

## XI. IMPLEMENTATION AND FUNDING

Implementation of the State Highway 97 Corridor Study/Route Development Plan will be on a long-term basis, as either new development constructs traffic mitigation projects, or as public funds become available. Due to increasing and competing needs for project funding and diminishing public funds, this plan offers another approach to supplement traditional funding sources. As other funding sources may become available, opportunistic strategies will be developed to by the agencies to seek sources for funds. Development pressures have increased dramatically over the past years and while the current economy may be a bump in the road, development of recreational properties (especially destination type residential resorts in highly desirable areas) are likely to continue to grow.

In any case, timing is the usual determinant regarding whether development occurs at an unprecedented rate or slows to reflect current market conditions. This plan provides a list of projects, which can be implemented regardless of how large a planned development is, improvements can be tied to project phasing, or can be assessed to individual homes and businesses as they develop within the study area. Regardless, roadway improvements always becomes the central core of development issues and are most easily implemented as a condition of approval or as part of the project.

Improvement projects have been broken down into small projects over each milepost of State Highway 97 and the Corridor Alternate Routes. By dividing projects into smaller packages, it should be easier to get small projects constructed or bundled together to provide for local match funds to leverage public funds. Ultimately, more roadway improvements may have to be funded by the private sector, since the availability of public funds is competitive or have been eliminated in favor of larger projects.

It is intended that the transportation improvements will be funded through a combination of local agency funding, ITD funding in conjunction with State facility improvements, and by the private sector providing infrastructure improvements as a direct result of development or project related impacts. The local agencies each have an annual Capital Improvement and Maintenance Program; however, additional funding for capacity improvements will be needed to fully implement the program.

The SH 97 Corridor Study identifies *planning level cost estimates* for each of the improvements identified and evaluated. The planning level cost estimates were based on the 2007 ITD construction costs and include preliminary costs of any necessary highway improvements, connecting roadways, bicycle/pedestrian system improvements, and traffic control devices. Future funding of improvements does not include cost escalation, right of way, or contingencies and should be updated prior to seeking any public funding.

Cost estimates for providing a ferry alternative to the SH 97 improvement alternatives requires additional funding support for both capital and operating systems. By providing a public transit alternative, other funding sources such as the Federal Transit Administration could be used to fund system improvements. However, these funds are also competitive or require an earmark at the federal level.

For new trips in the transportation system, the proportionate cost share of the improvements within reasonable proximity of the development (as determined by the agencies and project trip distribution) should be assessed back to private development as traffic impact mitigation in addition to frontage improvements. The scale of proportionality would be a function of the scope and extents of the Traffic Impact Study as determined by the agencies. The capacity of the highway for additional dwelling units or equivalents is the controlling factor in meeting Level of Service thresholds.

Ultimately, the total cost of improvements in the SH 97 Corridor is greater than can be funded from development impact fees or what could be competitively secured through public funding. The roadway improvements as identified at \$32,627,350 for the SH 97 Corridor and \$15,276,500 for the Alternate Routes (excluding the ferry alternative costs) reflect the level of improvements that would upgrade the existing conditions of the roadways, but not significantly increase capacity in the Corridor. Given the cost of improvements and the available roadway capacity in the corridor, fees in the amount of \$21,290 would need to be collected for each single-family dwelling unit equivalent up to 2,250 new dwelling units. This cost would be prohibitive for private development and would not likely be collected.

In order to secure a continued funding stream for roadway improvements, the projects would need to be competitive in terms of priority for safety and traffic issues for both State and Federal funds. These improvements would compete for funds for Idaho Transportation Department District 1 projects as well as Alternate Route Improvements for East Side Highway District funds. Since the roadway is a relatively low traffic volume, and is not a major state highway serving interstate traffic or within an urban area, projects seeking funding would not likely be competitive with other higher priority projects. The fact that the SH 97 accident rate is high does provide some leverage in obtaining funds and should be pursued.

As the area continues to grow, updates of the Plan will be necessary to reflect revised existing and future conditions and to be flexible to adjust to changes in land use development patterns. At a minimum, the Plan should be updated at five years intervals to be consistent with current local trends. This update will also allow for changes in regional priorities and allow communities to focus on current needs and deficiencies.