan (Underway)
- Whitewater Park+VMP Boise Neighborhood Plan (Underway) – *This is a subset of the North Boise Neighborhood Plan and projects will be incorporated into that Plan after adoption.*
- Garden City Neighborhood Plan (2020)
- North Meridian Neighborhood Plan (2020)
- South Meridian Neighborhood Plan (2021)
- Kuna Neighborhood Plan (2021)

PROGRESS TOWARDS IMPLEMENTING NEIGHBORHOOD PLANS



BIKE MASTER PLAN

In 2018, ACHD adopted an addendum to its 2009 Roadways to Bikeways Bike Master Plan. This addendum incorporated new facility types that have come into use since 2009 and established a matrix to determine the level of bicycle facility to use based on traffic volumes and posted speed limits. Additionally, this plan identified a network of low-stress bikeways to be implemented through the IFYWP that would provide an alternative to the arterial bike facility network. The addendum also updated the planned facilities map (arterial and low-stress) to reflect the information provided using the new matrix. Buildout of this network is being audited at this time. A summary of the buildout of the network will be shown in future updates to the IFYWP.

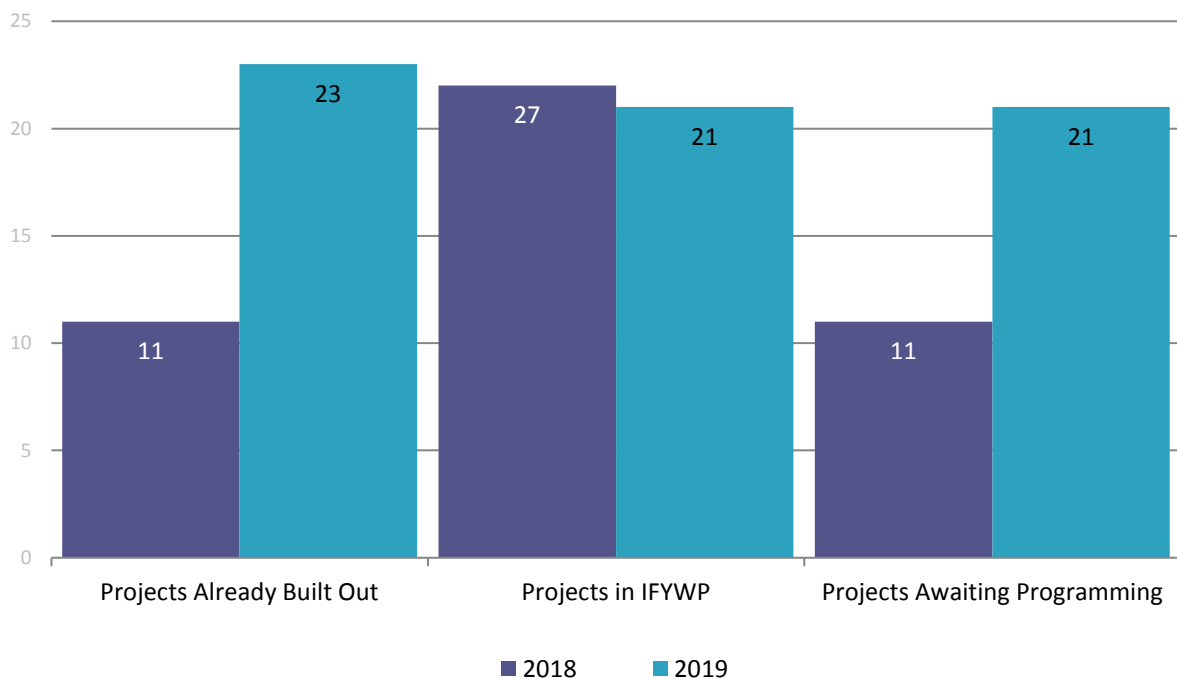
CONGESTION MANAGEMENT

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.

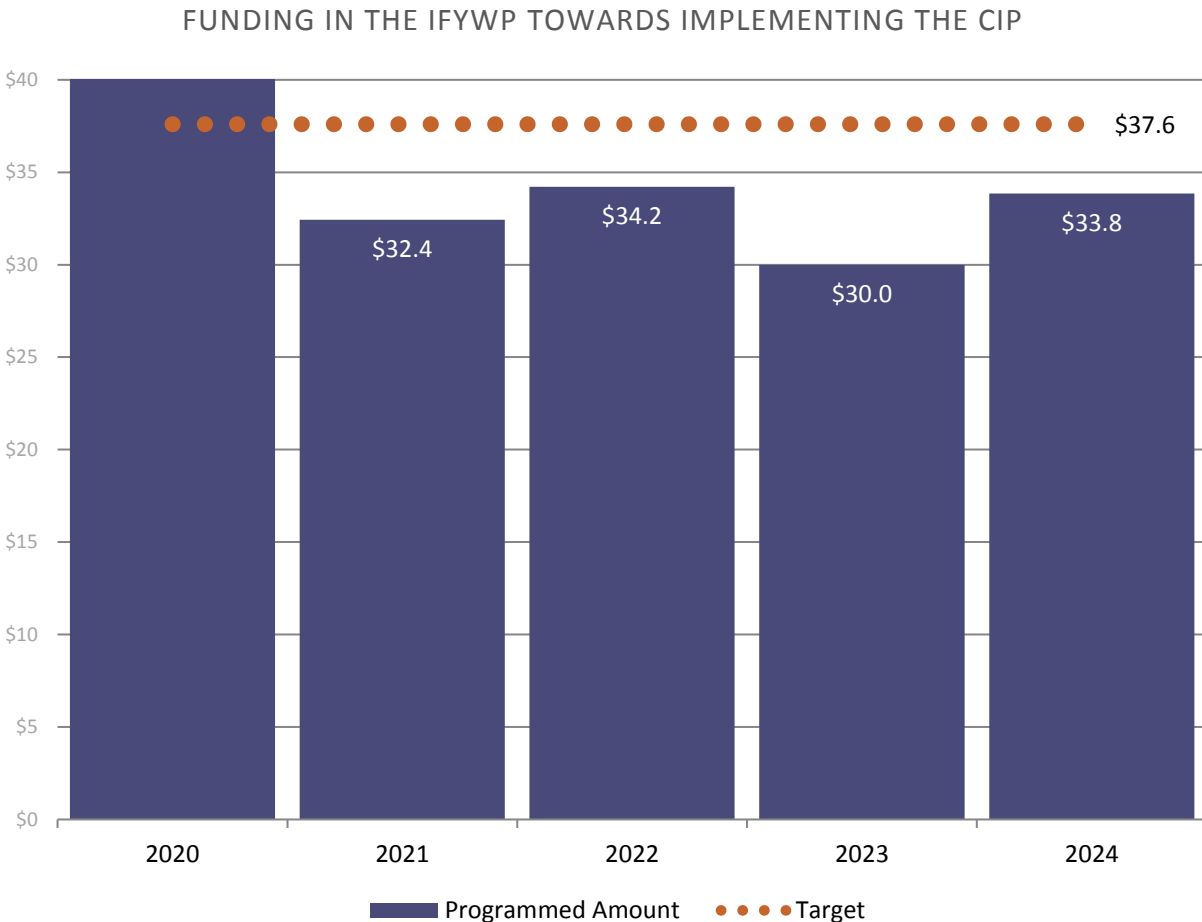
CONSTRUCTION STATUS OF LOS F INTERSECTIONS AND ROAD SEGMENTS



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 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 \$51 million short over the life of the IFYWP in fully funding CIP identified projects.



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 identified priority corridors and their current status of completion.

Cloverdale Rd, Overland Rd / Chinden Blvd	<ul style="list-style-type: none"> •4 Intersections - All Complete •5 Roadway Segments - All Complete 	★
Cloverdale Rd, Lake Hazel Rd / Overland Rd	<ul style="list-style-type: none"> •4 Intersections - 1 Complete, 2 Programmed, 1 Unfunded •3 Roadway Segments - 1 Programmed, 2 Unfunded 	
Eagle Rd, Lake Hazel Rd / Victory Rd	<ul style="list-style-type: none"> •2 Intersections - 2 Programmed •2 Roadway Segments - 2 Programmed 	
Fairview Ave, Linder Rd / Orchard St	<ul style="list-style-type: none"> •8 Intersections - 7 Complete, 1 Programmed •9 Roadway Segments - On Hold Per Commission Direction 	
Franklin Rd, Black Cat Rd / Cole Rd	<ul style="list-style-type: none"> •10 Intersection - All Complete •9 Roadway Segments - All Complete 	★
Lake Hazel Rd, Eagle Rd / Orchard St Extension	<ul style="list-style-type: none"> •5 Intersections - 1 Complete, 4 Programmed •5 Roadway Segments - 1 Complete, 4 Programmed 	
Linder Rd, Ustick Rd / Floating Feather Rd	<ul style="list-style-type: none"> •5 Intersections - 4 Complete, 1 Programmed •6 Roadway Segments - 2 Complete, 2 Programmed, 2 Unfunded 	
Locust Grove Rd, Victory Rd / Ustick Rd	<ul style="list-style-type: none"> •5 Intersections - 3 Complete, 2 Programmed •4 Roadway Segments - 2 Complete, 1 Programmed, 1 Unfunded 	
Maple Grove Rd, Lake Hazel Rd / Overland Rd	<ul style="list-style-type: none"> •3 Intersections - 3 Programmed •3 Roadway Segments - 2 Programmed, 1 Unfunded 	
Orchard St, Lake Hazel Rd Extension / I-84	<ul style="list-style-type: none"> •1 Intersections - 1 Programmed •2 Roadway Segments - 1 Complete, 1 Programmed 	
State St, Glenwood St / 27th St	<ul style="list-style-type: none"> •4 Intersections - 2 Complete, 2 Programmed •4 Roadway Segments - 4 Programmed 	
Ten Mile Rd, Overland Rd / Chinden Blvd	<ul style="list-style-type: none"> •5 Intersections - All Complete •5 Roadway Segments - 1 Programmed, 1 Unfunded 	
Ten Mile Rd, Deer Flat Rd / Overland Rd	<ul style="list-style-type: none"> •6 Intersections - 6 Programmed •6 Roadway Segments - 1 Programmed, 5 Unfunded 	

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 most 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.**

FEDERAL CAPITAL MAINTENANCE

ACHD currently receives Surface Transportation Block Grant Program Transportation Management Area (STP-TMA) funding for qualified, capital maintenance work on Federal-aid Highway System Arterial and Collector roadways. 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 seals. 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					
	FY2020	FY2021	FY2022	FY2023	FY2024
Operational Maintenance (ACHD Forces)	\$9,530,000	\$9,626,000	\$9,723,000	\$9,821,000	\$9,920,000
Federal Aid Capital Maintenance	\$10,414,500	\$8,199,000	\$8,857,000	\$8,659,000	\$8,346,000
Local Capital Maintenance	\$7,343,000	\$9,165,000	\$9,013,000	\$9,288,000	\$9,830,000
Total	\$27,287,500	\$26,990,000	\$27,593,000	\$27,768,000	\$28,096,000

BICYCLE AND PEDESTRIAN IMPROVEMENTS

Arterial roadways, with their higher traffic volumes require added consideration to safely accommodate bikes and pedestrians. These projects will install as appropriate, low-stress bike route alternatives, enhanced pedestrian crossings on arterial roadways, and fill sidewalk gaps. 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
Vista Ave and Nez Perce St	Install a PHB	\$259,000	\$19,000	Transportation Alternatives (TA)
Hays St and 10 th St and 11 th St	Install a RRFB	\$321,000	\$24,000	TA
Overland Rd and Phillippi St	Install a PHB	\$304,000	\$23,000	TA
11 th St Maintenance and Bikeway, State/Heron	Complete roadway maintenance on 11 th St from Fort to Heron and implement the 11 th St Bikeway Concept	\$1,043,000	77,000	TA
Cassia St Bikeway and Pedestrian Improvements	Improve Cassia St as a bikeway from Franklin to Kootenai. Includes pavement rehab, sidewalk, pedestrian bridge and enhanced pedestrian crossings	\$3,186,000	\$234,000	TA
Kootenai St Traffic Calming, Orchard/Vista	Implement components of the Kootenai St Traffic Calming Concept Study	\$1,477,000	\$109,000	TA

ADDITIONAL MAINTENANCE AND SAFETY PROJECTS

The following is a list of additional maintenance and safety projects that staff will seek outside funding for:

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, Building Resilient Infrastructure and Communities (BRIC)
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
Mini Roundabout Pilot Project	To improve safety, convert the Rose Hill St/Owyhee St intersection; currently stop controlled for Owyhee St only, to a mini roundabout	\$300,000	\$22,000	Local Highway Safety Improvement Program (LHSIP)
Orchard St and Clark St	To improve safety, widen segment of Orchard to five lanes to accommodate left turn lane on Orchard St for vehicles turning onto Clark St	\$500,000	\$37,000	LHSIP
Bike Lane Gap - Americana and 15 th Street	To improve safety, at intersection of 15 th Street, widen Americana Boulevard roadway to the north to accommodate for consistent 5' bike lanes	\$231,000	\$17,000	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, less ITD's portion	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 half of match	BUILD Grant
ACHD Enhanced Maintenance Project	Apply for State funding to offset required roadway maintenance project that includes significant Complete Streets elements 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, staff will look for opportunities to improve ACHD operations with proven green technologies.

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

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

ENHANCEMENT PROJECTS

The following is a list of potential enhancement 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
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 within Ada County to support the Commuteride program. Illustrative project would be parking lot with 50 to 75 parking spaces, located at 2nd Street and North Ave. B, in Kuna	\$1,000,000	\$74,000 to \$200,000	FTA or STP-TMA