

## SUMMARY

### **Community Planning Association of Southwest Idaho FY 2007 Appropriations Request Projects**

The following projects were recommended by the Legislative Relations Committee and approved by the COMPASS Board in October 2005. The intent of this list is to pursue funding possibilities and explore any limitations for each project with the Idaho Transportation Department and Delegation staff.

#### **Roadway Projects in Priority Order**

- A. Three Cities River Crossing (Ada County) – The Ada County Highway District (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 Environmental Impact Statement (EIS) is expected to be complete by the end of FY 2006. The EIS will include sufficient design to allow acquisition of right-of-way. ACHD is interested in purchasing right-of-way as soon as the EIS is complete because the cost of property is rising as much as 30% every six months in the area.

At an estimated cost of \$45-65 million, the project significantly exceeds ACHD's annual construction budget of about \$30 million per year. ACHD expects approximately \$16 million in impact fees will be available for this project in the future. \$4 million are currently programmed from the general fund and the Surface Transportation Program. SAFETEA-LU also appropriated \$3 million towards this project. However, these funding sources are not enough to pay for the entire project.

FY07 Request = \$5 million for ROW

Project Total = \$45-65 million

- B. US 20/26 Corridor Improvements (Regional) – As growth occurs in the western portion of the region, east/west connections are considerably important for commuter traffic. More and more people are moving to Canyon County, while a high percentage of jobs (75-80%) are located in Ada County. Currently, I-84 is the only choice for high capacity travel across the region. US 20/26 is currently a rural, 2-lane facility between the City of Caldwell and Eagle Road. This facility would support high growth areas of north Caldwell, Nampa, and Meridian. Officials in Ada and Canyon Counties support widening US 20/26 to provide a secondary high capacity east/west facility for travel options across the northern part of the region.

FY07 Request = \$5 million for ROW

Project Total = \$25 million plus construction

- C. I-84 Exit 29 (Franklin Road) Local System Improvements (Canyon County) – This project started as a complex Idaho Transportation Department project to improve the Exit 29 interchange in the City of Caldwell. After the environmental and design work was complete, the project was split into three stages due to the high cost of the project. The Idaho Transportation Department is responsible for Stages 1 and 2, which are both on the Interstate. However, with limited funding, Stage 3 became the responsibility of the City of Caldwell. This portion does consist of local system improvements of the roadways that feed into the Exit 29 project; however, without completion of the local portion, a "bottleneck" would occur getting onto or off of the Interstate. Still sporting a large price tag, Stage 3 was also divided into three phases. This project would help fund Phases 2 and 3 of Stage 3, which reroutes the intersections of Franklin, 21<sup>st</sup> Street, and Commercial Way into one multi-leg, signaled intersection. This project will help alleviate safety concerns.

## SUMMARY

The City of Caldwell will provide \$1.8 million towards the concept report and environmental study of Stages 1-3 and the final design of Stages 1-2. Phase 1 of Stage 3 is already programmed using Surface Transportation Funds and City match.

FY07 Request = \$1.7 million for Preliminary Engineering and start of construction

Project Total = \$4.42 million

### **Transit Projects (5309) in Priority Order**

1. Rail Corridor Preservation (Regional) – Discussion to preserve the rail corridor between Boise and Nampa began in earnest in the mid-1990's. The *Rail Corridor Evaluation* was approved by the Valley Regional Transit Board in April 2003, which provided the initial background on possible costs to purchase the rail corridor and provide transit service. A feasibility study by COMPASS is planned for this year (FY 2006). There is great support throughout the region in all aspects of the community (officials, citizens, business leaders, etc...) to purchase this corridor now for future commuter use.

SAFETEA-LU identified the Rail Corridor Preservation project as eligible for New Starts funding through the Annual Appropriations process, although no actual dollars are tied to this project through discretionary funding.

FY07 Request = \$5 million for ROW

Project Total = \$40 million

2. Transit Facilities (Regional) – With the expected expansion of bus service in and through Ada and Canyon counties, comes the need to also expand facilities. This project provides for a new Administrative office for Valley Regional Transit as well as transfer stations in the western side of the service area. The transfer stations allow a safe location for people to transfer bus service as well as provide an opportunity for the bus drivers to have access to facilities. The locations of the transit facilities are scheduled along major bus routes. Access to the rail corridor is also available for future commuter service.

FY07 Request = \$480,000

Project Total = \$4.4 million