

**Appropriations Application for Fiscal Year 2009
(Oct. 1, 2008 - Sept. 30, 2009)**

Organization Completing Application:

Please include organization name, mailing address and a street address if different (We must have a physical address that is NOT a PO box as well as a PO box 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.

Mayor Garret Nancolas City of Caldwell (208) 455-3011 gnancolas@ci.caldwell.id.us	Ken Burgess Veritas Advisors (208) 385-7070 ext 101 ken@veritasadvisor.com
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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. You are limited to a MAXIMUM of two projects per appropriations bill.

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

Amount desired for project for FY 2009: [\\$3,940,000 total, including match \(\\$3,152,000 federal\) \(includes phases 3 and 4 of Stage 3\)](#)

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

Construction of roadway improvements

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

None.

Total project cost: \$8,007,000 (Total costs for construction only for Phases 1, 2, 3 and 4 of Stage 3)

Including federal share and non-federal share.

Total desired federal share (including previous years): \$7,310,000

E.g. \$500,000 in FY 2007, \$250,000 in FY 2008, \$250,000 in FY 2009 for a total of \$1million

For Phases 1, 2, 3, and 4 of Stage 3

\$389,000 (STP-U) in FY 2006

\$3,289,000 (STP-U) in FY 2008

\$480,000 (appropriations) in FY 2008

\$3,152,000 (appropriations) in FY 2009

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

Bill / Report language required (if any):

I-84, Exit 29 (Franklin Road) local system improvements, ID

Amount/policy included specifically for this item in the President's budget request for FY 2009: None

Federal funding history:

E.g. \$100,000 in FY08, \$150,000 in FY07.

\$480,000 was earmarked in the FY2008 Transportation Bill.

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

If this project has received Congressional appropriations in previous years, please provide the exact report or bill language as it appears in most recent House, Senate or Conference report:

I-84, Exit 29 (Franklin Road) local system improvements, ID

Did you complete a similar application last year (for FY 2008)? 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 \$240,752 local Match (See Transportation Project Appendix).

Does the federal program through which this project would be funded require a non-federal match in funds: Yes / No

Please list 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 (\$3,940,000). Local match dollars (\$788,000) are budgeted and will be duly applied towards the project.

Relevant authorization law/bill/status (Must answer this):

E.g.: "Public Law 107-111"; "FY 2008 DOD Authorization"; "Currently pursuing authorization through Agriculture Committee"; "Safe Drinking Water Act"; "Hatch 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.

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 Phases 1-4 of Stage 3. The majority of the 21st Avenue widening (Phases 1 and 2) portion of Stage 3 was funded using Surface Transportation Program – Urban (STP-U) funds with match from the City of Caldwell, with the final portion finished using the FY2008 earmark funds. Final design and bid document creation for all of Stage 3 were included in the programmed scope, leaving only construction costs of Phases 3 and 4 of Stage 3 for completion.

Concept and environmental reports for the Exit 29 project revealed an enormous cost leading to its division into four stages. The portion of this project for which appropriation of funds are desired completes Stage 3: realignment of Franklin Avenue and Commercial Way legs of the project (Phases 3 and 4) to create one four-leg, signalized intersection that will reduce safety concerns and improve traffic operations. The Concept Design, Environmental Evaluation, and possession of right-of-way for the entire project are already complete, except for two parcels, in which the acquisition process is currently underway and funded. An environmental evaluation update (to ensure the evaluation is still valid) and final design of Phases 1, 2, 3 and 4 are complete. Only Phases 1 and 2 are funded. In the last update to the Transportation Improvement Program, it was believed that Phase 3 was fully funded. However, due to cost increases and other issues, this project is underfunded and was re-scoped to include a Phase 4, which is currently unfunded. All phases of the project are currently ready to build. Spreading the funding over so many years causes seemingly unnecessary delays for the traveling public.

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> – south side of Widening of 21 st Avenue	City of Caldwell	\$2.9 million	Funded – start construction in FY2008
<u>Phase 2</u> – north side of widening of 21 st Avenue		\$1.1 million	Funded – start construction in FY2008

Phase 3 – Realignment of Franklin Road		\$1.7 million	Partially funded (STP-U FY2010), ready for construction
Phase 4 – Realignment of Commercial Way		\$2.3 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 commercial growth and the housing market in the City of Caldwell, as well as jobs related to construction. 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 the College of Idaho will be improved with the potential to attract more students and increase the job opportunities available at the College of Idaho, one of the 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?

- Boise Metro Chamber of Commerce
- Caldwell Chamber of Commerce
- City of Boise
- City of Caldwell
- The College of Idaho
- Community Planning Association of Southwest Idaho – first priority for roadway projects
- Idaho Transportation Department
- Nampa Chamber of Commerce

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.

It is requested that if funds are granted, they are in addition to the state's annual apportioned funds and come with additional obligation authority.

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)

If this is a highway request, is the project on the State's transportation plan?

These projects are listed in the FY2008-2012 Statewide Transportation Improvement Program.

If this is a highway request, you MUST either include a letter of support for the request from the Idaho Transportation Department or local metropolitan planning commission with this application or explain in the space below why you were not able to include a letter of support.

A letter of support from the Community Planning Association of Southwest Idaho (COMPASS), the local metropolitan planning organization, is attached.

<p>1. Other federal funds that have been or will be committed to this project (TEA-21, other appropriations bills, etc.)</p>	<p><u>FY Funding Obligated or Programmed for Stages 1 and 2</u> 1999: \$46,330 Obligated National Highway Sys. 2001: \$9,266 Obligated Interstate Maintenance 2002: \$1,102,654 Obligated STP-U (\$537,428); Interstate Maintenance (\$565,226) 2003: \$565,226 Obligated Interstate Maintenance 2004: \$259,448 Obligated Interstate Maintenance 2005: \$691,244 Obligated Interstate Maintenance 2006: \$7,616,652 Obligated Connecting Idaho Federal 2007: \$16,026,474 Obligated Connecting Idaho Federal 2008 \$5,248,262 Programmed Expansion Funding (federal) Subtotal: \$31,565,556 <u>FY Funding Obligated or Programmed for Stage 3</u> 2006: \$389,172 Obligated STP-U 2008: \$2,771,686 Programmed STP-U 2008: \$480,000 Programmed Appropriation 2009: \$416,970 Programmed STP-U 2010: \$1,224,039 Programmed STP-U Funding (federal) Subtotal: \$5,281,867 Total Federal Dollars: \$36,847,423 <u>Anticipated Appropriation Amount</u> 2009: \$3,152,000</p>
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<p>2. Amount of anticipated non-federal match in FY2009, prior years, and future years. How much of the request can be spent in FY09?</p>	<p><u>FY Funding Obligated or Programmed for Stages 1 and 2</u> 1999: \$3,670 Obligated National Highway Sys. 2001: \$734 Obligated Interstate Maintenance 2002: \$87,346 Obligated STP-U (\$42,572); Interstate Maintenance (\$44,774) 2003: \$44,774 Obligated Interstate Maintenance 2004: \$20,552 Obligated Interstate Maintenance 2005: \$54,756 Obligated Interstate Maintenance 2006: \$603,348 Obligated Connecting Idaho Federal 2007: \$1,269,526 Obligated Connecting Idaho Federal 2008 \$415,738 Programmed Expansion Funding (match) Subtotal: \$2,500,444 <u>FY Funding Obligated or Programmed for Stage 3</u> 2006: \$30,828 Obligated STP-U 2007: \$1,800,000 Caldwell East Urban Renewal Agency 2008: \$219,557 Programmed STP-U 2008: \$120,000 Programmed appropriation 2009: \$33,030 Programmed STP-U 2010: \$96,967 Programmed STP-U Funding (match) Subtotal: \$2,300,382 Total local Dollars: \$4,800,826 <u>Anticipated Local Match to Proposed Appropriation</u> 2009: \$788,000 (Proposed Local Match: 20%)</p>
<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>

<p>4. If this is a highway, transit, rail, or aviation request, did you check eligibility with the Idaho Department of Transportation, FTA, FRA, or FAA? If yes, did they indicate the project is eligible under the account requested?</p>	<p>Idaho Transportation Department, District 3 provided concurrence of eligibility for this project under the account requested.</p>
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Caldwell, Idaho
January, 2008

Interchange 29 Phases

Legend

-  Interstate
-  Center Line
-  Rivers and Streams
-  Rail Road

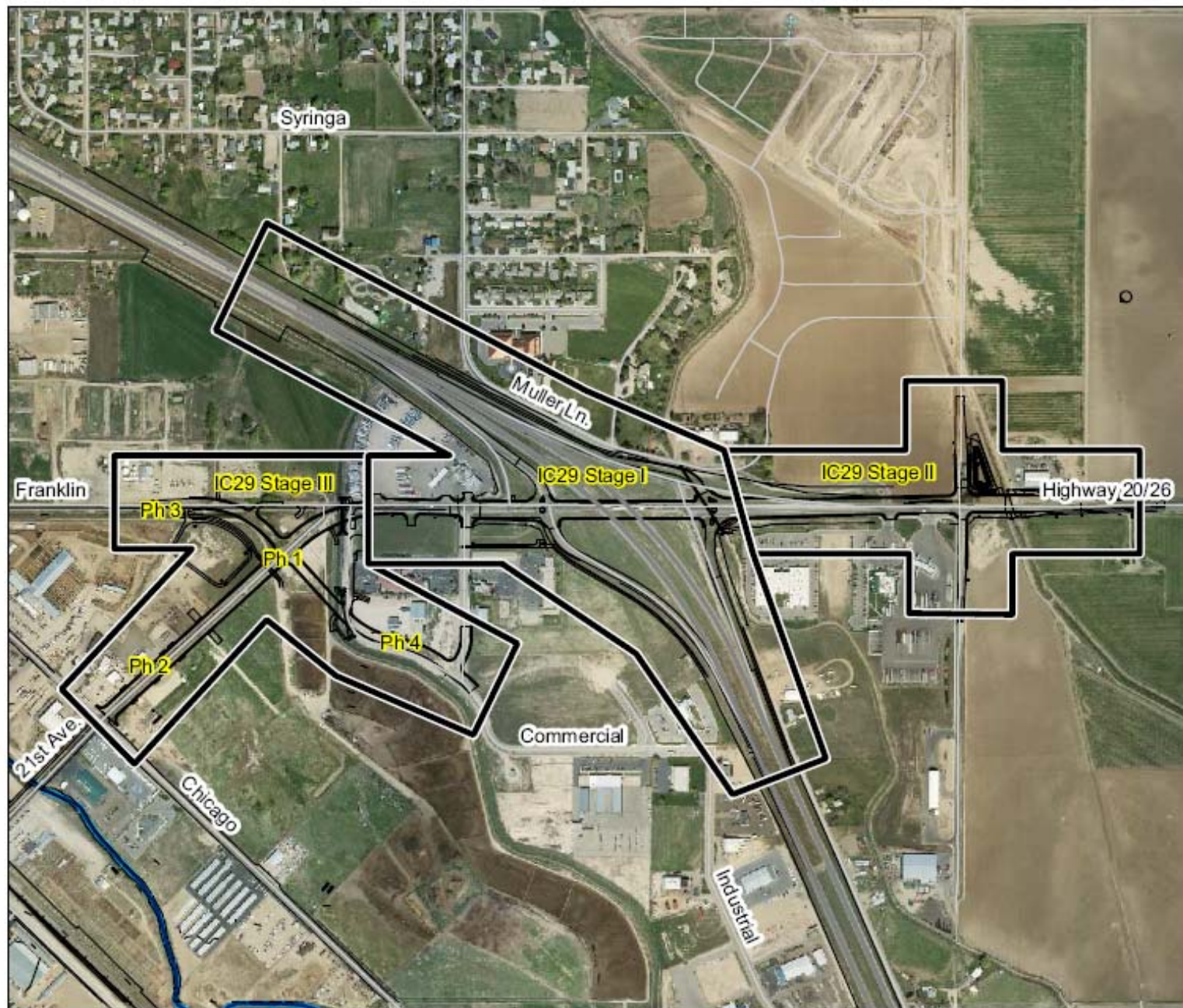
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1 inch equals 750 feet

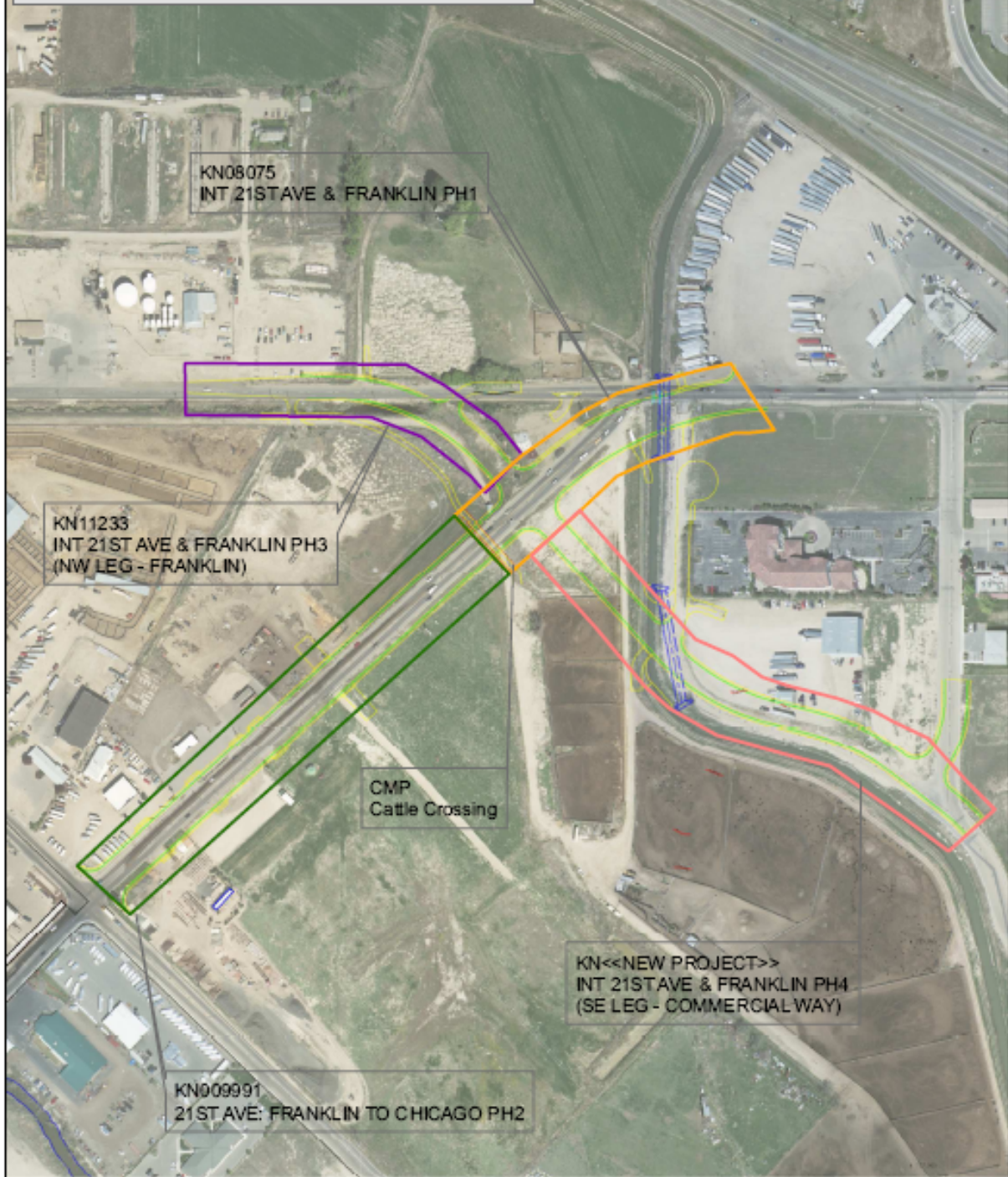


DISCLAIMER

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Interchange 29 Stage III Construction Projects and Phases



DISCLAIMER:

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