

ValleyConnect 2.0 Changes Due to Public Outreach and Stakeholder Input

There are four key areas that the final ValleyConnect 2.0 plan was updated to accommodate the public comments were received;

1. Include personal testimony about transit's role in the lives of our current and would be customers
2. Update the conceptual service network and capital program based on public comment and stakeholder input
3. Include public comment on the application of new technologies
4. Include the findings about the survey respondent's willingness to pay for transit services.

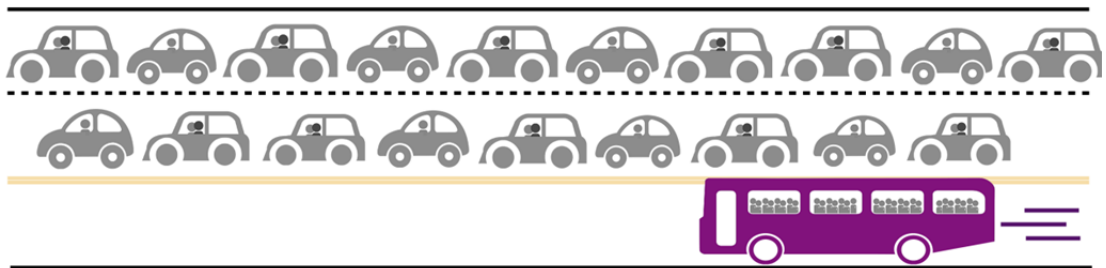
Quotable customers

The public outreach process provided VRT with the opportunity to refine the ValleyConnect 2.0 message and collect valuable feedback from our existing and would be customers. We prepared an infographic to summarize the objectives of ValleyConnect 2.0 and those were well received. We also heard from existing and would be riders about how transit is important to them. It is important that this plan reflect their opinions and experiences and the strongest messages about what ValleyConnect 2.0 is about. The proposed final ValleyConnect 2.0 plan will include relevant comments from the survey and the infographics from the outreach campaign.

Specific changes to be made in the plan:

- Incorporate infographics from outreach materials into the plan (See graphics below);
 - o Add the Better Use of Space graphic, Save Households Money graphic, More Frequent and Late Night Service graphic, 100 Miles of Corridor Investments graphic, Quadruple Service graphic, Ridership Target graphic to the executive summary
 - o Add the \$1.5 Billion vs \$15 Million graphic to the introduction

Better Use of Space Graphic



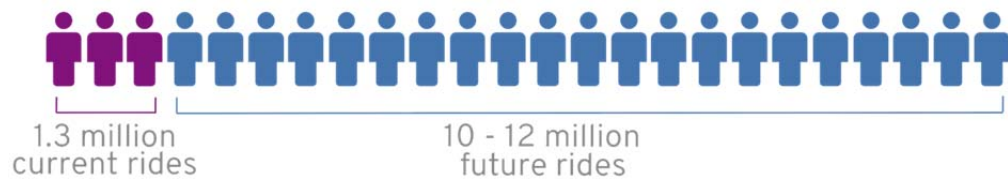
Save Household Money, More Frequent Service and Late Night Service graphics



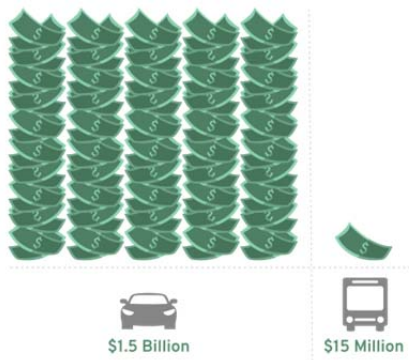
100 Miles of Corridor Investment and Quadruple Service graphics



Ridership Target graphic



\$1.5 Billion vs \$15 Million graphic



- “Fast, inexpensive public transit is a need for the Treasure Valley and will greatly improve our quality of life” Resident of West Bench Boise
- “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
- “Please make this happen!!” Resident of North Meridian
- “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 South West Boise
- “The frequencies of the bus system is 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
- “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 Boise
- “Freedom is a big deal for kids, provide it!” Resident of South Boise
- “Parent 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 South East Boise
- “Light rail is essential to supporting further growth in Boise.” Resident of Central Boise
- Reference the consistent theme of interest in rail service between Caldwell, Nampa and Boise through many survey respondents.

Changes to the network and capital program

The public and stakeholder comment have had significant impact on the proposed conceptual network and proposed capital investments in the final ValleyConnect 2.0 plan. Based on the strong public support for additional transit service across the Treasure Valley, in particular;

- improved weekend service between Ada and Canyon County
- additional coverage in South Boise, Meridian and Nampa
- all day service in the Hwy 44 corridor

The proposed final ValleyConnect 2.0 plan expands the total Growth Scenario annual operating budget by an estimated \$3.5 million. Those changes are listed below in the Intermediate and Growth Scenario table and are also illustrated in the attached maps.

The survey respondents were also very clear about their interest in prioritizing buses in constrained corridors. Accordingly, the proposed final ValleyConnect 2.0 plan expands corridor investments to improve transit speeds along premium corridors such as Chinden, I-84 and Overland West of Eagle. These enhancements increase the corridor capital costs by approximately \$25 million or approximately 38%.

Updated Table 1 Fixed-route Scenario in ValleyConnect 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	\$20,000,000	200,000	\$98,000,000
Growth	\$40,000,000 \$43,500,000	400,000 435,000	\$191,000,000 \$216,000,000
*Includes \$23M in deferred maintenance on existing network			

There was an error found in Table 9. The intermediate and the Growth Scenarios were intended to show the cumulative costs, but inadvertently did not include either the current costs (\$15M) or the deferred maintenance (\$23M). The corrected and updated table below includes all the cumulative costs plus the additions to the corridor improvements which are the result of the public input.

Correction and Update to Table 9 Planning level capital costs associated with each scenario (millions)			
Capital Category	Current	Intermediate Scenario*	Growth Scenario*
Bus Expansion	\$11	\$21 \$41	\$47 \$67
Maintenance Facilities	\$3	\$11 \$20	\$17 \$26
Corridor Improvements	\$0	\$21	\$66 \$91
Passenger Amenities (Transit Centers/Bus Stops)	\$0	\$2 \$6	\$7 \$11
Park & Rides	\$0	\$3	\$8
Technology	\$1	\$2 \$7	\$8 \$13
Total	\$15	\$60 \$98	\$153 \$216
*Includes \$23M in deferred maintenance on existing network			

Intermediate Scenario		
Service Concept Description	Change	Reason for Change
108b - Overland	Revised to approach VA hospital from 8 th St.	Stakeholder comment – faster more streamlined service. Provide better circulation through downtown Boise.
201a – Kuna	Revised to serve Linder	Coordination with Kuna Comprehensive plan – better serve population centers
251b – Caldwell – I84	Revised to serve Ten Mile Crossing	Stakeholder and Public comment – better align service with current and planned development

Intermediate Scenario (continued)		
Service Concept Description	Change	Reason for Change
252b – Hwy 44	Revised to connect to Middleton via Middleton Rd and Meridian via Eagle. Service to Boise would continue on State Street services.	Stakeholder comment – better align with commute patterns from Hwy 44 communities.
253a – Chinden	Revised to use Linder	Public comment – service better aligns with current development in West Meridian
303a – Maple Grove	Revised to serve Maple Grove rather than Milwaukee between Goddard and Emerald	Stakeholder comment – better align with existing population and employment corridors.
401b – State Street	Revised to serve Eagle via E State St	Stakeholder comment – better serving historic downtown Eagle and services

Growth Scenario		
Service Concept Description	Service Concept Description	Service Concept Description
402b – Fairview	Revised to stay on Fairview rather than deviating to serve Towne Square Mall. Approaches Boise State University from Broadway	Stakeholder comment – faster more streamlined service. Provide better circulation through downtown Boise.
102c – Roosevelt	Straightened out to stay on Roosevelt	Stakeholder comment – streamlining service
103c – Emerald	Extended to Meridian, service frequency increased – removed service off of Franklin	Stakeholder comment – better matching demand and population to service
201c – Kuna	Revised to serve Linder, Increased frequency, provide two-way service	Coordination with Kuna Comprehensive plan – better serve population centers
203c – Hidden Springs	Revised to start and end in Hidden Springs and service Hill Rd with service to downtown Boise	Stakeholder comment – better align service with existing and planned population densities between Star, Eagle, Hill Rd.
251c – Caldwell – I84	Revised to serve Ten Mile Crossing	Stakeholder and Public comment – better align service with current and planned development
252c – Hwy 44	Revised to connect to Middleton via Middleton Rd and Meridian via Eagle. Service to Boise would continue on State Street services.	Stakeholder comment – better align with commute patterns from Hwy 44 communities
254c – Micron	Revised to serve downtown Nampa more directly	Public and stakeholder comment about accessibility of downtown Nampa

Growth Scenario (continued)		
Service Concept Description	Service Concept Description	Service Concept Description
303c – Maple Grove	Extended to South of Lake Hazel revised to serve Maple Grove rather than Milwaukee between Goddard and Emerald	Public and stakeholder comment – better connect growing population centers in South Boise
309 – Five Mile	Extended to Lake Hazel and revised to the South Meridian YMCA off of Eagle	Public and stakeholder comment – better connecting growing population centers and identified neighborhood hubs in South Boise and Meridian.
333c – Hill Rd & Cole	New all day connection between Star, Eagle, Hill Rd and Cole	Stakeholder comment – better connecting Eastern Hwy 44 communities and existing and planned development along Hill Rd
401c – State Street	Revised to serve Eagle via E State St	Stakeholder comment – better serving historic downtown Eagle and services
402b – Fairview	Revised to stay on Fairview rather than deviating to serve Towne Square Mall. Approaches Boise State University from Broadway	Stakeholder comment – faster more streamlined service. Provide better circulation through downtown Boise.
404c – Overland	Revised to approach VA hospital from 8 th St.	Stakeholder comment – faster more streamlined service. Provide better circulation through downtown Boise.
407c – Nampa to Boise	Revised to more directly connect Nampa and Boise. Added weekend service	Stakeholder and Public comment – faster more streamlined service between Nampa, Meridian and downtown Boise
408c – Chinden	Revised to use Linder	Public comment – service better aligns with current development in West Meridian

(Also see attached maps)

Specific changes to be made in the plan:

- Update all operating and capital cost tables (Tables 1 and 9)
- Update all service level and potential schedule of activities tables (Tables 6, 7, 12)
- Update conceptual service maps (Figures 9, 10, 11)
- Update the the “change in Transit Freedom” figures (Figures 5, 6, 7)
- Add reference to the support for prioritizing buses on constrained roadways (“Build” chapter)
- Add reference to the importance of lighting, reliable real-time information, and shelters and benches demonstrated from survey respondents (“Build” chapter)
- Add reference to the importance of both frequency and coverage adds as demonstrated from survey respondents (“Network” Chapter)

Technology emphasis

The survey asked people to prioritize several different types of investments and real time information was a consistent high priority. Also when asked to compare on-demand/specialized services with automated transit, survey respondents showed a higher preference for automated transit then for on-demand, Uber or Lyft type services. ValleyConnect 2.0 already addressed these issues but because of the frequency of questions about how transit will respond to new technologies we recommend adding a reference to these survey findings in the technology section of the plan and suggest that VRT will be more proactive in looking for pilot and grant opportunities to explore the use of automated transit and wider distribution of real-time information.

Specific changes to be made in the plan:

- Add reference to survey support for automated transit and expansion of real-time information (“Easy” chapter).
- Add reference to pursuing pilot and grant opportunities to explore the use of automated transit (“Easy” chapter).

Funding Levels

The survey asked two questions about respondent’s willingness to financially support transit. One question was about the respondent’s willingness to support transit that directly benefited them, the other question was about the respondents willingness to support transit that benefits their neighbor.

The results of this survey show that more than ninety percent of survey respondents would be willing to pay some to support transit that benefited their neighbor, with sixty-three percent of survey respondents saying they would be willing to pay more than \$100/year to support transit that benefited their neighbor.

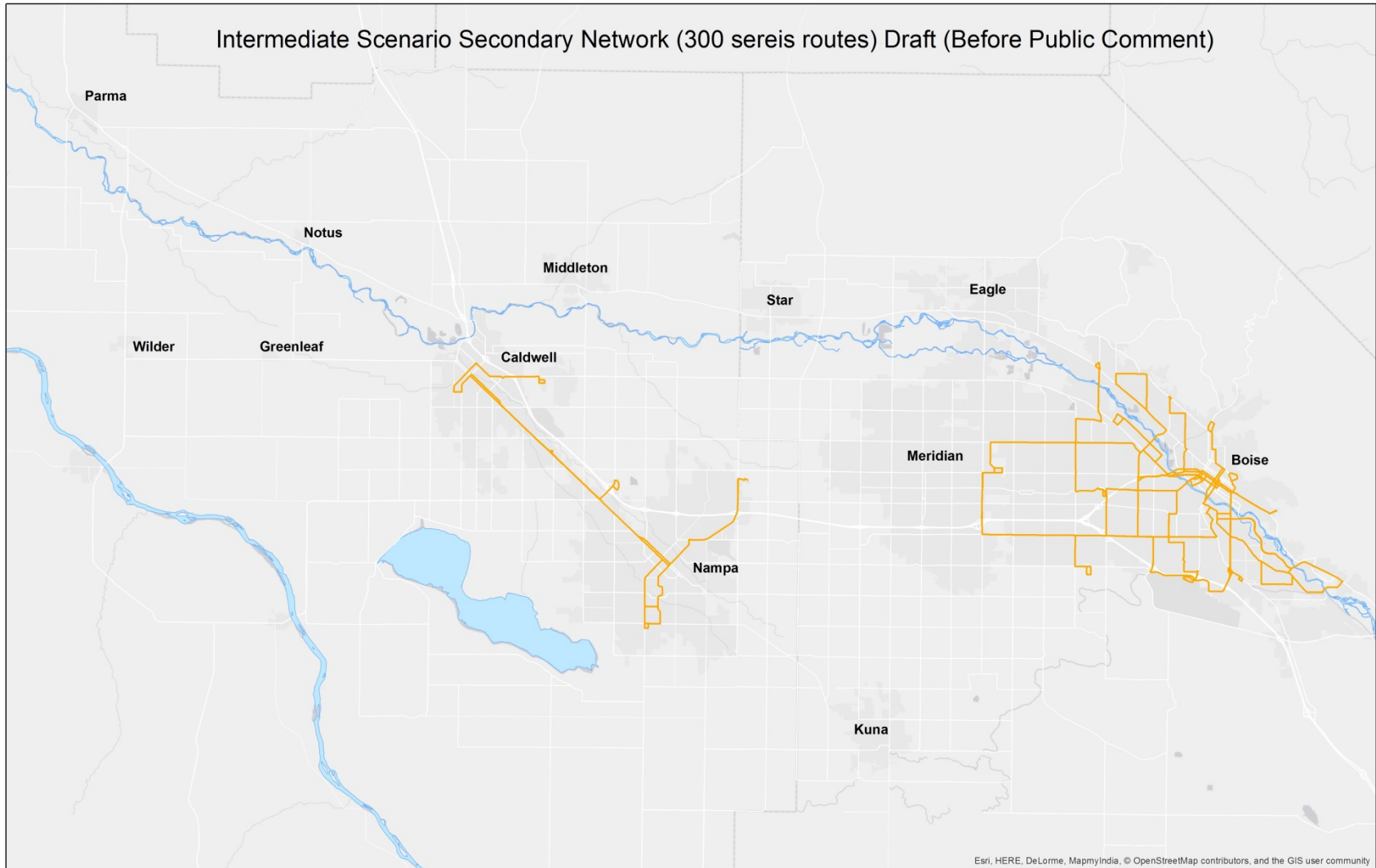
When asked how much they would be willing to pay if the transit service allowed them to eliminate one of their household vehicles, eighty-two of the survey respondents said they would be willing to pay \$250/year or more.

While not statistically valid, these responses can inform the beginnings of our discussion about funding the ValleyConnect 2.0 plan and VRT staff recommends adding these findings to the funding chapter.

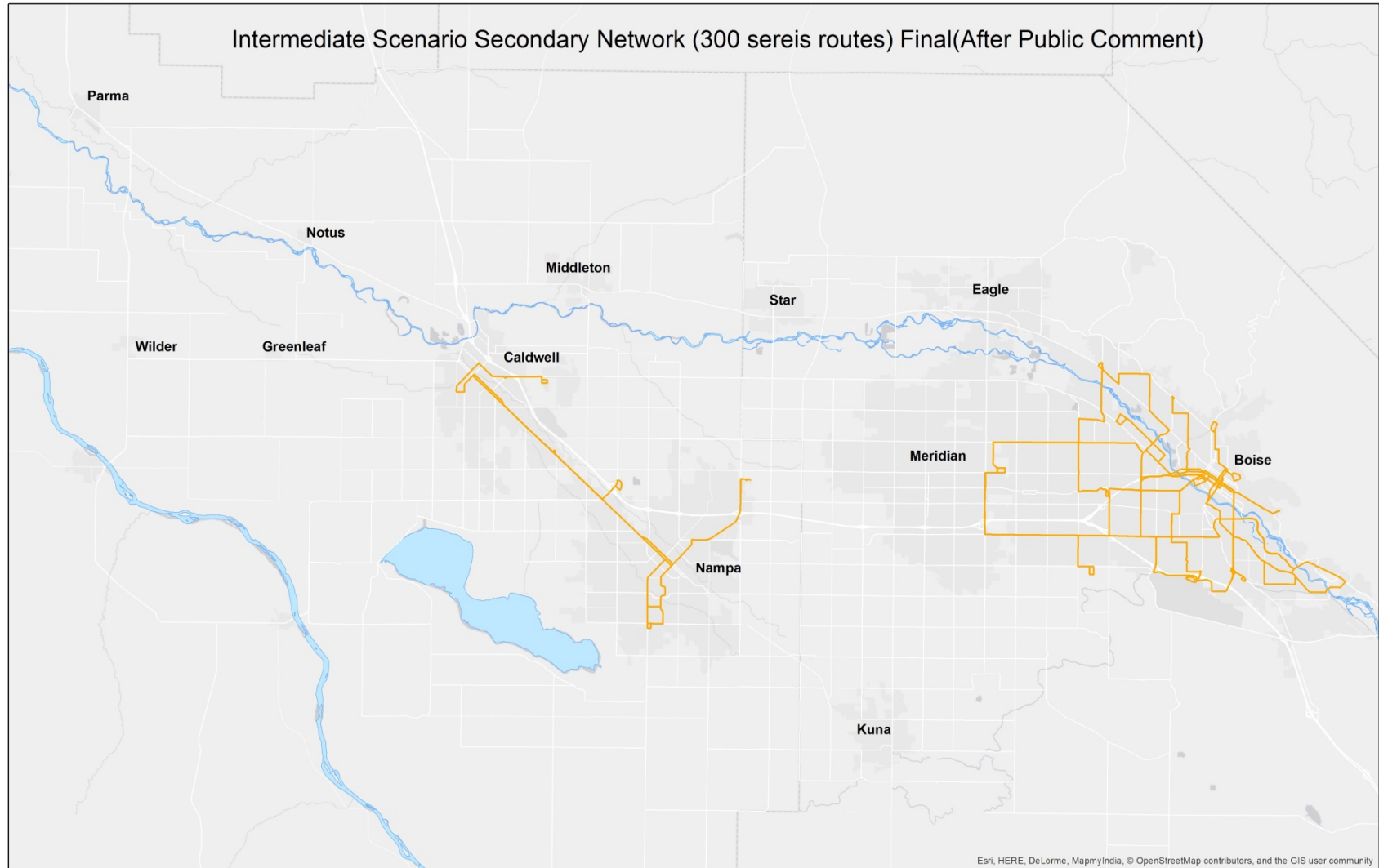
Specific changes to be made in the plan;

- Add reference to the findings of the funding questions from the survey (“Fund” chapter

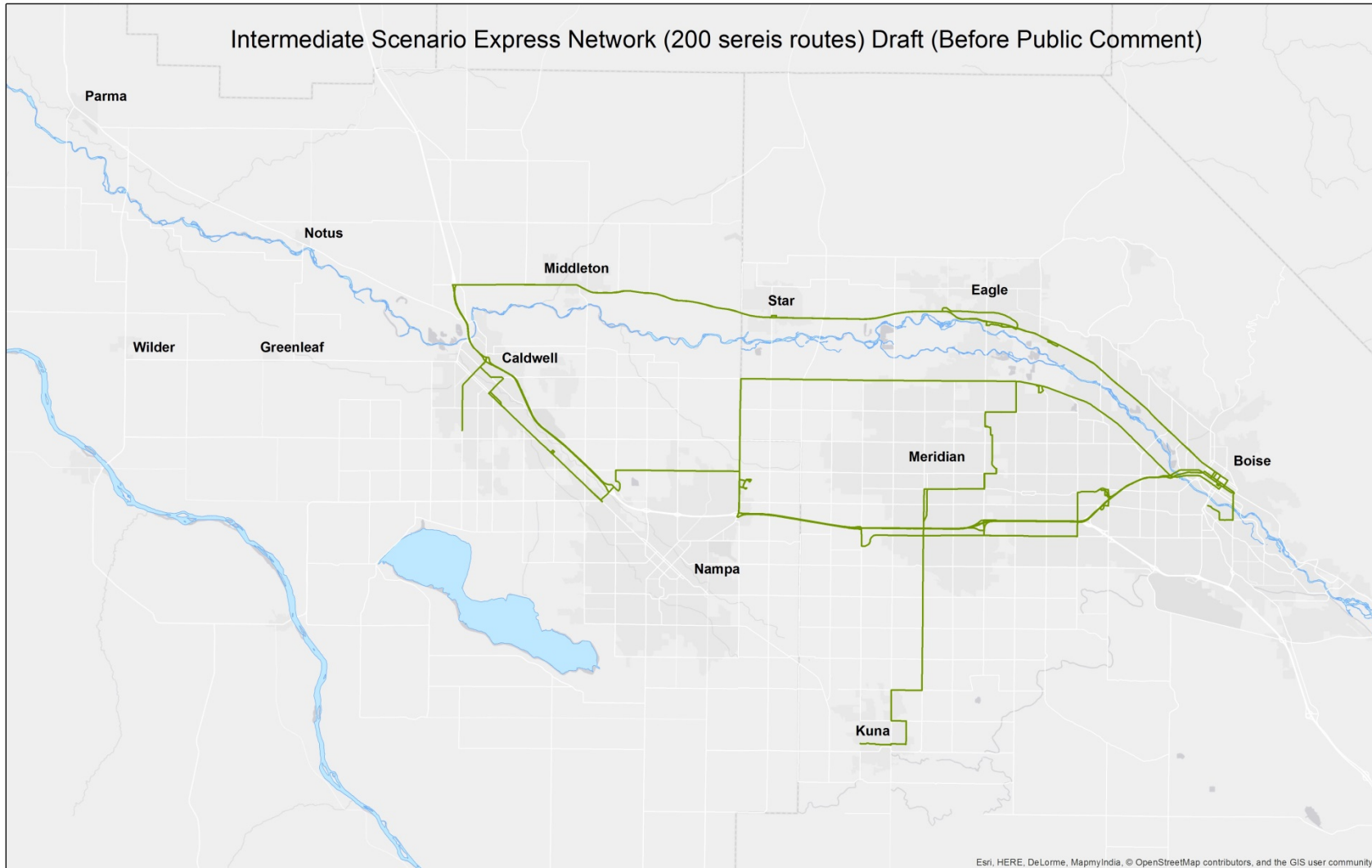
Intermediate Conceptual Network Comparisons



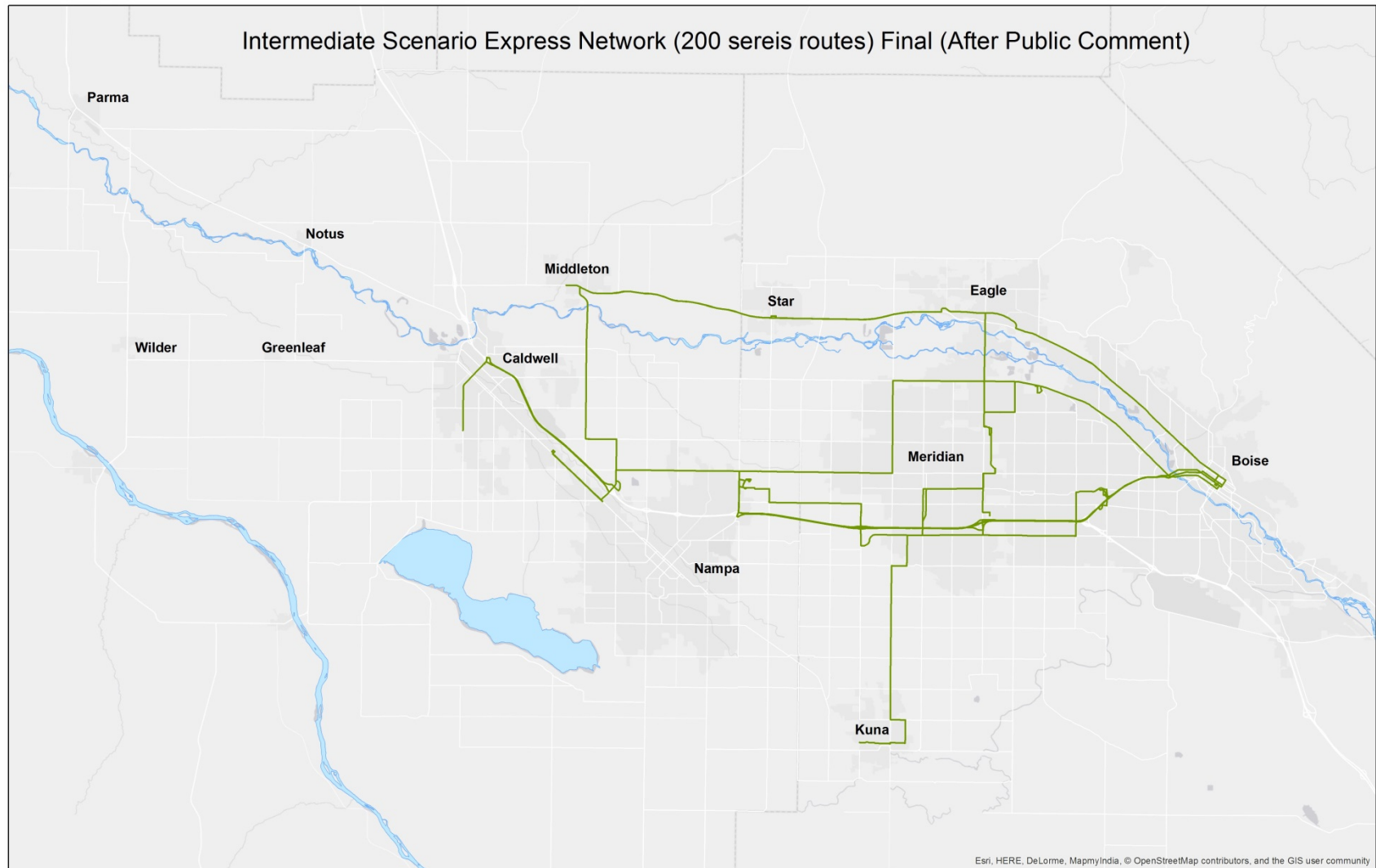
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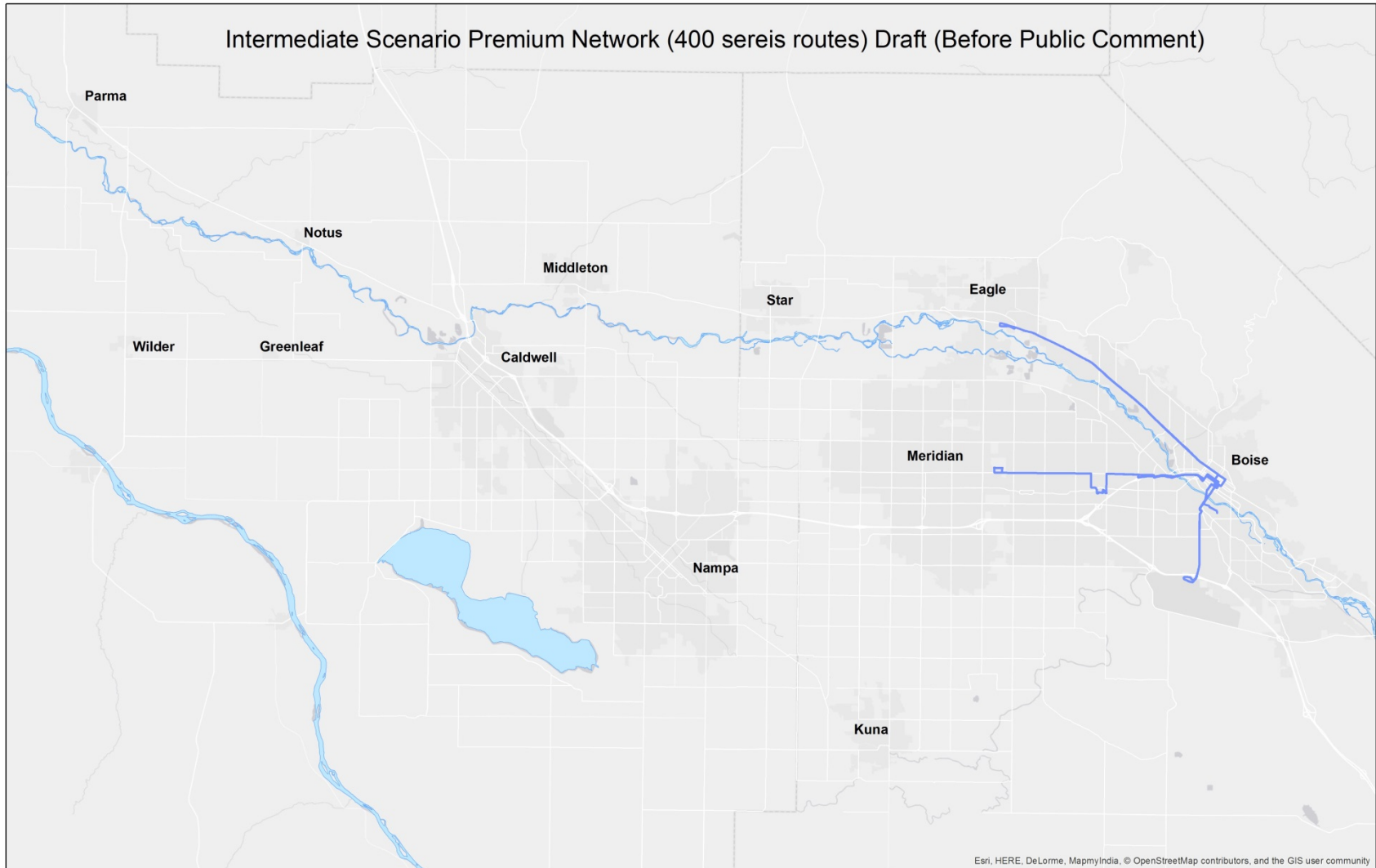
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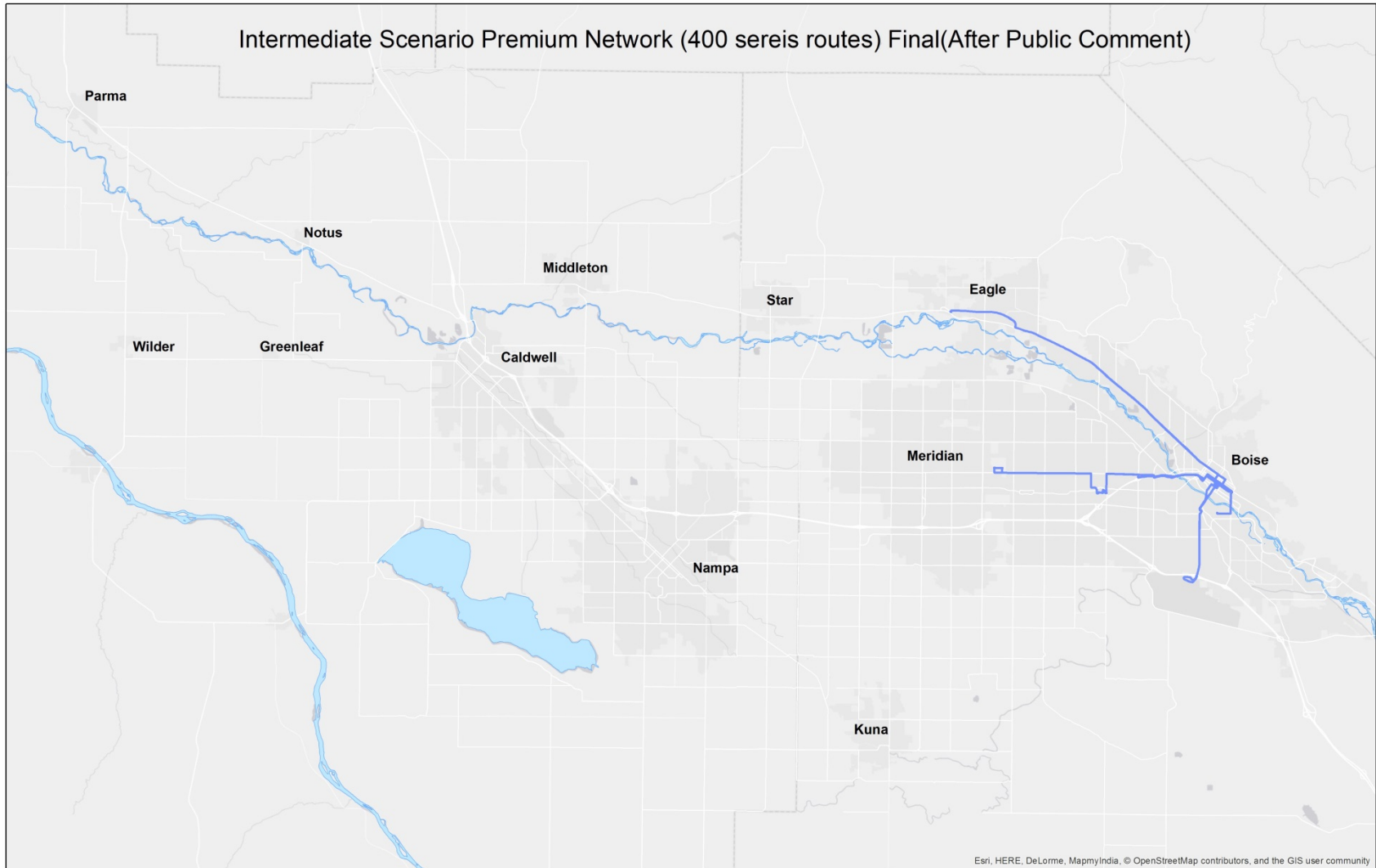
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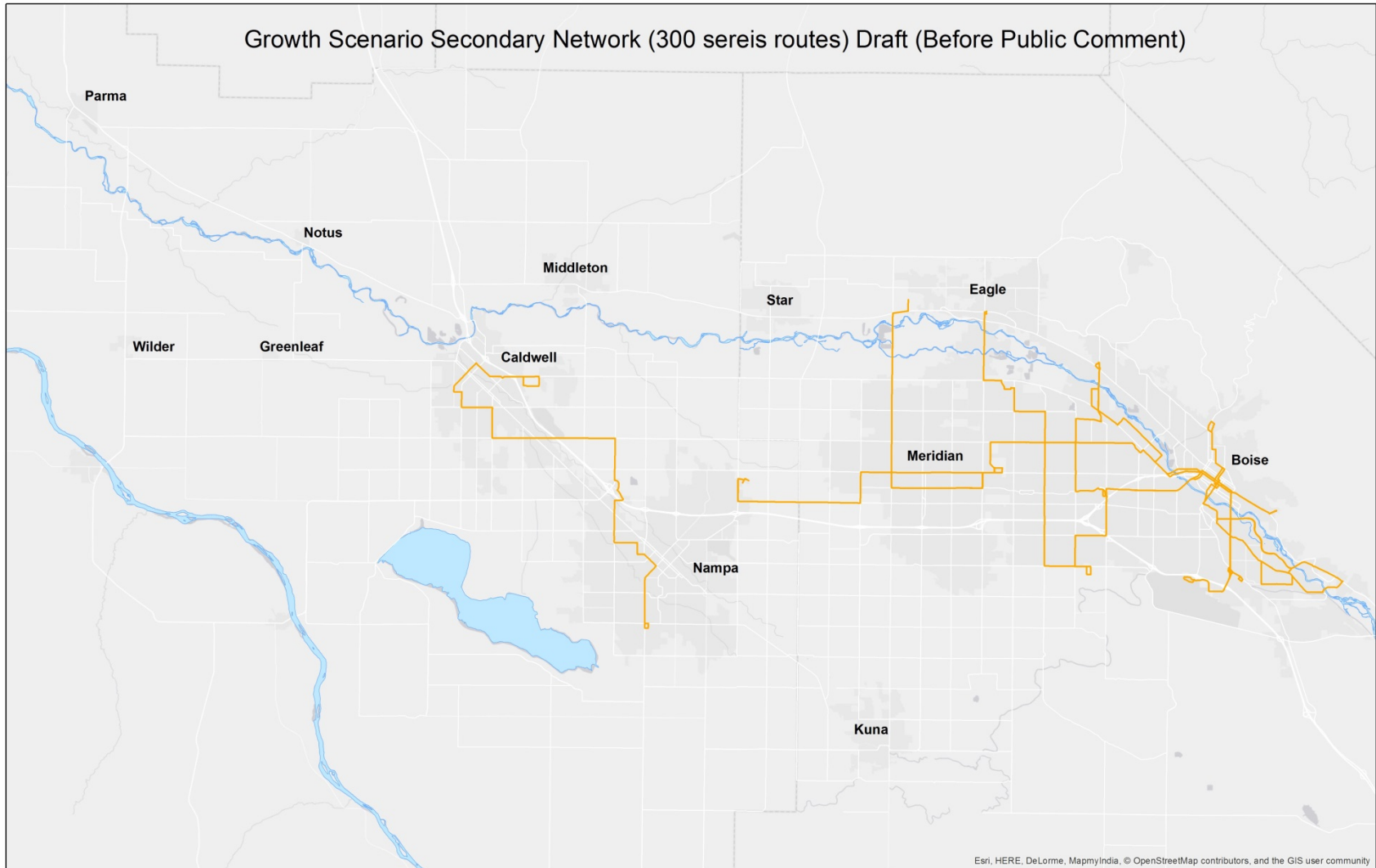
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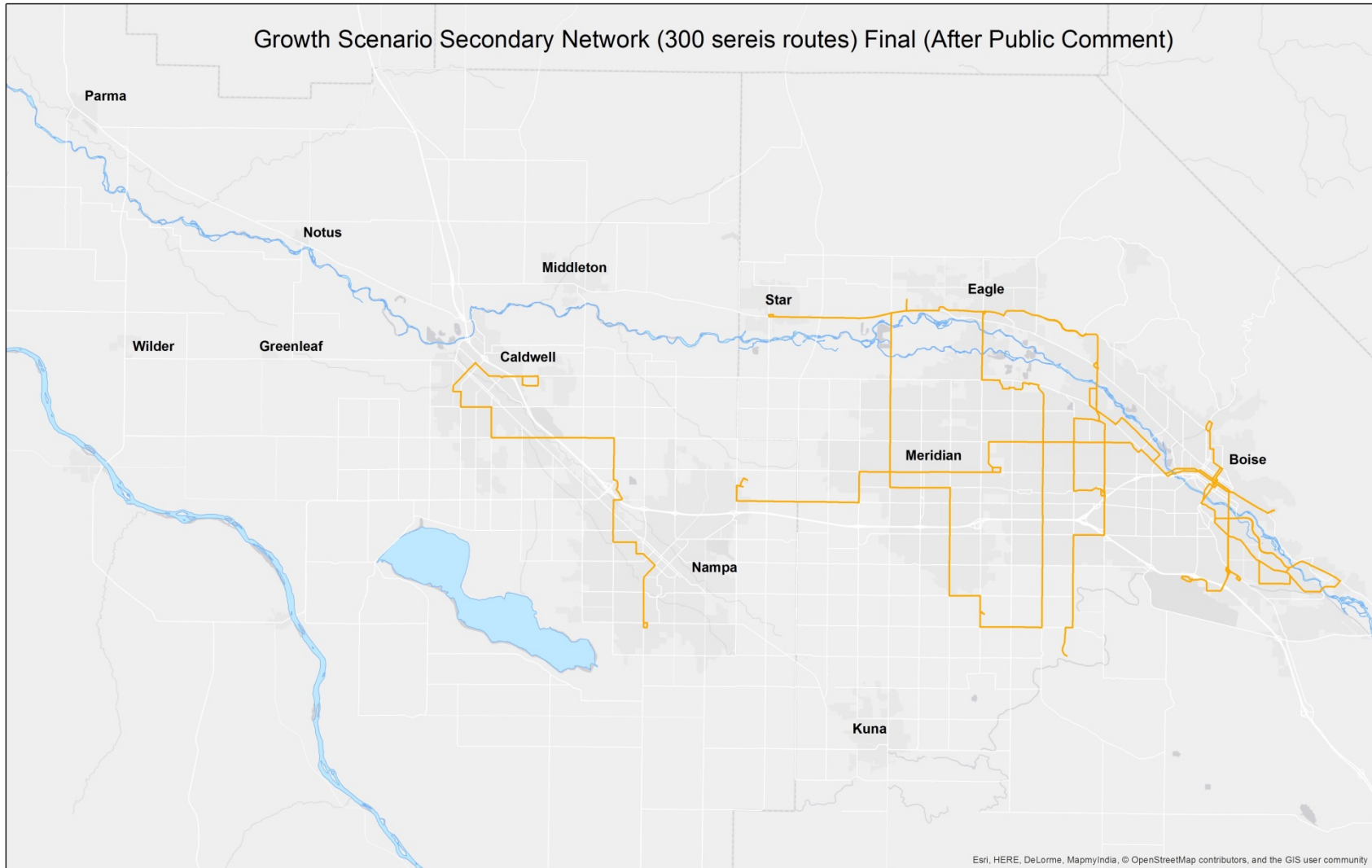
Intermediate Conceptual Network Comparisons



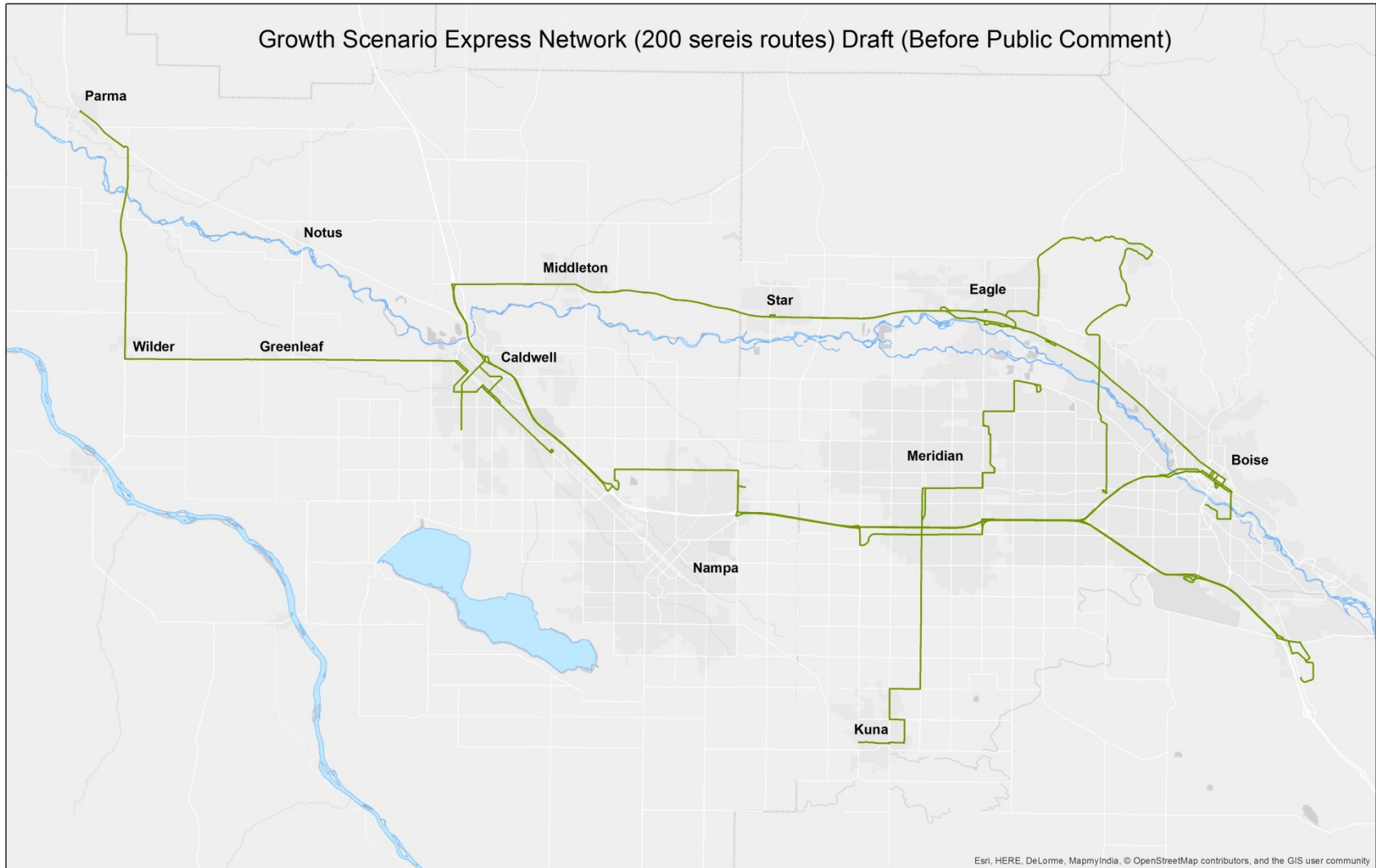
Growth Conceptual Network Comparisons



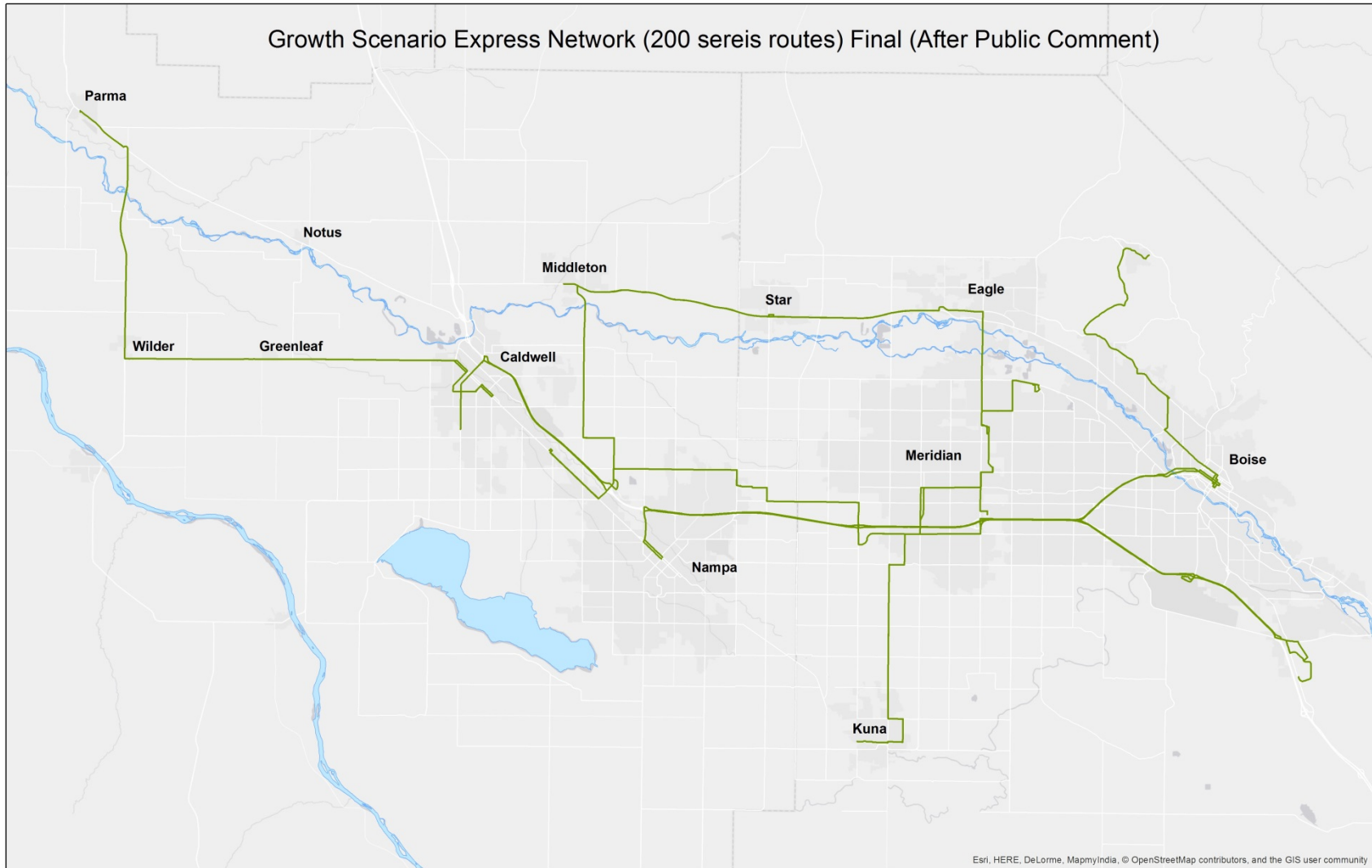
Growth Conceptual Network Comparisons



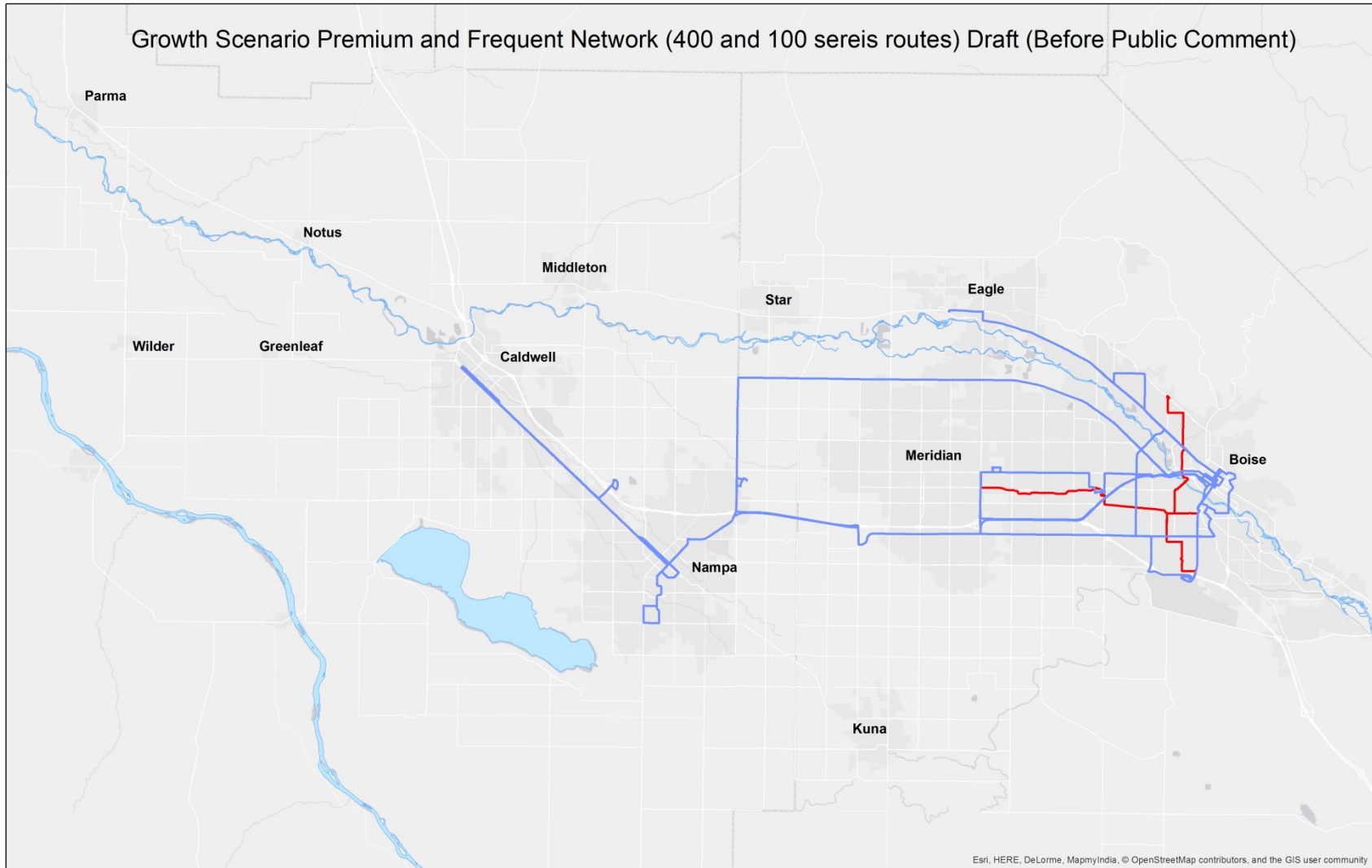
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