

**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 including email address and phone number:**

Include any Washington, DC representatives.

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**Appropriations Bill/Subcommittee:** [Transportation, Treasury and Housing and Urban Development](#)

**Department (if applicable):** [Department of Transportation](#)

**Agency:** [Federal Highway Administration and/or 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 Highway Administration \(FHWA\)](#)  
Program: [Section 1117 Transportation, Community and System Preservation Program](#)

**- AND/OR -**

Department: [Transportation](#)  
Agency: [Federal Transit Administration \(FTA\)](#)  
Program: [Section 5339 Alternatives Analysis Program](#)

**Project Name:**

[Priority Corridor Analysis and Preservation Project](#)

**Priority Ranking (if applicable):**

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

First priority (of two total) for transit projects by the Community Planning Association of Southwest Idaho (COMPASS), the local metropolitan planning organization.

**Amount desired for project for FY 2008:** \$1,000,000

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

Funds will be used for alternative analysis and pre-acquisition study and negotiations related to transit and transportation investments and options in the Interstate 84 corridor. Analysis will include passenger rail (light and commuter), bus rapid transit, high occupancy vehicle lanes and transportation system management strategies. Required expertise includes, but is not limited to engineering; environmental; legal; planning; real estate (assessment, evaluation, negotiation, and valuation); and surveying.

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

FY 2009 - \$1,000,000 (Alternative Analysis, Real Estate Planning)  
*Future Years SAFETEA-LU Project: Boise, Idaho-Valley Regional Transit Rail Corridor Preservation*

Preservation of the Boise cutoff rail corridor in Ada and Canyon Counties is an approved project in SAFETEA-LU (Project #22-5309[m]). The project continues to be a priority for the region. Detail on the cost for preservation would be available at the time negotiations are initiated.

Other activities, including the project described in this request, have been initiated and can be conducted concurrently with the SAFETEA-LU approved preservation project.

**Total project cost:** \$3.2 million

Including federal share and non-federal share.

**Total desired federal share (including previous years):** \$2.6 million

E.g. \$500,000 in FY 2006, \$250,000 in FY 2007, \$250,000 in FY 2008 for a total of \$1million

\$150,000 in FY 2003

\$434,043 in FY 2006

**Anticipated start date and finish date of project:** Start: 2008; Finish: 2010

**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.

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

\$434,043 in FY 2006 (STP-Urban for feasibility study)

**Did you complete a similar application last year (for FY 2007)?** Yes / No

Previous applications consisted of a request for acquisition funding (which is an approved project in SAFETEA-LU (Project #22-5309[m])). This is still a component of this request although it has been changed to a future activity.

**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.

A request, which was ultimately denied, was submitted to the Administrator of the FTA for a Section 5339 – Alternatives Analysis grant.

**Sources and amounts of matching funds:**

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

Right of way along the rail corridor owned by the City of Boise will be used as a non-cash match for any appropriated funds. Based on purchase price and appraisals, the rail right-of-way currently owned by Boise is approximately valued at \$4,700,000.

**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 preservation of the Boise Cutoff rail corridor is an approved project (Project No. 22) in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU); however, it has no funding identified.

**BRIEF description of project (maximum 5 sentences):**

This project will analyze the Interstate 84 travel corridor in the Ada and Canyon Counties area of Idaho and examine options for preservation of alternative rights-of-way in the same corridor including rail corridors. The project includes an alternatives analysis of the Interstate 84/184 corridor which will study, in detail, congestion and travel patterns. Recommendations will be made regarding the most appropriate transportation investments in the corridor. Investments to be

analyzed are likely to include: passenger rail (light rail or commuter rail), bus rapid transit, high occupancy vehicle lanes and transportation system management strategies. Preservation activities include pre-acquisition study and negotiations related to the preservation of alternative rights-of-way in the Interstate 84/184 travel corridor

**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.

Securing control of the Boise Cutoff rail corridor and the conduct of an alternatives analysis was identified as a next step in the 2003 Rail Corridor Evaluation.

The Treasure Valley High Capacity Transit Study was initiated in 2006 and includes analysis of transit service along the Boise Cutoff rail corridor. That direction was reaffirmed in the regional transportation system plan adopted in 2006.

Preservation of the Boise Cutoff rail corridor is an approved project in SAFETEA-LU (Project No. 22) with no identified funding. The goals of this project are consistent with the project included in SAFETEA-LU.

COMPASS and Valley Regional Transit are currently working on the development of a local funding source that would be dedicated to the development and operation of transit service.

**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). While not resulting in additional transit service in the short term, this effort will support initiation of service in the future.

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?**

This project is publicly supported by:

- Boise Metro Chamber of Commerce
- City of Boise
- City of Nampa
- Community Planning Association of Southwest Idaho – top priority for transit projects
- Valley Regional Transit Board of Directors

**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.

N/A

## Transportation Project Appendix

**Organization Completing Application:** Valley Regional Transit

**Project Name:** Priority Corridor Analysis and Preservation Project

1. Other federal funds that have been or will be committed to this project (TEA-21, other appropriations bills, etc.)	2003 Rail Feasibility Study (STP-URB): \$150,000 2006 Alternatives Analysis (STP-TMA, FHWA/FTA CPG): \$434,043
2. Amount of anticipated non-federal match in FY2008, prior years, and future years	FY2008: Non-cash match/Boise Rail ROW: \$500,000 2003 Rail Feasibility Study (VRT Local): \$11,880 2006/7 Alternatives Analysis (Member Dues/Local): \$12,362
3. Please identify any reason why the funding requested could not be obligated in full on the date of enactment of this Act	None.