

**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).

COMPASS

800 South Industry Way, Suite 100  
Meridian, Idaho 83642

**Contact person(s) in organization including email address and phone number:**

This should include an **Idaho name and address**, but you may also include relevant Washington, DC representatives.

Matt Stoll

COMPASS

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Meridian, Idaho 83642

208-855-2558, extension 241

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Ken Burgess

Veritas Advisors

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Boise, Idaho 83702

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**Location of project, including congressional district**

Boise, Idaho, Congressional Districts 1 and 2

Meridian, Idaho, Congressional District 1

Nampa, Idaho, Congressional District 1

**Name of project**

High Capacity Transit Network Alternatives Analysis, Treasure Valley, Idaho

**Type of project—Please circle one:**

Highway/road

Bridge

Tunnel

Bicycle/Pedestrian project

Intelligent Transportation System (technology) project

Ferry Boats or Ferry Boat Facilities

Intermodal Freight Facility

Public Transit

Rail

Research project

Other

**Please identify if:**

- the project located on a Federal-aid highway?  
Transit project along SH 44 (State Street)  
Transit project in Downtown Boise (most Downtown streets are classified)
- the project located on the National Highway System?  
No.
- the project located on the Interstate System?  
Transit project along I-84

**If the project is a public transit project, please identify whether the project is:**

This alternatives analyses project funds up to three segments comprising the defined future high capacity premium corridors for transit in Ada and Canyon Counties. The high capacity premium corridors include:

- the east-west corridor (I-84 alternative) from the City of Caldwell to Downtown Boise
- the east-west corridor (SH 44 (State Street)) from the City of Caldwell to Downtown Boise, and
- the Circulator System in Downtown Boise.

The segments for alternatives analysis for this request are divided into three specific corridors: I-84 corridor (Caldwell to Downtown Boise), SH 44 (State Street) (from Hwy 16 to Downtown Boise), and a Circulator System in Downtown Boise. The alternatives analysis could lead to a request for a New Start project(s) in the defined corridors.

- **Passenger Vehicles**  
N/A
  - Transit Bus or Van
  - Transit Rail Car or Locomotive, including Streetcars
  - Transit Ferry
- **Transit Facilities**  
N/A
  - Vehicle Maintenance or Administration Facility
  - Passenger Facility, including Intermodal Facilities, stations, and terminals
- **Transit Rights-of-Way**  
N/A

- Property Acquisition
- Corridor Development
- Rail Track Construction or Maintenance
- Bus-only Lane Construction or Maintenance
- **Transit Equipment**  
N/A
  - Vehicle-related Equipment
  - System-related Equipment
- **New Start Project** (a major new fixed guideway capital project seeking more than \$75 million in Federal funds.)  
N/A
- **Small Start Project** (a new fixed guideway capital project seeking less than \$75 million in Federal funds and with a total estimated net capital cost of less than \$250 million)  
N/A

**If the project is a rail project, please identify whether the project is located on:** N/A

- **Intercity passenger rail**
  - If so, is the project located within a corridor previously designated by the Secretary of Transportation pursuant to section 104(d)(2) of Title 23, United States Code, or the Northeast Corridor?
    - If yes, which corridor?
- **Freight Rail**
  - Class I Freight Rail
  - Class II or Class III Freight Rail

**If it is a research project, please identify which type by circling below:**

- University Transportation Center
- Other (please describe)

**Did the FHWA, FTA, or Idaho State Department of Transportation confirm that this project is eligible under Title 23 (Highways) or**

**Chapter 53 (Transit? of Title 49 USC?** If so, please provide a contact name, title, and phone number. Yes

Rick Krochalis, Administrator  
Federal Transit Administration, Region X  
206-220-7954

**Please identify the state, regional, or local governmental entity that is an eligible recipient of the funds.**

Valley Regional Transit

**Please describe the project by identifying:**

Specific terminus points of the project or activity

I-84 between the City of Caldwell and Downtown Boise  
SH 44 (State Street) between SH 16 and Downtown Boise  
Downtown Boise

Activities (construct, plan, design, etc.)

Conduct an Alternatives Analysis to determine future development of these corridors.

Total estimated cost of the project

\$5,500,000

I-84 – Cost \$2,500,000

SH 44 – Cost \$1,750,000

Boise – Cost \$1,250,000

Requested amount

\$4,400,000

Percentage of total estimated cost (request must finance at least 80% of the total cost)

80%

If the request is less than 80% of the total cost, how will the remaining funding be provided?

N/A

**Please provide a BRIEF (five sentences) description of the project. Include why the project is needed and how funding will be used.**

This project would complete the Alternatives Analysis on the high capacity transit network that includes the I-84 alternative corridor, the SH 44 (State Street) Corridor and the Downtown Boise Circulator system. The Premium Transit Corridor was described in *Communities in Motion*, the regional long-range transportation plan, as well as *Valley Regional Transit's Regional Operations and Capital Improvement Plan* as the transit corridor (loop) on I-84 and SH 44 from the City of Caldwell to Downtown Boise. The goal of this project is to look at high capacity improvements from an integrated systems planning approach to determine investments and staging for service in the future.

**Is the project included in the State’s Long-Range Transportation Plan?**

If so, please provide the date of approval of the most recent version of the plan and the title of the plan.

High Capacity transit is consistent with *Communities in Motion* (CIM), the regional long-range transportation plan, as illustrative improvements to the specified corridors. An Alternatives Analysis is a prerequisite to obtain future New Start funding. CIM was adopted by the Community Planning Association of Southwest Idaho (COMPASS) Board on August 21, 2006. (page 95)

The project is described in Valley Regional Transit’s Regional Operations and Capital Improvement Plan (ROCIP) as the Premium Transit Corridor. The ROCIP was adopted by the Valley Regional Transit Board in February 2005.

The project is consistent with the Statewide Transportation Plan, which is visionary in nature, approved by the Idaho Transportation Board in July 2004.

**Is the project included in the Metropolitan Transportation Improvement Program (TIP) and/or State Transportation Improvement Program (STIP)?**

If so, please provide the date of approval of the most recent version of the plan and the title of the plan.

The project was included in the TIP and STIP in FY2005 and has a key number, although it is not currently included in the TIP and STIP because the funds were obligated. The project is included in the COMPASS Unified Planning work Program (UPWP) as an active project. The current project is only for the high capacity improvements along I-84. When the project started as a pre-Alternatives Analysis, staff was informed that a full-blown Alternatives Analysis is needed in order to move forward.

Upon notification of funding, the expanded project will be added to the TIP through the amendment process. COMPASS will add the project in the FY2010-2014 TIP Update as an “illustrative” project with a Congressional High Priority application, and will go through the public involvement process in the summer 2009.

**If the project is an intercity passenger rail project, is it included in the State Rail Plan?**

If so, please provide the date of approval of the most recent version of the plan and the title of the plan.

N/A

**Please describe the current status of the project and expected schedule for its completion.** (Note whether the project is in planning, environmental review, final design, right-of-way acquisition, under construction, etc.)

A pre-Alternatives Analysis will be complete on the I-84 portion of the high capacity transit corridor in the fall 2009. Other portions of the project are in the planning stages and will be obligated upon award. The project will take approximately two years to complete.

**What is the expected date of completion for the project?**

If funded during 2010, these studies would be completed by September 2012.

**Have you attached the required letters of support, as described in the cover letter? If not, please explain why not.**

Attached.

**Does the project have regional or national significance? If so, please BRIEFLY describe significance in 3 or 4 sentences.**

This project will consider the long-term investment and implementation of the high capacity transit network that is envisioned in CIM. The corridors included in the project are the most congested in the region. The I-84 corridor is the primary freight route between Seattle/Portland and Salt Lake City. As congestion in this corridor increases, freight costs and delays will rise. The State Street corridor is a major regional conduit and is the only continuous arterial in the region north of the Boise River.

**BRIEFLY (500 words or less) describe the following:**

- **Safety benefits**  
As congestion increases, accidents related to unstable traffic flows also increase. This project should lead to transportation alternatives which will reduce congestion along the I-84 and SH 44 corridors, reducing safety concerns.
- **Economic development benefits**  
Improved travel alternatives will provide travelers options to reduce costs, especially in times of escalating fuel prices. The evaluations will consider dedicated facilities that could provide more reliable travel for employees—and a benefit to employers. Shifting more drivers to alternative transportation would benefit freight users by reducing delays, especially during peak travel hours.
- **Mobility benefits**  
The current and forecasted congestion along State Street and I-84 could be alleviated by the provision of effective high-capacity transit. Both corridors are experiencing high congestion during peak hours. Growth in the region is expected to double the regional population by 2035, with a compounding effect on future congestion.

- **Environmental benefits**  
Air pollution has been a major concern. Ada County is in maintenance status for carbon monoxide and particulates. The region is nearing critical levels for ozone—with vehicular emissions being a major contributor of ozone precursors. Long-term provision of a high capacity transit systems can also aid in the reduction of greenhouse gases.

### **Has the project received previous federal funding?**

Yes for the I-84 portion of the project only, see below.

Did the project receive funding in an authorization bill? If so, please provide:

- Name of bill
- Section
- Project Number
- Amount of Funding
- Amount Obligated

Did the project receive funding in an appropriations bill? If so, please provide

- Public Law Name
- Public Law Number
- Section
- Project Number
- Amount of Funding
- Amount Obligated

Did the project receive funding in other legislation? If so, please provide:

- Public Law Name
- Public Law Number
- Section
- Project Number
- Amount of Funding
- Amount Obligated

**Has the project received any prior funding for a state, local, or private source? If so, please provide:**

- Source  
Surface Transportation Program – Urban and Consolidated Planning Grant
- Amount of Funding  
FY2005-FY2009  
Federal: \$523,574  
Local match: \$41,474
- Amount Obligated  
FY2005-FY2009  
Federal: \$523,574  
Local match: \$41,474

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.