

**Appropriations Application for Fiscal Year 2010
(Oct. 1, 2009 - Sept. 30, 2010)**

******Please read this page carefully before proceeding******

- DO NOT change the format, rearrange question order, or otherwise alter this form. Use as much space under each heading as needed. Attach separate sheets if necessary.
- **An email address is required.** Email will be the primary means we will use to communicate with you about your project.
- Fill out the form in its entirety.
- If you are submitting multiple requests, you must provide an overall priority ranking for each request.
- Forms must be submitted **electronically** in Microsoft Word format.
- The Appropriations Committees require additional, specific information in requests for **agriculture, defense, transportation, community water/wastewater projects, and economic development** funds. Please complete the appropriate, accompanying Appendix if this application relates to one of these types of project.
- Most Defense projects require a PE Number, Line Number, or other budget activity number. Defense projects submitted without this information and an explanation of its importance to national security will not be considered.
- Most Transportation projects require a letter of support for the request from the Idaho Transportation Department or local metropolitan planning commission with this application. Please see the appendix for further information regarding requirements on Transportation projects.

THE DEADLINE FOR SUBMITTING APPLICATIONS IS FEBRUARY 13, 2009

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).

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

COMPASS
800 S. Industry Way, Ste 100
Meridian, ID 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.

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

Matt Stoll
COMPASS
Executive Director
(208) 855-2558, ext 241
mstoll@compassidaho.org

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

Appropriations Bill/Subcommittee:

Please select only one

Transportation, Treasury and Housing and Urban Development

Department (if applicable): Department of Transportation

Agency:

Please be specific, e.g.: Forest Service

Federal Highway Administration and/or Federal Transit Administration

Agency account, subdivision, program, activity, etc., through which this project would be funded:

Please be specific; e.g.: 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: Treasure Valley High Capacity Alternatives Analysis

Priority Ranking (if applicable):

If you are submitting more than one request, you must rank the requests in order of priority. You are limited to a MAXIMUM of two projects per appropriations bill.

Second priority (of three total, with permission) for projects by the Community Planning Association of Southwest Idaho (COMPASS), the local metropolitan planning organization.

Amount desired for project for FY 2010: \$2,000,000 (\$1,600,000 federal, \$400,000 local match)

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 (list each year): None

Total project cost: \$2,565,048

Including federal share and non-federal share.

Total desired federal share (including previous years): \$2,123,574

E.g. \$500,000 in FY 2009, \$250,000 in FY 2010, \$250,000 in FY 2011 for a total of \$1million

\$277,980 (STP-U) in FY2005
\$32,194 (FHWA/FTA Consolidated Planning Grant (CPG)) FY2006
\$32,675 (FHWA/FTA CPG) FY2007
\$37,221 (STP-U) in FY2007
\$7,945 (STP-U) in FY2007
\$61,294 (FHWA/FTA CPG) FY2008
\$74,265 (FHWA/FTA CPG) FY2009
\$1,600,000 (appropriations request) in FY2010

Some of the funds shown above early in the project were spent on companion projects (Multi-Modal Center and Boise Downtown Circulator). These three projects started out together as one project and were later split out separately.

Anticipated start date and finish date of project: Start: 2006; Finish: 2012

Amount/policy included specifically for this individual project in the President's budget request for FY 2010: [None](#)

Federal funding history: [\\$523,574](#)

E.g. \$100,000 in FY2008, \$150,000 in FY2009.

[\\$277,980 \(STP-U\) in FY2005](#)

[\\$32,194 \(FHWA/FTA Consolidated Planning Grant \(CPG\)\) FY2006](#)

[\\$32,675 \(FHWA/FTA CPG\) FY2007](#)

[\\$37,221 \(STP-U\) in FY2007](#)

[\\$7,945 \(STP-U\) in FY2007](#)

[\\$61,294 \(FHWA/FTA CPG\) FY2008](#)

[\\$74,265 \(FHWA/FTA CPG\) FY2009](#)

If this project has received Congressional appropriations in previous years, please provide the exact report or bill language as it appears in most recent House, Senate or Conference report: [None](#)

Did you complete a similar application last year (for FY 2009)? [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 or local funds, bond issue, etc.

[A request, which was ultimately denied, was submitted in 2007 to the Administrator of the FTA for a Section 5339 – Alternatives Analysis grant.](#)

Does the federal program through which this project would be funded require a non-federal match in funds: [Yes](#) / [No](#)

Please list sources and amounts of matching funds:

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

[COMPASS will secure the matching funds from member agencies.](#)

Relevant authorization law/bill/status (Must answer this):

E.g.: "Public Law 107-111"; "FY 2008 DOD Authorization"; "Currently pursuing authorization through Agriculture Committee"; "Safe Drinking Water Act"; "Hatch 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. An alternatives analysis is required under 49 U.S.C. 5303, 5304, and 5309.](#)

BRIEF description of project (maximum 5 sentences):

This project will analyze the I-84 travel corridor in Ada and Canyon Counties, Idaho and examine options for preservation of alternative rights-of-way in the same corridor including existing rail corridors. The project includes an alternatives analysis of the I-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: bus rapid transit, high occupancy vehicle lanes, transportation system management strategies, and passenger rail (light rail or commuter rail). Preservation activities include pre-acquisition study and negotiations related to the preservation of alternative rights-of-way in the I-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, salaries, capital investment, 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 (TVHCTS) was initiated in 2006 and includes analysis of transit service along the Boise Cutoff rail corridor that runs between the cities of Nampa and Boise. That direction was reaffirmed in the regional transportation system plan adopted in 2006. The TVHCTS project is currently under contract to evaluate alignment and modal options within the corridor, provide initial evaluation of ridership and travel benefits, and develop initial costs. The information from this phase will provide the base for the full Alternatives Analysis, funding for which is requested in this application.

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 will the success of the project be measured?

The outcome will prove the most effective alternative for high capacity movement of people for this corridor, and steps needed to acquire the selected corridor in the future.

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 Parsons, Brinckerhoff, Quade and Douglas, 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 (Surface Transportation Policy Partnership, 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, 2004 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 or oppose this application?

Consider all possible factors, such as ideological differences, competitor organizations, federal agencies protecting their turf or budgets from “carve-outs,” etc.

This project is publicly supported by:

- Boise Metro Chamber of Commerce
- Caldwell Chamber of Commerce
- City of Boise
- City of Caldwell
- City of Nampa
- The College of Idaho
- Community Planning Association of Southwest Idaho – top priority for transit projects
- Idaho Transportation Department
- Meridian Chamber of Commerce
- Nampa Chamber of Commerce
- Valley Regional Transit

Other Comments/Misc. information?

Please attach separate sheets electronically as needed or helpful.

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.

Transportation Project Appendix

Organization Completing Application: Valley Regional Transit

Project Name: Treasure Valley High Capacity Alternatives Analysis

If this is a FTA or FHWA request, is the project on the State Transportation Improvement Plan?

The project was included in the Statewide Transportation Improvement Program in FY2005 and has a key number, but is not currently included because the funds were obligated. The project is included in the COMPASS Unified Planning Work Program as an active project.

If this is a highway request, you MUST either include a letter of support for the request from the Idaho Transportation Department or local metropolitan planning commission with this application or explain in the space below why you were not able to include a letter of support.

A letter of support from the Community Planning Association of Southwest Idaho (COMPASS), the local metropolitan planning organization, is attached.

Other federal funds that have been or will be committed to this project (SAFETEA-LU, other appropriations bills, etc.)	2005: \$277,980 Obligated	STP-U
	2006: \$32,194 Obligated	FHWA/FTA CPG
	2007: \$32,675 Obligated	FHWA/FTA CPG
	2007: \$37,221 Obligated	STP-U
	2007: \$7,945 Obligated	STP-U
	2008: \$61,294 Obligated	FHWA/FTA CPG
	2009: \$74,265 Programmed	FHWA/FTA CPG
	2010: \$1,600,000 Requested	Appropriation
	Total (federal): \$2,123,574	

<p>Amount of anticipated non-federal match in FY2010, prior years, and future years. How much of the request can be spent in FY2010?</p>	<p>2005: \$22,020 Obligated STP-U 2006: \$2,550 Obligated FHWA/FTA CPG 2007: \$2,588 Obligated FHWA/FTA CPG 2007: \$2,949 Obligated STP-U 2007: \$629 Obligated STP-U 2008: \$4,855 Obligated FHWA/FTA CPG 2009: \$5,883 Programmed FHWA/FTA CPG 2010: \$400,000 Requested Appropriation Total (local): \$441,474</p>
<p>Please identify any reason why the funding requested could not be obligated in full on the date of enactment of this Act.</p>	<p>None.</p>
<p>If this is a highway, transit, rail, or aviation request, did you check eligibility with the Idaho Department of Transportation, FTA, FRA, or FAA? If yes, did they indicate the project is eligible under the account requested?</p>	<p>Idaho Transportation Department, Public Transportation Department provided concurrence of eligibility for this project under the account requested.</p>

