

**Organization Completing Application:**

Please include organization name and mailing address.

Ada County Highway District (ACHD)  
3775 Adams St  
Garden City, ID 83714

**Contact person(s) in organization including email address and phone number:**

Include any Washington, DC representatives.

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**Appropriations Bill/Subcommittee:** [Transportation/Treasury](#)

**Department (if applicable):** [Department of Transportation](#)

**Agency:** [Federal Highway Administration](#)

**Agency subdivision, program, account, activity, etc., through which this project would be funded:**

Please be specific; e.g.: Department: USDA; Agency: Forest Service; Program: Road and Trail Construction

Department: [Transportation](#)  
Agency: [Federal Highway Administration](#)  
Program: [Highway Construction](#)

**Project Name:** [Three Cities River Crossing](#)

**Priority Ranking (if applicable):**

If you are submitting more than one request, you must rank the requests in order of priority.

[First priority for roadway projects by Community Planning Association of Southwest Idaho \(COMPASS\), the local metropolitan planning organization.](#)

**Amount desired for project for FY 2008:** [\\$5,000,000](#)

**How will funds be used? (Be specific – e.g. planning and design, construction, salaries, research and development, etc.):**

[Right of way \(ROW\) acquisition.](#)

**Amount desired for project in future years (by year):**

FY 2009 - \$3,000,000 ROW and \$2,000,000 Design  
FY 2010 - \$5,000,000 Construction  
FY 2011 - \$5,000,000 Construction  
FY 2012 - \$5,000,000 Construction  
FY 2013 - \$5,000,000 Construction  
Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for  
Users (SAFETEA-LU) Reauthorization - \$7,000,000 Construction

**Total project cost: \$74 million (in 2006 dollars, not escalated for inflation)**

Including federal share and non-federal share.

**Total desired federal share (including previous years):**

E.g. \$500,000 in FY 2006, \$250,000 in FY 2007, \$250,000 in FY 2008 for a total of \$1million

FY 2002 Surface Transportation Program – Urban (STP-U) - \$20,000 (includes  
\$1,468 local match)  
FY 2003 STP-U - \$1,137,086 (includes \$83,462 local match)  
FY 2004 STP-U - \$350,000 (includes \$25,690 local match)  
FY 2005 STP-U - \$431,000 (includes \$31,635 local match)  
Preliminary Development (PD) STP-Transportation Management Area (TMA) -  
\$1,050,000 (includes \$77,070 local match)  
SAFETEA-LU Appropriation FY 2005 – FY 2009 - \$750,000/year for a total of  
\$3,750,000 (includes \$750,000 local match)  
Congressional Appropriations FY 2008 - \$5,000,000  
Congressional Appropriations Future Years - \$32,000,000

**Anticipated start date and finish date of project: Start: 2003; Finish: 2017**

**Bill / Report language required (if any): None**

Please keep language as short and concise as possible.

**Amount/policy included specifically for this item in the President's budget  
request for FY 2008: None**

**Federal funding history:**

E.g. \$100,000 in FY07, \$150,000 in FY06. (all amounts include local match)

\$20,000 STP-U FY 2002 for Environmental Impact Statement  
\$1,137,086 STP-U FY 2003 for Environmental Impact Statement  
\$350,000 STP-U FY 2004 for Environmental Impact Statement  
\$431,000 STP-U FY 2005 for Environmental Impact Statement  
\$3,750,000 – SAFETEA-LU FY 2005-2009 for ROW acquisition

**Did you complete a similar application last year (for FY 2007)? Yes / No**

## **What other sources of funding have you pursued before applying for an appropriation, and with what success?**

E.g.: Foundation grants, competitive grants or contracts, state appropriation, bond issue, etc.

1. The State of Idaho has contributed \$300,000 for the corridor and environmental study for this project.
2. ACHD has committed \$142,266 in match for the corridor and environmental study.
3. COMPASS has programmed \$973,000 in PD STP – TMA funds (likely 2012). ACHD will provide match for the federal funds. ACHD received authorization for \$3,750,000 in a Congressional earmark in the SAFETEA-LU authorization (including match).
4. A total of \$35,000,000 of local funds has been programmed or is planned for this project as follows:
  - a. ACHD has programmed \$827,000 of local funds: \$600,000 in FY 2008 for ROW, \$150,000 in FY 2009 for ROW and \$77,000 in Project Development (likely FY 2012).
  - b. ACHD is planning to use the balance of \$35,000,000 of local impact fees for ROW and construction.
5. ACHD is exploring a public-private partnership option with a land owner. Opportunities to create a mutually beneficial agreement will become clear once the Record of Decision is signed and the exact location of the alignment is defined (scheduled for the end of 2007).
6. ACHD will cooperate with other local governments to use remnant parcels for possible facility sites, including Park and Ride lots, recreation facilities, and storm water disposal sites. Opportunities for partnerships will become clear once the Record of Decision is signed and the exact location of the alignment is defined (scheduled for the end of 2007).

### **Sources and amounts of matching funds:**

Many federal programs require varying amounts of non-federal matches.

ACHD has scheduled local funds to meet the required match.

### **Relevant authorization law/bill/status:**

E.g.: "Public Law 107-111"; "FY 2007 DOD Authorization"; "Currently pursuing authorization through Agriculture Committee"; "Safe Drinking Water Act"

SAFETEA-LU provides existing authority.

### **BRIEF description of project (maximum 5 sentences):**

The Three Cities River Crossing is a new roadway and bridge structure that will provide a route across the Boise River and its benches, which are significant obstacles to regional travel that affects the Idaho cities of Boise, Eagle, and Garden City. The project will provide a connection between three important US/State highways: the intersection of SH 55 and SH 44 (north terminus) and

US 20/26 (south terminus). This project is within a rapidly urbanizing area that has seen explosive growth in the past five years. The existing four mile distance between river crossings in the area further hinders traffic flows.

**Current status and additional background / justification for this project:**

Include information such as location of project, work that has been completed to this point, budgets, etc.

***Background***

The Three Cities River Crossing project will enhance traffic flow in the State, address environmental concerns, and provide options and choices for mobility. The project lies along the borders of three cities (Boise, Eagle, and Garden City) and includes portions of Ada County, all of which strongly support a connection to improve traffic flow in the region. Taken in its entirety, the project will provide connectivity between five counties (Ada, Canyon, Gem, Boise, and Valley) and beyond. The project is designated as a principal arterial that would connect three US/State highways all designated as part of the National Highway System. The Idaho Transportation Department has several improvement projects on-going and programmed for all three: the US 20/26 corridor running east-west at the southern terminus; the US 44 corridor running east-west and the SH 55 heading north, both at the northern terminus.

A road in this location was first proposed in 1961 in the Major Thoroughfares Plan for the Boise Metropolitan Area. The need was reaffirmed in the 1995 Bench-Valley Study, which proposed several projects to create routes across the Boise River and its benches. Most of the proposed projects have been constructed or are in the planning stages. The Three Cities River Crossing project has been included in regional long-range transportation plans for 2015, 2020, 2025, *Destination 2030 Limited Plan Update* and the current *Communities in Motion*, the Northern Ada County Transportation Improvement Program, and the Statewide Transportation Improvement Program.

Several intersections on the adjoining routes are already experiencing significant delays during peak hours and are projected to be substantially over capacity by the year 2015. Parallel routes to the east and west are showing annual increased levels of use and congestion, and this project would provide an alternate to those arterials, significantly relieving congestion. Without timely construction of this project, travel demand model projections indicate traffic on the existing river crossings (Eagle Road/SH 55 and Glenwood Street/SH 44) will exceed planning capacity of the roadways by 25 to 35 percent in 2015 and 40 to 60 percent in 2035.

According to the model provided by COMPASS, the project reduces vehicle miles traveled (VMT) and associated air pollution. The project will incorporate pedestrian and bicycle facilities, including linkages to the regional greenbelt. ACHD is coordinating with Valley Regional Transit, the regional transit authority,

and CommuterRide, which provides vanpool service, to coordinate with other alternative transportation services including a possible Park-n-Ride lot.

Current estimates of the total cost range up to \$74 million, well beyond what can be funded from currently available local, state and federal funds.

When ACHD initiated the Three Cities River Crossing, they committed to demonstrating environmental streamlining and stewardship principles. One step ACHD has taken is to initiate the Environmental Impact Statement early in the process of defining the exact alignment. Early impact analysis affords the best opportunity for environmentally responsive decisions by considering environmental consequences when there is the greatest opportunity to affect decisions. However, early analysis carries a potential liability; if ACHD does not take major steps to advance the project on a regular basis, the environmental approvals can expire, requiring costly re-studies. A predictable stream of funds and prompt action to advance the project will be essential to keeping the environmental approvals from expiring.

### ***Status***

ACHD initiated concept design and environmental studies in December 2003 to select an alignment for a connection from the intersection of SH 55 and SH 44, over the Boise River to US 20/26. The Draft Environmental Impact Statement (EIS) is undergoing agency review and the Final EIS is expected to be complete by the end of 2007. The EIS will include sufficient design to allow acquisition of right-of-way. **ACHD is interested in purchasing right-of-way as soon as possible because the cost of property is rising as much as 30% every six months in parts of the county.**

With design, ROW acquisition and construction at an estimated cost of \$74 million, the project significantly exceeds ACHD's annual construction budget of about \$30 million per year. ACHD expects approximately \$35 million in impact fees will be available for this project in the future. SAFETEA-LU appropriated \$3 million towards this project. However, these funding sources are not enough to pay for the entire project.

**How many jobs in Idaho would be created, preserved, or supported if this project is funded? (And, if applicable, how many jobs outside of Idaho?)**

This project will support economic development in and around the project area. The project is located in an area undergoing substantial residential and commercial growth. The road/bridge project will reduce travel times and improve access between residential and commercial development in the area. It will also provide improved access to employment for people who commute from other counties.

ACHD convened a panel of developers and asked them to evaluate how the road/bridge project would impact development. They concluded that the project would:

- Increase commercial development at key intersections by 10-15%.
- Possibly increase the proportion of light industry in the area.
- Accelerate commercial development along State Highway 55 to the north.

The project will provide significantly improved access to the Hewlett Packard campus, a major employer in the region and improved access to employment for lower income populations in Garden City.

In addition, the project will provide an estimated 1,000 construction jobs during two to three years of construction. This will be one of Idaho's largest construction projects. The scope of the project will be such that Idaho contractors will be competitive. Recently, Idaho contractors have successfully bid on construction of new I-84 interchanges.

**What other organizations, in the state, Washington DC, or nationally, publicly support this application?**

This project is publicly supported by:

- Ada County
- Boise Metro Chamber of Commerce
- Cities of Boise, Eagle, and Garden City
- Community Planning Association of Southwest Idaho – top priority for roadway projects
- Eagle Chamber of Commerce
- Federal Highway Administration

Former Governor Kempthorne supported this project in a letter regarding Presidential Executive Order #13274 for Environmental Streamlining. The COMPASS Board amended the Ada County long-range transportation plan in September 2002 to include this project as “build” rather than “corridor preservation” as well as voting on January 27, 2003, December 20, 2004, and January 23, 2006 to submit this project as one of its high priority requests to the Congressional Delegation. On November 20, 2006 the Board voted to make the Three Cities River Crossing its highest priority project for request to the Delegation. The Idaho Transportation Board has provided \$300,000 in state funds to advance the corridor and environmental study.

**What other organizations, in the state, Washington DC, or nationally, might oppose this application?**

Consider all possible factors, such as ideological differences, competitor organizations, federal agencies protecting their turf or budgets from “carve-outs,” etc.

None.

**Other Comments/Misc. information?**

Please attach separate sheets as needed or helpful.

In a series of public meetings involving about 600 citizens in February 2004, the public overwhelmingly supported the need for the Three Cities River Crossing. In follow up meetings involving about 380 citizens in December 2005, the public again indicated overwhelming support for the project. Their main concern was that the project needs to be built sooner than currently planned.

**Transportation Project Appendix**

**Organization Completing Application:** [Ada County Highway District \(ACHD\)](#)

**Project Name:** [Three Cities River Crossing](#)

<p>1. Other federal funds that have been or will be committed to this project (TEA-21, other appropriations bills, etc.)</p>	<p>ACHD has obtained \$1,754,086 in STP-U funds in FY 2003 and FY 2004 for the environmental study and concept design; and has programmed \$1,050,000 in PD STP – TMA funds for ROW acquisition and construction. An additional \$3,750,000 was authorized in SAFETEA-LU (year funds available to be determined, includes \$750,000 in local match).</p>									
<p>2. Amount of anticipated non-federal match in FY 2008, prior years, and future years</p>	<table border="0"> <tr> <td>FY 2002-2006</td> <td>\$ 142,266</td> <td>Additional Local Funds</td> </tr> <tr> <td><u>FY 2007-2012</u></td> <td><u>\$ 827,000</u></td> <td><u>\$34,030,734</u></td> </tr> <tr> <td>Total:</td> <td>\$ 969,266</td> <td>\$34,030,734</td> </tr> </table>	FY 2002-2006	\$ 142,266	Additional Local Funds	<u>FY 2007-2012</u>	<u>\$ 827,000</u>	<u>\$34,030,734</u>	Total:	\$ 969,266	\$34,030,734
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<p>3. Please identify any reason why the funding requested could not be obligated in full on the date of enactment of this Act</p>	<p>None.</p>									