



Valley Regional Transit East – West Commute Corridors Alternative Transportation Package

Ada and Canyon Counties, Idaho

Urban and Rural Transit Project

\$25,780,813 TIGER Grant Request

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Project Description

Since the 2000 census, Idaho's population has increased nearly 230,000 people – or 18 percent – the fifth fastest rate nationally. A majority of that growth has occurred in the Treasure Valley in southwest Idaho, a narrow east/west corridor with Canyon and Gem Counties to the west, with rapidly growing residential populations and Ada County to the east including the major employment centers in the state. Thirty percent of Canyon County residents who work and 29 percent of Gem County residents who work commute to Ada County daily. By 2035, 75 percent of the roads in the Treasure Valley will be over capacity. The commute from Caldwell, a Canyon County bedroom community, to Boise will take two hours. Interstate 84, the only limited access roadway serving the east-west corridor, will carry 190,600 cars per day, a 61 percent increase compared to 2009.

The topography, the rapid growth in the area and the regional sprawl have led to the Treasure Valley Air Shed bordering on non-attainment for ozone. Ada County is a maintenance area for coarse particulate matter and carbon monoxide.



ValleyRide currently has four routes making 18 round trips per day from Canyon County to the downtown Boise area. In October of 2008, Intercounty ridership was 55% above the same month in 2007 and 136% above 2006. ValleyRide operates four routes in Nampa and Caldwell that making 52 round trips per day, connecting to the Intercounty service. In October of 2008, Canyon County local ridership was 57% above the same month in 2007 and 64% above 2006. ValleyRide Ada County service operates 14 routes making 271 round trips per day serving downtown Boise and connecting to the Intercounty service. In October of 2008, Ada County ridership was 24% above the same month in 2007 and 34% above 2006. ACHD Commuteride has 37 vanpools from Canyon County to Ada County daily and four vanpools from Gem County to Ada County daily. Approximately 1050 commuters use the vanpool and bus daily to commute along the east/west corridor. This number is limited by the capacity of the system, not the demand for ridership.

The East/West Commute Corridors Alternative Transportation Package is a group of bus, carpool and vanpool projects that will improve the efficiency of the current alternative transportation system, address the near term need for additional facilities and service, and position alternative transportation in the Valley to grow for several decades. The projects in the package are primarily designed to help commuters in

the residential communities west of Boise reach the primary employment centers in and near downtown Boise. The package includes the following projects:

(Please note that the Community Planning Association of Southwest Idaho inquired as to whether operations and studies were eligible for TIGER funding. No specific answer was received. TIGER documentation does say that anything that can be funded under Chapter 53 or title 49 of the United States Code is eligible, which includes operations and studies. If these projects are not eligible, VRT requests that the rest of the projects in the package be considered.)

I. Park & Ride System: This project would locate and build or lease a series of Park & Ride lots for use by bus riders, vanpoolers and carpoolers. The Treasure Valley currently has a patchwork system of Park & Ride lots that do not have the capacity to meet the current demand. The lots are located where existing parking is available for lease, not necessarily where there is the greatest need. There are currently 12 Park & Ride lots west of Boise, with approximately 489 total spaces. Only three of the lots can accommodate Intercounty buses. There are 41 vanpools, with approximately 410 passengers that commute from Gem and Canyon Counties to Ada County daily. Currently the Ada County Highway District (ACHD) manages the Park & Ride network to serve its vanpools and carpools. However, ACHD does not have the authority to purchase and operate Park & Ride lots in Canyon and Gem Counties. The work to determine the areas of need has already begun.

II. West Ada/Canyon Public Transportation Hubs: This project would locate and build five new public transportation hubs to provide a place for residents to transfer between transportation modes and to connect between Intercounty commuter routes and local transit routes serving the communities. The engineering work to pinpoint locations and to obtain the environmental exclusion has begun. Locations include Meridian, East Nampa, downtown Nampa, downtown Caldwell and the Towne Square Mall west of downtown Boise. These hubs would include restrooms, bike lockers, transit stations, secured vanpool parking and general parking. These hubs are crucial as the network of bus routes, vanpools and other types of alternative transportation expands. There are currently no such hubs west of downtown Boise. Public transportation hubs in downtown Boise and at Boise State University are funded and currently being designed.

III. Canyon County Operations Facilities: This project would build a new facility in Canyon County that would house the Canyon County ValleyRide operations office, the maintenance facility, secured bus parking, and a customer service pass sales outlet. It is anticipated that this building will be built to LEED or EnergyStar standards. The current Canyon County operations and maintenance facility, which houses the Intercounty bus service and the Nampa/Caldwell local service, is too small and out of date to conduct the fleet and customer service functions required at the present time and would not be able to handle any additional growth. The current facility does not have the parking or the equipment for new technology vehicles. VRT is currently leasing off site parking for three fleet vehicles. As the fleet expands, additional parking will need to be located. As the existing bus yard is unpaved, there is a large problem with radiators getting plugged and causing buses to overheat. The maintenance area only has room to work on one vehicle and the

maintenance equipment is significantly out of date. There is no customer service area and insufficient office space, training space and vault space.

IV. Ada County CNG Facility Upgrade: The CNG facility upgrade project would provide a needed increase in capacity and reduce maintenance costs at the existing CNG fueling facility at the Ada County ValleyRide operations, which services the Ada County fleet. The facility needs upgrading and expansion to maintain proper functioning and to allow for growth of the bus fleet. The upgrade will add a new compressor which will increase capacity and replace the water cooling system with an air cooling system which will reduce maintenance costs. Because this is the only CNG fueling facility in the region at this time, it is extremely important that it be kept in good operating order.

V. VRT/COMPASS Operations Center: This project would provide a joint facility for the Valley Regional Transit (VRT) and the Community Planning Association of Southwest Idaho (COMPASS), the region's metropolitan planning organization, improving the efficiency and collaboration of the organizations. The facility would also serve as a customer service and pass outlet for customers in western Ada County. Currently VRT leases office space on a month to month basis. The space is too small for existing staff and is not located on an existing bus line, making it difficult for transit customers to access the customer service office. COMPASS also leases space which is not along a bus line. It is anticipated that this building will be built to LEED or EnergyStar standards.

VI. Canyon County Bus Replacement: This project would replace 15 buses in the Canyon County fleet. These vehicles would operate on Intercounty Express service and on local Caldwell and Nampa service which connects to the Intercounty service. Currently VRT has a lease to own agreement for the eleven 20 passenger vehicles it uses to operate the Nampa/Caldwell local service. The Nampa/Caldwell local service connects these two cities on the east/west corridor and connects riders to the Intercounty service. VRT leases eight 40 passenger vehicles, which are 12 years old, for the Intercounty service. All 19 buses are at the end of their useful life through age and or mileage and need replacing. VRT spends an average of \$5,526 per lease to own vehicle in maintenance each year and an average of \$10,827 per leased bus in maintenance each year. VRT already has formula ARRA funding to replace four of the 40 passenger buses. Together these funding sources would allow VRT to purchase an entire new fleet of vehicles for the Nampa facility.

VII. Ada County Bus Replacement: This funding will provide two replacement buses for the Ada County fleet. These vehicles would provide service along Boise east/west routes during peak commute times and would provide connecting service to the Intercounty express service. The Ada County fleet has two 40 passenger transit buses which are 16 years old and nine which are 12 years old. These vehicles have reached the end of their useful life and are in need of replacement. VRT already has funding for nine vehicles through other formula ARRA funding, 5309 grants and local funds. With the older buses, VRT spends an average of \$48,179 per bus in maintenance each year.



VIII. Ustick Pilot Project: This project would provide service for a two year pilot project along the Ustick Road corridor which bisects three of the densest residential areas in western Ada County. Currently residents in this corridor have to travel five miles east to Cloverdale, which is two-thirds of the way to downtown Boise, or five miles south to I84 to access east/west bus service. This new route would provide morning and evening peak express service and local mid-day service. Model projections show this route performing at approximately 23 passengers per revenue hour, the same as the current Caldwell to Boise Intercounty Express service.

IX. Garden City Pilot Project: This project would provide service for a two year pilot project in Garden City, a small community just west of downtown Boise with a relatively high transit dependant population. This route would connect low income neighborhoods to area shopping and to employment centers in downtown Boise. Model projections show this route performing on par with ValleyRide's highest performing route at approximately 30 passengers per revenue hour. The ValleyRide system average is 13.63 passengers per revenue hour.

X. Parma, Greenleaf, Wilder Pilot Project: This project would provide service for the first time connecting the rural communities of Parma, Greenleaf and Wilder to Caldwell. The service would operate as a two year pilot project. Residents of these communities primarily travel to Caldwell, Nampa, Meridian or Boise for work. The service would also provide residents transportation to medical facilities, which are not available in Parma, Greenleaf and Wilder.

XI. Buses For Pilot Projects: This project will provide five new transit vehicles for the proposed new pilot projects along Ustick Road; in Garden City; between Parma, Greenleaf and Wilder; and in Southwest Ada County. The new service in southwest Ada County, which has no service today, will be funded with local dollars. These new vehicles will be CNG, clean diesel or hybrid depending on the best technology available for the size of vehicle needed and the type of service it will provide.

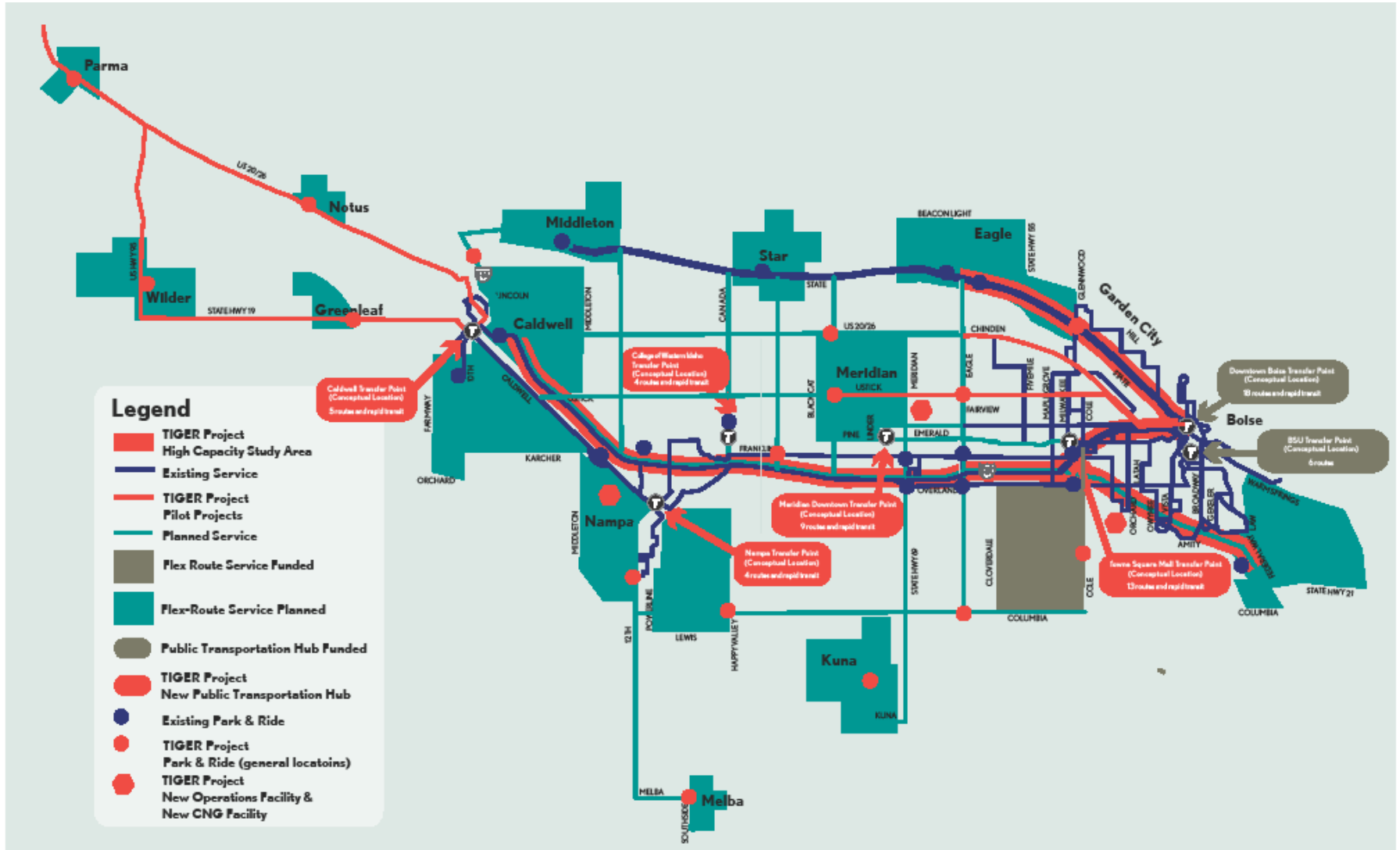
XII. High Capacity Transit Network Alternatives Analysis: This project, which is partially funded and currently underway, would complete the alternative analysis for a high capacity service along key corridors in the Treasure Valley. The corridors include Interstate 84 and Highway 44/State Street. Without additional funding, this project will not be completed in the near future. The current long-range transportation plan indicates this project is key in laying the groundwork for the future transportation system for the region. Completion of this analysis would help guide transportation and land use investments along these corridors.

Project Map

The following project map shows the TIGER project package in red. The facilities and routes are shown in the general area in which they will be located. The Park & Ride lots are shown in the communities in which they are needed, however the dots are not in exact locations, nor is the exact quantity shown.



Project Map



Project Parties

VRT is the regional public transportation authority for Ada and Canyon counties in southwest Idaho. Its main responsibility is to coordinate alternative transportation services in the region and to develop and implement a regional public transportation system. VRT operates ValleyRide which provides local and intercounty bus service in Ada and Canyon Counties. VRT currently manages grant funds from several sources including STP, 5307, 5309, JARC and New Freedom. VRT's staff includes financial, planning, project management and operations specialists.

Ada County Highway District Commuteride Division operates the vanpool program in the region and facilitates carpooling. VRT and Commuteride work closely together to promote the use of alternative transportation in the region. ACHD Commuteride and VRT will partner on the Park and Ride and West Ada/Canyon County Public Transportation Hub projects. The Community Planning Association of Southwest Idaho (COMPASS) is the regional Metropolitan Planning Organization and is partnering with VRT on the High Capacity Transit Network Alternative Analysis and the Operations Center projects. The other parties involved in this package of projects include the following VRT's partnering jurisdictions:

Ada County ● Boise State University ● Capital City Development Corporation ● Canyon County ● Canyon County Highway District ● City of Boise ● City of Caldwell ● City of Eagle ● City of Greenleaf ● City of Meridian ● City of Middleton ● City of Nampa ● City of Notus ● City of Parma ● City of Star ● City of Wilder ● Garden City ● Meridian Development Corporation.

Letters of support from these and other governmental organizations and leaders can be found on-line at:

<http://www.valleyregionaltransit.org/PROJECTSSTUDIES/TIGERgrant/tabid/165/Default.aspx>.

Grant Funds: Sources and Uses of Project Funds

Idaho is one of three states in the nation that does not have a dedicated funding source for public transportation nor does it allow for local option taxing for public transportation. Therefore, VRT and ValleyRide operate solely with funds from participating jurisdiction's general accounts and federal allocations. In this environment, the limited local dollars available are used to match federal funds for both operations and capital expenditures. The Boise Urbanized Area surpassed 200,000 in population, reaching the threshold for using federal dollars for operations. The Nampa Urbanized Area is expected to join the Boise Urbanized Area with the release of the 2010 Census data. As a result, VRT must use a majority of its local dollars for operations, leaving very limited resources for capital expenditures and service expansion.

This set of east/west commute corridor projects would allow VRT to put the capital facilities and vehicles in place to serve the current and future system while maximizing the benefits of limited local dollars. Obtaining ARRA funding for these projects would save \$5,130,882 in general funds. These savings VRT would then



put towards maintenance and operations of the new facilities and equipment and to add new service. That is equivalent to \$171,029 for each of the next 30 years.

With the TIGER grant funding, existing local dollars and other federal funding, this package of projects would be fully funded. Work could begin immediately and be completed without waiting for additional resources.



Project Budget

	Current Condition	Total	Other Stimulus Funding	TIGER Discretionary	Other Federal Funding	Local Funds
		\$33,854,785	\$4,708,379	\$25,780,813	\$2,140,488	\$1,212,605
			13.91%	76.15%	6.32%	3.58%
I. Park And Ride System	Insufficient quantity	\$4,000,000	\$0	\$4,000,000	\$0	\$0
II. West Ada/Canyon Public Transportation Hubs	Does not exist	\$5,980,000	\$0	\$5,026,000	\$763,000	\$191,000
III. Canyon County Operations & Maintenance Facility	Poor	\$1,250,000	\$0	\$1,250,000	\$0	\$0
IV. Ada County CNG Facility Upgrade	Poor	\$600,000	\$0	\$600,000	\$0	\$0
V. VRT/COMPASS Operations Center	Insufficient space	\$2,000,000	\$0	\$1,296,000	\$0	\$704,000
VI. Canyon County Bus Replacement	Poor	\$4,300,000	\$1,778,456	\$2,521,544	\$0	\$0
VII. Ada County Bus Replacement	Poor	\$4,950,000	\$2,929,923	\$995,380	\$853,914	\$170,783
VIII. Ustick Pilot Project	Does not exist	\$1,002,348	\$0	\$950,000	\$0	\$52,348
IX. Garden City Pilot Project	Does not exist	\$502,040	\$0	\$450,000	\$0	\$52,040
X. Parma, Greenleaf, Wilder Pilot Project	Does not exist	\$327,096	\$0	\$326,136	\$0	\$960
X. Buses For Pilot Projects	Does not exist	\$1,650,000	\$0	\$1,650,000	\$0	\$0
XI. High Capacity Transit Network Alternatives Analysis	N/A	\$6,065,048	\$0	\$5,500,000	\$523,574	\$41,474
Project Administration & Oversight	Does not exist	\$1,228,253	\$0	\$1,215,753	\$0	\$0

Job Creation

This package of projects would create and maintain jobs in the near term and over a sustained period. Because this is a package of projects designed and constructed independently, work would be generated for several engineering and construction firms in the region. The extent and variety of design and construction work required would result in a wide range of jobs from degreed professionals to unskilled laborers. A majority of the jobs related to the facilities, pilot projects and planning would be created in the Treasure Valley area. Jobs related to bus construction would be in other parts of the county. Due to the scale of the project as a whole and a limited existing staff, VRT would hire a project administration and oversight staff.

VRT estimates that 246 short-term (1 to 2 year) jobs would be created.

Once the construction is completed and the buses and new service are in operation, new staff would be required to operate and maintain the facilities and services. While many of these jobs would require limited formal education, they would provide an excellent opportunity for individuals to be trained in life long job skills. New jobs would include bus drivers, vehicle maintenance staff, and facilities maintenance staff.

VRT estimates that seven long-term (on going) jobs would be created.

Project Timeline

Work on several components of this project has already begun and all others are ready to begin as soon as funding is secured. The package of projects is expected to proceed to completion without delays.

This package of projects would be added to the Statewide Transportation Improvement Program once funds are secured. It is currently an illustrative project on the Regional Transportation Improvement Program. Once funded, it would move to the Regional Transportation Improvement Program funded project list. The project components are also included in the COMPASS regional long-range transportation plan, VRT's Treasure Valley In Transit Plan and VRT's Capital Improvement Plan. COMPASS and its member organizations from throughout the region conducted a TIGER grant project prioritization process. This project was selected to move forward with full support. No legislative approvals are needed to proceed with the project. The facility components of the project are expected to receive environmental categorical exclusions.

Project Timeline

	Complete Study	Design Service/ Facilities/Buses	Environmental Work	Obligate Funds	Build Facilities/ Buses	Project Complete
I. Park And Ride System	January-10	July-10	January-11	February-11	February-12	February-12
II. West Ada/Canyon PT Hubs	January-10	July-10	January-11	February-11	February-12	February-12
III. Canyon County Operations Facility	January-10	July-10	January-11	February-11	February-12	February-12
IV. Ada County CNG Facility Upgrade	Complete	July-10	February-10	March-10	September-10	September-10
V. VRT/COMPASS Operations Center	January-10	July-10	January-11	February-11	February-12	February-12
VI. Canyon County Replacement Buses	NA	March-10	NA	March-10	March-11	March-11
VII. Ada County Replacement Buses	NA	March-10	NA	March-10	March-11	March-11
VIII. Ustick Pilot Project	Complete	Complete	NA	March-10	August-10	February-12
IX. Garden City Pilot Project	Complete	Complete	NA	March-10	August-10	February-12
X. Parma, Greenleaf, Wilder Pilot Project	Complete	Complete	NA	March-10	August-10	February-12
XI. Buses For Pilot Projects	NA	March-10	NA	March-10	August-10	August-10
XII. High Capacity Corridor Analysis	February-12	NA	NA	March-10	NA	February-12

Project Benefits

Below is a table that summarizes the project benefits. Following the chart is a detail explanation of each benefit.

Benefits	I. Park & Ride System	II. West Ada/Canyon Public Transportation Hubs	III. Canyon County Operations & Maintenance Facilities	IV. Ada County CNG Facility Upgrade	V. VRT/COMPASS Operations Center	VI. Canyon County Bus Replacement	VII. Ada County Bus Replacement	VIII. Ustick Pilot Project	IX. Garden City Pilot Project	X. Parma, Greenleaf, Wilder Pilot Project	XI. Buses For Pilot Projects	XII. High Capacity Transit Network Alternatives Analysis
State of Good Repair	X	X	X	X	X	X	X	X	X	X	X	X
Economic Competitiveness	X	X	X		X	X		X	X	X	X	X
Livability	X	X	X		X			X	X	X	X	X
Sustainability	X	X	X	X	X	X	X	X	X	X	X	X
Safety	X	X						X	X	X		
Job Creation and Economic Stimulus	X	X	X	X	X	X	X	X	X	X	X	X
Innovation	X	X	X	X	X	X	X	X	X	X	X	X
Partnership	X	X	X	X	X	X	X				X	X

Primary Selection Criteria – Long Term Outcomes

i) State of Good Repair:

This package of projects will put in place the capital facilities and rolling stock the Treasure Valley needs to address the east/west commute demand now and 30 years into the future. It will enable the pilot projects and studies needed to determine future service expansion. VRT operates service from two operations and maintenance facilities and one administration facility. The operations and maintenance facilities are not sufficient to handle the current fleet. The administration operations center is too small and poorly located to serve the public. VRT operates 52 vehicles, 30 of which have reached the end of their useful life. VRT currently has no Park & Ride lots or transit facilities. As a result of the poor condition of existing facilities and equipment and lack of some needed facilities and services altogether, the public transportation system in the Treasure Valley is putting a disproportionate amount of its budget into maintenance, is unable to capitalize on current demand, and is not positioned to provide the necessary services as the region continues to grow.

Capitalization and Life Cycle Costs: This package of projects will minimize life-cycle costs by eliminating lease payments for facilities and vehicles, reducing vehicle maintenance costs, and reducing vehicle down time. Given

TIGER funding the project would be fully funded. Each project component will be fully capitalized and depreciated through their useful life.

Economic Growth: The current level of alternative transportation facilities and transit vehicles threaten economic growth for the region and the transit system by eliminating the option of service expansion. Compared to 22 other similar cities in the west, Boise already has the lowest number of bus service hours per capita. Given that most businesses consider a robust public transportation system a key component to any community in which they will locate, this puts the Treasure Valley at a distinct disadvantage in competing for new businesses.

Long Term Cost Structure: This package of projects will not only improve VRT's facilities, system and performance, but it will improve the long-term cost structure of the organization's capital assets. VRT would use the \$7,672,851 saved from the facility leases, vehicle leases, general funds and the maintenance improvements to fund the long term operations and maintenance of the projects. Without a dedicated funding source, VRT is heavily reliant on local jurisdictions to provide monetary contributions from their respective general funds that pay for transit operations and matching funds for preventative maintenance and capital items. The local jurisdictions have great difficulty in providing additional local funds for new service or new capital projects. This lack of sufficient local funds led to the decision to lease rather than purchase rolling stock. While this limits the amount of local funds required each year, it is more expensive over the life of the vehicle. Building up the local funds for major capital projects such as facilities takes several years and is often times difficult to do before the federal grant funds expire. And because all of the local funds are currently committed to fund the existing service levels, there are no extra funds for implementing new needed service or conducting studies. Without these investments in the system's capital infrastructure and service, the system is falling into disrepair and any future growth is not feasible.

- A. This package of projects will significantly improve the condition of VRT's existing capital facilities and fleet. Specific projects include:
- III. Canyon County Operations and Maintenance Facility
 - VI. Canyon County Bus Replacement
 - VI. VRT\COMPASS Operations Center
 - IV. Ada County CNG Facility Upgrade
 - VII. Ada County Bus Replacement
- B. This package of projects will expand VRT's capital facilities and operations to meet current and future demand. Specific projects include:
- I. Park & Ride System
 - II. West Ada/Canyon Public Transportation Hubs



- VIII. Ustick Pilot Project
- IX. Garden City Pilot Project
- X. Parma, Greenleaf, Wilder Pilot Project
- XI. Buses For Pilot Projects
- XII. High Capacity Corridor Alternatives Analysis

C. This package of projects will improve the condition and function of the roadway transportation system by increasing alternative transportation use and reducing the number of single occupant vehicles along major east/west corridors. Specific projects include:

- I. Park & Ride System
- II. West Ada/Canyon Public Transportation Hubs
- VIII. Ustick Pilot Project
- IX. Garden City Pilot Project
- X. Parma, Greenleaf, Wilder Pilot Project
- XI. Buses For Pilot Projects
- XII. High Capacity Corridor Alternatives Analysis

ii) Economic Competitiveness:

A. Canyon County, including the cities of Parma, Greenleaf, Wilder, Caldwell and Nampa, are in an economically distressed area. Increasing transit service and access in these communities will connect residents of economically distressed areas to the largest employment centers in the state. Specific projects include:

- I. Park & Ride System
- II. West Ada/Canyon Public Transportation Hubs
- VIII. Ustick Pilot Project
- IX. Garden City Pilot Project
- X. Parma, Greenleaf, Wilder Pilot Project
- XI. Buses For Pilot Projects
- XII. High Capacity Corridor Alternatives Analysis

B. This package of projects will enhance the nation's economic competitiveness by significantly improving mobility in southwest Idaho, the state's largest population and employment center. Idaho is the fifth fastest growing state and the Treasure Valley in particular is a focal point for high tech industries. The economic benefits to this region derived from this project, will increase the nation's competitiveness. Specific projects include:

- I. Park & Ride System
- II. West Ada/Canyon Public Transportation Hubs
- VIII. Ustick Pilot Project
- IX. Garden City Pilot Project
- X. Parma, Greenleaf, Wilder Pilot Project
- XI. Buses For Pilot Projects
- XII. High Capacity Corridor Alternatives Analysis

- C. This package of projects will enhance the region's economic competitiveness by reducing traffic congestion and allowing for faster travel times for individuals and the delivery of products, parts and services. Specific projects include:
- I. Park & Ride System
 - II. West Ada/Canyon Public Transportation Hubs
 - VIII. Ustick Pilot Project
 - IX. Garden City Pilot Project
 - X. Parma, Greenleaf, Wilder Pilot Project
 - XI. Buses For Pilot Projects
 - XII. High Capacity Corridor Alternatives Analysis
- D. This project will promote growth in the private sector and employment because it connects affordable housing areas to the main employment centers. Specific projects include:
- I. Park & Ride System
 - II. West Ada/Canyon Public Transportation Hubs
 - VIII. Ustick Pilot Project
 - IX. Garden City Pilot Project
 - X. Parma, Greenleaf, Wilder Pilot Project
 - XI. Buses For Pilot Projects
 - XII. High Capacity Corridor Alternatives Analysis
- E. This package of projects will create 246 short term (1 to 2 year) jobs immediately and 7 on going jobs. The jobs will include engineers, project managers, construction workers, maintenance staff, and bus drivers.
- I. Park & Ride System
 - II. Canyon/West Ada Transit Facilities
 - III. Canyon County Operations Facility
 - IV. Ada County CNG Facility Upgrade
 - V. VRT\COMPASS Operations Center
 - VI. Canyon County Replacement Buses
 - VII. Ada County Replacement Buses
 - VIII. Ustick Pilot Project
 - IX. Garden City Pilot Project
 - X. Parma, Greenleaf, Wilder Pilot Project
 - XI. Buses For Pilot Projects
 - XII. High Capacity Corridor Alternatives Analysis
- F. This package of projects will enhance the draw for new businesses to the Treasure Valley. Specific projects include:
- I. Park & Ride System
 - II. West Ada/Canyon Public Transportation Hubs
 - VIII. Ustick Pilot Project
 - IX. Garden City Pilot Project
 - X. Parma, Greenleaf, Wilder
 - XI. Buses For Pilot Projects

- Pilot Project
- XII. High Capacity Corridor Alternatives Analysis

iii) Livability:

- A. This package of projects will improve connections between dense affordable housing areas and the primary employment centers in the region. Specific projects include:
- I. Park & Ride System
 - II. West Ada/Canyon Public Transportation Hubs
 - VIII. Ustick Pilot Project
 - IX. Garden City Pilot Project
 - X. Parma, Greenleaf, Wilder Pilot Project
 - XI. Buses For Pilot Projects
 - XII. High Capacity Corridor Alternatives Analysis
- B. This package of projects will enhance connectivity for many modes including drive alone, rapid transit, transit, vanpool, carpool, bike and walk. Specific projects include:
- I. Park & Ride System
 - II. West Ada/Canyon Public Transportation Hubs
 - VIII. Ustick Pilot Project
 - IX. Garden City Pilot Project
 - X. Parma, Greenleaf, Wilder Pilot Project
 - XII. High Capacity Corridor Alternatives Analysis
- C. This package of projects will improve accessibility and transportation services for the economically disadvantaged, non-drivers, and senior citizens. See the elderly and low income population density maps at : <http://www.valleyregionaltransit.org/PROJECTSSTUDIES/TIGERgrant/tabid/165/Default.aspx> Specific projects include:
- I. Park & Ride System
 - II. West Ada/Canyon Public Transportation Hubs
 - VIII. Ustick Pilot Project
 - IX. Garden City Pilot Project
 - X. Parma, Greenleaf, Wilder Pilot Project
 - XI. High Capacity Corridor Alternatives Analysis
- D. This package of projects will improve the quality of living environments for Canyon and western Ada County residents by providing neighborhood centers where they can purchase bus passes, meet friends to carpool, or transfer from one transportation mode to another. Specific projects include:
- I. Park & Ride System
 - II. West Ada/Canyon Public Transportation Hubs
 - III. Canyon County Operations Facilities
 - IX. VRT\COMPASS Operations Center
 - XI. High Capacity Corridor

Alternatives Analysis

E. This package of projects will improve the quality of living environments for residents by providing transit in their residential neighborhoods connecting them to the major job opportunities in downtown Boise and at the Towne Square Mall. Specific projects include:

- VIII. Ustick Pilot Project
- IX. Garden City Pilot Project
- X. Parma, Greenleaf, Wilder Pilot Project

F. This package of projects will enhance business and major employment centers such as downtown Boise, Boise State University, and Boise Towne Square Mall by providing better alternative transportation connections to a larger potential employee base. Specific projects include:

- VIII. Ustick Pilot Project
- IX. Garden City Pilot Project
- X. Parma, Greenleaf, Wilder Pilot Project
- XI. Buses For Pilot Projects
- XII. High Capacity Corridor Alternatives Analysis

G. This package of projects is multimodal including rapid transit, transit, vanpool, carpool and bike. Specific projects include:

- I. Park & Ride System
- II. West Ada/Canyon Public Transportation Hubs
- VI. Canyon County Bus Replacement
- VI. Ada County Bus Replacement
- VIII. Ustick Pilot Project
- IX. Garden City Pilot Project
- X. Parma, Greenleaf, Wilder Pilot Project
- XI. Buses For Pilot Projects
- XII. High Capacity Corridor Alternatives Analysis

iv) Sustainability

A. This package of projects will improve the energy efficiency of the Canyon County and Ada County fleets. The current Canyon County fleet is diesel buses which have reached the end of their useful lives. They will be replaced by clean diesel buses. The current Ada County fleet is 10 year old CNG technology. These buses will be replaced by the latest CNG technology which is more fuel efficient. Specific projects include:

- VI. Canyon County Bus Replacement
- VI. Ada County Bus Replacement
- X. Buses For Pilot Projects

- B. This package of projects will reduce dependence on foreign oil because the new and replacement vehicles will be CNG and clean diesel. Specific projects include:
- VI. Canyon County Bus Replacement
 - VII. Ada County Bus Replacement
 - X. Buses For Pilot Projects
- C. This package of projects will reduce greenhouse gas emissions, particulates and other pollutants by replacing old buses with newer, cleaner technology. See the cost/benefit analysis details at <http://www.valleyregionaltransit.org/PROJECTSSTUDIES/TIGERgrant/tabid/165/Default.aspx> for specific pollution savings data. Specific projects include:
- VI. Canyon County Bus Replacement
 - VII. Ada County Bus Replacement
- D. This package of projects will reduce greenhouse gas emissions, particulates and other pollutants by increasing ridership on existing bus service, new bus service, carpooling and vanpooling. Specific projects include:
- I. Park & Ride System
 - II. Canyon/West Ada Transit Facilities
 - VIII. Ustick Pilot Project
 - IX. Garden City Pilot Project
 - X. Parma, Greenleaf, Wilder Pilot Project
 - XII. High Capacity Corridor Alternatives Analysis
- E. This package of projects will improve the environment, including reducing greenhouse gases, particulates and other pollutants, through the use of better transit technology. Specific projects include:
- III. Canyon County Operations and Maintenance Facility
 - IV. Ada County CNG Facility Upgrade
 - VI. Canyon County Replacement Buses
 - VII. Ada County Replacement Buses
 - X. Buses For Pilot Projects
 - XI. High Capacity Corridor Alternatives Analysis

v) Safety

- A. This package of projects will improve the safety of transportation facilities by reducing the amount of car traffic on the roadways. Specific projects include:
- I. Park & Ride System
 - II. Canyon/West Ada Transit Facilities
 - VIII. Ustick Pilot Project
 - IX. Garden City Pilot Project
 - X. Parma, Greenleaf, Wilder Pilot Project
 - XII. High Capacity Corridor Alternatives Analysis

- B. This package of projects will improve the safety of the transportation facilities by providing newer, safer buses. Specific projects include:
 - VI. Canyon County Replacement Buses
 - VII. Ada County Replacement Buses
 - X. Buses For Pilot Projects

- C. This package of projects will improve the safety of the transportation facilities by providing state-of-the-art bus maintenance facilities. Specific projects include:
 - III. Canyon County Operations Facilities
 - IV. Ada County CNG Facility Upgrade

Primary Selection Criteria – Job Creation and Economic Stimulus

- A. This package of projects will quickly create and preserve jobs in designing, planning and conducting studies for new facilities, buses and services. Specific projects include:
 - I. Park & Ride System
 - II. Canyon/West Ada Transit Facilities
 - III. Canyon County Operations Facility
 - IV. Ada County CNG Facility Upgrade
 - V. VRT\COMPASS Operations Center
 - VI. Canyon County Replacement Buses
 - VII. Ada County Replacement Buses
 - VIII. Ustick Pilot Project
 - IX. Garden City Pilot Project
 - X. Parma, Greenleaf, Wilder Pilot Project
 - XI. Buses For Pilot Projects
 - XII. High Capacity Corridor Alternatives Analysis

- B. This package of projects will quickly create and preserve jobs in building new facilities and buses. Specific projects include:
 - I. Park & Ride System
 - II. Canyon/West Ada Transit Facilities
 - III. Canyon County Operations Facility
 - IV. Ada County CNG Facility Upgrade
 - V. VRT\COMPASS Operations Center
 - VI. Canyon County Replacement Buses
 - VII. Ada County Replacement Buses
 - X. Buses For Pilot Projects

- C. This package of projects will quickly create and preserve on going jobs in providing new transit service. Specific projects include:
 - VIII. Ustick Pilot Project
 - IX. Garden City Pilot Project
 - X. Parma, Greenleaf, Wilder

Pilot Project

D. This package of projects will quickly create and preserve on going jobs in operating and maintaining the new facilities. Specific projects include:

- I. Park & Ride System
- II. Canyon/West Ada Transit Facilities
- III. Canyon County Operations Facility
- IV. Ada County CNG Facility Upgrade
- V. VRT\COMPASS Operations Center

E. This package of projects will quickly create and preserve jobs by eliminating the need for local funds planned for capital projects for the next eight to 30 years so they can be used to increase transit service. Specific projects include:

- I. Park & Ride System
- II. Canyon/West Ada Transit Facilities
- III. Canyon County Operations Facility
- IV. Ada County CNG Facility Upgrade
- V. VRT\COMPASS Operations Center
- VI. Canyon County Replacement Buses
- VII. Ada County Replacement Buses
- X. Buses For Pilot Projects

Secondary Selection Criteria – Innovation

While the projects in this funding request may not reflect new approaches for regions with more developed alternative transportation systems, they do represent several new approaches for this area which will significantly impact the operational performance of the transportation system.

A. This package of projects will provide a network of community-based transit hubs which will enhance mode connectivity and alternative transportation usage. Specific projects include:

- I. Park & Ride System
- II. Canyon/West Ada Transit Facilities
- XI. High Capacity Corridor Alternatives Analysis

B. This package of projects will upgrade vehicles and maintenance facilities to use more advanced technological and fuel efficient equipment. Specific projects include:

- III. Canyon County Operations Facility
- IV. Ada County CNG Facility Upgrade
- VI. Canyon County Replacement Buses
- VII. Ada County Replacement Buses



- X. Buses For Pilot Projects
- C. The facilities projects in this package will be built with the goal of obtaining LEED or EnergyStar certification.
- III. Canyon County Operations Facility
 - V. VRT\COMPASS Operations Center
- D. This package of projects will complete the analysis including identifying the appropriate service delivery types and technologies for a future rapid transit system in the region. Specific projects include:
- XI. High Capacity Corridor Alternatives Analysis

Secondary Selection Criteria – Partnership

Due to the unique funding structure for transit in the region, VRT has formed an extensive network of partners that participate in the funding and oversight of the ValleyRide system. Funding partners include: Ada County, Canyon County, City of Boise, City of Caldwell, City of Eagle, City of Meridian, City of Middleton, City of Nampa and the City of Star. VRT's Regional Coordination Council, a group of representatives from the disabled community, elderly organizations, refugee organizations, universities, businesses and neighborhood associations provides oversight to all projects. VRT also works closely with COMPASS, the Idaho Transportation Department, ACHD and the Capital City Development Corporation (CCDC).

- A. Local general funds for the services which will use the capital facilities and vehicles come from the funding partners. Specific projects include:
- I. Park & Ride System
 - II. Canyon/West Ada Transit Facilities
 - III. Canyon County Operations Facility
 - IV. Ada County CNG Facility Upgrade
 - V. VRT\COMPASS Operations Center
 - VI. Canyon County Replacement Buses
 - VII. Ada County Replacement Buses
 - X. Buses For Pilot Projects
- B. Local general funds for the ongoing maintenance and operations of the facilities and services comes from the funding partners. Specific projects include:
- I. Park & Ride System
 - II. Canyon/West Ada Transit Facilities
 - III. Canyon County Operations Facility
 - IV. Ada County CNG Facility Upgrade
 - V. VRT\COMPASS Operations Center
 - VI. Canyon County Replacement Buses

- VII. Ada County Replacement Buses
- VIII. Ustick Pilot Project
- IX. Garden City Pilot Project
- X. Parma, Greenleaf, Wilder Pilot Project

- C. Oversight of the High Capacity Transit Network Alternatives Analysis is provided by a subcommittee of the COMPASS board with representatives from throughout the region including alternative transportation organizations, roads departments and economic development groups.
- XI. High Capacity Corridor Alternatives Analysis

Federal Wage Rate Requirement

The applicant certifies that it will comply with the requirements of subchapter IV of Chapter 31 of Title 40, United States Code for labor expenses incurred on projects proposed within this grant application.



Kelli Fairless, Executive Director
Valley Regional Transit

National Environmental Policy Act Requirement

This project will not significantly impact the natural, social and or economic with respect to the NEPA process. The follow project components do not require a NEPA process:

- V. Canyon County Bus Replacement
- VI. Ada County Bus Replacement
- VIII. Ustick Pilot Project
- IX. Garden City Pilot Project
- X. Parma, Greenleaf, Wilder Pilot Project
- XI. Buses For Pilot Projects
- XII. High Capacity Corridor Alternatives Analysis

The following project components do have a NEPA component but are expected to receive an environmental exclusion do to the nature or location of the project. The last NEPA process is expected to be completed by January 2011.

- I. Park & Ride System
- II. West Ada/Canyon County Public Transportation Hubs

- III. Canyon County Operations Facility
- IV. Ada County CNG Facility Upgrade
- X. VRT\COMPASS Operations Center

Environmentally Related Federal, State and Local Actions

VRT will work closely with the jurisdictions in which the facilities are located. However, no environmentally related work will need to be done at the state or local level. Other than NEPA for the five components identified above, none of the projects will require any federal action including Parklands, Recreation Areas, Refuges & Historic Properties, Historic and Culturally Significant Properties, Clean Waste Act Wetlands and Water, Executive Orders Wetlands, Floodplains, Environmental Justice, Clean Air Act Air Quality, Endangered Species Act Threatened and Endangered Biological Resources, Magnuson-Stevens Fishery Conservations and Management Act Essential Fish Habitat, or The Bald and Golden Eagle Protection Act.

Protection of Confidential Business Information

There is no information in this document that is confidential.

Cost Benefit Analysis

The following cost benefit analysis was figured with a 7 percent discount rate and a 3 percent discount rate. The summary of the quantitative benefits is below along and qualitative description of the benefits in each category. The detailed cost benefit analysis for each project in the package is available on-line at:

<http://www.valleyregionaltransit.org/PROJECTSSTUDIES/TIGERgrant/tabid/165/Default.aspx>

X. Parma, Greenleaf, Wilder Pilot Project	\$326,136	\$1,003,529	\$677,393	X	\$4,150,906	X	\$294,374	X	\$650,189	X	\$58,966	X		
XI. Buses For Pilot Projects	\$1,650,000	\$1,405,237	-\$244,763					X	\$734,609	X	\$670,628			
XII. High Capacity Alternatives Analysis	\$5,500,000	\$6,381,540	\$881,540					X	\$5,387,130	X	\$994,410			
Project Administration & Oversight	\$1,215,753													
TOTAL	\$25,780,813	\$136,219,853	\$110,439,040		\$92,250,339		\$8,108,037		\$24,402,564		\$7,544,296		\$4,201,402	\$378,150

COST:BENEFIT
1: 5

3 Percent Discount Rate

	Total Cost/Benefit			Pollution Savings		Fuel Savings Rider \$ Value		Community Enhancement		General Funds \$ Savings		Safety		Maintenance \$	
	Cost	Benefit	Cost/Benefit	Benefit	\$ Amount	Benefit	\$ Amount	Benefit	\$ Amount	Benefit	\$ Amount	Benefit	\$ Amount	Benefit	\$ Amount
I. Park & Ride System	\$4,000,000	\$101,030,335	\$97,030,335	X	\$81,070,932	X	\$9,553,908	X	\$9,882,817	X	\$522,678	X			
II. West Ada/Canyon PT Hubs	\$5,026,000	\$54,618,671	\$49,592,671	X	\$45,584,551	X	\$1,353,689	X	\$6,899,027	X	\$781,404	X			
III. Canyon County Operations Facility	\$1,250,000	\$1,654,135	\$404,135					X	\$556,522	X	\$1,097,614				
IV. Ada County CNG Facility Upgrade	\$600,000	\$369,053	-\$230,947					X	\$267,130	X	\$78,402			X	\$23,521
V. VRT/COMPASS Operations Center	\$1,296,000	\$3,987,578	\$2,691,578					X	\$577,002	X	\$3,410,577				
VI. Canyon County Bus Replacement	\$2,521,544	\$3,314,025	\$792,481	X	\$41,828			X	\$1,122,635	X	\$1,891,784			X	\$257,778
VII. Ada County Bus Replacement	\$995,380	\$969,857	\$25,523					X	\$443,160	X	\$334,866			X	\$191,831
VIII. Ustick Pilot Project	\$950,000	\$10,135,580	\$9,185,580	X	\$8,033,218	X	\$655,701	X	\$1,264,882	X	\$181,780	X			
IX. Garden City Pilot Project	\$450,000	\$5,459,889	\$5,009,889	X	\$4,650,313	X	\$305,324	X	\$723,470	X	\$86,106	X			
X. Parma, Greenleaf, Wilder Pilot Project	\$326,136	\$5,451,481	\$5,125,345	X	\$4,393,005	X	\$311,543	X	\$684,527	X	\$62,405	X			
XI. Buses For Pilot Projects	\$1,650,000	\$1,559,989	-\$90,011					X	\$734,609	X	\$825,380				
XII. High Capacity Alternatives Analysis	\$5,500,000	\$6,439,539	\$939,539					X	\$5,387,130	X	\$1,052,408				
Project Administration & Oversight	\$1,215,753														
TOTAL	\$25,780,813	\$194,990,133	\$169,209,320		\$143,773,848		\$12,180,165		\$28,542,911		\$10,325,404		\$6,385,025	\$473,129	

COST:BENEFIT
1: 8

<p>In addition to the monetary benefits of the East - West Commute Alternative Transportation Project, there are numerous benefits that are not quantifiable.</p> <p>This package of projects will put in place the infrastructure and services necessary for alternative transportation in the Treasure Valley for the next 30 years. The work immediately generate by this project will stimulate the regional economy now. The end result of this project will be the infrastructure needed for an alternative transportation system which will attract new business and residents, helping the area to continue to grow.</p>	<p>The Treasure Valley airshed is bordering on non-attainment for ozone and has a problem with particulates. This package of projects will provide significant pollution savings in the short term and long term by allowing for expansion of HOV use for many years into the future.</p>	<p>By increasing HOV use, particularly on long commutes and in areas that currently does not have transit service or alternative transportation facilities, this package of projects will provide residents throughout Treasure Valley an opportunity to reduce their fuel costs.</p>	<p>This package of project will enhance the communities in the Treasure Valley in many ways. The new routes will provide service to communities which previously did not have service. The Park & Ride System and Transit Facilities will provide a community transportation focal point. The operations facilities will provide additional pass sales locations. The High Capacity Corridor Analysis will lay the ground work for transportation and land use development for the next 30 years. The package of projects will create and maintain hundreds of jobs in the community.</p>	<p>Because VRT's funding structure results in such limited general funds, any savings in this area is a significant benefit. Savings will be used to operate and maintain the new facilities and services and to add new service. Carpool, vanpool and transit riders will benefit from the time they driving during their commute.</p>	<p>This package of projects will improve the safety of residents, automobile drivers, transit drivers, buses, and maintenance facilities. The new maintenance facility and upgraded CNG facility will provide state of the art equipment and enough room for staff to function safely. The new vehicles will have less mechanical breakdowns which will reduce the potential for accidents. The new Park & Rides, Transit Hubs and service will increase HOV use and reduce traffic along major corridors in the Valley. This calculation was completed for the package of projects as a whole which will result in 81,480 miles of travel eliminated daily.</p>	<p>These projects will benefit maintenance in two main ways. First, the amount of vehicle maintenance required will be substantially reduced. Second, the new maintenance shop and equipment in Canyon County will provide staff with the tools and setting needed to work most cost effectively, thereby reducing maintenance costs. VRT currently has the only CNG fueling facility in the region. Without a back-up location available, maintaining and upgrading the CNG facility is essential to keeping the fleet operating.</p>
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Support Documentation

The support documentation for this application can be found at <http://www.valleyregionaltransit.org/PROJECTSSTUDIES/TIGERgrant/tabid/165/Default.aspx>

The documentation includes:

- A. Letters of support from:
 - 1) Ada County
 - 2) Ada County Highway District
 - 3) City of Caldwell
 - 4) Canyon County
 - 5) Capital City Development Corporation
 - 6) City of Boise
 - 7) City of Eagle
 - 8) City of Greenleaf
 - 9) City of Middleton
 - 10) City of Meridian
 - 11) City of Nampa
 - 12) City of Parma
 - 13) City of Star
 - 14) City of Wilder
 - 15) Community Planning Association of Southwest Idaho
 - 16) Idaho Congressional Delegation

- B. Calculations for Cost/Benefit Analysis

- C. Ada County residential population density map

- D. Canyon County residential population density map

- E. Ada County low income population density map

- F. Canyon County low income population density map

- G. Ada County elderly population density map

- H. Canyon County elderly population density map