

STAR - VRT Update

Elaine Clegg, 11-18-25



January 21, 2025

What we will talk about today

- Why transit
- Who is Valley Regional Transit
- Services in Star today and in the future
- What's next
- Is Rail in the Future
- Q?



Why transit?

- Independence, Affordability and travel options
- Economic benefit, access to jobs. , return on investment
- Opportunity to make your citizens lives better
- Chance to mitigate congestion



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 Treasure Valley residents can't drive due to age or disability

\$14,900

➤ Annual cost of a vehicle in Idaho: ~165% of national avg across the region

52%

➤ Of income: avg spending on Housing + Transportation in Idaho - >45% is target that indicates it is not a burden

1M 

➤ VRT serves over 1M people – to the General Public and through qualified ride programs

9M trips

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

3-1 ROI

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

Valley Regional Transit

- is the Regional Public Transportation Authority for Ada and Canyon counties.
- Voted in 1998 (IC 21-40) Accountable to the public through local governments
- Exclusive jurisdiction to provide public transportation services and encourage private transportation programs
- Direct recipient of federal transit funds, local funding all comes from voluntary contributions.

Who is VRT?



VRT Services

FIXED ROUTE

A transit service that operates on a set schedule along a predetermined route with designated stops

DEMAND RESPONSE

A curb-to-curb service within a defined service area where trips can be booked in advance or same day



vrt • on-demand

VRT service of scheduled point to point rides open to the general public



vrt • access

Complementary ADA paratransit service for persons with disabilities who live within $\frac{3}{4}$ mile of fixed route



vrt • beyond access

Service for older adults and persons with disabilities who live outside the $\frac{3}{4}$ mile Access service area.

OTHER SPECIALIZED SERVICES

Rides-to-Wellness, Veteran's Shuttle

VALLEY REGIONAL TRANSIT SERVICES

Legend | la Leyenda



0 ½ 1mi 2mi

Fixed Route Bus
 During peak hours, a bus comes every...
 Durante horas pico, un autobús pasa cada...

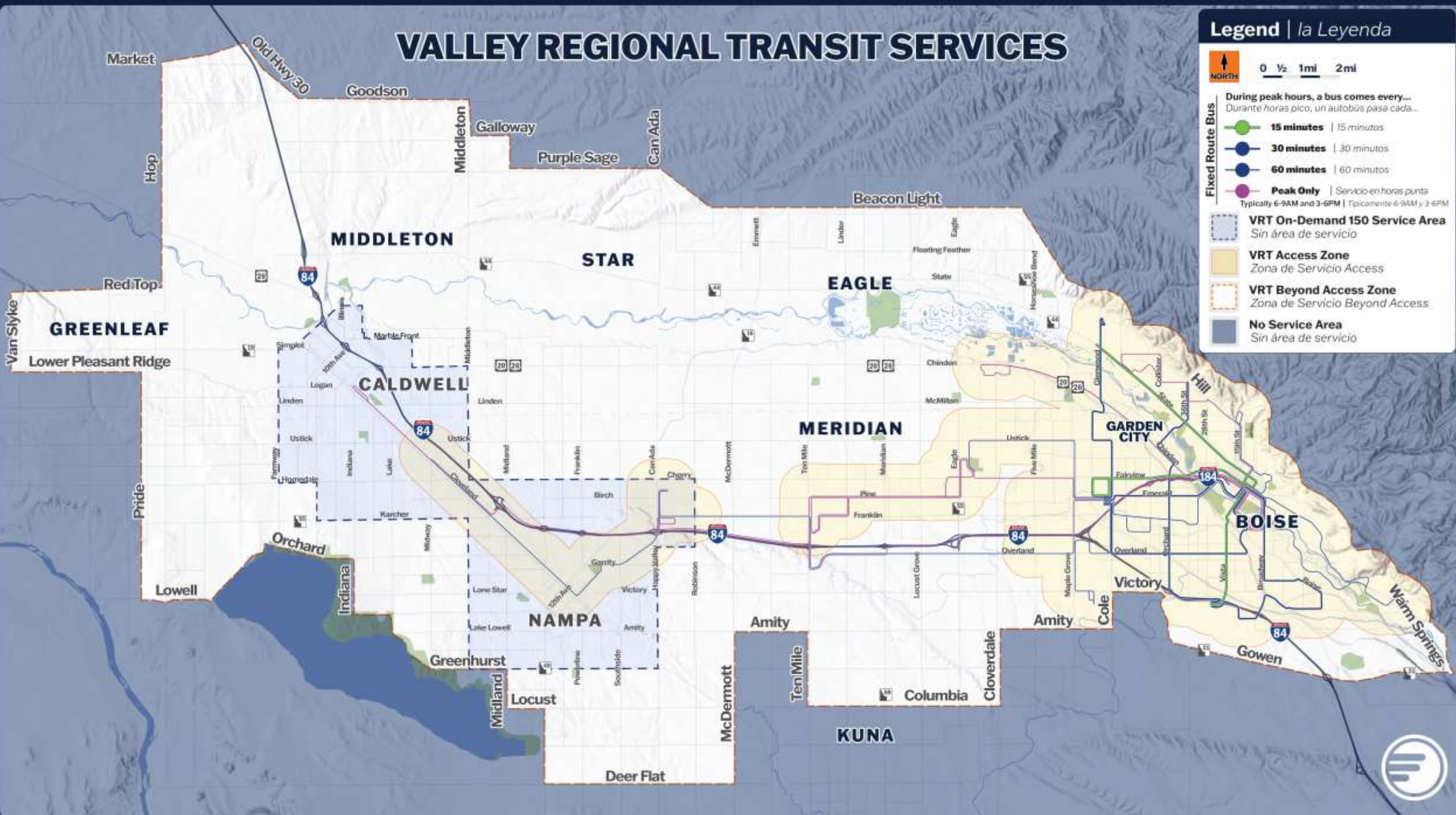
- 15 minutes** | 15 minutos
- 30 minutes** | 30 minutos
- 60 minutes** | 60 minutos
- Peak Only** | Servicio en horas punta
 Typically 6-9AM and 3-6PM | Típicamente 6-9AM y 3-6PM

VRT On-Demand 150 Service Area
 Sin área de servicio

VRT Access Zone
 Zona de Servicio Access

VRT Beyond Access Zone
 Zona de Servicio Beyond Access

No Service Area
 Sin área de servicio



Beyond Access Star Service

Rides starting or ending in Star

2025 Beyond Access Star, ID	
Trips	Origin-Destination
1,102	Began and ended within Star
550	Began in Star, ended outside Star
438	Began outside Star, ended in Star
2,090	Total began/within/ended in Star
35,201	Total Beyond Access Rides 2025
5.9%	% of BA trips in Star

What is Beyond Access?

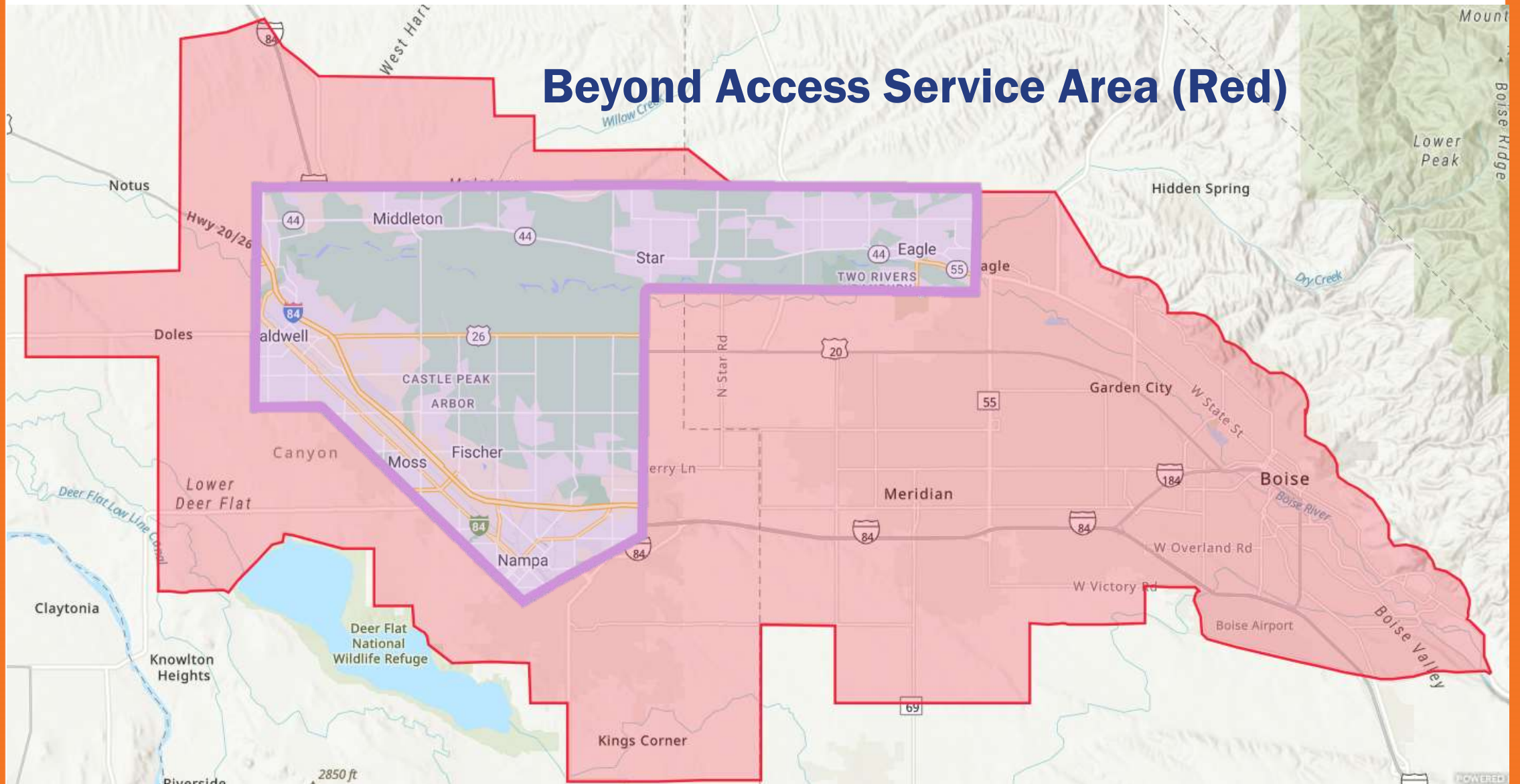
Service for:

- Older Adults and persons with a disability
- Previously Star Senior Center (lavender next slide)
- Consolidated to Beyond Access service zone (red next slide)
- Prebooked door-to-door rides through one customer service line
- Riders can now travel anywhere in service area, not restricted to constrained zone



Improved Efficiency and Service

Beyond Access Service Area (Red)



Future Plans, State Street Corridor, Valley Connect 3.0

- Fixed Route Highway 44 every 30 minutes 6am – 10am and 3pm-7pm
- Commute Service on the North side of Boise River connecting to Middleton, Eagle and 7.5 minute service into Boise
- Future On-Demand Service Area to cover City of Star and rural areas
- Access 47,000 jobs & 55,000 People
- A route along Highway 16 (express with limited stops) would provide better access to Nampa, Meridian, and South Boise

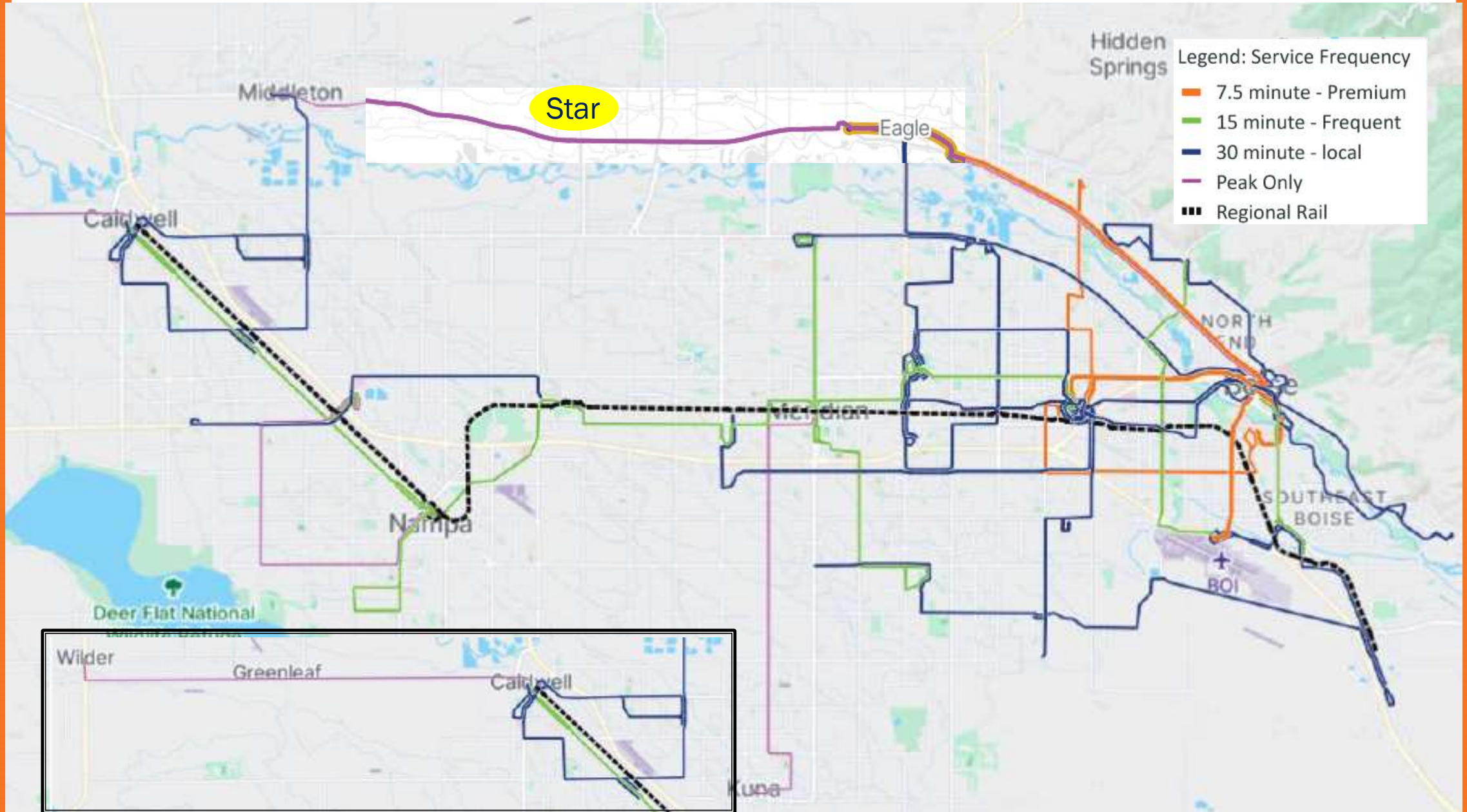


BLUEPRINT FOR CONNECTING MORE PEOPLE TO MORE PLACES MORE OFTEN

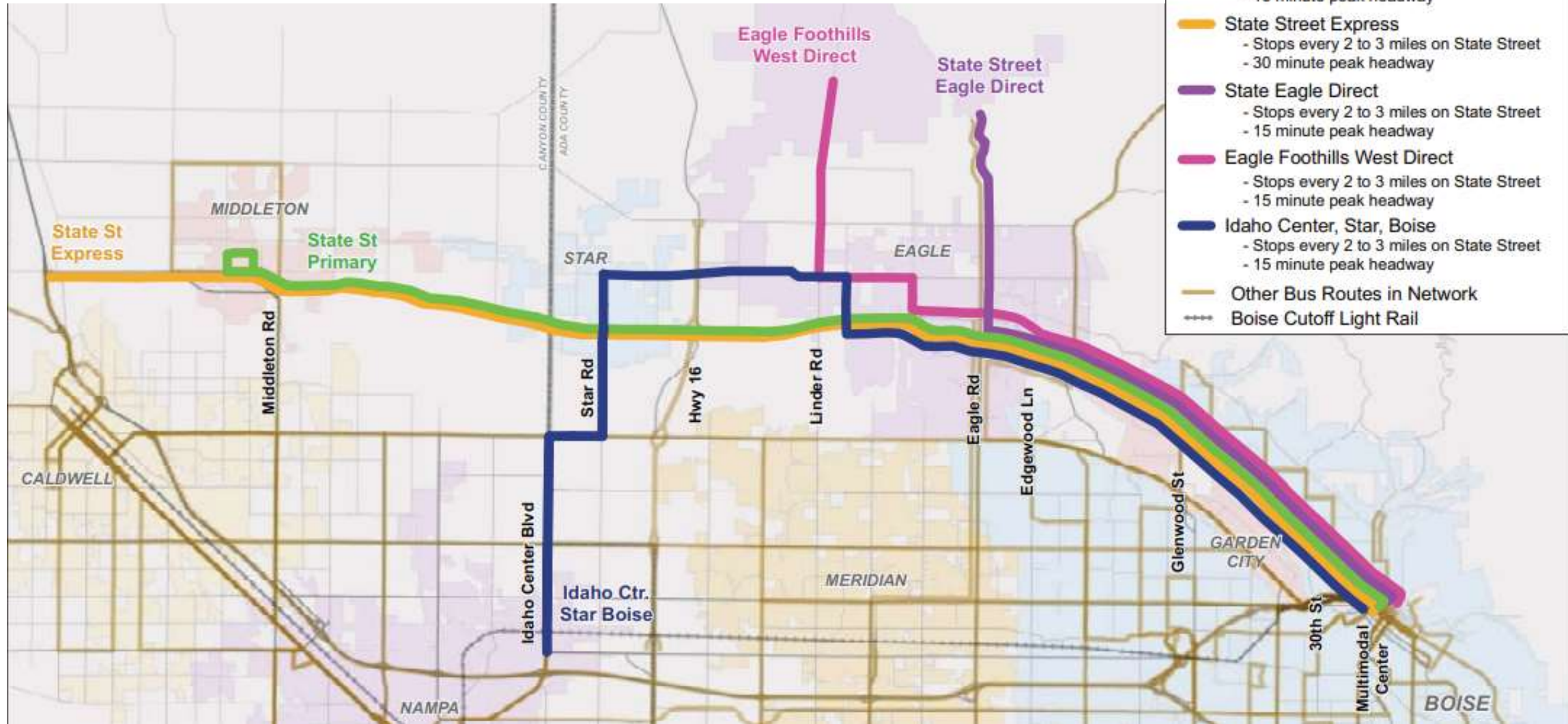
F R E E D O M T O
MOVE
valley**connect**2.0

ADOPTED APRIL 2018

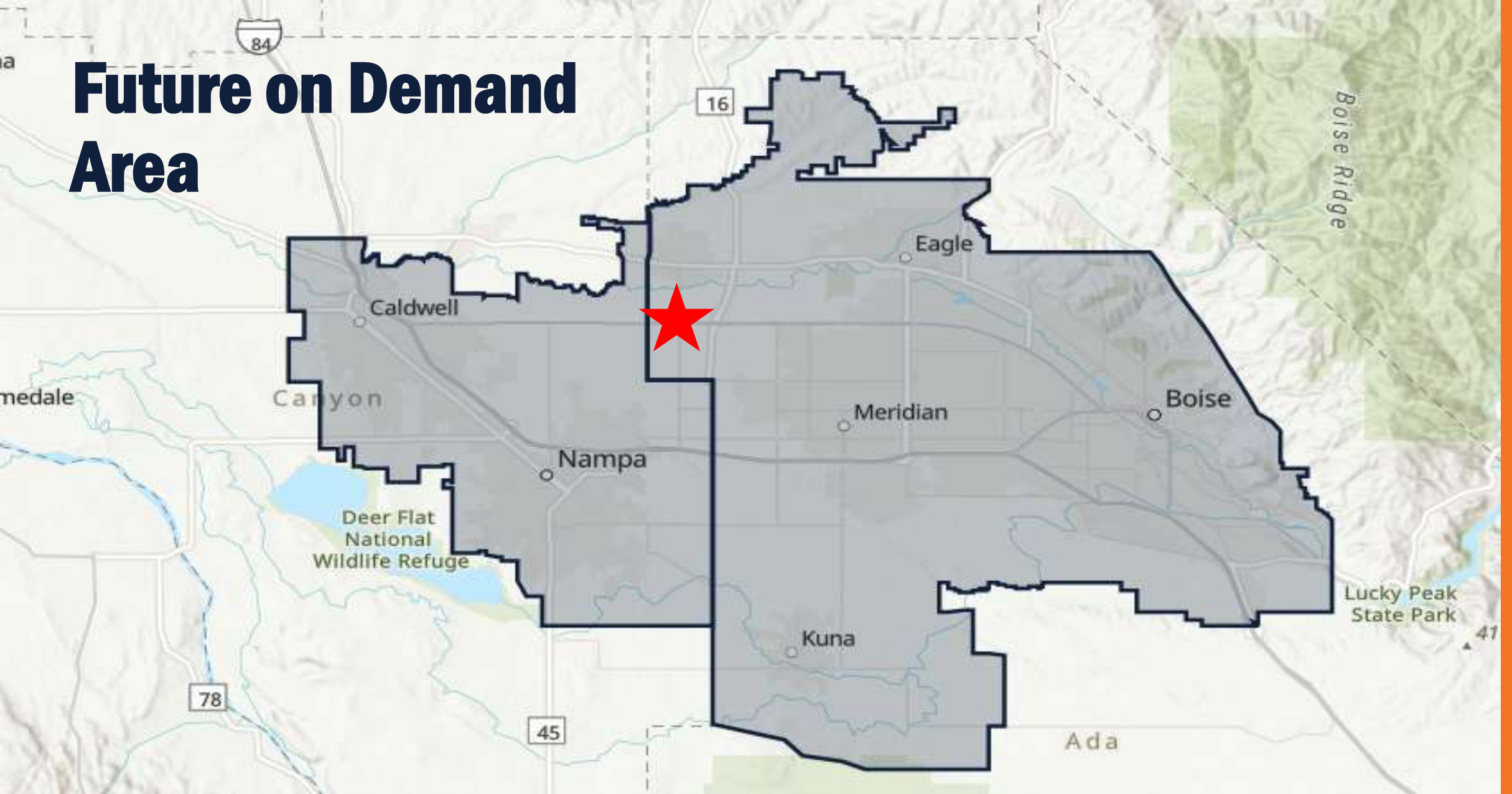
Valley Connect 3.0 Future Services



Complete Corridor Boise to Middleton



Future on Demand Area



Local Dedicated Funding comparison

Peer Comparison - Dedicated Funding Origin			
Agency	Property Tax	Income Tax	Sales Tax
Spokane Transit Authority			0.61
Salem	24%		
Lane Transit		56%	
Utah Transit Authority			0.58
Reno			0.35
Albuquerque		10%	0.29
Missoula	46%		
CO			0.32
	Property Tax	Income Tax	Sales Tax
Peer Totals	35%	33%	43%
VRT Totals	0	0	0
VRT % of peers	0%	0%	0%

Proposition

Transit in Idaho needs direct, consistent and stable funding to provide attractive, efficient, reliable transit service for their communities

Actions VRT is taking to Grow Funding

- Increased Ridership results in increased Fare Collection
 - Service change has worked! Ridership is increasing as is awareness of services
- Increased Advertising earns growing funds
 - Selling more on bus advertising in Canyon County (#?)
 - Added Infotainment screens for digital adverting
 - Purchased Bus Benches, all revenue earned now flows to VRT
- Increased Efficiency
 - Consolidation of Beyond Access
- Service Partnerships
 - New Commercial/Institutional/residential Contribution Program
 - Developing Improved Residential pass Program
 - Pursuing facility and bus sponsorships

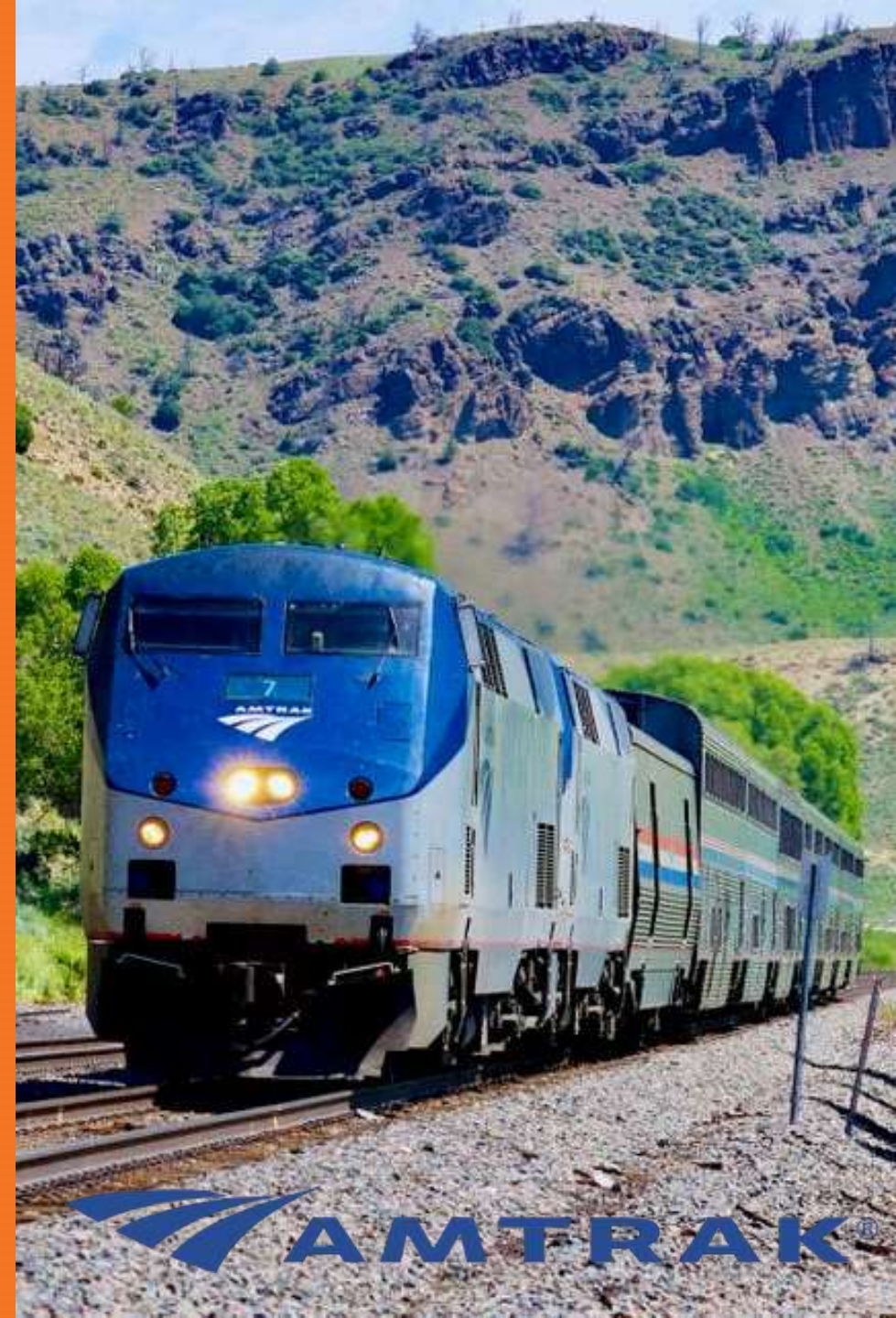
Exploring Strategic Partnership Investments

- TIFIA, RIF Bonds - Sub-Recipient of Build America Bureau grant with PNWER
 - Developing feasibility to bring TIFIA bonding to Garage /transit stop project
 - Developing feasibility to pursue joint TOD Development at HDTC
 - Examining high performance opportunities on rail corridor
- Nampa Water Renewal Facility project
 - Exploring joint project with City of Nampa water renewal facility to utilize methane as Renewed natural Gas to fuel Canyon County fleet
 - Potential for savings to VRT and Income to Nampa

I Heard something about Rail

Clegg on the Amtrak Board

- Nominated in summer of 2024
- Senate hearing in September 2024
- Senate Mark-up (recommendation) December 12, 2024
- Senate confirmation vote December 20, 2024
- Have attended 5 board meetings and 3 train rides, including Acela Next-Gen launch, Mardi Gras Launch
- Overseeing \$16B in capital projects



Proposed Network of Preferred Routes



Long Distance Service Study



Why Passenger Rail:

National Rail Network + State Supported Rail + Regional Rail = American Mobility

- ✓ Long-distance and state supported passenger train routes connect major urban areas isolated as regional airline and intercity bus services disappear. Connects smaller cities and communities with each other and with large cities
- ✓ Regional Commuter service mitigates congestion, can serve events, and connect to first mil/last mile bus and to long distance rail.



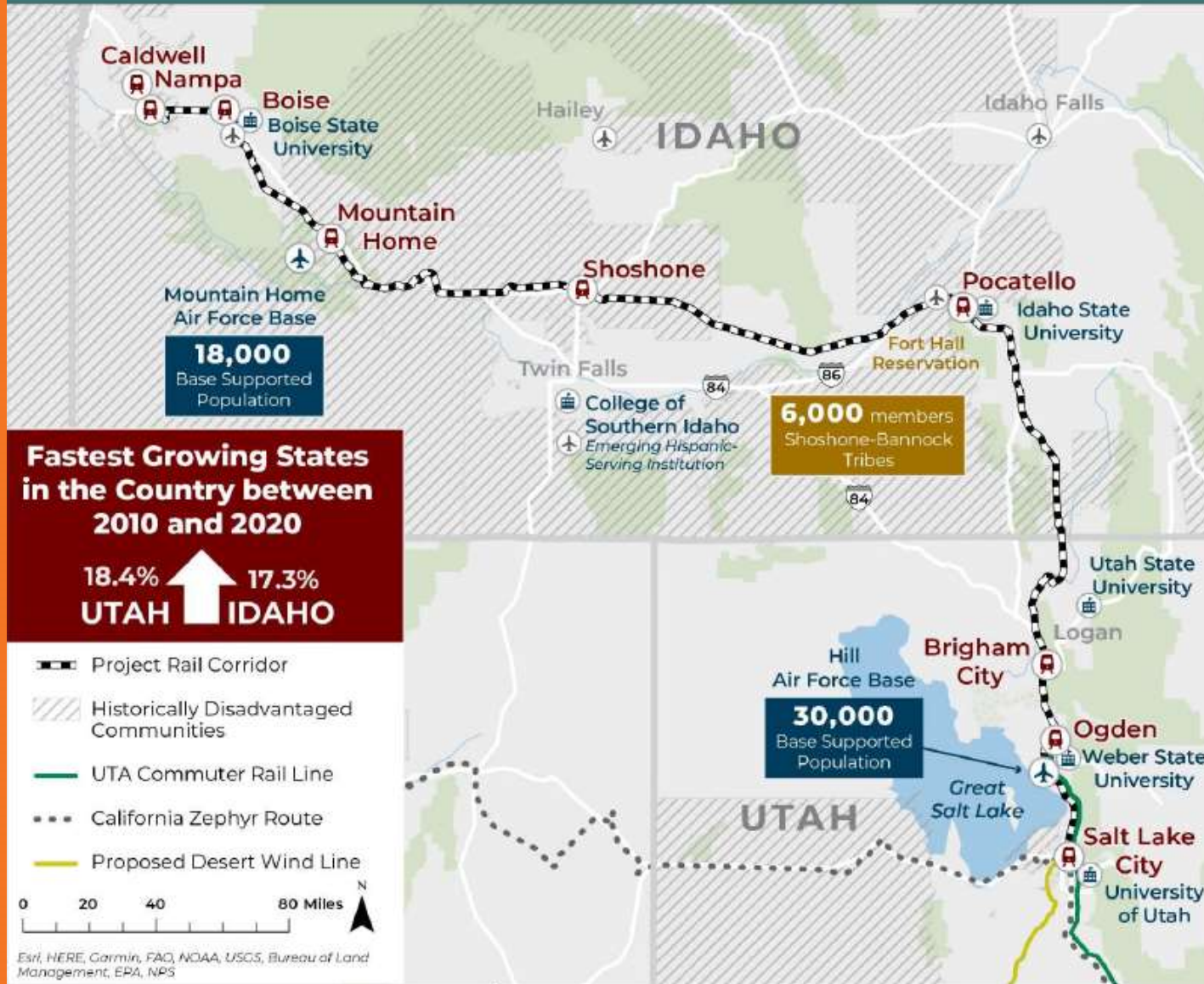
Economic Benefits of State-Supported Passenger Rail Services
A Report for the United States Congress

July 2025

SAIPRC
STATE-AMTRAK INTERCITY
PASSENGER RAIL COMMITTEE



The Pioneer Corridor Restoration Project: Connecting Boise & Salt Lake City



KEY PROJECT BENEFITS

- 1 Connecting the Fastest Growing Regions in the US to the Intercity Rail Network
- 2 Providing Access to Regional Higher Education, Recreation, and Economic Opportunities
- 3 Delivering Equitable Rail Service for Rural Communities and Disadvantaged Populations
- 4 Advancing a Collaborative, Committed Partnership

CORRIDOR FACTS



Regional Rail – Treasure Valley

Regional Rail Plans

- Caldwell-Micron (later Mountain Home or further west)
- Complimented by interstate and long-distance rail services
- Integrated with the larger national passenger rail service network

Next Steps

- COMPASS PEL study, rail chosen as preferred
- Identify infrastructure/trains needs/costs
- Develop service and operations information



REGIONAL RAIL

CONNECTING MORE PEOPLE
TO MORE PLACES
MORE OFTEN



Thank you.



valleyregional**transit**

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