

# Regional Advisory Council Meeting Agenda

September 17, 2024

9:00 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 join us via MSTeams at [https://ridevrt.org/VRTRAC\\_FY24](https://ridevrt.org/VRTRAC_FY24) or by dialing in **323-484-8960** Conference ID: **441 728 132#**

I. **Calling of the Roll - Elaine Clegg**

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 a Regional Advisory Council Member requests the item be removed from the Consent Agenda and placed under Action Items.*

**A. ACTION: Minutes of the July 16, 2024, Regional Advisory Council Meeting  
Pages 3-4 | Paula Cromie**

*The Regional Advisory Council is asked to consider approval of the minutes from the July 16, 2024, meeting.*

**B. ACTION: Regional Advisory Council 2026 Meeting Calendar  
Page 5 | Jason Rose**

*The Regional Advisory Council is asked to accept/approve the meeting calendar for 2025.*

IV. **Action Items**

V. **Information Items**

**A. INFORMATION: Partner Funding Status  
Pages 6-7 | Stephen Hunt**

*VRT Staff will present current status of FY2025 funding requests and commitments.*

**B. INFORMATION: Funding Model Changes  
Stephen Hunt**

*VRT staff will present summary of current funding model including how it has changed over the last decade and where we are headed.*

**C. INFORMATION: Ada County Highway District Integrated Five-Year Work Plan Comments  
Pages 8-10 | Stephen Hunt**

*Staff will present VRT comments on 2025-2029 Ada County Highway District Integrated Five-Year Work Plan.*

**D. INFORMATION: FlixBus Lease Proposal  
Pages 11-16 | Kate Dahl**

*Staff will present a summary of the proposal for intercity carrier FlixBus to utilize Happy Day Transit Center as a bus stop.*

**E. INFORMATION: FY2025 Supplemental Service Summary**

**Pages 17-18 | Stephen Hunt**

*VRT staff will present a summary of the planned supplemental services for FY2025.*

**F. INFORMATION: Topics for Discussion**

**Walter Steed**

*Members of the Regional Advisory Council will have 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.*

**VI. Department/Staff Reports**

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

**Pages 19-30 | Staff**

*The most current department/staff reports were included in the packet for information.*

**VII. Adjournment**

*Agenda order is subject to change.*

**Next Regional Advisory Council Meeting:**

**November 19, 2024**

VRT Boardroom

700 NE 2nd Street

Meridian, ID 83642

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](mailto:jrose@rideVRT.org) or by calling 208-258-2739.

# Regional Advisory Council Minutes

July 16, 2024

10:00 AM

4701 S. Northrup Street, Boise, ID 83705

MEMBERS PRESENT	MEMBERS ABSENT	OTHERS
Susan Bradley	Laylo Hamund	Brad Alvaro, VRT
Samantha Kenney	David White	Paula Cromie, VRT
Terri Lindenberg		Elaine Clegg, VRT
Andrew Mills		Jeannette Ezell, VRT
Mary Beth Nutting		Rob Lowe, VRT
Deeann Solis		James Mundell, VRT
Walter Steed		Miranda Murray, TVT
Theresa Vawter		Leslie Pedrosa, VRT
Megan Zusne		Jason Rose, VRT
		Kyle Street, VRT
		Alissa Taysom, VRT
		Duanne Wakan, VRT

- I. **Calling of the Roll** – Chair Walter Steed called the meeting was called to order at 10:00 a.m., with a quorum present by phone and in person.
- II. **Agenda Additions/Changes** - none
- III. **Consent Agenda**  
*Items on the Consent Agenda consisted of the following:*
  - A. **ACTION: Regional Advisory Council Meeting Minutes from May 21, 2024 Meeting**  
 Sam Kenney moved to approve the Consent Agenda as presented; Andre Mills seconded. The motion passed unanimously.
- IV. **Action Items** - None
- V. **Information Items**
  - A. **INFORMATION: Change Day Update, New Brochures, and Feedback**  
 Jason Rose presented an update about Change Day, which took place on June 3, and filled RAC members on the changes to different route, presented new materials, the feedback we’ve gotten thus far, and how we plan to respond to the feedback. Mary Beth Nutting stated it would be nice to have signage at eye level at Main Street Station to let you know if your bus was on the upper level or lower level. Samantha Kenney suggested to put signage up at Happy Day where Access riders are picked up. Walter Steed suggested reversing the colors on the slide presentation presented regarding the current detour on Warm Springs. The website has been updated and is mobile accessible. The trip planner is up and ready to go. Branding on buses have been updated along with signage. Based on feedback, VRT staff is changing some of the time points on some of the routes. A few of the bus stops were also shifted. Overall, there has

been very positive feedback on the new signage and the changes to the routes and times. Samantha Kenney brought up some issues with scheduling OnDemand in Canyon County in the afternoons.

**B. INFORMATION: Access and Beyond Access Service Updates**

Jeannette Ezell presented an update on VRT’s Access and Beyond Access services and shared new service brochure designs. Access passengers have to qualify and ¾ mile of any fixed-route. We are working to add validators to our Access vehicles, so passengers don’t have to pay by cash or check. Bus passes are available. VRT is updating brochures to have the same things available for Access as VRT does for fixed-route riders.

Beyond Access riders also have to qualify to ride. It is the same qualification as Access. If the trip is Access available, passengers will need to use that service. Beyond Access provides same-day service.

Samantha Kenney informed staff that on a regular basis there are no seats available for OnDemand service in Canyon County. Canyon County needs more general support, Braille and other assistive technology.

**C. INFORMATION: Topics for Discussion**

Walter Steed gave Regional Advisory Council members 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.

Samantha Kenney would like to discuss or brainstorm the Canyon County budget.

**VI. Department/Staff Reports**

**A. INFORMATION: Staff Reports**

The most current department/staff reports were included in the packet for information. Members of the Regional Advisory Council were encouraged to read them as they contain valuable information on current items taking place at Valley Regional Transit.

**VII. Adjournment** – The meeting was adjourned at 11:07.

**Next Regional Advisory Council Meeting:**

**September 17, 2024**

VRT Boardroom

700 NE 2nd Street

Meridian, ID 83642

# Regional Advisory Council

## FY2025 Meeting Calendar

VRT Administrative Offices - Board Room  
700 NE 2<sup>nd</sup> Street – Meridian, Idaho

As a general rule, all Regional Advisory Council meeting take place on the third Tuesday of the month. Please note exception below. \*

Tuesday, January 21	9:00 a.m. to 11:00 a.m. (Orientation and election)
*Monday, March 3 Board)	11:00 a.m. to 2:00 p.m. (Joint meeting with the Executive Board)
Tuesday, May 20	9:00 a.m. to 11:00 a.m.
June, July, August	TBD - Schedule a tour
Tuesday, September 16	9:00 a.m. to 11:00 a.m.
Tuesday, November 18	9:00 a.m. to 11:00 a.m.



<b>TOPIC</b>	INFORMATION: Partner Funding Status
<b>DATE</b>	9/17/2024
<b>STAFF MEMBER</b>	Stephen Hunt

## Staff Recommendation/Request

Information only. VRT Staff will present current funding status for FY2025 and funding request commitments.

## Summary

Each spring VRT prepares funding requests for all funding partners. VRT works with each member through their budget process to ensure members understand the request and the implications of any funding shortfall. VRT has no mechanism to require this funding and some funding partners frequently choose not to fund some or all the VRT's request. The tables below shows our FY2025 funding request and what has been committed to date.

### Ada County Funding Partners

Member Agency	FY25 request	FY25 committed	Difference
Ada County	\$162,447	\$133,003	\$(29,444)
ACHD	\$75,571	\$75,571	\$-
Boise State University	\$199,126	\$199,126	\$-
Capital City Development Corp.	\$116,619	\$116,619	\$-
City of Boise	\$9,586,417	\$9,586,417	\$-
City of Eagle	\$37,999	\$37,999	\$-
City of Garden City	\$7,934	\$7,934	\$-
City of Kuna	\$18,672	\$18,672	\$-
City of Meridian	\$880,293	\$880,293	\$-
City of Star	\$18,996	\$-	\$(18,996)
Meridian Development Corp.	\$6,619	\$6,619	\$-
<b>Ada County Total</b>	<b>\$11,110,693</b>	<b>\$11,062,253</b>	<b>\$(48,440)</b>

## Canyon County Funding Partners

Member Agency	FY25 request	FY25 committed	Difference
Canyon County	\$72,977	\$-	\$(72,977)
Canyon County Highway District #4	\$1,901	Unconfirmed	N/A
City of Caldwell	\$345,000	\$345,000	\$-
City of Greenleaf	\$486	\$486	\$-
City of Melba	\$415	\$415	\$-
City of Middleton	\$7,821	\$7,821	\$-
City of Nampa	\$705,506	\$705,506	\$-
City of Notus	\$494	\$-	\$(494)
City of Parma	\$1,521	\$-	\$(1,521)
City of Wilder	\$1,044	\$-	\$(1,044)
College of Western Idaho	\$234,073	\$234,073	\$-
Golden Gate Highway District #3	\$1,345	\$-	\$(1,345)
Nampa Highway District #1	\$2,194	\$1,103	\$(1,091)
Notus/Parma Highway District	\$1,179	\$-	\$(1,179)
<b>Canyon County Total</b>	<b>\$1,375,955</b>	<b>\$1,294,404</b>	<b>\$(79,650)</b>
<b>ADA AND CANYON TOTALS</b>	<b>\$12,763,209</b>	<b>\$12,633,219</b>	<b>\$(128,089)</b>

## Implication

When funding partners are unable to or choose not to fully fund VRT's requests, VRT adjusts expenses to match the budget including postponing projects or cutting services.

## More Information

For detailed information, contact:

Stephen Hunt  
 Chief Development Officer  
 shunt@ridevrt.org  
 (208) 258-2701



<b>TOPIC</b>	Ada County Highway District 2025-2029 Integrated Five Year Work Plan Comment Letter
<b>DATE</b>	September 17, 2024
<b>STAFF MEMBER</b>	Stephen Hunt

### **Staff Recommendation/Request**

This is an information item only provided to the Regional Advisory Committee for discussion.

### **Summary**

On August 15 Valley Regional Transit provided additional comment to ACHD regarding the FY2025-2029 Integrated Five-Year Work Plan (IFYWP).

The (IFYWP) is the capital improvement plan for ACHD which lays out capital transportation projects for the next 5-year period and coordinates projects between partner agencies. The IFYWP is updated annually by gathering input from partner agencies about which projects they would like to see prioritized on streets and roadways within Ada County. Valley Regional Transit provided Ada County Highway District (ACHD) with its priorities for consideration in the Integrated Five-Year Work Plan (IFYWP) 2025-2029 in the spring. Their final IFYWP is out for comment and VRT's number one priority was not included in the IFYWP.

VRT's priority request was for ACHD to assign a design year to the State Street Transit and Traffic Operations Plan (TTOP) between Whitewater and Glenwood. This would correspond with the following planned ACHD projects:

- State Street, Pierce Park Lane/Collister Drive
- State Street, Collister Drive/36<sup>th</sup> Street
- State Street, 36<sup>th</sup>/27<sup>th</sup> Steet

Design of State Street between Pierce Park and 36<sup>th</sup> is critical for VRT to continue with its efforts to build out State Street as a premium corridor. VRT has concepts for bus stop improvements at Marketplace, Plantation, and Glenwood but cannot proceed with helping to build out those elements until the corridor is designed.

### **Implication (policy and/or financial)**

The IFYWP priorities would support goals in Valley Connect 2.0, The State Street Transit and Operations Plan and corresponding capital projects identified in the Transportation Development Plan 2024-2028. The State Street Executive Team needs to develop a Coordinated Funding Plan to finance sections of the State Street Corridor construction.

### **More Information**

Link: [ACHD Website Integrated Five Year Work Plan](#)

Attachment 1: VRT Comment Letter on ACHD FY2025-2029 IFYWP

For detailed information contact:

Stephen Hunt, Chief Development Officer, [shunt@ridevrt.org](mailto:shunt@ridevrt.org), 208-258-2701



August 14, 2024

Ada County Highway District  
3775 Adams Street  
Garden City, ID 83714  
Attn: Commissioner Pickering

**RE: Ada County Highway District 2025-2029 Integrated Five-Year Work Plan**

Dear Commission President Pickering,

The Valley Regional Transit (VRT) board would like to thank you and ACHD staff for conducting such an inclusive process to develop the FY2025-2029 Integrated Five-Year Work Plan (IFYWP). As part of that process VRT submitted a list of priority projects to be considered in this year's IFYWP, however none of the highest priority projects were included in the draft FY2025-2029 IFYWP.

As you know VRT has been working with ACHD and other agencies in the valley for more than a decade to transform State Street into the multi-modal corridor envisioned in the State Street Transit and Traffic Operations Plan (TTOP). In that time ACHD has designed and re-built several key intersections along the corridor. Meanwhile VRT has worked closely with regional partners to advance the land use plans and increase transit services along the corridor including improving transit amenities along the corridor. In 2022 VRT was awarded a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) construction grant to improve several key bus stops.

Despite these improvements ACHD does not yet have an approved concept for State Street between Whitewater Boulevard and Pierce Park. Without an ACHD adopted State Street concept, that is consistent with the TTOP vision, VRT cannot move forward with plans to construct transit and non-motorized infrastructure at the following intersections:

- State and Glenwood
- State and Bloom/Plantation
- State and Marketplace
- State and Willow
- State and Whitewater

The concept needs to be of sufficient detail (at least 30% design) to determine key features such as curb lines for the intersections and interstitial segments, drainage, elevation, right of way impacts and how major utilities and canals in the corridor will be accommodated. Although VRT has bus stop concepts for all these locations, which when built, will make significant progress toward the shared vision of the corridor, none of those projects can move forward without a clear understanding of how they would fit into the rest of the corridor. For this reason, VRT is reiterating its request that ACHD program concept design activities (up to at least 30%) of these intersections by 2028 or earlier.

VRT will continue to facilitate coordination along the State Street corridor through the State Street Executive and Technical Teams established in 2024 State Street/Idaho 44 Transit Corridor Implementation Coordination Memorandum of Understanding. The purpose of this MOU is to provide a forum where agencies can coordinate planning, design and construction activities.

Given the importance of this corridor and the need for a coordinated funding approach, VRT will begin working through the State Street Executive Team to convene a meeting of elected officials. The purpose of this meeting will be to discuss priorities and funding strategies that can keep this project moving forward

without limiting the region's capacity to pursue other priorities. VRT, ACHD and other Treasure Valley partners have been successful in recent competitive federal grant opportunities. Several of these programs, including RAISE, will have future funding cycles. VRT is prepared to support ACHD and other partners in pursuing these funding opportunities to meet the critical infrastructure needs of our region.

The VRT Board urges ACHD to assign a design year as early in the 2025-2029 IFYWP as possible to the following projects.

- State St, Pierce Park Ln / Collister Dr
- State St, Collister Dr / 36th St
- State St, 36th St/ 27th St

Thank you for your consideration,



**Elaine Clegg**  
Chief Executive Officer  
Valley Regional Transit

<b>TOPIC</b>	Flix Bus Lease of Happy Day Transit Center
<b>DATE</b>	September 17, 2024
<b>STAFF MEMBER</b>	Kate Dahl

**Who is Flix Bus?**

FlixBus, FlixBus and FlixBus is a German company that has established itself as Europe’s largest long distance bus network and launched the first green long-distance trains in 2018 as well as a pilot project for all electric buses in Germany, the US and France. FlixBus’s vision is to provide easy-to-use, affordable, and environmentally friendly travel for consumers across the globe. FlixBus acquired Greyhound Lines, Inc. (“Greyhound”), the largest provider of long-distance bus transportation in the United States, from FirstGroup in 2021. The purchase brings together FlixBus’ innovative global technology and shared mobility expertise with Greyhound’s iconic nationwide presence and experience, creating a company that will be better able to service the needs of intercity bus travelers in the U.S. The FlixBus Global network serves over 2,500 destinations in 36 countries outside of the US with 400,000 daily connections. Greyhound currently connects approximately 2,400 destinations across North America with nearly 16 million passengers each year.

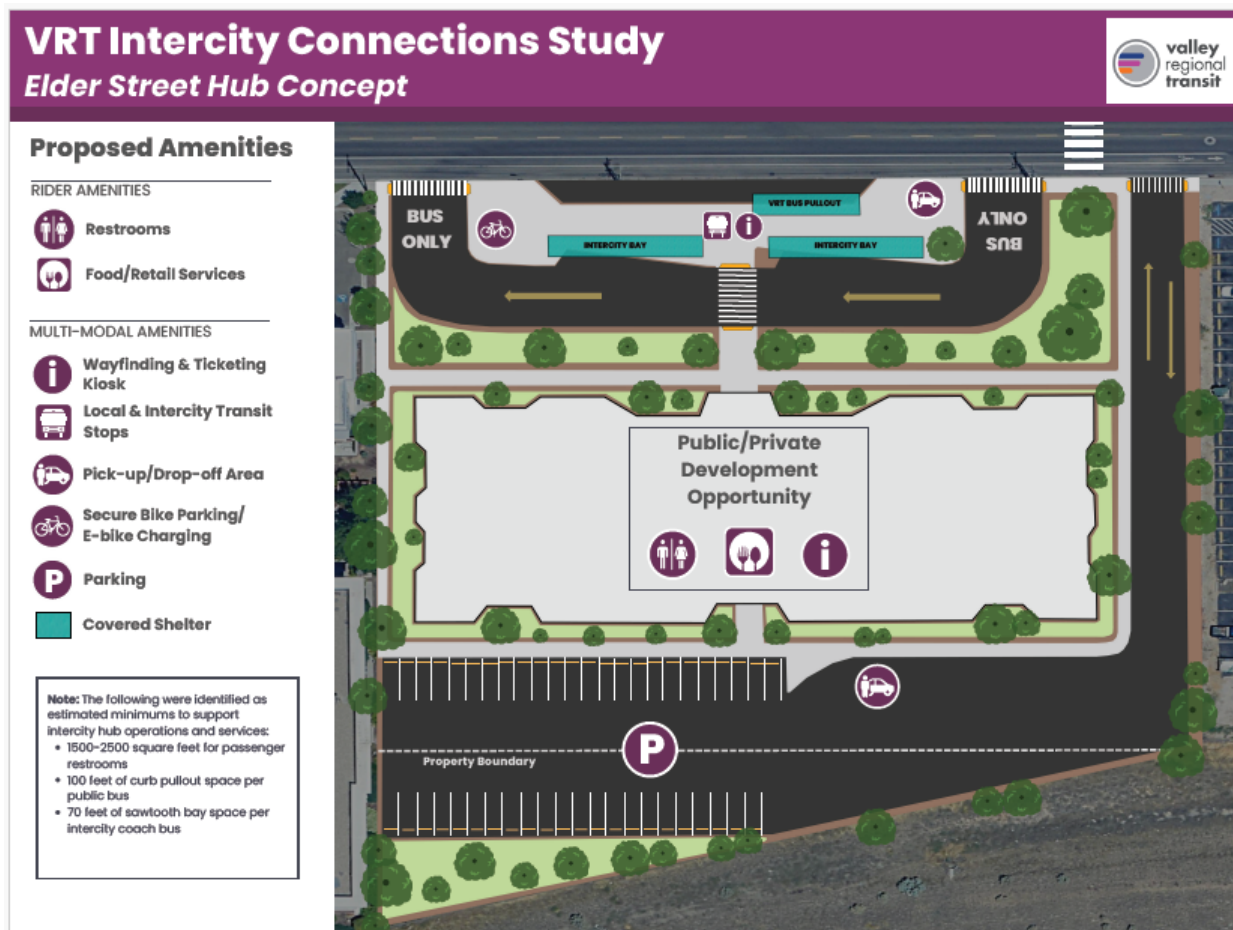
**History**

Greyhound originally had a bus station in downtown Boise (now Treefort); they were unable to make improvements to the building and sought a new location, they also had a previous location in Nampa on the southwest corner of Garrity and King’s Highway. Greyhound Bus originally approached Valley Regional Transit in 2019 about leasing Main Street Station. Staff reviewed the proposal at the time and found the proposal did not bring in enough revenue to cover expenses, VRT did not approve the lease agreement. Greyhound then secured a lease agreement with Flying J, who provided a dump station and cashier stand inside for ticketing. Greyhound suffered a substantial loss of ridership during the COVID-19 pandemic, subsequently shutting down routes in 2021. FlixBus purchased Greyhound in the same year.

**Intercity Connections Study**

VRT and Greyhound have continued conversations about a combined transit hub since 2019, which lead VRT to conduct an [Intercity Connections Study](#) to engage the regional providers and find out their desired rider and operator needs to develop a concept plan at an alternative site. The study was completed in May of 2024 and examined the Boise Airport and Elder Street Park and Ride. Boise Airport does not have much room to expand the curb with other expansions planned, the curb space is expected to be outgrown in 5-7 years. Elder Street Park N Ride is currently owned by BSU, has room for development and BSU is open to a continued partnership to expand the facility. A concept plan was developed for Elder Street and is anticipated to be developed on a longer 10-20-year timeline. The high-level planning estimate is \$15-\$20 million. Happy Day Transit Center was briefly considered as an alternative but was eliminated as there is no direct off-ramps (Karcher is 2.2 miles, and the Franklin exit is 3.6 miles). In addition, there are no hotels or restaurants immediately adjacent to the site to accommodate riders. (See Link 1 - Intercity Connections Study).

Figure 1: Elder Street Concept



### FlixBus Ridership and Schedule

FlixBus, like local transit, serves the captive riders that are unable to drive because of disabilities or age and those where riding the bus is the most affordable option. In addition, they serve a significant number of college students and military personnel. FlixBus makes transfers with Salt Lake City Express and Northwest Stage Lines. Both Salt Lake City Express and Northwest Stage Lines average 65 riders a day and FlixBus averages 53 riders a day.

Figure 2: Existing Intercity Bus Routes and Stops, To and From Boise, Winter 2024 (page 4 of the study)

Operator*	Direction	Location	Airport	Flying J	Town Square Mall
Salt Lake Express	Departing to	Salt Lake City	08:15	08:25	
Salt Lake Express	Arriving from	Salt Lake City	18:55	18:45	
Salt Lake Express	Departing to	Pocatello	07:45	07:55	
Salt Lake Express	Arriving from	Pocatello	18:10	18:00	
Salt Lake Express	Departing to	Spokane		08:00	
Salt Lake Express	Arriving from	Spokane		17:35	
Northwest Stage Lines	Departing to	Spokane	07:50	08:00	
Northwest Stage Lines	Arriving from	Spokane	18:15	18:05	
FlixBus	Departing to	Portland		08:45	08:30
FlixBus	Arriving from	Portland		21:15	21:30
FlixBus	Departing to	Salt Lake City		07:10	06:55
FlixBus	Arriving from	Salt Lake City		22:50	23:05

\*Note: Several of these routes are marked by multiple providers with their own branding.

**Happy Day Transit Center**

The Greyhound/FlixBus lease at Flying J expired in June of 2024. VRT staff has been in conversations with Greyhound/FlixBus for several months regarding locations for the interim, Happy Day Transit Center (HDTC) has surfaced as a viable option for both parties. HDTC is underutilized and has adequate space to accommodate FlixBus operations for ticketing, passenger lobby, and a bus stop pad on the side street. For years, VRT has looked for ways to raise local revenue to fund the necessary capital improvements at HDTC. Unfortunately, VRT has been unable to secure local funding despite securing federal grants for building improvements. VRT has five grants for capital improvements on hold which would finance a new roof, new HVAC, and new electrical which are the top three priorities according to the Capital Facilities Manager. The estimated total building remodel costs are estimated at \$3.6-\$5.8 million (\$4.5 million is most often cited). VRT has 5 grants totaling \$3,099,226 the local match is \$749,646 (20%) to begin improvements. The local matches for each of the 5 grants are \$13,493 (used), \$38,397, \$40,000, \$311,624, \$36,832, \$323,858 (pending). FTA has confirmed that money collected in a lease agreement can be utilized for matching funds. Any amount of lease money collected can be applied to these match amounts and improvements begin. See Attachment 1 for more information.

The initial proposal included both FlixBus and other intercity affiliates stopping at Happy Day which creates an opportunity to provide connections between intercity and local transit services. It also provides an opportunity to further activate HDTC, making it more of a community hub. Collocating can also create some conflicts. Figure 3 shows the estimated time each carrier would stop at HDTC. Because of several conflicts with the Route 40 and 42 highlighted in yellow, the requirement of transponders in each bus to access the security gates, and traffic flow onto the Boulevard and around the building, the decision was made for FlixBus and partners to use the bus stop on the east side of the building located on the side street Happy Day Boulevard. The affiliates have since been dropped from the proposal at this time, with only FlixBus included interested in stopping at Happy Day.

Figure 4 shows the potential flow of VRT and FlixBus and affiliate buses through the facility. The license agreement with City of Caldwell and VRT may need to be updated to allow subleasing to allow Flix and partners to stop on the street. This will be reviewed by the attorney when a lease price is agreed upon.

Figure 3: Estimated Happy Day Transit Center Service Schedule Comparison

Flix and Affiliates	Direction	Estimated Time *	Route 40	Route 42
FlixBus	From Salt Lake	8:35		
FlixBus	To Portland	8:50		8:20
SLC	To Pocatello	8:18		8:20
Northwest Stage Lines	To Spokane	8:23		8:20
SLC	To Spokane	8:33		8:20
SLC	To Salt Lake	8:48		8:20
SLC	From Spokane	18:08	18:09	17:52
Northwest Stage Lines	From Spokane	18:48	18:33	19:01
SLC	From Pocatello	18:43		19:01
SLC	From Salt Lake	19:20	19:42	19:01
FlixBus	From Portland	21:30		
FlixBus	To Salt Lake	21:45		

Yellow Highlights are pickup time conflicts

\*33 minutes added to time points from Intercity Connections Study for SLC and Northwest, Flix provided updated times

Figure 4: Traffic flow at Happy Day Transit Center



Figure 5: View looking north at bus stop on Happy Day Blvd east of the Facility



**Lease details**

Staff researched and prepared a lease cost proposal that included a triple net lease which includes lease of a ticketing office and lobby, utility costs, and maintenance costs. The initial proposal included costs for all three intercity carriers. Costs included cleaning 7 days a week and security 7 days a week to cover the earliest and latest drop-off times. One-time costs have also been included to cover the cost of security camera installation on the south and east sides of the building, a large bus shelter at the bus stop, lobby furniture including benches with backs, a public announcement system, and a lease set-up fee to cover the cost of legal expenses to draft the lease agreement and review and amend the license agreement. Staff provided the proposal to FlixBus for review and negotiate. FlixBus did not approve the maintenance fund, lobby furniture, or bus shelter. The onsite security was reduced from 16 hours a day to cover Flix and affiliates to only cover Flixbus times. Once a lease price and one-time costs are agreed upon between the parties, the VRT Legal team can prepare a draft lease agreement for review and approval. The lease price for the office and lobby would be the profit to VRT to utilize for grant match. The current proposal would result in an annual profit for VRT of approximately \$36,375. This amount is just shy of the three lowest matches for the grants of \$36,832, \$38,397, \$40,000. VRT expects this partnership could result in a multi-year lease, which would enable VRT to move forward with improvements to Happy Day Transit Center for years to come. See Attachment 1 for the specific cost breakdown and grant matches.

**Implication (policy and/or financial)**

Collecting lease money from FlixBus, would provide VRT local matching funds to implement Federal Grants for facility improvements.

**More Information**

Attachment 1 –VRT & FlixBus Cost Breakdown  
[Link 1 –Intercity Connections Study](#)

**For detailed information contact:**

Kate Dahl, Principal Planner, [kdahl@rideVRT.org](mailto:kdahl@rideVRT.org), 208-258-2715

FlixBus at Happy Day Transit Center  
Attn: Deanne Simsek

July 30, 2024

Deanna,

This letter is written in response to the ongoing conversation about Valley Regional Transit (VRT) providing a bus stop, leasing office and lobby space at the Happy Day Transit Center Facility (HDTC) in Caldwell, Idaho to accommodate FlixBus passengers. This letter is a follow-up based on our conversation.

**VRT proposes a triple net lease which includes:**

- \$500/mo. for 135s.f. of office space
- \$2,531/mo. for 2025s.f. of indoor lobby space
- \$1,755/mo. for cleaning of lobby, restrooms, and office 7 days a week
- \$338/mo. Electricity
- \$0/mo. Internet included
- \$0/mo. Property Tax (tax exempt)
- \$130 Water/ Garbage
- \$0 (proposed \$2,417/mo) Maintenance fund (for HVAC)
- \$5,536/mo. Security during hours open (6.5 hrs/7 days a week)
- \$0, Insurance – FlixBus add VRT HDTC to their policy

**\$10,790/mo. lease with services**

In addition, some items are one-time costs required for the comfort and safety of the passengers which include:

- \$2,604, Security Camera System along the south and east sides of the building (does not include lighting).
- \$0 (proposed \$6000) Public announcement system
- \$0 (proposed \$1,600) Lobby furniture 5 sets of 5 seat/4 seat airport benches
- \$0 (proposed) 14,125, 1 large bus shelter with solar lighting
- \$5,040, Lease set-up fee

**\$10,248 one-time costs**

Please review the proposal. Once both organizations are able to come to an agreement on the costs, VRT will draft a lease contract and forward for your review.

Sincerely,  
Kate Dahl



<b>TOPIC</b>	FY2025 Supplemental Service Summary
<b>DATE</b>	September 17, 2024
<b>STAFF MEMBER</b>	Stephen Hunt

### Staff Recommendation/Request

This is an information item only. Staff will present a summary of the planned supplemental services for FY2025.

### Highlights

In the past, Valley Regional Transit (VRT) has provided supplemental services that provide mobility benefits to the communities we serve. At the August board meeting VRT adopted a Supplemental Service Policy to identify the goals and benefits of the supplemental services. The policy also outlines VRT’s responsibility to provide information to the VRT Board about supplemental services. In the spirit of transparency, VRT has prepared this memo which outlines the supplemental services VRT plans to pilot in FY2025.

### Summary

For FY2025, VRT plans to pilot the following supplemental services. The total cost of these supplemental services is less than the \$50,000 budget identified in the FY2025 budget.

Treefort (Late March) - VRT will again provide the Treeline service which provides free transportation between concert venues in downtown Boise. The Treeline does not conflict with regular service as it will provide service outside VRT’s hours of peak demand. This service has become a popular transportation service and provides VRT an opportunity to introduce its services to the general public and reduce traffic between and parking demand at concert venues. Estimated operating budget \$11,000

Hyde Park Street Fair (mid-September) – VRT will extend the span of service and frequency on route 16 VA/15<sup>th</sup> Street to provide transportation options to the Hyde Park Street Fair which has limited parking and attracts attendees from all over Boise. VRT provided similar service last year. This supplemental service will provide VRT the opportunity to promote one of the new routes restructured in June. The estimated operating budget is \$1,500.

Boise State Football Games (September through November) – VRT will extend the span of service and frequency of routes 2 Broadway and 29 Overland to facilitate transportation to and from Boise State football games using satellite parking locations along Broadway, Overland and at Towne Square Mall. Routes 2 and 29 are both core routes that serve key corridors in the City of Boise. Connecting these services to Boise State football games will help people learn more about VRT services, experience riding the bus and increase the accessibility of an important community event by providing transit service to and from the event. Estimated operating budget \$29,700.

Community Parades (throughout the year) – VRT will also participate in community parades including Boise Veterans Day Parade, Boise Pride Parade, Boise Holiday Parade, Dairy Days Parade, Nampa Parade America, and more. These parades provide an opportunity to increase VRT’s awareness within the communities that we serve. Estimated operating budget \$4,000

## Implication

The purpose of VRT’s supplemental service program is to increase the visibility and use of its services while addressing transportation constraints at an important community event.

## More Information

**For detailed information, contact:**

Stephen Hunt  
Chief Development Officer  
shunt@ridevrt.org  
(208) 258-2701



<b>TOPIC</b>	CEO Activity Report
<b>DATE</b>	September 9, 2024
<b>STAFF MEMBER</b>	Elaine Clegg

### CEO Update

Information only, no action needed.

### Highlights

August continued to be a busy month for budgeting. Thank you all for supporting our budget at the August hearing. We are now tracking our partners adopted budgets and sending out our cooperative agreements anticipating that we can get them adopted by the beginning of our fiscal year. VRT’s job now is to align what we requested in the VRT budget with the funding our members were able to contribute from their own budgets. As always, we will bring a report in October and any necessary amendments in January.

VRT was the successful recipient of a competitive Federal Transit Administration (FTA) Bus and Bus Facilities Grant (5339), for improvements including electrification and rehabilitation to the transit hub at the Town Square Mall. The \$16,723,347 grant will support:

- **Fleet Modernization:** VRT will acquire up to six new battery electric buses. VRT currently has 12 electric buses in its fleet, with 11 additional electric buses expected to arrive over the next two years. After this grant is fully utilized, the Ada County bus fleet will be more than halfway toward VRT’s goal of 100% electric bus fleet in Ada County by 2030.
- **Infrastructure Improvements:** The grant will enable VRT to update passenger and operator amenities at the Towne Square Mall Transit Center, including an updated passenger waiting area, additional bus bays, solar panels, on-site electric bus charging, public restrooms, dedicated space for bus operators, and enhanced security.
- **Locally Powered Transit:** The grant will further VRT’s goal of transitioning to a more sustainable electric bus fleet with the opportunity to explore on-route charging systems using innovative, low-cost battery storage solutions.

Competitive grants like those from the Bus and Bus Facilities program provide options for transit agencies to accomplish large projects where funding constraints might not otherwise allow it. VRT competed against 476 other projects and was one of 117 selected. A big thanks to the local partners who provided local match commitments and to our partners at FTA’s Region 10. The Center for Transportation and the Environment, a national non-profit and leader in zero-emission bus deployments, helped prepare the grant application and will provide project management and technical assistance to ensure a successful deployment.

Construction has started on the new stop infrastructure at 18<sup>th</sup> and State. This was supposed to be one of the easier intersections on State Street to work on but was complicated by the location of existing business signage and the age of the signal infrastructure. In the end, we will be replacing the signals and mast with modern equipment and replacing one business sign to work with the new alignment of the curb and transit platform. We were able to save all but one of the existing trees. This is the beginning of a

series of stop improvements on State Street that support the improved service and amenities envisioned the State Street Transit Operations Plan.

**Change Day** – Staff is working on some more substantial time points and stops on the new service schedule that will continue to improve on-time performance. It is too early to report on ridership but will have some early performance measurements by the next meeting.

**Meetings** – I continue to meet with Treasure Valley elected leaders from the legislature and local leaders who are not involved directly in VRT.

- **Meetings with state leaders** – I am about a third of the way through meeting individually with every member of the legislature who serves the Treasure Valley and had productive and informative meetings with three more legislators in August.
- **Local Leaders** – I am reaching out to other leaders in the transportation world both in the Treasure Valley and around the state. This includes transit and highway districts.
- **ITD Headquarters Public Transportation staff** – The meeting we had set up has been postponed, I will report on it in the fall. I did meet with the ITD staff, Ron Duran, who directs their work on public transportation to discuss more opportunities to partner.
- **Oregon Legislative Transportation Roadshow Tour** – The Oregon legislature recently adopted HB 4109, that has a provision encouraging the Oregon Department of Transportation to cooperatively work with the State of Idaho to restore passenger rail service on the Historic Pioneer Line. Members of the Oregon legislature’s transportation committees traveled to Ontario Oregon on August 28 to tour transportation facilities, take comment from agencies and hold a public hearing. I attended and provided comment on our efforts to restore passenger rail service in the Treasure Valley (see attachment)

#### Boards and Committees

- **The Bus Coalition (TBC) Board** – The Bus Coalition took the month off.
- **BMHTC** – I continue to attend the Boise Municipal Health Care Trust meetings.
- **TVCCC** – The clean Cities Solution recently added a staff member, and we had a meet and greet with him.

**Travel** – CTAA Conference, Amtrak

- **Community Transit Association of America SUN Conference** – This is not a conference in a sunny place, instead it is a gathering of transit agencies from small urban networks who provide bus service to those communities. Alexandria Virginia runs one of the most successful small bus networks in the US.
- **Amtrak** – I was able to hold a number of meetings related to Amtrak while in DC.

**VRT in the Media** – There were a number of articles last month about our new Bus and Bus Facilities grant, and variety of media this month on the budget decisions.

- **Idaho 6 News** - Valley Regional Transit awarded \$16 million for electric buses, charging infrastructure. <https://www.kivitv.com/downtown-boise/valley-regional-transit-awarded-16-million-for-electric-buses-charging-infrastructure>
- **Boise Dev** - Grant will give a power-up to Towne Square parking lot, plus buy new electric buses. <https://boisedev.com/news/2024/07/16/vrt-towne-square/>

- **Idaho 6 News** - Meridian unveils two colorful public art pieces on bus stop shelters. <https://www.kivitv.com/news/local-news/in-your-neighborhood/meridian/meridian-unveils-two-colorful-public-art-pieces-on-bus-stop-shelters>
- **Boise Dev** – Nampa, Eagle make differing decisions on whether to keep on-demand bus service. <https://boisedev.com/news/2024/08/20/nampa-eagle-vrt/>
- **Boise Dev** - Nampa budget highlights: Council members discuss buses, wages, and sewer. <https://boisedev.com/news/2024/07/30/nampa-budget-highlights-council-members-discuss-buses-wages-and-sewer/>
- **KTVB** – Nampa City Council action, [Nampa cuts Valley Regional Transit budget, then backtracks | ktvb.com](https://www.ktvb.com/news/nampa-cuts-valley-regional-transit-budget-then-backtracks)
- **The Ranch Podcast** – Stephen Hunt talks about the budget issues and decisions that Nampa is grappling with as they pertain to ridership, cost, overall benefit, and long-term goals with public transportation and the potential loss of service. [Valley Regional Transit & Nampa Budgeting with Stephen Hunt \(youtube.com\)](https://www.youtube.com/watch?v=...)
- **The Ranch Podcast** – Sebastian Griffin, city councilmen from Nampa, proposes to reduce funding for Valley Regional Transit. However, reducing the budget comes with potentially losing funding for sidewalk improvements. [Nampa's Budget Fight against Valley Regional Transit with Sebastian Griffin \(youtube.com\)](https://www.youtube.com/watch?v=...)

### **Summary of Internal Activities**

**Internal Business Planning** – I have been working with the Executive Management Team, this plan, when completed, will provide us a detailed roadmap of current projects, staffing requirements and internal organizational work with a timeline and benchmarks. This is not meant to be a board document but one that I can check and staff can use to monitor our progress and ensure that we are on task.

**Federal Transit Administration Triennial Review** – The Triennial Review is the FTA's assessment of VRT's compliance with Federal requirements, by examining a sample of award management and program implementation practices. The Triennial Review focused on VRT's compliance in 23 areas. Nine deficiencies were found in four areas, all were minor. VRT had no repeat deficiencies from the FY2020/2021 Triennial Review. Four of those deficiencies have been corrected and the remaining five will be corrected within 60 days. We will present a report to the board at our October meeting.

**For detailed information contact:** Elaine Clegg, CEO, 208.258.2712, [eclegg@rideVRT.org](mailto:eclegg@rideVRT.org)

<b>TOPIC</b>	Communications and Engagement Update
<b>DATE</b>	September 9, 2024
<b>STAFF MEMBER</b>	Jason Rose

**Summary**

This memo provides updates on current and future communications, engagement, and marketing efforts.

**Highlights**

The Communications and Engagement staff is preparing for the fall outreach season, which includes engagement with school partners, fall events, parades, travel training, and more. This also has included the minor service updates in August, as well as upcoming changes in September and October.

We continue to coordinate with local media outlets, with a couple features and a podcast appearance regarding funding:

- Stephen Hunt, VRT CDO on [The Ranch podcast](#).
- BoiseDev: [Nampa, Eagle make differing decisions on whether to keep on-demand bus service](#)
- Mass Transit Magazine: [Valley Regional Transit on-demand service to stay active in city of Nampa, Idaho, discontinue in Eagle...](#)

We have been working closely with our marketing consultant on branding updates, which include onboard signage (standard car card posters, ongoing infotainment, farebox decals, etc.), environmental signage (large displays at major transfer points, transit center banners, etc.), and updates to the website following the previously reported UI/UX review (especially the homepage and route pages). The awareness campaign, Let’s Ride, continues and features elements such as digital video, social media advertising, free ride promotions, physical advertising, a bus wrap, shelter wraps, and new displays at Main Street Station and a forthcoming update to the Boise Airport display. Additionally, the overhead sign at Main Street Station is very close to being installed.

We are also hiring for a Mobility Engagement Manager. Reporting to the Communications Director, the Mobility Education Manager is responsible for training the public and partners on accessing transportation services in the region. The Mobility Education Manager will provide travel education and trip planning across modes for groups and partners, create and host travel education events and experiences, manage material distribution, and build an ambassador program.

On the sales side, we have \$697,368.28 in committed contracts - including fleet wraps and panels, infotainment, and benches - some of which carry through the rest of the fiscal year. We are projecting to reach \$793,532 by the end of the fiscal year.

**More Information**

**Attachments:** None

**For detailed information contact:** Jason Rose, Communications Director, 208-258-2739,  
[jrose@valleyregionaltransit.org](mailto:jrose@valleyregionaltransit.org)

<b>TOPIC</b>	Information Technology Activity Report
<b>DATE</b>	September 9, 2024
<b>STAFF MEMBER</b>	Brad Alvaro

## Summary

This memo provides an update on the accomplishments of the Information Technology Department and the status of IT related projects and services.

## Projects

- Oracle Enterprise Resource Planning (ERP) system: Training and change management constitute a critical phase of the implementation. As the new system represents a significant change in how employees perform their daily tasks, comprehensive training programs are essential. These are designed to equip all users with the necessary skills to navigate and utilize the new system effectively. Simultaneously, a change management strategy helps manage the transition, addressing any resistance to change and ensuring that everyone understands the benefits of the new system. Continue efforts with data conversion.
- Oracle Enterprise Asset Management (EAM) system: Phase I involves meticulous planning and preparation. A project team is assembled, consisting of key stakeholders, IT experts, and consultants with specialized knowledge in Oracle EAM implementations. Together, they define the project's scope, objectives, and timelines, ensuring alignment with the organization's strategic goals.
- Boise State University Fixed-Route Computer-Aided Dispatch/Automatic Vehicle Location (CAD/AVL) Software: Continue our partnership with Boise State University to integrate an ETA System that will improve the customer experience and add another method of growing partnership in local transit

## Support Services

- Continue work on GTFS (General Transit Feed Specification)
- Started data conversion for the new Oracle Asset Management System
- Help Desk resolved 120 of 131 tickets received for July.
- Assisted with National Transit Data (NTD)
- Continue support and integration with Service Change Programming
- Trip Planner Meetings
- Automatic Passenger Counter (APC) analytic report changes and adjustments

**For detailed information contact:** Brad Alvaro, Information Technology Director, 208-258-2726, [balvaro@rideVRT.org](mailto:balvaro@rideVRT.org)



<b>TOPIC</b>	Operations Department Staff Report
<b>DATE</b>	September 9, 2024
<b>STAFF MEMBER</b>	Leslie Pedrosa

## **Summary**

This report provides a status update of activities related to contracted transportation services, Specialized Transportation services, compliance, customer service support and regional operations.

## **Regional Operations**

### *Ada County Charging and Battery Electric Bus Update*

VRT’s attorney worked with the Proterra Estate and Pheonix Motors, Inc to determine a path forward. All agreements have been signed. VRT will work with Rhombus Energy Solutions to install new software and replace faulty parts on chargers and replace existing dispensers. The costs for this project will be deducted from the balance VRT still owes on the two buses that VRT has not accepted. VRT will accept the two remaining buses, once Phoenix has completed an onsite inspection to ensure buses can be placed into revenue service.

### *Beyond Access Service*

Beyond Access service launched on January 2. VRT has provided almost 25,000 rides, which is about a 20% decrease from the combined total of previous service providers. VRT continues to ensure eligible riders are using the correct service.

VRT has seen an increase in ridership by Canyon County riders following the June 3 reduction of ACCESS service. With school coming back, VRT is beginning to have a hard time hiring drivers for the service. VRT is currently two drivers short, so riders are going to experience lack of available rides and as well as longer ride times.

### *Miscellaneous*

- Working with other VRT department staff and consultants to prepare for construction plans at Main Street Station for work planned under the 2022 Low or No Emissions (LONO) Grant.
- VRT staff continues to participate in the Steering Committee with Idaho Transportation Department - Public Transportation Office for the upcoming 2024 Public Transportation Summit scheduled September 24–26 in Coeur d’Alene. Registration is now open, <https://www.eventleaf.com/e/2024PTSummit>
- Staff continues to work with Avero and FourthSquare to prepare for the maintenance software replacement. VRT expects the new software to be ready for use by the end of 2024.

- VRT staff secured additional funding from Saint Alphonsus and St. Luke's and worked with service providers to reduce reimbursement costs for the Rides2Wellness service. Ridership continues to increase compared to last year. VRT will be working to cap rides for the remainder of the year to ensure service continuity for the rest of the fiscal year.
- With the elimination of the Eagle On-demand service, staff will be working on updating the software to remove the on-demand zone and ability to book rides from app starting on October 1.

## **Highlights**

### **Contracted Transportation**

#### **Canyon County Highlights**

- Zero preventable accidents in July
- Intercounty on-time performance 63% for July
- On-demand on-time performance 46% for July
- ACCESS on-time performance 97% for July

#### **Ada County Highlights**

- One preventable accident in July
- Fixed-route on-time performance 81% for July
- ACCESS on-time performance 97% for July

### **Beyond Access Service**

- One preventable accident in July
- On-time performance 91% for July

### **Compliance**

- Staff continues to work on updates to VRT policies and procedures as needed
- Staff completed contractor audits at Ada and Canyon counties

### **Customer Service Support**

- Customer service handled 7,090 of 7,449 phone calls for information, with 326 calls abandoned. The average call time was 3 minutes, 3 seconds and the average hold time was 18 seconds in July.
- Reservationist handled 516 of 567 phone calls to change or schedule a ride on ACCESS, with 45 calls abandoned. The average call time was 4 minutes, 5 seconds and the average hold time was 18 seconds in July.
- July City Go Pay mobile ticket sales totaled \$9,714.00.

## **More Information**

**For detailed information contact:** Leslie Pedrosa, Chief Operating Officer, 208.258.2713, [lpedrosa@ridevrt.org](mailto:lpedrosa@ridevrt.org)

<b>TOPIC</b>	Development Department Monthly Report
<b>DATE</b>	September 9, 2024
<b>STAFF MEMBER</b>	Stephen Hunt

**Summary**

Development Department activities for August 2024 report.

**VRT Strategic Plan**

**Goal 1 - Demonstrate responsible stewardship of public resources**

**Performance Based Decision-making**

- FY2025 Budget Build**  
 Staff coordinated with funding partner staff to finalize all funding partner budget requests, including modifying service plans in response to individual jurisdiction funding decisions. Staff has begun reaching out to funding partners to initiate FY2025 cooperative agreements which will be executed before the beginning of FY2025.

**Goal 2 – Increase Ridership and Revenue**

- FY2024 Service Changes** – Staff implemented timing changes at the end of July to Routes 7,20, 21, and 24. In September staff will be implementing blocking, timing and interlining changes to Routes 2, 3, 29, 5, 40, 42, and 45 to improve on-time performance. New route brochures reflecting the new time points will be printed and distributed.
- Bus Stop Improvements** – Phase 2 of the Bus Stop Inventory is out for procurement and expected to begin this fall. COA (Creative Outdoor Advertising Benches) are being inventoried and storage space being organized for their arrival at Happy Day Transit Center. The license agreement with City of Boise for bus stops is being updated to allow scooter corrals for Lime scooter parking and advertising on bike racks.
- FlixBus Lease** – The attorney is drafting a lease contract for VRT and Flix review.
- Nampa – Caldwell Corridor TOD Study** – HDR the consultant came for a site visit to tour the boulevard and held a kick-off meeting with staff. Stakeholder meetings are expected to start in September.
- Valley Connect 3.0** – Jacobs the consultant held a kick-off meeting with staff. They are currently researching data and working on route scenarios. Steering committee meetings are expected to start this fall and will include board and regional advisory council members.

### Goal 3 - Build Institutional and Regional Capacity

#### Regional Capital Enhancements

- **Orchard Facility Master Plan Implementation**
  - Staff completed its current phase of Orchard Facility improvements and is now waiting to start the next phase pending transfers of STBG funding.
- **Happy Day Transit Center Upgrades (HDTC)**
  - Heating, ventilation, and air conditioning (HVAC) replacement needs have been identified but all construction/improvement activities are on hold until local funding can be identified. HVAC conditions are critical to ongoing operations. Because HDTC office space could become unusable VRT has begun preparing contingency plans for what could happen if local funding is not available.
- **Main Street Station (MSS)**
  - Consultants and staff are scheduling early construction activities at Main Street Station, including moving HVAC equipment and coordinating with Idaho Power in preparation for installation of on-route charging equipment.
  - VRT staff is working with the City of Boise on commercial plan review for building permit for the security gate at the Main Street Station exit ramp.

#### Regional Corridor Planning/Corridor Capital Investments

- **State Street Corridor Projects**
  - VRT and FTA met to discuss next steps to finalize and execute the Rebuilding America's Infrastructure with Sustainability and Equity (RAISE) grant. Further planning design activities are on hold until RAISE funds are available and/or rebalanced State Transportation Block Grant (STBG) funds complete their transfer from Federal Highways Administration (FHWA) to FTA. VRT has also coordinated with FTA on VRT's requested "letter of no prejudice" which can also be used to release funds early to keep the projects moving forward.
  - 23rd and 27th and State Street activities are currently on hold for release of RAISE funding.
  - VRT staff continued coordination activities efforts to cover the Boise Valley Canal from Saxton to Bogart on State Street. This is a combined effort with ITD, ACHD, City of Boise, and CCDC to prepare the right of way for entitled developments and future projects. The canal closure is a key milestone for the RAISE projects at Saxton and State as well as to advance the design at Bogart and State.
  - VRT staff and contractors have continued coordinating construction activities at State and 18th with Ada County Highway District (ACHD). Construction began July 17 and is expected to take 12 weeks, with planned re-opening in mid to late October.
  - VRT staff and the technical team continue to push updates to the State Street Traffic and Operation Plan (TTOP) through partner agencies approval process.
- **Bus Stop Improvements**
  - VRT staff continues work with the FTA to complete NEPA review of new stops associated with the FY2024 service change. Temporary stops will be used until the NEPA is complete.

**Mobility Integration**

- Staff is working on organizing two events in September, Parking Day and Open Streets.
- Staff discontinued the temporary Lyft on Warm Springs service with the completion of planned construction along the bus route.
- Umo app will now undergo monthly updates starting in August 2024.
- Staff continues work with Lime to develop micromobility discounts for City Go members.
- Staff is researching reduced fare procedure updates and best practices.
- Safe Routes to School (SR2S) staff are ramping up bike rodeos.

**More Information:**

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Lisa Brady, Safe Routes to School Program Manager, 208-761-8507, [lbrady@rideVRT.org](mailto:lbrady@rideVRT.org)

<b>TOPIC</b>	Finance and Administration Activity Report
<b>DATE</b>	September 9, 2024
<b>STAFF MEMBER</b>	Cameron Wells, Chief Financial Officer

**Summary**

This memo provides an update on the accomplishments of the Finance Department.

**Highlights**

**Budget/Finance**

- The FY2025 budget has been approved and is being uploaded to the new ERP system.
- Finance staff lead the Triennial Review along with other staff. FTA subcontractors gave a minimal number of findings that have already been addressed.
- The Finance department became “whole” with the hiring of a new senior accountant who started July 1, 2024.
- The CFO has been working with the development department to prepare FY2025 cooperative agreements to be sent to local funding partners.
- The CFO has been in communication with the third-party auditors for the FY2024 audit to begin the first week of December.

**Grant Management**

- Grants and Compliance Administrator is working on the following:
  - FTA grant applications
  - Active grant revisions/amendments
  - FY2025 Project funding based on approved budget
  - Federal grant reconciling

**Procurement**

- Procurement and Contracts Specialist is working on:
  - Consulting Service for Transit Operating Contract
  - Preparations for FY2025 procurements

**For detailed information contact:** Cameron Wells, Chief Financial Officer, 208-258-2709, [cwells@ridevrt.org](mailto:cwells@ridevrt.org)