

Organization Completing Application:

Please include organization name and mailing address.

Valley Regional Transit
830 N Main St, Ste 230
Meridian, ID 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, 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, New Starts Program

Project Name: Treasure Valley Rail Corridor Acquisition

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

Amount desired for project for FY 2007: \$5 million

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

Purchase rail corridor right-of-way between the cities of Nampa and Boise for future high capacity transit corridor

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

The project is expected to total \$40 million.

Total desired federal share (including previous years): \$40,400,000

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"):

\$150,000 in FY 2003 (STP-Urban for technical evaluation)

\$250,000 in FY 2006 (STP-Urban for feasibility study)

Did you complete a similar application last year (for FY 2006)? Yes / No

Applied for Reauthorization funding in FY 2006

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.)

Reauthorization - High Priority Funds

Sources and amounts of matching funds:

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

We will use the \$9 million value of the rail corridor that has already been acquired by the City of Boise as match.

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")

This project was made eligible for New Starts funding under SAFETEA-LU.

BRIEF description of project (maximum 5 sentences):

This project is for rail corridor acquisition in Ada and Canyon Counties, Idaho. This project will include the environmental analysis and rail corridor right-of-way preservation to include infrastructure for the 26 miles between Boise and Nampa, Idaho. The total project area is 44.3 miles of railroad in Southwest Idaho known as the Boise Cut-Off.

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.)

In fall of 2000 Boise City purchased 18 miles of the 44.3 miles of the rail corridor from Union Pacific. This portion is located between the Union Pacific mainline, near the old town site of Orchard (south of Boise), In addition to the portion already acquired, this project extends the corridor preservation through the cities of Boise, Meridian, and back to the mainline in Nampa. Safety upgrades to the system along the entire project area are also included.

In April 2003, a technical evaluation was completed. A feasibility study began in 2006. Preserving the rail corridor has been the number one transit goal for the region for the last three years, with support and interest going back to 1996. Rail corridor acquisition was first mentioned in *Destination 2020*, which was adopted in July 1999.

With the expected explosive growth in Ada and Canyon Counties over the next 25 years, the major east/west roadway facilities will see volumes 60-80% greater than today. The local leaders in Ada and Canyon Counties have recognized the need to gain control of the rail corridor for a future east/west reliever to the highway system.

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 is a preservation project and will not create jobs immediately, but will in the future when a transit system is started along the rail corridor.

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

The Rail Corridor preservation project has the support of the Community Planning Association of Southwest Idaho (COMPASS) Board which is the federally designated metropolitan planning organization for Northern Ada County and the Nampa Urbanized Area. The COMPASS Board includes 11 cities, 5 highway districts, 2 counties, 2 school districts, 1 university, and numerous state agencies.

Support has also been nearly unanimous during public outreach efforts, including *Communities in Motion* workshops, where over 2,000 people participated in planning workshops. (Most people who were less supportive of transit supported preservation of the rail corridor for future transit use.)

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 this project. Securing the rail corridor in public ownership has been stated as a high priority in a variety of outreach efforts and public opinion surveys.

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

Work is currently underway to obtain support from local business leaders to help Valley Regional Transit get the necessary legislation passed to obtain a local funding option. If this is accomplished, funds will become available for match and to implement the system in the future.

Transportation Project Appendix

Organization Completing Application: Valley Regional Transit

Project Name: Treasure Valley Rail Corridor Acquisition

1. Other federal funds that have been or will be committed to this project (TEA-21, other appropriations bills, etc.)	\$150,000 in FY 2003 (STP-Urban for technical evaluation) \$250,000 in FY 2006 (STP-Urban for feasibility study)
2. Amount of anticipated non-federal match in FY2007, prior years, and future years	FY 2007 - \$1 million local in-kind \$8 million local in-kind for future years.
3. Please identify any reason why the funding requested could not be obligated in full on the date of enactment of this Act	There are no barriers to being able to obligate the funds after enactment.