

Regional Advisory Council Meeting Agenda

November 18, 2025

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_Nov25 or by dialing in at **1-323-484-8960 Conference ID: 648 501 999#**

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

**A. ACTION: Minutes of the September 30, 2025, Regional Advisory Council Meeting
Pages 3-4 | Paula Cromie**

The Regional Advisory Council is asked to consider approval of the minutes from the September 30, 2025, meeting.

IV. Action Items

**A. RAC Public Statement Disclaimer
Pages 5-6 | Jason Rose**

This is an action item. RAC members are asked to consider for approval disclaimer statements that might be used in public statements online, with local media, and within other platforms.

**B. ACTION: Digital Accessibility Project: (WCAG) 2.1 Level AA
Page 7-15 | Melody Roper**

Staff will present Department of Justice (DOJ) updates for Title II of the Americans with Disabilities Act, the associated technical requirements for websites and mobile apps, and VRT's proposed procedure and implementation plan.

V. Information Items

**A. INFORMATION: Regional Advisory Council (RAC) Member Renewal
Page 16 | Jason Rose**

RAC members whose terms are up for renewal may request membership renewal.

**B. INFORMATION: Transportation Development Plan (TDP) Update
Pages 17-19 | Stephen Hunt**

Staff will provide an update on the Transportation Development Plan and assumptions.

C. 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 20-34 | Staff

The most current department/staff reports were included in the packet for information. RAC members are encouraged to read them as they contain important information that may not be presented elsewhere.

VII. Adjournment

Agenda order is subject to change.

Next Regional Advisory Council Meeting:

January 20, 2026

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 or by calling 208-258-2739.

Regional Advisory Council Meeting Notes

September 30, 2025

9:00 AM

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

MEMBERS PRESENT	MEMBERS ABSENT	OTHERS
Samantha Kenney	Susan Bradley	Brad Alvaro, VRT
Andrew Mills	Laylo Hamund	Elaine Clegg
Mary Beth Nutting	Terri Lindenberg	Paula Cromie, VRT
Walter Steed	Deeann Solis	Kate Dahl, VRT
Theresa Vawter		Jeannette Ezell, VRT
David White		Jeremy Gianchetta, VRT
		Stephen Hunt
		Jason Jedry, VRT
		Hailey Lenhart-Wees, VRT
		Leslie Pedrosa, VRT
		Jason Rose, VRT
		Alissa Taysom, VRT

- I. **Calling of the Roll** – Chair Walter Steed called the meeting to order at 9:02 a.m., with a quorum present by phone and in person.
- II. **Agenda Additions/Changes** – Move item V-A to after V-E on the agenda.
- III. **Consent Agenda**
The Consent Agenda consisted of the following items.
 - A. **ACTION: Minutes of the July 15, 2025, Regional Advisory Council Meeting**
 - B. **ACTION: 2026 Regional Advisory Council Meeting Calendar**

Samantha Kenney moved to approve the consent agenda as presented; Theresa Vawter seconded. The motion passed unanimously.
- IV. **Action Items**
 - A. **ACTION: Regional Advisory Council Letter Consideration**
No action was taken. Following discussion staff was directed to work with Andrew to publish his letter as an op-ed and consider amplifying on the VRT website. Staff will bring a procedure recommendation to the next RAC meeting.
- V. **Information Items**
 - A. **INFORMATION: FY26 Supplemental Services Update (Moved to after V-E in information items.)**
Jason Rose presented an overview of VRT's supplemental services, including the tiers of service and community participation, upcoming events, and how staff organize and promote activities.

B. INFORMATION: Bus Stop Design Guidelines Update

Kate Dahl presented a summary and outline of proposed updates to the Bus Stop Design Guidelines. A redline version was included in packet, but did not show up as a redline. The item is scheduled to be brought to the Board for adoption in January of 2026.

Members had the opportunity to ask questions for clarification and suggestions.

Kate Dahl will send out a redline to all RAC members with a deadline for comments.

C. INFORMATION: FY2026 Funding Request Update

Stephen Hunt presented an update on the funding requests for FY2026. Just under 2% of the total requested amounts will not be funded.

D. INFORMATION: FY2026 Service Change Update

Kate Dahl presented information about the FY2026 service change. Minor changes were made to Route 10. One outbound trip was added to the evening service and one partial inbound trip in the evening. A new stop was made at State and 7th and a stop on Route 3 changed to Vista and Nez Perce.

E. INFORMATION: Transit to Large Employers

Stephen presented past planning activities developing transit services for large employers, i.e. Micron and Amazon. Discussions continue with Micron, but at this time, nothing is moving forward with Amazon.

F. INFORMATION: Topics for Discussion**Walter Steed**

Members of the Regional Advisory Council 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.

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

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

VII. Adjournment – The meeting was adjourned at 11:06.**Next Regional Advisory Council Meeting:**

November 18, 2025

VRT Boardroom

700 NE 2nd Street

Meridian, ID 83642



TOPIC	RAC Public Statement Disclaimer
DATE	November 18, 2025
STAFF MEMBER	Jason Rose

Staff Recommendation/Request

This is an action item. Regional Advisory Council (RAC) members are asked to recommend for approval, by the Executive Board, disclaimer statements that might be used in public statements online, with local media, and within other platforms.

Background

The RAC has occasionally submitted letters for publication or distribution by VRT staff, such as to support an initiative to the Valley Regional Transit (VRT) Board, advocate to a community partner, or express a council recommendation.

Generally, VRT encourages individuals to publish opinion pieces on their own channels or as op-eds to local news outlets. If referencing a position on the RAC, it must be clear whether a statement is made on behalf of the RAC or as an individual and generally vetted through the council before publication.

With the assistance of RAC leadership, VRT staff have drafted disclaimer statements for the council to consider for approval and usage.

Summary

Disclaimer drafts being considered are listed on the following page:

VRT Website Content:

About the Regional Advisory Council (RAC): The Regional Advisory Council (RAC) is a standing committee of the Valley Regional Transit (VRT) Board that provides a forum for customers, transportation and human-service providers, and advocates to share information and collaborate on mobility issues. Its mission is to use a customer-centered focus to ensure VRT's policies, services, and outreach meet the mobility needs of the community.

Disclaimer: The views and opinions expressed in this (letter/profile/op-ed) are those of the author in their personal capacity as a member of the RAC and do not necessarily reflect the official positions, advice, or recommendations of the RAC or VRT.

Other public channels (for use on social media, online posts, op-eds, public testimony, or other functions):

The author serves on Valley Regional Transit's (VRT) Regional Advisory Council (RAC), a standing committee that advises agency initiatives, collaborates on mobility issues, and represents community perspectives. Views expressed are those of the author and do not necessarily reflect the official positions of the RAC or VRT.

More Information**For detailed information, contact:**

Jason Rose
Chief Communications Officer
jrose@ridevrt.org
(208)803-5183





TOPIC	Digital Accessibility Project: (WCAG) 2.1
DATE	November 18, 2025
STAFF MEMBER	Melody Roper

Staff Recommendation/Request

This is an action item. Staff will present Department of Justice (DOJ) updates for Title II of the Americans with Disabilities Act, the associated technical requirements for websites and mobile apps, and VRT's proposed procedure and implementation plan. Staff recommends approval to forward to the Executive Board.

Background

In April 2024, the Department of Justice published a rule updating its regulations for Title II of the Americans with Disabilities Act. The revised rule sets technical requirements for state and local governments to ensure websites and mobile apps are accessible to people with disabilities, following the Web Content Accessibility Guidelines (WCAG) 2.1 Level AA.

- Accessibility Requirements: The DOJ's guidelines mandate that web content and mobile applications must be accessible to people with disabilities, ensuring equal access to government services, programs, and activities. This includes providing alternative text for images, captions for videos, and ensuring that all content is navigable by assistive technologies.
- Technical Standards: The guidelines reference the WCAG 2.1 Level AA standards, which include success criteria aimed at making web content accessible. These criteria cover a variety of elements, such as text readability, navigability, and the use of assistive technologies.
- Implementation Guidance: Included in the update are resources to assist with compliance, such as step-by-step guidance for organizations to help them comply with these accessibility standards. This includes identifying key personnel responsible for accessibility, auditing existing web content, and prioritizing remediation efforts based on the content's public-facing nature.
- Importance of Accessibility: The DOJ emphasizes that accessible websites are crucial for ensuring that individuals with disabilities can participate fully in civic life and access essential services, such as voting and public information.

The DOJ's guidelines represent a major step towards enhancing digital accessibility for individuals with disabilities. VRT is committed to ensuring that all digital services, including websites, web applications, and mobile applications, are accessible to all members of the public, including individuals with disabilities, in compliance with the Americans with Disabilities Act (ADA) Title II, the U.S. Department of Justice's final rule on web and mobile

accessibility, and the Web Content Accessibility Guidelines (WCAG) 2.1 Level AA.

Timeline

Phase 1 – Assessment and Planning (Spring 2024 – Fall 2025)

Objectives:

- Establish an Accessibility Coordinator and confirm department leads for digital accessibility
- Review the DOJ Final Rule and WCAG 2.1 Level AA success criteria in detail
- Conduct a baseline accessibility audit of:
 - Public websites and web applications
 - Mobile apps
 - Digital documents (PDFs, forms, reports)
 - Multimedia content (videos, livestreams)
- Identify critical access barriers that prevent use by people with disabilities
- Develop checklists for application of accessibility standards
- Integrate accessibility standards into digital project scopes and procurement language

Deliverables:

- Audit summary report with identified barriers
- Written procedure including criteria, requirements, and checklists

Phase 2 – Remediation, Review, and Staff Training (October 2025 – January 2026)

Objectives:

- Seek review from Regional Advisory Council on plan to reduce barriers.
- Apply feedback provided by RAC at the November 18 meeting.
- Begin remediation of critical web, mobile, and document accessibility issues.
- Pilot accessibility testing protocols and incorporate into standard publishing workflow.
- Establish procedures for ensuring new content is accessible before posting.
- Initial staff training.

Seek approval at the December Executive Board and January Board of Directors meetings.

Deliverables:

- Documentation of feedback process and updated documentation for implementation
- Accessibility testing procedures are integrated into a Standard Operating Procedure.

Phase 3 – Full Implementation and Verification (February 2026 – March 2026)

Objectives:



- Update all active templates, CMS components, and document workflows to meet WCAG 2.1 Level AA.
- Complete remediation of all remaining legacy digital content still in use.
- Provide **mandatory accessibility training** for all content creators, developers, and communications staff.
- Assign needed updates for compliance to appropriate teams.
- Conduct a comprehensive internal and external audit using both automated and manual testing methods.
- Establish ongoing quarterly audit and reporting schedule.

Deliverables:

- Documentation of training completion and remediation progress.
- All new content WCAG 2.1 AA-compliant upon publication.
- Certification of WCAG 2.1 Level AA compliance by April 2026.
- Updated SOPs and checklists reflecting any DOJ clarifications or WCAG updates.
- Schedule for ongoing audit and reporting.

Phase 4 – Maintenance and Continuous Improvement (April 2026 and Ongoing)

Objectives:

- Maintain accessibility as an ongoing operational requirement, not a one-time project.
- Continue quarterly accessibility audits and annual compliance reports.
- Monitor DOJ and W3C updates for new guidance (e.g., WCAG 2.2).
- Provide annual staff refresher training and onboarding accessibility sessions.
- Ensure all new procurements, website features, or app releases are accessible at launch.

Deliverables:

- Quarterly accessibility audit reports
- Annual Accessibility Status Report to executive leadership
- Updated Accessibility Checklist and training materials as standards evolve

Implementation Oversight:

The Marketing and Creative Manager will serve in the capacity of Accessibility Coordinator for the purpose of implementing this plan, until executive leadership assigns this function to a designated role or office. The coordinator will be supported by the Executive Leadership Team and Department Managers, and each department is responsible for ensuring compliance within its digital content areas and maintaining documentation of all testing, remediation, and training activities.



More Information

For detailed information, contact:

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208-671-4269



WEB CONTENT ACCESSIBILITY GUIDELINES “WCAG” 2.1 LEVEL AA	
Design	Code
○ Color ○ The contrast between text and background is sufficient ○ Text: 4.5:1 ○ Large Text: 3:1 ○ Graphic Elements (e.g., fields, charts): 3:1 ○ Color is not the only means of conveying information - other visual cues are provided. ○ Colors are used appropriately according to their intended function. ○ The style of interactive elements are consistent and recognizable. ○ Predictability ○ Components function in a predictable way, aligned with user habits. ○ Labels ○ Fields requiring input have clear labels or instructions ○ Labels are visibly associated with fields. ○ Groups of elements have group labels. ○ Text ○ Headings group-related content. ○ No text images, justified text, superscripts, or italics are used. ○ The text is not truncated. ○ Hierarchy ○ The content layout is logical, maintaining spacing and hierarchy. ○ Display ○ The component is readable on all screen sizes and orientations. ○ It functions correctly when text is zoomed in to 200%. ○ The component is fully responsive and works correctly on various screen sizes. ○ There is no need for horizontal scrolling. ○ States ○ The component has all the necessary states. ○ States are visible and meet contrast requirements (except for the “disabled” state). ○ The "Focus" state is consistent throughout the interface. ○ Time Limits ○ The user is informed about upcoming time limits. ○ The user has enough time to study content. ○ Time limits can be extended or disabled. ○ Consistency ○ Navigation elements always serve the same function (e.g., an “X” icon always closes a window). ○ Repeating elements (e.g., icons) are consistently placed. ○ Animations and Sounds ○ Automatic animations and sounds have control buttons (e.g., stop, mute). ○ Sounds lasting longer than 3 seconds can be turned off. ○ Flashing content can be paused if it lasts longer than 5 seconds. ○ Audio transcripts are available near multimedia files. ○ Users are informed if a video has no sound. ○ Content does not flash more than 3 times per second. ○ Touch Targets ○ The minimum touch target size is 44x44 pixels unless: ○ 1. The element is available via another link or control of at least 44x44 pixels. ○ 2. The element is part of the text. ○ 3. The browser controls the size.	○ Design ○ The component aligns with the design and its accessibility criteria. ○ Structure ○ The code order matches the reading order used by screen readers. ○ Forms ○ Every form field has an associated label (label element) or is described by the aria-label attribute. ○ Errors are clearly described, with suggested solutions (e.g., “Enter a valid email address”). ○ Form fields provide suggestions where applicable (e.g., date format). ○ Alternative Text ○ Decorative elements have an empty “alt” attribute. ○ Non-decorative elements have appropriate text alternatives. ○ Keyboard Navigation ○ All interactive elements are accessible via the keyboard. ○ There are no "keyboard traps"—the user can navigate forward and backward without getting stuck. ○ Scaling ○ Elements do not have fixed heights and scale correctly. ○ Focus ○ Inactive elements are not focusable, and the focus order is logical. ○ Screen Readers ○ The component works with screen readers (NVDA, JAWS, VoiceOver). ○ All elements are read and described correctly. ○ Headings and Structure ○ Headings (h1, h2, h3, etc.) are used logically to facilitate navigation. ○ Each section has an appropriate heading. ○ Tables ○ Tables have column and row headers defined using <th>. ○ Complex tables use scope or id attributes for better readability. ○ Multimedia ○ Videos have captions for users with hearing impairments. ○ Transcripts are available for audio files. ○ Audio descriptions are available for videos if they contain essential visual information. ○ Name, Role, Value ○ Every interactive element has an assigned name (e.g., via the aria-label attribute or visible on-screen text). ○ The element’s role is clearly defined (e.g., button, link, form field) using appropriate ARIA attributes (e.g., role="button"). ○ The element’s value (e.g., dropdown menus) inform users of state changes (e.g., aria-expanded="true").
Checklist by Krystian Kmiec Modified for use by Valley Regional Transit	

VRT Communications – Web Content Accessibility Guidelines (WCAG) Procedure

System: VRT Communications Department Web Content

Subject: Web Content Accessibility Guidelines (“WCAG”) 2.1 Level AA

Signature of Department Head

Date

Signature of CEO

Date

STATEMENT OF PROCEDURE

Valley Regional Transit (hereinafter “AUTHORITY”) is committed to ensuring that all digital services, including websites, web applications, and mobile applications, are accessible to all members of the public, including individuals with disabilities, in compliance with the Americans with Disabilities Act (ADA) Title II, the U.S. Department of Justice’s final rule on web and mobile accessibility, and the Web Content Accessibility Guidelines (WCAG) 2.1 Level AA.

This document establishes the AUTHORITY’s accessibility policies and procedures, and outlines the responsibilities of all staff, contractors, and vendors involved in creating, managing, or maintaining digital content and services. Users and providers of these services agree to abide by the requirements set forth herein and in all other applicable policies, standards, and regulations.

These policies and procedures are designed to ensure equal access to information, programs, and services; to uphold the AUTHORITY’s legal and ethical obligations; and to promote inclusive, high-quality user experience for all riders and community members.

SCOPE

This procedure applies to all public-facing and internal digital content and technology provided, procured, or maintained by the AUTHORITY, including but not limited to:

- Official AUTHORITY websites, subdomains, and microsites
- Web applications and mobile applications (native or hybrid)
- Digital documents, such as PDFs, Word files, and spreadsheets, when posted
- Multimedia content, including prerecorded and live audio or video
- Online forms, surveys, and interactive tools
- Third-party platforms or services integrated into AUTHORITY’s digital offerings, where the AUTHORITY has control over the selection, design, or configuration

This scope applies to all AUTHORITY employees, contractors, vendors, and partners who create, manage, upload, or maintain digital content on behalf of the AUTHORITY. Accessibility must be considered during planning, procurement, development, maintenance, and ongoing updates to ensure continued compliance.

DEFINITIONS

The following words and phrases, whenever used by the AUTHORITY, shall be construed as defined in this section unless, from the context, a different meaning is intended or unless a different meaning is specifically defined and more particularly directed to the use of such words or phrases:

Accessibility – The practice of designing and developing digital content and services so that they can be used by people with disabilities, including those who use assistive technologies such as screen readers, screen magnifiers, voice recognition software, and alternative input devices.

Assistive Technology (AT) – Hardware or software used by individuals with disabilities to interact with digital content. Examples include screen readers, refreshable Braille displays, screen magnification tools, alternative keyboards, and speech input software.

Conformance – Meeting all applicable success criteria at the specified WCAG conformance level (e.g., Level AA) without exceptions, unless allowed under legal or technical limitations.

Digital Content – Any information provided in electronic form, including websites, web applications, mobile applications, documents (PDF, Word, Excel), images, audio, video, forms, and other multimedia materials.

Public-Facing Content – Any digital content intended for or available to the general public, including content accessed without authentication or through public-facing login systems.

Internal Content – Digital content intended for employees, contractors, or authorized partners of the AUTHORITY, including intranet sites and internal portals.

Mobile Application (Mobile App) – Software designed to run on mobile devices such as smartphones and tablets, whether native (downloaded from app stores) or hybrid (web-based but packaged as an app).

Third-Party Content – Content created, hosted, or provided by an entity other than the AUTHORITY, including embedded tools, widgets, or services integrated into AUTHORITY's platforms.

Time-Based Media – Media content that is dependent on time for understanding, including audio-only, video-only, and multimedia (synchronized audio and video) presentations.

Web Content Accessibility Guidelines (WCAG) 2.1 Level AA – An internationally recognized set of technical standards published by the World Wide Web Consortium (W3C) to ensure web content is perceivable, operable, understandable, and robust for people with disabilities. Level AA includes all Level A and Level AA success criteria.



Level A – The most basic requirements.

Level AA – This is our target level, Level AA builds on Level A and adds requirements that address more complex and common barriers.

Level AAA – The highest, most strict standards. While Level AAA is not legally required, it helps identify best practices and guide goals. Examples include sign language interpretation for video, contrast ratio of 7:1, and other more stringent readability standards.

PROCEDURE

Accessibility Compliance Process

To ensure continued conformance with WCAG 2.1 Level AA and compliance with applicable laws and regulations, the AUTHORITY will follow the process outlined below for all covered digital content and services.

1. Planning and Procurement

Accessibility requirements must be included in the scope of all new digital projects, updates, or procurements.

All RFPs, contracts, and agreements with vendors must specify WCAG 2.1 Level AA conformance requirements.

The Accessibility Coordinator will review technical specifications before work begins.

2. Content Creation and Development

All new or updated websites, applications, documents, and multimedia must be created in compliance with the Transit Website and Mobile App Accessibility Checklist (see Appendix B).

Content creators and developers must use accessibility best practices from the start to avoid costly retrofits.

All multimedia (video, audio, interactive elements) must follow the Time-Based Media accessibility requirements.

3. Testing and Review

Automated Testing: Use approved accessibility scanning tools to detect common issues.

Manual Testing: Perform human testing for keyboard navigation, logical reading order, and compatibility with assistive technologies (e.g., screen readers).

User Testing (recommended): When feasible, test with users who rely on assistive technology.

All new public-facing content must pass both automated and manual testing before launch.



4. Remediation

Any identified accessibility issues must be documented, prioritized based on impact, and assigned for correction.

Critical barriers affecting access to essential services or information must be remediated immediately.

All other issues should be resolved according to established timelines in the department's work plan.

5. Ongoing Monitoring

Conduct quarterly accessibility audits of websites, applications, and digital documents.

Review at least one major digital content area per month for compliance.

Update the Transit Website and Mobile App Accessibility Checklist as WCAG or legal requirements evolve.

6. Training and Awareness

All staff involved in creating, editing, or maintaining digital content must complete accessibility training at least once per year.

Training must cover WCAG 2.1 Level AA requirements, assistive technology basics, and the AUTHORITY's accessibility procedures.

7. Reporting and Documentation

The Accessibility Coordinator will maintain records of testing results, remediation actions, and audit findings.

Accessibility compliance status will be reported annually to Executive Leadership.

Reports will identify progress, outstanding issues, and planned improvements.

END OF PROCEDURE

Adoption Date: 01/01/2026

Effective Date: 01/01/2026

Last Revised Date: N/A

Last Reviewed Date: N/A

Supporting Documents:

WCAG 2.1 Level AA





TOPIC	RAC Member Renewal
DATE	November 18, 2025
STAFF MEMBER	Jason Rose

Staff Recommendation/Request

This is an information item. Regional Advisory Council (RAC) members whose terms are up for renewal may request membership renewal.

Background

RAC member terms are the mechanism to establish continuity and are staggered so no more than one-third of the membership terms are set to expire in any given year. There are no limits on the number of terms a RAC member may serve; however, at the end of the term, members must notify the chair that they wish to renew their term.

- Members are selected for three-year terms.
- Staff will notify everyone with expiring terms one month before the members term expires.
- Members must submit a request for reappointment before the next regularly scheduled RAC meeting.
- Members can be reappointed after a completed term by a request to the chair.
- New members appointed to complete the term of a RAC member who resigns before their term expires, will finish the remainder of that term and then would follow the reappointment process for the expiring term.

Summary

RAC members with expiring terms this year include:

- **Terri Lindenberg:** started 2006; renewed 2016, 2019, 2022
- **Walter Steed:** started 2019; renewed 2022

More Information

For detailed information, contact:

Jason Rose
Chief Communications Officer
jrose@ridevrt.org
(208)803-5183



TOPIC	Transportation Development Plan (TDP) Update
DATE	11/18/2025
STAFF MEMBER	Stephen Hunt

Staff Recommendation/Request

This is an information item only. Valley Regional Transit (VRT) has begun drafting the update for Transportation Development Plan (TDP) for FY2026-2030 and will provide an update on the Transportation Development Plan and assumptions.

Summary

In 2023, VRT adopted its first five-year TDP and is past due for an update. The plan acts as a five-year work plan for VRT. It lists expense and revenue projections, estimates of available federal funds, directly generated funds and local funding needs feeding into forecasts of anticipated assessment requests over a five-year window. These forecasts allow funding partners and stakeholders to review future anticipated service and capital projects and the expected revenue contributions needed to complete them. The plan is based on existing and projected service, capital needs including vehicle replacements, regular capital maintenance, bus stop and other amenity improvements, facility updates and anticipated special projects.

Detail

The overview of service, capital, planning and program support projects planned over the next five years in the TDP drives the expense and revenue budget forecasts for the next five years. All expenses and revenues are categorized into their appropriate department. Revenues are categorized as local, federal or directly generated. Federal grant revenues and their varying match rates are applied to appropriate expenses. The projected local funding needs are then distributed to partners using the Board established cost allocation methodology (CAM), which is a formula based on service and population. The TDP further breaks down the projected needs by fiscal year identifying local funding needs for each year and itemizes the anticipated funding request VRT will make of each funding partner. This breakdown is essential for VRT to plan for operating and capital program management needs and for our financial partners to prepare for future budgets. It also helps coordinate federal funds with COMPASS.

The forecast funding requests are categorized into the same four categories for each year:

- *General* - Support for regional overhead expenses (administration, planning, communications, etc.)
- *Service* - Support for fixed route and demand response services and associated paratransit, maintenance, planning and administration.
- *Capital* - Support for vehicle replacements, regular repair and maintenance, capital procurement, design/construction of these projects.
- *Special* - Support for programs or projects not subject to the cost allocation model, e.g. capital expansion or construction projects

The TDP provides each funding partner with details of specific service and projects planned for each year and allows VRT and its partners to consider project benefits. The plan is designed to illuminate when planned service enhancements are expected to come online and the budget impact of those so funding partners can plan in their own budgets for the potential increases. It also shows the lumpiness of the capital forecasts, for instance bus replacements that happen sporadically but not at the same level each year or major facility needs. Finally, it shows proposed special projects that often rely on discretionary grant funding and require partner agreement and support in order to go forward such as the recent upgrades at Main Street station and the ongoing work on State Street.

VRT understands the need for our partner organizations to have insight into what we have planned for the future. We recognize that forecasted local funding contributions are dependent on the annual budget process and agreement to approve the plan does not guarantee that budget. The plan is designed to allow VRT and its partners the time to plan for the projects anticipated and to daylight potential questions early. It also helps VRT develop strategies and plans internally for the next five years and allows funding partner representatives to work with VRT to ensure that their jurisdiction is aware of the forecasts and potential impacts on the jurisdiction.

Assumptions - Discussion The basic assumptions guiding the plan are:

- A. Existing service levels will be carried forward as is with an increment of projected inflation, service enhancements will be represented distinctly based on the discussion below.
- B. Capital projects will include basic (small and service vehicles) vehicle replacements and repair and maintenance on equipment (including IT) and facilities, larger bus replacements will be forecast based on the discussion below.
- C. There will be a regular amount of funding each year based on the VRT budget for basic bus stop repair and improvements, larger bus stop projects will be in special projects.
- D. Special projects are unfunded until there is agreement from partners to participate, listing them in the plan in the plan year anticipated is designed to allow that negotiation.
- E. There will be a list of unfunded projects that may become feasible depending on discretionary grant eligibility and local partner match availability – these will not be listed in a project year but may move into a plan year in future updates as they become feasible.

We presented this same information to our Board in October and the input from Board members in that meeting included:

- Member agencies would like to see VRT’s “contingent” budget items in addition to the “base budget”. See below for examples of contingent budget items
 - Projects that currently do not have a local funding source identified. The Happy Day Transit Center Rehabilitation project is a multi-year construction project that VRT is seeking local funding for from private partnerships before we turn to member agencies for local funding.
 - Projects that are viewed as one-time funding expenditures from member agencies and possibly funded from their capital budget instead of their “general fund”.
- Member agencies would like to see our capital requests outlined over the next four years (FY27-FY30) and have discussions (or options) in averaging out the total amount assessed so that there is consistency each year in amounts requested.



- Member agencies would like to see the Transportation Development Plan updated and presented to the board every two years (as opposed to every year).
- Member agencies asked that the Transportation Development Plan be renamed “Transit Development Plan” to reflect the transit focus of the plan.

Implication

The annual budget process that our organization is dependent on makes a five-year forecast vitally important even though there are no guarantees that the local match will be funded except to participate annually in the many annual budget processes of our partners. Without a multi-year plan it is impossible for VRT and its partners to engage in productive budget planning.

More Information

For detailed information, contact:

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shunt@ridevrt.org
208-258-2701

Kyle Street
Budget/Planning Programmer
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(208)-258-2705





CEO Activity Report	CEO Activity Report
DATE	November 3, 2025
STAFF MEMBER	Elaine Clegg

Summary

Information only, no action needed.

Highlights

The **cooperative agreements** are up to date for the year; thanks for making this easier and quicker for all of us.

The Valley Regional Transit (VRT) management staff have already had a series of meetings with our new contractor **MV Transit**. Everything is going smoothly. There were a few logistics that got delayed, but both organizations worked together to ensure it didn't affect service. Reports from the frontline staff are positive and our meetings with MV have already begun to dig into potential operational efficiencies. In a side note, MV also got a national award at APTA Transform last month for their exemplary contributions to the transit community.

We have negotiated all the contract clauses to begin our **farebox replacement**. The first phase of boxes should be in the buses and the hardware to use them installed at the bases by the end of the year. Staff are still working to identify the best funding for the next phase and will not go live with all features, such as credit cards and phone app payments until Phase II is complete. We will continue to use our current mobile app payment system until that time.

We have been following up on the action of the COMPASS board to approve commuter rail on the **Boise Cut-off rail corridor** as the preliminary locally preferred alternative by activating our grant with the Pacific Northwest Economic Region (PNWER) to complete an analysis of the corridor by a group of former executive-level railroad professionals identifying market potential of the cutoff and a high-level look at track configuration and track condition with a minimum needed improvements estimate to run both passenger and freight on the corridor together.

Planning continues for the Community Transit Association of Idaho's (CTAI) **Transit Day at the Capitol**. Please hold the morning and lunch on **February 12, 2026**, on your calendars. CTAI will host a morning at the Lincoln Auditorium with presentations on the state of transit in Idaho with a keynote from Scott Bogren, CTAA (Community Transit Association of America) Executive Director. Scott will also keynote a luncheon for legislators. VRT is conducting a survey of agencies across the state to record their plans for the future. More details to come.

Meetings/Presentations/Travel

I had meetings and presentations locally as well as travel for rail issues. As always, please remember that any costs of rail travel are covered by either Amtrak or other partners, The presentations give me a chance to spread the word about our funding challenges and what we are doing to overcome them and ask for their support in doing so.

Travel

- I attended the **American Planning Association of Idaho (APA-ID) conference** in Nampa. The conference focused on the housing issues facing the state and featured a keynote about the importance of transit in minimizing the needs and costs of transportation which lowers the operational costs of housing. There was also a session that explored the possibilities of aerial tram transit, a solution that can lower costs and is becoming quite popular in South America.
- I presented at the **Rail Passengers Association of America annual conference** in San Antonio, TX. My presence was mostly about Amtrak issues, but while there I met with and explored the VIA transit system in San Antonio.
- I was invited to speak on a panel at the **Pacific Northwest Passenger Rail Summit**, hosted by PNWER, in Portland, OR. The panel discussed the opportunities for reestablishing the Amtrak Pioneer corridor through Boise as well as the importance of regional rail and the reapplication for the CID Program to explore service between Boise and Salt Lake City. Craig Raborn, from COMPASS, also participated and we both talked about the work being done to examine the possibility of high-capacity transit in our valley. There was a lively discussion of the need for passenger rail in our region, especially for the smaller towns without air service.
- I made a quick trip to Minneapolis to address the **States for Passenger Rail Coalition**, a group of states that either have rail service or are working toward it. Recently confirmed Federal Railroad Administrator (FRA), **David Fink**, made special effort to bring a small cadre of staff of FRA and attended many of sessions himself. I got the opportunity to talk to him on a number of issues and also learned some great strategies on prioritization from one of the other speakers.

Presentations

- The **ULI Developers Council** invited me to their monthly lunch meetings. My presentations focused on the need for transit, funding challenges and the opportunities for high-capacity transit and improved buses if VRT had a more stable funding source.
- The **Boise Metro Chamber of Commerce Leadership Boise Program (BMCC)** invited me to be the keynote for their infrastructure learning day. I talked about leadership and transit and then called on them to utilize their leadership skills in helping us find a funding solution.

Meetings

- I met with **Idaho Power** CEO, Lisa Grow, to talk about rate schedules related to EV charging, our rate tariff, and other power related challenges.
- I met with several **legislators** to introduce our funding challenges.
- I met with **BMCC** CEO and President Bobbi Jo Muelmann to discuss the Keep Idaho Moving Initiative which includes transit funding and updated her on our work on the rail corridor.



Media

Media this month was focused on the possibilities opened up by the vote to accept the rail corridor as the preliminary locally preferred alternative for high capacity transit. We also continue to inform the public about the game day bus service.

- [Commuter rail in Boise? Transit leaders keep dreaming | Idaho Statesman](#)
- [Commuter rail identified as the preferred mass transit for the Treasure Valley](#)
- [Boise, Idaho, takes step toward developing commuter rail service - Trains](#)
- [A Commuter Rail from Boise to Caldwell is Popular. Is It Possible? - City Cast Boise](#)
- [Score a zero-fare ride to Boise State Football with VRT's Game Day Bus - Valley Regional Transit](#)
- [Game Day Bus | Events | Downtown Boise Association](#)

Internal Activities

In addition to the work cited in the highlights, VRT staff is working hard to develop an easy to understand, financially prudent Transportation Development Plan that includes an achievable large capital project schedule as well as an adjusted bus replacement schedule to take advantage of the costs saving of leaning into a balanced mix of electric and CNG propulsion in the next 20 years to develop a better, smaller bus fleet that better serves our disabled customers.

I accepted the position of Treasurer for the Bus Coalition Board. This collation has been key in protecting and advocating for bus facilities and bus replacement funding, especially for smaller and mid-sized systems.

Paula Cromie will be retiring after the first of the year, (who said she could do that!). I have begun interviewing for her replacement.

VRT will formally honor two of our board members who have chosen not to run for re-election this year. I wanted to note now that I attended both Mayor Debbie Kling and Mayor John Evans last State of the City to wish them well and celebrate the progress both have made in their cities. I will miss them both tremendously personally and VRT will miss their wisdom and support. Thank you for your service.

For detailed information, contact:

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TOPIC	Development Department Monthly Report
DATE	November 3, 2025
STAFF MEMBER	Stephen Hunt

Summary

Development Department activities for the November 2025 report.

Highlights

VRT Strategic Plan: Goal 1 – Demonstrate responsible stewardship of public resources

Performance Based Decision-making

- **FY2026-2030 Transportation Development Plan** – Based on the adopted FY2026 budget, staff continued finalizing the FY2026-2030 Transportation Development Plan which will develop revenue and expense forecasts for planned projects over the next five years. The final TDP will be presented to the VRT Board at their January meeting.

VRT Strategic Plan: Goal 2 – Increase Ridership and Revenue

Planning

- **Bus Stop Improvements** – Staff has been reviewing bus stop inventory information and evaluating the deficiencies and needs at each stop to develop a prioritized bus stop investment plan. The initial bus stop investment plan will be completed before the end of the calendar year.
- **Nampa – Caldwell Corridor Transit Oriented Development (TOD) Study** – Staff continues to work with HDR, Inc., the consultant VRT is working with on the Caldwell Corridor Transit Oriented Development Study.
- **Valley Connect 3.0 (VC 3.0)** –VRT staff is finalizing the VC3.0 plan and sharing draft content with stakeholders. VRT staff will begin working with communications to finalize VC3.0 for adoption in January of 2026.
- **Pacific Northwest Economic Region (PNWER) Regional Infrastructure Accelerator (RIA) Grant** – Staff solicited cost estimates for a traffic study at Happy Day Transit Center to facilitate a joint redevelopment of that site. Staff engaged with PNWER staff and consultants to draft a scope of work to evaluate the feasibility and benefits establishing a high-performance freight and passenger rail corridor along the Boise Cut Off and identify improvements along the existing Union Pacific mainline.

Mobility Integration

- **Canyon County Vanpool Pilot** – In coordination with ACHD Commuteride, and per the

findings of the Regional Vanpool Study, VRT staff met with Commuteride and Commute with Enterprise, to draft an initial concept for expanding vanpool options in Canyon County.

- **Reduced Fare Verification** – With imminent changes to the existing Genfare fare boxes staff determined to delay the reduced fare verification process and align it with the roll out of the Genfare farebox replacement.

VRT Strategic Plan: Goal 3 - Build Institutional and Regional Capacity

Regional Capital Enhancements

- **Orchard Facility Master Plan Update** – Staff worked with consultants and finalized scope and fee for the Orchard facility master plan update, including a review of forecasted fuel types. This review will revisit and refine electrical and other fuel source infrastructure needs.
- **Happy Day Transit Center Upgrades (HDTTC)** – Staff coordinated with contractors to replace aging HVAC units to ensure adequate heating and cooling at HDTTC.
- **Main Street Station (MSS)** – Construction continues at MSS. All electrical equipment is now on site at Main Street Station. Overhead pantograph dispensers have been installed VRT met with charger staff Heliox in preparation for energizing equipment. Construction is expected to continue through the end of this year.
- **Nampa Pedestrian Improvements** – Staff continues its coordination with Nampa on a subrecipient contract regarding pedestrian infrastructure improvements to transit stops on 16th Ave.
- **Bus Stop Improvements** – Staff has continued coordinating with CCDC and installing shelters and passenger amenities at completed construction projects on Main and Capitol. Staff have continued coordinating with the Boise Airport on placement of a bench and shelter and resumed conversation with the City of Boise about bus stop improvements in Barber Valley as part of a neighborhood grant.

Regional Corridor Planning/Corridor Capital Investments

- **State Street Corridor Projects**
 - Staff has continued to push for approval of the 2022 Rebuilding America's Infrastructure with Sustainability and Equity (RAISE) grant Paper Grant Agreement, but the government shut down has stalled conversations.
 - Staff continued design of intersections at State and 23rd and 27th in coordination with ACHD and other partners.
 - VRT staff has resumed coordination activity to cover the Boise Valley Canal from Saxton to Bogart on State Street until the future of RAISE grant funding is clarified. Staff have been working with Federal partners to ensure progress is as timely as possible.

More Information

For detailed information, contact:

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Joe Guenther, Capital Projects Manager, 208.258.2705, jguenther@rideVRT.org



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Kate Dahl, Principal Planner, 208.258.2715, kdahl@ridevrt.org
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TOPIC	Operations Department Staff Report
DATE	November 3, 2025
STAFF MEMBER	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 Highlights

Ada County Charging and Battery Electric Bus Update

Valley Regional Transit (VRT) continues to work with Phoenix Motors, Inc., trying to get four buses back on the road. Three buses are down due to battery issues, and one is down due to delayed replacement parts. There is no update regarding the lack of response from Phoenix to address the maintenance issues that have not been resolved. Following the meeting in September with Phoenix staff, staff will continue working to determine a path forward for needed repairs and parts.

VRT has received 13 more Gillig battery electric buses (BEB). There are now a total of 25 BEB's at the Orchard Facility (depot). All Gillig buses can charge on-route or at the depot. Depot charging will be done by plugging buses in, to charge overnight. On-route charging will occur at Main Street Station (MSS) when it reopens. Staff and transit management contractors will receive training on the new charging operation soon, to be prepared for the reopening of MSS.

Miscellaneous

- Game Day Bus continues to operate for home games. After three games, over 3,100 attendees rode the bus.
- Implemented a minor service adjustment on September 29. Route 10 is now operating an additional trip in the PM.
- Metro has hired two full-time drivers which has helped provide more service in Canyon County.
- MV Transportation began operating the transit management services in Ada and Canyon counties on September 28. New management staff have been busy learning all things VRT. Weekly meetings are being held to introduce management staff to all VRT department staff to better understand what each department is responsible for.

Service Highlights

Canyon County

- Zero preventable safety events in September
- Intercounty on-time performance 65% for September

- On-demand on-time performance 72% for September
- ACCESS on-time performance 99% for September

Ada County Highlights

- One preventable safety event in September
- Fixed-route on-time performance 78% for September
- ACCESS on-time performance 98% for September

Beyond Access Service

- Zero preventable safety events in September
- On-time performance 91% for September

Compliance

- Provided new Agency Safety Plan to all VRT staff, Beyond Access drivers and transit management staff in Ada and Canyon County.
- Staff are preparing to audit all transit providers' drug and alcohol programs for compliance. Audits will be completed in November.

Customer Service

- In September customer service answered 8,278 of 9,212 of all incoming calls. That is 89% of all phone calls that are to schedule or change a demand response ride, fixed-route information or general VRT calls. There were 843 abandoned calls. The average call time was 3 minutes and 1 second. The average hold time was 18 seconds.
- September City Go Pay mobile ticket sales totaled \$13,454.67.

More Information

For detailed information, contact:

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TOPIC	Finance and Administration Activity Report
DATE	November 3, 2025
STAFF MEMBER	Jason Jedry

Staff Recommendation/Request

This information item provides an update on the finance department.

Highlights

Budget/Finance

- Finance staff continue to work on the final stages of the Oracle ERP system implementation
- Finance and Operations are working together on the final stages of the Oracle EAM system
- Staff are working to close FY2024 and prepare for the annual audit
- Finance staff are finalizing FY2026 Cooperative Agreements with local jurisdictions

Grant Management

- Grants and Compliance Administrator is working on the following:
 - FTA grant applications
 - Active grant revisions/amendments
 - FY2026 Projects
 - Federal grant reconciling and reporting

Procurement

- Procurement and Contracts Specialist is working on:
 - On-Call Electrical Services
 - On-Call Human Resource Services
 - Electronic Farebox Mobile Ticketing System
 - Glass and Window Repair

For detailed information, contact:

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Chief Financial Officer
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208-258-2709



TOPIC	Communications and Engagement Update
DATE	November 3, 2025
STAFF MEMBER	Jason Rose

Summary

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

Highlights

EARNED MEDIA

Earned media mentions from August 22 to October 26 include:

- 8/22/25: Commuter rail in Boise? Transit leaders keep dreaming (Idaho Statesman)
- 9/3/25: Broncos to face Eastern Washington Eagles in first home game (KBOI)
- 9/9/25: No-cost, more freedom: Beyond Access program gives free rides to seniors and people with disabilities (KIVI)
- 9/10/25: What to know about Boise's Hyde Park Street Fair in 2025 (Idaho Statesman)
- 9/27/25: Beware of downtown Boise traffic after the BSU football game (Idaho Statesman)
- 9/30/25: America Walks 'Week Without Driving' campaign focuses on inclusive, accessible transportation (KTVB)
- 10/7/25: VRT and Stoltz win national Grand Award for 'Let's Ride, BOI' (Boise Metro Chamber)

Media engagement in recent months indicates a steady situational story pickup, especially around Game Day Bus and event-based pegs, which are story areas we will continue to lean into as we showcase our value to the community. We will also continue to beat the drum around rail progress, especially with an increase in regional interest, which should continue to provide opportunities to position ourselves as a thought leader in the region. As we make progress on Main Street Station, we will continue to feature that as a solid project focus.

COMMUNITY OUTREACH

The Communications and Engagement team has been actively participating in fall outreach, engaging with community members through a variety of events and initiatives. Our efforts this quarter have included collaboration with school partners, attendance at community events and parades, and the continued delivery of group travel training sessions and info tablings. FY25 Q4 key highlights include:

- 23 events attended
- Over 1,300 direct engagements with individuals through conversations and outreach
- More than 13,500 people reached through overall event visibility and presence

Notable events included Hands Around the Capitol, Boise Pride, and Open Streets, each drawing thousands of attendees and providing significant opportunities for public interaction and awareness-building.

ADVERTISING

For FY2025, we saw \$599,578.00 in bus wrap ad revenue, which was the result of a diversification in our advertising clients. After losing a major partner in the Escape the Vape program (this was a grant-based decision at the state level), we managed to add a variety of additional clients; where our client list was around twenty clients total, with three clients making up nearly 70% of our billing, we now have 32 bus clients with a more even billing distribution. We also received \$69,385 in bus bench revenue, representing our first partial year of bench ownership. With these amounts, and a revenue of \$5,238.00 in bus shelter ads, we ended fiscal year 2025 with \$674,201. While just shy of our \$700,000 goal, we did surpass our projection of \$668,000.

SOCIAL MEDIA (AUGUST)

Platform	Total Followers	Posts Published	Total Views	Reach	Post Engagement Rate	Story Engagement Rate
Instagram	1,575	14	35,197 <i>up 17,675</i>	20,563 <i>up 7,453</i>	7.94% <i>up 1.79%</i>	5.21% <i>down 0.12%</i>
Facebook	2,446	25	13,662 <i>up 5,572</i>	8,207 <i>up 3,247</i>	4.68% <i>down 0.96%</i>	
LinkedIn	634	4	1174	786	27.81%	
Reddit	N/A	5	32,200	N/A	0.79%	



Comparisons

Platform	Followers in August '25	Followers in Sept '24	Post Engagement Rate in August '25	Post Engagement Rate in Sept '24	Reach in August '25	Reach in Sept '24
Instagram	1,550	N/A	6.15%	7.33%	13,110	5,521
Facebook	2,431	2,035	5.64%	2.23%	4,960	7,211
LinkedIn	630	N/A	14.62%	N/A	946	N/A
Reddit	N/A	N/A	0.92%	N/A	25,200	N/A

September marked the kickoff of the Game Day Bus, which quickly became a major highlight of the month. The campaign opened the door for cross-collaboration opportunities with Downtown Boise and Bronco Athletics, helping amplify visibility and community engagement. Game Day Bus content performed especially well, from videos walking through pregame and postgame details to easy-to-reference graphics that riders could save for future games.

Video views increased notably this month, driven in large part by these collaborative posts and strong audience interest in game day information. On the analytics side, Facebook has transitioned from tracking Page Likes to Page Followers, so moving forward, only follower counts will be monitored for consistency.

Looking ahead, Game Day Bus posts will continue throughout the football season, ensuring the service remains top-of-mind. In addition, a continued mix of lighthearted and informative videos will help sustain strong engagement — balancing useful updates with fun, approachable moments that connect with both regular riders and new audiences alike.



September Interaction Highlights

“We took the bus today to the park. So easy and was great not having to find a parking spot!! Definitely recommend the bus”

- Instagram user

“So easy! Love the Game Day Bus!!!”

- Instagram user

“This is awesome! The only transportation needed! Love you guys!”

- Instagram user

“{glasses cheering emoji} *cheers* @ridevrt to Thursday afternoon commutes where I sit here & catch up on my ‘reading’ until I’m home!”

- Twitter user

“Super helpful, thanks!”

- Reddit user

MARKETING/DESIGN

The team continues to make progress on passenger and partner information design and collateral, including updating our How to Ride suite, media kit, language cards, various survey initiatives for new services, supplemental services, and more. We are preparing for an accessibility-focused website audit in anticipation of changes required through new Department of Justice rulings.

We’re also proud to announce that the “Let’s Ride, BOI” campaign has won a Grand Award in APTA’s 2025 AdWheel Awards competition for marketing, communications, and customer experience. The award, under the category “Integrated Brand Awareness and Ridership Campaign: The Best Marketing and Communications to Increase Ridership,” is being presented at the annual APTA TRANSform conference in Boston this month.

We have kicked off our strategy for fiscal year 2026, including ad buys with Boise State Athletics (which has yielded great passenger information and social media collaboration), the Boise Airport, and various other partners; improve passenger information; prepare for a new “route-reach” engagement initiative, which dovetails from the Let’s Ride campaign; and more! We are also leaning into supplemental service partnerships, which are producing distinct ad sets, co-branding opportunities, and, most importantly, access to good transit.



For detailed information, contact: Jason Rose, Chief Communications Officer/PIO,
jrose@ridevrt.org, (208)803-5183

Jason has the pleasure of leading the Communications Team, which is comprised of:

- Rich Marks: Account and Sales Manager
- Kathleen Godfrey: Business Development Manager
- Melody Roper: Marketing and Creative Projects Manager
- Hailee Lenhart-Wees: Community Outreach Manager
- Nick Moore: Communications Specialist I





TOPIC	Information Technology Monthly Report
DATE	November 3, 2025
STAFF MEMBER	Brad Alvaro

Summary

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

Projects

- Awarded Electronic Farebox Mobile Ticketing system RFP to Genfare. Working on contract, scope of work (SOW) and phase I requirements.
- Oracle Enterprise Resource Planning (ERP) system: Continue working with FourthSquare for minor production support issues and troubleshooting. Worked with FourthSquare regarding last data dump from our legacy ERP system called Fleetnet.
- Continue supporting Oracle Enterprise Asset Management (EAM) system:
- FY2025 October Service Changes. Continue to modify bus stops and routes in General Transit Feed Specification (GTFS) and bus head signs.

Support Services

- Project Scope for Boise State/VRT Spot Integrations
- REMIX GTFS adjustments
- Order ITS (Intelligent Transportation Systems) equipment for 11 new buses
- Begin installing ITS equipment for Canyon County buses
- Luminator programming for new buses
- Game day service in ETA (vendor that provides several ITS equipment)
- Month/Quarter ridership reports
- Successfully replaced all printers at all locations.

More Information

For detailed information, contact:

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