

**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.

Kelli Fairless  
Valley Regional Transit  
Executive Director  
(208) 846-8547, ext 4212  
[kfairless@valleyregionaltransit.org](mailto:kfairless@valleyregionaltransit.org)

Ken Burgess  
Veritas Advisors  
(208) 385-7070, ext 101  
[ken@veritasadvisors.com](mailto:ken@veritasadvisors.com)

Nils Johnson  
Holland and Hart, LLC.  
(202) 654-6935  
[NWJohnson@hollandhart.com](mailto:NWJohnson@hollandhart.com)

**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, Bus/Bus Related Facilities](#)

**Project Name:** [Treasure Valley, Idaho Transit Facilities](#)

**Priority Ranking (if applicable):**

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

[Second 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:** [\\$480,000](#)

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

Funds will be used to determine site location, or for environmental work on sites already in public ownership. In the event the property needs to be purchased, funds remaining after site study will be used for acquisition. Future funds will be used for environmental work after sites are located and land is acquired. Areas/facilities include transfer centers in Canyon and western Ada counties, and an administrative facility in the City of Meridian. The facilities will provide necessary infrastructure to improve the administration and operation of Valley Regional Transit. Future years of the project will include land acquisition, preliminary engineering and construction.

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

FY 2009 – \$700,000 (land acquisition)  
FY 2010 – \$2,080,000 (design and construction)  
FY 2011 – \$2,275,000 (design and construction)

**Total project cost: \$6,918,750**

Including federal share and non-federal share.

**Total desired federal share (including previous years): \$5,535,000**

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

**Anticipated start date and finish date of project: Start: 2008; Finish: 2011**

**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.

\$9.5 million was authorized in SAFETEA-LU for the Boise Multi-Modal Center (MMC). The project in this application is part of the same system and is included, as is the MMC, in the regional capital facilities plan for transit in the Treasure Valley. This project is the next phase of development.

**Did you complete a similar application last year (for FY 2007)? 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 within the Boise and Nampa Urbanized Areas that will benefit from the transit facilities being located in their jurisdiction. Matching funds for this request total \$120,000.

**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"

N/A

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

This project will fund site location and required environmental analysis for one administration facility and up to four bus transfer centers to improve transit services in the western portion of Ada County and Canyon County, Idaho. The development of transit facilities is a recommendation in the regional transit plan which characterizes these transit centers as "crucial" to the success of the transit system. These facilities will support regional public transportation services in the area.

**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 Valley Regional Transit today and into the future. They will 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 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 in the summer 2005 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?)**

Information is provided below on the indirect generation of jobs that would ultimately come about as a result of the project. More directly, this project represents both short term (construction) and long term employment (maintenance & operations) possibilities. The eventual construction would be structured such that Idaho contractors would be competitive and the nature of maintenance and operations of transit facilities requires a local workforce.

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?**

This project is publicly supported by:

- Boise Metro Chamber of Commerce
- City of Boise
- City of Nampa

- Community Planning Association of Southwest Idaho – second priority for transit projects
- Valley Regional Transit Board of Directors

The Cities of Caldwell, Meridian, and Nampa 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, 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? N/A**

Please attach separate sheets as needed or helpful.

## Transportation Project Appendix

**Organization Completing Application:** Valley Regional Transit

**Project Name:** Treasure Valley, Idaho Transit Facilities

1. Other federal funds that have been or will be committed to this project (TEA-21, other appropriations bills, etc.)	Valley Regional Transit receives formula funds under the Section 5307 program. These funds could be used for capital improvements.
2. Amount of anticipated non-federal match in FY2008, prior years, and future years	Valley Regional Transit has committed up to \$120,000 in contributions from local jurisdictions. Valley Regional Transit is pursuing other public/private opportunities that would qualify as non-federal match.
3. Please identify any reason why the funding requested could not be obligated in full on the date of enactment of this Act	None.