

Executive Board Meeting Agenda

August 07, 2023

11:00 AM

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

This is an in-person meeting. If you are unable to attend in person, you may participate in the meeting in-person, via MSTEams at https://www.valleyregionaltransit.org/VRTExecutiveBoard_August2023 or by dialing in at **323-484-8960** Conference ID: **450 105 417#**

I. **Calling of the Roll - Chair Joe Stear**

II. **Agenda Additions/Changes**

III. **Public Comments (*Comments will be limited to no more than three (3) minutes*).**

IV. **Consent Agenda**

Items on the Consent Agenda are Action Items and will be enacted by one motion. There will be no separate discussion on these items unless an Executive Board Member requests the item be removed from the Consent Agenda and placed under Action Items.

A. ACTION: Minutes of the July 10, 2023 Executive Board Meeting

Pages 3-4 | Paula Cromie

The Executive Board is asked to consider approval of the minutes from the July 10, 2023 Executive Board meeting.

B. ACTION: VRT Janitorial Services at Main Street Station (MSS) and Happy Day Transit Center (HDTCC) - All-Pro Cleaning, LLC

Pages 5-7 | Joe Guenther, Capital Projects Manager

Valley Regional Transit identified the need to update the janitorial services contract for Main Street Station and Happy Day Transit Center. Staff requests the Executive Board approve **RESOLUTION VEB23-015** and corresponding **Authorization for Expenditure** to authorize expenditures for facility cleaning services in FY2023 and 2024.

V. **Executive Board - Action Items**

VI. **Executive Board - Information Items**

A. INFORMATION: WORKSHOP - Present Final FY2024 Service Change Proposal

Pages 8-27 | Kate Dahl

Staff will present the final FY2024 Service Change Proposal including a summary of the work leading up to the proposal and responses to public comments.

VII. **Department/Staff Reports**

VIII. **Adjournment**

Agenda order is subject to change.

Next VRT Executive Board Meeting:

October 2, 2023 (followed by the Board of Directors meeting)

VRT Boardroom

700 NE 2nd Street

Meridian, ID 83642

Mission Statement: 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. (ValleyConnect 2.0 Plan approved 04/02/18)

Arrangements for auxiliary aids and services necessary for effective communication for qualified persons with disabilities or language assistance requests need to be made as soon as possible, but no later than three working days before the scheduled meeting. Please contact Jason Rose, Communications Director at 258-2739 if an auxiliary aid is needed.

Executive Board Meeting Minutes

July 10, 2023

11:00 AM

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

MEMBERS ATTENDING	MEMBERS ABSENT	OTHERS PRESENT
Lantz Brown, Boise State	Lauren McLean, City of Boise	Brad Alvaro, VRT
Debbie Kling, City of Nampa	Dale Reynolds, City of Nampa	Elaine Clegg, VRT
Todd Lavoie, City of Meridian	Jarom Wagoner, City of Caldwell	Paula Cromie, VRT
Sabrina Minshall, Canyon County		Kate Dahl, VRT
Alexis Pickering, ACHD		Gregg Eisenberg, First Transit
Joe Stear, City of Kuna		Jeannette Ezell, VRT
		Dave Fotsch, VRT
		Jeremy Gianchetta, VRT
		Kathleen Godfrey, VRT
		Stephen Hunt, VRT
		Jason Jedry, VRT
		Lila Klopfenstein, COMPASS
		Hailee Lenhart-Wees, VRT
		James Mundell, VRT
		Randy Reese, VRT
		Melody Roper, VRT
		Jason Rose, VRT
		Walter Steed, RAC
		Nicole Stern, ACHD
		Kyle Street, VRT
		Alissa Taysom, VRT
		Duane Wakan, VRT
		Corrie Washington, First Transit
		Cameron Wells, VRT
		Sarah Ybarra, VRT

- I. **Calling of the Roll** - Chair Joe Stear called the meeting to order at 11:03 with a quorum present by phone and in person.
- II. **Agenda Additions/Changes** – None
- III. **Public Comments** - None
- IV. **Consent Agenda**
Items on the consent agenda consisted of the following:

- A. **ACTION: Minutes of the June 5, 2023, Executive Board Meeting**
- B. **ACTION: Minutes of the May 16, 2023, Regional Advisory Council Meeting**
- C. **ACTION: Payment Register**
- D. **ACTION: Asset Disposal Public Hearing Request**

Executive Board set public hearing to be held at the VRT Board Meeting at 12:00 pm on August 7, 2023, to notify the public of assets slated for disposal and provide an opportunity for public comment.

Debbie Kling moved to approve the consent agenda as presented; Todd Lavoie seconded. The motion passed unanimously.

V. **Executive Board - Action Items**

A. **ACTION: Beyond ADA Final Service Model**

The Executive Board was asked to accept the Regional Advisory Council's recommendation and recommend the Beyond ADA final service model for approval to the VRT Board of Directors. Debbie Kling moved to approve the Beyond ADA final service model and recommend approval to the VRT Board of Directors; Alexis Pickering seconded. The motion passed unanimously.

B. **ACTION: Proposed Board of Directors Agenda for August Meeting**

Executive Board members requested the pay and step increase item be moved with the budget item and removed from the consent agenda. The bus stop sign-blade procurement, mobile column lifts and regional radio lease and maintenance agreement were moved from an action item to a consent agenda action item.

Sabrina Minshall moved to approve the proposed Board of Directors August 7 meeting agenda noting staff may need to add or remove additional items; Debbie Kling seconded. The motion passed unanimously.

VI. **Executive Board - Information Items**

A. **INFORMATION: Procurement Calendar**

The most recent procurement calendar was included in the packet for information.

B. **INFORMATION: Review FY2024 Preliminary Budget**

Elaine Clegg/Jason Jedry confirmed the budget numbers had not changed, although there were some shifts in the budget from one department to another.

VII. **Department/Staff Reports**

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

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

VIII. **Adjournment** – The meeting was adjourned at 11:35.

Next VRT Executive Board Meeting (followed by the Board of Directors meeting)

August 7, 2023

VRT Boardroom

700 NE 2nd Street

Meridian, ID 83642

AUTHORIZATION FOR EXPENDITURE EXECUTIVE BOARD

PROCUREMENT DESCRIPTION: Valley Regional Transit (VRT) facility janitorial services at Main Street Station (MSS) and Happy Day Transit Center (HDTC) with All-Pro Cleaning, LLC

TOTAL COST: Not to Exceed \$195,000 over two years.

PURPOSE/ACTION: VRT reviewed current contracts for janitorial services at MSS and HDTC. Staff completed an RFQ and a competitive pricing structure was achieved. As such, a new solicitation was listed and bid, combining service contracts for both facilities.

SCOPE OF WORK: The work in question involves all janitorial and related services for Main Street Station for the remainder of 2023 through July 20, 2024, with one extension possible. This work involves sweeping, mopping, waxing, disinfecting, vacuuming and other washing/janitorial services needed to maintain the facilities in a state of good repair.

DISCUSSION: The existing service provider contract is being terminated and updated bidding processes were explored to ensure responsibilities are clear. Staff also felt that proper competitive pricing is important to maintain for VRT's benefit. The contract estimate is \$92,900 per year with a request for up to \$195,000 to include unforeseen cleaning and day-porter services related to incidents which are likely to occur during the contract period.

ALTERNATIVES: Staff requires janitorial services to maintain transit facilities in a state of good repair. Service agreement RFQ 2023-06-26, Janitorial Services for MSS and HDTC was a public bid option for multiple cleaning companies.

FISCAL IMPACT: The FY2023 budget included funding for operations of MSS and HDTC. Both transit facilities budgets have been planned to accommodate costs of janitorial services to maintain these facilities in a state of good repair.

RECOMMENDATION/JUSTIFICATION: Valley Regional Transit staff followed federal procurement guidelines. VRT staff recommends the VRT Executive Board approve **Resolution VEB23-015** and allow procurement staff to approve a purchase order not to exceed \$195,000.00 for janitorial services with All-Pro Cleaning, LLC.

ORDER OF REVIEW

EXECUTIVE DIRECTOR (Approves procurements up to \$49, 999)

Signature: _____

Date Approved: _____ Resolution Number: _____

EXECUTIVE BOARD (Approves procurements \$50,000 up to \$199,999)

Signature: _____

Date Approved: August 7, 2023 Resolution Number: VEB23-015

VRT BOARD (Approves procurements \$200,000 and over)

Signature: _____

Date Approved: _____ Resolution Number: _____

**VALLEY REGIONAL TRANSIT EXECUTIVE BOARD RESOLUTION
JANITORIAL SERVICES, MSS and HDTC - AII-PRO COMMERCIAL CLEANING, LLC
RESOLUTION VEB23-015.**

WHEREAS, pursuant to Idaho Code, Chapter 21, Title 40, and as a result of the approval of the voters of Ada and Canyon Counties on November 3, 1998, a regional public transportation authority (now known as “Valley Regional Transit”) was created to serve Ada and Canyon counties; and

WHEREAS, Idaho Code § 40-2109(1) confers to Valley Regional Transit, as a regional public transportation entity, exclusive jurisdiction over all publicly funded or publicly subsidized transportation services and programs except those transportation services and programs under the jurisdiction of public school districts and law enforcement agencies within Ada and Canyon Counties; and

WHEREAS, Idaho Code § 40-2108(2) and (5) provide that Valley Regional Transit, as a regional public transportation entity, has power to raise and expend funds as provided in Idaho Code Chapter 21, Title 40 and to make contracts as may be necessary or convenient for the purposes of the Regional Public Transportation Authority Act; and

WHEREAS, VRT identified a need to update and renew the janitorial services contract for Main Street Station and Happy Day Transit Center; and

WHEREAS, the contract for this procurement will occur on July 20, 2023 for 1-year with an option to extend for one (1) additional year to July 20, 2025, for an amount not to exceed \$195,000 total expended over the horizon of the contract; and

WHEREAS, funding for this procurement is available in the FY2023 budget – Resolution VBD23-005 approved on January 9, 2023; operations budgets are approved annually and FY2024 budget will include fees for cleaning and maintenance and

WHEREAS, the Valley Regional Transit staff completed a competitive procurement process through a Request for Bid as required in the VRT Procurement Policies adopted by the Valley Regional Transit Board of Directors by Resolution VBD17-003 on 01/09/17 and updated by Resolution VBD17-022 on 09/25/17, and in compliance with all local and FTA requirements; and

WHEREAS, staff determined **AII-PRO COMMERCIAL CLEANING, LLC** is the most responsive and responsible offeror to provide the best value to meet VRT’s needs; and

WHEREAS, Idaho Code § 40-2109(5) provides that the Board of Valley Regional Transit may adopt resolutions consistent with law, as necessary, for carrying out the purposes of Chapter 21, Title 40, Idaho Code and discharging all powers and duties conferred to Valley Regional Transit Pursuant to Chapter 21, Title 40; and

WHEREAS, the Board of Valley Regional Transit has created an Executive Board,
RESOLUTION VEB23-015

conferring specific authority upon it to discharge its powers, pursuant to Resolution VBD11-011.

NOW THEREFORE, BE IT RESOLVED BY THE EXECUTIVE BOARD OF VALLEY REGIONAL TRANSIT:

Section 1. That the Valley Regional Transit Executive Board delegates the authority to the Valley Regional Transit CEO to approve janitorial services contract and corresponding AFE, not to exceed \$195,000.

Section 2. That upon approval of the authorization the Executive Board of Valley Regional Transit delegates authority to the CEO to finalize and execute the agreements with the All-Pro Commercial Cleaning LLC.

Section 3. That this Resolution, VEB23-015, shall be in full force and effective immediately upon its adoption by the Executive Board of Valley Regional Transit and its approval by the Executive Board Chair.

ADOPTED by the Executive Board of Valley Regional Transit, this 7th day of August 2023.

APPROVED by the Executive Board Chair this 7th day of August 2023.

ATTEST:

APPROVED:

EXECUTIVE ASSISTANT

CHAIR

RESOLUTION VEB23-015



TOPIC	FY2024 Service Change Final Network Proposal
DATE	July 24, 2023
STAFF MEMBER	Kate Dahl

Staff Recommendation/Request

This is a workshop for the Executive Board to review and discuss the proposed changes to the FY2024 Network Redesign. Staff has prepared service proposals that best meet agency goals and respond to public comments received during the concept phase. Staff is preparing the following public hearing dates 9/7/2023 Boise, 9/14/2023 Caldwell, 9/12/2023 Meridian, and 8/31/2023 Nampa. The outcome of the public hearings and other public comment on the final proposal will be presented to the full board for their consideration at the regularly scheduled October 2, 2023 meeting.

Highlights

- Consolidated fixed-route network on highest ridership routes
- Two public engagement periods with excellent response rate and actionable suggestions
- Expanded service areas for complimentary and specialized services

Summary

Valley Regional Transit (VRT) staff has consolidated the FY2023 fixed-route network into a smaller footprint with increased frequency on fixed-route and expanded the service areas of OnDemand, Lyft Late night, Lyft Transit Connections, and Beyond ADA to provide better coverage. The proposed changes will benefit the public by

- Increasing frequency on the Fairview corridor to 15 minutes in the commute period and 30 minutes midday
- Improving cross-town connections with a revised Orchard route running from Hill Road to the Boise Airport connecting all three current premium corridors (3 Vista, 7 Fairview, 9 State) and it will increase cross-town service in west Boise from 60 minutes to every 30 minutes
- Improving west Boise and Meridian connections with a revised route 45 and new all-day connection between Towne Square Mall and the Village at Meridian
- Restoring fixed-route service on the Nampa/Caldwell Boulevard and Garrity in Canyon County
- Adding new fixed-route service in south Caldwell serving Caldwell High School and the YMCA
- Maintaining express service between Caldwell, Nampa, Meridian and Boise
- Expanding the area of VRT transit connections to minimize the impacts in areas of service loss
- Leveraging changes in VRT's specialized services to minimize the impact of a smaller ACCESS service area
- Doubling the number of people within a ¼ mile of 30-minute all-day fixed-route service

- Increasing the number of people within ¼ mile of service that runs every 15 minutes during the commute period by 34%.
- Increasing in annual ridership by an estimated 16%

Despite these improvements, the final proposal will have localized negative impacts including the following

- Loss of service fixed-route to Harris Ranch
- Loss of service along Owyhee, Latah and Roosevelt
- Loss of service on Five Mile, Mc Millan and Curtis
- Loss of service on sections of Maple Grove, Milwaukee, Overland, and the North End
- Reduced service along the Hill Road corridor
- Reduced service area of the 150 – simplified to follow major roadways

The final proposal responded to public comment on the concepts in the following ways

- Maintained peak service on the highly used commute trips of the 10 Hill Road route
- Maintained express service between Caldwell, Nampa, Meridian and Boise
- Restored an early afternoon trip on the route 40
- Maintained service to the Frank Church High School
- Maintained service on Warm Springs
- Maintained service on SE Boise on Route 2
- Improved connections between downtown Meridian, Nampa and Boise
- Expanded the transit connections to areas that are losing service

Introduction

VRT consistently hears “we want better buses”. Riders want the bus to come more often, with better routes that connect home, work, and key destinations. They want accessible, comfortable, and convenient bus stops that include relevant information about where they can go and how they can get there. When VRT first introduced bus service, the focus was on providing routes in as many places as possible to connect passengers across the region. A persistent complaint is “buses are empty”, while this is true sometimes and, in some places, with the growth in the region, the time to grow public transit is now.

The best way for Valley Regional Transit to grow ridership and create a better bus service is to focus our efforts and investments on routes where visible improvements can be made. We can serve our riders in a deeper capacity and bring better value to our ridership and attract new riders. By continuing to demonstrate transit’s value in the region we will attract more funding which will allow us to expand the system in desirable and convenient ways. The time to grow transit is now and the move towards a “Better Bus” network requires changes to take us there. It is staff’s pleasure to introduce the final proposal for the 2024 Network Redesign.

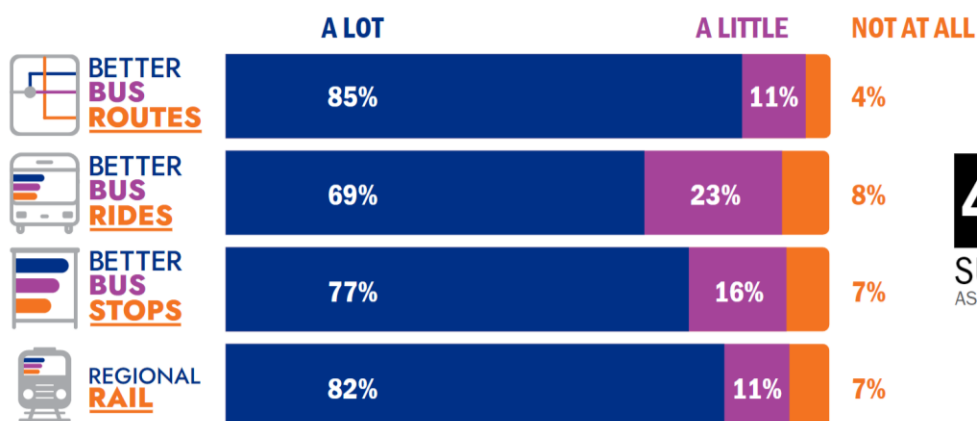
Public Comment and Public Engagement Process

In 2023, Valley Regional Transit launched two public engagement processes to inform future bus service. The Better Bus Initiative kicked off in April, driven by the vision of the new CEO, Elaine Clegg. It consisted of 10 events and a survey that was open for a little over a month. A summary of that survey is shown in figures 1 and 2 below.

List of Better Bus Initiative events

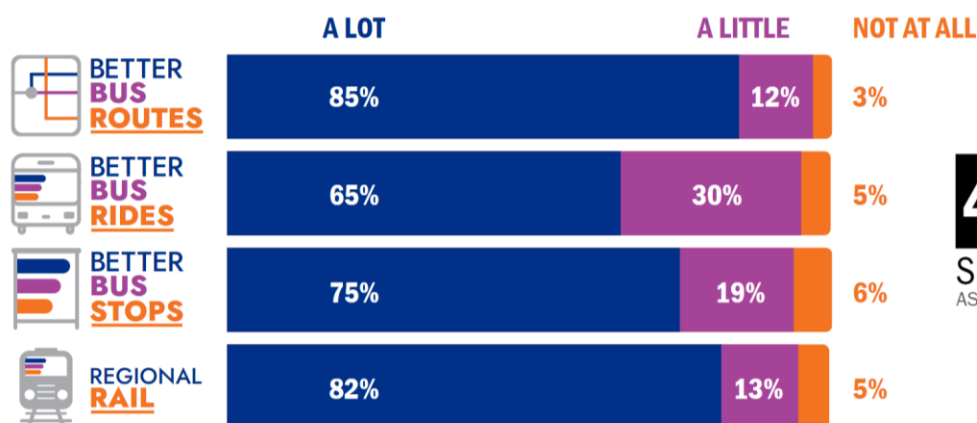
- 3/29: Better Bus popup table, Library! At Hillcrest
- 3/30: Better Bus popup table, Library! At Collister
- 4/4: Better Bus virtual town hall
- 4/5: Better Bus popup table, Library! At Cole and Ustick
- 4/6: Better Bus Open House, Main Street Station
- 4/13: Better Bus virtual town hall
- 4/14: Better Bus Open House, Boise Main Library
- 4/24: Better Bus Open House, Caldwell Library
- 5/25: Better Bus Routes: Bus Network Redesign Open House, Boise City Hall Plaza
- 5/30: Better Bus Routes: Bus Network Redesign Open House, Nampa Public Library

How much do you support your city/county funding these projects?



407
SURVEYS
AS OF 4/18/23

How much do you support these projects?



407
SURVEYS
AS OF 4/18/23

Figures 1 & 2: Better Bus Survey Results

The key takeaway from this engagement was that people supported more transit! Specifically, people wanted to see higher frequency, wider spans, and better improvements overall. The public feedback provided in this survey helped inform VRT staff to review the current route network design and move towards a more frequent grid network, which required consolidating underperforming routes and improving frequency on higher performing routes, which would build ridership, provide convenience through transfers, and improve public perception.

Budget and Proposed Scenarios

Utilizing the direction from the public, leadership, and budget parameters, staff's direction in this service change was to begin the move from a coverage-based system to a more frequency-based system. This required adding frequency on high performing routes where ridership could be increased, and by consolidating or eliminating poor performing routes with lagging ridership, which resulted in a smaller network footprint. Based on anticipated funding levels three scenarios were proposed for public comment. A brief summary of the scenarios are listed below.

Figure 3 also compares accessibility of the various scenarios.

Scenario A: Same budget, fewer service hours:

This scenario assumed a contribution from our largest local funder, City of Boise, of 5% of property tax revenue and 80,000 annual service hours, which was a cut from 90,000 in the prior year (due to increases in labor costs and inflation).

B: Increased budget, same service hours:

This scenario assumed a contribution from our largest funder, City of Boise, of 5.5% of property tax revenue and 90,000 annual service hours, with increased frequency on routes. The estimated ridership for this network would likely be the highest of all the scenarios presented.

C: Increased budget, same service hours:

This scenario assumed a contribution from our largest funder, City of Boise, of 5.5% of property tax revenue and 90,000 annual service hours, with a focus on coverage. The estimated ridership for this network would likely be in between Scenario A and Scenario B.

Figure 3: Scenario Accessibility Comparisons

Fixed-Route	Population served (1/4 mile of any service)	Jobs served (1/4 mile of any service)	Population served (1/4 mile of service every 15 min.)	Population served (1/4 mile of service 30 min.)	% Frequent	% Coverage
Current	158,000	114,000	21,100	27,800	21%	79%
A	115,500 (-27%)	98,000 (-14%)	21,100 (0%)	29,100 (+5%)	34%	66%
B	115,500 (-27%)	98,000 (-14%)	29,100 (+38%)	62,500 (+125%)	60%	40%
C	115,500 (-27%)	98,000 (-14%)	29,100 (+38%)	29,100 (+5%)	32%	68%

FY2024 Network Redesign Process

The network redesign public engagement process consisted of two open houses and an online platform illustrating the route scenarios and posing route specific survey questions. VRT received a total of 386 survey responses.

- 5/30 Open House Nampa Library
- 5/25 Open House Boise City Hall Plaza

Key takeaways:

There was strong support for increased frequency, span and weekend service. Primary concerns were over loss of service at specific locations and especially for vulnerable populations.

Overall, public engagement has been excellent, with very specific and actionable suggestions which staff has been able to incorporate into the final proposal.

The full summary of comments can be found [here](#).

Final Scenario Description

Overall, the final network proposal represents a smaller network footprint, with routes consolidated onto the highest performing routes (i.e. routes with highest ridership). Some were rerouted to service the most popular stops, increased frequency, and provided more transfer opportunities. Approximately 8% of existing riders are on routes or at stops that would lose fixed-route service. This service loss is expected to be more than offset by ridership growth in corridors that are receiving additional service.

A list of routes and types of changes is shown below. Figures 4 and 5 compare current and proposed service networks. Figures 6 and 7 compare populations served and cost considerations.

Routes eliminated/consolidated:

1, 4, 7A, 43

Routes restructured:

6, 8, 8x, 12, 29, 16, 17

Routes with no or minimal changes:

2, 3, 5, 28, 9, 150, 160

Routes with Saturday Service:

2, 3, 5, 6, 7, 9, 12, 29

Routes with increased frequency or added trips:

7B, 8x, 12, 42

Routes with wider spans:

6, 8

New routes

56, 58

Figure 4: FY2023 Current Network

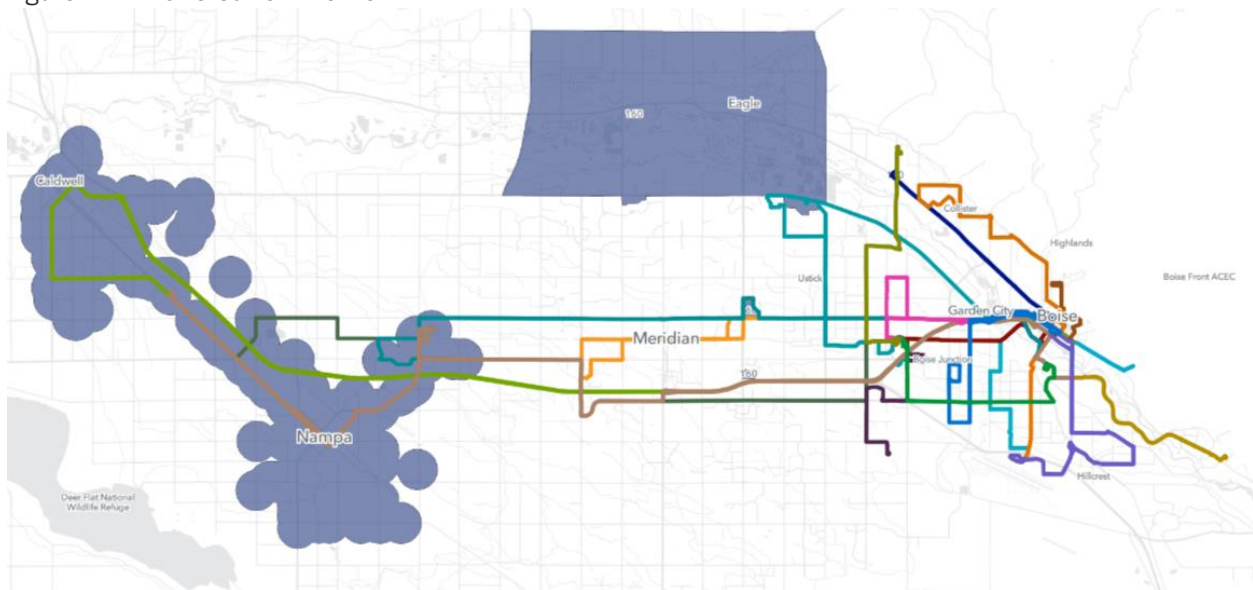


Figure 5: FY2024 Final Network Proposal

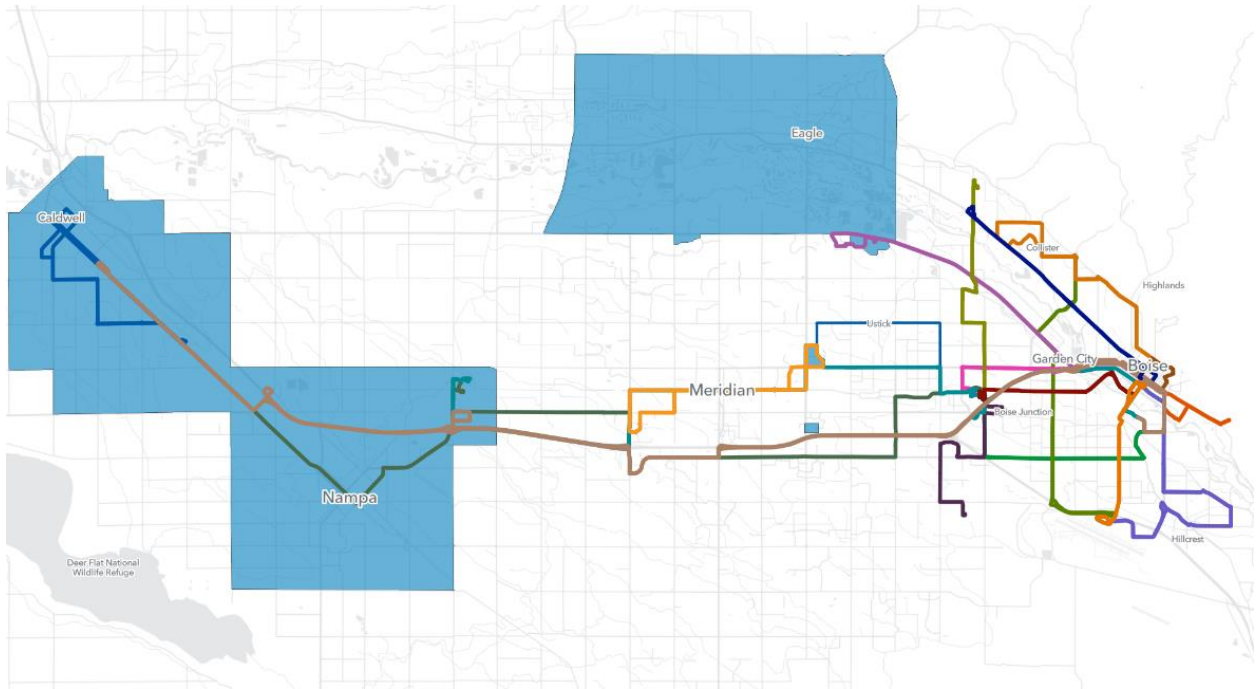


Figure 6: Ridership numbers for Final Proposal

Fixed-route network	Population served (1/4 mile of any service)	Jobs served (1/4 mile of any service)	Population served (1/4 mile of service every ,15 min.)	Population served (1/4 mile of service 30 min.)	% Frequent	% Coverage	Annual ridership (based on estimated 2023)
Current	158,000	114,000	19,400	19,400	21%	79%	996,508
Final Proposal	145,000 (-9%)	113,000 (-1%)	28,400 (+34%)	38,900 (+100%)	32%	68%	1,153,098 (+16%)

Figure 7: Budget Comparison

Fixed-route	Annual Hours	Annual Riders	Estimated Annual Cost
2023	89,831	897,322	\$8.98M
2024	98,539	1,053,910	\$9.85M

% change	9.7%	18%	9.7%
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Complimentary Transportation Services

Additional transportation services are available in conjunction with fixed-route that are dependent on the network design these include:

1. **ACCESS** provides transportation within $\frac{3}{4}$ of mile of fixed-routes to persons with disabilities to the nearest bus stop. Figures 8 and 9 show the current and proposed ACCESS areas.

In the proposed network, the $\frac{3}{4}$ of mile buffer shifted and several gaps are identified in red in Figure 10 below. ACCESS service is not required on limited stop routes such as Routes 45 and 42 where stop spacing exceeds $\frac{1}{2}$ mile between stops. Between October 2022 and June 2023, ACCESS provided 24,484 rides, 8.46% of those are located in the areas expected to lose service (Figure 10 below).

The “Beyond ADA” services VRT is in the final stages of planning will provide transportation options to seniors and persons with disabilities in the areas losing ACCESS service.

Figure 8: 2023 ACCESS Service Area

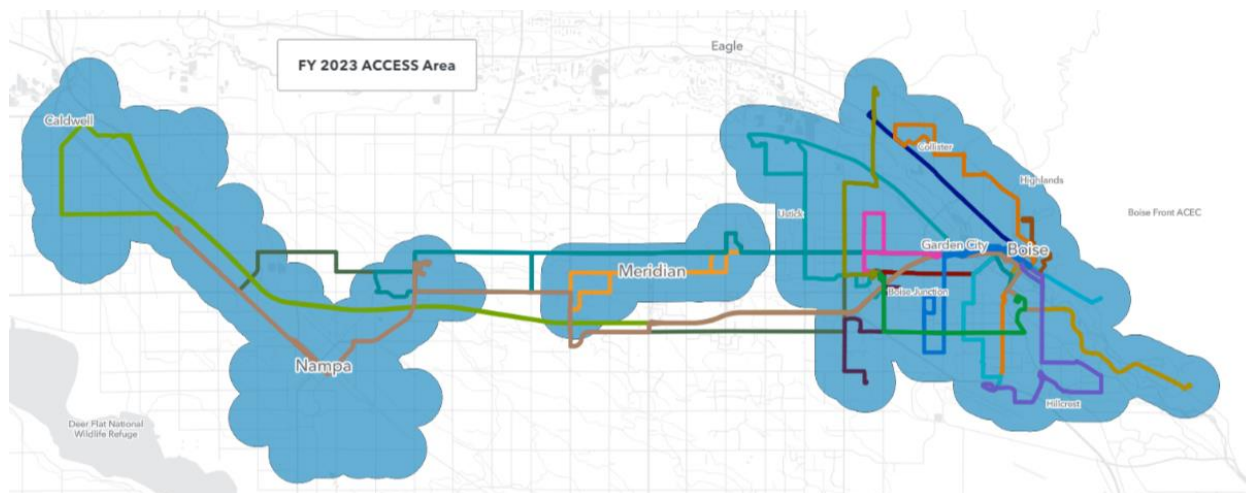


Figure 9: 2024 Proposed ACCESS Service Area

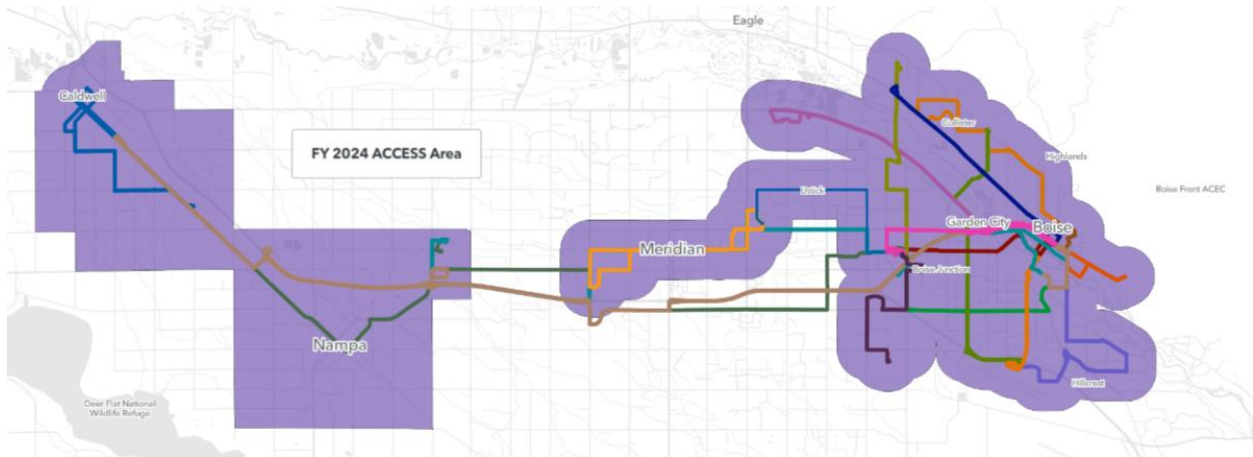


Figure 10: ACCESS areas losing and gaining service

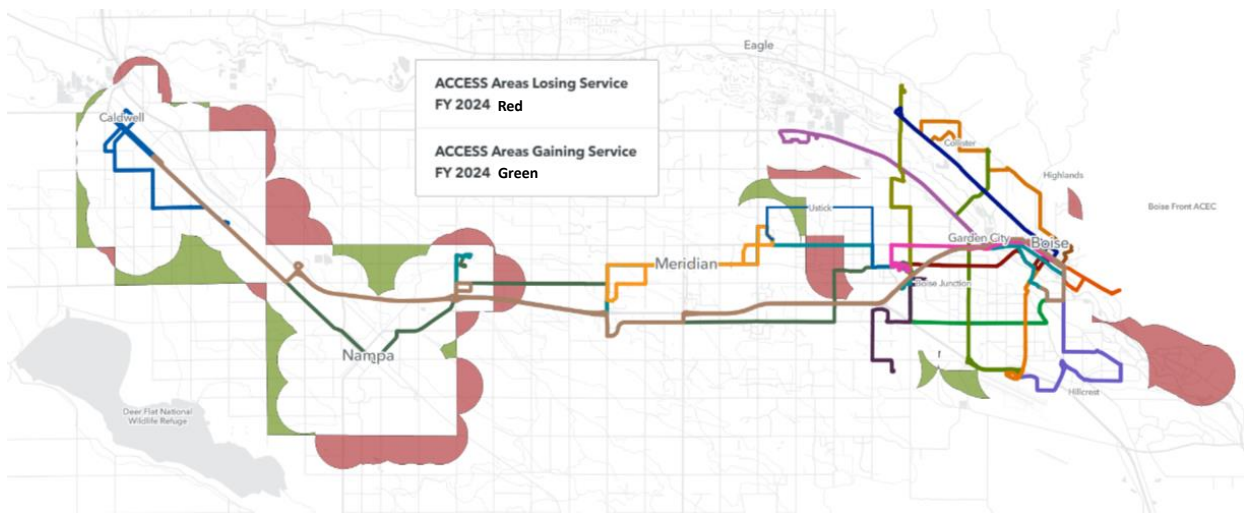


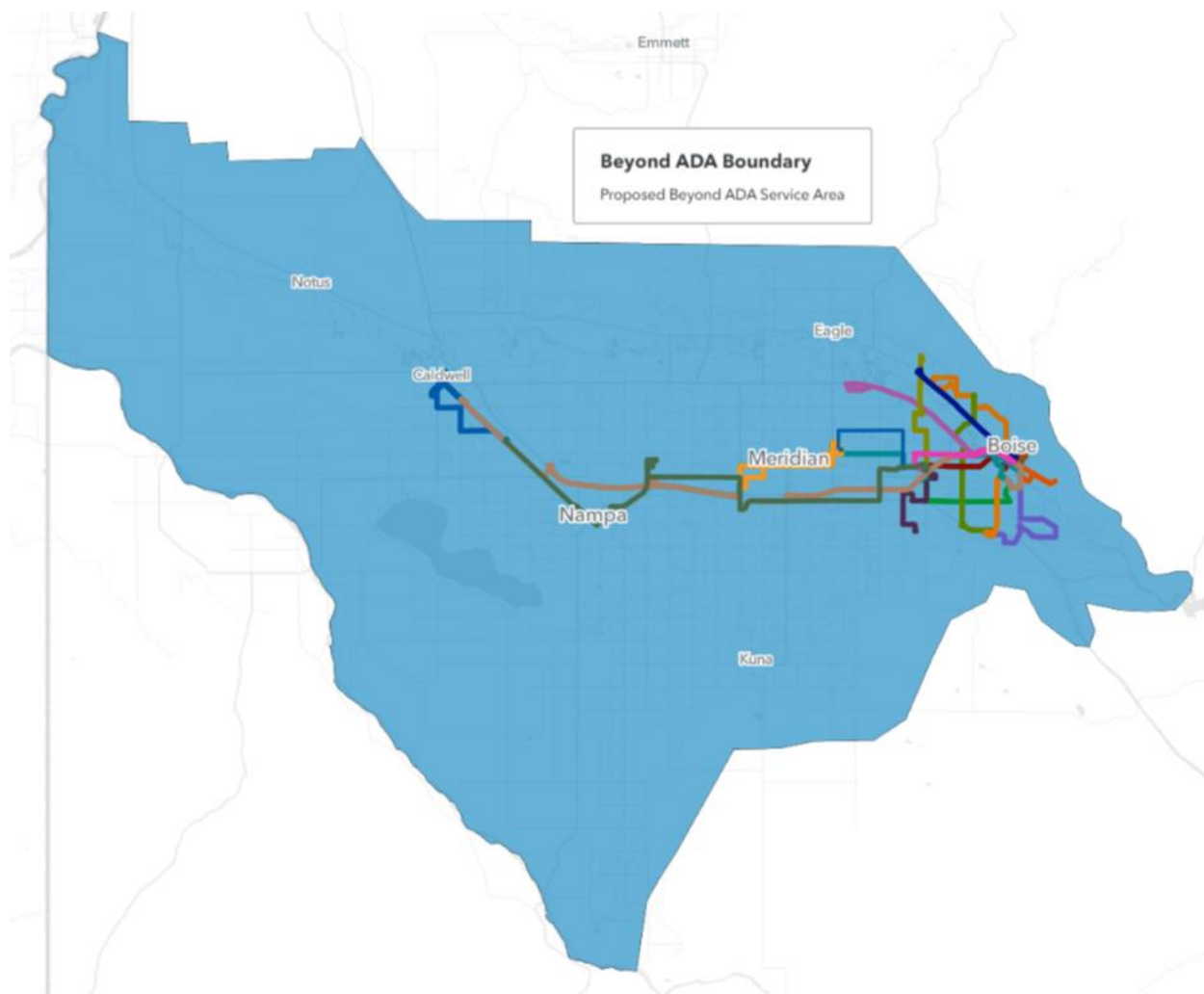
Figure 11: ACCESS Comparison

ACCESS	Population within service area	Jobs within service area	Service area square miles
2023	385,100	180,000	129.8
2024	367,800	178,000	121
% change	-4.7%	-1%	-7.3%

2. **Beyond ADA** will provide service to seniors and persons with disabilities within Ada and Canyon Counties. Previously, transportation was contracted to a number of individual companies with different service areas and hours of operation. These service areas overlapped in some cases and in some cases, there were significant gaps in service. By consolidating the program under the VRT umbrella and creating

one service area including both counties and one set of hours of operation it essentially creates a safety net that fills any gaps created by the shift in the access buffer. Individuals that may have formally utilized ACCESS and now find themselves outside the area, can simply switch providers to Beyond ADA. In fact, they may find it more convenient in some circumstances as they may go to their destination directly without transferring to fixed-route. A key difference is an individual is guaranteed a ride with ACCESS, they are not guaranteed a ride under Beyond ADA.

Figure 12: 2024 Beyond ADA Service Area



3. **Lyft Transit Connections** provides OnDemand services within a designated area within 2 miles of a fixed route to a bus stop for \$2 (riders pay more to travel beyond the 2 miles). This service assists those with first mile and last mile connections and 1 mile beyond. Due to the network redesign which reduces coverage, this service area has been expanded to capture the entire transit network in Boise and is extended west to Cloverdale Road, south to west Victory Road, and extends to southeast Boise as illustrated in the figures below. Ridership on this service in 2023 included 3,665 rides, by 173 unique riders at about 229 trips/month. The expanded area provides access to 130,900 (+151%) more people, and 73,500 (+171%) more jobs.

Figure 13: 2023 Lyft Transit Connections Service Area

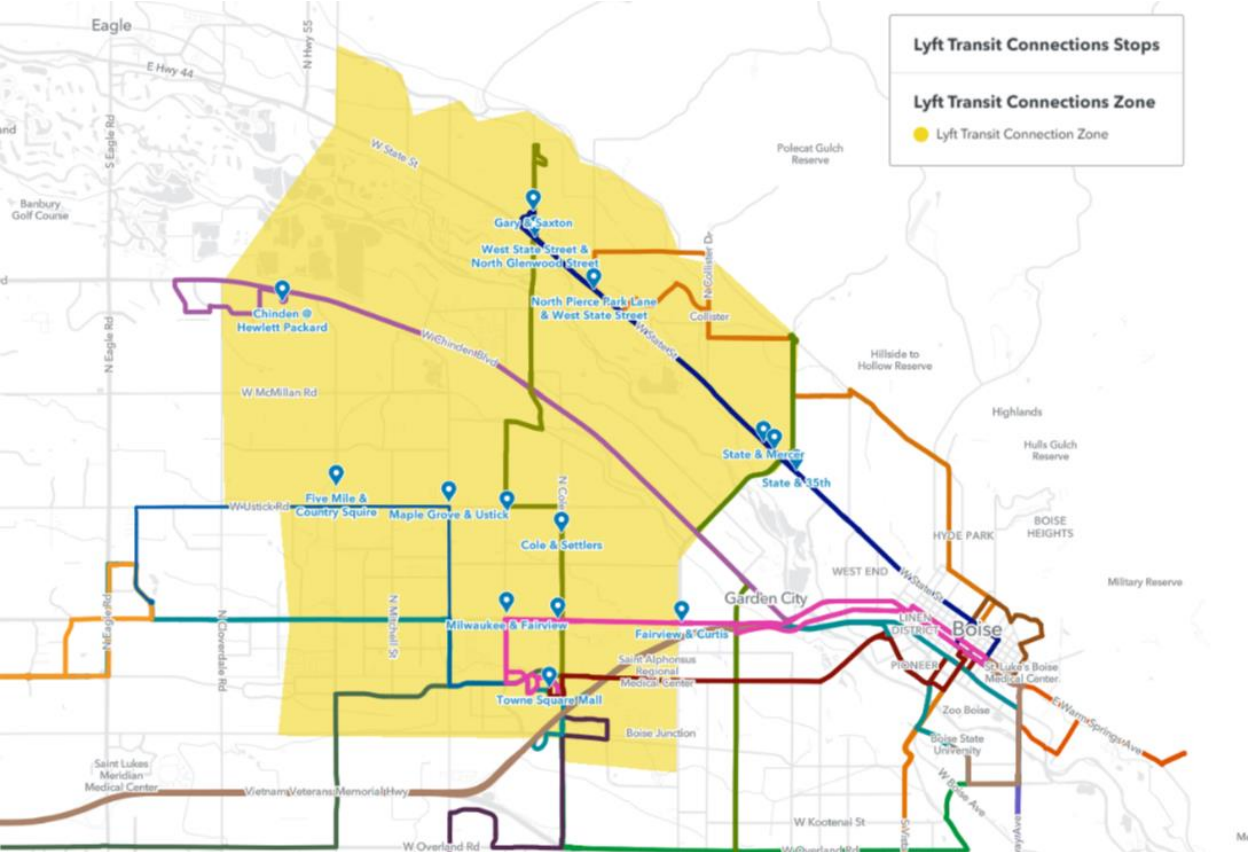


Figure 14: 2024 Proposed Lyft Transit Connections Service Area

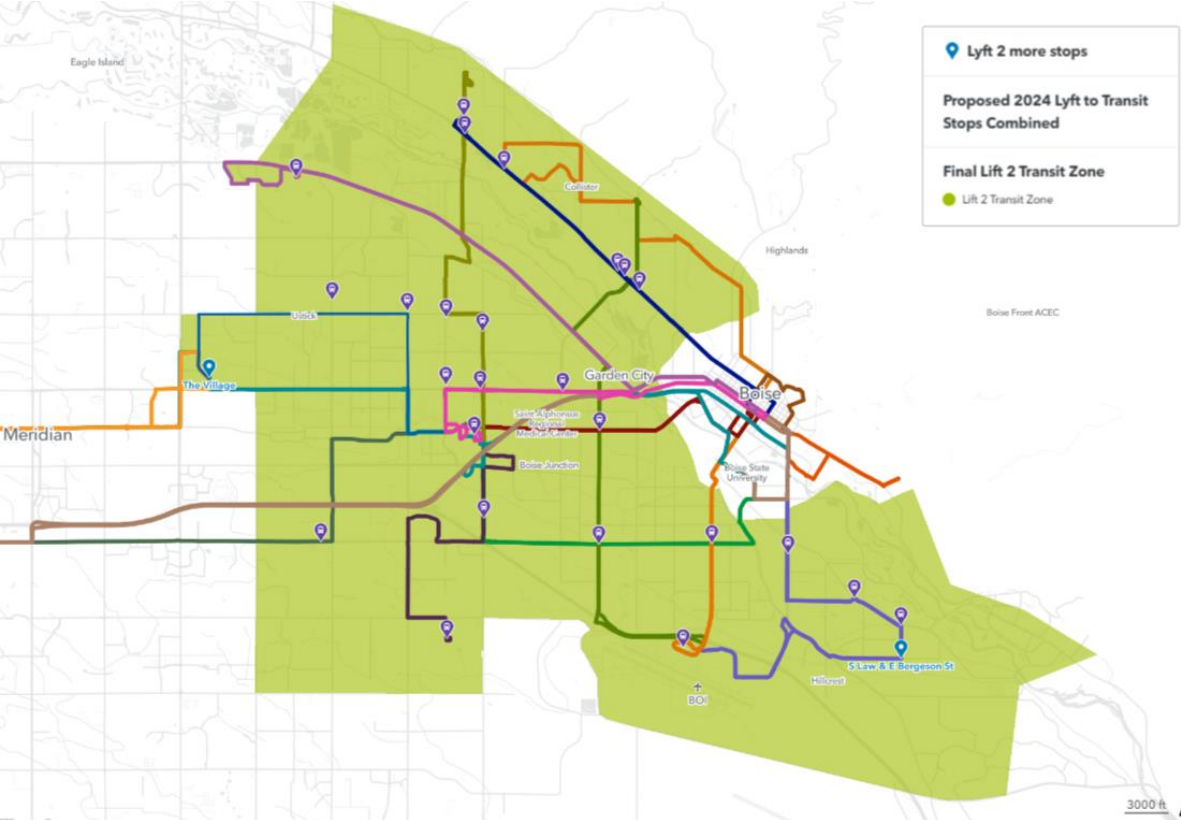


Figure 15: Lyft Transit Connections Comparison

Lyft Transit connections	Population within service area	Jobs within service area	Service area square miles	Total number of stops
2023	86,500	42,900	22.2	14
2024	199,300	93,800	59.4	27
% change	+130%	+118%	+168%	+93%

4. **VRT Late Night** provides OnDemand services to low-income individuals after hours when busses are not running. Based on research of minimum wage monthly incomes of \$1250/month which are often tied to service work and later work hours, it was revealed Meridian had clusters of potential riders that could benefit from transit through this service. As a result, VRT is proposing to expand the area through City of Meridian to capture these clusters. Ridership on Late Night for 2023 includes 618 rides by 23 unique individuals at an average of 40 rides/month on this service. This expansion provides access to 17,200 (+5%) more people, and 20,400 (+12%) more jobs.

Figure 16: 2023 Lyft Late Night Service Area

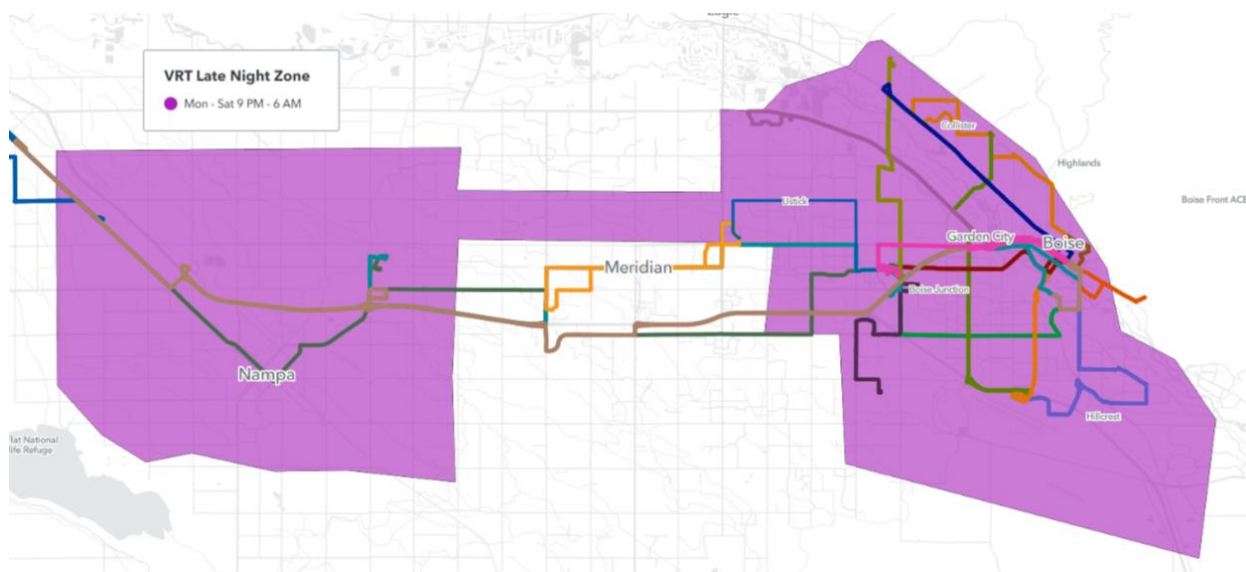


Figure 17: 2024 Proposed Lyft Late Night Service Area

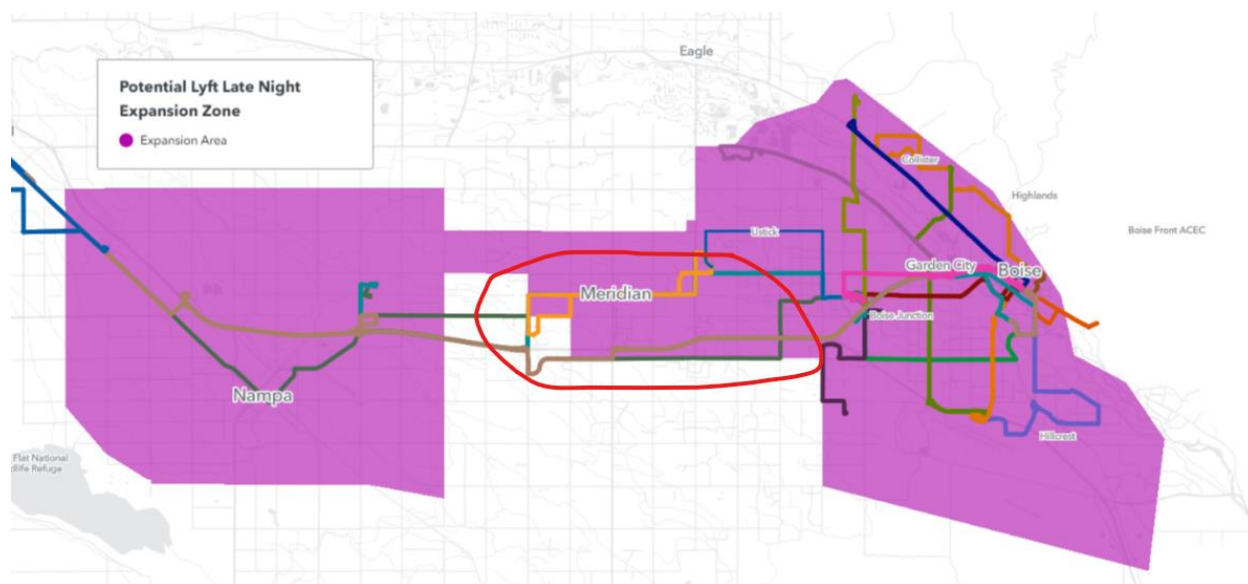


Figure 18: Lyft Late Night Comparison

Lyft Late Night	Population within service area	Jobs within service area	Service area square miles
2023	355,100	164,700	142.7
2024	372,300	185,100	149.4
% change	+4.8%	+12.4%	+4.7%

Implication (policy and/or financial)

The network redesign would align with strategies in Valley Connect 2.0 and drive an update to the Transportation Development Plan 2024-2028.

More Information

Attachment 1: FY2024 Final Proposal Route Descriptions

For detailed information contact:

Kate Dahl, Principal Planner, kdahl@rideVRT.org, 208-258-2715

Current Route	Final Scenario Route Descriptions	Frequency/Span	Notes
1	Eliminated		Alternate services – Expanded transit connections, Route 2, Beyond ADA for lost ACCESS service area
2 (Longer Saturday span, change to timing)	No change to current 2 Broadway routing	Frequency no change. Span extended. Extend Saturday span from 5pm to 8pm. Departure times from Main Street Station (MSS) and the Boise Airport are necessary to accommodate other changes.	Route – No change Frequency – No change Span – Longer Saturday span, minor timing changes
3 (Frequency increase, change to timing)	No change to current 3 Vista routing	Frequency increase. 15 minute service in the afternoon is extended from 6pm to after 8pm weekdays. Departure times from MSS and the Boise Airport are necessary to accommodate other changes.	Route – No change Frequency – 15 minute service extended from 6pm to 8pm weekdays Span – No change, only minor timing changes
4	Eliminated		Alternate services – Expanded transit connections, Route 3, Route 5, Route 29, Beyond ADA for lost ACCESS service area
5 (Change to timing)	No change to current 5 Emerald routing	Frequency no change. Span no change. Departure times from MSS and the Towne Square Mall (TSM) are necessary to accommodate other changes. Midday TSM departures move from 15 minutes to 45 minutes.	Route – No change Frequency – No change Span – No change, only timing changes
6 (Restructure and longer span)	Restructured. Service from Hill Road to the Airport via Veterans Memorial Parkway to Orchard Street with stops at Hillside Jr. High, residential areas, Albertson's, Veteran's Memorial Park, and Boise Bench	Frequency similar. 30 minute peak (6-8am, 4-9pm), 60 minute off peak (9am – 4pm) weekday. Saturday 60 minute all day. Span increase. 30 minute service extended from 6pm to 9pm weekday and Saturday	Route – Restructured, see description Frequency – No change Span – longer even span, weekdays and Saturdays Alternate services – to get downtown, ride through the airport and continue on route 3, transfer to the Route 5, or 7 to go downtown. Take revised Route 29 directly downtown

Current Route	Final Scenario Route Descriptions	Frequency/Span	Notes
7A	Consolidated	Service frequency and span is combined with the 7B	Alternative services – 7B (now just the 7) and the restructured 12, which will now cover Ustick and Cole
7B -> 7 (Increased frequency, restructure, re-named)	Restructured. Service will use the connector on ramp at Orchard rather than Curtis to accommodate a connection with the revised 6. Renamed the 7 Fairview	Frequency increase. 15 minute Peak (5-9pm and 3-7pm) and 30 minute off peak (9am – 3pm and 7-9pm) weekday, 30 minute all day (8am-8pm) Saturday Span no change.	Route – Restructured, see description Frequency – Increased. 15 minute peak and 30 minute off peak, 30 minute Saturday Span – No change
8 -> 26 (Restructured, longer span and renamed)	Restructured. Service from the Village to Towne Square Mall (TSM) via Ustick to north Maple Grove to Emerald with stops at residential areas. DMV is an easy walk, no service to the YMCA. Renamed the 26 Ustick/Maple Grove	Frequency no change. Span increase. From 7am – 2pm to 7am to 6pm weekdays.	Route – Restructured, see description Frequency – No change Span – Lengthened to all day (7am – 6pm) Alternative Services – for areas no longer served consider expanded transit connections, revised Route 42 on Emerald and Beyond ADA for lost ACCESS service area.
8X -> 8 (Restructured, increased frequency, change to span and renamed)	Restructured – Now serves Chinden directly in both directions. No longer serves TSM. Service from the State of Idaho Campus to Main Street Station via Chinden with stops at Glenwood, Orchard, Fairgrounds, Whitewater and downtown. Renamed the 8 Chinden Blvd	Frequency increase. 30 minute service during peak (6-8am and 3-5pm) weekdays Span shortened. Afternoon service starts at 3 rather than 2.	Route – Restructured, see description Frequency – Increased to every 30 minutes in peak Span – shortened to start at 3 rather than 2. Alternative Services – for areas no longer served consider new route 26, expanded transit connections, revised Route 42 on Emerald, revised Route 45 on Fairview and Beyond ADA for lost ACCESS service area
9 (no change)	No change to current 9 State Street routing.	Frequency no change. Span no change.	Route – No change Frequency – No change Span – No change
10 (Change to span)	No change to current 10 Hill Road routing	Frequency no change. Span shortened. Provides commute and school service with shortened peak only span (7-8am and 2-4pm).	Route – No change Frequency – No change Span – Shortened to peak only, 7-8am and 2-4pm

Current Route	Final Scenario Route Descriptions	Frequency/Span	Notes
12 (Increased frequency, restructured and renamed)	Restructured. Service runs from Gary and Gillis to Towne Square Mall via Gary Lane, Glenwood, Goddard, Milwaukee, Ustick, to North Cole. Stops Include residential areas, Library, Albertson's, Memorial Stadium, Expo Idaho, Capital High School, and Fairmont Junior High. Restructured route covers high ridership stop on the 7A at Cole and Ustick. Renamed 12 Cole/Glenwood.	Frequency increase. 30 minutes all day (6am to 7pm) weekdays and 60 minute all day (8am to 7pm on Saturday) Span lengthened. New 60 minute Saturday service.	Route – Restructured, see description Frequency – Increased to 30 minutes all day Span – Lengthened to include all day Saturday service Alternative Services – for areas no longer served consider new route 26, expanded transit connections, revised Route 42 on Emerald, and revised route 45 on Fairview
16 (Restructured and change to timing)	Restructured. Service from Main Street Station to the VA Medical Center via Franklin, S. Curtis, and N. Robbins with stops downtown, Dept. of Labor, St. Lukes, and the Elks Hospital. No longer serves 9 th , Brumback or Ridenbaugh.	Frequency no change. Span no change. Timing changes to accommodate new routing and other changes. Now leaves MSS at :45 after rather than :15 after.	Route – Restructured, see description Frequency – No change Span – No change. Timing changes to accommodate routing and other changes.
17 (Restructured and change to timing)	Restructured. Service from MSS to the Penitentiary via Main to Broadway to Park to Walnut to Warm Springs, returns to MSS via Warm Springs and Idaho with stops downtown, residential areas in the west end. Potential for expanded route times for events. Restores service to the Fish and Game office.	Frequency no change. Span no change. Timing changes to accommodate new routing and other changes. Now leaves MSS at :15 after rather than :45 after.	Route – Restructured, see description Frequency – no change Span – no change. Timing changes to accommodate routing and other changes.
28 (Change to timing)	No change to current 28 Cole/Victory routing	Frequency similar. Typically 60 minutes all day. A trip was added in the AM to continue meeting bell times even with change to timing. Span no change. Timing changes were made to accommodate changes to better meet demand. With the majority of trips leaving TSM at :15 after in the am and :45 after in the PM.	Route – No change Frequency – No change Span – No change timing changes to accommodate other changes.

Current Route	Final Scenario Route Descriptions	Frequency/Span	Notes
29 (Restructured)	Restructured. Service from MSS to TSM via 9 th and Capitol Blvd, University Dr, Protest, Federal Way, Overland, N Cole. This restructure provides old route 6 riders near Orchard and Overland a direct connection to downtown. Stops include west Bench residential areas, Albertson's, BSU, and Idaho State Museum.	Frequency no change. Span no change. Timing changes were made to accommodate changes. Midday TSM departures are at :15 after rather than :45 after.	Route – Restructured, see description. Frequency – No change Span – No change
30 (Frequency reduction)	No change to current 30 Pine routing.	Frequency reduced. Peak frequency reduced to 60 minutes. Changes to the route 45 will continue to provide 30 minute. peak service between downtown Meridian and the Village. Span no change.	Route – No change. Frequency – Reduced to 60 minutes Span – No change.
42 (Increase frequency and restructured)	Restructured. Service from Happy Day Transit Center to Towne Square Mall via Caldwell Blvd to Garrity to Franklin to Overland, with stops at Winco, downtown Nampa, Walmart, Ford Idaho Center, CWI, Amazon, Ten Mile Park and Ride, Roaring Springs, Fred Meyer, Boise Police Dept. No longer serves the Marketplace, Cherry or Birch.	Frequency increased. 60 minutes all day service (6am to 6pm) weekdays. Span no change.	Route – Restructured, see description. Frequency – No change Span – No change
43	Consolidated	Service combined with the revised route 40	Alternate services – Revised route 40 which was extended to Caldwell

Current Route	Final Scenario Route Descriptions	Frequency/Span	Notes
45 (Restructured, longer span and timing changes)	Restructured. Service from CWI to Towne Square Mall via Idaho Center Blvd, I-84, Ten Mile, W Pine, Fairview, Emerald and Cole. Stops include Walmart, residential along Pine, downtown Meridian, Ten Mile Crossing, Scentsy, Blue Cross of Idaho, The Village, Kleiner Park, and Walmart. Restructure directly connected downtown Meridian to Nampa and Boise. Service is timed with Route 30 to provide a combined 30 minute. peak frequency between downtown Meridian and the Village.	Frequency no change Span lengthened. AM peak service extended from 7am to 8am and pm service is lengthened from 4-6pm to 2-7pm. Changes to timing to accommodate routing changes and combined frequency with the Route 30.	Route – Restructured, see description. Frequency – No change Span – Lengthened in the am and pm peak periods. Minor changes to timing to accommodate changes.
56 (New Route)	New Route. Service on Cleveland Blvd from Caldwell Events Center to Happy Day Transit Center with stops downtown, Steunenberg residential historic district, College of Idaho, and Walmart.	Frequency. 30 minute. all day Span. 6am to 6pm	Route – New Frequency – 30 min Span – 6am to 6pm
58 (New Route)	New Route. Service from Downtown Caldwell at the Police Station to Happy Day Transit Center with stops at Social Security, Caldwell Library, West Valley Medical, YMCA and Walmart.	Frequency. 60 minute all day Span. 6am to 7pm	Route – New Frequency – 60 minute Span – 6am to 7pm
150 (Change to boundary)	Boundary change. A ¼ mile buffer on either side of the fixed- routes will be removed from On-Demand service, as it will be served by fixed-route. The border has been expanded and simplified to match roads. Service hours from the new fixed-route will be applied to On-Demand to add more vehicles, until the service change goes into effect June 1, 2024.	Frequency – N/A Span – No change	Route – Service area change, see description. Frequency – N/A Span – No change Alternative Services – Route 56, Route 58, Route 42, and Beyond ADA for lost ACCESS service area.
160 (No change)	No Change to the Route 160 service area	Frequency – N/A Span – No change	Route – No change Frequency – N/A Span – No change

Current Route	Final Scenario Route Descriptions	Frequency/Span	Notes
ACCESS (Change to boundary)	This service area is provided within $\frac{3}{4}$ of mile either side of fixed routes. The new service area has been adjusted to match the new locations of the routes. Where fixed route has been eliminated no has the ACCESS service area.	Frequency – N/A Span – No change	Riders in area's losing service can utilize the Beyond ADA service.
Lyft Transit Connections (Change to boundary)	This service area has been expanded to cover within 2 miles of the core fixed route network within Boise. It now includes southeast Boise where Route 1 was eliminated, south to the Boise Airport, and west to Cloverdale and the Village. 27 stops are now available within 2 miles of any location within the service area so riders can reach a fixed route.	Frequency – N/A Span – No change	
Lyft Late Night (Change to boundary)	This service area has been expanded through the city center of Meridian and south to Overland.	Frequency – N/A Span – No change	