

Organization Completing Application:

Please include organization name and mailing address.

Valley Regional Transit
830 N. Main Street
Meridian, Idaho 83642

Contact person(s) in organization:

Include any Washington, DC representatives. Please include phone numbers and e-mail address.

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Appropriations Bill/Subcommittee: Transportation, Treasury and Housing and Urban Development

Department (if applicable): Department of Transportation

Agency: Federal Transit 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 Transit Administration
Program: Section 5309, Bus/Bus Related Facilities

Project Name: Treasure Valley, Idaho Transit Facilities

Priority Ranking (if applicable): Second priority for transit projects by the Community Planning Association of Southwest Idaho (local MPO)

Amount desired for project for FY 2007: \$480,000

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

Determine site location and required environmental work on transfer centers in Canyon and western Ada counties, and an administrative facility in Meridian. The facilities will provide necessary infrastructure to improve the administration

and operation of ValleyRide transit services. Future years of the project will include land acquisition, preliminary engineering and construction.

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

FY 2008 –\$700,000 (land acquisition)
FY 2009 –\$2,080,000 (design and construction)
FY 2010 –\$2,275,000 (design and construction)

Total desired federal share (including previous years): \$4,428,000

The total federal share from 2007 through 2009 is for site location, engineering design and construction.

Bill / Report language required (if any): N/A

(Please keep language as short and concise as possible.)

Amount/policy included specifically for this item in the President's budget request for FY 2007:

N/A

Federal funding history (e.g. "\$100,000 in FY06, \$150,000 in FY05"):

\$9.5 million authorized in SAFETEA-LU for Boise Multi-modal Center. (This is the first phase towards fulfilling the regional capital facilities plan for transit in the Treasure Valley.)

Did you complete a similar application last year (for FY 2006)? 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.)

None

Sources and amounts of matching funds:

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

Valley Regional Transit has committed to provide matching funds from contributions by the local jurisdictions that will benefit from the transit facilities being located in their jurisdiction. Matching funds for this request total \$96,000.

Relevant authorization law/bill/status:

(e.g.: "Public Law 107-111"; "FY 2006 DOD Authorization"; "Currently pursuing authorization through Agriculture Committee"; "Safe Drinking Water Act")

SAFETEA-LU provides existing authority.

BRIEF description of project (maximum 5 sentences):

Site location and required environmental analysis for one administration facility and four bus transfer centers to support regional public transportation services in the western portion of Ada and Canyon counties, Idaho.

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.)

Transit infrastructure is a critical element to a successful transit system. These facilities will create a positive identity for the ValleyRide transit services today and into the future. They will also give permanence and create a positive identity for the system that will encourage residents to use transit in Ada and Canyon counties. Transit facility construction also provides economic benefits to the communities where they are located through increased opportunity for locating compatible businesses near or on the transit facility sites. These facilities lend themselves to increased opportunity for public/private participation in the development of the transit system.

Valley Regional Transit recently completed a six-year Regional Operations and Capital Improvement plan for transit services in Ada and Canyon Counties. The plan identified a list of necessary capital projects including a multi-modal center in downtown Boise, an administrative facility in downtown Meridian, and transfer centers throughout the urban service area in western Ada and Canyon Counties.

Funding was secured in the transportation reauthorization bill passed last summer for the downtown Boise multi-modal center. The funding to complete site location and environmental work on the other key transit facilities is needed at this time to assure that the facilities are part of a well coordinated capital improvement effort. Land acquisition, engineering and design, and construction of the projects will be staged over the next five to seven years as the system is developed and local funding sources are identified.

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?)

Because transit is labor intensive, transit expenditures tend to provide more jobs and local business activity than most other transportation investments. A million dollars spent on public transit typically generates 30-60 jobs (ECONorthwest and PBQD, 2002; APTA, 2003). A typical set of transit investments creates 19% more jobs than the same amount spent on a typical set of road and bridge projects (STPP, 2004).

Indirectly, residents of cities with quality transit systems tend to spend less on transportation overall (Litman, 2004a and Newman and Kenworthy, 1999). The increase in disposable income is a benefit given that consumer expenditures on vehicles and fuel provide relatively little employment or business activity per dollar because they are capital intensive and most of their value is imported from other areas.

One study found that each 1% of travel shifted from automobile to transit in San Antonio, Texas increased regional income about \$2.9 million (5¢ per mile shifted), adding 226 regional jobs. Other studies find similar impacts (ASTRA, 2000).

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

The cities of Nampa, Caldwell, and Meridian support locating and constructing transit facilities in their local jurisdictions. Each of these jurisdictions provides funding to operate services in their communities. Federal Transit Administration Region 10 has been very supportive of Valley Regional Transit's efforts to improve transit services and increase ridership in the region. Advocates for seniors and persons with disabilities and area employers will benefit from these 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 are not aware of any opposition to these projects.

Other Comments/Misc. information? (Please attach separate sheets as needed or helpful.)

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Project Name: Treasure Valley, Idaho Transit Facilities

<p>1. Other federal funds that have been or will be committed to this project (TEA-21, other appropriations bills, etc.)</p>	<p>Valley Regional Transit receives formula funds under the Section 5307 program. These funds can be used for capital improvements.</p>
<p>2. Amount of anticipated non-federal match in FY2007, prior years, and future years</p>	<p>Valley Regional Transit has committed to \$96,000 from contributions from local jurisdictions. We are pursuing other public/private opportunities that would qualify as non-federal match.</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>There is no reason why these funds would not be obligated in full upon the date of enactment.</p>