

Organization Completing Application:

Please include organization name and mailing address.

City of Caldwell
621 Cleveland Blvd
Caldwell, ID 83605

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: [I-84 Exit 29 \(Franklin Road\) Local System Improvements](#)

Priority Ranking (if applicable):

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

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

Amount desired for project for FY 2008: [\\$2,600,000 \(includes phases 1 and 3 of Stage 3\)](#)

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

[Construction of improvements \(currently completing final design\).](#)

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

\$1,815,000 in 2009 (Phase 2)

Total project cost: \$8,036,000 (Total cost for Phases 1, 2 and 3 of Stage 3)

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

For Phases 1, 2, and 3 of Stage 3

\$410,000 (STP-U) in FY 2006

\$2,870,000 (STP-U) in FY 2008

\$2,600,000 (appropriations) in FY 2008

\$1,815,000 (appropriations) in FY 2009

Total: \$7,695,000

Anticipated start date and finish date of project: Start: Winter/Spring 2008; Finish: Fall 2009

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.

No direct Federal appropriation has been granted towards this project to date.

Other Federal Funding has occurred via regular state transportation improvement program obligations as detailed in The Transportation Project Appendix.

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.

Surface Transportation Program

Caldwell East Urban Renewal Agency

Local funds totaling \$1.8 million outright and \$138,726 local Match (See Transportation Project Appendix).

Sources and amounts of matching funds:

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

The City of Caldwell will provide matching funds anticipated to be 20% of the amount requested (\$1,103,110). Local match dollars (\$340,000) were budgeted for FY 2007 in anticipation of FY 2007 Appropriations funds and will be duly applied towards the project.

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"

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) provides existing authority.

BRIEF description of project (maximum 5 sentences):

This project is to accomplish local road system improvements (widening and realignment) at Interstate 84 Exit 29 in the City of Caldwell, Idaho. It represents the third stage of a three-stage improvement of the interchange of I-84 and US Highway 20/26. Stages 1 and 2 are in progress through a coordinated effort of the Idaho Department of Transportation and the City of Caldwell. Exit 29 serves as the link between Interstate 84, US Highway 20/26 (a major east-west thoroughfare from the City of Caldwell to North Boise) and a high volume of commuter and local City of Caldwell traffic. This project will alleviate a local system "bottleneck" of commuters getting onto or off of the Interstate at the improved interchange.

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.

This project started as a complex Idaho Transportation Department project to improve the Exit 29 interchange in the City of Caldwell. Because of the presently severe congestion and the significant expectations for increased use, this project was implemented to upgrade the interchange and the supplying facilities nearby.

Concept and environmental reports for the Exit 29 project revealed an enormous cost leading to its division into three stages. The portion of this project for which appropriation of funds are desired completes Stage 3: widening of 21st Avenue; realigning the intersections of Franklin and 21st Avenue; and realigning Commercial Way to create one four-leg, signalized intersection that will reduce safety concerns and improve traffic operations (Phases 1, 3, and 2, respectively). The Concept Design, Environmental Evaluation, and right-of-way acquisition for the entire project are already complete. An environmental evaluation update (to ensure the evaluation is still valid) and final design of Phases 1, 2, and 3 are funded, and expect completion in summer of 2007. Only partial construction

costs for Phase 1 and all construction costs for Phases 2 & 3 of Stage 3 remain unfunded.

The Idaho Transportation Department is responsible for Stages 1 and 2. However, with limited funding, Stage 3 became the responsibility of the City of Caldwell. This portion consists of local system improvements of the roadways that feed into the Exit 29 project. Without completion of the local portion, a "bottleneck" will occur getting onto or off of the Interstate.

The City of Caldwell provided \$1.8 million towards the overall concept report and environmental study of Stages 1-3 and the final design of Stages 1-2. The majority of the 21st Avenue widening (Phase 1) portion of Stage 3 was funded using Surface Transportation Program – Urban (STP-U) funds with match from the City of Caldwell. Final design and bid document creation for all of Stage 3 were included in the programmed scope, leaving only partial construction costs for Phase 1 and all construction costs of Phases 2 and 3 of Stage 3 for completion.

I-84, Exit 29 Stages*			
Project	Responsible Entity	Cost	Status
Stages 1 and 2 – Construction of the I-84 / US 20/26 (Franklin Road) Interchange (Exit 29)	ITD	\$36 million	Currently under construction
Stage 3 <u>Phase 1</u> – Widening of 21 st Avenue	City of Caldwell	\$4.6 million	Partial construction dollars available in FY 2008
<u>Phase 2</u> – Realignment of Commercial Way		\$2.3 million	Unfunded, ready for construction
<u>Phase 3</u> – Realignment of Franklin Road		\$1.2 million	Unfunded, ready for construction

* The City of Caldwell contributed \$1.8 million for design and environmental 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?)

Improvement of this corridor will ease the commute for those living in the City of Caldwell but working in the cities of Boise, Meridian, or Nampa. The improvement of this roadway will encourage the housing market in the City of Caldwell and the associated construction and related jobs. Greater traffic capacity will attract businesses to the corridor with the potential to increase the number of Idaho jobs. Commerce between neighboring cities like Caldwell and Nampa will be increased by the improvement of the travel path between them.

The corridor entrance to Albertson College of Idaho will be improved with the potential to attract more students and increase the job opportunities available at Albertson College of Idaho, one of City of Caldwell's largest employers. Finally, Idaho jobs are likely to be supported during the construction stages for engineers, surveyors, technicians, materials manufacturers and contractors.

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

- Albertson College of Idaho
- Caldwell Chamber of Commerce
- City of Caldwell
- Community Planning Association of Southwest Idaho – second priority for roadway projects

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.

We do not know of any opposition to these improvements.

Other Comments/Misc. information? See Attachment 1.

Please attach separate sheets as needed or helpful.

Transportation Project Appendix

Organization Completing Application: City of Caldwell

Project Name: I-84 Exit 29 (Franklin Road) Local System Improvements
(figures below include the entire Exit 29 project)

<p>1. Other federal funds that have been or will be committed to this project (TEA-21, other appropriations bills, etc.)</p>	<p>FY Funding Obligated or Programmed for Stages 1 and 2</p> <p>1999: \$50,000 Obligated National Highway Sys.</p> <p>2001: \$10,000 Obligated Interstate Maintenance</p> <p>2002: \$1,147,428 Obligated STP-U (\$537,000); Interstate Maintenance (\$610,000)</p> <p>2003: \$610,000 Obligated Interstate Maintenance</p> <p>2004: \$208,000 Obligated Interstate Maintenance</p> <p>2005: \$746,000 Obligated Interstate Maintenance</p> <p>2006: \$26,079,000 Programmed Connecting Idaho Funding (federal) Subtotal: \$28,850,428</p> <p>Programmed for Stage 3 (Design)</p> <p>2006: \$352,108 STP-U</p> <p>2008: \$2,650,076 STP-U</p> <p>Funding (federal) Subtotal: \$3,002,184</p> <p>Total Federal Dollars: \$31,852,612</p>
<p>2. Amount of anticipated non-federal match in FY2008, prior years, and future years</p>	<p>FY Local Funding Obligated or Programmed: Stages 1 and 2</p> <p>2002: \$42,572 Local Match to STP-U</p> <p>2007: \$1,800,000 Caldwell East Urban Renewal Agency (Overall Local Match: 6.0% of Total)</p> <p>Local Funding Obligated or Programmed: Stage 3</p> <p>2006: \$27,892 Local Match to STP-U</p> <p>2008: \$209,924 Local Match to STP-U (Overall Local Match: 7.34% of Total)</p> <p>Anticipated Local Match to Proposed Appropriation: (2007: \$340,000 Budgeted Anticipating 2007 Appropriation)</p> <p>2008: \$650,000 (Proposed Local Match: 20%)</p> <p>2009: \$453,000 (Proposed Local Match: 20%)</p>

3. Please identify any reason why the funding requested could not be obligated in full on the date of enactment of this Act	None.
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Caldwell, Idaho
February, 2007

Interchange 29

Legend

— Interstate

— Center Line

— Rivers and Streams

— Rail Road

0 150 300 750
1 inch equals 750 feet



DISCLAIMER

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