

Executive Board Meeting Agenda

August 04, 2025

11:00 AM

VRT Board Room – 700 NE 2nd Street – Meridian, Idaho

This is an in-person meeting.

If you are unable to attend in person, you may participate in the meeting in-person, via MSTeams at

https://ridevrt.org/VRTEB_Aug25

or by dialing in at 323-484-8960 Conference ID: 221 184 302#

I. Calling of the Roll

II. Agenda Additions/Changes

III. Consent Agenda

Items on the Consent Agenda are Action Items and will be enacted by one motion. There will be no separate discussion on these items unless an Executive Board Member requests the item be removed from the Consent Agenda and placed under Action Items.

A. ACTION: Minutes of the June 2, 2025 Executive Board Meeting

Pages 3-5 | Paula Cromie

The Executive Board is asked to consider approval of the minutes from the June 2, 2025 meeting.

B. ACTION: Meeting Minutes from the May 20, 2025 Regional Advisory Council Meeting

Pages 6-7 | Paula Cromie

The Executive Board is asked to accept the minutes from the May 20, 2025 Regional Advisory Council meeting.

C. ACTION: Transportation Improvement Plan 2026-2030

Pages 8-12 | Randy Reese

Staff requests the Executive Board consider approval of Resolution VBD25-039 Transportation Improvement Plan 2026-2030.

IV. Executive Board - Action Items

V. Executive Board - Information Items

A. INFORMATION: Nampa Caldwell Transit Oriented Development (TOD) Study Update

Pages 13-23 | Kate Dahl

Staff will present an update to the Nampa Caldwell TOD study including study area, population and employment projections, identified transit-oriented development nodes, and intersection improvements.

B. INFORMATION: Valley Connect 3.0 Update

Pages 24-31 | Kate Dahl

Staff will provide summary of information developed for the Valley Connect 3.0 update including data, transportation service description, and cost estimates.

VI. Executive Session

The Executive Board may convene into Executive Session at this time Pursuant to Idaho Code 74-206, identifying one or more of the specific paragraphs a) Personnel Hiring, b) Personnel Issues, c) Land Acquisition, d) Records Exempt from Public Disclosure, e) Trade Negotiations, f) Pending/Probable Litigation, i) Insurance Claims, j) Labor Contract, I.C. 74-206(1)

VII. Adjournment

Agenda order is subject to change.

Next VRT Executive Board Meeting:

September 8

VRT Boardroom

700 NE 2nd Street

Meridian, ID 83642

Mission Statement: Valley Regional Transit's mission is to leverage, develop, provide, and manage transportation resources and to coordinate the effective and efficient delivery of comprehensive transportation choices to the region's citizens. (ValleyConnect 2.0 Plan approved 04/02/18)

Any accommodations needed for effective communication, such as language interpretation or auxiliary aids, should be made no later than three working days before the scheduled meeting. Please contact Jason Rose, Communications Director at jrose@rideVRT.org or by calling 208-258-2739.

Executive Board Meeting Minutes

June 02, 2025

11:00 AM

VRT Board Room – 700 NE 2nd Street – Meridian, Idaho

MEMBERS ATTENDING	MEMBERS ABSENT	OTHERS PRESENT
Lantz Brown, Boise State	Greg Rast, Canyon County	Brad Alvaro, VRT
Tom Dayley, Ada County	Dale Reynolds, City of Nampa	Elaine Clegg, VRT
Debbie Kling, City of Nampa		Justin Cranney, Hawley Troxell
Todd Lavoie, City of Meridian		Paula Cromie, VRT
Lauren McLean, City of Boise		Jeannette Ezell, VRT
Alexis Pickering, ACHD		Gregg Eisenberg, VRT
Joe Stear, City of Kuna		Joe Guenther, VRT
Jarom Wagoner, Caldwell		Natalie Hilde, Thompson Consulting
		Stephen Hunt, VRT
		Jason Jedry, VRT
		Lila Klopfenstein, COMPASS
		Hailee Lenhart-Wees, VRT
		Nick Leonardson
		Rob Lowe, VRT
		Nick Moran, VRT
		James Mundell, VRT
		Leslie Pedrosa, VRT
		Ken Pidjeon, Citizen
		Sean Powers, TVT
		Randy Reese, VRT
		Melody Roper, VRT
		Jason Rose, VRT
		Kimberly Shoen, ICRMP
		Nicole Stern, ACHD
		Kevin Womak, VRT

- I. **Calling of the Roll** - The meeting was called to order at 11:03, with a quorum present by phone and in person.
- II. **Agenda Additions/Changes** – Item IV-B to be deferred to June 9 special board of directors meeting for consideration.
- III. **Consent Agenda**
Consent agenda items consisted of the following:
 - A. **ACTION: Minutes of the May 5, 2025, Executive Board Meeting**
 - B. **FY2026 Budget Public Hearing Date**

The Executive Board set the public hearing date for the FY2026 budget for August 4, 2025 at the regularly scheduled Board meeting.

Item III. A.

C. ACTION: Asset Disposal Public Hearing Request

The Executive Board set the public hearing to be held at the VRT Board Meeting at 12:00 pm on August 4, 2025, to notify the public of assets slated for disposal and provide an opportunity for public comment.

D. ACTION: Payment Register 4-16-25 through 5-15-25

Alexis Pickering moved to approve the consent agenda as presented; Joe Stear seconded. The motion passed unanimously.

IV. Executive Board - Action Items

A. ACTION: FY2026 Preliminary Budget

Jason Jedry, CFO, reviewed the proposed FY2026 preliminary budget. Following discussion, Alexis Pickering moved to recommend approval by the Board of Directors, with changes, if any, and release the budget for public review; Joe Stear seconded. The motion passed unanimously.

B. ACTION: Transit Management Services Contract with MV Transportation

Chair Lauren McLean made a motion to defer this item to a June 9 special Board of Directors meeting where it will be presented for consideration of approval; Debbie Kling seconded. The motion passed unanimously.

C. Federal Legislative Update

Elaine Clegg provided an update on federal legislative issues, including local match parity, bus replacements and expansion, Highway Trust Fund support, and various reform proposals. Following discussion Alexis Pickering made a motion to support Elaine's continued efforts on federal legislative issues; Joe Stear seconded. The motion passed unanimously.

D. ACTION: Proposed Agenda for the August 4, 2025, Board of Directors Meeting

Elaine Clegg presented the proposed agenda for the August 4, 2025, Board of Directors meeting to the Executive Board. Joe Stear moved to approve the agenda acknowledging staff may need to add or remove items; Alexis Pickering seconded. The motion passed unanimously.

V. Executive Board - Information Items

A. INFORMATION: FY2025 Procurement Calendar

The most recent procurement calendar was included in the packet for information.

VI. Executive Session

The Executive Board convened into Executive Session at 11:29 Pursuant to Idaho Code 74-206, identifying specific paragraphs b) Personnel Issues, and f) Pending/Probable Litigation by a motion from Lauren McLean and seconded by Alexis Pickering. The motion passed unanimously.

Roll call was taken. Board members present were Chair Lauren McLean, Alexis Pickering, Jarom Wagoner, Debbie Kling, Joe Stear, Todd Lavoie, Tom Dayley and Lantz McGinnis-Brown.

The Executive Session closed at 11:56, with no actions taken during the meeting.

VII. Department/Staff Reports

A. INFORMATION: Department/Staff Reports

The most current department/staff reports were included in the packet for information. Board members were encouraged to read them as they contain very important information.

VIII. Adjournment – The meeting was adjourned at 11:56.

Item III. A.

Next VRT Executive Board Meeting:

August 4, 2025, (followed by the Board of Directors meeting)

VRT Boardroom

700 NE 2nd Street

Meridian, ID 83642

Regional Advisory Council Meeting Minutes

May 20, 2025

9:00 AM

VRT Board Room – 700 NE 2nd Street – Meridian, Idaho

MEMBERS PRESENT	MEMBERS ABSENT	OTHERS
Samantha Kenney	Susan Bradley	Paula Cromie, VRT
Terri Lindenberg	Laylo Hamund	Jeannette Ezell, VRT
Andrew Mills	Walter Steed	Cate Hurwitz, ICBVI
Mary Beth Nutting		Jason Jedry, VRT
Deeann Solis		Rob Lowe, VRT
Theresa Vawter		Nick Moore, VRT
David White		Leslie Pedrosa, VRT
		Melody Roper, VRT
		Jason Rose, VRT
		Kyle Street, VRT
		Duanne Wakan, VRT

- I. **Calling of the Roll** – Co-chair Mary Beth Nutting called the meeting to order at 9:01 a.m. with a quorum present by phone and in person.
- II. **Agenda Additions/Changes** - None
- III. **Consent Agenda**
There were no items on the consent agenda. The minutes of the last meeting were approved during the joint meeting with the Executive Board in March.
- IV. **Action Items** - None
- V. **Information Items**
 - A. **INFORMATION: FY26 Marketing and Outreach**
Jason Rose provided a review of past marketing efforts and a preview of tentative plans over the next fiscal year and beyond. He included information on Canyon County Transit Day and the need to have the public involved in garnering support for public transportation.

RAC members suggested publishing more “success” stories and testimonials from riders.

Members suggested interviews with riders finishing the statement, “I choose to ride the bus because...” or “I would choose to ride the bus if...”
 - B. **INFORMATION: Residential Pass Program Updates**
Duane Wakan presented information regarding updates to the residential pass program and gave RAC members the opportunity to provide feedback. RAC members expressed thanks and support to the work VRT is doing to make this program viable.

C. INFORMATION: Summer Meeting and Topics for Discussion**Mary Beth Nutting**

Members of the Regional Advisory Council discussed the open summer meeting date and went with the regularly normally scheduled date of July 15 and proposed the meeting take place off site. Members gave options they would like to be considered, and those options were Treasure Valley Transit, the Idaho Commission for the Blind and Visually Impaired, the Hillcrest Library and at the Caldwell YMCA. Staff will work to set up the meetings and will notify RAC members when plans are finalized.

Members also had the opportunity to bring up topics on items they've heard about during an open discussion session, or topics they would like to be considered on an upcoming agenda.

During discussion on possible topics at future meetings, RAC members came up with the following ideas:

- Who and how do you contact city council members, legislators, and all elected officials in the area?
- Discuss staff providing a template for writing letters to elected officials and how that would work.

VI. Department/Staff Reports**A. INFORMATION: Department/Staff Reports**

The most current department/staff reports were included in the packet for information. RAC members were encouraged to read them as they contain important information.

VII. Adjournment – The meeting was adjourned at 10:34.**Next Regional Advisory Council Meeting:**

July 15, 2025

VRT Boardroom

700 NE 2nd Street

Meridian, ID 83642



TOPIC	Transportation Improvement Plan
DATE	August 4, 2025
STAFF MEMBER	Randall Reese

Staff Recommendation/Request

Staff requests the Executive Board review and consider approving the Transportation Improvement Plan FY2026 through FY2030 and [Resolution VBD25-039](#).

Summary

Valley Regional Transit Board of Directors is the governing body in the region with “exclusive jurisdiction” over publicly funded transportation (Idaho Code § 40-2109(1), and responsible for programming federal formula funding in the cases where VRT is the designated recipient. These funds support capital and operations in both the large and small urban areas. In January 2020, the VRT Board authorized the Executive Board to review and approve annual updates and amendments to the Transportation Improvement Program (TIP). This process is routine and has deadlines for submittal to COMPASS, which align with the federal funding cycles.

Staff has developed a five-year programming document called the Transportation Development Plan (TDP). The TDP defines federal and local transit investments for the region and forms the foundation for VRT’s annual budget. The TIP establishes control totals for programming both federally funded and regionally significant projects in the region.

The Board of Valley Regional Transit granted authority to the Executive Board to approve the federally required Transportation Improvement Program, amend the TIP as needed, and submit TIP documents to COMPASS for consideration in MPO TIP processes in Resolution VBD20 - 004 on January 6, 2020.

This document will be submitted to COMPASS for their consideration in the adoption of the annual regional TIP. Spending trends will be evaluated each year and adjustments made to the baseline federal allocations to ensure they reflect changes in expense trends.

More Information

Attachments:

Attachment 1: VRT FY2026 – FY203- Recommended Transportation Improvement Program

Attachment 2: Resolution [VBD25-039](#) Transportation Improvement Plan FY26-FY30

For detailed information, contact:

Randy Reese, Grants Administrator, rreese@ridevrt.org, (208) 258-2795

2026-2030 VRT TIP

5307 LU - VRT			2026			2027			2028			2029			2030		
Key Number	Project	Match Ratio	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount
19041	Specialized Transportation Operations	50/50	\$ 1,623,000	\$ 1,623,000	\$ 3,246,000	\$ 2,094,000	\$ 2,094,000	\$ 4,188,000	\$ 2,094,000	\$ 2,094,000	\$ 4,188,000	\$ 2,094,000	\$ 2,094,000	\$ 4,188,000	\$ 2,094,000	\$ 2,094,000	\$ 4,188,000
	Fixed Route Operations	50/50															
19137	Preventive Maintenance	80/20	\$ 3,001,000	\$ 750,000	\$ 3,751,000	\$ 1,623,000	\$ 406,000	\$ 2,029,000	\$ 1,623,000	\$ 406,000	\$ 2,029,000	\$ 1,623,000	\$ 406,000	\$ 2,029,000	\$ 1,623,000	\$ 406,000	\$ 2,029,000
	Demand Response	80/20															
18854	Program Support Admin	80/20	\$ 1,434,400	\$ 358,600	\$ 1,793,000	\$ 1,014,400	\$ 253,600	\$ 1,268,000	\$ 1,014,400	\$ 253,600	\$ 1,268,000	\$ 1,014,400	\$ 253,600	\$ 1,268,000	\$ 1,014,400	\$ 253,600	\$ 1,268,000
	Short Range Transit Planning	80/20															
18788	Mobility Management Implementation	80/20	\$ 334,000	\$ 83,000	\$ 417,000	\$ 214,000	\$ 54,000	\$ 268,000	\$ 214,000	\$ 54,000	\$ 268,000	\$ 214,000	\$ 54,000	\$ 268,000	\$ 214,000	\$ 54,000	\$ 268,000
	Transit Capital	80/20															
5307 LU - VRT			\$ 6,392,400	\$ 2,814,600	\$ 9,207,000	\$ 4,945,400	\$ 2,807,600	\$ 7,753,000	\$ 4,945,400	\$ 2,807,600	\$ 7,753,000	\$ 4,945,400	\$ 2,807,600	\$ 7,753,000	\$ 4,945,400	\$ 2,807,600	\$ 7,753,000

5307 LU - VRT																	
Key Number	Project	Match Ratio	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount
24763	Towne Square & Buses	80/20				\$ 1,128,000	\$ 177,000	\$ 1,305,000	\$ 2,736,000	\$ 430,000	\$ 3,166,000						
5307 LU - VRT			\$ -	\$ -	\$ -	\$ 1,128,000	\$ 177,000	\$ 1,305,000	\$ 2,736,000	\$ 430,000	\$ 3,166,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

5307 SU - VRT																	
Key Number	Project	Match Ratio	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount
18786	Specialized Transportation Operations	50/50	\$ 700,000	\$ 700,000	\$ 1,400,000	\$ 754,000	\$ 754,000	\$ 1,508,000	\$ 754,000	\$ 754,000	\$ 1,508,000	\$ 754,000	\$ 754,000	\$ 1,508,000	\$ 754,000	\$ 754,000	\$ 1,508,000
	Fixed Route Operations	50/50															
18914	Preventive Maintenance	80/20	\$ 878,000	\$ 220,000	\$ 1,098,000	\$ 655,000	\$ 164,000	\$ 819,000	\$ 655,000	\$ 164,000	\$ 819,000	\$ 655,000	\$ 164,000	\$ 819,000	\$ 655,000	\$ 164,000	\$ 819,000
	Demand Response	80/20															
18842	Program Support Admin	80/20	\$ 663,200	\$ 165,800	\$ 829,000	\$ 389,600	\$ 97,400	\$ 487,000	\$ 389,600	\$ 97,400	\$ 487,000	\$ 389,600	\$ 97,400	\$ 487,000	\$ 389,600	\$ 97,400	\$ 487,000
	Short Range Transit Planning	80/20															
18781	Mobility Management Implementation	80/20	\$ 1,600,000	\$ 400,000	\$ 2,000,000	\$ 1,056,000	\$ 264,000	\$ 1,320,000	\$ 1,056,000	\$ 264,000	\$ 1,320,000	\$ 1,056,000	\$ 264,000	\$ 1,320,000	\$ 1,056,000	\$ 264,000	\$ 1,320,000
	Transit Capital	80/20															
5307 SU - VRT			\$ 3,841,200	\$ 1,485,800	\$ 5,327,000	\$ 2,854,600	\$ 1,279,400	\$ 4,134,000	\$ 2,854,600	\$ 1,279,400	\$ 4,134,000	\$ 2,854,600	\$ 1,279,400	\$ 4,134,000	\$ 2,854,600	\$ 1,279,400	\$ 4,134,000

5307 SU - VRT/Treasure Valley Transit																	
Key Number	Project	Match Ratio	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount
20043	Beyond ADA Operating Assistance	50/50	\$ 252,000	\$ 252,000	\$ 504,000												
5307 SU - VRT			\$ 252,000	\$ 252,000	\$ 504,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

5339 LU TIP - VRT																	
Key Number	Project	Match Ratio	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount
19122	Transit Capital	80/20	\$ 398,000	\$ 99,000	\$ 497,000	\$ 450,000	\$ 112,000	\$ 562,000	\$ 450,000	\$ 112,000	\$ 562,000	\$ 450,000	\$ 112,000	\$ 562,000	\$ 450,000	\$ 112,000	\$ 562,000
5339 LU TIP - VRT			\$ 398,000	\$ 99,000	\$ 497,000	\$ 450,000	\$ 112,000	\$ 562,000	\$ 450,000	\$ 112,000	\$ 562,000	\$ 450,000	\$ 112,000	\$ 562,000	\$ 450,000	\$ 112,000	\$ 562,000

5339 SU TIP - ITD/VRT																	
Key Number	Project	Match Ratio	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount
20136e	Transit Capital	80/20	\$ 258,000	\$ 65,000	\$ 323,000	\$ 258,000	\$ 65,000	\$ 323,000	\$ 258,000	\$ 65,000	\$ 323,000	\$ 258,000	\$ 65,000	\$ 323,000	\$ 258,000	\$ 65,000	\$ 323,000
			\$ 258,000	\$ 65,000	\$ 323,000	\$ 258,000	\$ 65,000	\$ 323,000	\$ 258,000	\$ 65,000	\$ 323,000	\$ 258,000	\$ 65,000	\$ 323,000	\$ 258,000	\$ 65,000	\$ 323,000

5310 LU - VRT																	
Key Number	Project	Match Ratio	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount
19691	Acquisition of Service	80/20	\$ 552,000	\$ 138,000	\$ 690,000	\$ 500,000	\$ 125,000	\$ 625,000	\$ 500,000	\$ 125,000	\$ 625,000	\$ 500,000	\$ 125,000	\$ 625,000	\$ 500,000	\$ 125,000	\$ 625,000
			\$ 552,000	\$ 138,000	\$ 690,000	\$ 500,000	\$ 125,000	\$ 625,000	\$ 500,000	\$ 125,000	\$ 625,000	\$ 500,000	\$ 125,000	\$ 625,000	\$ 500,000	\$ 125,000	\$ 625,000

5310 SU TIP - ITD/VRT																	
Key Number	Project	Match Ratio	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount
19464a	Acquisition of Service	80/20	\$ 403,000	\$ 101,000	\$ 504,000	\$ 403,000	\$ 101,000	\$ 504,000	\$ 403,000	\$ 101,000	\$ 504,000	\$ 403,000	\$ 101,000	\$ 504,000	\$ 403,000	\$ 101,000	\$ 504,000
			\$ 403,000	\$ 101,000	\$ 504,000	\$ 403,000	\$ 101,000	\$ 504,000	\$ 403,000	\$ 101,000	\$ 504,000	\$ 403,000	\$ 101,000	\$ 504,000	\$ 403,000	\$ 101,000	\$ 504,000

5310 Rural - ITD/VRT																	
Key Number	Project	Match Ratio	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount
19464c	Acquisition of Service	80/20	\$ 74,000	\$ 18,000	\$ 92,000												
			\$ 74,000	\$ 18,000	\$ 92,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

STBG/CRP LU - VRT																	
Key Number	Project	Match Ratio	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount
22393	Transit Capital	92.66:7.34	\$ 1,833,000.00	\$ 145,000	\$ 1,978,000												
22815	Transit Capital	92.66:7.34				\$ 1,522,000.00	\$ 121,000	\$ 1,643,000									
23671	Transit Capital	92.66:7.34							\$ 1,491,000.00	\$ 118,000	\$ 1,609,000						

[illegible]

STBG SU TIP - VRT

[illegible]

TAP TMA - VRT

[illegible]

STBG-TMA - VRT

Key Number	Project	Match Ratio	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount
23943	Safe Routes to School - Ada County	92.66:7.34				\$ 259,000	\$ 21,000	\$ 280,000	\$ 259,000	\$ 21,000	\$ 280,000	\$ 259,000	\$ 21,000	\$ 280,000	\$ 259,000	\$ 21,000	\$ 280,000
		Key Number															
			\$ -	\$ -	\$ -	\$ 259,000	\$ 21,000	\$ 280,000	\$ 259,000	\$ 21,000	\$ 280,000	\$ 259,000	\$ 21,000	\$ 280,000	\$ 259,000	\$ 21,000	\$ 280,000

TAP U - VRT

TAP U - VRT																	
Key Number	Project	Match Ratio	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount
22922	Safe Routes to School Canyon County	92.66:7.34	\$ 100,000	\$ 8,000	\$ 108,000	\$ 100,000	\$ 8,000	\$ 108,000	\$ 100,000	\$ 8,000	\$ 108,000						
		Key Number															
			\$ 100,000	\$ 8,000	\$ 108,000	\$ 100,000	\$ 8,000	\$ 108,000	\$ 100,000	\$ 8,000	\$ 108,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -



VALLEY REGIONAL TRANSIT EXECUTIVE BOARD RESOLUTION

TRANSPORTATION IMPROVEMENT PROGRAM FY2026 THROUGH FY2030 RESOLUTION VEB25-007

BY THE EXECUTIVE BOARD OF VALLEY REGIONAL TRANSIT APPROVING THE FY2026 THROUGH FY2030 RECOMMENDED TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR PUBLIC TRANSPORTATION, AND AUTHORIZATION FOR THE CHIEF EXECUTIVE OFFICER TO SUBMIT THE RECOMMENDED TIP TO COMPASS:

WHEREAS, pursuant to Idaho Code, Chapter 21, Title 40, and as a result of the approval of the voters of Ada and Canyon Counties on November 3, 1998, a regional public transportation authority (now known as “Valley Regional Transit”) was created to serve Ada and Canyon counties; and

WHEREAS, Idaho Code § 40-2109(1) confers to Valley Regional Transit, as a regional public transportation entity, exclusive jurisdiction over all publicly funded or publicly subsidized transportation services and programs except those transportation services and programs under the jurisdiction of public school districts and law enforcement agencies within Ada and Canyon Counties; and

WHEREAS, Idaho Code § 40-2108(2) and (5) provide that Valley Regional Transit, as a regional public transportation entity, has power to raise and expend funds as provided in Idaho Code Chapter 21, Title 40 and to make contracts as may be necessary or convenient for the purposes of the Regional Public Transportation Authority Act; and

WHEREAS, VRT relies on federal assistance for capital, operating, and planning projects based on the amounts stated in transportation authorization bills adopted by Congress; and

WHEREAS, the Board of Valley Regional Transit granted authority to the Executive Board to approve the federally required Transportation Improvement Program, amend the TIP as needed, and submit TIP documents to COMPASS for consideration in MPO TIP processes in Resolution VBD20 - 004 on January 6, 2020.

WHEREAS, before VRT can access federal assistance, the projects must be in the metropolitan Transportation Improvement Program (TIP) and the State Transportation Improvement Program (STIP); and

WHEREAS, VRT needs to update the TIP annually to reflect recommended public transportation projects, and provide those updates to COMPASS for consideration in the annual TIP adoption process; and

WHEREAS, the Board of Valley Regional Transit has created an Executive Board, conferring specific authority upon it to discharge its powers, pursuant to Resolution VBD11-011; and

NOW THEREFORE, BE IT RESOLVED BY THE EXECUTIVE BOARD OF VALLEY REGIONAL TRANSIT:

Section 1. That the Executive Board of Valley Regional Transit approves the FY2026 through FY2030 Recommended Transportation Improvement Program for Public Transportation Projects.

Section 2. That the Executive Board authorizes the Chief Executive Officer to submit the FY2026 through FY2030 recommended TIP to COMPASS for consideration in the Metropolitan Transportation Improvement Program.

Section 3. That this Resolution VEB25-007 shall be in full force and effective immediately upon its adoption by the Executive Board of Valley Regional Transit and its approval by the Board Chair.

ADOPTED by the Executive Board of Valley Regional Transit, this 4th day of August, 2025.

APPROVED by the Executive Board Chair this 4th day of August, 2025.

APPROVED:

CHAIR

ATTEST:

EXECUTIVE ASSISTANT





TOPIC	Nampa Caldwell Transit Oriented Development Study Update
DATE	July 8, 2025
STAFF MEMBER	Kate Dahl

Staff Recommendation/Request

Staff is providing an informational update of the status of the Nampa Caldwell transit-oriented development (TOD) study.

Highlights

Some new information was developed during the document development including:

- 27% of County population and 43% of jobs are in the corridor
- Study area is forecasted to grow by 20K residents and 14K jobs by 2050
- TOD nodes selected at Caldwell Events Center, Karcher, and Happy Day Transit Center
- Multi-family is emerging as a viable product

Summary

Background

Valley Regional Transit (VRT) is the public transportation authority of Ada and Canyon Counties. The Nampa-Caldwell Boulevard connects the two largest cities in Canyon County, Nampa, and Caldwell. The corridor parallels the I-84 interstate and the Union Pacific Main Line. This area is home to a significant concentration of the city's commercial businesses and is considered a principal arterial. Development along the corridor is automobile oriented and includes vehicle dealerships, automobile repair, restaurants, regional shopping, and other uses. Commercial uses are interspersed with some mobile home, multi-family, and single-family residential. The corridor is congested at various times and hosts fixed-route and On-Demand transit service.

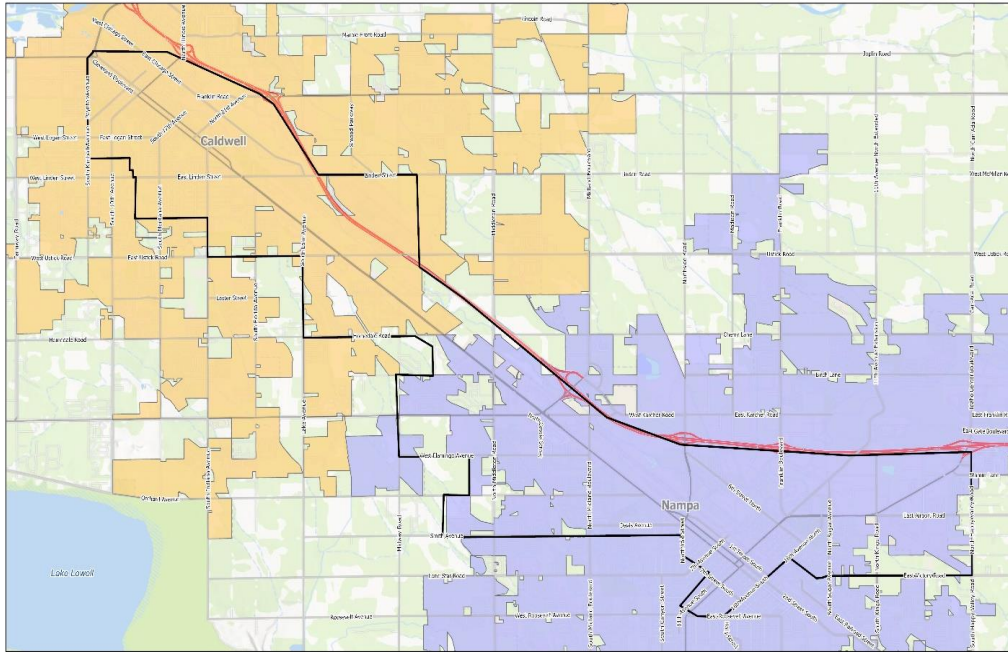
As the Valley continues to grow, development of this corridor to better accommodate transit, rail, and bikes and pedestrians will help alleviate congestion, allow residents maximum mobility, reduce the development of rural land, and foster livable communities in Nampa and Caldwell.

Study Area

The VRT Nampa-Caldwell Transit-Oriented Development (TOD) study area was created based on a combination of stakeholder feedback, existing land uses, jurisdiction city-limits, and pedestrian walkability (see **Figure 1**). In general, parcels that were in unincorporated Canyon

County and agricultural in land use were excluded from the study area and influenced how the southern portion of the study area was created. I-84 acts as a boundary for the northern portion of the study area, however, the Caldwell Executive Airport was included in the study area as a major stakeholder in the corridor.

Figure 1: TOD Study area



Transit-Oriented Development: An Overview

Transit-Oriented Development is a planning concept that promotes the creation of dense, walkable communities centered around public transit. The goals of TOD are to reduce reliance on cars, increase access to transit, and create mixed-use neighborhoods where people can live, work, and play with greater convenience and less environmental impact. A successful TOD incorporates a pedestrian-friendly environment and includes a vertical mix of commercial, residential, and civic uses and maximizes the use of land by integrating these spaces into smaller footprints, which reduces the pressure to build on farmland and other natural open spaces in rural areas. By channeling growth into designated urban centers, TOD limits the expansion of the expected urban growth along the Nampa-Caldwell corridor into less developed areas.

Population and Jobs

By 2050, the Treasure Valley will grow by approximately 37% to reach 1,075,000 residents. Growth in the TOD study area is expected to be slightly lower, with a projected rate of 30% to reach 87,500 residents over the next 25 years. Job growth in the study area is also expected to experience some significant increases over the next 25 years to reach 47,000 jobs from the current 33,500. In comparison, in 2023 the Treasure Valley was home to approximately 319,145 jobs. By 2050, the number of jobs is expected to grow by nearly 155,000 to

475,010. This reflects an increase in jobs of 49% between 2023 and 2050 (see **Table 1**).

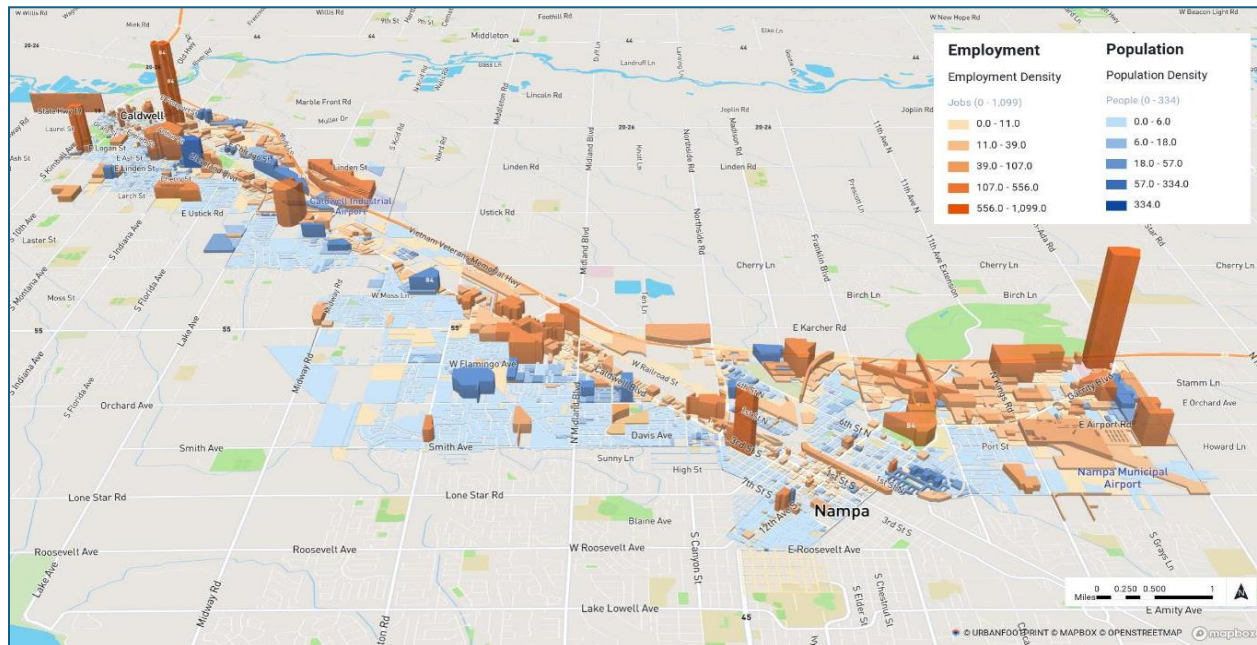
Table 1: Population and Employment projections

Population Trends			
	Current (2023)	Future (2050)	Percent Change
TOD Study Area	67,410	87,571	29.9% increase
Treasure Valley	786,812	1,076,446	36.8% increase
Job Trends			
	Current (2023)	Future (2050)	Percent Change
TOD Study Area	33,475	47,115	40.7% increase
Treasure Valley	319,145	475,010	48.8% increase

The highest population densities in the study area are located in the city of Caldwell and directly on Nampa-Caldwell Boulevard (see **Figure 2**). In terms of employment density, the industrial areas east of Nampa, the intersection around Highway 55 and Nampa-Caldwell Boulevard, and within each city's respective downtown areas see the highest number of jobs. 27% of the population in the county and 43% of jobs exist in the corridor.



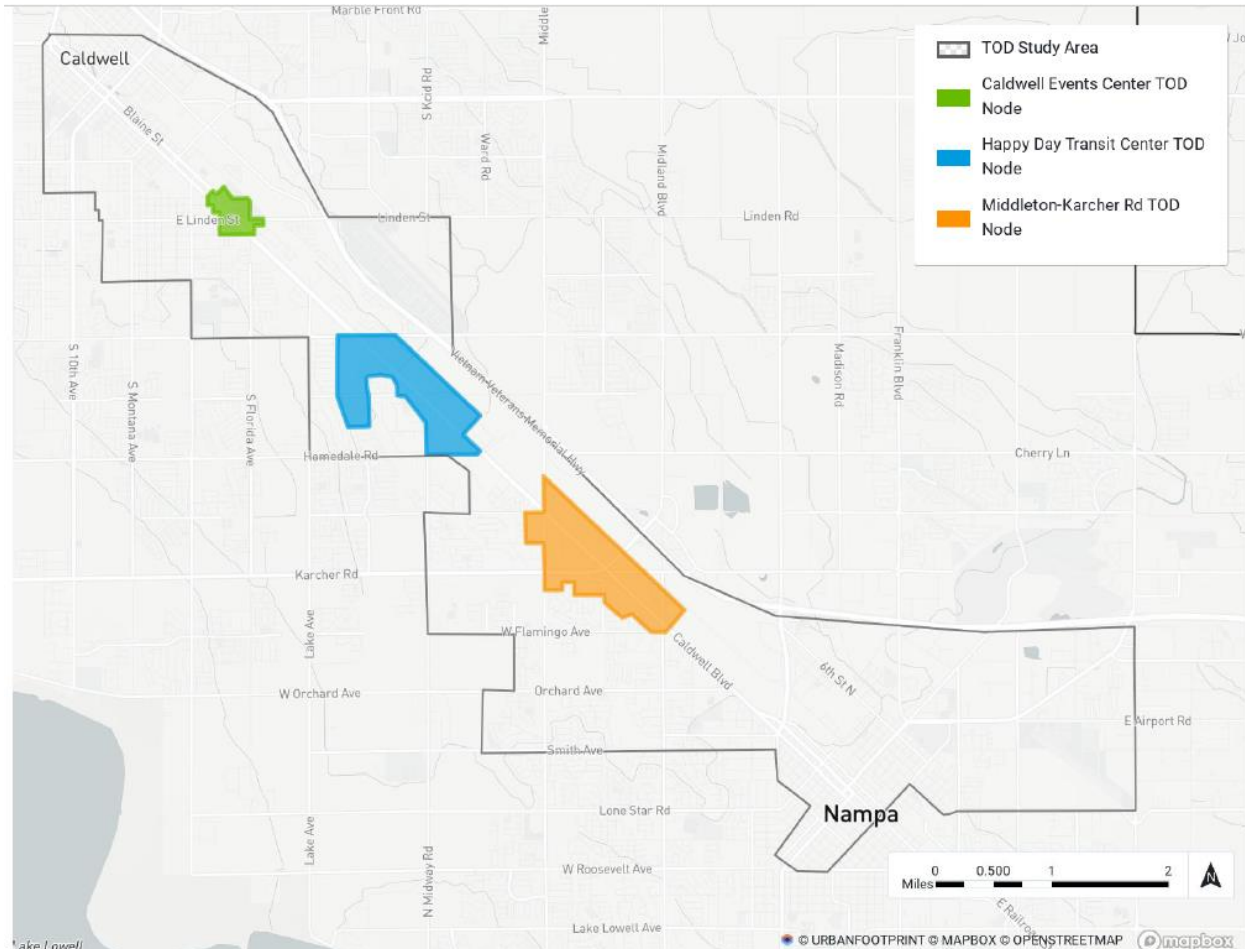
Figure 2: Study area population and job density



TOD Identification

Utilizing employment and population density, crash data, existing land uses, and potential for redevelopment three locations were selected as transit-oriented development (TOD) nodes (see **Figure 3**).

Figure 3: TOD Nodes



Node 1: Caldwell Events Center

This node was selected for the redevelopment opportunities around the Fairgrounds and Events Center, its proximity to College of Idaho, the challenging intersection at Linden, and its proximity to rail. The consultant reviewed adjacent properties where the land value exceeded the building value as areas of change or ripe for redevelopment (see **Figure 4**). The consultant also identified potential improvements to the intersection of Nampa Caldwell Boulevard and Linden (see **Figure 5**) and found an example of how transit can honor the agricultural roots of a community (see **Figure 6**).

Figure 4: Caldwell Events Center Node

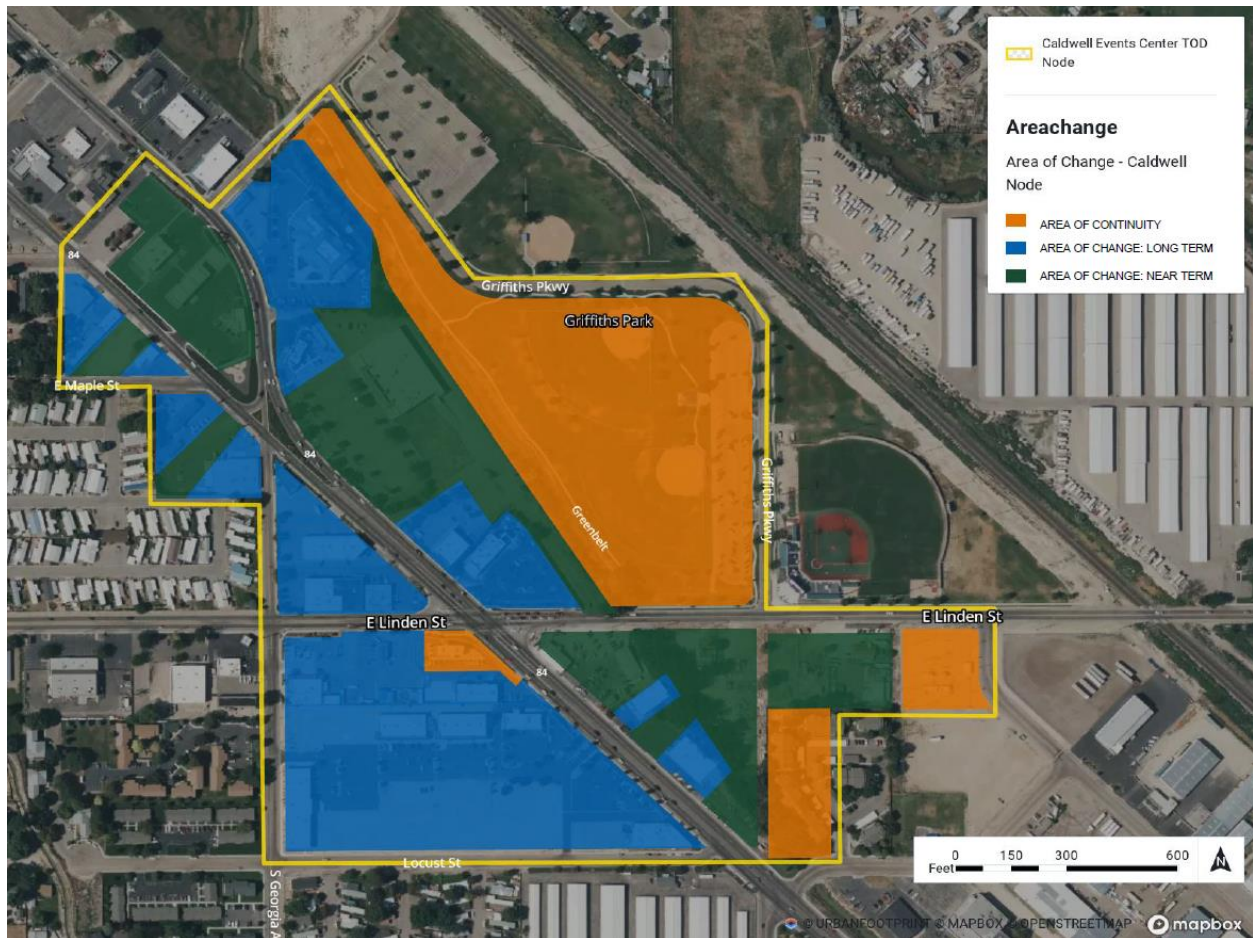


Figure 5: Proposed intersection improvements

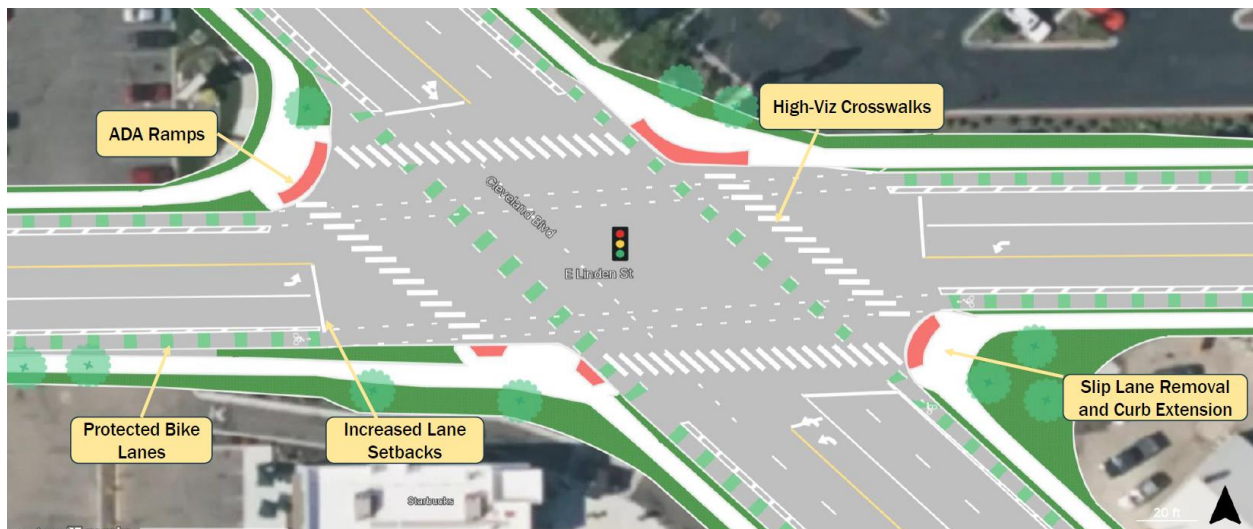


Figure 6: Transit and Tourism, Rodeo Buses



Node 2: Midland and Karcher

This node was selected as the largest intersection in the county, concentration of commercial businesses, redevelopment of the Karcher Mall into multi-family development, lack of pedestrian infrastructure, and redevelopment of Staples/Big Box Outlet on the northwest corner. The consultant reviewed adjacent properties where the land value exceeded the building value as areas of change or ripe for redevelopment (see **Figure 7**). The consultant also identified potential improvements to the intersection of Karcher Rd. and the Boulevard (see **Figure 8**).



Figure 7: Midland & Karcher TOD Node

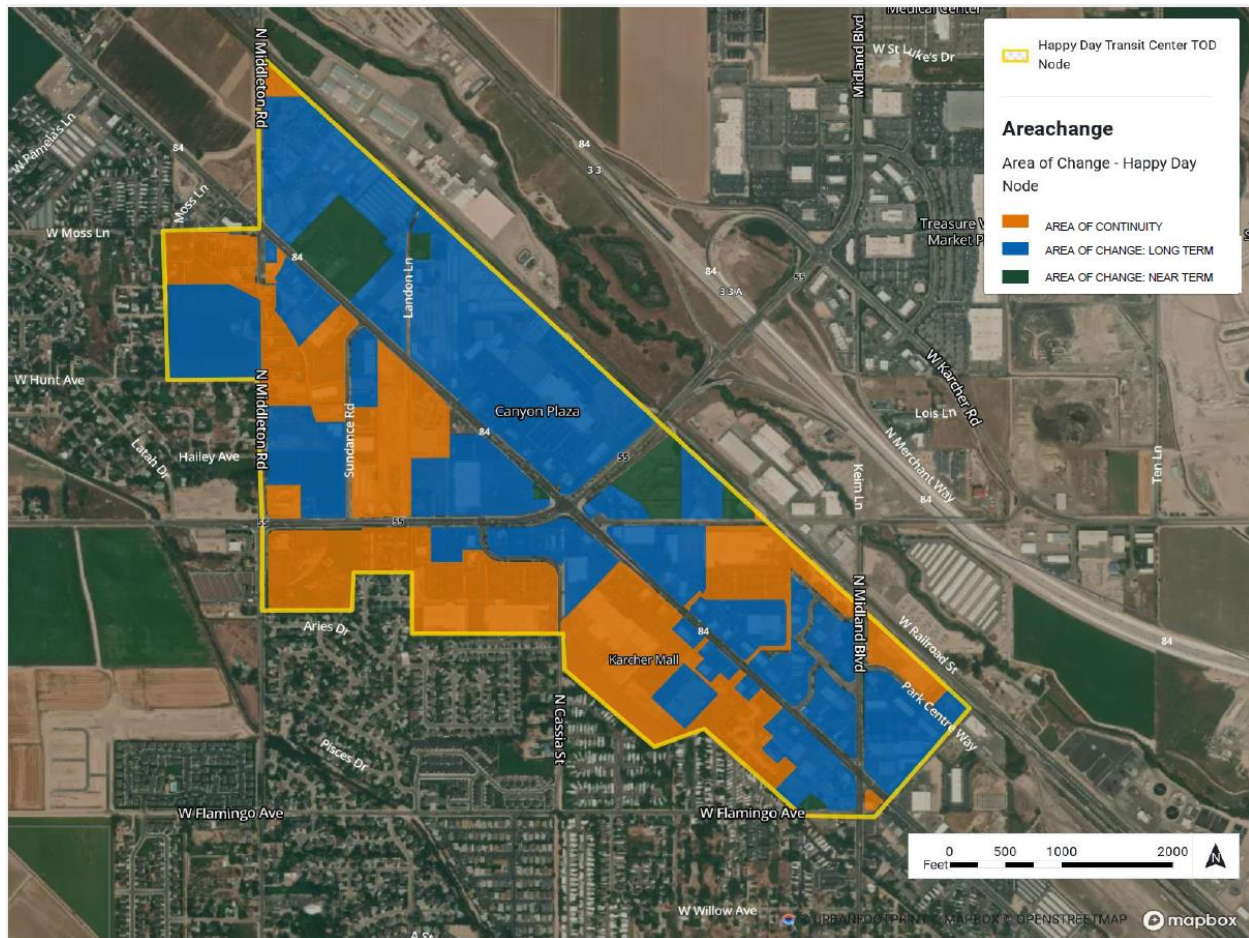
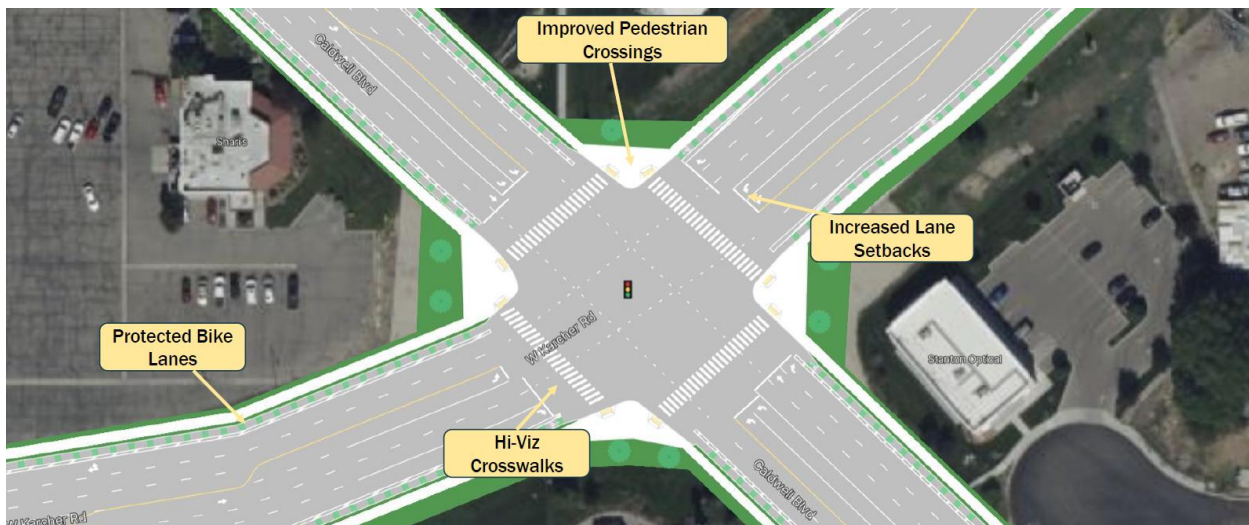


Figure 8: Proposed intersection improvements



Node 3: Happy Day Transit Center Node

This node was selected for Happy Day Transit Center's redevelopment potential for joint development, the multi-family being redevelopment in the area, and a number of other underutilized parcels. The consultant reviewed adjacent properties where the land value exceeded the building value as areas of change or ripe for redevelopment (see **Figure 9**) and potential improvements to the intersection at Happy Day Blvd/Laster and the Nampa/Caldwell Boulevard (see **Figure 10**).

Figure 9: Happy Day Transit Center TOD Node

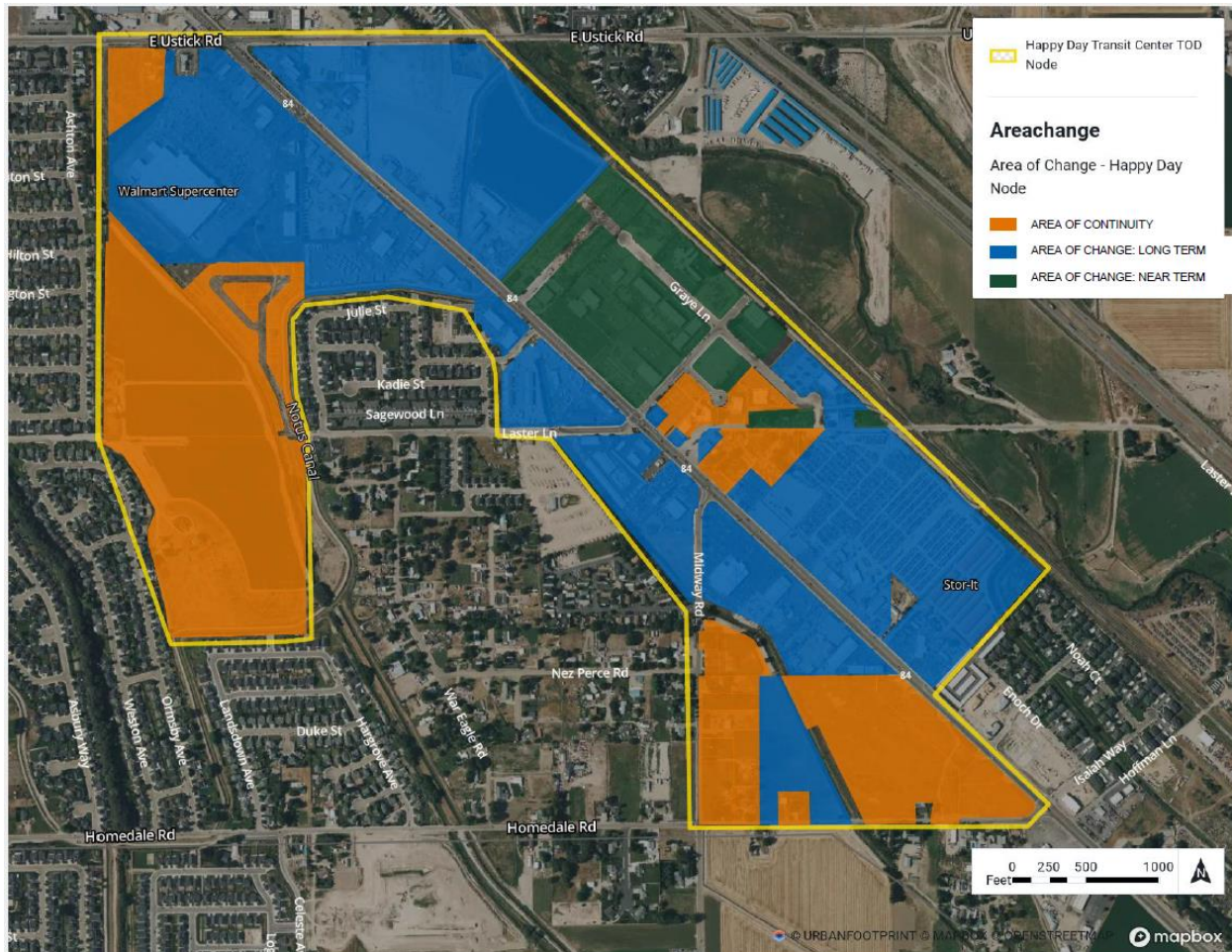
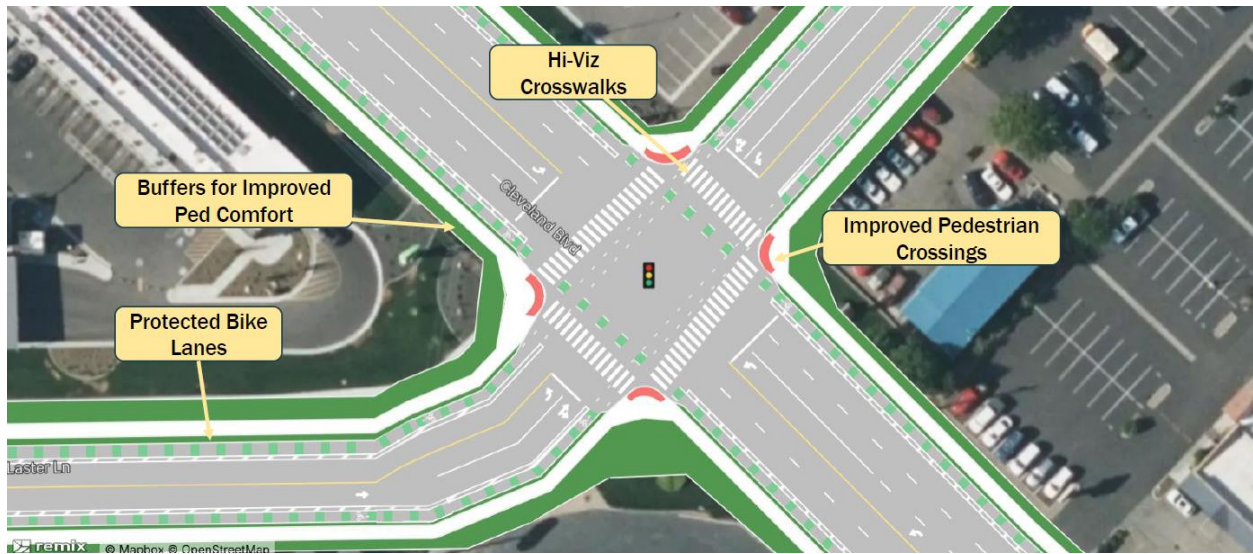


Figure 10: Proposed intersection improvements



The consultant conducted a market analysis on the multi-family market. The average rent per square foot was lower than other areas in the valley (see **Figure 11**). This metric indicated it would be more difficult to make developing multi-family financially desirable. However, as shown in **Figure 12**, the number of multi-family units being permitted is increasing, indicating increasing demand for units. Multi-family development is a key piece of developing transit-oriented development in conjunction with a mix of other land uses.

Figure 11: Average rent per square foot

The bad news: Nampa / Caldwell submarket rents at bottom of regional market

Avg. rent/SF discount to other areas; value-oriented market indicates denser TOD formats are pioneering in near term

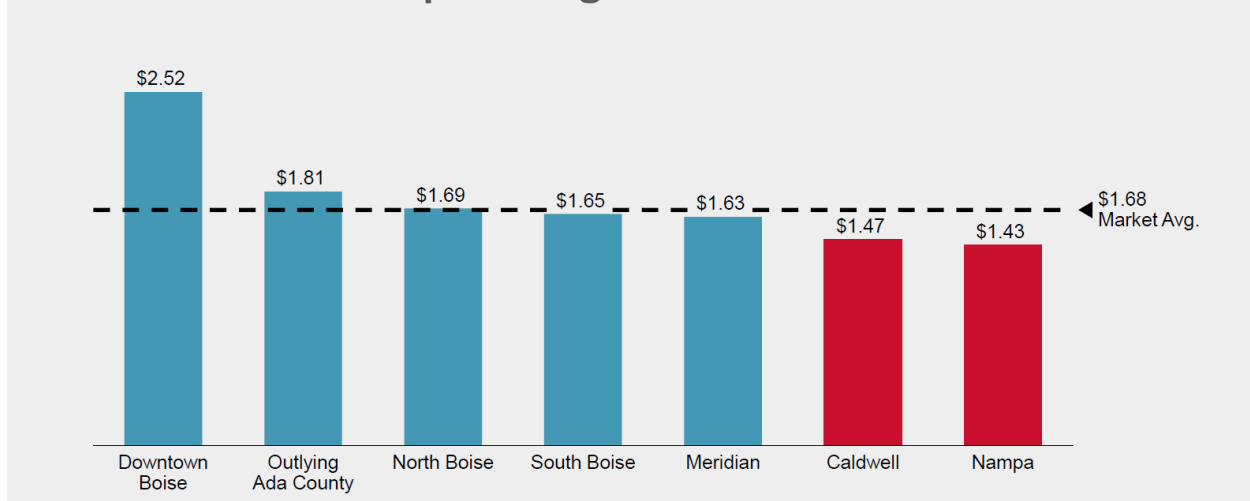
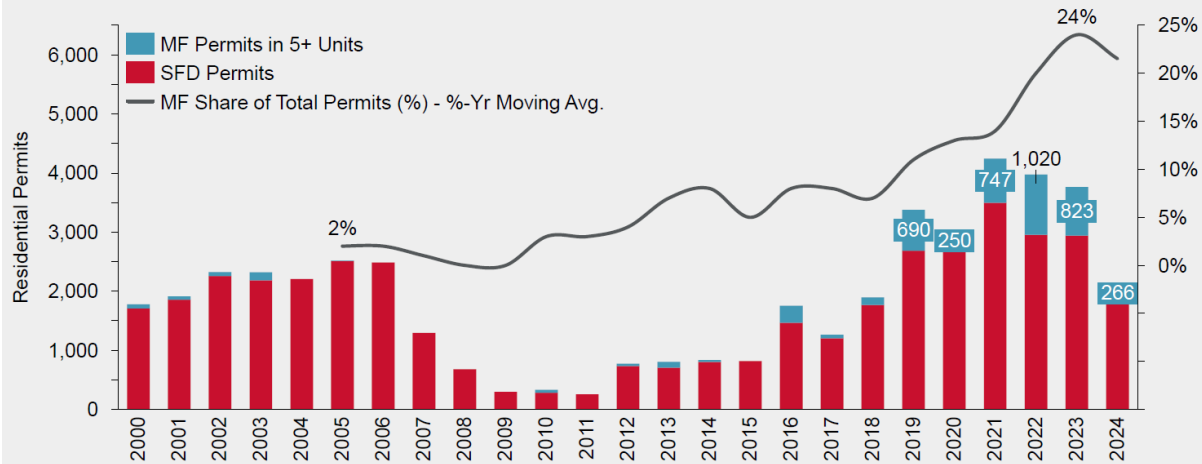


Figure 12: Building permits by type

The good news: multifamily is emerging as viable product, with recent historically high activity

Significant uptick in Nampa/Caldwell multifamily permits and an increasing share of residential delivery



Next steps

The consultant is developing a draft document and there is a round of public engagement needed to complete the document and present to the board for adoption sometime this fall.

Implication

The Nampa Caldwell Boulevard Study will guide VRT's discussions with funding partners and the community on the long-term vision for transit along the Boulevard.

For detailed information, contact:

Kate Dahl
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(208)258-2715



TOPIC	Valley Connect 3.0 Update
DATE	July 8, 2025
STAFF MEMBER	Kate Dahl

Staff Recommendation/Request

Staff is providing an informational update on the status of the Valley Connect 3.0 Plan.

Highlights

Some new information was developed during the document development including:

- 36% of the population can't drive due to age or disability
- 52% of Idaho household budgets are spent on housing and transportation
- VC 3.0 will make transit as available to residents of the Treasure Valley as the residents of peer agencies, increasing service hours by more than 260%,
- The population within ¼ mile of any fixed-route transit will grow by 68%
- The population within ¼ mile of frequent service will grow by 340%
- The population with access to weekend transit service will grow by more than 200%
- Annual operating, fleet, and facility costs estimates have been updated

Summary

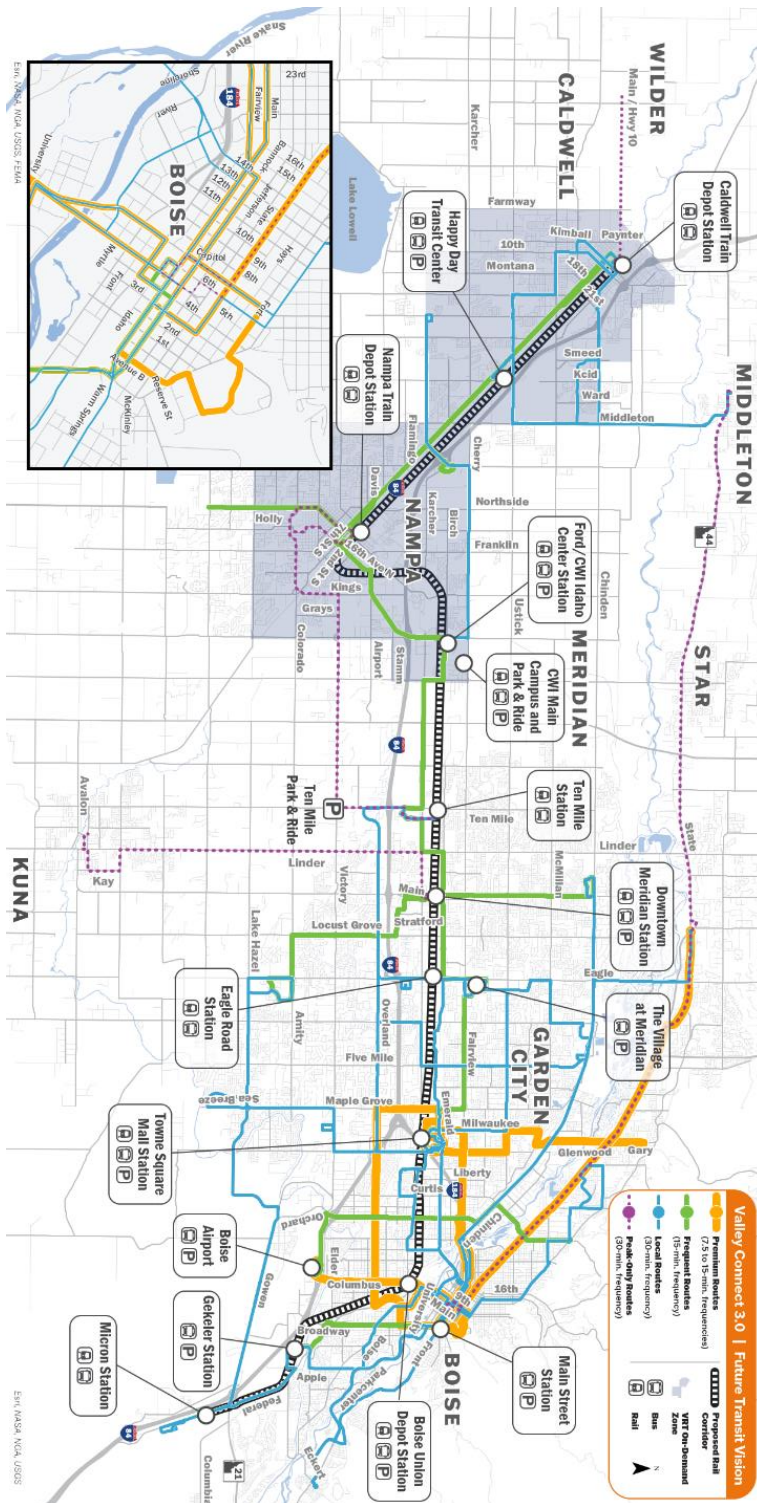
Valley Regional Transit (VRT) and Jacobs have completed network scenarios, estimated fleet and facilities, developed a peer community review and put together an overview of public transit for VRT. The consultant has developed chapters and provided a draft document to update Valley Connect 2.0. The consultants completed their portion of the project and VRT development staff are reviewing the draft document, adding content and making edits. The draft will be turned over to the Communications department to refine and design a final document. Staff plans to provide the document to the VRT Board this fall for review and adoption.

Topics have been combined into the following chapters:

- Why: discusses the reasons for public transportation including VRT and peer data
- Policy: establishes transit policies and guidance
- Destination Better Transit: describes transit network, including rail, and prioritization
- Build: discusses fleet and facility needs along with land use, transit-oriented development and active transportation considerations
- Fund/Implementation: discusses funding and potential timing of investments

The following are some excerpts from the plan.

Valley Connect 3.0 Future Transit Network



Additional On-Demand zones will still be identified.

Why Public Transportation

Transportation is Independence

Without transportation options, people can miss opportunities for work, education, and services. About 36% of people in Idaho can't drive due to age or disability. Another 4% don't have access to a personal car or truck. Even more people can't afford gas or other vehicle expenses, which can top \$12,000 each year. While people can get rides with family and friends, others may go without a license or in an unsafe vehicle. Public transportation provides access to opportunity that is affordable, safe and efficient. For example, \$600 per year (undiscounted) offers transit access across the Boise region.

Public transportation is efficient

Community roads and highways are facing increasing demands. Transit can move more people with less space and congestion. Where one lane of traffic on a local street might move 600 to 1,600 people per hour in their cars, a bus lane can move up to 5 times more, or 8,000 people per hour. A full, dedicated transitway can serve up to 25,000 people per hour. Robust transit service can help preserve space on roads, reduce costly infrastructure projects, and create a more resilient and accessible transportation network.

Public transportation is affordable

In 2019 Idaho's average household spent approximately 52% on housing and transportation. To be considered affordable, households should spend less than 45% of their budget on housing and transportation combined. Since 2019, housing prices have increased dramatically. The National Realtors Association Affordability Score in Idaho dropped over 40%, putting Idaho in their top five least affordable states.

Public transportation offers immediate savings to families by lowering transportation costs, which can help mitigate high housing prices. Transit buffers the most vulnerable people from high costs, providing ways to still connect with vital services, education and jobs.

Fleet and facilities

Every transit agency needs the right vehicles, stops and operating facilities to deliver a service that is reliable, safe, and comfortable.

Vehicles must be the right size and with the most effective fuel type to maintain capacity for new service. Vehicles take nearly a year to build and must be fueled and stored at operating facilities that can accommodate them.

Bus stops and stations are a focal point for neighborhoods, the transit network, and the first point of entry for fixed-route trips. When integrated with technology, transit infrastructure can help residents access opportunities outside their neighborhoods and draw visitors to commercial areas. Major improvements require time for construction, permits and approvals, and design.

Operating facilities provide vehicle maintenance, bus storage, fueling, driver break rooms, and administrative offices. These facilities help VRT keep vehicles operating smoothly, get



drivers the support and training they need to perform their best, and have spaces to work together to deliver quality service.

The Valley Connect 3.0 Transit Network will require critical investment in the bus fleet and facilities. As service expands, Valley Regional Transit will need to expand existing operating base capacity to accommodate drivers, mechanics, maintenance bays and other supports.

- 60 more fixed-route buses required to improve the frequency of VRT routes and expand the service area, more than doubling the size of the existing fleet
- 30 smaller fixed-route transit vehicles are required to expand the VRT service area
- 45 more Access vehicles are needed to make the expanded service area accessible to people whose disabilities prevent them from using fixed-route bus services
- 520 new bus stops are needed to serve approximately 100,000 more Treasure Valley residents

Other enhancements will help make travel seamless for transit users. These are bus customer facilities that will serve as transit centers, with expanded and improved multimodal access. These locations will be re-evaluated as community and transit network development evolves but include.

- Elder Street Park-and-Ride facility, which could integrate intercity and local bus service near the Boise Airport.
- Towne Square Mall facility, which will include improved shelters, bathrooms, passenger information etc., enhancing the rider experience at one of VRT's main hubs.

Operations facilities provide a base from which VRT staff can operate, service, maintain assets, and deliver excellent service for customers.

- The **Orchard Facility** includes bus parking, fueling, charging, staff spaces for site administration, bus operators, maintenance staff, bus servicing, and cleaning. The Orchard Master Plan includes expanded fleet maintenance facilities, bus storage for nearly 60 new buses, and bus fueling improvements. The Orchard facility would continue to serve as an operating hub for Ada County routes and some shared-mobility service.
- The **Happy Day Facility** opened in 2018. The site would need major reconstruction to serve Canyon County fixed-route and other shared mobility service. Plans are in the early stages, but would require building upgrades, maintenance facility expansion, vehicle storage for about 10 smaller buses, updated fueling equipment, and space for drivers and other staff.



- The **Meridian Bus Center** would be a new, fleet maintenance facility to store and maintain specialized transportation and administrative vehicles. VRT has found that Meridian would be an ideal central location from which to provide specialized transportation based on the Valley Connect 3.0 transit network. The Meridian facility does not have a specific location or design plan identified, but would require space for about 32 small transit vehicles. The site will develop as VRT identifies the operating demand and funding in the future.

Table 1 summarizes planning-level costs for long-term fleet and facility investments needed to support the Valley Connect 3.0 transit network. The summary includes the fleet, bus stops, bus customer facilities, and bus operations facilities

Table 1 Fleet and Facilities Investments

Fleet and Facilities Item	Cost (\$ millions)
Fleet	
Standard Bus (Electric)	\$91.5
Small Bus (Electric)	\$8.7
Standard Bus (CNG)	\$13.6
Small Bus (CNG)	\$6.8
Cutaway Bus (CNG)	\$15.5
Van (Gasoline)	\$0.3
Bus Stops	
New Bus Stops (520)	\$27.0
Bus Customer Facilities	
Elder Street	\$17.5
Towne Square Mall (Bus)	\$7.0
Bus Operations Facilities	
Orchard	\$40.3
Happy Day	\$5.6
Meridian	\$20-30

Implication

Valley Connect 3.0 will guide VRT's discussions with funding partners and the community on the long-term vision for transit in the Treasure Valley. Growth scenarios and cost estimates will be provided to the Idaho State Legislature in the 2025 session to build the case for authorizing direct tax funding.

More Information

Attachments:

Attachment 1: **DRAFT** VRT Handout



For detailed information, contact:

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(208)258-2715



PUBLIC TRANSPORTATION IN IDAHO



valley
regional
transit

Spring 2025

DRAFT

Transportation is Independence

Without transportation options, people can miss opportunities for work, education, and services. About 36% of people in Idaho can't drive due to age or disability. Another 4% don't have access to a personal car or truck. Even more people can't afford gas or other vehicle expenses, which can top \$12,000 each year. While some people can get rides with family and friends, others may go without a license or in an unsafe vehicle. Public transportation provides access to opportunity that is affordable, safe and efficient. For example people can get an annual transit pass for only \$600 per year for access across the Boise region.



Public Transportation is Efficient

Community roads and highways are facing increasing demands. Transit can move more people with less space and congestion. Where one lane of traffic on a local street might move 600 to 1,600 people per hour in their cars, a bus lane can move up to 5 times more, or 8,000 people per hour. A full dedicated transitway can serve up to 25,000 people per hour. Robust transit service can help preserve space on roads, reduce costly infrastructure projects, and create a more resilient and accessible transportation network.

TRANSIT PERSON CAPACITY PER HOUR



PRIVATE MOTOR VEHICLES

600-1,600/HR



MIXED TRAFFIC WITH FREQUENT BUSES

1,000-2,800/HR



DEDICATED TRANSIT LANES

4,000-8,000/HR

Source: Transit Capacity and Quality of Service Manual

VALLEY REGIONAL TRANSIT

1999

Year Founded

43

Employees

149

Drivers

19

Communities Served

29

Board Members

2

Operations and
Maintenance Facilities

650,000

People Served

138,800

Access to Jobs

¹ AAA Driving Costs Calculator, accessed December 2024 for a new Ford Edge AWD at 15,000 miles annually.

² Assuming one to two passengers per vehicle and 600 to 800 vehicles per hour.



Public Transportation is Affordable

Spending is considered affordable if a household spends less than 45% of their total household budget on housing and transportation combined. In 2019 Idaho's average household combined expenses reached 52%. Since then, housing prices have pushed up. The National Realtors Association Affordability Score in Idaho dropped over 40%, putting Idaho in their top five least affordable states.

Public transportation offers immediate savings to families, lowering transportation costs and mitigating high housing prices. Transit buffers the most vulnerable people from high costs, providing ways to still connect with vital services, education and jobs.

52%

The average
spending on housing
and transportation
combined in Idaho



VRT Serves Our Communities

Valley Regional Transit (VRT) was established as the public transportation authority for Ada and Canyon Counties in 1998 by popular vote. VRT is responsible for managing bus, specialized van services, paratransit, park & rides, and other transportation services. We work with partners to create options that are accessible, affordable, and consistent.

VRT VISION STATEMENT

Valley Regional Transit envisions a region with comprehensive transit choices designed to grow the regional economy and meet the needs of citizens and businesses by supporting livable, healthy, and sustainable communities with robust transportation options. VRT cannot meet this vision without adequate and reliable dedicated funding. VRT will meet this vision through four goals:

- **Provide a reliable, convenient and easy to use transit system**
- **Provide high value to the Treasure Valley and steward public resources and funds**
- **Coordinate with partners and enhance local funds while expanding access to jobs, community centers, and other key destinations.**
- **Create innovative and fun opportunities to engage the community and boost ridership**



FIXED-ROUTE BUS:

19

Fixed-Line Routes

4

Intercounty Routes Between Ada County and Canyon County

979,348

Rides Per Year



PARATRANSIT SERVICE:

101

Accessible Vehicles

100,400

Door-to-Door Rides

ON-DEMAND BUS

29,039

Rides on Canyon County On-Demand Zone