



Section 5339 Grant Application



Submitted by: Jody Bieze
Kootenai County Public Transportation
6 December 2019



RIVERSTONE TRANSIT CENTER

According to “The Transformation of the American Commuter”, 77 percent of Americans think public transportation is the backbone of a multi-transportation lifestyle. – APTA 2019 Public Transportation Fact Book.

Public Transportation

Kootenai County is dependent on mobility. Mobility enables people, goods and services to move in, out, and within cities, towns, and neighborhoods. As urban centers continue to increase in size and density, mobility is becoming a more pressing issue for Kootenai County.

Integrating public transportation networks, improving transportation efficiency by promoting agile, responsive, accessible, and seamless multi-modal service inclusive of public transportation is crucial to Kootenai County’s future.

According to the World Health Organization (WHO), “the urban population in 2014 accounted for 54% of the total global population, up from 34% in 1960, and continues to grow.” This means that people are, for the foreseeable future, continuing to migrate into cities, adding pressure to housing, services and infrastructure like roads and transit. – Forbes 2019 John Frazer Three Elements for Success w/ Mobility as a Service (MaaS) in our cities.

Kootenai County

Kootenai County’s estimated population is 161,505 with a growth rate of 2.86% in the past year according to the most recent United States census data. The forecasting model developed by an Idaho Department of Labor regional economist suggests Idaho’s population will grow three times the national rate between 2017 and 2025 – and nearly all new residents will be retirees moving to the state. More than two-thirds of the population growth expected will occur in the state’s three most-populated counties: Ada, Cannon, and Kootenai County. By 2025, the population living in urban counties will see increases from 70.6 percent to 74.3 percent.

DEMONSTRATION OF NEED

As referenced in the 2005 Kootenai Metropolitan Area Public Transportation Feasibility Study, the development of a multi-modal transportation system in Kootenai County was an important first step. The study recognized that travel in Kootenai County is primarily by private car, however, it noted as the population grows, congestion worsens and the diversity of individual trip purpose increases. Creating, building on, and expanding mobility options, especially in an aging society, is key to personal fulfillment and economic vitality in our community.

A prime element of a safe, efficient and effective multi-modal public transportation system is a transfer center (hub). The Riverstone Transit Center serves as the transfer hub offering passenger amenities previously unavailable, particularly restrooms and outside shelter. The Riverstone Transit Center is a boost to the safety and security of our riders. Passengers no longer have to stand or park in a gravel lot while waiting for their bus, which was particularly problematic for mobility device users.

SECTION 2: PROJECT DESCRIPTION

Grants for Bus and Bus Facilities Section 5339

The Grants for Buses and Bus Facilities program (49 U.S.C. 5339) makes Federal resources available to States and designated recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities.

Scope of Work

The scope of work is specific to activities that support the design, engineering, construction of the Riverstone Multi-Model Transit Hub (RTC) located at 2400 Riverstone Drive in Coeur d'Alene Idaho.

This scope of work is specific to activities necessary to complete the design, engineering, and construction of Phase 2 of the Riverstone Multi-Model Transit Hub (RTC) located at 2400 Riverstone Drive in Coeur d'Alene Idaho.

Prepare and submit to KMPO, an amendment request to the Transit Site Location Study (2009, 2011) to consider the addition of permanent overnight public transit vehicle bus parking/storage at the RTC, to support ~ four (4) fixed route vehicles, ~ six (6) paratransit vehicles, including related facilities and infrastructure necessary to the activity on the site. If approved, these items would be included in during the design, and engineering phase of the project.

Complete parking for ~65 park & ride stalls, electric vehicle docking, lighting and landscaping, security cameras and site amenities, such as trash cans, and a small (10'x20') grounds maintenance structure to store small equipment used to maintain the RTC.

This application serves to request \$850,000 in funding to complete Phase II of the Riverstone Transit Center. This request includes the \$200,000 in funding programmed in 2015 for a transit hub project that no longer is viable. Kootenai County Public Transportation was included in the grant with a project that matches the programmed scope of work.

Service Hours

Monday through Friday 6:00AM to 7:00PM

Saturday 9:00AM to 4:00PM

No service: Thanksgiving, Christmas, New Year's Day, Memorial Day, Independence Day, and Labor Day

SECTION 3: PROJECT PLANNING

Public Involvement

For nearly four (4) years, Kootenai County Public Transportation has conducted numerous public meetings and held a public hearing specific to the design, engineering, and construction of the Riverstone Transit Center (Transfer Hub). Public involvement for the project has not included the possibility of temporary or permanent overnight storage of public transit vehicles at the RTC. If the desire is to make storage a permanent feature within the Phase 2 project, an amendment to the Site Location Study (2009, 2011) will be necessary before its incorporation during the design and engineering phase. Temporary use of spaces within the designated Park & Ride lot until a permanent parking/storage location is identified and constructed, would not necessitate a change in use evaluation or site plan amendment.

Estimated Project Timeline

1 March 2020 – 31 December 2021

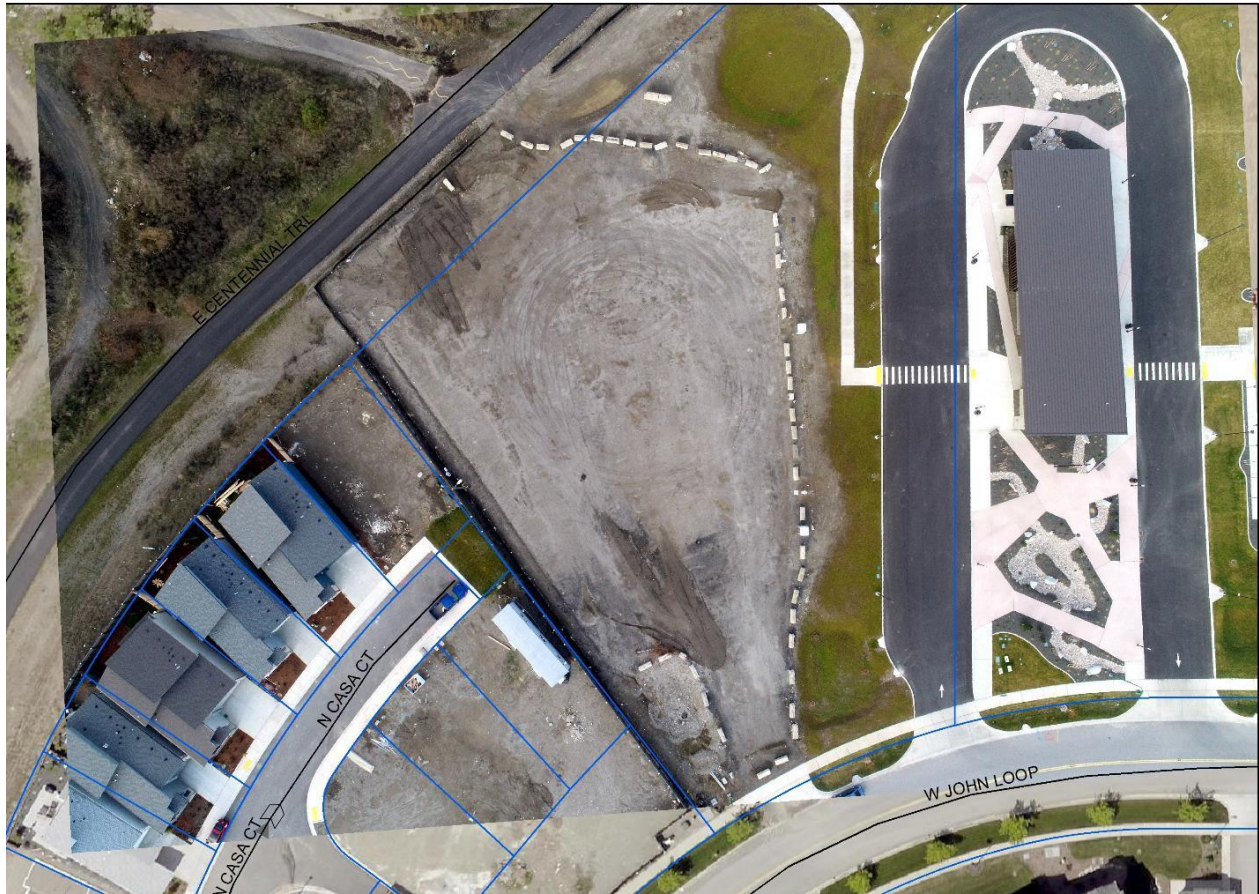
Performance Period Grant Funding Agreement

TBD – 30 September 2022

Riverstone Transit Center Schematic Site Image



Aerial View Project Area



Draft Site Map

Please see Appendix B

Environmental Justice

Please see Appendix C

NEPA Re-evaluation completed/approved 13 December 2016. An updated NEPA Re-evaluation has been submitted to FTA/ITD for consideration and approval.

SECTION 4: PROJECT BENEFITS

The RTC significantly improves operational efficiency, safety, and accessibility.

RTC is a key transfer point for passengers traveling to and from CDA, PF, Hayden, Dalton Gardens, and Huetter. Transportation services provide access to jobs, education, health services, and recreation.

A prime element of a safe, efficient and effective multi-modal public transportation system is a transfer center (hub). The Riverstone Transit Center serves as the transfer hub offering passenger amenities previously unavailable, particularly restrooms and outside shelter. The Riverstone Transit Center is a boost to the safety and security of our riders. Passengers no longer have to stand or park in a gravel lot while waiting for their bus, which was particularly problematic for mobility device users.

SECTION 5: PROJECT EVALUATION

Kootenai County recognizes the success of public transportation requires innovative, forward thinking. The market for personal mobility is changing rapidly due to changing social and cultural trends, as well as technological advances such as smart phones, information processing, and widespread data connectivity. New mobility concepts and solutions, from bike and car-sharing systems to demand-responsive bus services, are providing travelers with flexible and convenient transportation options.

Our pursuit to create a public transportation system that is agile and cost-effective continues as we move forward with a service planning effort 10-years and beyond.

Kootenai County Public Transportation's Service and Fare Equity Analysis (SAFEA) report primarily focused on a five-year horizon given the urgency of actions needed to address the Priority Needs. However, Kootenai County will initiate efforts to address longer-term goals for a 10-year horizon and beyond. Kootenai County Public Transportation will complete a service plan to evaluate future needs of the public transportation system and assess a network redesign for the 6 to 10-year timeframe. This could mean transitioning part of the system from loop-based routing to more direct "out-and-back" service or directionally-oriented routes, which is called a "Hub and Spoke" network. Bus routes designed for out-and-back service serve the highest concentrations of riders at a higher degree of reliability and efficiency; such a transition has many implications, including the transit planning principle that 50% increases in a bus route's headways will essentially double operating costs. The service planning effort will need to both build on the current Service and Fare Equity Analysis, and frame a longer-range vision for growing the Kootenai County Public Transportation System past short-term sustaining levels.

SECTION 6: Project Budget

As noted above, the project activities shall include design, engineering, and construction to complete the Riverstone Multi-Modal Transit Hub (RTC) located at 2400 Riverstone Drive in Coeur d'Alene Idaho.

Appendix A
PROJECT BUDGET

Fiscal Year 2020 Project Budget Request

Subrecipient	Kootenai County
Agreement Term	
Contact Name	Jody Bieze
Address	PO Box 9000
Phone Number	208.466.1608

FTA Grant		Capital (CP) 80/20		
5339		Total	Federal	Match*
		\$ 850,000.00	\$ 680,000.00	\$ 170,000.00
*In-kind/Cash				

Total Project Cost	Total Federal Request	Total Match Needed
\$ 850,000.00	\$ 680,000.00	\$ 170,000.00

Chris Fillios
Subrecipient Printed Name

Authorized Subrecipient Signature

10-Dec-19
Date

Scope of Work

This scope of work is specific to activities necessary to complete the design, engineering, and construction of Phase 2 of the Riverstone Multi-Model Transit Hub (RTC) located at 2400 Riverstone Drive in Coeur d'Alene Idaho.

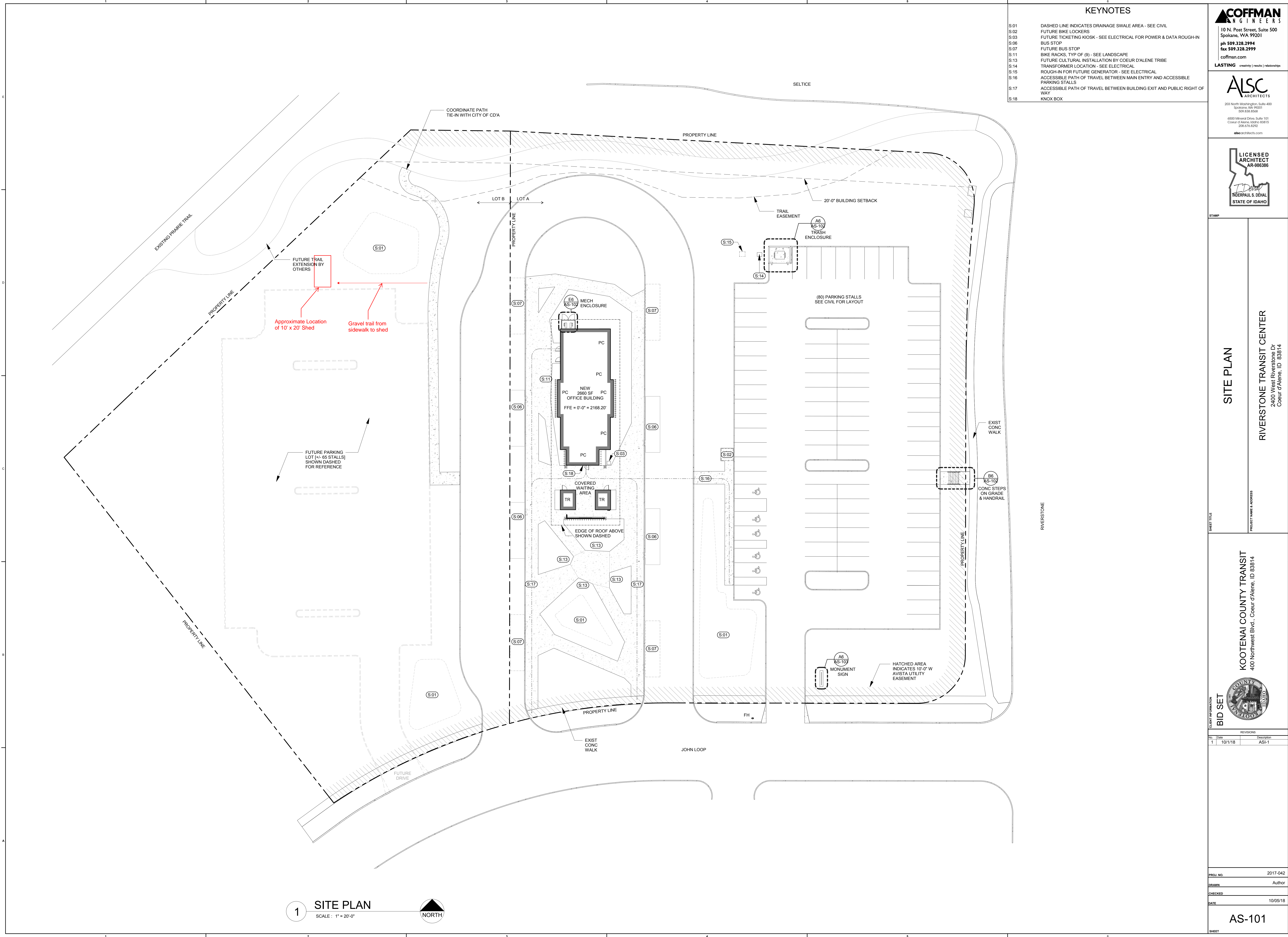
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Complete parking for ~65 park & ride stalls, electric vehicle docking, lighting and landscaping, security cameras and site amenities, such as trash cans, and a small (10'x20') grounds maintenance structure to store small equipment used to maintain the RTC.

Design/Engineering/Construction Management \$110,000*
Construction \$740,000
 \$850,000

*Engineering Firm will serve as the Prime Contractor. Design, Engineering, Project Management, and Construction Management will be the Prime Contractor's responsibility. Estimated Cost Breakout is as follows:
 Project Management \$12,000
 Design/Engineering \$73,000
 Construction Management \$25,000

Appendix B
Draft Site Map



Appendix C
Environmental Justice Report

Location: User-specified point center at 47.699697, -116.816466

Ring (buffer): 1-miles radius

Description:

Summary of ACS Estimates		2013 - 2017
Population		4,693
Population Density (per sq. mile)		1,281
Minority Population		356
% Minority		8%
Households		2,216
Housing Units		2,570
Housing Units Built Before 1950		131
Per Capita Income		28,606
Land Area (sq. miles) (Source: SF1)		3.66
% Land Area		94%
Water Area (sq. miles) (Source: SF1)		0.24
% Water Area		6%

	2013 - 2017 ACS Estimates	Percent	MOE (±)
Population by Race			
Total	4,693	100%	608
Population Reporting One Race	4,545	97%	1,007
White	4,394	94%	608
Black	5	0%	51
American Indian	29	1%	104
Asian	36	1%	61
Pacific Islander	0	0%	12
Some Other Race	80	2%	171
Population Reporting Two or More Races	148	3%	89
Total Hispanic Population	138	3%	171
Total Non-Hispanic Population	4,555		
White Alone	4,336	92%	613
Black Alone	5	0%	51
American Indian Alone	29	1%	104
Non-Hispanic Asian Alone	36	1%	61
Pacific Islander Alone	0	0%	12
Other Race Alone	0	0%	12
Two or More Races Alone	148	3%	89
Population by Sex			
Male	2,284	49%	325
Female	2,408	51%	358
Population by Age			
Age 0-4	252	5%	154
Age 0-17	1,002	21%	237
Age 18+	3,691	79%	339
Age 65+	1,044	22%	152

Data Note: Detail may not sum to totals due to rounding. Hispanic population can be of any race.
N/A means not available. **Source:** U.S. Census Bureau, American Community Survey (ACS) 2013 - 2017 .

EJSCREEN ACS Summary Report



Location: User-specified point center at 47.699697, -116.816466

Ring (buffer): 1-miles radius

Description:

	2013 - 2017 ACS Estimates	Percent	MOE (±)
Population 25+ by Educational Attainment			
Total	2,949	100%	244
Less than 9th Grade	40	1%	45
9th - 12th Grade, No Diploma	202	7%	112
High School Graduate	883	30%	169
Some College, No Degree	1,135	38%	168
Associate Degree	226	8%	71
Bachelor's Degree or more	689	23%	130
Population Age 5+ Years by Ability to Speak English			
Total	4,441	100%	504
Speak only English	4,344	98%	466
Non-English at Home ¹⁺²⁺³⁺⁴	97	2%	65
¹ Speak English "very well"	53	1%	58
² Speak English "well"	43	1%	65
³ Speak English "not well"	0	0%	12
⁴ Speak English "not at all"	0	0%	12
³⁺⁴ Speak English "less than well"	0	0%	12
²⁺³⁺⁴ Speak English "less than very well"	43	1%	65
Linguistically Isolated Households*			
Total	1	100%	18
Speak Spanish	0	0%	12
Speak Other Indo-European Languages	0	0%	12
Speak Asian-Pacific Island Languages	1	100%	14
Speak Other Languages	0	0%	12
Households by Household Income			
Household Income Base	2,216	100%	167
< \$15,000	360	16%	128
\$15,000 - \$25,000	335	15%	109
\$25,000 - \$50,000	720	33%	158
\$50,000 - \$75,000	395	18%	89
\$75,000 +	405	18%	102
Occupied Housing Units by Tenure			
Total	2,216	100%	167
Owner Occupied	1,091	49%	116
Renter Occupied	1,125	51%	150
Employed Population Age 16+ Years			
Total	3,832	100%	360
In Labor Force	2,167	57%	317
Civilian Unemployed in Labor Force	143	4%	66
Not In Labor Force	1,666	43%	194

Data Note: Detail may not sum to totals due to rounding. Hispanic population can be of any race.
N/A means not available. **Source:** U.S. Census Bureau, American Community Survey (ACS)
*Households in which no one 14 and over speaks English "very well" or speaks English only.

Location: User-specified point center at 47.699697, -116.816466

Ring (buffer): 1-miles radius

Description:

	2013 - 2017 ACS Estimates	Percent	MOE (±)
Population by Language Spoken at Home*			
Total (persons age 5 and above)	4,760	100%	457
English	4,643	98%	460
Spanish	55	1%	68
French	11	0%	29
French Creole	N/A	N/A	N/A
Italian	N/A	N/A	N/A
Portuguese	N/A	N/A	N/A
German	4	0%	12
Yiddish	N/A	N/A	N/A
Other West Germanic	N/A	N/A	N/A
Scandinavian	N/A	N/A	N/A
Greek	N/A	N/A	N/A
Russian	N/A	N/A	N/A
Polish	N/A	N/A	N/A
Serbo-Croatian	N/A	N/A	N/A
Other Slavic	N/A	N/A	N/A
Armenian	N/A	N/A	N/A
Persian	N/A	N/A	N/A
Gujarathi	N/A	N/A	N/A
Hindi	N/A	N/A	N/A
Urdu	N/A	N/A	N/A
Other Indic	N/A	N/A	N/A
Other Indo-European	16	0%	30
Chinese	0	0%	17
Japanese	N/A	N/A	N/A
Korean	16	0%	36
Mon-Khmer, Cambodian	N/A	N/A	N/A
Hmong	N/A	N/A	N/A
Thai	N/A	N/A	N/A
Laotian	N/A	N/A	N/A
Vietnamese	0	0%	17
Other Asian	4	0%	17
Tagalog	0	0%	17
Other Pacific Island	N/A	N/A	N/A
Navajo	N/A	N/A	N/A
Other Native American	N/A	N/A	N/A
Hungarian	N/A	N/A	N/A
Arabic	0	0%	17
Hebrew	N/A	N/A	N/A
African	N/A	N/A	N/A
Other and non-specified	6	0%	26
Total Non-English	117	2%	648

Data Note: Detail may not sum to totals due to rounding. Hispanic population can be of any race.

N/A means not available. **Source:** U.S. Census Bureau, American Community Survey (ACS) 2013 - 2017

*Population by Language Spoken at Home is available at the census tract summary level and up.

Location: User-specified point center at 47.699697, -116.816466

Ring (buffer): 1-miles radius

Description:

Summary	Census 2010
Population	4,551
Population Density (per sq. mile)	1,243
Minority Population	413
% Minority	9%
Households	2,156
Housing Units	2,476
Land Area (sq. miles)	3.66
% Land Area	94%
Water Area (sq. miles)	0.23
% Water Area	6%

Population by Race	Number	Percent
Total	4,551	-----
Population Reporting One Race	4,404	97%
White	4,257	94%
Black	19	0%
American Indian	55	1%
Asian	25	1%
Pacific Islander	4	0%
Some Other Race	43	1%
Population Reporting Two or More Races	147	3%
Total Hispanic Population	215	5%
Total Non-Hispanic Population	4,336	95%
White Alone	4,138	91%
Black Alone	18	0%
American Indian Alone	40	1%
Non-Hispanic Asian Alone	23	1%
Pacific Islander Alone	4	0%
Other Race Alone	5	0%
Two or More Races Alone	109	2%

Population by Sex	Number	Percent
Male	2,189	48%
Female	2,362	52%

Population by Age	Number	Percent
Age 0-4	285	6%
Age 0-17	911	20%
Age 18+	3,640	80%
Age 65+	832	18%

Households by Tenure	Number	Percent
Total	2,156	
Owner Occupied	987	46%
Renter Occupied	1,169	54%

Data Note: Detail may not sum to totals due to rounding. Hispanic population can be of any race.

Source: U.S. Census Bureau, Census 2010 Summary File 1.

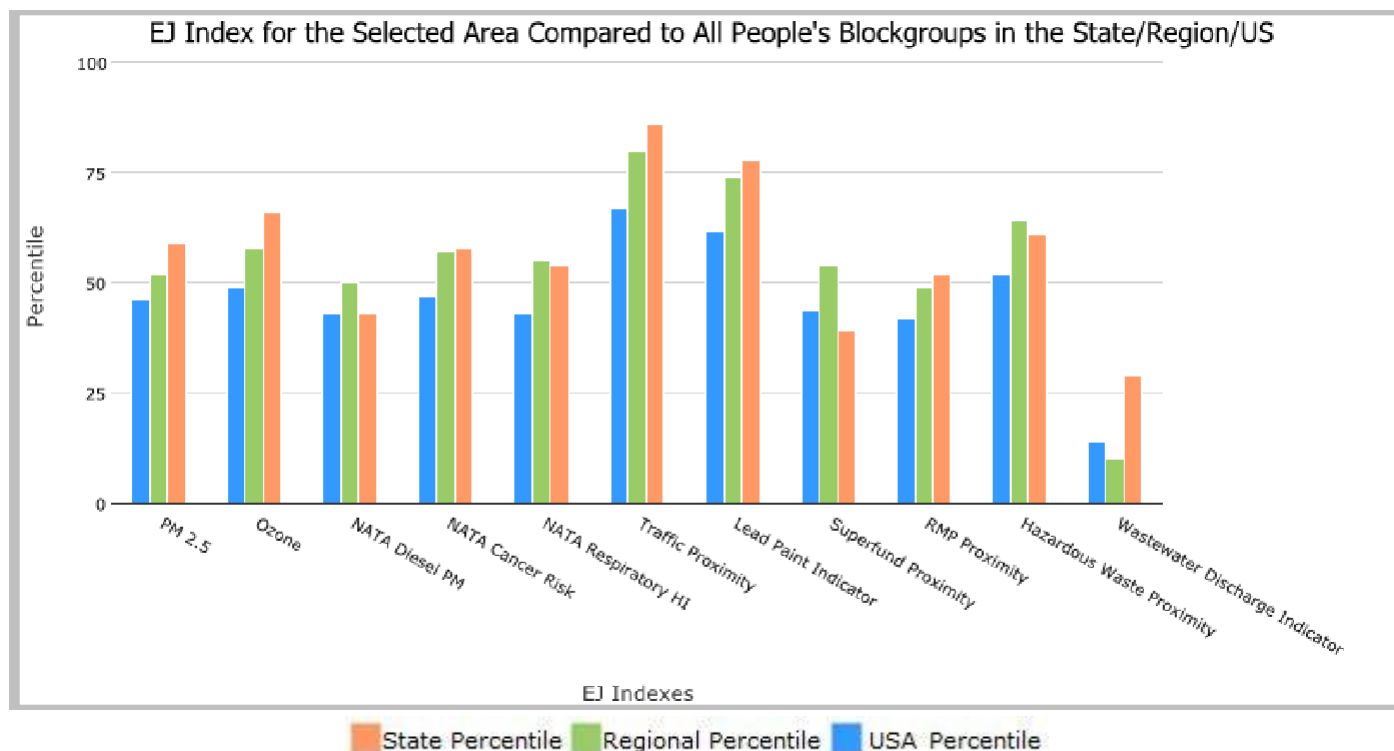
EJSCREEN Report (Version 2019)

1 miles Ring Centered at 47.699697,-116.816466, IDAHO, EPA Region 10

Approximate Population: 4,693

Input Area (sq. miles): 3.14

Selected Variables	State Percentile	EPA Region Percentile	USA Percentile
EJ Indexes			
EJ Index for PM2.5	59	52	46
EJ Index for Ozone	66	58	49
EJ Index for NATA* Diesel PM	43	50	43
EJ Index for NATA* Air Toxics Cancer Risk	58	57	47
EJ Index for NATA* Respiratory Hazard Index	54	55	43
EJ Index for Traffic Proximity and Volume	86	80	67
EJ Index for Lead Paint Indicator	78	74	62
EJ Index for Superfund Proximity	39	54	44
EJ Index for RMP Proximity	52	49	42
EJ Index for Hazardous Waste Proximity	61	64	52
EJ Index for Wastewater Discharge Indicator	29	10	14



This report shows the values for environmental and demographic indicators and EJSCREEN indexes. It shows environmental and demographic raw data (e.g., the estimated concentration of ozone in the air), and also shows what percentile each raw data value represents. These percentiles provide perspective on how the selected block group or buffer area compares to the entire state, EPA region, or nation. For example, if a given location is at the 95th percentile nationwide, this means that only 5 percent of the US population has a higher block group value than the average person in the location being analyzed. The years for which the data are available, and the methods used, vary across these indicators. Important caveats and uncertainties apply to this screening-level information, so it is essential to understand the limitations on appropriate interpretations and applications of these indicators. Please see EJSCREEN documentation for discussion of these issues before using reports.



Riverstone Transit Center Phase 2 May 2019

0 270 540 1,080 Feet

1 miles Ring Centered at 47.699697,-116.816466, IDAHO, EPA Region 10

Approximate Population: 4,693

Input Area (sq. miles): 3.14



November 25, 2019

1:2,257
0 0.0175 0.035 0.07 mi
0 0.03 0.06 0.12 km
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS,
USDA, USGS, AeroGRID, IGN, and the GIS User Community

Sites reporting to EPA

Superfund NPL

0

Hazardous Waste Treatment, Storage, and Disposal Facilities (TSDF)

0

EJSCREEN Report (Version 2019)



1 miles Ring Centered at 47.699697,-116.816466, IDAHO, EPA Region 10

Approximate Population: 4,693

Input Area (sq. miles): 3.14

Selected Variables	Value	State Avg.	%ile in State	EPA Region Avg.	%ile in EPA Region	USA Avg.	%ile in USA
Environmental Indicators							
Particulate Matter (PM 2.5 in $\mu\text{g}/\text{m}^3$)	9.58	7.38	95	6.6	96	8.3	82
Ozone (ppb)	40.1	43.6	13	35.1	81	43	29
NATA* Diesel PM ($\mu\text{g}/\text{m}^3$)	0.501	0.293	77	0.479	50-60th	0.479	60-70th
NATA* Cancer Risk (lifetime risk per million)	32	25	78	31	<50th	32	50-60th
NATA* Respiratory Hazard Index	0.54	0.38	80	0.46	60-70th	0.44	70-80th
Traffic Proximity and Volume (daily traffic count/distance to road)	990	260	95	500	87	750	81
Lead Paint Indicator (% Pre-1960 Housing)	0.051	0.19	30	0.23	28	0.28	27
Superfund Proximity (site count/km distance)	0.043	0.029	88	0.13	41	0.13	37
RMP Proximity (facility count/km distance)	0.4	0.5	65	0.65	59	0.74	55
Hazardous Waste Proximity (facility count/km distance)	0.069	0.38	28	1.5	14	4	11
Wastewater Discharge Indicator (toxicity-weighted concentration/m distance)	0.0052	40	65	31	85	14	76
Demographic Indicators							
Demographic Index	29%	27%	63	29%	59	36%	49
Minority Population	8%	17%	23	27%	11	39%	17
Low Income Population	51%	37%	81	31%	85	33%	79
Linguistically Isolated Population	0%	2%	55	3%	47	4%	45
Population With Less Than High School Education	8%	10%	52	9%	55	13%	44
Population Under 5 years of age	5%	7%	34	6%	43	6%	45
Population over 64 years of age	22%	15%	85	15%	83	15%	84

* The National-Scale Air Toxics Assessment (NATA) is EPA's ongoing, comprehensive evaluation of air toxics in the United States. EPA developed the NATA to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that NATA provides broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. More information on the NATA analysis can be found at: <https://www.epa.gov/national-air-toxics-assessment>.

For additional information, see: www.epa.gov/environmentaljustice

EJSCREEN is a screening tool for pre-decisional use only. It can help identify areas that may warrant additional consideration, analysis, or outreach. It does not provide a basis for decision-making, but it may help identify potential areas of EJ concern. Users should keep in mind that screening tools are subject to substantial uncertainty in their demographic and environmental data, particularly when looking at small geographic areas. Important caveats and uncertainties apply to this screening-level information, so it is essential to understand the limitations on appropriate interpretations and applications of these indicators. Please see EJSCREEN documentation for discussion of these issues before using reports. This screening tool does not provide data on every environmental impact and demographic factor that may be relevant to a particular location. EJSCREEN outputs should be supplemented with additional information and local knowledge before taking any action to address potential EJ concerns.