

Public Transportation

Federal requirements for long-range transportation planning include identifying ways to increase accessibility and mobility and enhancing integration and connectivity across and among travel modes.¹ An expanded public transportation system is a critical part of the overall transportation system needed to reach the goals of Communities in Motion 2050 (CIM 2050). These goals are consistent with the U.S. Department of Transportation [Equity Action Plan](#)² and Executive Order 13985 [Advancing Racial Equity and Support for Underserved Communities](#).³

This document discusses the current public transportation system, goals for the 2050 system, the funded and unfunded portions of the 2050 system, and the implications of underfunding public transportation.




In preparation for CIM 2050, COMPASS conducted several studies and surveys:


- [The Treasure Valley High Capacity Transit Study: 2020 Update](#) (2020)⁴
- [COMPASS Regional Park and Ride Study](#) (2021)⁵
- Public surveys: [A Lot Can Change In 30 Years](#) (2019),⁶ [Where Do We Grow From Here?](#) (2020),⁷ [All Aboard!](#) (2021)⁸

These studies and surveys helped inform how the public transportation system should expand to meet the region's future transportation needs and demonstrated which service features the public would like to see. Input from the COMPASS [Public Transportation Workgroup](#)⁹ was integral in identifying present and future needs, coordinating planning efforts, and envisioning the 2050 public transportation system. The 2050 public transportation system also builds upon Valley Regional Transit's (VRT's) [Transportation Development Plan](#)¹⁰, the [Coordinated Public Transit-Human Services Transportation Plan](#) ("Coordinated Plan"),¹¹ and other studies and plans to improve public transportation services.

PUBLIC TRANSPORTATION-RELATED CIM 2050 GOALS AND OBJECTIVES

CIM 2050 has four goal areas,¹² each with specific objectives. The following pertain to Treasure Valley public transportation:

Goal Area	Public-Transportation-Related Objectives
 <p>Safety is important for first- and last-mile connections to transit stops, as well as in waiting areas. Transit may be used in an emergency to evacuate large numbers of people. It can also help reduce the region’s carbon footprint.</p>	<ul style="list-style-type: none"> • Provide a safe transportation system for all users. • Support a resilient transportation system by anticipating societal, climatic, and other changes; maintaining plans for response and recovery; and adapting to changes as they arise.
 <p>Economic Vitality is supported by public transportation, as it reduces congestion for all road users, supports tourism, and promotes responsible growth and development.</p>	<ul style="list-style-type: none"> • Develop a multimodal transportation system, including public transportation, bicycle, pedestrian, and auto modes, that promotes economic vitality to enable people and business to prosper. • Provide for a reliable transportation system to ensure all users can count on consistent travel times for all modes. • Promote transportation improvements and scenic byways that support the Treasure Valley as a regional hub for travel and tourism.
 <p>Convenience is improved by a transit system that allows all persons to access destinations efficiently and reliably, while relieving users of the additional costs of private automobile ownership.</p>	<ul style="list-style-type: none"> • Develop a regional transportation system that provides access and mobility for all users via safe, efficient, and convenient transportation options. • Develop a transportation system with high connectivity that preserves capacity of the regional system and encourages walk and bike trips. • Reduce congestion with cost-effective solutions to improve efficiency of the transportation system.

Goal Area	Public-Transportation-Related Objectives
 <p>Quality of Life is protected by public transportation through reduced impact on the environment, promotion of affordable housing + transportation, and increased equity.</p>	<ul style="list-style-type: none"> • Develop and implement a regional vision and transportation system that protect and preserve the natural environment. • Develop and implement a regional vision and transportation system that enhance public health. • Promote development patterns and a transportation system that provide for affordable housing and transportation options for all residents. • Provide equitable access to safe, affordable, and reliable transportation options.

Plans to lay the groundwork for achieving these regional goals include the [COMPASS Congestion Management Process](#),¹³ the [COMPASS Complete Network Policy](#),¹⁴ and more. [CIM 2050 performance measures](#)¹⁵ also support the public transportation goals of the [Idaho Transportation Department Transit Asset Management \(TAM\) Plan](#).¹⁶

CURRENT PUBLIC TRANSPORTATION SERVICES

Multiple public transportation services are available in Ada and Canyon Counties provided by a variety of agencies and private companies (Table 2):

- [VRT](#)¹⁷ is the regional public transportation authority for Ada and Canyon Counties. Its primary responsibilities are to operate the fixed route bus system and work with [non-profit transportation providers](#)¹⁸ to provide specialized transportation services for those with mobility impairments (Figure 1).
- Ada County Highway District’s (ACHD’s) [Commuteride](#)¹⁹ program operates a vanpool and rideshare program.
- [Boise State University’s Department of Public Safety](#)²⁰ operates a shuttle near the university.
- [CityGo](#)²¹ operates as the Transportation Management Association for downtown Boise and works with developers, businesses, and transportation providers to coordinate mobility needs in the downtown Boise area.

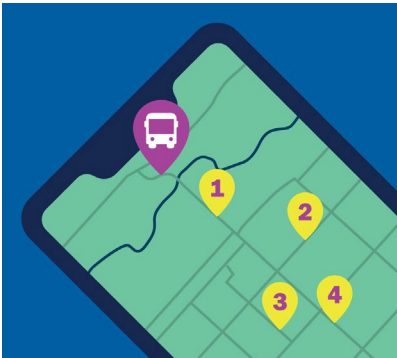
Table 2: Current Public Transportation Services and Providers



Fixed-Route Services

Fixed-route services are traditional bus services that operate using fixed routes, stops, and schedules. This mode serves both commute and non-commute trips.

Providers: VRT, Boise State University Department of Public Safety



Demand-Response Services

Demand response services are transit services that operate “on-call” without set schedules; they provide underserved residents access to healthcare, jobs, and community services. Examples of demand-response services include OnDemand bus service, non-emergency medical transport services, and taxi-style transit.

Providers: VRT, non-profits, private companies



Park and Ride Facilities

Park and ride facilities provide access to bus, vanpool, and carpool transportation services.

Providers: ACHD Commuteride, VRT



Carpool/Vanpool

Individuals may choose to join an informal carpool or formal vanpool with riders who share a common destination. Vanpools typically serve commute trips, while carpools serve all trip types. Drivers are volunteers.

Provider: ACHD Commuteride

Despite difficulties posed by the COVID-19 pandemic, VRT has implemented an on-demand bus service in Canyon County and an integrated payment system across its services, deployed 12 new electric buses, updated its scheduling software, and increased outreach efforts across the region.

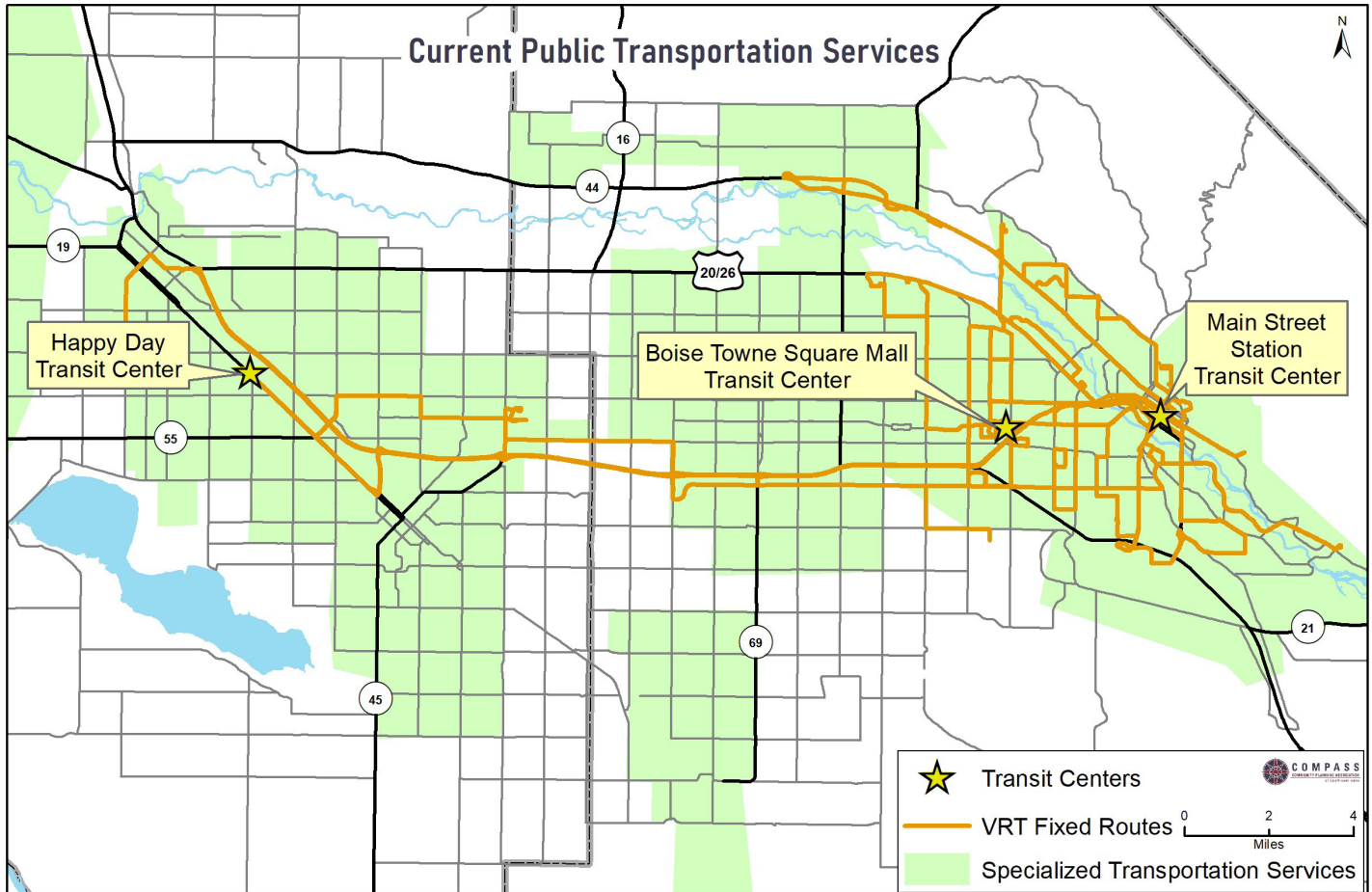


Figure 1: VRT's 2022 bus system; residents may request specialized transportation services in green shaded areas.

PUBLIC TRANSPORTATION IN A COMPLETE NETWORK

The seamless interfacing of public transportation modes with other roadway users and bicycle/pedestrian networks is a key element of an integrated transportation system. In fact, investments in the public transportation system often make other modes of transportation more efficient by taking cars off the road.

COMPASS' [Complete Network Policy](#)²² describes and [maps](#)²³ how various land uses and types of transportation infrastructure function to form a complete transportation network. The [VRT Bus Stop Typology Study](#)²⁴ (anticipated adoption January 2023) also provides site specifications for bus stop placement and designs to accommodate all modes and users.

In the Complete Network Policy, transit corridors provide a competitive travel option through transit-specific investments such as safety, lighting, bus stop amenities, benches, shelter, real-time information, transit priority signals, additional right-of-way for future park and ride facilities, and street design elements such as bus pads and islands. These corridors also emphasize [first- and last-mile connections](#)²⁵—sidewalks, bicycle routes, and park and ride facilities—that allow riders to get to bus stops safely and comfortably. Finally, efficient flow of

automobiles along transit corridors is important, as public transportation usually travels on the road alongside or mixed with other traffic. As roads continue to facilitate more users, roadway design should consider conflicts among modes to ensure the safety of all users.

LAND USE TO SUPPORT PUBLIC TRANSPORTATION

Transit-oriented development principles help ensure that land uses along transit corridors support transit services. Transit-oriented development creates higher-density mixed-use communities that are easily traversed by bike, foot, and public transportation. In the Treasure Valley, [State Street](#)²⁶ is an example of a corridor that encourages transit-oriented development principles to support public transportation and other non-motorized modes of travel (Figure 2).



Figure 2: Collister Station concept design, from [State Street Corridor Transit Oriented Development](#)²⁷

2050 PUBLIC TRANSPORTATION SYSTEM

By 2050, Ada and Canyon Counties are forecasted to be home to over one million people. The number of accessible, reliable, and competitive travel options available to support that growth will need to greatly expand to meet that future demand.

Public Preferences

To understand public preferences and values for how the region should grow, COMPASS conducted three public surveys: [A Lot Can Change In 30 Years \(2019\)](#),²⁸ [Where Do We Grow From Here? \(2020\)](#),²⁹ and [All Aboard! \(2021\)](#).³⁰ More on each survey can be found in [Public Participation](#).³¹

Generally, survey respondents favored more and better public transportation services, including high-capacity transit. The *All Aboard!* survey asked participants about specific needs and preferences for high-capacity transit. Of more than 11,700 respondents, 92% indicated that they would use high-capacity transit or at least support it. Respondents preferred a service with many easily accessible stops, all-day operations, and separated from other traffic.

When survey results were matched to service characteristics of modes included in the [2020 Treasure Valley High Capacity Transit Study](#),³² regional rail—a hybrid between commuter rail and light rail—on the Boise Cutoff alignment was identified as the best fit. On June 21, 2021, the COMPASS Board of Directors approved a regional rail on the Boise Cutoff alignment as the locally favored high-capacity transit option south of the Boise River (State Street is planned for high-capacity transit service north of the Boise River). This mode and alignment are included in the [CIM 2050 Vision](#).³³

While regional rail is the locally favored high-capacity transit option, further technical analyses are still needed. A [future environmental study](#)³⁴ will be conducted to refine technical analyses for high-capacity transit modes and alignments from the [2020 Treasure Valley High Capacity Transit Study](#).³⁵

FUNDED PUBLIC TRANSPORTATION SYSTEM

Assuming local jurisdictions continue to fund VRT at their current levels,³⁶ 18 new public transportation projects could be funded by 2050 (Figure 3). These projects would include premium route improvements on State Street, Fairview Avenue, and Vista Avenue; inter-county improvements serving the Boise Airport and Micron; route restructuring on Boise's West and Central Benches; and new services to the City of Kuna and Gowen Road. The total cost of funded public transportation projects is about \$166.6 million.

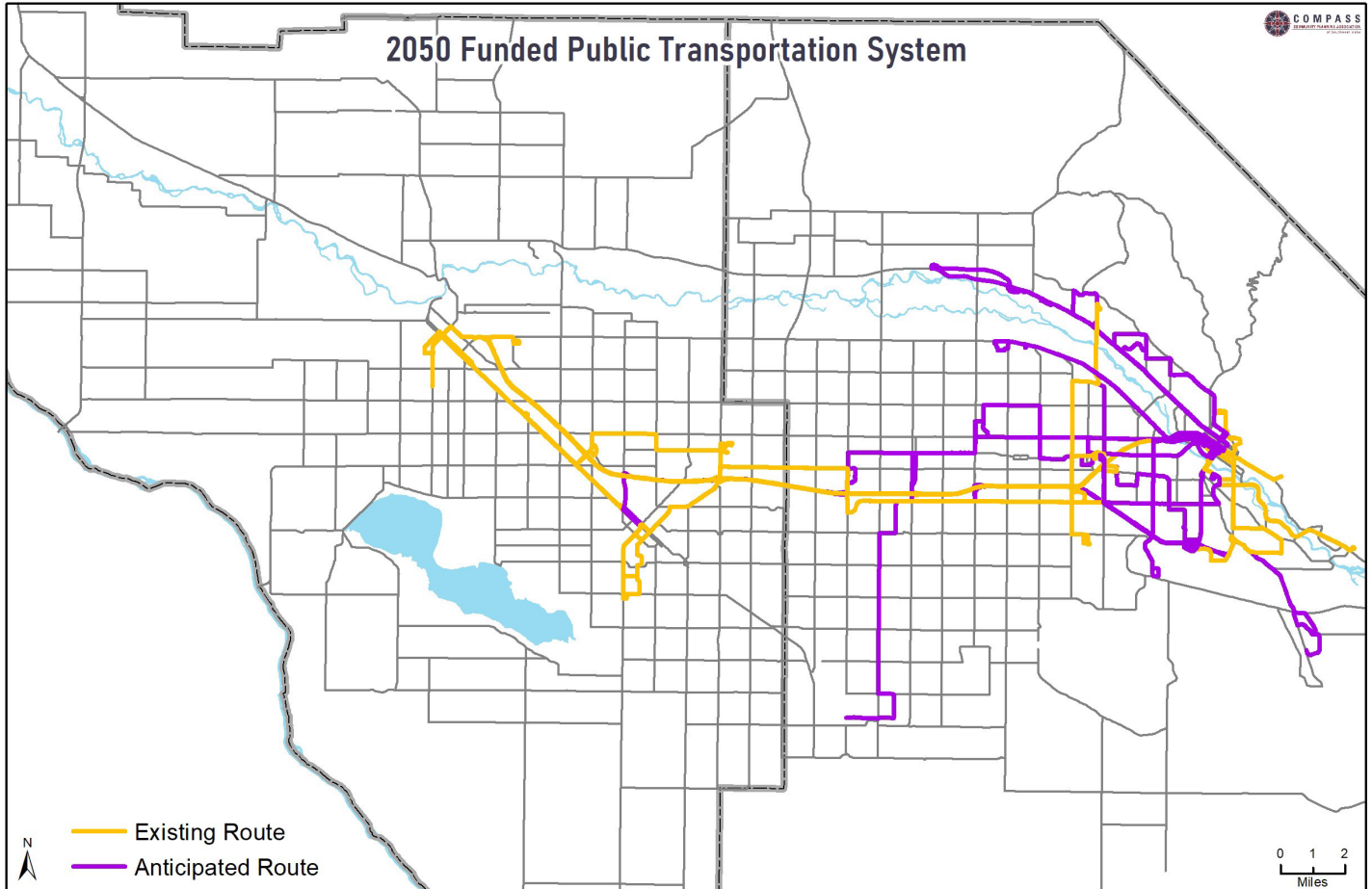


Figure 3: 2050 Funded Public Transportation System

UNFUNDED PUBLIC TRANSPORTATION SYSTEM

Additional currently *unfunded* improvements would build on the funded system by providing frequent fixed-route services across the two-county region and a high-capacity transit option south of the Boise River (Figure 4). Despite a significant increase in population by 2050, this system could increase the number of households within one-half mile of a transit stop from 36%³⁷ of all households in 2019 to about 40%³⁸ by 2050. The system would also significantly increase the number of jobs within one-half mile of a transit stop from about 100,000 in 2019 to about 200,000 in 2050. The total cost of building and operating the unfunded system (including regional rail on the Boise Cutoff alignment) by 2050 is about \$982 million. The Premium, Frequent, and Express bus networks were prioritized to provide the most benefit to the most people in an equitable manner. Remaining public transportation networks and projects were not prioritized, as they rely on other networks in the unfunded system.

Together, the funded and unfunded 2050 public transportation systems are estimated to cost about \$1.1 billion dollars.

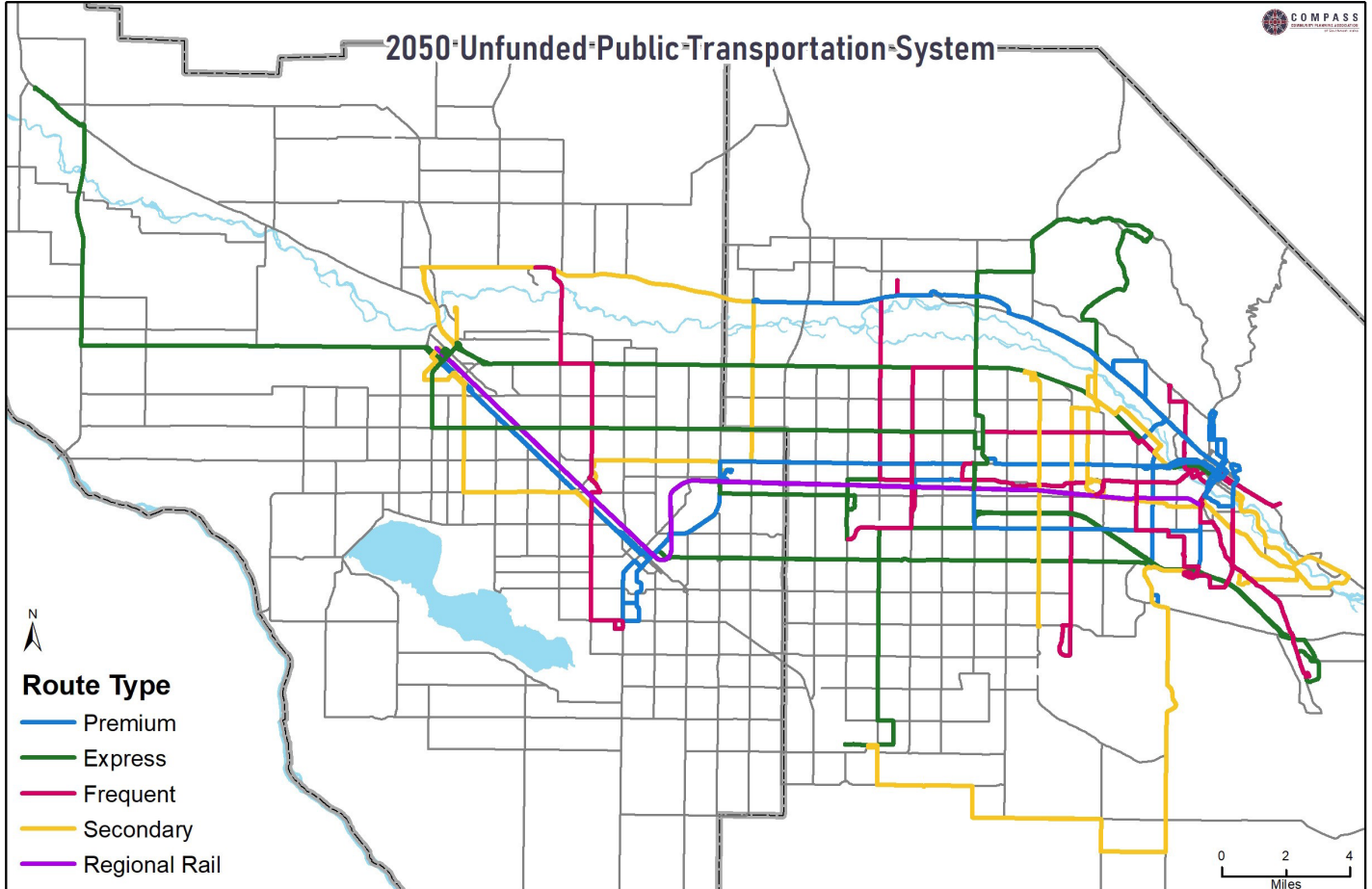


Figure 4: 2050 Unfunded Public Transportation System. Note: Routes shown are unfunded; however, some portions of unfunded routes may be partially funded to 2050 service levels. More information and detailed maps are available in the Appendix. The routes shown are representative and NOT prescriptive. VRT will work with land use and transportation agencies for route development.

Prioritized Unfunded Public Transportation Projects

Unfunded public transportation projects were prioritized based on three criteria:

1. Access: *Does the route provide more access to residential and commercial services in 2050?*
2. Equity: *Does the route improve service in minority and low-income areas?*
3. Productivity: *Does the route attract riders by 2050?*

More information on the prioritization methodology can be found in [Prioritization](#).³⁹ The resulting priorities are described below; additional information on each can be found in the Appendix.

Priority No 1: Premium Bus Network

- Cost: \$43.2 million
- Most frequent bus service
- Highest capital investments
- Seven routes serving about 117,400 households and 210,400 jobs by 2050
- Sub-prioritized at the route level (Table 3 and Appendix)

Priority No. 2: Frequent Bus Network

- Cost: \$56 million
- 15-minute service and weekend service
- Nine routes serving about 113,500 households and 195,100 jobs by 2050

Priority No. 3: Express Bus Network

- Cost: \$37.5 million
- 30-minute service and weekend service
- Connect rural and suburban areas to urban centers and higher-frequency routes
- Eight routes serving about 89,800 households and 169,000 jobs by 2050

Table 3. Premium Bus Route Rankings

Rank	Premium Route	Description	Estimated Cost	
1	403	Overland Road	From Meridian City Hall to the Boise Veteran's Affairs Medical Center, via Overland Road.	\$7 million
	402	*Vista Avenue	From Bogus Basin Road to the Boise Airport, via Vista Avenue.	\$4.8 million
	400	*Cherry Lane/ Fairview Avenue	From the College of Western Idaho to Boise State University, via Fairview Avenue.	\$3.4 million ⁴⁰
2	401	*State Street	From North Star Road to Main Street Station, via State Street.	\$7.8 million
3	404	Orchard Street	From Gowen Road/Harvard Street to State Street/Gary Lane, via Orchard Street.	\$4.7 million
4	405	Garrity Boulevard	From East Greenhurst Road to the College of Western Idaho, via Garrity Boulevard.	\$4.7 million
5	406	Nampa-Caldwell Boulevard	From East Greenhurst Road/South Canyon Street to Blaine Street/Kimball Avenue, via Nampa-Caldwell Boulevard.	\$10.8 million

*A portion of the route is funded.

Unprioritized Unfunded Public Transportation Projects

Several components of the 2050 unfunded public transportation system are unprioritized, as they rely on networks identified in the prioritized unfunded public transportation system. These are described below, with additional information in the Appendix.

Secondary Bus Network

- Cost: \$44.5 million
- Provide local connections to higher-frequency routes
- Eight routes serving about 96,800 households and 158,600 jobs by 2050

Regional Rail

- Cost: \$800 million
- Would provide a critical east-west high-capacity transit system
- An [environmental study](#)⁴¹ is planned to provide a more detailed analysis of cost estimates and feasibility

Park and Ride Facilities

- Cost: \$TBD
- Provide riders with parking facilities to access carpool, vanpool, and transit services
- Relatively low level of capital investment

FINANCING THE PUBLIC TRANSPORTATION SYSTEM

In the Treasure Valley, funding for public transportation services is generated from local and federal contributions.⁴² Local contributions vary from city to city. The largest local contributor to public transportation is the City of Boise. In 2021, VRT's total expenditures were about \$19.3 million⁴³ for operating and maintaining more than 600 bus stops, 18 Ada County fixed bus routes, 4 intercounty routes, the OnDemand service in Canyon County, and numerous specialized transportation services.

As the region continues to grow, local interest in expanding public transportation services is growing. For the first time, the CIM 2050 funding policy⁴⁴ identifies a set-aside amount of \$1.4 million annually to strategically address public transportation capital costs. Despite these gains, the public transportation system faces a daunting funding shortfall. In addition to the \$982 million needed to fund the unfunded system; the funded system is estimated to experience about a \$328 million deferred maintenance need by 2050. Additional information on funding the public transportation system can be found in the Financial Plan.⁴⁵

IMPLICATIONS OF UNDERFUNDING PUBLIC TRANSPORTATION

The current public transportation system is an essential service to many in the Treasure Valley since public transportation provides an affordable mode of transportation. According to a 2021 COMPASS survey of bus riders, about 60% have an annual household income of less than \$25,000.⁴⁶ Moreover, for those who may have trouble driving, public transportation offers a safe mode of transport. From 2010–2019, the population of individuals who are more likely to rely on public transportation grew. Findings from the 2022 Coordinated Plan⁴⁷ show that the total number of seniors (65 years and older) and people with low-incomes or disabilities increased, with older adults growing in both number and share of the total population from 2010 to 2019. This growth is occurring at a faster rate in Canyon County than Ada County, especially significant because Canyon County does not have as many public transportation options as Ada County.

Underfunding public transportation can also have far-reaching impacts on the future economy of the region. A robust and reliable public transportation system allows residents to live closer to jobs and essential services by promoting denser development patterns. Without this increased density, distances between people and jobs will increase, with an associated increase in congestion. Longer commutes may impact the labor industry as individuals search for jobs with shorter commute times. A robust public transportation system is also shown to attract new jobs and encourage tourism. A study by the American Public Transportation Association found that investment in transit can yield 50,731 jobs per \$1 billion invested and offers a 4 to 1 economic return.⁴⁸

Today, public transportation provides safe and reliable transportation to places of work for many in the region. According to a survey respondent from the 2022 Coordinated Public Transit-Human Services Transportation

Plan, “Many people are forced to live far from where they work because they cannot afford to live there. If they rely on public transit and they are forced to move to an area without adequate public transportation, they are faced with the possibility of losing their job.” Underfunding public transportation in this region will continue to impact those who rely on public transportation to reach essential services.

Lastly, public transportation is less carbon intensive than vehicular travel. Nationally, transportation is responsible for about 27% of greenhouse gas emissions in the United States.⁴⁹ As the region continues to grow, there will be an associated increase in vehicle miles of travel, roadway wear and tear, and vehicle emissions. Increased investment in, and use of, public transportation can reduce greenhouse gas emissions⁵⁰ as transit vehicles transport more people at a time than personal automobiles.

The [2022 Coordinated Plan](#)⁵¹ identified the highest priority transportation needs of underserved populations in Ada and Canyon Counties:

- Improve access to transit
- Expand service hours and days
- Increase service frequency/availability
- Improve access to employment
- Meet service needs in rural/suburban areas
- Co-locate affordable and accessible housing with transit lines
- Improve access to necessary social services and medical providers

The Coordinated Plan matched strategies with the needs to guide future funding and planning efforts.

CONCLUSION

Public transportation provides necessary services for many in the area and will be a critical component of an efficient transportation system in 2050. Across all populations, CIM 2050 [surveys](#)⁵² reflected a growing desire for improved and expanded public transportation services. The 2050 funded public transportation system represents a significant improvement to the existing system, but those gains are limited in geography. The 2050 unfunded public transportation system integrates regional rail and includes a bus system that supports the regional rail line and covers the two-county region. These investments across the region are key to supporting future economic and population growth.

APPENDIX

This appendix provides additional information on prioritized and unprioritized projects within the unfunded public transportation system. Unfunded public transportation projects were prioritized based on three criteria:

1. Access: *Does the route provide more access to residential and commercial services in 2050?*
2. Equity: *Does the route improve service in minority and low-income areas?*
3. Productivity: *Does the route attract riders by 2050?*

#1 | PREMIUM BUS NETWORK

UNFUNDED COST: \$43.2 MILLION

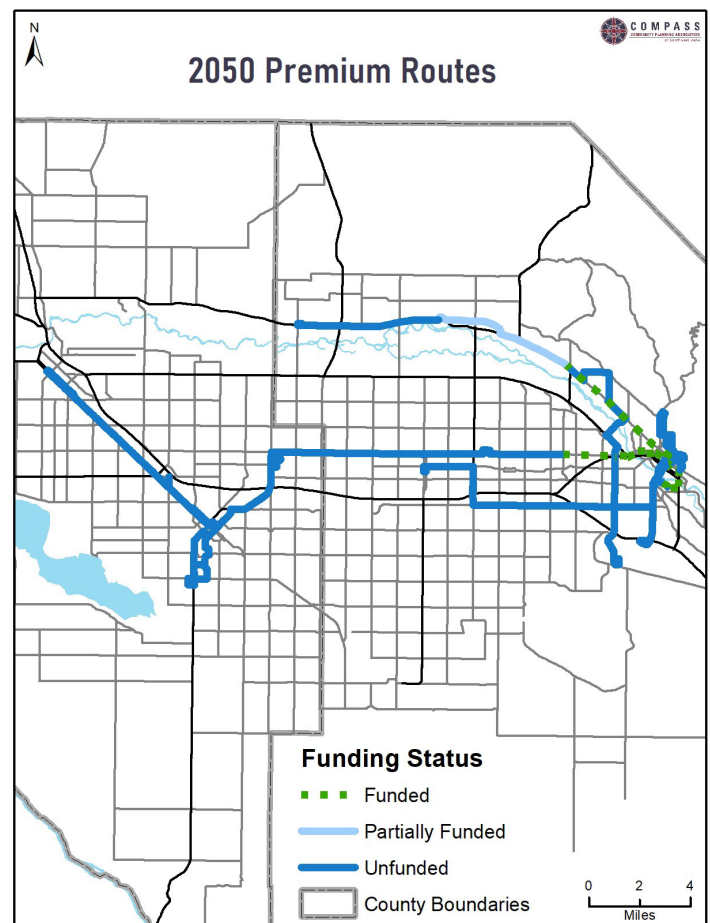
Premium bus routes provide the most frequent bus service with the highest capital investments by 2050 and are the #1 unfunded public transportation priority in CIM 2050. Premium routes provide all-day service with 15-minute service frequencies and weekend service. Capital improvements at major intersections may include queue jumps and transit signal priority. The vision for land use along premium transit corridors is for compact, mixed-use, and walkable developments.

Seven premium bus routes make up the backbone of the 2050 public transportation system, serving approximately 117,400 households and 210,400 jobs by 2050. The premium network is estimated to cost \$43.2 million, in 2022 dollars, to construct, operate, and maintain.

Premium Bus Route Ranking

Given the network's importance to the 2050 system, it is the only network "sub-prioritized," or ranked at the route level. Routes in the frequent and express networks are not ranked as routes and will be developed based on system needs.

Ranking of the premium routes in CIM 2050 is intended to show potential ridership and service reach for each route in 2050. Several premium routes have long-term funded portions that by 2050 would provide premium-level service. Such partially funded routes include Route 402 (Vista Avenue), Route 400



(Cherry Lane/Fairview Avenue), and Route 401 (State Street). These investments signify local interest from municipalities and partner agencies in the continued development of these routes and should be considered when determining future investments.

Ranking of premium routes shows a three-way tie between Route 403 (Overland Road), Route 402 (Vista Avenue), and Route 400 (Cherry Lane/Fairview Avenue) for the top-ranked premium routes. These routes are forecasted to be highly productive and serve a high number of households, jobs, and underserved populations in 2050.

The second highest ranked premium route is Route 401 (State Street), a highly productive route with a slightly lower forecasted number of households and jobs within one-half mile than higher-ranked routes. It is important to note that the eastern portion of Route 401 (State Street) has had the highest level of investment of all premium routes and is in an [urban renewal district until 2042](#).⁵³ CIM 2050 includes both the funded and unfunded portions of Route 401 (State Street), which by 2050 extends to Star Road to capture future growth in the Cities of Eagle and Star.

The next group of premium routes are relatively less productive and are not forecasted to serve as many households and jobs in 2050. However, they serve the greatest number of low-income and minority populations and are an essential part of connecting Ada and Canyon Counties via transit. While estimated costs for each route are listed, cost was not a factor in prioritization.

Rank	Premium Route	Description	Score
1	403 Overland Road	14.5-mile-long route from Meridian City Hall to the Boise Veteran’s Affairs Medical Center, via Overland Road. The estimated cost to build and operate this route is \$7 million.	4.02
	402 *Vista Avenue	6.5-mile-long route from Bogus Basin Road to the Boise Airport, via Vista Avenue. The estimated cost to build and operate the unfunded portion of this route is \$4.8 million. <i>*Long-term funded from the Boise Airport to Main Street Station.</i>	4.01
	400 *Cherry Lane/ Fairview Avenue	19-mile-long route from the College of Western Idaho to Boise State University, via Fairview Avenue. The estimated cost to build and operate the unfunded portions of this route is \$3.4 million. ⁵⁴ <i>*Long-term funded from Boise Towne Square to Boise State University.</i>	3.98

*A portion of the route is funded.

Rank	Premium Route	Description	Score
2	401 *State Street	17.5-mile-long route from North Star Road to Main Street Station, via State Street. The estimated cost to build and operate the unfunded portion of this route is \$7.8 million. <i>*Long-term funded from Main Street Station to Glenwood Street and partially long-term funded from Glenwood Street to Ballantyne Lane.</i>	3.60
3	404 Orchard Street	11-mile-long route from Gowen Road/Harvard Street to State Street/Gary Lane, via Orchard Street. The estimated cost to build and operate this route is \$4.7 million.	2.88
4	405 Garrity Boulevard	7.5-mile-long route from East Greenhurst Road to the College of Western Idaho, via Garrity Boulevard. The estimated cost to build and operate this route is \$4.7 million.	2.50
5	406 Nampa-Caldwell Boulevard	13.5-mile-long route from East Greenhurst Road/South Canyon Street to Blaine Street/Kimball Avenue, via Nampa-Caldwell Boulevard. The estimated cost to build and operate this route is \$10.8 million.	2.45

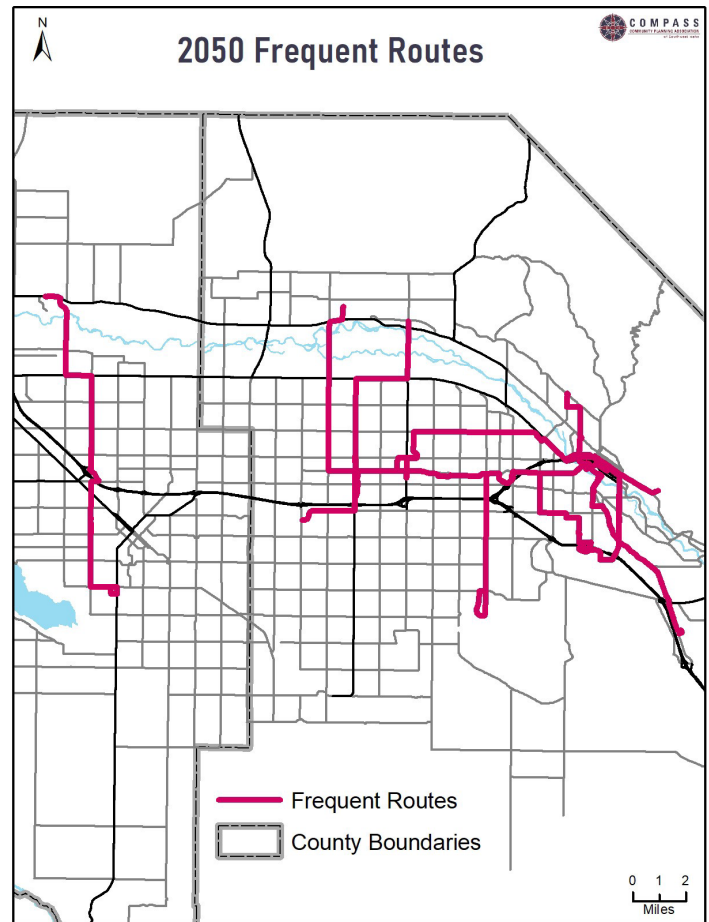
*A portion of the route is funded.

#2 | FREQUENT BUS NETWORK

UNFUNDED COST: \$56 MILLION

Frequent bus routes have similar frequency levels as premium routes, but fewer capital investments in bus stop amenities and operational improvements along the corridors. They are the #2 unfunded public transportation priority in CIM 2050. Frequent routes provide all-day service with 15-minute service frequency and weekend service. The vision for land use along frequent transit corridors is for compact, mixed use, and walkable developments.

The frequent bus network includes nine routes in the 2050 system that will serve approximately 113,500 households and 195,100 jobs by 2050. When operational, the network is estimated to cost \$56 million in 2022 dollars to construct, operate, and maintain. The frequent network routes will be funded and developed based on local needs.

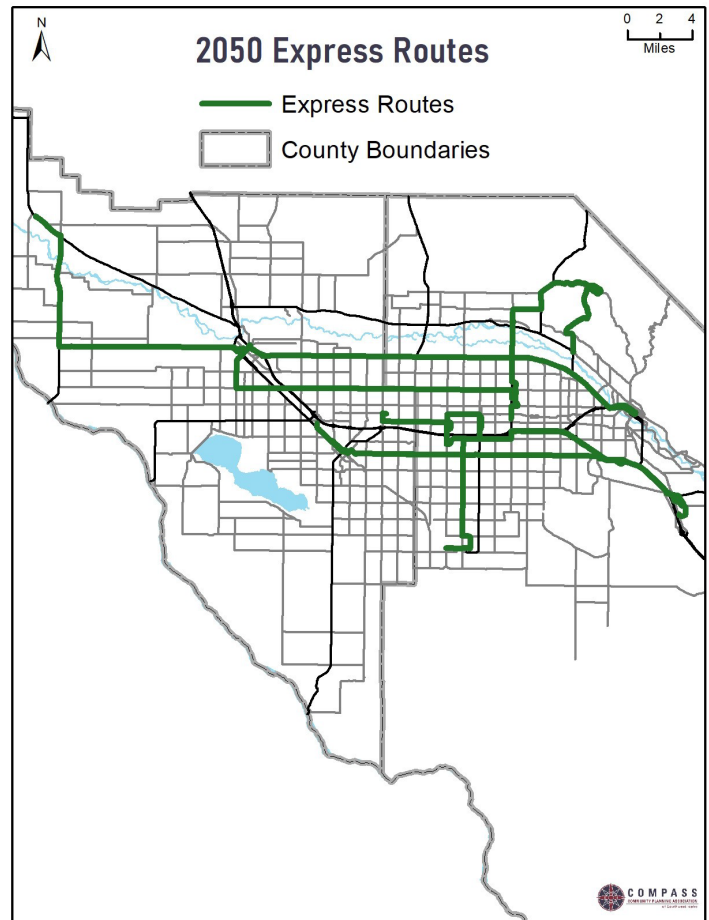


#3 | EXPRESS BUS NETWORK

UNFUNDED COST: \$37.5 MILLION

Express bus routes have moderate levels of capital investments. They are the #3 unfunded public transportation priority in CIM 2050. Express routes provide 30-minute service during peak hours and weekend service. These routes seek to connect rural and suburban areas to more dense urban areas or higher frequency routes. Land use along express transit corridors is not prescribed, but walkability and safe pathway connections to transit stops is paramount. Dedicated transit right-of-way on the high-speed roadways may also improve the speed and reliability of the route, making it a competitive commute option.

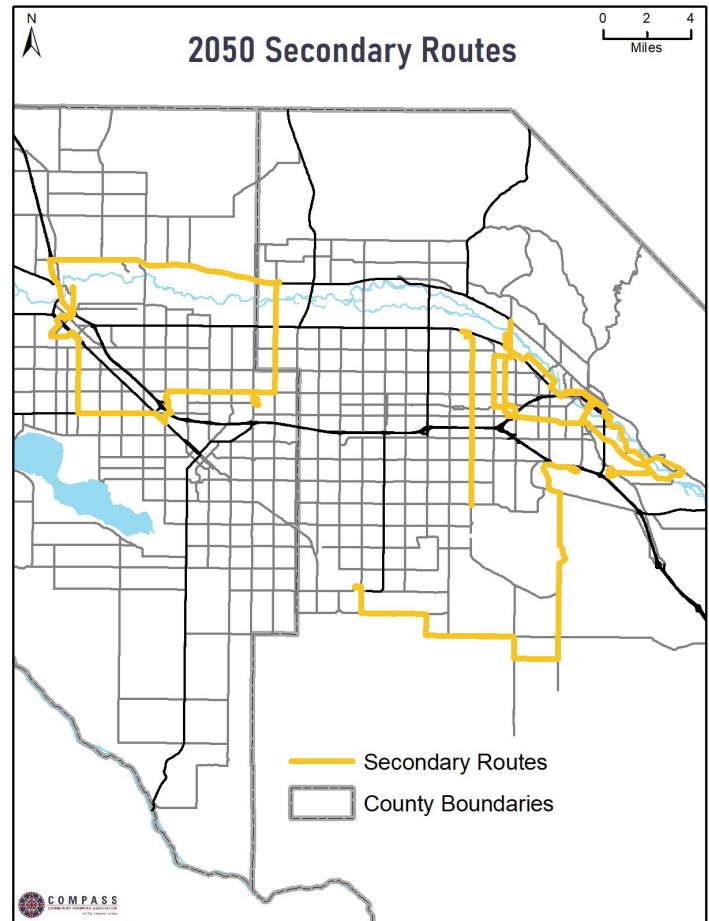
There are eight express bus routes in the 2050 system. The express network will serve approximately 89,800 households and 169,000 jobs by 2050. The express network is estimated to cost \$37.5 million in 2022 dollars to construct, operate, and maintain. The express routes will be funded and developed based on local needs.



N/A | SECONDARY NETWORK

UNFUNDED COST: \$44.5 MILLION

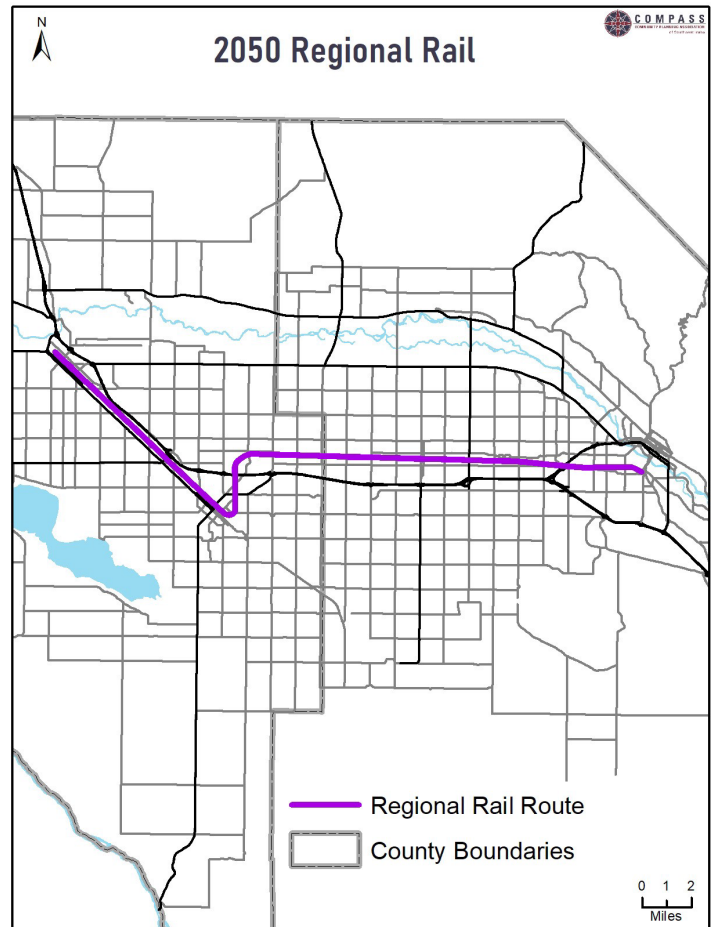
Secondary bus routes have low levels of capital investment. These routes are mixed-traffic bus routes that provide local connections to higher-frequency routes. Since the aim of the secondary network is to fill gaps in the system, the secondary network is not included as an unfunded public transportation system priority in CIM 2050. The secondary network is estimated to cost \$44.5 million in 2022 dollars to construct, operate, and maintain.



N/A | REGIONAL RAIL

UNFUNDED COST: \$800 MILLION

Regional rail requires a high level of capital investment. This system would provide a critical east-west high-capacity transit system, serving four major cities and destinations in the Treasure Valley. Regional rail on the Boise Cutoff alignment is included in the [CIM 2050 Vision](#)⁵⁵ and the 2050 unfunded public transportation system, but is not prioritized. However, an [environmental study](#)⁵⁶ is planned to provide a more detailed analysis of cost estimates and feasibility.

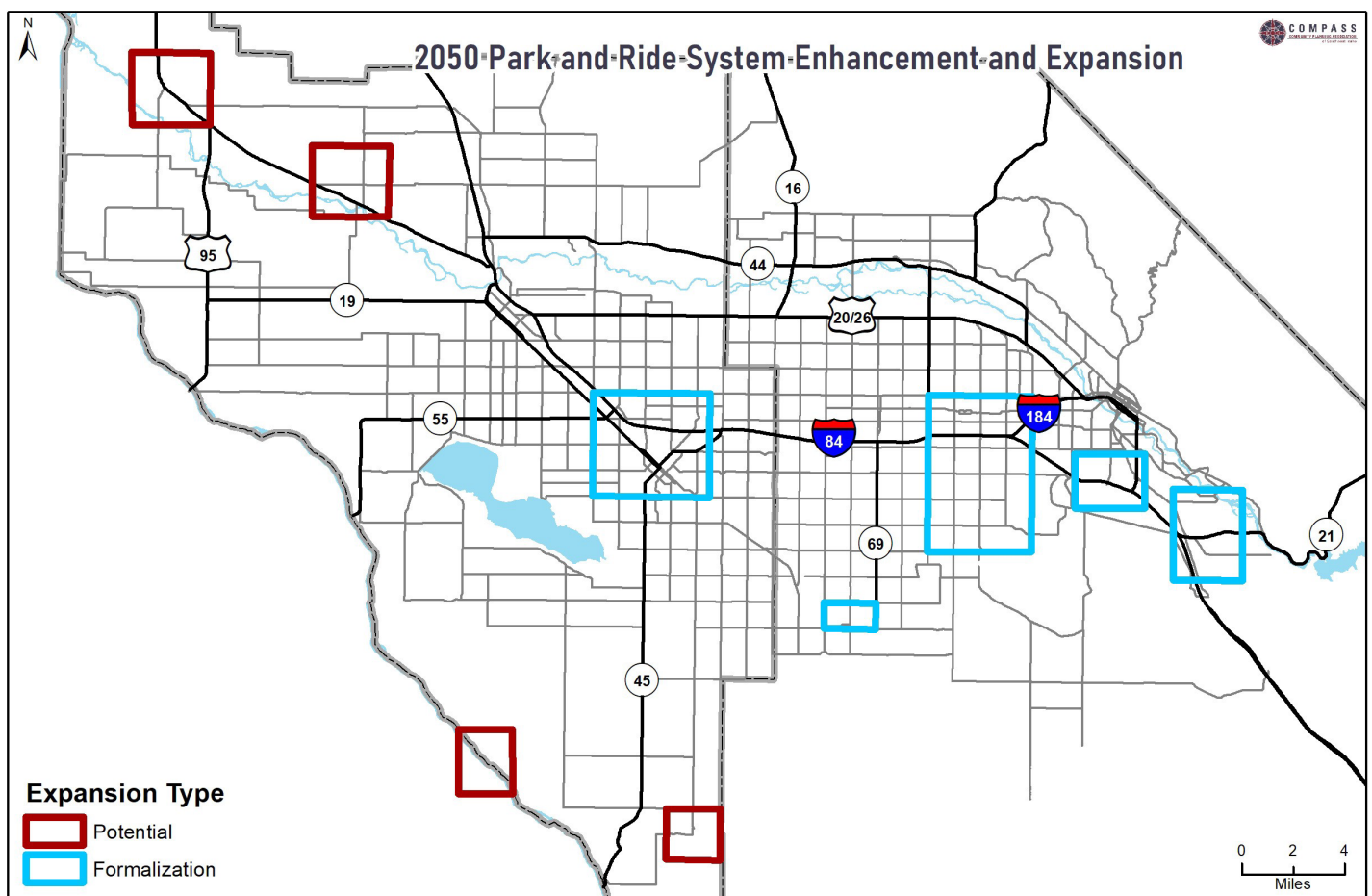


N/A | PARK AND RIDE FACILITIES

UNFUNDED COST: TBD

Park and ride facilities provide riders with parking facilities to access carpool, vanpool, and transit services and require a relatively low level of capital investment. The *2021 Regional Park and Ride Study*⁵⁷ identified enhancement and expansion areas for park and ride facilities. Existing park and ride facility locations in enhancement areas (blue) should be improved while expansion areas (red) identify prime locations for new park and ride facilities.

Since the goal of park and ride facilities is to support the transit system, they are not included as an unfunded public transportation system priority in CIM 2050 but will be considered in future route and land use planning.



ENDNOTES

- 1 “Planning assistance and standards.” Code of Federal Regulations. Title 23, 450.
www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450
- 2 Equity Action Plan, US Department of Transportation,
[www.transportation.gov/sites/dot.gov/files/2022-04/Equity Action Plan.pdf](http://www.transportation.gov/sites/dot.gov/files/2022-04/Equity_Action_Plan.pdf)
- 3 Executive Order: Advancing Racial Equity and Support for Underserved Communities Through the Federal Government, www.whitehouse.gov/briefing-room/presidential-actions/2021/01/20/executive-order-advancing-racial-equity-and-support-for-underserved-communities-through-the-federal-government
- 4 Treasure Valley High Capacity Transit Study, COMPASS, [www.compassidaho.org/documents/planning/studies/Treasure Valley High Capacity Transit Study 2020 Update Final0907.pdf](http://www.compassidaho.org/documents/planning/studies/Treasure_Valley_High_Capacity_Transit_Study_2020_Update_Final0907.pdf)
- 5 COMPASS Regional Park and Ride Study, [www.compassidaho.org/documents/prodserv/reports/FinalReport_COMPASS Park&Ride FINAL_20210203.pdf](http://www.compassidaho.org/documents/prodserv/reports/FinalReport_COMPASS_Park&Ride_FINAL_20210203.pdf)
- 6 A Lot Can Change in 30 Years survey results, https://cim2050.compassidaho.org/wp-content/uploads/2022/08/SurveyResults_Fall2019.pdf
- 7 Where Do We Grow from Here? survey results, https://cim2050.compassidaho.org/wp-content/uploads/2022/08/SurveyResults_WhereGrowSummer2020.pdf
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