BLUEPRINT FOR CONNECTING MORE PEOPLE TO MORE PLACES MORE OFTEN

FREEDOM TO MOVE

valley**connect**2.0

ADOPTED APRIL 2018

Acknowledgements

Graphic icons used in sections, Network Design Principles and Route Design Principles, are reprinted with permission from TransLink in Vancouver, BC.

This document was prepared in cooperation with cities and stakeholders across Ada and Canyon County. We would like to specifically thank all agency staff and members of the public who participated in the Technical Resource Group and the Regional Coordinating Council. The input and collaboration from these entities was critical to the creation of this document. Ongoing coordination and collaboration with these entities will also be essential to the realization of this plan. In that spirit of collaboration, all "we and our" references in this document refer to the collective effort of all the following entities: Ada County, Ada County Highway District, Boise State University, Canyon County, City of Boise, City of Caldwell, City of Eagle, City of Greenleaf, City of Kuna, City of Melba, City of Meridian, City of Middleton, City of Nampa, City of Notus, City of Parma, City of Star, City of Wilder, College of Western Idaho, COMPASS, Garden City, highway districts of Canyon County, Treasure Valley Transit, and Western Alliance.

"It is essential that we seek to expand our public transportation as soon as possible to increase the quality of life for area residents."

RESIDENT OF SOUTH NAMPA

We would also like to acknowledge the record-breaking public input we received about this plan. Valley Regional Transit received 1,275 survey responses from Star to Kuna, Parma to Boise, and everywhere in between. We also held almost 50 outreach events in Ada and Canyon County where we contacted an estimated 1,200 people. These comments have helped shape the service network, investment priorities, and added a personal voice to the objectives of Valley**Connect** 2.0.

Letter from the Executive Director

I have had the pleasure of leading Valley Regional Transit for the past 17 years. Over the last two years, I have spent a majority of my time talking with residents from our region who represent a variety of sectors, economic groups, and community interests.

We are seeing support for a robust public transportation system grow and a recognition for the needs of our citizens to be able to get around in more ways than only cars. Growth and change are the common denominators that cut across the region. In addition, advancements in technology challenge old assumptions and provide new opportunities. For these reasons, I am happy to present Valley**Connect** 2.0.

Valley**Connect** 2.0 is a robust and significant plan. It provides a blueprint for the future of public transportation in the Treasure Valley. It presents viable and well-integrated options based on existing and future needs. It feeds the growing interest and support for public transportation in our region. It provides realistic public transportation possibilities for all regions large and small.

Valley**Connect** 2.0 will become one of the most important transit documents for the region. It combines both network design principles and performance standards to ensure a comprehensive and efficient system. Providing detailed, well researched information on the development of a regional transit network, it sets a strong foundation that will result in better coordination in both land and roadway use.

We truly appreciate the efforts by all those involved in crafting Valley**Connect** 2.0. The plan is a great start, but the work has just started.

Valley**Connect** 2.0 requires an ongoing commitment by its supporters. We, at Valley Regional Transit, cannot stress enough the importance of this public transportation plan to our region. We are prepared to tackle the challenges that lie ahead and hope you are also ready to help us make the plan a reality. We cannot accomplish this without you.

Kelli Badesheim
Executive Director
Valley Regional Transit

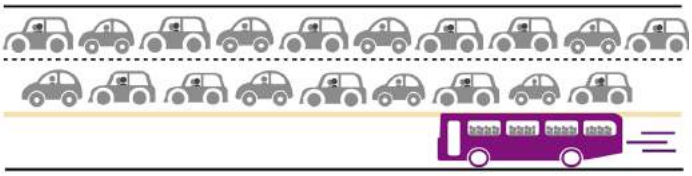
executive**summary**

Transportation is about freedom. It is about being able to get where you need to go in a reasonable amount of time and at a reasonable cost. Public transportation is about maintaining freedom even as transportation costs and competition for open space increases.

Currently, automobile ownership is almost a requirement to fully participate in all the region has to offer. This reality requires public investments in wider roads, larger intersections, and private expenses in gas, car payments, insurance, and car repairs.

Public transportation, on the other hand, can save families money and public transportation can move more people in less space. Because transit can save space on the roadway and time at an intersection, Valley**Connect** 2.0 is a plan to increase our residents freedom to move even while the region continues to add more jobs, people, and opportunities.

BETTER USE OF SPACE



One bus = 19 cars[1]

1 Based on vehicle occupancy of 1.6 people per vehicle. USDOT Bureau of Transportation Statisticshttps://www.rita.dot.gov/bts/sites/rita.dot.gov.bts/files/publications/highlights_of_the_2001_national_household_travel_survey/html/section_02.html

Valley Regional Transit

Valley Regional Transit is a regional public transportation authority formed by citizen vote in November of 1998. Valley Regional Transit is responsible for developing and delivering a variety of transportation solutions to meet the varying needs of up to 19 rural, suburban, and urban local governments and agencies within its two-county service area.

SAVES HOUSEHOLDS MONEY

Using public transportation can save a family up to $9,000/year[2,3]

Unfortunately, the amount of public transportation in the area is about a quarter of what many of our peers provide and below what many residents expect.[4]

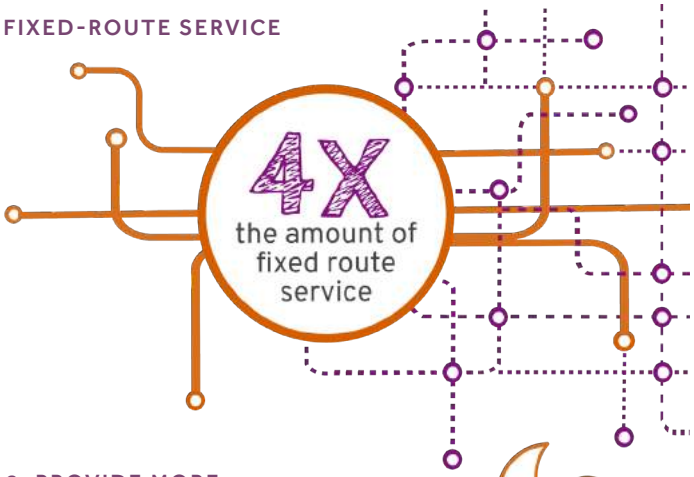
2 American Public Transportation Association March Transit Savings Report://www.apta.com/mediacenter/pressreleases/2016/Pages/160324_Transit-Savings.aspx

3 Boise State University, 2017. Second Annual Treasure Valley Survey. Survey. School of Public Service. ETC Institute, 2017. City of Meridian Citizen Survey, 2017. Survey. June. Northwest Research Group, 2013. City of Boise 2013 Community Survey. Survey. June.

4 Based on public transportation operating investments per capita for Spokane, WA; Reno, NV; Madison, WI; and Tucson, AZ as reported in the 2014 National Transit Database profiles

ValleyConnect 2.0 was developed to get Ada and Canyon County on track by taking the following actions:

1. QUADRUPLE THE AMOUNT OF FIXED-ROUTE SERVICE



2. PROVIDE MORE FREQUENT, LATE NIGHT, AND WEEKEND SERVICE

3. KEEP TRANSIT MOVING WITH OVER 100 MILES OF ROADWAY INVESTMENTS

4. INCREASE TRANSIT USAGE BY 800%

ValleyConnect 2.0 will also help us achieve these objectives by including network design principles and performance standards that will guide the development of an efficient and effective transit network that will increase the freedom of our residents.

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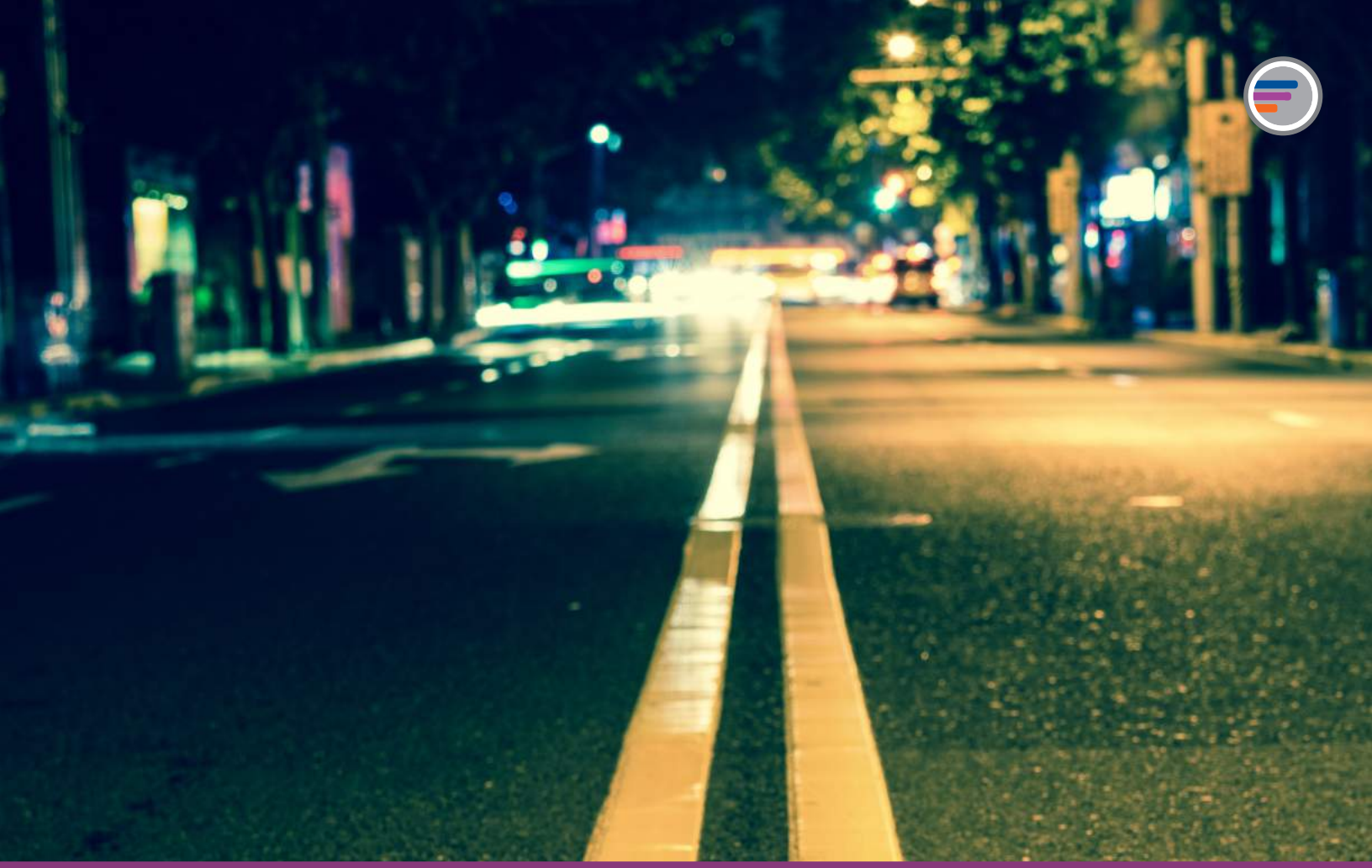
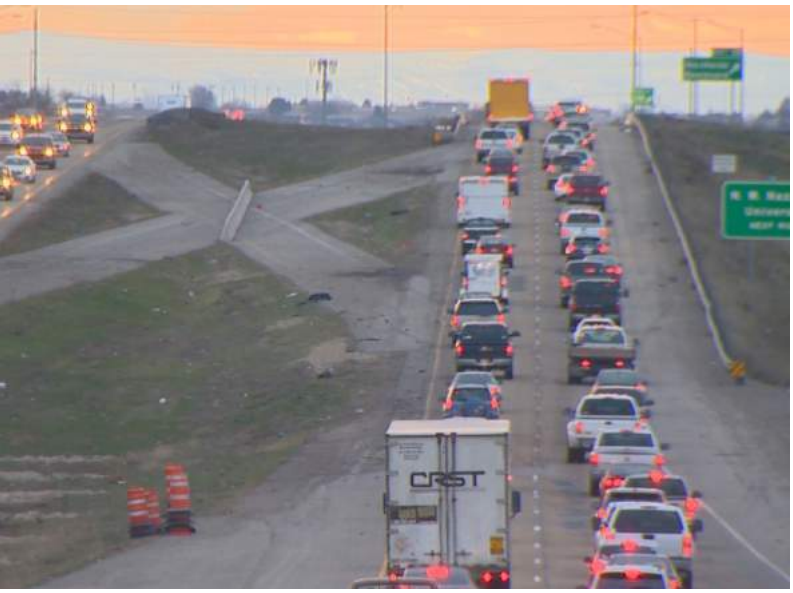
INTRODUCTION

WHY

valley**connect**2.0?



Every day, hundreds of thousands of people travel across Ada and Canyon Counties in pursuit of fulfilling their daily lives. Travel is a part of virtually everyone's daily experience. It is necessary for most of our jobs, educational experiences, commerce, and socializing. This means that the way we choose to travel and the options we have available to us directly influence our opportunities. At its core, public transportation is simply connecting people from where they are to where they want and need to go. Because public transportation moves more people in less space, it has relevance to enhancing the public's mobility in growing areas of high demand for available roadways and parking. **ValleyConnect** 2.0 is a plan for maintaining the freedom of movement for residents of Ada and Canyon counties even while the region continues to add more jobs, people, and opportunities.



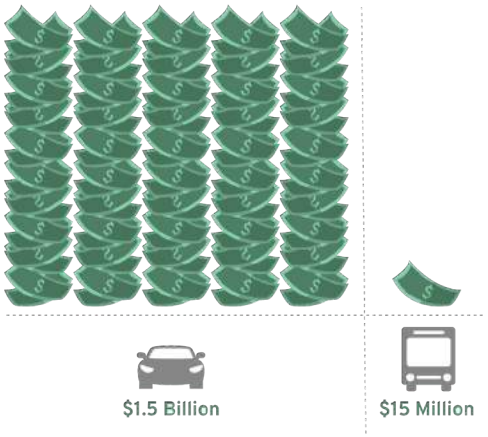


FIGURE 1. SAVES THE COMMUNITY MONEY

Residents of Ada and Canyon Counties spend $1.5 billion on fuel and repairs but only $15 million on public transportation operations

"For $18 a month I can visit a friend on Apple St off of Boise Ave. and visit my family in Nampa." — **RESIDENT OF WEST BENCH IN BOISE**

The region faces real challenges. Over the past 5 years, the region's population has grown 13.5%. Long-term land use and transportation plans forecast that the region will grow to just over 1 million by the year 2040. This growth is putting increased demand on our existing infrastructure. To manage the increased demand in downtown Boise, parking prices are going up and more parking lots are being built. To ease congestion, principal arterials across the region are being widened from 2 to 5 or more lanes. These changes are having real impacts on people and the way they move and enjoy their community. As one would-be transit rider put it: "Now is the time for Valley Regional Transit to step up and provide a solution. Comprehensive public transportation makes sense."

Existing riders frequently ask for service to run later in the evening, on weekends, and more often. Some riders find transit useful in some cases, but as one rider found, when her doctor moved locations, her transit option disappeared. Public survey results in the two-county region show strong and growing support for public transportation. In those surveys, the public identifies increased funding for public transportation[5] as a top-funding priority for local jurisdictions. This is understandable since public transit directly addresses the significant concerns about the impacts of rapid growth.

Today, the people of the two-county region spend far more on maintaining and operating their own vehicles than is spent on fixed-route

5 Boise State University, 2017. Second Annual Treasure Valley Survey. Survey. School of Public Service.
ETC Institute, 2017. City of Meridian Citizen Survey, 2017. Survey. June.
Northwest Research Group, 2013. City of Boise 2013 Community Survey. Survey. June.

Transportation is changing!

In addition to the increasing development pressures on our transportation infrastructure, technological innovations such as smart phones and mobile technology, real-time information, driver assistance and automated driving, along with the social changes these technologies facilitate such as the sharing economy, Lyft, and Uber, are all challenging many current assumptions and urban mobility (National Association of City Transportation Officials [NACTO], 2017).

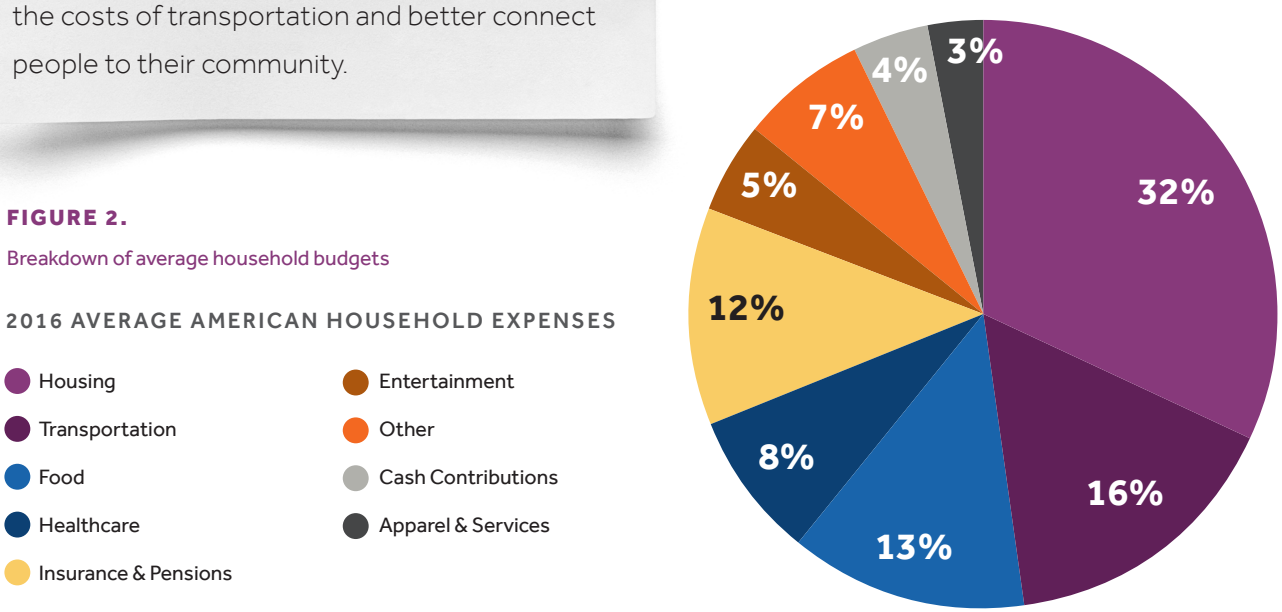
Planning for technological changes and their implications in Valley**Connect** 2.0 is critical. The "Freedom to Move" guiding principle will also guide our application of technology. Revolutionizing the way we get around, it provides the opportunity to rethink our use of roadways, transit services, and parking lots. It can make our streets safer for all users, lower the costs of transportation and better connect people to their community.

operations. The roughly $15 million per year we invest in fixed-route transit operations is only 1% of what the public spends on driving.

Realizing how much money the public spends on transportation illustrates two facts: 1) people are willing to pay a significant amount of money for the freedom to move and 2) a real potential exists to improve the lives of residents in the region if those costs could be reduced (see Figure 1). Figure 2 illustrates how transportation costs are the second largest item in most household budgets, behind housing and comparable to food. Transit investments can help minimize those costs, which puts more money into people's pockets to spend as they choose. But to do so, we need to expand transit service. We simply cannot expect to have anything like $1.5 billion dollars' worth of mobility for $15 million.

FIGURE 2.

Breakdown of average household budgets



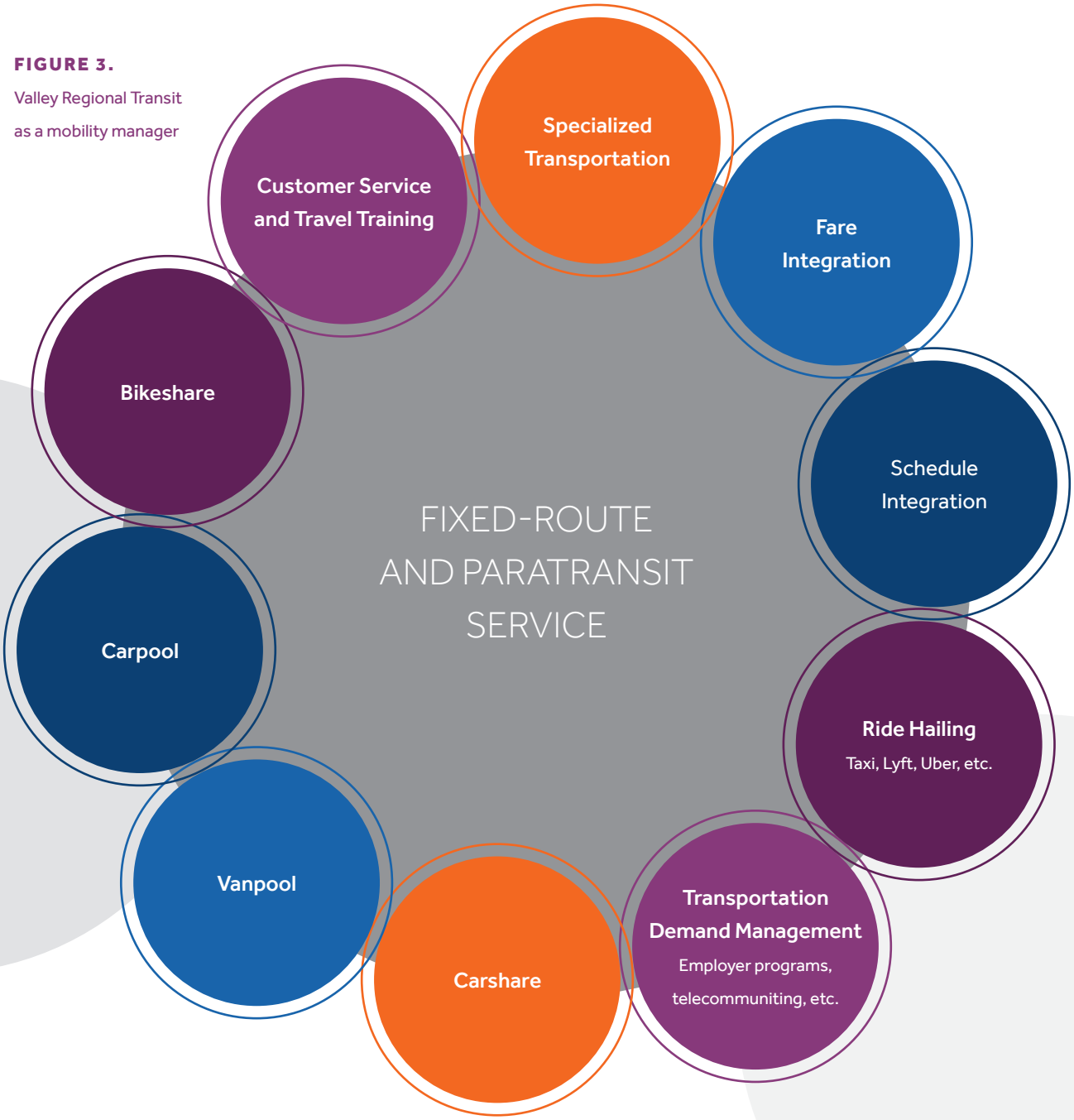
SOURCE: Bureau of Labor Statistics, https://www.bls.gov/news.release/pdf/cesan.pdf.

What is Valley**Connect** 2.0?

Valley**Connect** 2.0 is Valley Regional Transit's response to the region's travel needs. It is a blueprint for service and capital projects aimed at lowering the cost of urban transportation and providing the freedom to move without every trip requiring a private automobile. It is a plan to help keep single-occupancy vehicle demand from creating large roadways that everyone uses, but no one enjoys. It is a plan to make people as free as possible to experience all that the region has to offer.

Valley**Connect** 2.0 demonstrates how transit can do this by connecting more people to more places, more often. It also articulates Valley Regional Transit's vision of becoming a mobility

FIGURE 3.
Valley Regional Transit as a mobility manager



> Valley Regional Transit is committed to using innovative approaches to take advantage of new technology such as exploring contracting with shared-ride services and utilizing autonomous transit vehicles as they become feasible.

manager. The Canadian Urban Transport Association defines mobility management as "the coordination and optimization of all modes of transportation to enable ease of travel." This definition embodies VRT's vision. Figure 3 illustrates all the constituent elements that are a part of mobility management in the two-county region with fixed-route and paratransit service as the centerpiece.

Valley**Connect** 2.0 is an aspirational plan. It looks beyond existing revenues for transit to describe what is possible. It defines the gap between where we currently are and where the regions long-range transportation plan — which is intended to coordinate development and supporting infrastructure – says we should be.

It is a plan that is driven by defined performance metrics. These performance measures will be used to ensure that transit investments are made in a cost-effective and efficient manner. The plan also outlines how Valley Regional Transit will prioritize near-term and long-term transit projects.

Valley**Connect** 2.0 accomplishes this goal in the following ways:

1 **FIRST,** the plan establishes network design principles and embraces performance-based planning by establishing performance measures that ensure that the transit network is effective and efficient.

2 **SECOND,** it identifies where and how transit should expand and improve through two different scenarios: 1) intermediate scenario and 2) a growth scenario. These scenarios were developed in cooperation with local transportation plans, comprehensive plans, and the region's Long-Range Transportation Plan. The integration of these plans signals to cities, developers, employers, and residents where they should work together toward quality transit service in the future. This allows for better location decisions and coordination between development and transit infrastructure.

3 **THIRD,** the plan enhances the usefulness of the fixed-route service by positioning Valley Regional Transit to be a seamless mobility manager. Whether people are using vanpools, carpools, carshare, bikeshare, transportation network companies (i.e., Lyft or Uber), or any number of Valley Regional Transit's specialized services, Valley**Connect** 2.0 puts Valley Regional Transit on the path to providing mobility services to the residents of the two-county region.

More detailed plans and documents will result from Valley**Connect** 2.0 (see Figure 3) but it is important to realize that Valley**Connect** 2.0 is **NOT:**

- **A FINANCIALLY CONSTRAINED PLAN.** Valley**Connect** 2.0 is a plan to guide action regardless of Valley Regional Transit's funding levels. The plan will position Valley Regional Transit to be able to take advantage of opportunities as they arise and respond to increasing travel demands.
- **A SPECIFIC-SERVICE PLAN.** The concepts in Valley**Connect** 2.0 are intended to provide a strong foundation for continued discussion about how transit could serve the region. Before any of the service concepts in Valley**Connect** 2.0 become a reality, Valley Regional Transit would conduct extensive public outreach and work with all partners and stakeholders to ensure the best possible outcome.
- **A SPECIFIC SCHEDULE.** The plan does suggest a potential schedule, but as with the service concepts, the schedule's purpose is to provide a starting point for ongoing conversations with the public and stakeholders. The ultimate schedule would be dependent on the outcome of those processes and Valley Regional Transit's budget at that time.

Regional Public Transportation Authority

A regional public transportation authority is defined in the Idaho Code as a regional government entity accountable to local governments and exclusively oriented to serve a region's public transportation needs, coordinate services, and encourage the private sector to deliver transportation solutions.

Current State of Regional Public Transportation

Public transportation in our region has several challenges. Those challenges include an uncertain local financial outlook, uncertainty of federal support, and the public's perception of public transportation.

Public transportation in our region is currently supported by voluntary donations from local governments and agencies. In the state of Idaho, Valley Regional Transit does not have the authority to levy taxes and no dedicated tax revenues exist that support Valley Regional Transit services. This voluntary approach leaves public transportation in Ada and Canyon County in a constant state of instability and reliance upon the "good will" of local governments and agencies.

Even with these challenges, Valley Regional Transit has been able to secure a relatively stable funding stream; unfortunately, it is inadequate to meet the needs of a region our size.

Federal funding, which is used to support preventative maintenance, capital projects, and a portion of operations and administrative costs, is unable to keep up with the demand for public transportation and, therefore, services are not able to keep up with the demand. Based upon limited federal funding, more local funding is required.

The public's perception of public transportation is that the region needs more public transportation, however, the increasing demand for tax dollars within local governmental budgets is also growing. Many times, hard decisions must be made as to how to allocate dollars within the local government and agency budgets. As with all infrastructure needs in the United States, the assets of public transportation require extensive funding to eliminate a backlog of needs. Valley Regional Transit faces an inventory of vehicles that have used 75% of their useful life and other assets with unmet repair and maintenance needs. Current forecasts suggest Valley Regional Transit will need approximately $23 million beyond expected revenues to address the backlog of capital needs.

Despite these challenges, in 2016, Valley Regional Transit provided 1,368,000 boardings in 98,000 hours of fixed-route service on 31 routes (including express and other variants) with 55 buses. Those services were supported by 26,000 hours of paratransit service providing an additional 57,000 boardings, 81 vanpools provided by Ada County Highway District Commuteride provided193,000 trips to work or home, a network of 12 specialized transportation options providing an additional 47,000 boardings for healthcare access, access to jobs for people with low income, and access for seniors and persons with disabilities, Treasure Valley Transit (provider of Medicaid and "beyond ADA" transportation in Canyon County), 11 university and parking shuttles providing 41,000 boardings, and Boise Green Bike providing 20,000 trips on approximately 100 bikes around the downtown Boise area. Yet, when compared to our peers, the region lags substantially in the amount of public transportation provided. Local surveys also reveal that public transportation is one of the few measures where the region's communities rank below their peers. In addition, these surveys illustrated that most people would support their cities making transit a funding priority. The two points of information — peer communities similar to this region in size and density and the public is supportive of increasing funding for transit — taken together, places the future of regional public transportation at a critical juncture.

Valley**Connect** 2.0 includes the two fixed-route scenarios listed in Table 1:

TABLE 1: Fixed-route scenarios in Valley**Connect** 2.0

SCENARIO	ESTIMATED FIXED-ROUTE OPERATING DOLLARS	ESTIMATED ANNUAL FIXED-ROUTE SERVICE HOURS	ESTIMATED TOTAL CAPITAL COSTS
Current	$10,000,000	100,000	$15,000,000
Intermediate Scenario	$20,000,000	200,000	$98,000,000*
Growth Scenario	$43,500,000	435,000	$216,000,000*

*Includes $23 million in deferred maintenance on existing network

The intermediate and growth scenarios are aggressive plans for growth that will dramatically improve transit service by connecting more people to more places, more often. These improvements will help lower the household transportation costs, increase the capacity of existing roadway infrastructure, and help mitigate the traffic impacts of the explosive development occurring across the region.

The operating investments described in these scenarios will be supported with significant capital investments that will help transit services run quickly and reliably, maximize the use of existing infrastructure, enhance the rider experience, help build community, and integrate with planned development for the region.

BUILT UPON

POLICY

vision**mission**&**goals**

ValleyConnect 2.0 is built on the Valley Regional Transit's Vision, Mission, and Goals. These policies guide the purpose of public transportation, show how Valley Regional Transit measures its success, and prioritizes projects. The network and service design principles also lead the region toward realizing the objectives of the overarching policies.

"Parents shuttling kids to activities and school is a big opportunity for public transportation. Providing passes for students who live on a bus route to their school, instead of school buses gets kids in the habit of riding buses, increasing ridership and reduces the need to get additional vehicles for teenagers."

— RESIDENT OF SOUTHEAST BOISE

Vision

Valley Regional Transit envisions a region with comprehensive public transportation choices designed to meet the needs of citizens and businesses and to support livable, healthy, and sustainable communities through adequate and secure funding to support those choices.

Mission

Valley Regional Transit's mission is to leverage, develop, provide, and manage transportation resources and to coordinate the effective and efficient delivery of comprehensive transportation choices to the region's citizens.

Goals

1 PROVIDE SAFE AND RELIABLE MULTI-MODAL TRANSPORTATION CHOICES considering the entire trip from origination to destination

2 PRIORITIZE INVESTMENTS IN EFFICIENT FIXED-ROUTE SERVICE that expands public mobility while leveraging, maximizing and enhancing the utilization of the existing transportation assets and resources

3 ENSURE COMPREHENSIVE TRANSPORTATION CHOICES and access that support economic growth and enhanced quality of life for the region

This section outlines the relationship between the performance measures, prioritization themes, and Valley Regional Transit's goals. This section also outlines the network and service design guidelines and the relationship between Valley**Connect** 2.0, performance monitoring and the service-change process.

Performance Measures

Valley**Connect** 2.0 defines the performance metrics that will be used to measure the progress of public transportation services in the region. The measures are organized by the following three goals and are intended to provide broad, high-level feedback about transit performance. Valley Regional Transit staff and stakeholders will refine these performance measures in 2018 by establishing targets and standards for these measures.

Each of these performance measures will lead to potential action. The Performance Measurement Matrix in Table 2 outlines the types of actions these performance measurements would generate.

TABLE 2: Performance measurement matrix

GOAL	MEASURES BY GOAL	POTENTIAL ACTION
1	On-time performance	Route retiming, adding time to schedules, capital investments to speed up or make times more consistent.
	Load factor per occupancy	Add trips to a route to accommodate larger loads.
	Incidents per million miles	Improve driver training, identify unsafe movements, capital investments to improve safety.
	Average fleet age	Replace older fleet vehicles.
	Rider satisfaction survey	Invest in priorities identified by riders as impacting their service satisfaction.
	Utilization rates	Increase investments in highly utilized service types, reallocate resources from underutilized service types.
2	Operating cost per capita	Determine appropriateness of overall transit operating expenses.
	Annual boardings	Guide overall investments in various service types.
	Boardings per hour	Increase service investments in highly performing service types, potentially reallocate services from under-performing services types.
	Operating cost per boarding	Guide cost effective investments by service types.
	Average fare	Determine appropriateness of fare structure, guide fare increases or number of different fare passes/discounts.
	Farebox recovery	Inform fare levels and identify services that are not meeting cost effectiveness thresholds.
	Boardings per hour by route	Increase service investments in highly performing routes, potentially reallocate services from under-performing routes.
3	Transit operation expenses /private operating expense	Determine appropriateness of overall transit operating expenses.
	Percentage of population within ½ mile of frequent or ¼ mile of any fixed-route service	Inform on service gaps.
	Percentage of activity units @ xx* units/acre with access to frequent service, measured at the census block group level	Identify gaps in frequent service network. This measure would be calculated for the following populations: general, low-income and minority.
	Number of jobs and households one can get to on transit in 60 minutes for the average resident	Inform on service gaps.
	Transit travel time	Guide corridor investments to ensure transit travel time remains or becomes competitive.
	Greenhouse gas emission reduction	Guide investments in fleet technology identify routes/services that are not supporting environmental goals.

*Activity unit threshold to be determined

Table 3 lists the average annual transit operating expenses in the service area.

TABLE 3: Transit operation expenses / private operating expenses

ILLUSTRATIVE AVERAGE ANNUAL HOUSEHOLD OPERATING EXPENSES IN VALLEY REGIONAL TRANSIT SERVICE AREA				
Private Vehicle	Transit	Total	% Transit	% Transit Mode Share
$6,400*	$40	$6,440	0.7	0.5

*Amount includes gas, insurance, taxes, tires, etc. It does NOT include the depreciation of the vehicle which would be analogous to a transit capital cost.

Project Prioritization Themes

In addition to the performance metrics and suggested schedule of projects, Valley Regional Transit will prioritize local and federal funds according to the following six prioritization themes:

1. Safety/Compliance
2. Maintenance
3. Complete and enhance the fixed-route network
4. Supporting capital and programs concurrent with service investments
5. Supportive of plans
6. Partner readiness

The prioritization themes are detailed with their supporting goal and illustrative investments in the following outline. Some investments, such as supportive technology applications (see Capital Plan Overview) are required to support multiple goals. The following lists are illustrative only. As with the performance measure targets, Valley Regional Transit staff and stakeholders will continue to refine the prioritization process during 2018.

1 PROVIDE SAFE AND RELIABLE MULTI-MODAL TRANSPORTATION CHOICES considering the entire trip from origination to destination.

1. Safety/Compliance
   - Equipment
   - Capital infrastructure
     - » Sidewalks, Americans with Disabilities Act, lighting, shelters, passenger amenities, Park & Rides, security, etc.
     - » Shop equipment
   - Rolling stock

2. Maintenance
    - Service quality
        - » On-time performance
        - » System capacity
    - Asset management
        - » Equipment
        - » Capital infrastructure
        - » Rolling stock

2 PRIORITIZE INVESTMENTS IN EFFICIENT FIXED-ROUTE SERVICE that expands public mobility while leveraging, maximizing, and enhancing the utilization of the existing transportation assets and resources.

3. Complete and Enhance the Fixed-route Network
    - Expanding frequent network including Bus Rapid Transit and "Best in Class"
    - Expanding express services
    - Expanding secondary services
4. Supporting capital and programs concurrent with service investments
    - Fleet, bases, etc.
    - Transit centers
    - Bus stop amenities
    - Walking/bicycle connections
    - Park & Rides
    - Technology and information supports
    - Vanpool
    - Specialized services
    - Shared ride

3 ENSURE COMPREHENSIVE TRANSPORTATION CHOICES and access that support economic growth and enhance quality of life for the region.

5. Supportive of plans
    - Valley**Connect** 2.0
    - Communities in Motion
    - Local plans (Land Use/ Comprehensive Plans)
6. Partner readiness
    - Financial
    - Logistical

Relationship of Plans

Valley**Connect** 2.0 plays an important role in planning transit services, but it is not the only document or process. Several key functions of Valley**Connect** 2.0 are as follows:

- Communicate to the public and stakeholders about where transit service is expected to be in the future
- Support land use and infrastructure planning
- Inform Valley Regional Transit planning activities, investment strategies, and define service and capital needs
- Begin the conversation about specific service concepts and their implementation

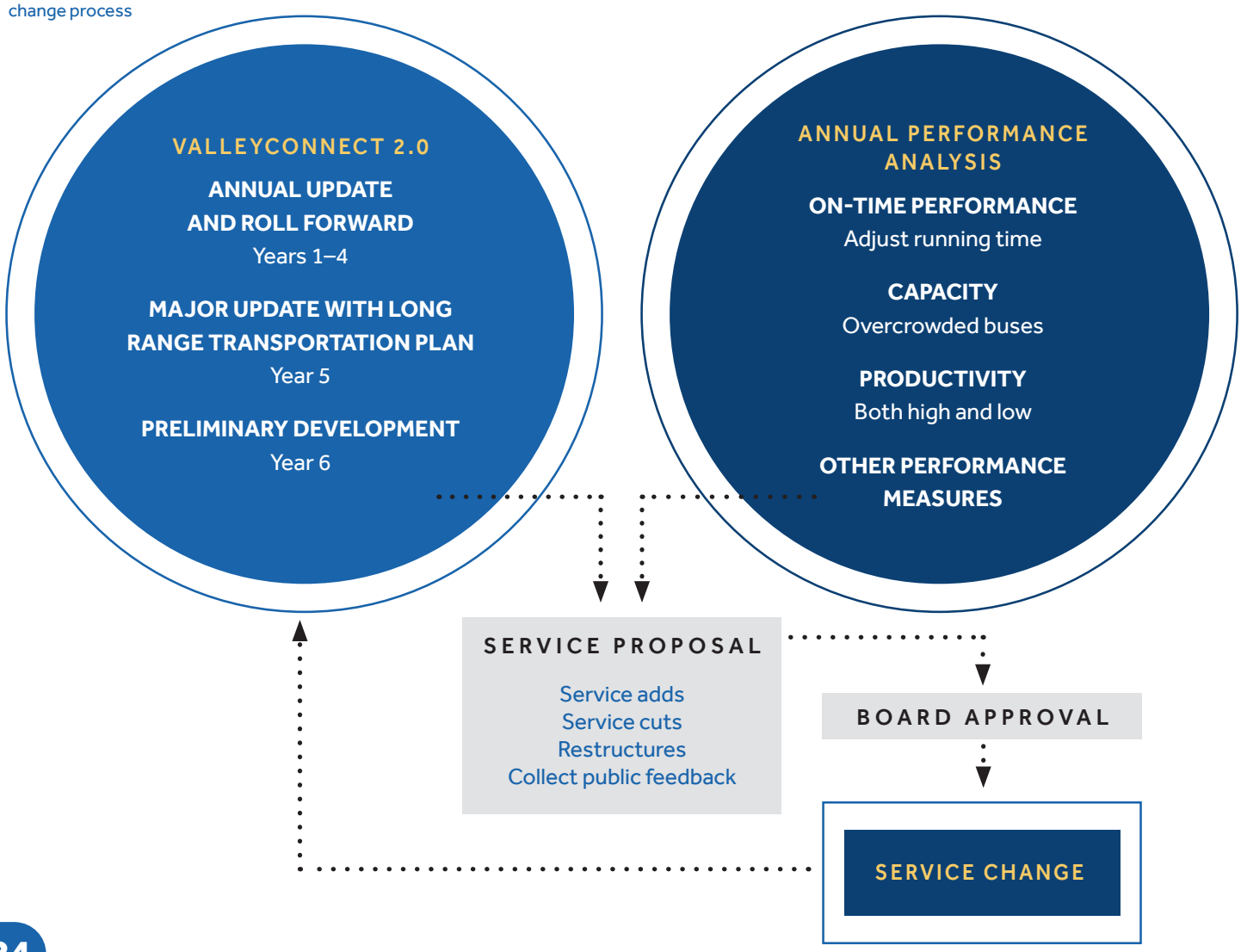
"Freedom is a big deal for kids, provide it!" — **RESIDENT OF SOUTH BOISE**

Figure 4 illustrates the relationship between Valley**Connect** 2.0, Valley Regional Transit's ongoing performance monitoring, and the service change process. Each year Valley Regional Transit would review the projects and concepts within Valley**Connect** 2.0 and compare those projects to current performance analyses, including identifying which services are high performing, poor performing, or having on-time performance issues.

With this information, together with public and stakeholder outreach, Valley Regional Transit will develop specific service proposals that may include service adds, reductions, or restructures dependent on available resources. Each of these proposals will go through Valley Regional Transit's typical public outreach process, including input from the Regional Coordination Council, and must be approved by the Valley Regional Transit Board before being implemented.

FIGURE 4.

Relationship of **ValleyConnect 2.0,** performance analysis and the service change process



Network Design Principles

1. Network Integration
2. Forward Thinking
3. Maximize Ridership
4. Encourage long-term ridership growth/partnership and collaboration.
5. Provide access to transit service across the region

After implementation, Valley Regional Transit will monitor the performance of any changes, update Valley**Connect** 2.0 to reflect any changes, and roll the plan forward another year. Then with new performance data and Valley**Connect** 2.0 updates for the next year, the process would start over again. Valley Regional Transit would review what still needs to be accomplished with stakeholders and the public, review the performance of existing services, and develop new service proposals for consideration.

Network Design Principles

To fully realize the transit vision in this plan, the region will need to apply a network or systems approach. The mobility benefits that a transit network brings to any location are determined by how the transit network is built. Just like any road's value is determined by the network of roads it is connected to, no route can be properly valued without considering the entire transit network.

In a road network, how fast you can travel from where you are to where you are trying to go is in large part determined by the number of lights, length of the light cycles, how and where the roads intersect, the speed limit, and, of course, traffic. In a transit network, several fundamental factors exist that in large part determine how you will get where you are going. These fundamental factors are addressed in the Network Design Principles.

To progress toward the Valley Regional Transit goals and objectives, Valley**Connect** 2.0 networks were developed using the following network design principles:

1. NETWORK INTEGRATION

The transit network should be versatile in enabling freedom of movement for a diverse range of people and modes. No route is an island and all routes will be designed within the context of the entire transportation system.

Good network design considers the full transportation picture and acknowledges interdependencies. The design includes local and intercounty bus routes and other modes. While connections (or transfers) between routes make the network stronger, the strongest networks will occur when each route is useful for trips even without transfers. Routes that are useful only when connecting to other routes or services, even when connecting at Park & Rides or transit centers are typically suboptimal.

When designing a network of services, Valley Regional Transit will consider locations where transfer opportunities could be provided for the convenience of customers and to improve the efficiency of the transit network. Where many transfers are expected to occur between services of different frequencies, timed transfers should be maintained to reduce customer wait times.

2. FORWARD THINKING

Prioritize actions that will increase overall public mobility, equity, and ridership in balance with serving existing riders.

Reallocation or restructuring of service that increases public mobility – defined as the number of places one can get to by transit – will typically result in ridership increases and allow the transit network to remain relevant as land uses change. Valley Regional Transit will continue to balance existing rider needs and potential ridership growth, and Valley Regional Transit will always explore ways to mitigate negative impacts of route and network changes.

3. MAXIMIZE RIDERSHIP

The transit network should be efficient and productive. This principle builds on existing policy which states that 70% of our resources should be dedicated to productivity services with 30% dedicated to coverage services. Valley Regional Transit's focus on productivity services will result, in time, in more frequent, connected services and fewer infrequent disconnected services.

For Valley Regional Transit maximizing ridership is about ensuring that we are helping the greatest number of people get to where they need to go as conveniently as possible. By doing this, we hope to reduce the costs of transportation of the people in the region and access as many of the opportunities that are available in Ada and Canyon County as possible. In the end, we will:

- Connect as many people to as many places as often as possible
- Contribute to the economic prosperity and physical health of the region

4. ENCOURAGE LONG-TERM RIDERSHIP GROWTH/ PARTNERSHIP AND COLLABORATION

Work with partners and stakeholders in the process of network planning and service delivery to incorporate partners' comprehensive land use plans and coordinate partner's priority destinations.

The region is forecast to continue growing. Valley Regional Transit believes investments in public transit are long-term investments in helping support planned transit supportive land use patterns and mitigate the negative traffic related

impacts of growth. Working together with local jurisdictions, the **ValleyConnect** 2.0 networks will help coordinate development and transportation infrastructure decisions.

5. PROVIDE ACCESS TO TRANSIT SERVICE ACROSS THE REGION

The transit network will provide connections across the Valley Regional Transit service area.

Valley Regional Transit is a regional transit provider and is committed to providing the appropriate level of service to communities across the region, to the degree cities and stakeholders fund the service. This is true for both fixed-route levels of service and specialized services. Valley Regional Transit will augment the fixed-route system with specialized transportation options where appropriate.

Route Design Guidelines

In addition to the network design principles, individual routes within the **ValleyConnect** 2.0 scenarios were developed using the following route-design guidelines.

1. IS DIRECT, SIMPLE, CONSISTENT, AND EASY TO UNDERSTAND

Strong transit lines tend to be as straight as possible given the demand and terrain. The straighter the route, the more likely it is that passengers can understand and use the line and also expect consistent, reliable service. Under most circumstances, routes should be designed to avoid loops and circles. Circular paths or looping routes do not have competitive travel times compared to walking or other modes.

Route design guidelines

1. Is direct, simple, consistent, and easy to understand
2. Serves areas of strong demand
3. Has strong anchors at both ends
4. Appropriate spacing and minimal duplication
5. Matches service levels to demand
6. Adequate speed and access
7. Serves multiple purposes and destinations
8. Appropriate route length, neighborhood segments, and interlining

2. SERVES AREAS OF STRONG DEMAND

Where possible, routes should connect several areas with high transportation demand such as identified activity centers. In addition, routes should travel along corridors which have ridership generators on either side in such a way that the route bisects destinations rather than skirting the periphery or along physical barriers such as rivers, ledges, or lakes.

3. HAS STRONG ANCHORS AT BOTH ENDS

Routes should be designed to start and end in locations with high-transit demand. This helps provide efficient service that does not have low ridership at both ends.

4. APPROPRIATE SPACING AND MINIMAL DUPLICATION

Routes should be designed to avoid duplication of service. Studies indicate that people are willing to walk ¼ mile on average to access transit, so in general routes should be no closer together than ½ mile. Services may overlap where urban and physical geography makes it necessary, where needed to access the network, where services in a common segment serve different destinations, or where routes converge to serve regional growth centers. Where services do overlap, they should be scheduled together, if possible, to provide effective service along the common routing.

5. MATCHES SERVICE LEVELS TO DEMAND

An effective transit line provides the appropriate level of service to meet demand and encourage people to use it. Level of service is defined by frequency, span, and stopping pattern. These route characteristics will be informed by route-level demand and network function.

6. ADEQUATE SPEED AND ACCESS

Routes should be designed to the specific speed and access needs of the areas and populations served. While close stop-spacing reduces walk time, it may increase total travel time and reduce reliability, since buses must slow down and stop more frequently. Stops that are too far apart reduce access. Bus stops should be spaced to balance the benefit of increased access to a route against the delay that an additional stop would create for all other riders.

7. SERVES MULTIPLE PURPOSES AND DESTINATIONS

Routes are more efficient when designed to serve multiple purposes and destinations rather than specialized-travel demands. Routes that serve many rider groups rather than a single group appeal to more potential riders and are more likely to be successful. Specialized service should be considered when there is sizable and demonstrated demand that cannot be adequately met by more generalized service.

8. APPROPRIATE ROUTE LENGTH, NEIGHBORHOOD SEGMENTS AND INTERLINING

A bus route should be long enough to provide useful connections for riders and to be more attractive than other travel modes. A route that is too short will not attract many riders, since the travel time combined with the wait for the bus is not competitive compared to the time it would take to walk. Longer routes offer the opportunity to make more trips without a transfer, resulting in increased ridership and efficiency. Ideally, no route should be less than two miles in length.

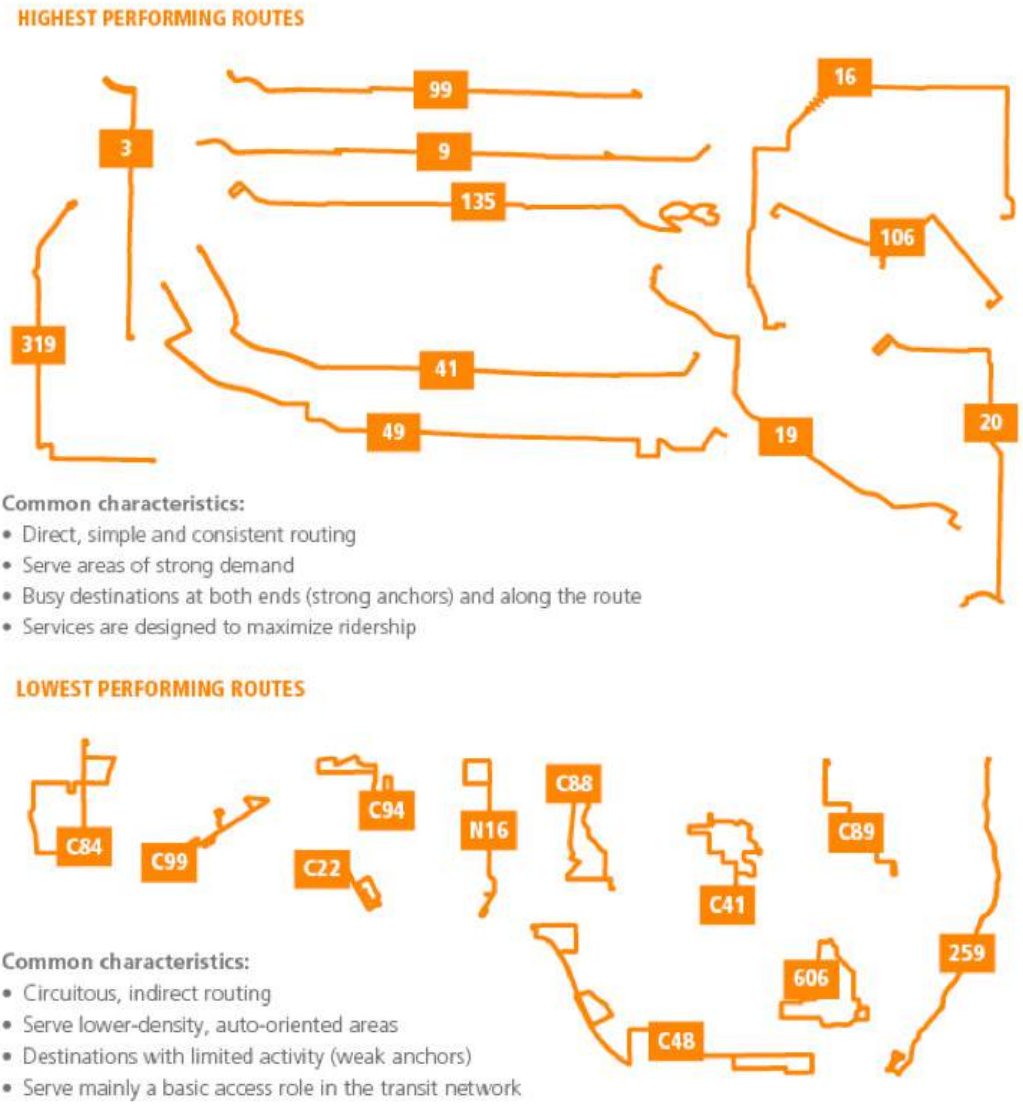
Figure 5 illustrates the geometry of successful transit by comparing the shapes of highest-performing routes to lowest-performing routes in Vancouver, British Columbia. Locally, this phenomenon is seen when comparing high-performing Valley Regional Transit Routes 5, 7, and 9 to lower-performing Routes 4 and 16.

"The sooner new fixed routes can be communicated, the quicker it will support transit-oriented development around those routes, instead of the current situation where it appears we have high-density housing going up in scattered lots across the valley where transit will never reach (and probably shouldn't)."

— RESIDENT OF NORTH MERIDIAN

FIGURE 5.

(Top) Shapes of highest-performing routes to (bottom) lowest-performing routes in Vancouver, British Columbia



COMPARISON OF

PEERS

callsforgrowth

To set the stage for the intermediate and growth scenarios, Valley Regional Transit reviewed several peer transit agencies and the levels of transit service called for in the long-range public transportation plan, Communities in Motion. These two data points both suggest that public transportation in the two-county region needs significant investment. This section highlights the findings of the peer comparisons.

For a moment, imagine owning a car that would only start on the hour, or maybe every half hour. You would use that car a lot less than the one you owned that started whenever you turned the key. Just like a car that only starts intermittently, transit that comes infrequently is far less useful than transit that comes often.

SOURCE: Andy Barron, http://www.rgj.com/story/news/2015/02/13/future-renos-transit-stake/23386703/

SOURCE: Young Kwak, https://www.inlander.com/spokane/the-do-over/Content?oid=2909751

A transit agency's operating budget is a key driver in how frequently a bus will be able to come and, therefore, proving the transit service's usefulness. This insight makes a comparison of our peers annual operating cost per capita revealing. Compared to one group of our peers, Valley Regional Transit spends between only 13% and 28% per capita on transit operations (see Table 4 for details). This means we would expect the transit service Valley Regional Transit provides to be less useful to the region's residents than the transit service provided by our peers. That intuition is borne out when we look at productivity. The boardings per hour of our peers is between 66% and 150% higher than our boardings. With total annual boardings ranging between 5½ and over 13 times Valley Regional Transit's annual boardings.

TABLE 4: Peer comparison #1: Operating expense per capita

TRANSIT AGENCY	SERVICE AREA POPULATION	TOTAL OPERATING EXPENSES	ANNUAL OPERATING COST/CAPITA
Valley Regional Transit	**349,684**	**$9,624,981**	**$27.52**
Spokane Transit Authority (WA)	409,271	$59,413,530	$145.17
Regional Transportation Commission of Washoe County (Reno, NV)	327,768	$31,429,617	$95.89
City of Tucson (AZ)	544,000	$74,107,836	$136.23
Metro Transit System (Madison WI)	253,075	$ 54,088,838	$ 213.73
Average of Peers	**383,529**	**$54,759,955**	**$142.78**

The total operating costs presented in Table 4 include both local and federal funds spent on operations. None of these transit agencies generate their operating funding from local taxes. All agencies rely on a combination of local and federal taxes along with directly generated funds through fares and advertising. While the peers selected do share similarities with Valley Regional Transit in population size and densities, the funding mechanisms available to each of these agencies differs according to local legislation. Local sales tax or direct state funding are two common funding mechanisms used by some, but not all, of the peer agencies.

Regardless of the funding sources, transit could clearly do more in the region than it currently does. Valley**Connect** 2.0 shows what could be accomplished if the region met the vision described in Communities in Motion and funded transit service at a similar level to our peer agencies. With a system that is approximately 400,000 annual hours of service, Valley Regional Transit would provide a network of frequent services across the region and serve almost 10 times the number of people we serve today. Valley**Connect** 2.0 also explores an intermediate step, showing what kind of system could be in place with a system of roughly 200,000 hours — approximately double the amount of service provided today (see Table 5 for details).

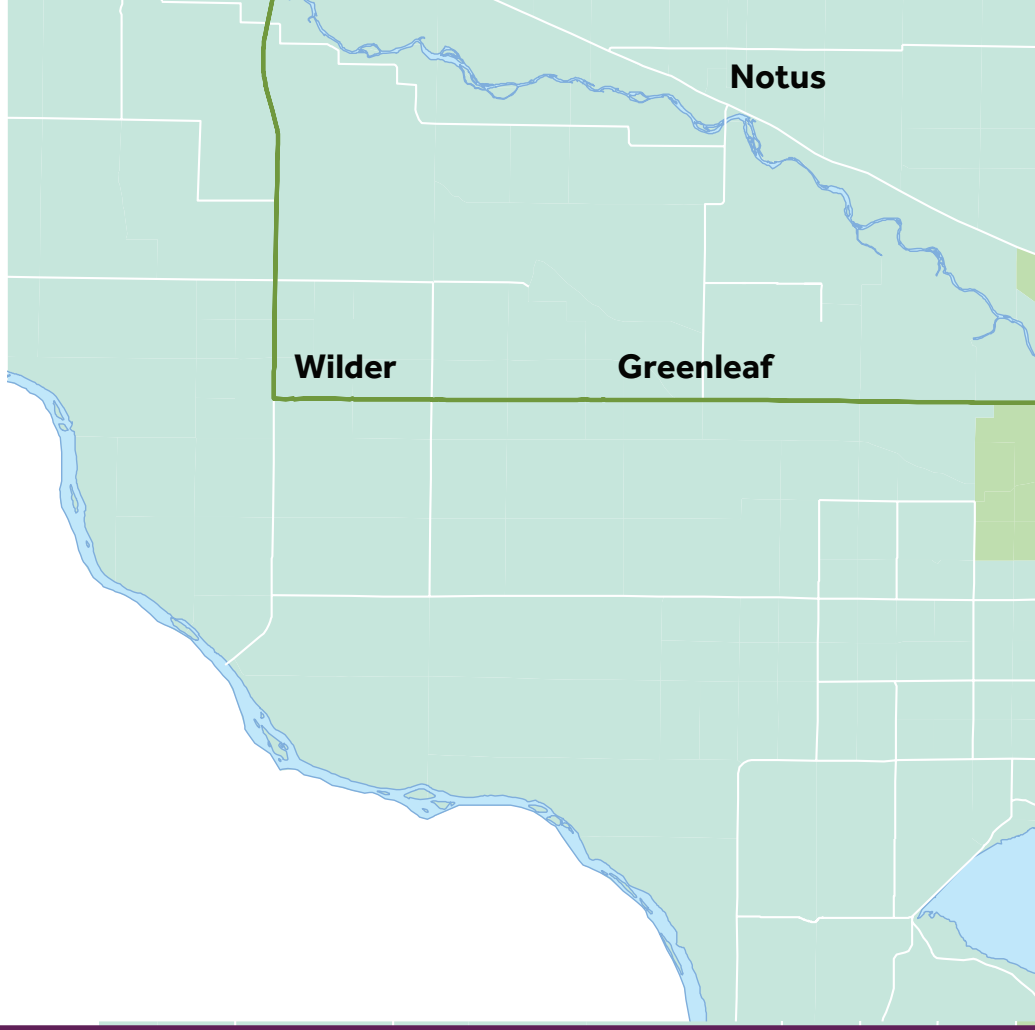
"I would love it if the area had a transit system similar to Salt Lake's. It is very easy to navigate and you can go from one end of the Valley to the other with ease."

— RESIDENT OF DOWNTOWN CALDWELL

TABLE 5: Peer comparison #2: Service provision and productivity

TRANSIT AGENCY	ANNUAL HOURS*	UNLINKED PASSENGER TRIPS	BOARDINGS/ HOUR
Valley Regional Transit	**121,563**	**1,466,139**	**12**
Spokane Transit Authority (WA)	589,241	12,045,936	20
Regional Transportation Commission of Washoe County (Reno, NV)	365,298	8,568,937	23
City of Tucson (AZ)	941,815	20,272,980	22
Metro Transit System (Madison WI)	515,453	15,492,317	30
Average of Peers	**602,952**	**14,095,043**	**23**

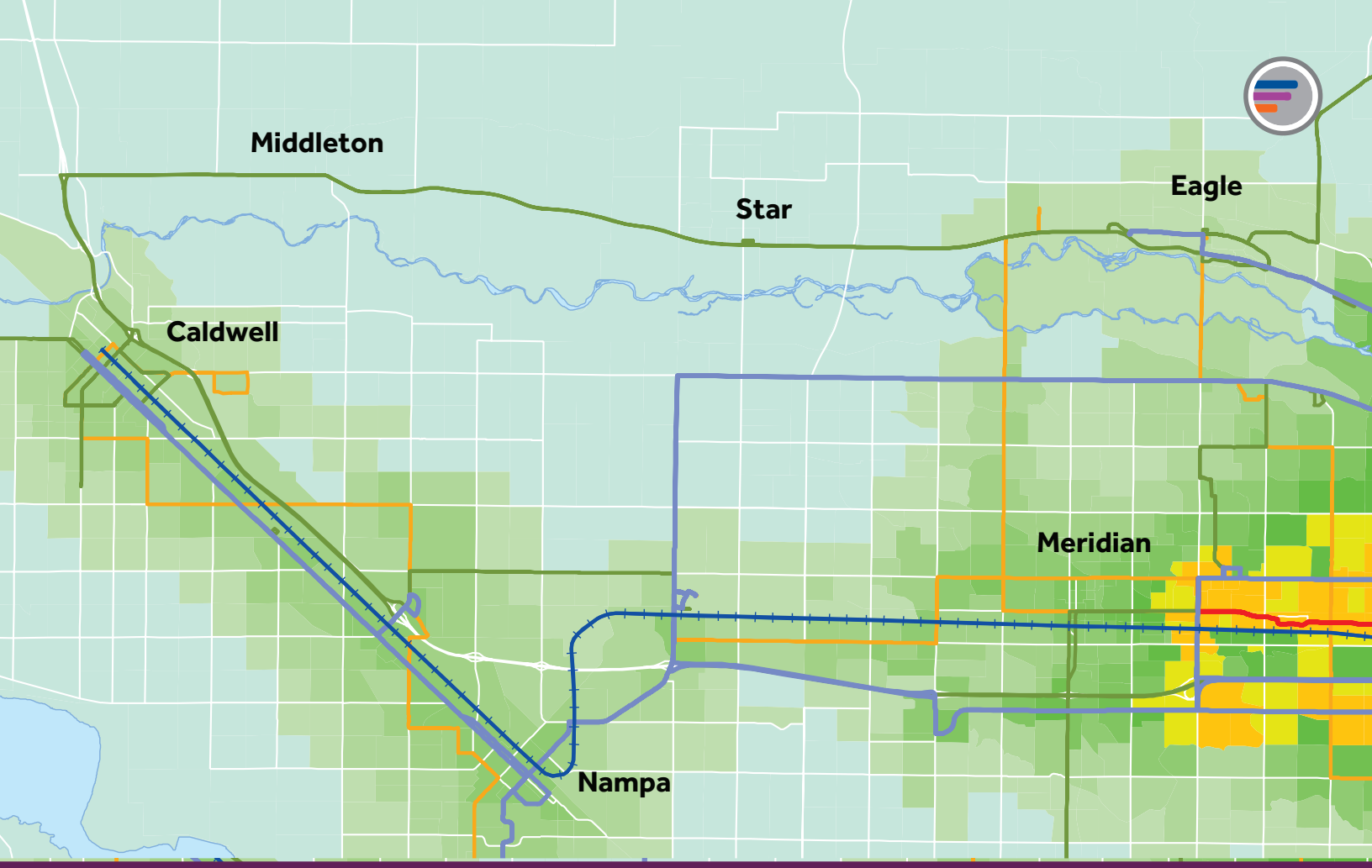
*Includes paratransit service



VALLEYCONNECT 2.0 PLANS FOR A

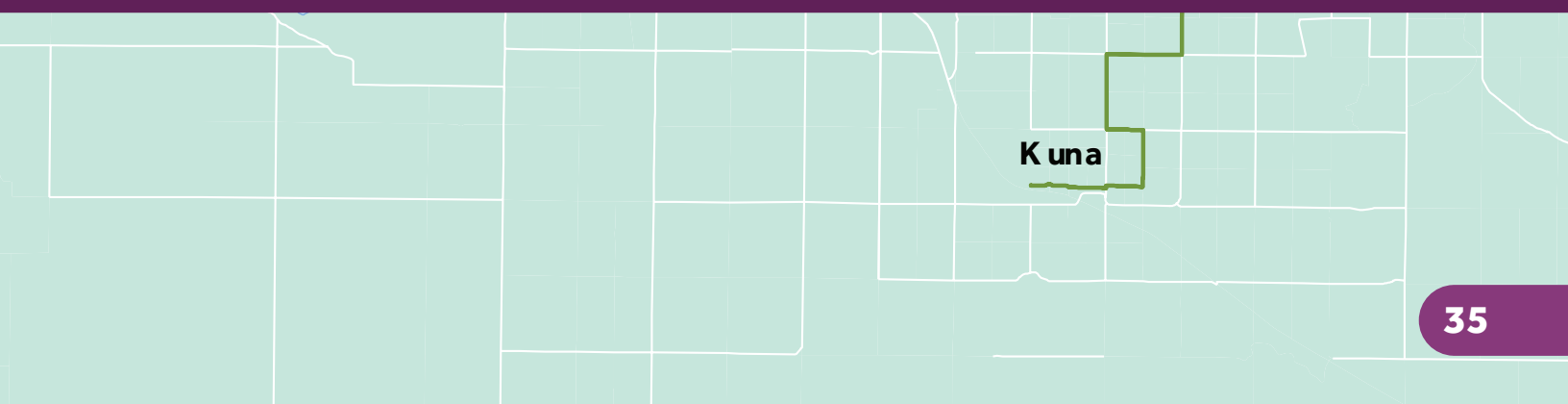
NETWORK

of **growing** fixed-route **transit**



Informed by our peer comparison and the regions plan for growth, Valley Regional Transit has been working with stakeholders, city staff, and others to develop a fixed-route transit network that is consistent with our goals. **ValleyConnect 2.0** has developed a conceptual service network for each of the two service scenarios — intermediate and growth. Each of these networks are developed in consultation with stakeholders and guided by Valley Regional Transit goals for a comprehensive network that supports livable, healthy communities with access to health service providers and economic activity.

In addition to the growth of the fixed-route transit network, **ValleyConnect 2.0** envisions the expansion of vanpool services beyond the existing service area and a more robust suite of specialized transportation options.



Vanpool services are an important part of the region's strategy to help move more people on our existing roadway infrastructure by connecting the region's residents with employment opportunities in areas that may not be well served by fixed-route service. Coordination of these services is briefly described in the following Mobility Management Summaries.

INTERMEDIATE SCENARIO A total of $20 million in annual operating costs ($10 million in new funding) and $98 million in capital expenses (approximately $83 million in new funding). The intermediate scenario would include the following:

Transit Service Summary:

- Increases service frequency
  - » All day service frequency to 15 minutes on core transit corridors
  - » Most services have 30-minute peak period service with a network of 15-minute service in both Ada and Canyon County
  - » Higher frequency intercounty services
- Increases service span
  - » Most services run until 8:00 pm with many running past 9:00 pm

Capital Summary:

- Expands fleet and supporting capital infrastructure
- Focuses capital enhancements on almost 40 miles of premium, high-frequency corridors to keep buses running quickly and reliably
- Enhances passenger amenities including building new or expanding transit centers, Park & Rides, and improved real-time passenger information

Mobility Management Summary:

- Expands the specialized transportation focus to include the general populations and general transportation rather than remaining limited to the critical areas of health care access, access to jobs for people with low income, and access to independence for seniors and persons with disabilities

- Consolidates the disparate specialized transportation funding and operating models into a comprehensive microtransit service model — a technology-enabled multi-passenger transportation service that provides transit-like service on a smaller, more flexible scale
- Invests in technology applications to seamlessly coordinate specialized transportation, vanpool, carpool, bikeshare, parking, and fixed-route service options

GROWTH SCENARIO A total of $43.5 million in annual operating costs ($33.5 million in new funding) and $216 million in capital expenses (approximately $201 million in new funding). The growth scenario would include everything from the intermediate scenario in addition to the following:

Transit Service Summary:

- Increases service frequency
  - All-day 15-minute service frequency on an expansive transit network in both Ada and Canyon County
  - New service connections through Meridian and the central part of the two-county region
  - New intercounty connections to the Boise Airport and Micron Technology
- Increases service span
  - All-day services run to at least 9:00 pm with most services running until 10:00 pm or later
  - Saturday and Sunday service on many all-day weekday services

Capital Summary:

- Expands fleet and supporting capital infrastructure
- Increases capital enhancements on more than 110 miles of premium, high-frequency corridors to keep buses running quickly and reliably
- Enhances passenger amenities including building new or expanding transit centers, Park & Rides, and improved real-time passenger information

Mobility Management Summary:

- Expands the specialized transportation focus to include the general populations and general transportation rather than remaining limited to the critical areas of health care access, access to jobs for people with low income, and access to independence for seniors and persons with disabilities
- Consolidates the disparate specialized transportation funding and operating models into a comprehensive microtransit service model — a technology-enabled multi-passenger transportation service that provides transit-like service on a smaller, more flexible scale
- Invests in technology applications to seamlessly coordinate specialized transportation, vanpool, carpool, bikeshare, parking, and fixed-route service options

Valley**Connect** 2.0 is a plan for transit growth; however, these scenarios also will help inform what actions Valley Regional Transit could take even without additional revenue to improve existing service.

Service Network Characteristics

Four basic fixed-route service types exist in the Valley**Connect** 2.0 networks. These service types are as follows:

PREMIUM: The premium services are typically transit corridors with frequent all-day service and/or important regional transit corridors that could be potential High Capacity transit corridors with Bus Rapid Transit or Rail treatments (identified by 400 series numbers in tables and maps).

FREQUENT: The frequent services are frequent all-day transit corridors that serve more local connections and destinations. The frequency of service and travel demand on these services could also warrant significant capital infrastructure that keeps transit service running quickly and reliably (identified by 100 series numbers in tables and maps).

SECONDARY: The secondary services either run less frequently throughout the day or serve lower density local connections (identified by 300 series numbers in tables and maps).

EXPRESS: The express services typically operate on the freeway or highways and are intended for longer distance transit trips. The express services may be more or less frequent or only run in the peak period. The levels of service are largely driven by demand (identified by 200 series numbers in tables and maps).

To assess the extent the service network meets those objectives, Valley Regional Transit reviewed the network from the following perspectives:

1. **COVERAGE** — the extent or footprint of the entire system. To be measured by the percent of the population that is within ½ mile of frequent or ¼ mile of any fixed-route service.

2. **SPAN** — when the service is available. One of the most common service requests is to have service later into the evening and night. This can be easily assessed by reviewing the number or percent of routes that operate past 9:00 pm and at midnight.

3. **FREQUENCY** — how often the service is available. One of the most common service requests is to have the buses run more often. Frequency is one of the single most important attributes of transit service. This will be measured by several factors including:
   a. Percent of relatively dense development that is within ½ mile of frequent service
   b. Number of jobs and households one can get to on transit in 60 minutes for the average resident

"Add more transit to Kuna and Meridian. Also, contemplate late night and early service for those who work at odd times as those individuals usually have less transportation options." **— RESIDENT OF KUNA**

4. **SERVICE DAYS** — which days of the week service is available. In addition to service span and frequency weekend service is a common service request. This can be easily assessed by reviewing the number, or percent, of routes that operate on the weekend.

5. **MOBILITY MANAGEMENT** — with the fixed-route networks defined, Valley Regional Transit can seamlessly coordinate all other transportation resources that are available to meet a community's mobility needs. These specialized transportation options will be coordinated with each other and with fixed-route options to fill in transit network gaps of geography, time of day, or populations served.

When we asked the public about how they would prioritize service coverage and frequency, the survey respondents showed a slight preference for an emphasis on higher frequencies, however, increasing coverage was still a major concern. The following examples illustrate how the Valley**Connect** 2.0 networks were designed to strike a balance between improving service in each of the perspectives.

COVERAGE: Valley**Connect** 2.0 networks provide many new connections (see Figure 6 for the current route system map) including the following:

- Meridian to:
  - Nampa (Franklin/Cherry Ln & Chinden)
  - Boise (Fairview, Overland, Ustick, Pine/Emerald)
  - Eagle (Cloverdale/Eagle & Linder)
  - Kuna (Meridian Rd)
  - Boise Airport (I-84)
  - Micron Technology (I-84)
- Kuna to:
  - Meridian (Meridian Rd)
  - Eagle (Cloverdale/Eagle Rd) with connections at The Village in Meridian and Chinden
- Caldwell to:
  - Caldwell High School and YMCA
  - Nampa Marketplace and St Luke's (Caldwell Blvd)
  - Parma, Wilder, Greenleaf
  - Micron Technology (I-84)
  - Boise Airport (I-84)
- Eagle to:
  - Meridian (Linder)
  - Hidden Springs (Dry Creek)
- Boise cross-town connections include:
  - North/South, Hyde Park to the Boise Airport (Vista), Collister to the Boise Airport (Orchard), Parkcenter Blvd to Hill Rd/Catalapa via BSU, downtown Boise (Parkcenter Blvd, Whitewater Park Blvd, 36th St)
  - East West, Idaho Botanical Gardens to the Fairgrounds (Warm Springs, Main, Adams St), Broadway to The Village (Broadway, Main, Chinden, and Ustick)

SPAN: Valley**Connect** 2.0 makes significant improvements to the span of service. The intermediate scenario increases the number of routes with service past 9:00 pm from 2 to 8 routes. In the growth scenario, 14 routes or 48% of all routes have service past 9:00 pm with routes running until midnight. Increasing the service span enhances the accessibility of jobs and services outside the traditional 8:00 am to 5:00 pm work window. Tables 6 and 7 provide more detail about planned service days, span, and frequency.

a bus, and frees transit riders from living their lives behind a bus schedule. It is the single most important factor in improving transit accessibility. A grid of high-frequency services increases the number of places an individual can reach on transit within a given amount of time. This point is illustrated in the three sets of before and after maps shown in Figures 6, 7, and 8. These figures illustrate how the number of places that can be reached on transit and walking increases between the Current Transit Network and the Growth Scenario for three

"The frequencies of the bus system are crucial for it to be a viable option for transportation. It also would be a huge help to have it available at night to avoid parking in congested areas like downtown." **— RESIDENT OF SOUTH BOISE**

FREQUENCY: Today there are no services that operate every 15 minutes or better. With the growth scenario, Valley Regional Transit is planning for 10 routes to have frequent, all-day operations. Frequency is a critical factor in transit attractiveness. High-frequency routes reduce the amount of time spent waiting for

different locations across the region; Figure 6 and 7 display the Village at Meridian and the College of Western Idaho in Nampa. Figure 8 displays Veterans Memorial Parkway and State St. in Boise.

FIGURE 6.

Map of the change in Transit Freedom from the Village at Meridian.

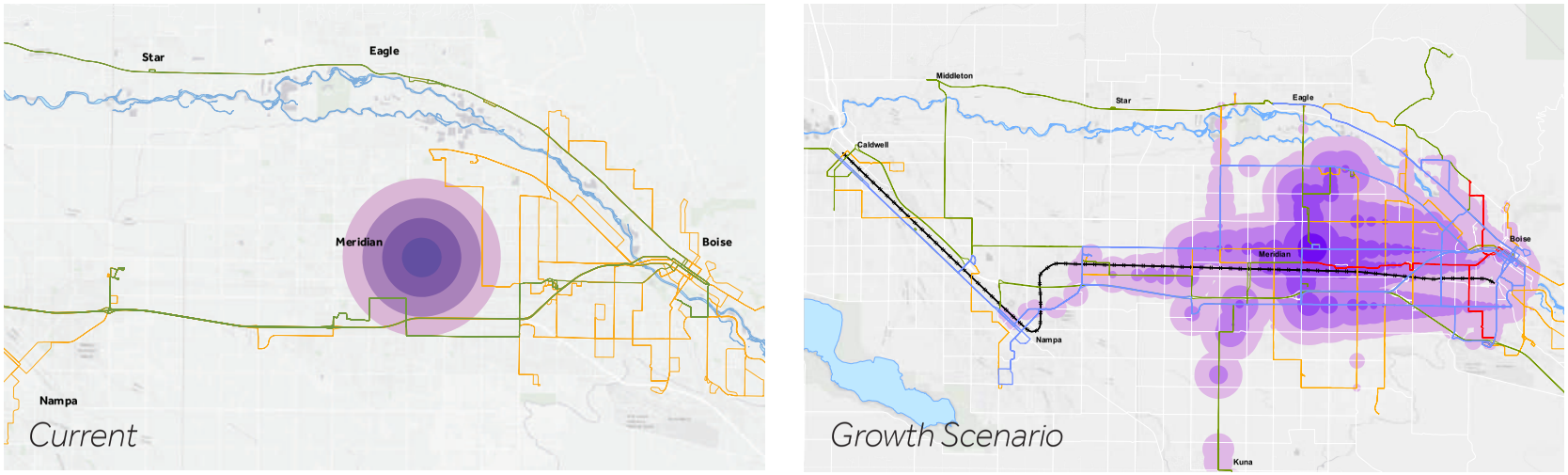
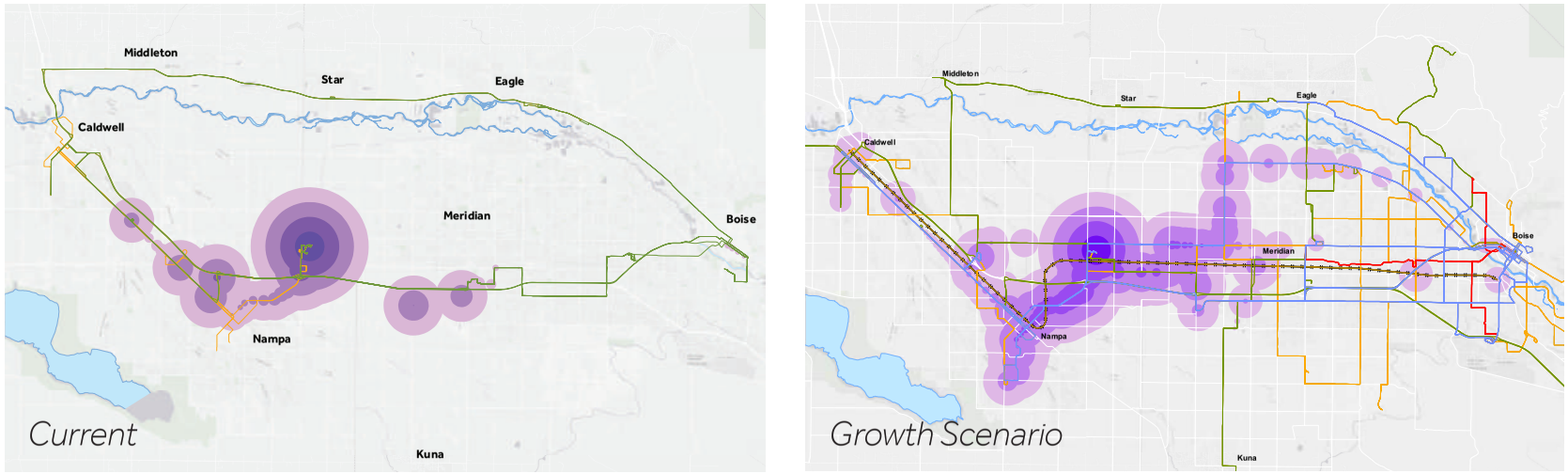


FIGURE 7.

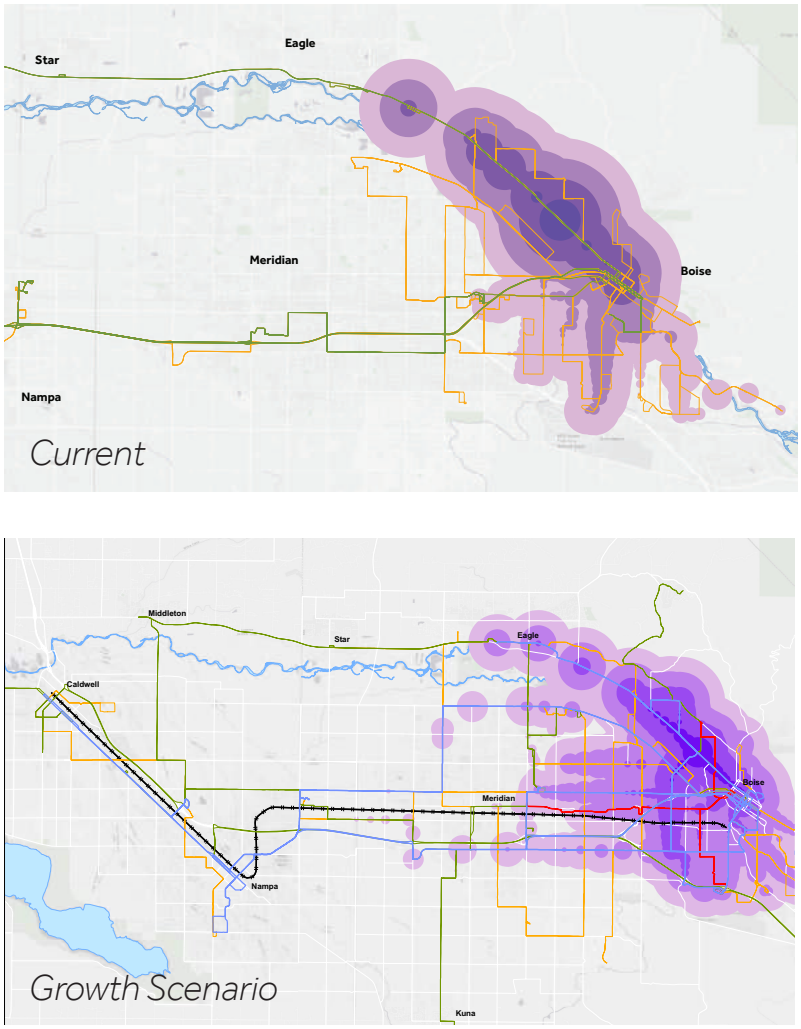
Map of the change in Transit Freedom from the College of Western Idaho.



In Minutes

FIGURE 8.

Map of the change in Transit Freedom from Veterans Memorial Parkway and State St. in Boise.



See Figures 9, 10, and 11 for more detail on the current public transportation network and the intermediate and growth scenarios. Figure 12 shows all the premium corridors in the growth scenario. These are the corridors that will be supported by significant capital investments and where transit is most likely to support transit-oriented development.

ValleyConnect 2.0 also has the greatest potential for reducing congestion, increasing economic activity, alleviating the challenges of transferring between routes, increasing transit demand, and increasing transit efficiency. Many of the frequency improvements will be accompanied by capital investments to keep transit moving and support transit-oriented development. ValleyConnect 2.0 has been coordinated to support local jurisdiction plans including the City of Boise's "Best in Class" vision for frequent, high-quality transit on State St., Vista, and Fairview. Table 6 lists the current public transportation network service levels. Tables 7 and 8 list the Service Level Tables 1, 2, and 3 that provide more detail about planned service frequency.

Service Type References

Tables 6 and 7 use four different number series to indicate different future service types:

100 SERIES
targeted for frequent service

200 SERIES
targeted for express service

300 SERIES
targeted for secondary service

400 SERIES
targeted for premium service

"This is so necessary! We have trainees at Life's Kitchen whose parents need to drive them from Kuna, Marking, Amity/Maple Grove and at night after caterings. Trainees then are unable to get night jobs as well." — **RESIDENT OF SOUTHWEST BOISE**

SERVICE DAYS: In addition to improving coverage, span, and frequency, ValleyConnect 2.0 is planning to extend the days of service transit is available. Weekend service is an important part of a comprehensive transit network. Imagine how much less useful your car would be if it were not available on the weekend. The intermediate scenario increases the number of routes with Saturday service from 6 to 10 routes. In the growth scenario, 13 routes or 48% of all routes have Saturday service with 8 routes running on Sunday. Increasing weekend service enhances the accessibility jobs and services outside the traditional Monday through Friday work week. Tables 6, 7, and 8 provide more detail about planned service days, span, and frequency.

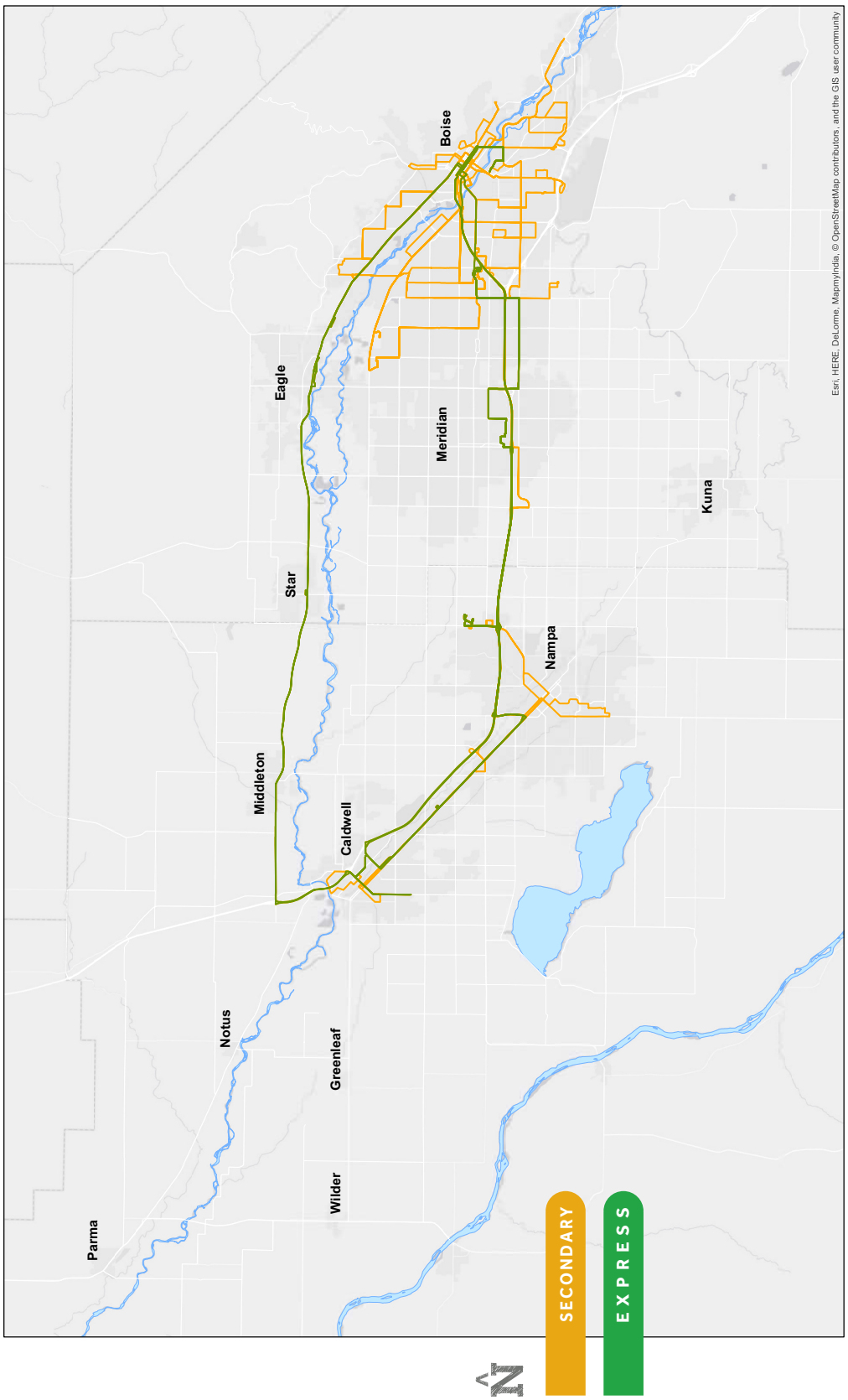


FIGURE 9.
ValleyConnect 2.0 Current Public Transportation Network

TABLE 6: Current public transportation network service levels

CURRENT ROUTE/SERVICES	15 PK	15 MD	9 PM	SAT	SUN
1	N	N	N	N	N
2	N	N	Y	Y	N
3	N	N	Y	Y	N
4	N	N	N	N	N
5	N	N	Y	Y	N
6	N	N	Y	N	N
7	N	Y	Y	Y	N
8	N	N	N	N	N
9	N	Y	Y	Y	N
10	N	N	Y	N	N
11	N	N	N	N	N
12	N	N	N	N	N
13	N	N	Y	N	N
14	N	N	N	N	N
16	N	N	N	N	N
17	N	N	N	N	N
18	N	N	N	N	N
28	N	N	Y	N	N
29	N	N	N	Y	N
40	N	N	N	N	N
41	N	N	N	N	N
42	N	N	N	N	N
43	N	N	N	N	N
44	N	N	N	N	N
45	N	N	N	N	N
51	N	N	N	N	N
52	N	N	N	N	N
53	N	N	N	N	N
54	N	N	N	N	N
55	N	N	N	N	N

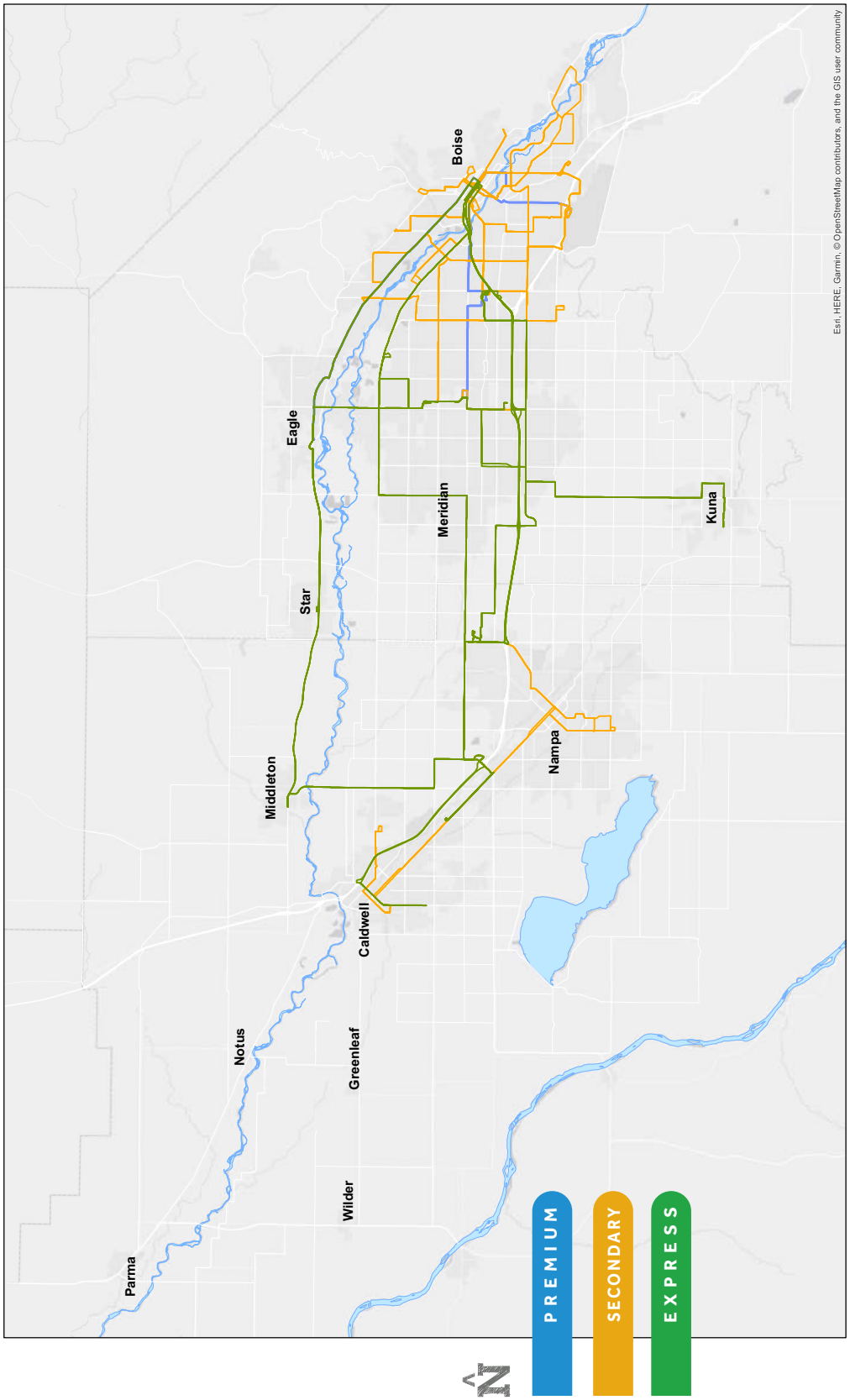


FIGURE 10.

Valley**Connect** 2.0 Intermediate Scenario Conceptual Network

TABLE 7: Intermediate scenario network service levels

AREA	DESCRIPTION	CURRENT ROUTE/ SERVICES	15 PK	15 MD	9 PM	SAT	SUN
BOISE AIRPORT	403b – Vista	3	Y	Y	Y	Y	Y
	102b – Roosevelt	4	Y	N	Y	N	N
	104.50b – Orchard/Curtis	6	N	N	N	Y	N
CHINDEN	201a – Kuna	none	N	N	N	Y	N
	253a – Chinden	8X	N	N	N	N	N
EMERALD	103a – Emerald	5	N	N	N	Y	N
HILL RD	104.51b – Curtis	10	N	N	Y	N	N
	302a – 36th St	10	N	N	N	N	N
	303a – Maple Grove	12, 28	N	N	N	N	N
I84 INTERCOUNTY	250.01a – HDTC to BSU	41, 42, 55	N	N	N	N	N
	250.02a – CWI to BSU	40					
	251a – Caldwell I-84	43, 45	N	N	N	N	N
NAMPA/ CALDWELL	150b – Garrity	51, 53	Y	N	Y	Y	N
	151 – Caldwell Bvld	52, 54	N	N	N	Y	N
OVERLAND	108b – Overland	29, 16	Y	N	Y	Y	Y
STATE/ HWY 44	401b – State St	9	Y	Y	Y	Y	Y
	202b – Star	9X	N	N	N	N	N
	252b – Hwy 44	44	N	N	N	N	N
FAIRVIEW	402b – Fairview	7a, 7b	Y	Y	Y	Y	Y
	106b – Ustick	8, 7a, 2	N	N	Y	Y	Y
WEST BOISE	304a – Warm Springs	11, 17	N	N	N	N	N
	305b – Boise Ave	2, 14	N	N	N	Y	N
	308a – Parkcenter	1, 18	N	N	N	N	N

GREEN CELLS Represent coverage, frequency, span, or service day improvements over today.

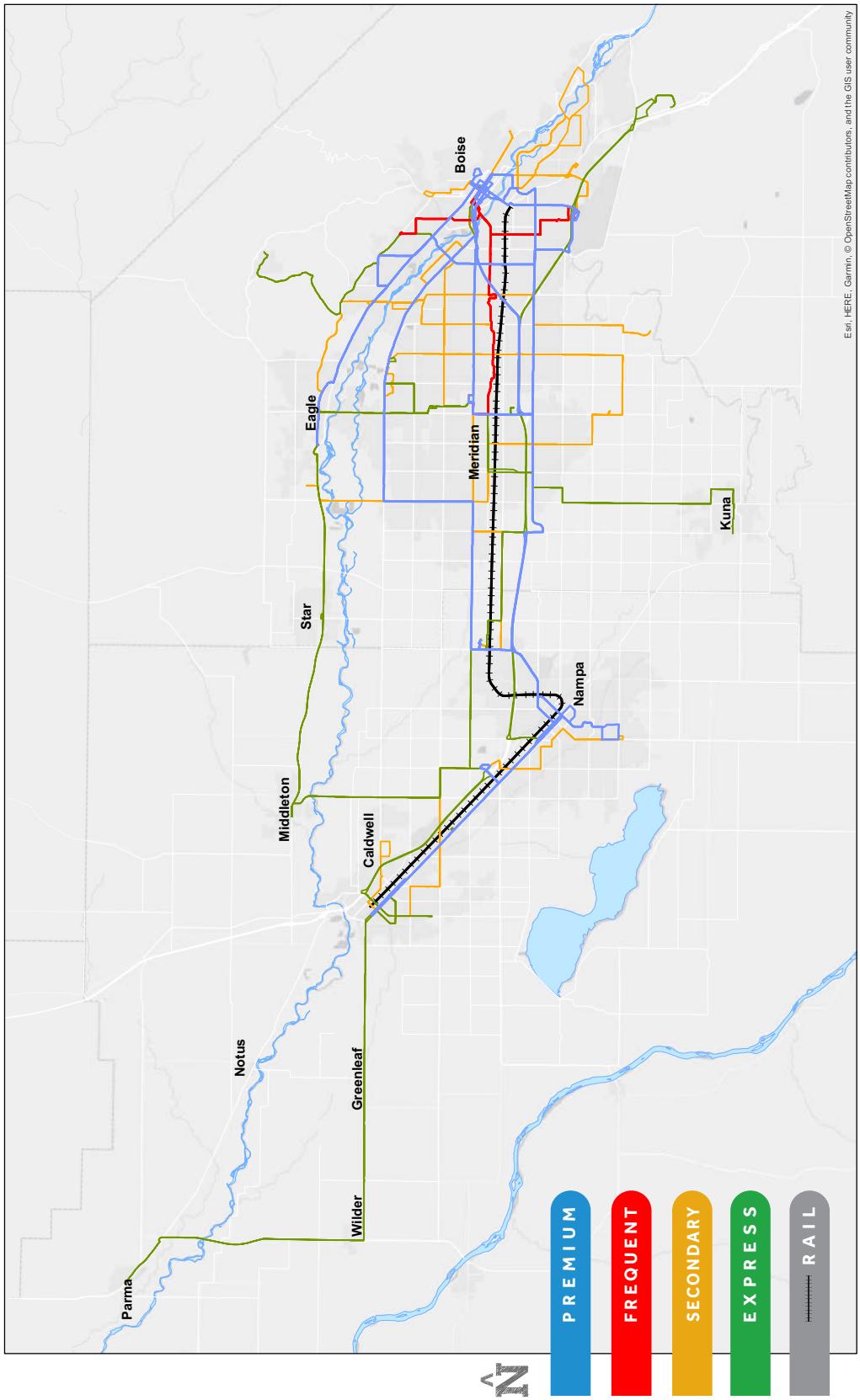


FIGURE 11.
ValleyConnect 2.0 Growth Scenario Conceptual Network

TABLE 8: Growth scenario network service levels

AREA	DESCRIPTION	CURRENT ROUTE/ SERVICES	15 PK	15 MD	9 PM	SAT	SUN
BOISE AIRPORT	403b – Vista	3	Y	Y	Y	Y	Y
	102b – Roosevelt	4, 10	Y	Y	Y	Y	Y
	405c – Orchard/Curtis	6, 10	Y	Y	Y	Y	Y
CHINDEN	201c – Kuna	None	N	N	N	N	N
	408c – Chinden	8X	N	N	Y	N	N
EMERALD	103c – Emerald	5	Y	Y	Y	Y	Y
I-84 INTERCOUNTY	407c – Nampa to Boise	40, 41, 42	Y	N	Y	Y	N
	251c – Caldwell I-84	43, 45, 55	Y	N	N	Y	N
	254c – Micron	None	N	N	N	N	N
MERIDIAN	303c – Maple Grove	12, 28	N	N	Y	N	N
	309c – Five Mile	None	N	N	N	N	N
	307c – Linder	None	N	N	N	N	N
	350c – Cherry Lane	None	N	N	Y	N	N
NAMPA/ CALDWELL	406c – Garrity	51, 53	Y	Y	Y	Y	N
	409c – Caldwell Blvd	52, 54	Y	Y	Y	Y	N
	351c – Midland	None	N	N	N	N	N
OVERLAND	404c – Overland	29, 16	Y	Y	Y	Y	Y
PARMA	255c – Parma	None	N	N	N	N	N
STATE / HWY 44	401c – State St	9, 9X	Y	Y	Y	Y	Y
	203c – Hidden Springs	None	N	N	N	N	N
	252c – Hwy 44	44	N	N	N	N	N
	333c – Star to Boise	None	N	N	Y	N	N
FAIRVIEW	402b – Fairview	7a, 7b	Y	Y	Y	Y	Y
	106c – Ustick	8, 7a, 2	Y	N	Y	Y	Y
WEST BOISE	304c – Warm Springs	11, 17	N	N	N	N	N
	305b – Boise Ave	2, 14	N	N	N	Y	N
	308a – Parkcenter	1, 18	N	N	N	N	N

GREEN CELLS Represent coverage, frequency, span, or service day improvements over today.

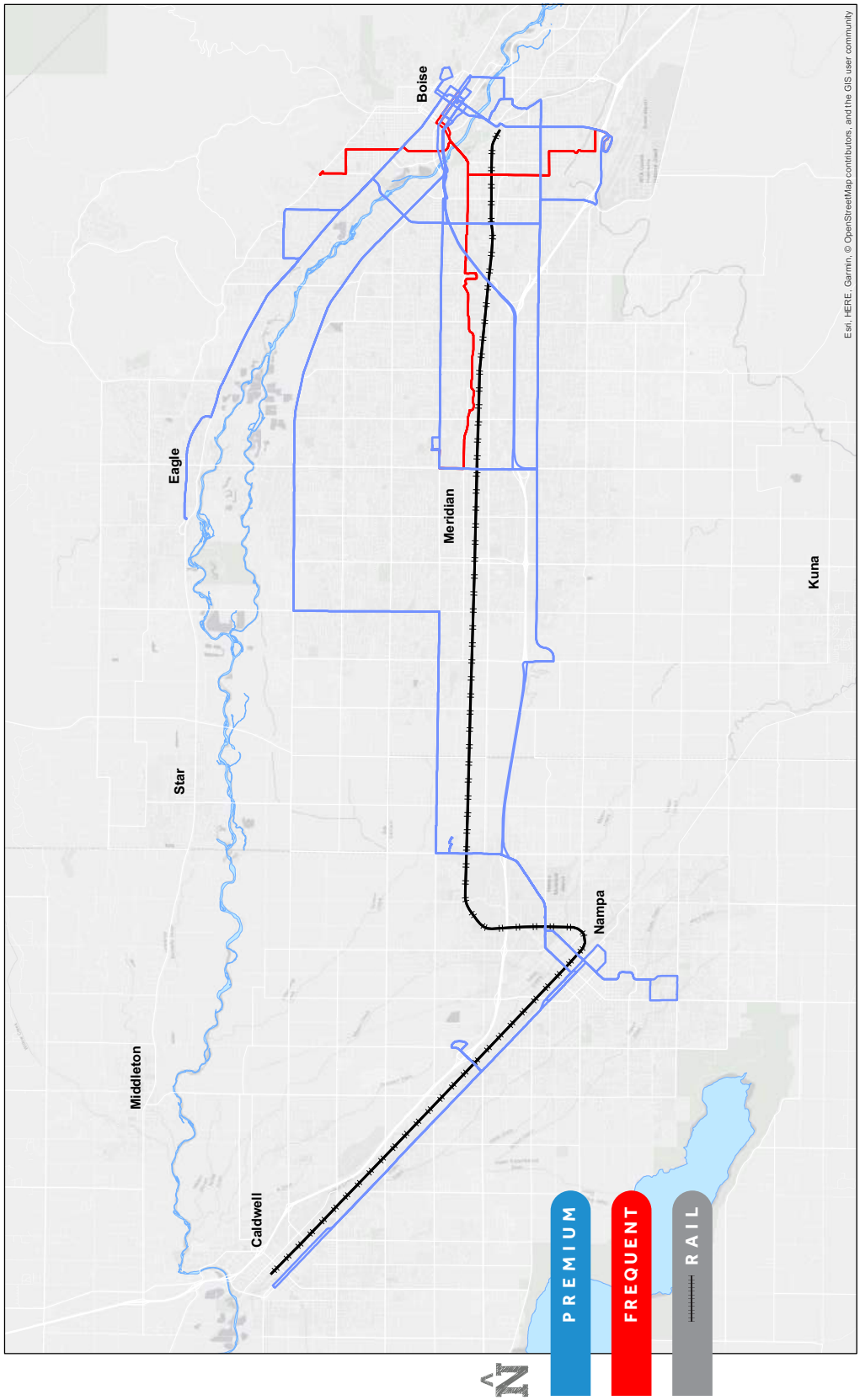
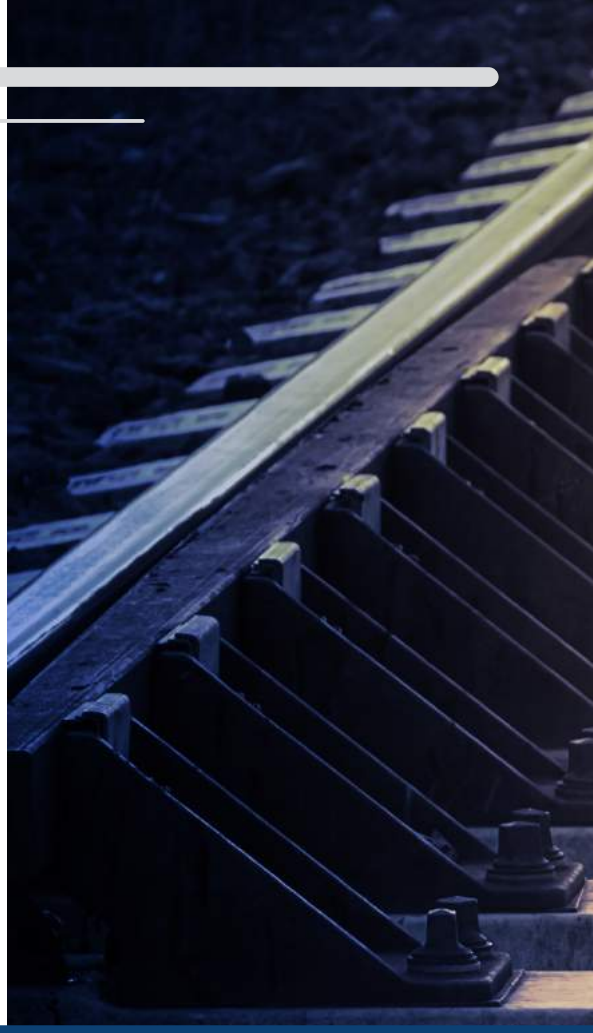


FIGURE 12.
Valley**Connect** 2.0, Growth Scenario Premium Corridors



PLANNING FOR

RAIL

integratedtransit

In addition to the much-expanded transit system envisioned in **ValleyConnect 2.0,** Valley Regional Transit and the two-county region have long been studying the viability of rail-based transit between Nampa and Boise. Because the time-frame for implementing any of these services is beyond the time-horizon of **ValleyConnect 2.0,** alignments and costs were not explicitly included in the plan. **ValleyConnect 2.0** does, however, continue planning for how high-capacity transit could best serve the area and a representative rail alignment is shown in the growth scenario map in Figure 11.

Various studies have considered using the existing rail right-of-way which could alleviate some of the travel demand between Caldwell, Nampa, Meridian, and Boise on I-84.

Most recently, the Community Planning Association of Southwest Idaho (COMPASS) has also studied various high-capacity transit alignments including the rail corridor, I-84, Franklin, and Cherry Lane/Fairview.

What we have learned in these studies is that the two most important factors for any rail service connecting Ada and Canyon County are as follows:

1. **WHEN AND HOW OFTEN THE RAIL SERVICE WILL RUN.** For example, will the service run only during rush hour or all-day, only weekdays or seven days a week, every hour, half-hour, or more often?
2. **HOW RIDERS WILL GET TO AND FROM THE RAIL STATIONS TO COMPLETE THEIR TRIPS.** For example, will riders be expected to drive to a Park & Ride, live or work within walking distance to the stations, or ride other transit services to and from the station?

Maximizing the rail investment will mean accessing rail by all means possible, walking, biking, transit and Park & Rides. The most productive rail systems, however, have the majority of riders walking, biking, or taking transit to and from the station. That is why Valley**Connect** 2.0 is such an important step in building towards rail service. Valley**Connect** 2.0 sets the foundation for when and where bus-based transit service will be provided. If high-capacity rail-based transit is the freeway

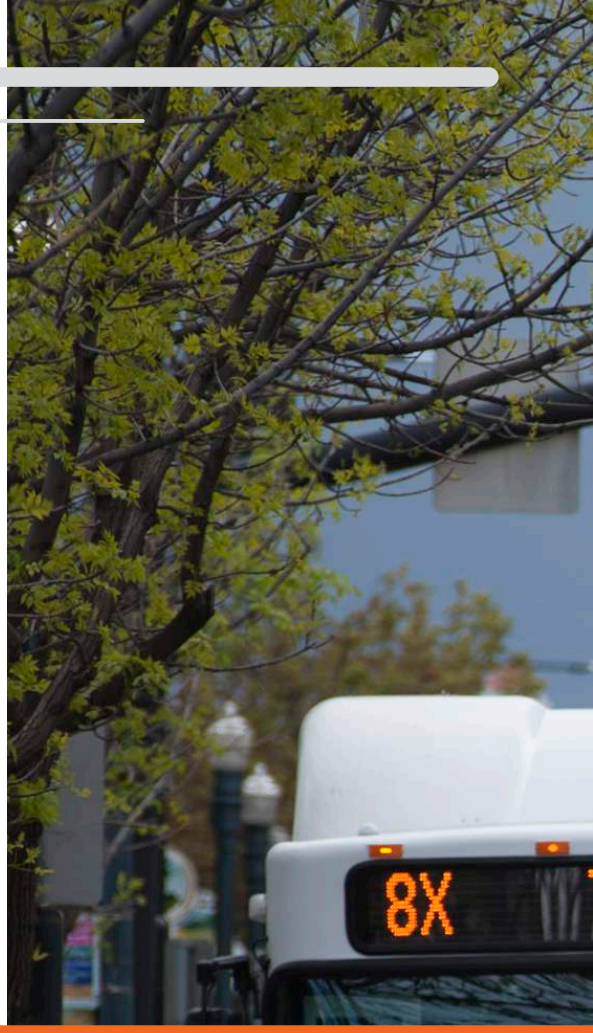
"Light rail is essential to supporting further growth in Boise."

— RESIDENT OF CENTRAL BOISE

of transit, then the services described in Valley**Connect** 2.0 are the arterials and collectors. Without arterials and collectors, the freeway is not very useful. Without being able to continue a trip after getting off the train, no rail-based system will be as useful as it could otherwise be. Plans are for Valley**Connect** 2.0 to be forward compatible with rail service. It will help refine plans for rail service. It will inform the size, function, and location of future rail stations. As rail planning continues, Valley**Connect** 2.0 will help answer critical questions such as:

- Where should the major Park & Rides be?
- How will rail serve Meridian — Is there a station at Eagle Rd? What bus facilities will need to be accommodated there? How would we incorporate a Park & Ride?
- How will rail serve Boise — Is there a station at Five Mile? How would a station there increase the accessibility of the rail corridor? How do we maximize a station near Cole? What would be the critical elements of a station at Vista? How would passengers continue downtown or to other destinations?

The growth scenario map in Figure 12 illustrates the representative rail corridor. The rail service will provide an important opportunity to reorient the bus service on I-84 to provide more local connections. The growth scenario includes approximately 45,000 annual hours of service on I-84. Redeploying those services back into the local connections would increase the local service by more than 10%. The reinvestments would make the rail service more accessible and attractive to more people.



CAPITAL PLAN TO

BUILD

for**future**of**transit**

ValleyConnect 2.0 plans for both service-level increases along with significant investments in supporting capital. **ValleyConnect 2.0** provides high-level capital costs for both the existing and the intermediate and growth scenarios. Table 9 outlines the planning level capital costs associated with each of the scenarios.

TABLE 9: Planning level capital costs associated with each scenario

CAPITAL CATEGORY	CURRENT	INTERMEDIATE SCENARIO (MILLIONS)*	GROWTH SCENARIO (MILLIONS)*
Bus Expansion	$11	$41	$67
Maintenance Facilities	$3	$20	$26
Corridor Improvements	$0	$21	$91
Passenger Amenities (Transit Centers/Bus Stops)	$0	$6	$11
Park & Rides	$0	$3	$8
Technology	$1	$7	$13
Total	$15	$98	$216

*Includes $23 million in deferred maintenance on existing network

The capital investments in Valley**Connect** 2.0 are a critical component of the vision for enhanced transit service in the region. Capital investments can:

- Lower annual operating costs by
  - Increasing transit speeds and reliability through signal, roadway, and other intelligent transportation system investments
  - Reducing passenger boarding and disembarking times
- Increase ridership by addressing customer identified priorities. Survey respondents identified the following types of investments as the top investment priorities for passenger amenities:
  - Increasing availability of real-time passenger information with both mobile applications and dynamic signs and kiosks
  - Increasing safety and rider comfort at bus stops and shelters with benches, lights etc. and on transit vehicles with cameras and safety features (see Figures 13 and 14)

As the transit system grows, corridor investments that improve the speed and reliability of service and enhance rider safety and comfort become the most significant capital investments in the Valley**Connect** 2.0 plan. The corridor investments alone make up more than 40% of the estimated capital program in the growth scenario.

"Prioritize lanes and signals to keep the buses on time. A logical, reliable system is key to success." — **RESIDENT OF SOUTHEAST BOISE**

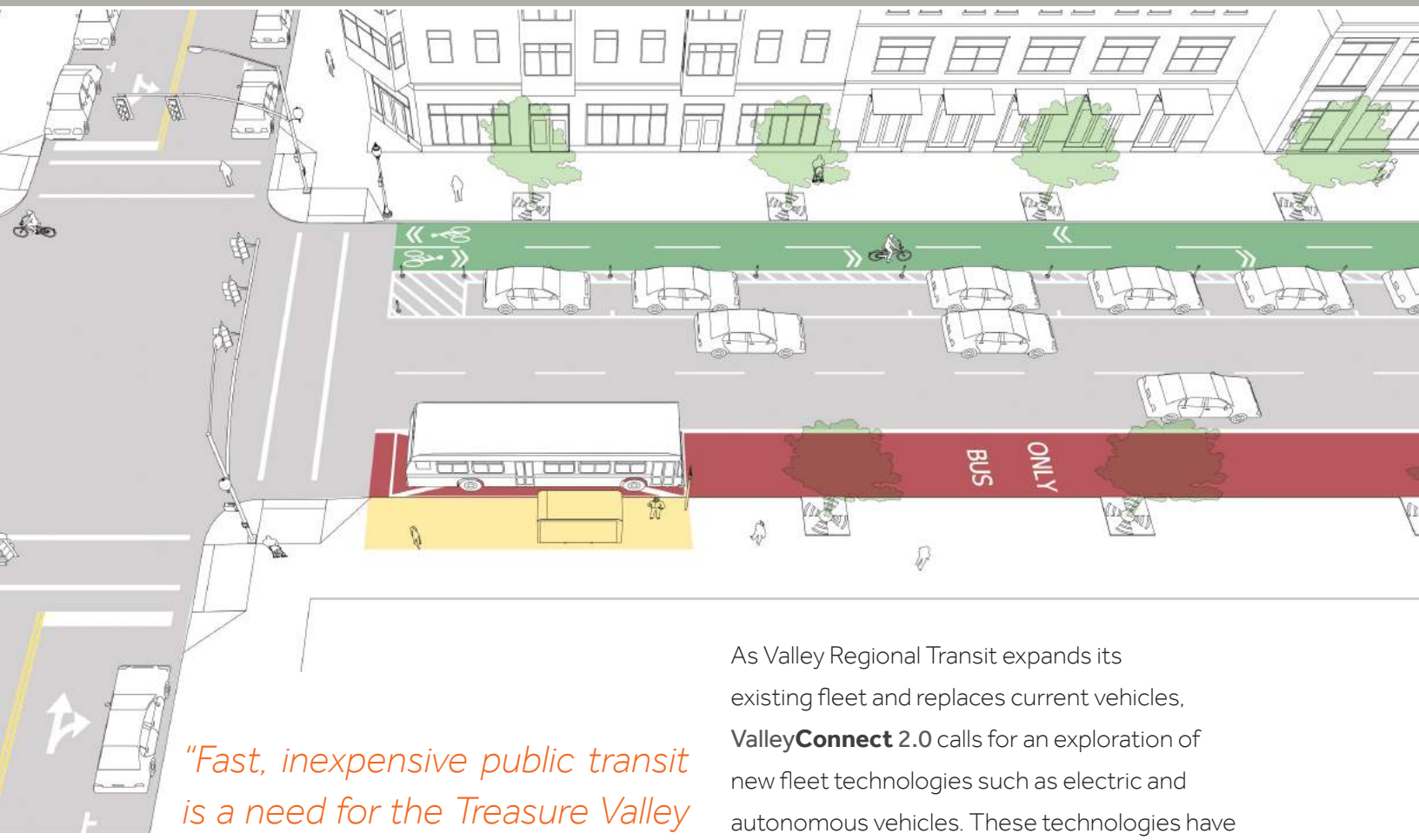
These investments to increase the speed and reliability of transit are supported by the riding public. Over 90% of the 1,275 people who completed the Valley**Connect** 2.0 survey supported prioritizing transit when roadway space is limited. These investments are important, not just for the transit-riding public, but also for the other motorists, as they will facilitate getting more people through congested areas faster.

Future enhancements on this plan could include even more targeted capital investments to ensure convenient and easy transit travel across the region. These investments could include transit lanes, off board fare payment, level boarding, etc. They also could include freeway stations at locations such as Ten Mile Rd., Meridian Rd., and Vista. These facilities would allow for easier transfers between services on the freeway and arterial-based services.

Valley**Connect** 2.0 envisions the capital investments in passenger amenities, such as bus stops and shelters, will leverage both technology and community investments to create local activity and information nodes. Well-integrated transit stops and stations could become valuable community assets. When integrated with technology, transit infrastructure can help residents access opportunities outside their neighborhoods, and draw visitors into the unique offerings each neighborhood has to offer. They also can become multi-modal transportation nodes where riders can seamlessly move between fixed-route transit and the other specialized transportation services.

FIGURE 13.

Integration of a transit lane and shelter. *Source*: NACTO



"Fast, inexpensive public transit is a need for the Treasure Valley and will greatly improve our quality of life."

— RESIDENT OF WEST BENCH IN BOISE

Many of the capital investments in Valley**Connect** 2.0 are required to deliver the services described. The intermediate and growth scenarios both require significant expansion of the existing transit fleet. With more buses, Valley Regional Transit will need to expand the existing bus base capacity to accommodate necessary vehicle maintenance and storage.

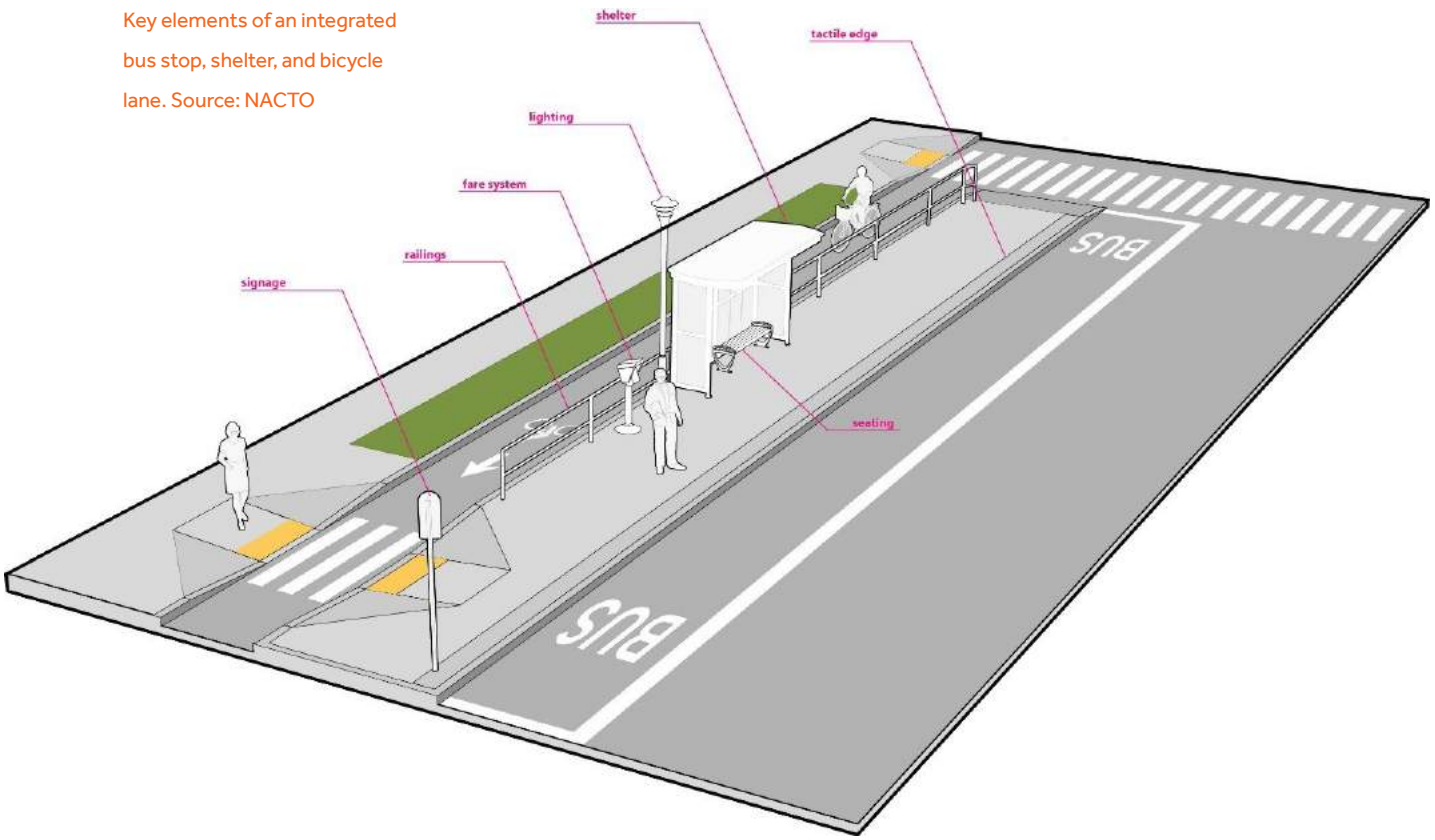
As Valley Regional Transit expands its existing fleet and replaces current vehicles, Valley**Connect** 2.0 calls for an exploration of new fleet technologies such as electric and autonomous vehicles. These technologies have the potential to both lower operating costs and reduce the noise and exhaust of transit coaches. It would also leverage local strengths of relatively low-cost electric power.

The Valley Regional Transit technology development and maintenance program is closely aligned with the vision, goals, and details expressed in this Valley**Connect** 2.0 Plan. Technology applications are considered the tools needed to achieve the related business and operational goals, and designed specifically to support safe transit services, operational efficiency, effective traveler information,

and data management. Technology project implementations will achieve these goals in the following categories:

- **SYSTEMS MANAGEMENT** — improve Valley Regional Transit's ability to deliver efficient and effective services (all modes) through mobility management systems. Additionally, systems will ensure dependable systems to support business functions and operations.
- **TRAVELER INFORMATION** — deliver accurate real-time information to customers regarding next bus arrival, delays, and other service alerts.
- **ELECTRONIC PAYMENT** — improve the ability of customers to purchase and use tickets/passes for desired rides through advanced electronics and communications.
- **TRAVEL SECURITY** — install facility and on-board surveillance and alerting systems to ensure the safety of customers, operators, and assets.
- **DATA MANAGEMENT** — integrate systems to collect, analyze, and report critical data to support Federal Transit Administration compliance and ensure reliable performance measurement.

FIGURE 14.
Key elements of an integrated bus stop, shelter, and bicycle lane. Source: NACTO



MOBILITY MANAGEMENT

EASY

travelforthepeople

Transportation is a rapidly evolving world and there is an increasing number of support systems that can better inform travelers of their options and improve their trip. **ValleyConnect** 2.0 responds to this reality by focusing the use of technology and innovation on achieving mobility goals. When we asked our riders what technologies would be most important to them in their use of transit, they prioritized real-time information and automated transit. In response, **ValleyConnect** 2.0 focuses on advancing technology that improves passenger information, multi-modal trip planning, service scheduling and dispatching, integrated fares, mobile ticketing, and piloting automated transit applications.

ValleyConnect 2.0's ultimate objective is to be able to help any traveler get where they are going in the most cost effective, efficient manner. We know that developing, managing, and providing data in an open, standardized format will be essential to being able to take full advantage of the dynamic world of transit technology.

A growing movement of transit providers are opening their doors to becoming mobility managers. In some parts of the world, this movement has taken the form of Mobility as a Service. In this concept, in addition to providing abundant high-quality transit, transit agencies are connecting their services with the plethora of emerging options in a coordinated fashion. **Valley**Connect 2.0 proposes that Valley Regional Transit moves in that direction in three key phases. Valley Regional Transit will follow these phases in both the intermediate and growth scenarios. In these scenarios, there will be more opportunities to coordinate services, expand microtransit, and fully realize the benefits of mobility management sooner.

As Valley Regional Transit transitions to extending options to a broader audience and consolidating niche-service models toward a common standard, it will be important to remain nimble and take advantage of changes in technology. These changes will, however, require investments in both operations and capital. While **Valley**Connect 2.0 does not attempt to detail what those costs will be at this point, it does commit to developing a plan for bringing these mobility options together. Tables 10 and 11 show the operating and capital costs for our existing systems.

Valley Regional Transit Partnership Philosophy

Valley Regional Transit coordinates and delivers solutions to meet a variety of specialized transportation needs through innovative collaboration with private transportation partners through the region. Private partners include nonprofits, senior centers, churches, neighborhoods, and private for-profit providers.

For example, today Valley Regional Transit partners with community members to deliver five different specialized transportation service models in the region:

1. Rides 2 Wellness (health-care access)
2. Village Van (access to jobs for people with low income) job access
3. Senior center and church partnerships (access for people over 65 and people seniors and persons with disabilities) disability access
4. Volunteer Driver Program
5. Vehicle Share Program

TABLE 10: Estimated 2018 operating expenses for mobility management and non-fixed route services

SERVICE	OPERATING EXPENSES
Specialized Transportation	$1,600,000
Bike Share	$500,000
Vanpool	$2,100,000
Mobility Management	$1,200,000
Total	$5,400,000

TABLE 11: Forecast capital expenses 2019-2024 for mobility management and non-fixed route services

SERVICE	CAPITAL EXPENSES
Specialized Transportation	$1,900,000
Bike Share	$2,100,000
Vanpool	$3,200,000
Total	$7,200,000

Currently, Valley Regional Transit's mobility management efforts are focused on maintaining a customer service center that directs passengers to the most appropriate means of travel, even training some new riders on how to take advantage of the options that exist. Valley**Connect** 2.0 will build on this foundation to help guide travelers into the expanding array of travel options. The $7 million in current capital needs would address known capital needs to expand and replace vanpool vehicles, bikeshare bicycles, and safe routes to school assets.

As described in the phases below, Valley Regional Transit's vision for service and capital investments in mobility management will be guided investments in the fixed-route system. Essentially, these investments should help the public "ride between the lines" and connect to important existing or planned transit nodes such as:

- Towne Square Mall
- College of Western Idaho
- Happy Day Transit Center
- Treasure Valley Marketplace
- The Village at Meridian
- Boise State University
- Main Street Station
- Downtown Caldwell

The investments should also accomplish one or more of the following objectives:

- Extend the reach of the fixed-route system by providing first and last mile connections
- Enhance the mobility in low-density areas where it is cost prohibitive to provide fixed-route service
- Mitigate impacts of network changes
- Coordinate efforts of other human services transportation providers

Coordinated Human Services Plan

ValleyConnect 2.0 efforts will also guide future updates of the regional Coordinated Human Services Plan. To ensure the efficient and effective alternative transportation options, the Federal Transit Administration requires that projects funded by alternative transportation funding through Sections 5310 (Elderly and Individuals with Disabilities), 5311 (Nonurbanized or Rural Area Formula Program), and 5307 (Urbanized Area Formula Program), that are used to assist low-income individuals in accessing jobs, be planned for in a coordinated fashion.

The themes of connecting more people to more places, more often, and of mobility management described in **Valley**Connect 2.0 **(see Figure 15)**, provide the guidance for coordinated action to improve transportation needs for people over 65, people with disabilities, people in rural areas, and job access for people with low income.

1 **PHASE 1: ENHANCED TRIP PLANNING AND CAPACITY BUILDING.** In this phase, Valley Regional Transit will build on past efforts to make it easier for travelers to plan trips across all Valley Regional Transit services, whether using fixed-route service, specialized transportation options, or any of the travel opportunities of partner agencies. In Phase 1, Valley Regional Transit will also be piloting micro-transit solutions that could be used for both the travel needs of specific populations and the general public. Valley Regional Transit will focus these pilots in premium transit corridors as first- and last-mile connections and to mitigate the potential the impacts of service redesigns. Valley Regional Transit will also explore pilots for automated transit, working with appropriate state and local authorities.

"I truly believe that automated buses should be the #1 priority for the ValleyRide system. Electric vehicles should be the second priority."

— RESIDENT OF CENTRAL BOISE

2 **PHASE 2: SERVICE INTEGRATION AND CONSOLIDATION.** In this phase, Valley Regional Transit will implement a "no wrong door" approach to scheduling and coordination. In this phase, Valley Regional Transit's focus will be on ensuring that regardless of how a traveler approaches Valley Regional Transit, whether as a person over 65, person with disability, commuter or otherwise, they will find the best travel option for their needs. During Phase 2, Valley Regional Transit will look for new ways to open the doors of existing services that are restricted to specific populations, to the general population.

PHASE 3: COMPREHENSIVE "ONE STOP SHOP" FOR ALL MOBILITY NEEDS. In this phase, Valley Regional Transit will continue the integration and consolidation of services from Phase 2. The outcome of Phase 3 will be fully integrated mobility management capabilities. Long term, Valley Regional Transit is planning for the various specialized transportation options to be replaced with an open microtransit option that can effectively serve both the needs of general population and niche markets. All specialized transportation and other mobility services will be integrated with the fixed-route services and provide supportive, connecting service "between the lines."

FIGURE 15.
Valley Regional Transit as a Mobility Manager (services in orange represent the areas most-directly related to the Coordinated Human Services Plan)

POTENTIAL SCHEDULE FOR

WHEN

investments**could**happen

ValleyConnect 2.0 is a plan that empowers Valley Regional Transit and its regional partners to take coordinated action. Although it is not a specific service plan, it does identify key transit corridors and provides guidance for how the various public transportation options work together to maximize public mobility.

"This is a great time to implement these ideas as the Valley is rapidly expanding. The sooner the better. Get the base built and expand as needed/warranted."

— RESIDENT OF GARDEN CITY

The schedule of potential actions in Table 12 also suggests a sequence showing how to phase in the various projects. The intent of this schedule of potential actions is to enable Valley Regional Transit and its regional partners to be opportunistic and move projects forward as resources become available.

Service Type References

Table 12 uses four different number series to indicate different future service types:

100 SERIES
targeted for frequent service

200 SERIES
targeted for express service

300 SERIES
targeted for secondary service

400 SERIES
targeted for premium services.

TABLE 12: Potential schedule of activities

	ACTION/OPPORTUNITY	
SERVICE	INTERMEDIATE SCENARIO	GROWTH SCENARIO
2019 – 2020	Fixed Route:	Fixed Route:
	101a – Vista	101a – Vista
	102a – Roosevelt	102a – Roosevelt
	103a – Emerald	103a – Emerald
	104.50a – Orchard/Curtis	104.50a – Orchard/Curtis
	105a – Fairview	105a – Fairview
	106a – Ustick	106a – Ustick
	108a – Overland	108a – Overland
	150a – Garrity	150a – Garrity
	151a – Caldwell Blvd	151a – Caldwell Blvd
	201a – Kuna	201a – Kuna
	252a – Hwy 44	252a – Hwy 44
	253a – Chinden	253a – Chinden
	305a – Boise Ave	305a – Boise Ave
	304a – Warm Springs	304a – Warm Springs
	308a – Parkcenter	308a – Parkcenter
	401b – State Street	401b – State Street
	Emerging Mobility • Improved trip planning integration and capacity building • Begin piloting Microtransit	**Emerging Mobility** • Improved trip planning integration and capacity building • Begin piloting Microtransit

TABLE 12: *continued*

	ACTION/OPPORTUNITY	
SERVICE	INTERMEDIATE SCENARIO	GROWTH SCENARIO
2021 – 2022	**Fixed Route:**	**Fixed Route:**
	101b – Vista	101b – Vista
	102b – Roosevelt	102b – Roosevelt
	104.51b – Curtis	104.51b – Curtis
	104.50b – Orchard/Curtis	104.50b – Orchard/Curtis
	105b – Fairview	106b – Ustick
	106b – Ustick	108b – Overland
	108b – Overland	150b – Nampa
	150b – Nampa	151a – Caldwell Blvd
	250.01b – HDTC I-84	250.01b – HDTC I-84
	250.02b – CWI I-84	250.02b – CWI I-84
	251b – Caldwell I-84	251b – Caldwell I-84
	305b – Boise Ave	304c– Warm Springs
	401c – State Street	305b – Boise Ave
	402b – Fairview	307c – Linder
	403b – Vista	308a – Parkcenter
	Emerging Mobility • Service integration and consolidation • Deploy proven Microtransit strategies	309c – Five Mile
		350c – Cherry Lane
		351c – Ustick/Midland
		401c – State Street
		402b – Fairview
		403b – Vista
		407c – Nampa to Boise

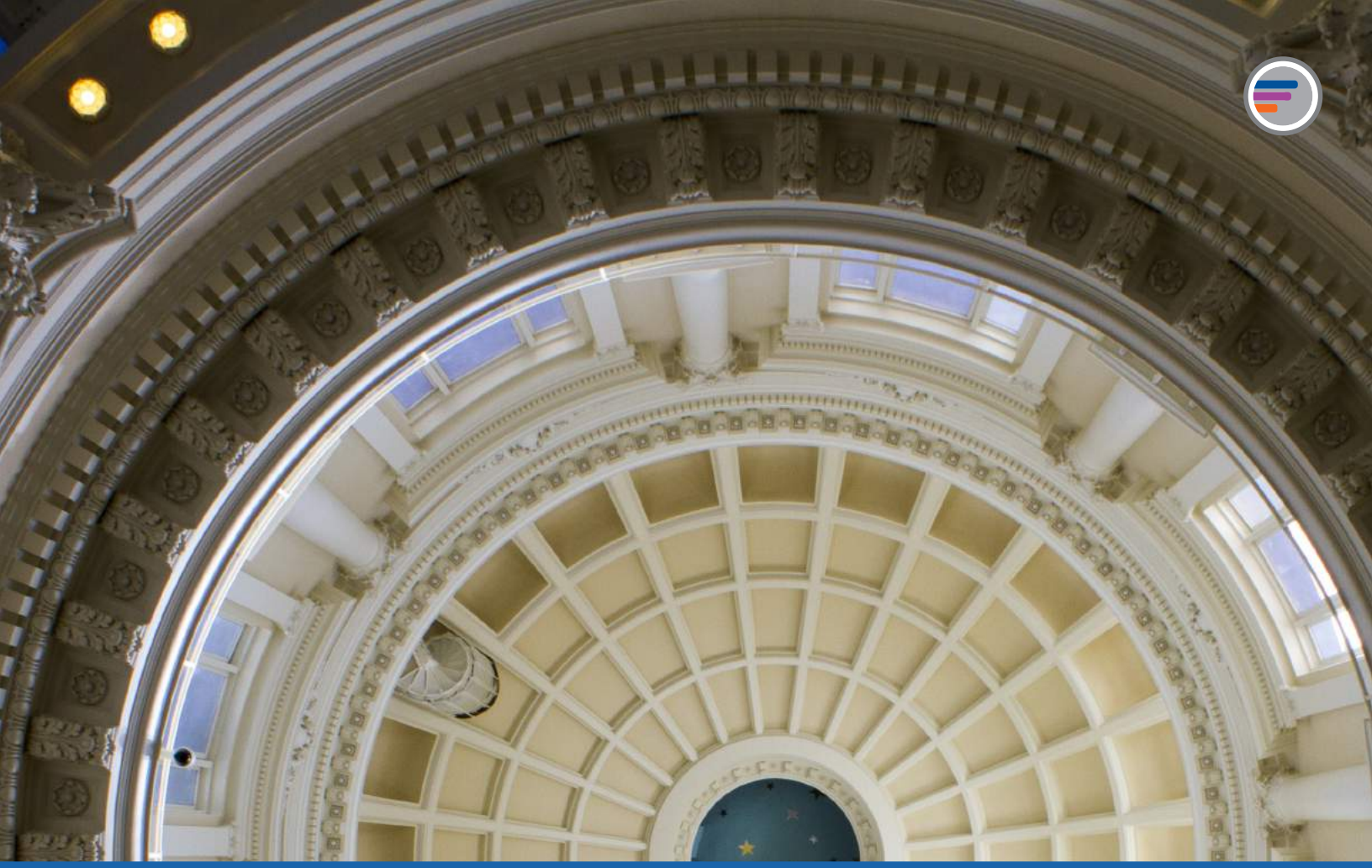
TABLE 12: *continued*

	ACTION/OPPORTUNITY	
SERVICE	INTERMEDIATE SCENARIO	GROWTH SCENARIO
		Emerging Mobility • Service integration and consolidation • Deploy proven Microtransit strategies
2023 – 2024	**Fixed Route:**	**Fixed Route:**
	151b – Caldwell Blvd	102a – Roosevelt
	302a – 36th St	103a – Emerald
	303c – Maple Grove	104c – Orchard/Curtis
	Emerging Mobility • Comprehensive one-stop shop for all mobility needs	106c – Ustick
		203c – Hidden Springs
		250c – CWI – I-84
		255c – Parma
		302a – 36th St
		303c – Maple Grove
		333c – Star to Boise
		404c – Overland
		405c – Curtis
		406c – Nampa
		408c – Chinden
		409c – Caldwell Blvd
		Emerging Mobility • Comprehensive one-stop shop for all mobility needs

FUNDING OVERVIEW

FUND

the**long-term**growth



Overview of Current Funding and the Funding Streams for Valley**Connect** 2.0

Valley Connect 2.0 is an ambitious transit growth plan that will require additional local and federal funding. It is also an urgent issue that will likely require an "all the above" approach especially in the near term as Valley Regional Transit seeks to find additional revenues from directly generated sources such as fares, pass sales, and advertising, as well as local contributions, federal grants etc. In the long-term, however, Valley Regional Transit will continue to work with the public and stakeholders to establish a stable and adequate funding source.

Increasing public transportation is a top funding priority for the residents of Ada and Canyon County. According to a 2017 public opinion survey, public transportation was identified as top priority for local government investments. The same survey found that 74% of the population said the Treasure Valley could use more mass transportation options[6].

As part of our public outreach for Valley**Connect** 2.0, we asked the public in a non-scientific study, how much they would be willing to pay to support public transportation. The survey asked two questions, one was about the respondent's willingness to support transit that directly benefited them, the other question was about the respondent's willingness to support transit that benefits their neighbor.

Although the survey is not representative of the population at large, it showed that over 90% of the 1,275 survey respondents would be willing to pay something and over 60% of respondents said they would be willing to pay more that $100/year to support transit that benefited their neighbor. When asked how much they would be willing to pay if the transit service directly benefited them, over 80% said they would be willing to pay $250/year or more. Both of these rates are significantly higher than the 2017 average of $38/year per household based on local jurisdiction contributions and fares.

- Previous analyses of potential funding sources have determined that the following local taxing options are the most likely sources to raise sufficient revenue to support an expanded transit system:
- Local option sales tax
- Gas tax
- Registration fees
- Real property tax

Other potential funding sources that may be worth exploring include the following:

- Vehicle miles traveled tax
- Employer/Payroll tax
- Value capture or Tax Increment Financing
- Impact fees

6 Boise State University, 2017. Second Annual Treasure Valley Survey. Survey. School of Public Service.
ETC Institute, 2017. City of Meridian Citizen Survey, 2017. Survey. June.
Northwest Research Group, 2013. City of Boise 2013 Community Survey. Survey. June.

Each of these funding options have certain risks and opportunities that need to be better understood and evaluated. Additionally, any direct funding source will require a change in state statute and some would require a change in the Idaho Constitution.

To realize the **ValleyConnect** 2.0 vision, Valley Regional Transit will develop a specific funding plan that explores all funding options and recommends both a near- and long-term course of action.

"Please make this happen!!" — **RESIDENT OF NORTH MERIDIAN**

special**thanks**

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