

COMPASS Board of Directors

October 20, 2025

Item V-A

Valley Connect 3.0 Update

Kate Dahl, Principal Planner



Topics

- Who is VRT
- Why Public Transportation
- Peer Comparison
- Vision & Goals
- Future Vision – Growth Scenario
- Fleet & Facilities



REGIONAL PUBLIC TRANSPORTATION AUTHORITY

- Established in state code (Idaho Code Ch. 21, Title 40)
- Accountable to local governments
- Exclusive jurisdiction over publicly-funded transportation
- Provide public transportation services
- Encourage private transportation programs
- Coordinate both public and private transportation programs



What are we

- Regional Transit authority for Ada & Canyon County formed in 1999
- All cities & counties, members by code
- Governed by Board of Directors & Executive Board
- Standing committee: Regional Advisory Council (RAC)
- Jurisdictions not required to pay assessments; service directed accordingly



**BOARD OF
DIRECTORS**



**EXECUTIVE
BOARD**



**REGIONAL
ADVISORY
COUNCIL**

VRT SERVICES

BUS



Fixed-Route



VRT On-Demand

PARATRANSIT



VRT Access



VRT Beyond Access

SPECIALIZED SERVICES



Village Van
Volunteer Driver
Rides2Wellness

lyft Transit Connections

lyft VRT Late Night



PROGRAMS



SAFE ROUTES
TO SCHOOL

CityGO

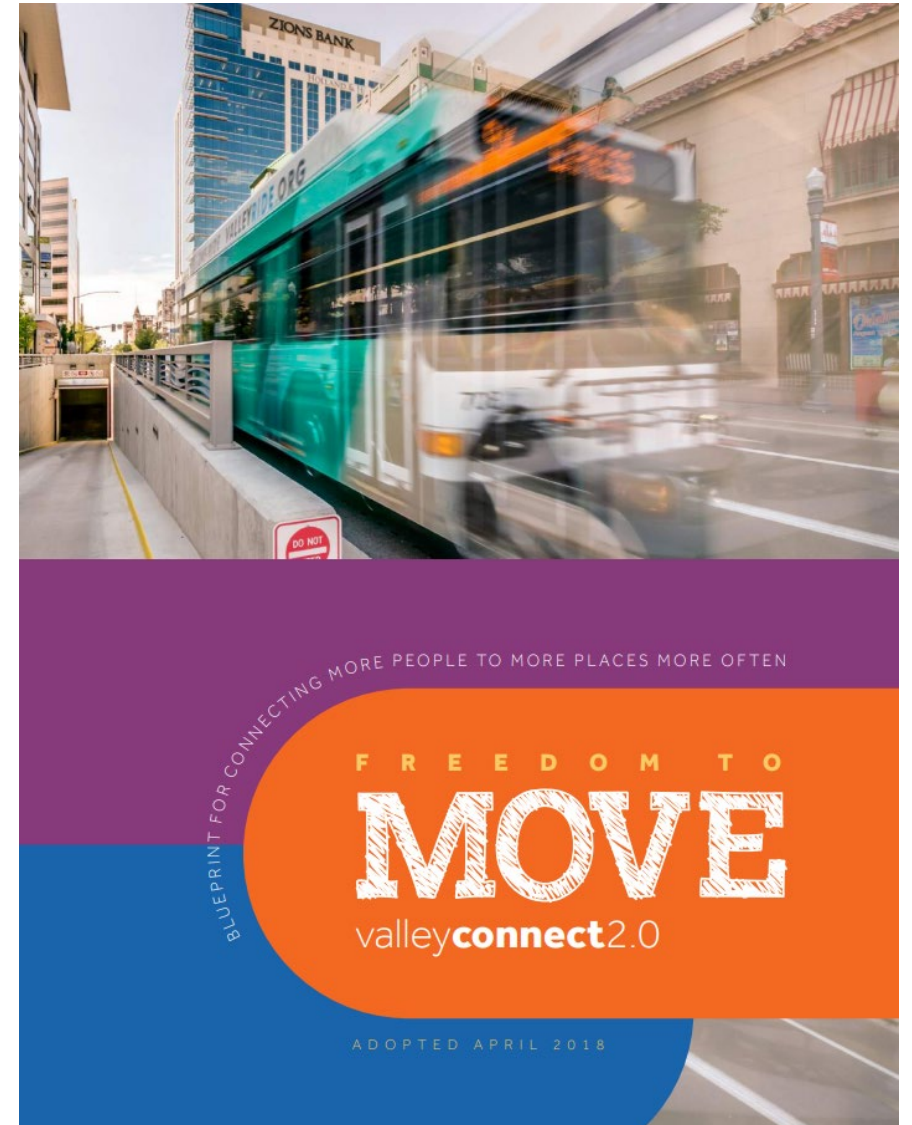
**VRT IS
MORE THAN
THE BUS**

Valley Connect Update

- Adopted in 2018
- Address growth **+23%**

New Topics

- Land Use
- Demand Management
- Active Transportation
- Specialized Transportation
- Fleet & Facilities



Why Public Transportation – Quick Facts

Public transportation offers freedom and independence for those unable to drive to still participate in the community, economically and socially.

36%

➤ of Idahoans can't drive due to age or disability

\$14,900

➤ Annual cost of a vehicle in Idaho: 172% of national avg in Canyon County

52%

➤ Of income: avg spending on Housing + Transportation in Idaho - >45% is target

9M trips

➤ Congestion Mitigation: if VRT moved the same # of riders as Spokane Transit we would remove 9M cars a year from the roadways

1-3 ROI

➤ Economic Impact: \$1M invested in transit yields up to \$3M in direct, indirect, and induced impacts

49



➤ 49 Public Transportation agencies in Idaho – 11 available to General Public

Peer Comparison

- Identified communities with similar conditions
- Service Population, Topography, Politics
- Allows VRT to estimate a growth target



Peer Spending

Reporting Name	Service Name	Population	Rev Hours per capita	\$ Ops per capita	\$ Capital per capita
Spokane Transit Authority (WA)	STA	459,007	1.4	\$205	\$88
City of Tucson (AZ)	Sun Tran	788,356	1.1	\$111	\$22
Lane Transit District (Eugene, OR)	LTD	317,600	1.1	\$160	\$20
Utah Transit Authority	UTA	2,218,482	1.0	\$193	\$41
Regional Transportation Comm. (Reno, NV)	RTC Washoe	394,010	0.9	\$101	\$34
City of Albuquerque (NM)	ABQ Ride	661,629	0.7	\$88	\$17
City of Huntsville (AL)	Huntsville Transit	114,598	0.7	\$73	\$20
City of Colorado Springs (CO)	Mountain Metro	417,843	0.6	\$123	\$43
Valley Regional Transit	VRT	371,800	0.3	\$52.49	\$15.47

Why aren't we investing more

- No dedicated state funding for transit in Idaho
- No authority for local dedicated funding
- Statute allows "voluntary contributions from members"
- RPTA: 1 of 3 political subdivisions in Idaho without taxing authority



Local Dedicated Funding

Reporting Name	Service Name	Population	Property Tax Funding	Income Tax Funding	Sales Tax Funding
Utah Transit Authority	UTA	2,218,482	-	-	58%
City of Albuquerque (NM)	ABQ Ride	661,629	-	10%	29%
Spokane Transit Authority (WA)	STA	459,007	-	-	61%
City of Colorado Springs	Mountain Metro	417,843	-	-	32%
Regional Transportation Comm. (Reno, NV)	RTC Washoe	394,010	-	-	35%
Valley Regional Transit	VRT	371,800	-	-	-
Lane Transit District (Eugene, OR)	LTD	317,600	-	56%	-
Salem Area Mass Transit Dist. (OR)	<u>Cherriots</u>	230,118	24%	-	-
Rouge Valley Transportation Dist. (Medford, OR)	RVTD	173,199	23%	-	-
Missoula Urban Transportation Dist. (MT)	Mountain Line	73,340	46%	-	-

Vision

Valley Regional Transit (VRT) 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.

Goals

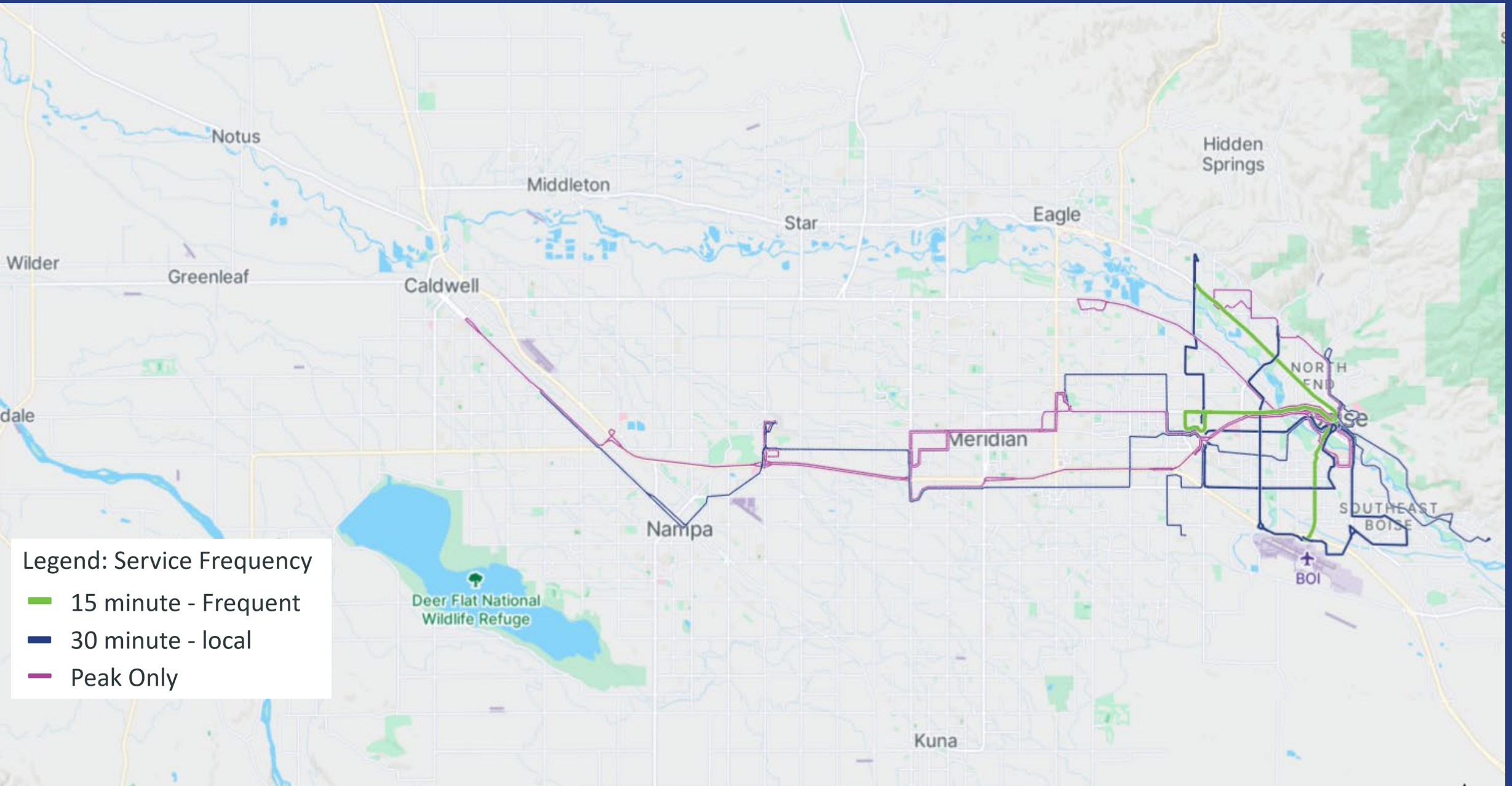
1. Provide a reliable, convenient and easy to use transit system
2. Provide high value to the Treasure Valley and steward public resources and funds
3. Coordinate with partners and enhance local funds while expanding access to jobs, community centers, and other key destinations
4. Create innovative and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



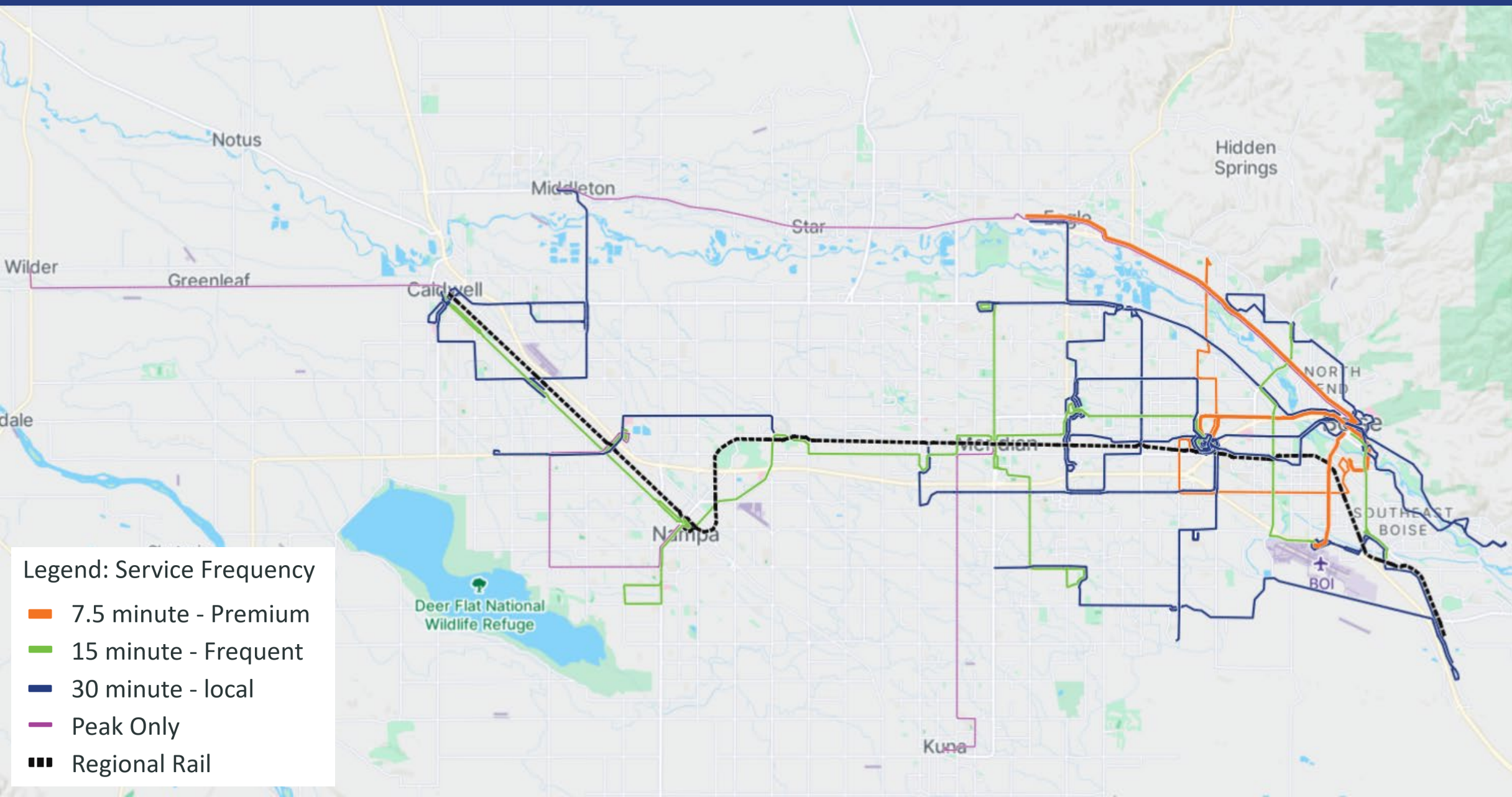
Growth Scenario – the future vision will provide a

- 260% Increase in service hours to be on par with our peers
- 68% More people within $\frac{1}{4}$ mile of any fixed-route transit
- 340% More people within $\frac{1}{4}$ mile of frequent service
- 200% More people with access to weekend transit service

Current Fixed Route System



Valley Connect 3.0 Fixed Route Network

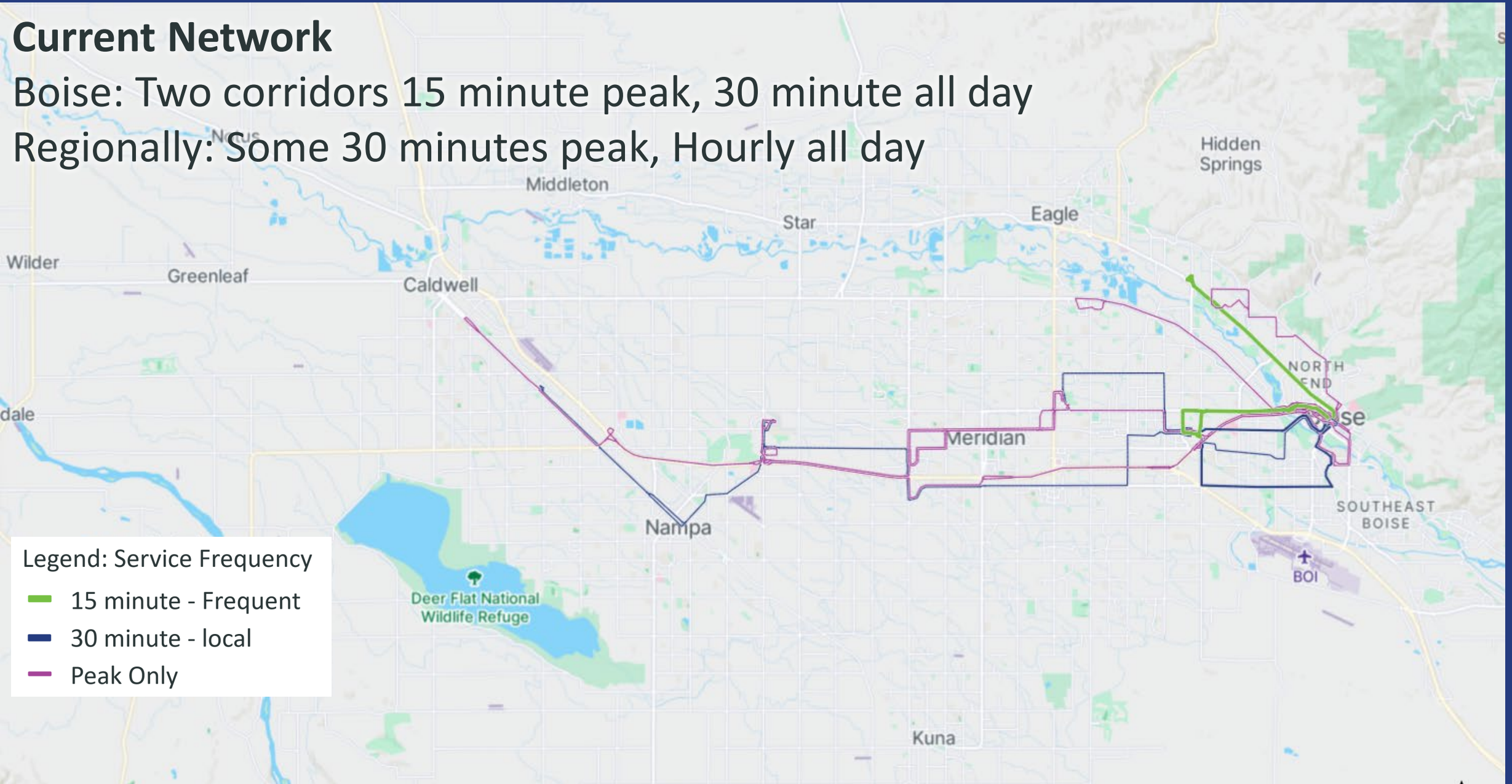


#1 Reliable East-West Connections

Current Network

Boise: Two corridors 15 minute peak, 30 minute all day

Regionally: Some 30 minutes peak, Hourly all day

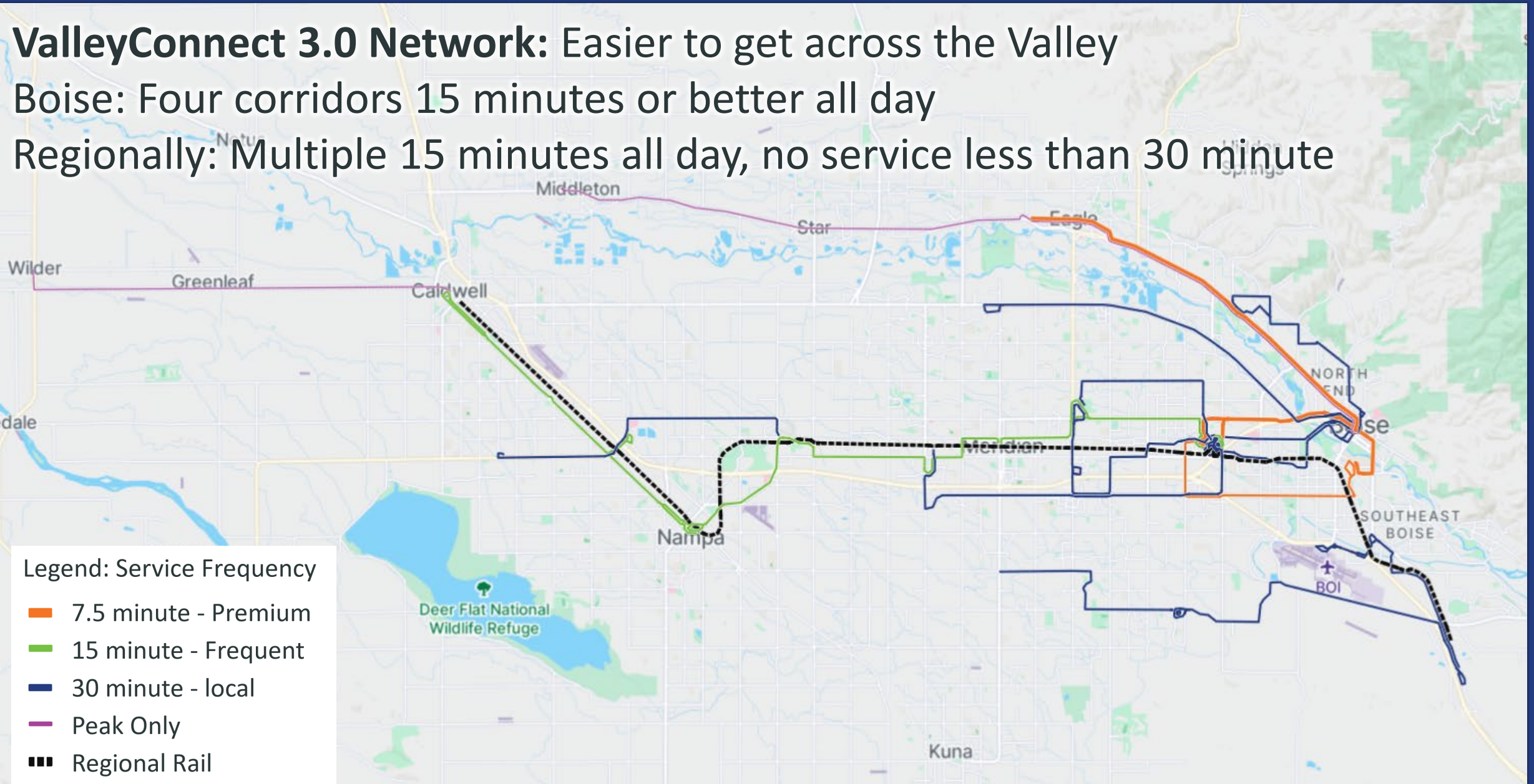


#1 Reliable East-West Connections

ValleyConnect 3.0 Network: Easier to get across the Valley

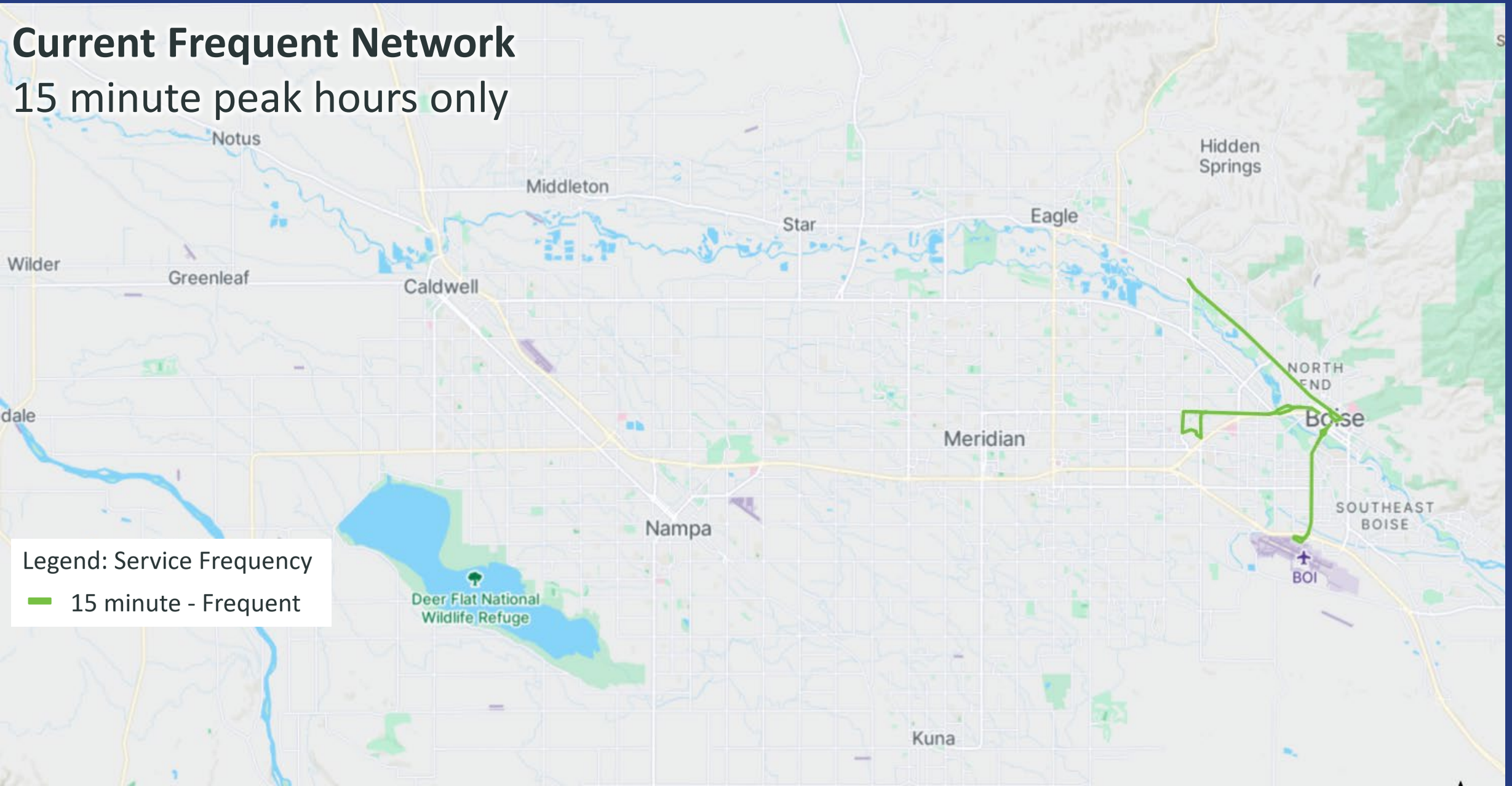
Boise: Four corridors 15 minutes or better all day

Regionally: Multiple 15 minutes all day, no service less than 30 minute



#2 Faster Frequency & Connections

Current Frequent Network
15 minute peak hours only

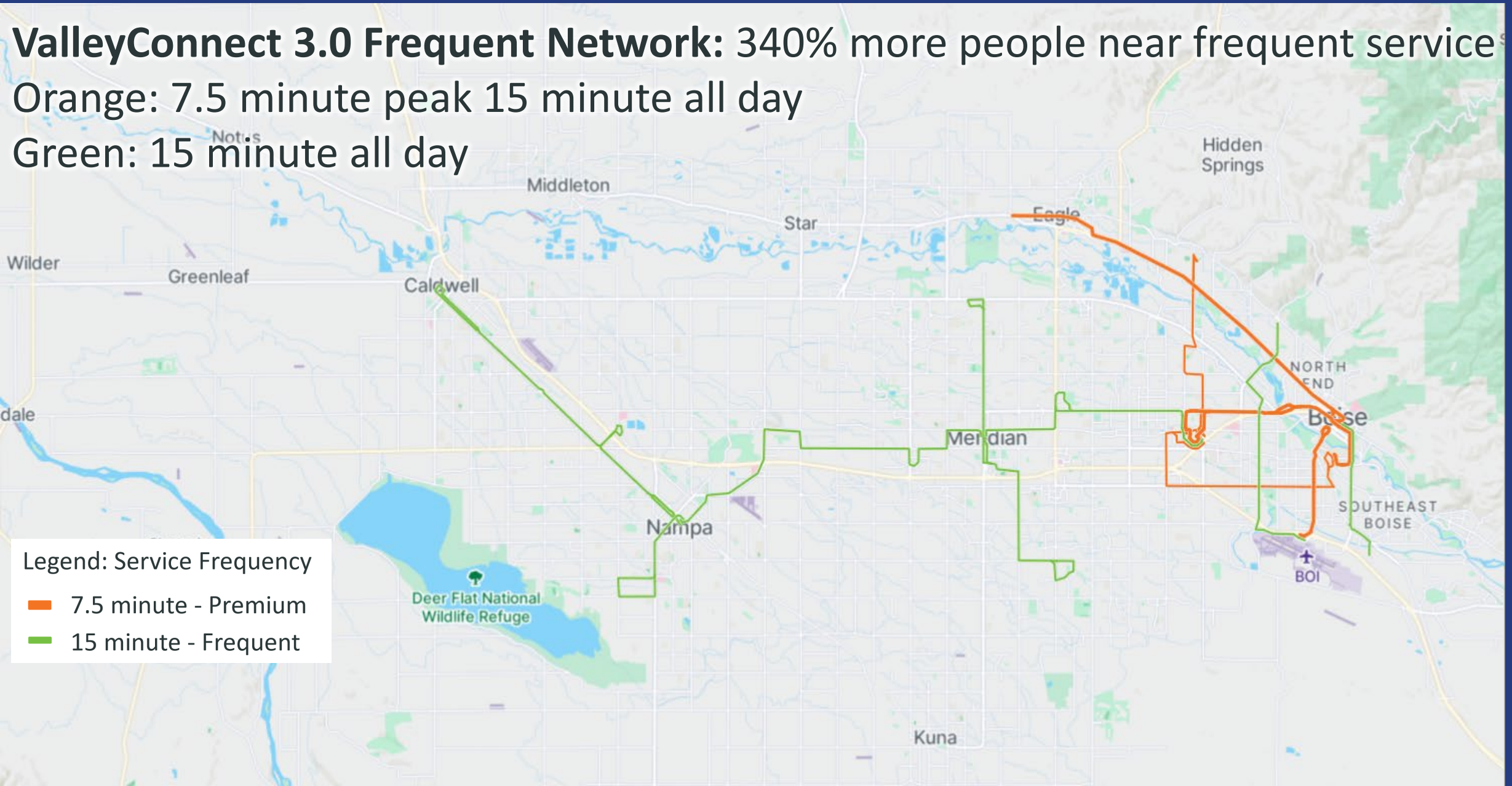


#2 Faster Frequency & Connections

ValleyConnect 3.0 Frequent Network: 340% more people near frequent service

Orange: 7.5 minute peak 15 minute all day

Green: 15 minute all day



Legend: Service Frequency

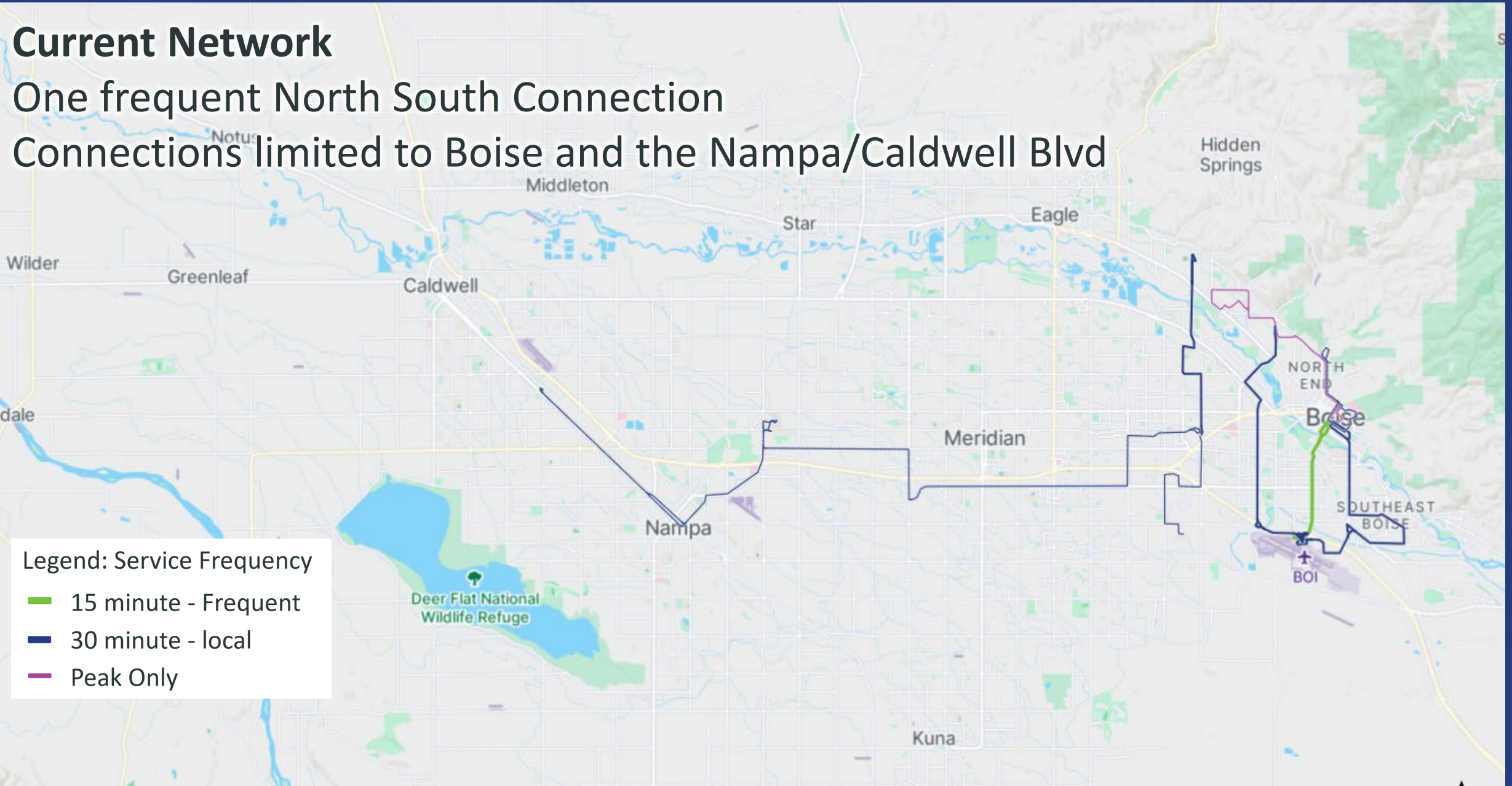
- Orange: 7.5 minute - Premium
- Green: 15 minute - Frequent

#3 Convenient North – South Connections

Current Network

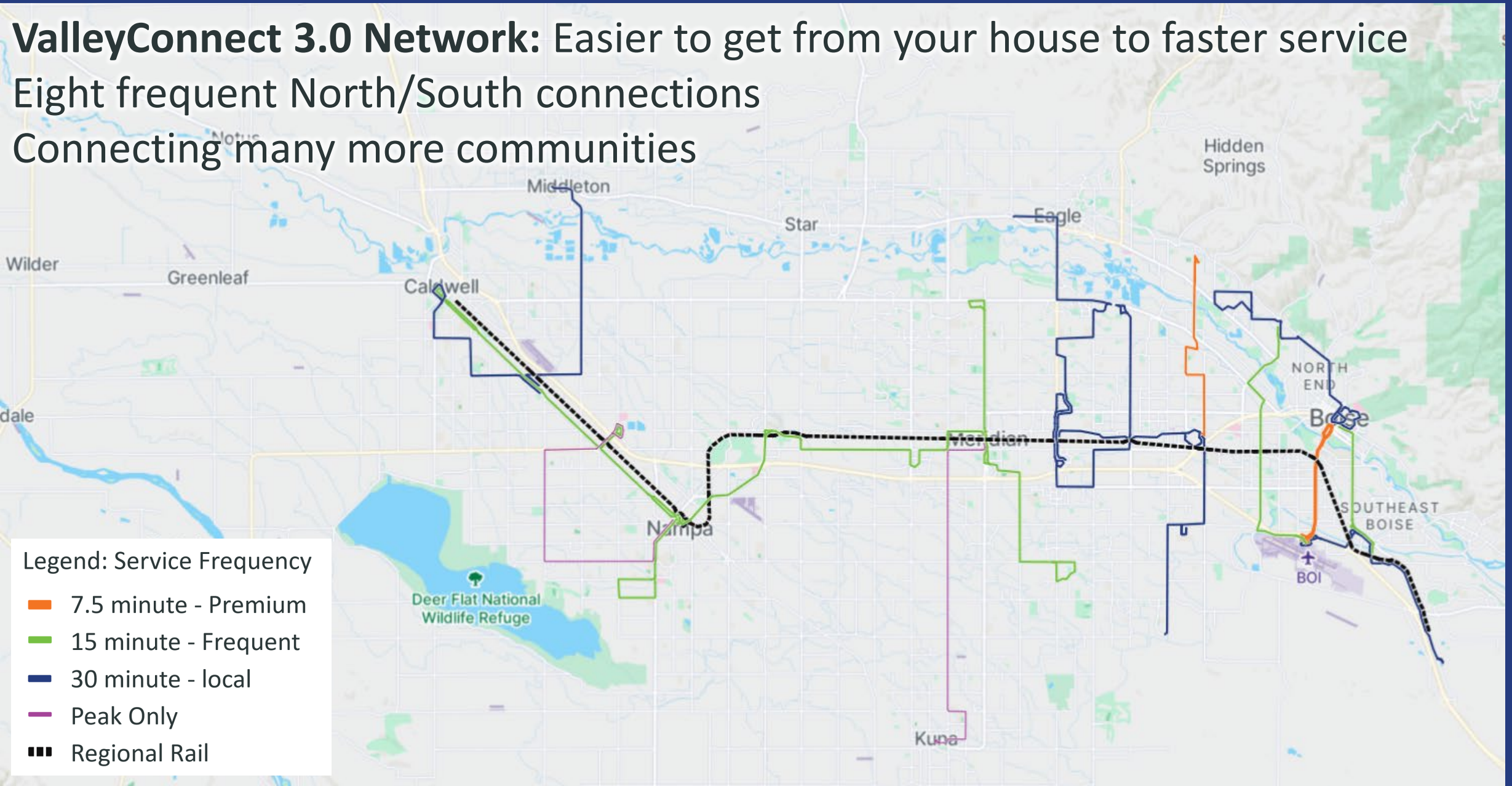
One frequent North South Connection

Connections limited to Boise and the Nampa/Caldwell Blvd



#3 Convenient North – South Connections

ValleyConnect 3.0 Network: Easier to get from your house to faster service
Eight frequent North/South connections
Connecting many more communities



Fleet & Facilities

- *Vehicles*
- *Bus stops and stations*
- *Operating facilities*

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.

To reach Growth Scenario VRT will need:

- +60 standard buses
- +30 smaller buses
- +45 ACCESS vehicles



Bus Stops & Stations

To reach Growth Scenario VRT will need:

- +520 bus stops
- Major improvements to major transfer points as an example, Towne Square Mall Facility, bathrooms, shade, on-route charging
- Network of park n ride facilities to serve the new system, e.g. Elder Street Park & Ride – Multi-Modal Facility to connect intercity, airport, and local bus



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.

To reach Growth Scenario VRT will need:

- Orchard Facility bus storage and fueling
- Happy Day Transit Center reconstruction
- Meridian Bus Center new fleet maintenance and storage, office



Fleet & Facilities

- To meet the vision of Valley Connect 3.0 direct funding will be needed.
- Does not include corridor improvements with partners.
- Our cost will be 20% of this, with 80% Federal match.

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



Next Steps

1. Plan is being finalized
2. Plan goes to VRT Board for adoption on Jan. 6th

Thank you! Questions?




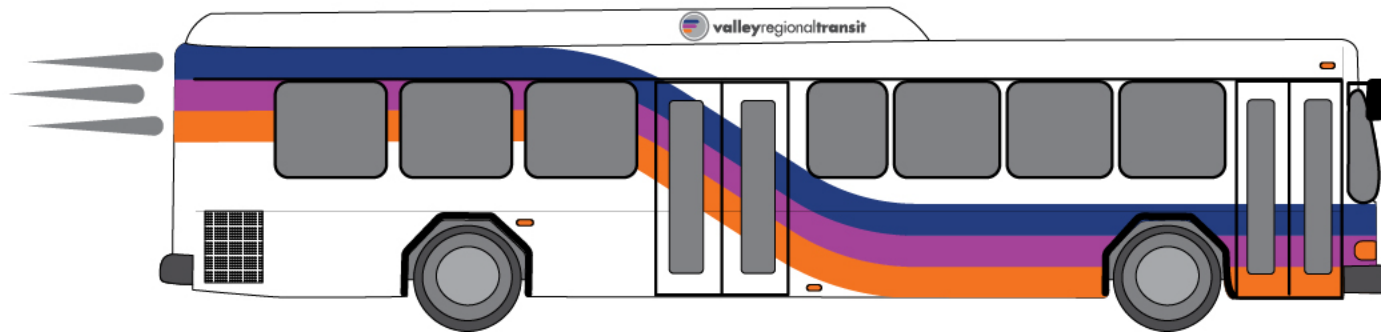
valleyregional**transit**

Kate Dahl

Principal Planner

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Item VI-A

Topic: FY2026 Resource Development Plan

Purpose: Approve the FY2026 COMPASS Resource Development Plan

Matt Carlson, Principal Planner

See Page 39



Resource Development Plan

By-Laws

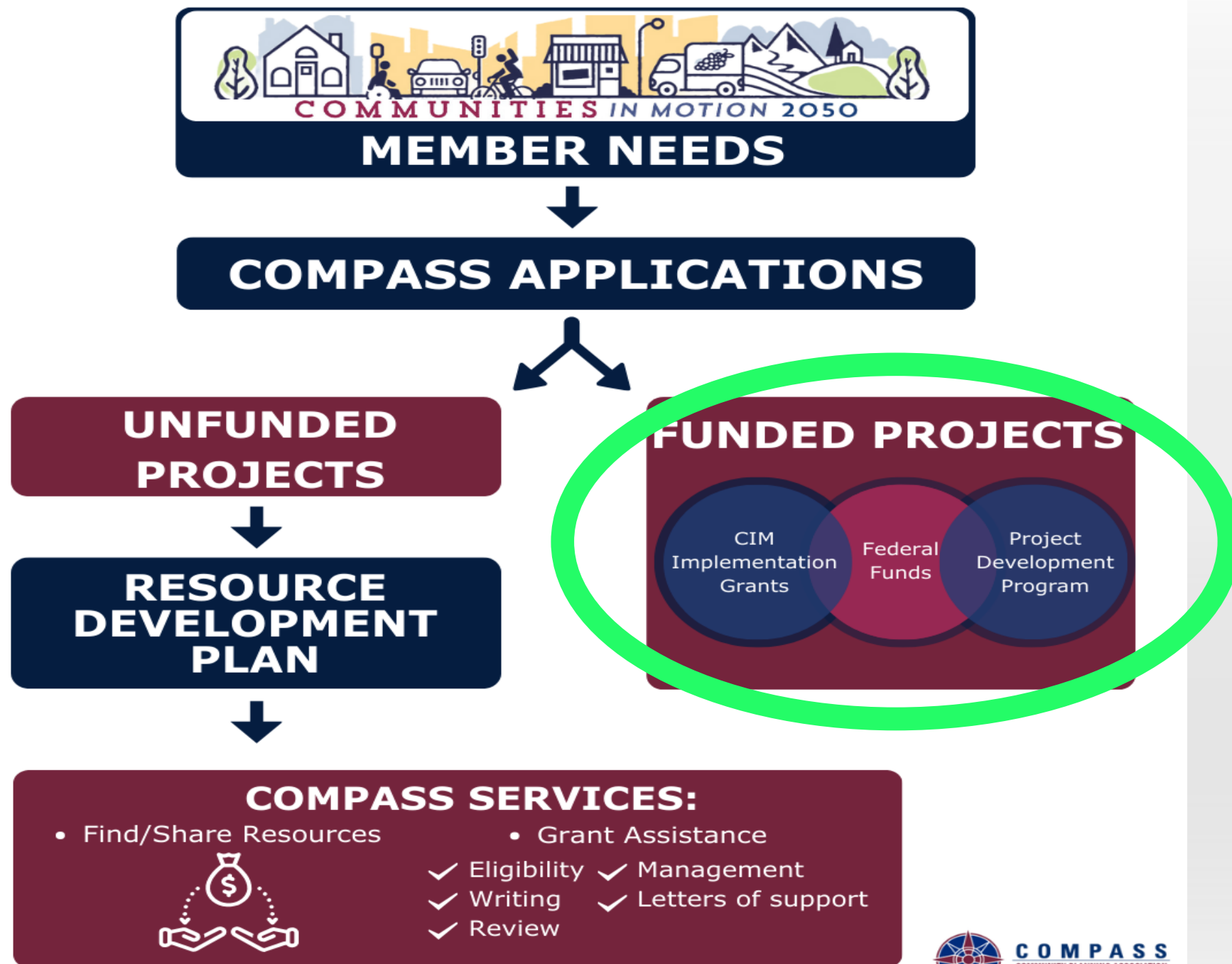
*“Approve the annual development plan which identifies:
a) grants and other funding sources for COMPASS; and
b) resource development activities which will be pursued by
COMPASS staff.”*

Resource Development Plan

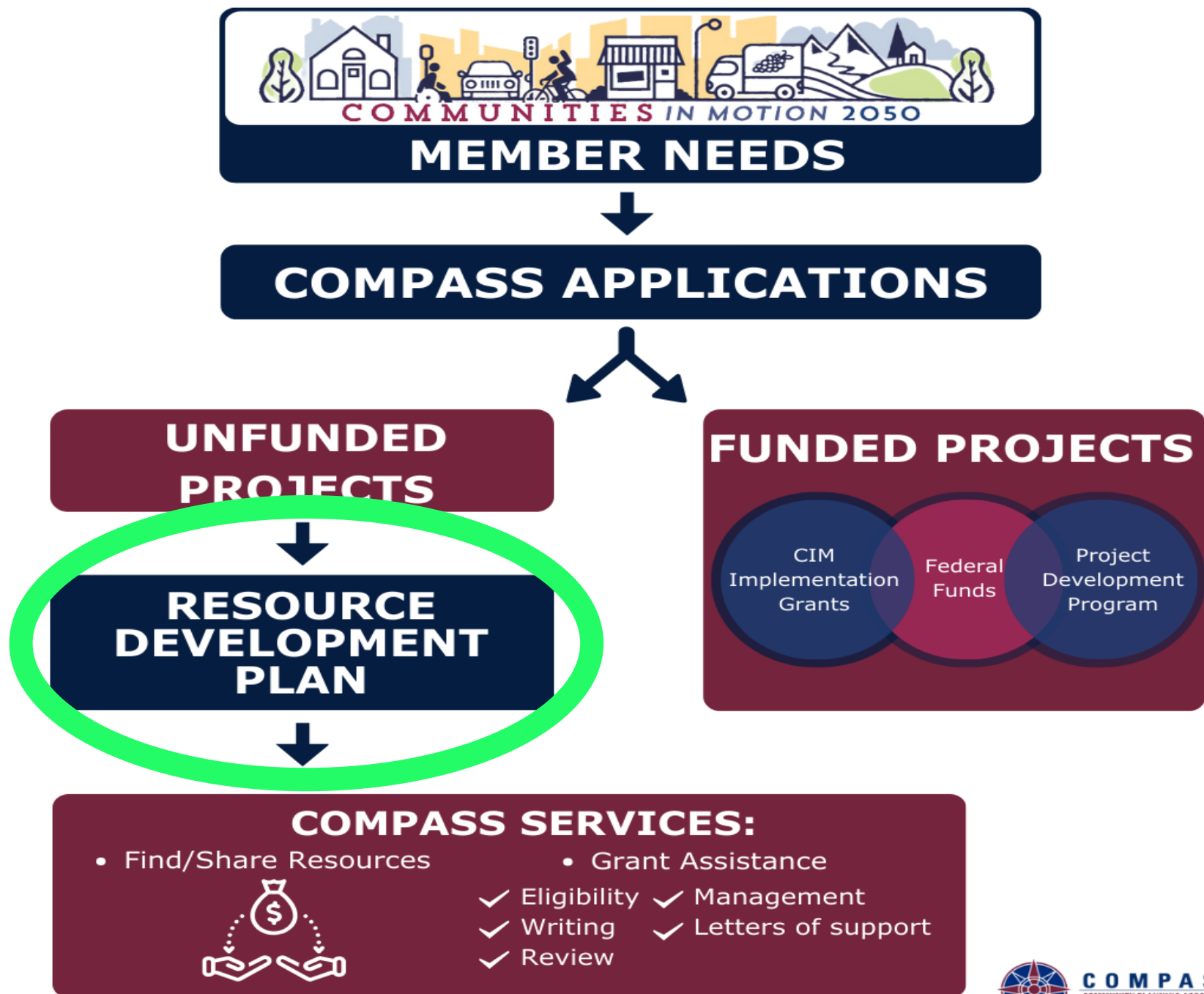
Projects

Funding Sources

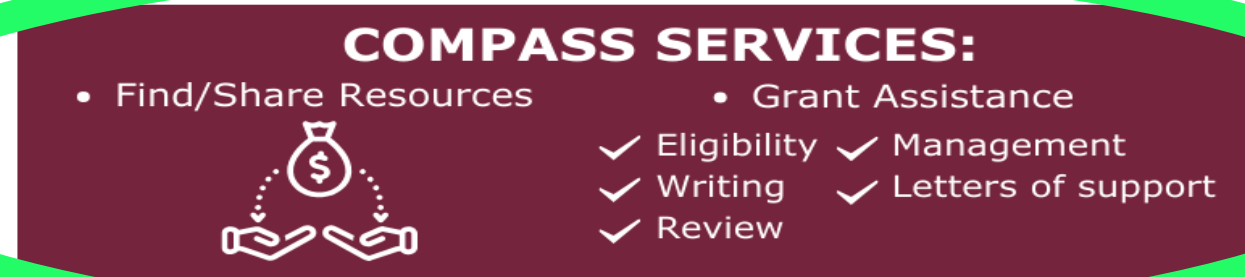
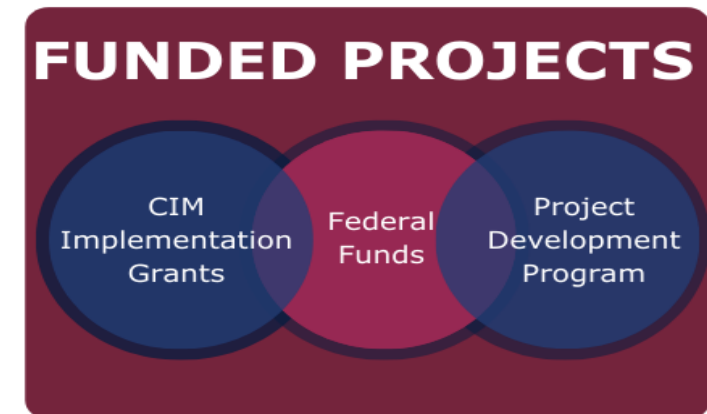
Resource Development Program



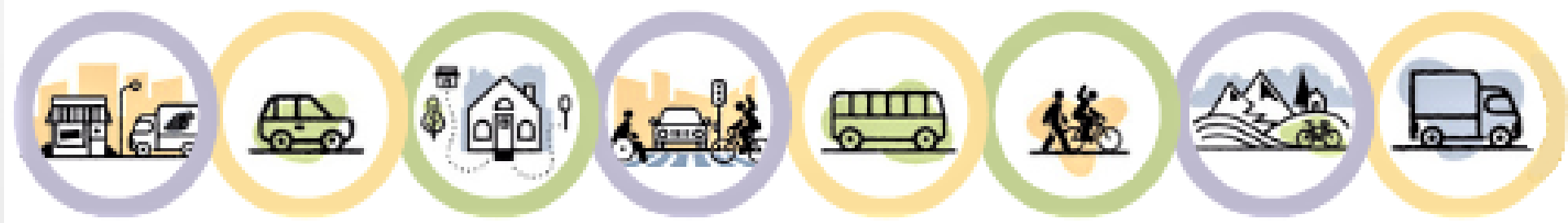
Resource Development Program



Resource Development Program



What's in the Resource Development Plan?



- Previously unfunded applications
- *Communities in Motion 2050*
- *Transportation Systems Management and Operations (TSMO) Strategic Plan*
- *Regional Safety Action Plan (RSAP)*
- Partially funded projects needing additional funds
- Project Development Program projects with established pre-concept reports

Potential Funding Sources



Resource Development Plan



Resource Development Plan

- City of Nampa

Modify one project:

- Page 21: Port Street, Sugar Street to Kings Road

Resource Development Plan



Recommended Motion:

COMPASS Board of Directors approves the
FY2026 COMPASS Resource Development Plan
with modifications

Item VI-B

Topic: 2026 State Legislative Positions

Purpose: Approve the 2026 state legislative positions

Craig Raborn, Executive Director

Anticipated legislative activities

- Government Affairs Consultant (Lobbyist)
 - *Procurement initiated*
- Regional Legislative Summit
 - Entire Treasure Valley delegation invited
 - Focus on incremental proposals and initiatives
 - ~ Early December (Dates under review)
- COMPASS-hosted Statewide MPO Legislative Reception
 - Early in session (Dates and venue under review)
 - Educate about transportation issues in urban areas
 - All legislators invited – broaden support for priorities



COMPASS positions and engagement

- Keep 2025 positions
- Add position connecting housing development to transportation performance, cost efficiency, and long-term infrastructure sustainability
- Concentrate **engagement** on incremental changes
 - Not formally adopted by Board unless gaining informal traction
- Be flexible and responsive to other emerging legislative initiatives (within framework of position statements, adopted plans, and MPO responsibilities)

Modified Position Statement - Growth

- **Property tax cap.** COMPASS supports ~~removing~~ adjusting the property tax cap on local taxing districts to meet the increasing infrastructure needs and ongoing operations and maintenance costs associated with new development.
- **Property tax cap.** COMPASS supports adjusting the property tax cap on local taxing districts to meet the increasing infrastructure needs and ongoing operations and maintenance costs associated with new development.

DRAFT Position Statement - Housing

- COMPASS supports policies that enhance regional and local efforts to align housing availability with transportation investments and infrastructure planning.
- Policies that promote a range of housing options—particularly in areas with existing or planned transportation infrastructure [and services](#)—can help improve regional mobility, economic opportunity, infrastructure efficiency, and make addressing housing supply more feasible.
- COMPASS encourages legislation that supports local flexibility, market-driven solutions, and voluntary tools to improve housing outcomes that are coordinated with transportation systems.

Topics for Incremental Proposals

"Growth pays for growth"-related

- Allow full value of new development to be added to tax base (address 90% limit)
- Allow full value of properties after tax increment financing period ends
- Enhance counties' ability to utilize development-related impact fees
- One-time stabilization/reset of Road and Bridge Fund

Housing-related

- Enable local governments to incentivize housing near corridors with under-utilized transportation capacity
- Others TBD (based on final State Task Force recommendations)

Moving Forward



October – Finalize strategies and positions
(Executive Committee)

- ✓ Adopt Position Statements (Board)
- ✓ Begin lobbyist procurement
- ✓ Initiate individual meetings with delegation

November – Refine and implement strategies

- ✓ Develop incremental proposals
- ✓ Continue individual meetings with delegation
- ✓ Host Regional Legislative Summit (December)

2026 Legislative Session

- ✓ Host statewide MPO reception (January-February)
- ✓ Actively engage to advance incremental goals

Questions?



Recommended Motion:

The COMPASS Board of Directors approves the
FY2026 COMPASS state legislative positions.

Item VI-C

Item VII-A

Topic: Resilience Improvement Plan

Purpose: Project status update

Austin Miller, Planning Team Lead

Overview

- Background
- Purpose
- Literature review findings
- Project status and timeline



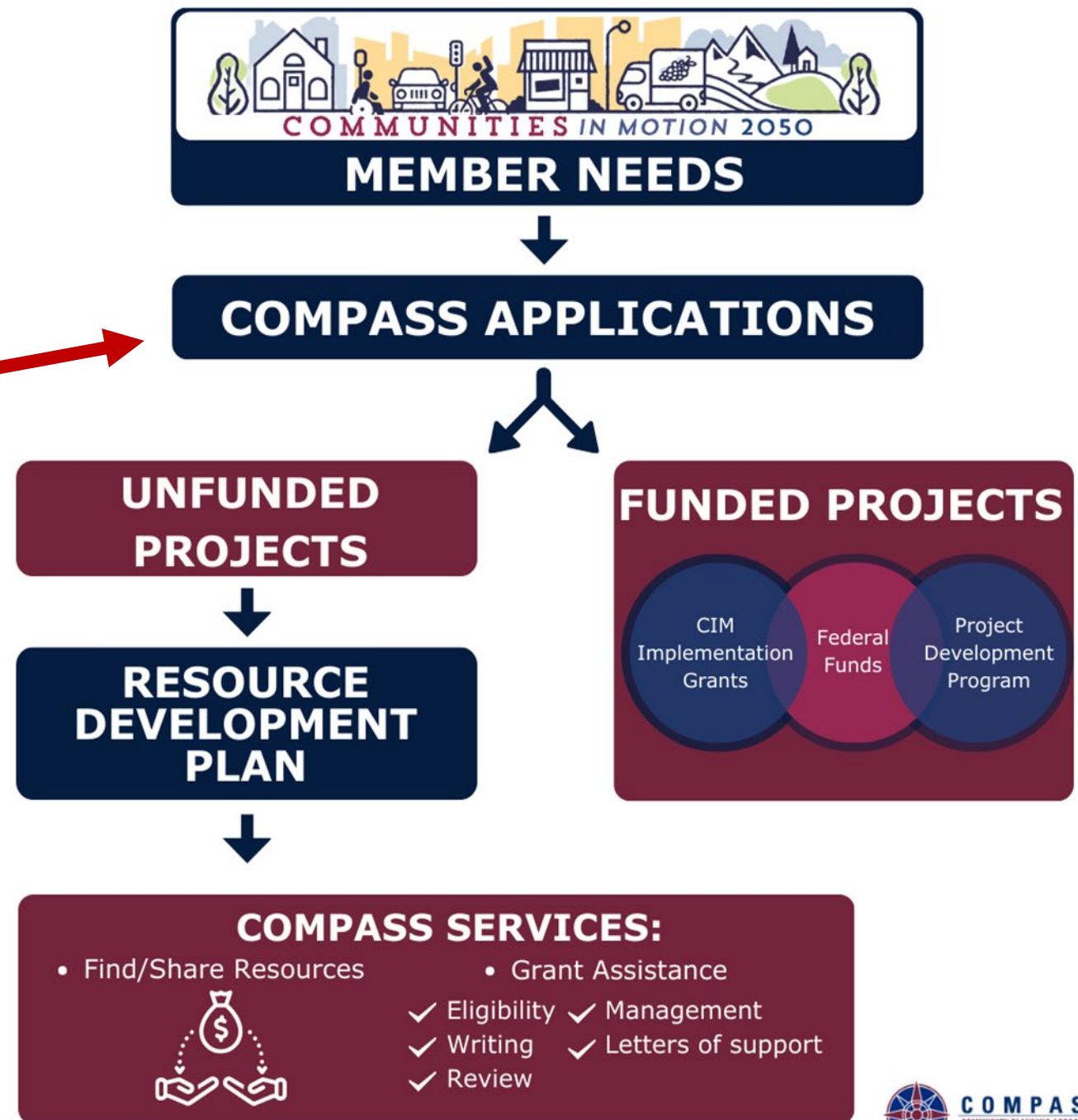
Source: Boise State Public Radio News

Background

- Highest ranking Study/Special Project in 2023 COMPASS applications

Submit

Resource Development Program



Purpose

PROTECT surface transportation from natural hazards

- Understand hazards and resilience planning efforts
- Analyze asset criticality and vulnerability
- Prioritize projects



Source: BLM Idaho Fire

Workgroup



IDAHO DEPARTMENT OF
WATER RESOURCES



BOISE STATE UNIVERSITY



**University
of Idaho**



— BUREAU OF —
RECLAMATION



COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

Literature Review

- State DOT Resilience Improvement Plan (*In progress*)
- State Hazard Mitigation Plan
- Ada County Hazard Mitigation Plan
- Canyon County Hazard Mitigation Plan
- Boise Climate Adaptation Assessment
- Impacts of Climate Change on Idaho's Infrastructure (University of Idaho)



	Wildfire	Flood	Landslide	Earthquake	Extreme Heat	Thunderstorm/ Precipitation	Drought	Avalanche	Dam/canal Failure	Lightning	Straight-line Wind	Winter Storms	Hail	Tornadoes	Extreme Cold	Volcanic Eruptions
State Resiliency Improvement Plan (In Development)	X	X	X	X				X								
State Hazard Mitigation Plan	X	X	X	X		X	X	X	X	X	X	X	X	X		X
Ada County Hazard Mitigation Plan	X	X	X	X	X	X	X		X	X	X	X	X	X	X	X
Canyon County Hazard Mitigation Plan	X	X	X	X	X	X	X		X	X	X				X	
Boise Climate Adaptation Assessment	X	X			X	X	X									
Impacts of Climate Change on Idaho's Infrastructure	X	X	X		X			X								



Wildfire



Flood



Landslide



Earthquake



**Extreme
Heat**

Project Status and Timeline

1. Kickoff – Project orientation and initial hazards discussion



Aug
2025

2. Vulnerability Assessment – Review asset classes, as well as vulnerability and criticality data and methods



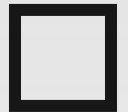
Oct
2025

3. Prioritization – Validate scoring results and project ranking



Dec
2025

4. Final Review – Endorse final recommendations and next steps



Feb
2026

Questions?

