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Vision Statement: We envision an accessible regional transportation system that is built upon meaningful stakeholder input and feedback.

Mission Statement: The Regional Advisory Council’s mission is to use a customer-centered approach to ensure that VRT’s policies, services, and outreach meet the mobility needs of the community.

I. CALLING OF THE ROLL

- Welcome and Customer/Constituent Experiences
- Member and Committee Reports and Updates – Reports/Liaisons with Other Groups

The website for the ACHD ADA Advisory Committee is: http://www.achdidaho.org/Departments/Committees/ADA.aspx

II. AGENDA ADDITIONS/CHANGES

III. CONSENT AGENDA

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

A. Minutes of the May 21, 2019 Regional Advisory Council Meeting θ Pages 4-5

Members will review and consider approval of the minutes of the May 21, 2019 RAC meeting.

IV. PUBLIC COMMENT (Comments will be limited to no more than three (3) minutes.)

V. POLICY ACTIVITIES - ACTION/INFORMATION ITEM)

A. ACTION: VRT Public Involvement Policy Update θ Pages 6-11 Mark Carnopis

Members will review a second draft of a proposed update to the VRT Public Involvement Policy.

B. ACTION: Fare Increase and Simplification Final Draft θ Pages 12-20 Stephen Hunt

Staff will present final draft of the proposed fare increase for RAC consideration and recommendation to the Executive Committee.
C. INFORMATION: Bus Stop Infrastructure and Accessibility Goals  
Pages 21-22  Jacob Hassard
This item will discuss and summarize VRT's infrastructure goals relating to bus stops.

D. INFORMATION: Bus Stop Location and Transit Amenity Development Guidelines  
Update  
Pages 23-24  Jacob Hassard
This item describes an update to VRT's amenity guidelines for partner agencies and developers.

VI. SERVICE/PROGRAM ACTIVITIES – ACTION/INFORMATION ITEM

VII. OUTREACH ACTIVITIES – ACTION/INFORMATION ITEM

A. Community Relations Plan 30-Minute Work Session  
Kelli Badesheim
Kelli Badesheim will facilitate input from the Regional Advisory Council members into the Community Relations Plan VRT is developing. Input will be taken for the plan between June and August. The final plan will be presented to the RAC for their comments at the September 2019 meeting. The final plan will be complete by October 2019.

VIII. DEPARTMENT/STAFF REPORTS

A. Department/Staff Reports  
Pages 25-33
Department/Staff reports from the June 3, 2019 Executive Board meeting are included in your packet for information.

IX. ADJOURNMENT

\(\Theta = \) Attachment

*Agenda order is subject to change.*

NEXT REGIONAL ADVISORY COUNCIL MEETING:
September 17, 2019, 9:00am
VRT Boardroom
700 NE 2nd Street
Meridian, ID 83642

For questions or comments regarding this agenda, please contact Kelli Badesheim
At 258-2712 or email kbadesheim@valleyregionaltransit.org

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 Mark Carnopis, Community Relations Manager at 258-2702 if an auxiliary aid is needed.
CALLING OF THE ROLL - Chairman Jeremy Maxand called the meeting to order at 9:05. A quorum was present by 9:08.

Welcome and Customer/Constituent Experiences - None

Member and Committee Reports and Updates – Reports/Liaisons with Other Groups

AGENDA ADDITIONS/CHANGES - None

CONSENT AGENDA
MINUTES - RAC Meeting March 19, 2019 - Randy Johnson made a motion to accept the minutes of the March 19, 2019 meeting; Annette Harper seconded. The consent agenda was approved unanimously.

PUBLIC COMMENT - None

POLICY ACTIVITIES
INFORMATION: Access Handbook and Brochure Update
Leslie Pedrosa provided the draft handbook and brochure for review and feedback. The RAC requested that the handbook and brochure be provided to the committee members in the format that they will be made available to the public so that they can take this information out to the community for feedback and input, and test for accessibility for persons who are blind or low vision

SERVICE/PROGRAM ACTIVITIES – None

OUTREACH ACTIVITIES
INFORMATION: Draft Fare Proposal
Stephen Hunt presented the draft fare proposal for consideration and comment on the public outreach plan to the Regional Advisory Committee. The presentation was followed by discussion. RAC members asked if staff have an understanding of the projected 6-8% of riders who may stop using transit because of the fare increase.
INFORMATION: FY 2020 Service Change
Stephen Hunt presented the potential service change concepts for FY 2020 and public engagement plan for RAC consideration. Discussion followed. RAC members suggested scheduling editorial board interviews to frame the larger issues with VRT, including how much better the system is today than 16 years ago, and why fare increases are being recommended.

ACTION: Outreach Plan for Proposed Fare/Service Changes
Stephen Hunt presented the public outreach plan to educate and gather comment from the public regarding proposed fare and service changes.

Tina Wilson made a motion to approve the outreach plan as amended; Susan Bradley seconded. The motion passed unanimously.

DEPARTMENT/STAFF REPORTS
Department/staff reports from the May 6, 2019 meeting were included in the packet for information.

ADJOURNMENT - Annette Harper made a motion to adjourn the meeting; Tina Wilson seconded. The motion passed unanimously. The meeting was adjourned at 10:25.

NEXT REGIONAL ADVISORY COUNCIL MEETING:
Tuesday, June 18, 2019
9:00 a.m.
VRT Boardroom
700 NE 2st Street
Meridian, ID 83642
TOPIC:  Update of VRT Public Involvement Policy  
DATE:  June 5, 2019

**Background/Summary:** Valley Regional Transit needs to update its current Public Involvement Policy to remove outdated information and clarify when a public hearing will be scheduled.

The current policy was adopted in May 2004. It has been amended three times – in September 2006, July 2009 and July 2015.

The proposed updates to the existing policy were developed based on best practices and a review of both Federal Transit Administration regulations and the public transportation peers’ policies and procedures.

During the development of the policy update, it was proposed to include information about public records requests. A decision was made to develop a separate policy on public records. That policy was adopted by the VRT Board in September 2018.

A draft of the update was presented to the Regional Advisory Council on March 19, 2019 for comment. Members suggested that the RAC play a larger role in the outreach process and that directive be included in the updated policy. They also suggested that the policy include the phrase “effective digital and non-digital methods” in regards to outreach channels. These recommended additions have been included in the second draft.

**Staff Recommendation/Request:** This is an action item. RAC members are asked to review the final draft of the policy update and provide input. The goal is an updated policy that provides ample notification and opportunities for the public and others to provide comment.

Any comments or suggestions by RAC members will be incorporated into the Public Involvement Policy draft. This updated draft will be presented to the VRT Executive Board for review and then to the VRT Board for final review and adoption.

**Implication (policy and/or financial):**
The proposed changes to the policy will not result in any additional costs to Valley Regional Transit.

**More Information:** Mark Carnopis, VRT Community Relations Manager, 258-2702, mcarnopis@valleyregionaltransit.org.
This policy supersedes all prior policy statements written, verbal, or otherwise

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<table>
<thead>
<tr>
<th>Section</th>
<th>Policy No. 1.24.00</th>
</tr>
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<tbody>
<tr>
<td>Policy Title: Public Involvement/Records Policy</td>
<td>Page 1 of 5</td>
</tr>
<tr>
<td>Policy Date: MONTH/DAY/YEAR</td>
<td>Policy Adopted: 05/19/04</td>
</tr>
<tr>
<td>Approved By:</td>
<td>Policy Amended: 09/20/06</td>
</tr>
<tr>
<td></td>
<td>Policy Amended: 07/15/09</td>
</tr>
<tr>
<td></td>
<td>Policy Amended: 07/13/15</td>
</tr>
</tbody>
</table>

Valley Regional Transit
Public Involvement Policy - DRAFT

The public plays a critical role in the success and vitality of public transportation in the Treasure Valley. Public input in all phases of transit – from route planning to fare structures – is essential.

It is the policy of Valley Regional Transit to solicit and consider public comment from citizens and appropriate boards, committees and councils before implementing fare changes and/or major service changes.

The following policy identifies the local process for soliciting and considering public comment prior to implementing fare changes, service changes, or adoption of, or modifications to, the (VRT) annual budget.

Definitions
**Fare change** - any change to an existing, established fare rate or fare type applicable to regular fixed route or paratransit service which results in a different fare rate than is currently in effect.

**Route miles** - the total number of miles included in a single fixed-line route or a fixed-route transit system network.

**Revenue vehicle miles** - the distance traveled from the point of the first passenger pick-up to the last passenger drop-off, as long as the vehicle does not return to the dispatch point.
A **major service adjustment** is any action that increases or decreases services hours and/or service miles by *at least* ten percent (10%) of the entire system.

A **minor service adjustment** is any action that reduces service hours and/or service miles by less than ten percent (10%) of the entire system, or results in time point changes.

A **major service change** is defined as any change in service that would add or eliminate more than:
- Twenty-five percent (25%) or more of the number of route revenue miles of a single route; or
- Twenty-five percent (25%) or more of the number of revenue vehicle hours on any individual route commuted on a daily basis for the day(s) impacted by the change; or
- A new route is proposed or an entire route is proposed to be eliminated.

An **open house** is a public forum to provide an opportunity for the public to learn about a project or proposed operational changes and to solicit public comment prior to any public hearing.

A **public meeting** is designed to: facilitate participation in the decision-making process; assist the public in gaining an informed view of a proposed project at any level of the public transportation project development process; and gather public comment.

A **public hearing** is a special type of public meeting that requires the publication and posting of a legal notice within a specified time. The main purpose of a public hearing is to provide an opportunity for the public to make comments for or against a proposal. A public hearing may be scheduled when a specific statute requires one, or when public input is desired on a sensitive or controversial issue.

**Early Public Involvement**
Public comment regarding service development is encouraged and accepted on an ongoing basis. All suggestions are reviewed by VRT planning staff.

All major service analysis and planning may include early outreach activities that engage the public in planning prior to major service change proposals being brought forward for public comment. These early outreach activities and may include rider/non-rider surveys; workshops; focus groups; scenario planning; and other effective digital and non-digital methods.

**Public Involvement Processes**
Events requiring a public process will include:
- A major service change
- Any fare change
- Valley Regional Transit budget adoption
The public input process may include public hearings, public meetings, open houses, and written or electronic (online) comment forms. VRT staff will develop plans as to the appropriate type and level of public outreach and input required. A public hearing is mandatory when a fare change or any major service change is proposed, or prior to the board adoption of, or changes to, the annual budget. A determination is made related to each proposal as to the appropriate scheduling of the public hearing. If service changes are temporary in nature for evaluation for the proposal, the hearing will be held after the pilot period and the evaluation is completed. For changes in fares or significant service changes, the hearing will be held prior to initiation of action.

The Board can delegate to the Executive Board the ability to review any proposal involving minor service adjustments/modifications. The Board or Executive Board can either approve the minor changes/modifications or request that a public hearing, open house or public meeting be held. If the Executive Board approves the minor service adjustments/modifications, they may be subject to a review by legal counsel before being included on the consent agenda at the next VRT Board meeting.

A joint public hearing also may be scheduled by VRT and the governing body of a municipality, county or highway district where citizens are affected by a proposal or when public input is desired.

In order to ensure the maximum opportunity for public input and involvement in the decision process regarding major service changes and/or adjustments and fare increases, VRT will adhere to the following outreach procedures:

1.) Provide at least a 14-day advance notice of a public hearing regarding major service changes or fare increases in Spanish and English.
2.) Engage VRT Regional Advisory Council members to assist in promoting any outreach efforts and participating in scheduled outreach events including open houses.
3.) All input and comments and VRT staff recommendations, shall be provided to the VRT Board of Directors prior to any decision prior to any major service change, fare changes, or adoption of the VRT budget.

Valley Regional Transit will make every effort to ensure that:

- Public hearings and other meetings will be held at times and locations that are accessible for minorities, persons with disabilities and the Limited English Proficiency (LEP) populations.
- Special accommodations to the event and alternate formats for informational materials are available or can be made available with advance notice of at least 48 hours.
- Meetings are coordinated with community-based organizations and agencies, and that VRT maintains and updates a database with contact information for these groups.
In addition, Valley Regional Transit will consider radio, television, or newspaper ads that serve LEP populations and collecting public comment through the use of personal interviews or through the use of audio and visual equipment.

**Minor Service Changes**
Outreach efforts can be used for soliciting and considering public comment prior to minor transit service changes can include an open house and a public meeting. VRT staff will determine the need for public input during the development of any proposed minor transit service changes. Customers and the public will be informed of any outreach efforts to collect input on proposed minor service changes. The methods used to inform customers and the public will include some or all of the outreach options defined in VRT policies and procedures.

**Public Hearings**
The VRT Executive Board will approve the scheduling of any public hearing. The details of any proposed hearing, including the location and the makeup of the panel that will hear testimony, will be provided to the Executive Board as it considers a staff request for a public hearing.

VRT’s Community Relations Manager will be responsible for scheduling a hearing. Other responsibilities of the Community Relations Manager include ensuring that proper public notice is given, identifying the appropriate location(s), ensuring a panel of board members/elected officials is present to listen to testimony, and that the comments made during the hearing are recorded.

The public hearing on the proposed VRT budget for the next fiscal year shall be held during a regular or special meeting of the Board of Directors. Notice of any public hearing for budget adoption shall be posted at least 10 calendar days prior to the date of the board meeting.

A public notice for any public hearing shall be posted in at least one (1) conspicuous place in the county or counties affected by the proposal. A copy of the notice also shall be published in accordance with Section §§ 40-206 Idaho Code.

**Development of Draft Changes in Service or Fare Changes**
The Community Relations Manager will prepare a written summary analysis and report on the disposition of any and all comments received during this public comment period and at the public hearing(s).

VRT staff may draft proposals for major changes in services or in fares based on review of public comment. The recommendations will be sent to the Board for evaluation and consideration. The Board may choose to act on the recommendation or require additional public input.
Budget Adoption
After completion of a hearing on the proposed VRT annual budget or changes to the budget, the Board may choose to act on the budget as proposed, suggest changes before acting on the budget, or hold additional public hearings.

Notice of Major Service Changes or Fare Changes
After final approval by the Board, the public will be notified of any major service change, major service adjustments and/or fare changes. Notices will be posted at VRT facilities, on the VRT website, and through the use of digital and non-digital methods as outlined in the VRT policies and procedures.
TOPIC: Fare Increase and Simplification Final Draft

DATE: June 5, 2019

Summary:

Valley Regional Transit (VRT) is considering increasing rider fares in order to increase annual fare revenues by an estimated $125-$150K/year and may cause a ridership loss of 90-100K boardings/year.

The last fare increase in Ada County was in 1993 and in Canyon County it was in 2008. Over that same period VRT has also enhanced services with additional amenities such as fixed bus stops, installing bus benches and shelters, developing specialized transportation services, implementing on-line travel aids such as a trip planner and real-time bus information, constructing Main Street Station and Happy Day Transit Center with more accessible customer service agents, implemented automatic vehicle locator systems, implementing automatic voice annunciators, which help all riders, but especially those with visual impairments, navigate the system, implemented mobile ticketing etc. The combined effect of inflation, enhanced services has resulted in a decreasing share of costs being borne by VRT riders. The current percent of operating costs covered by fares is less than 8 percent. As a result VRT has been working with its board and the advisory committees to consider increasing fares for fixed route services. This work has been guided by the following principles;

- Fares should be as simple as possible
- Fares should cover the costs of service consumed as much as possible
- Fares are part of a sustainable transit system

Update:

Since the last Regional Advisory Council, VRT staff has presented the draft report to the Executive Board and solicited public input, held 5 pop-up meetings/rider engagements, and run multiple stories through the press. To date we have received over 80 completed surveys online. We also received detailed public input at the Executive Board meeting. We have also flushed out the proposal to include proposed actions for all different fare types including stored value cards, non-profits, and employer passes.

Based on the input we have received to date we are recommending the following adjustments to the draft proposal.

- Decreased the difference between the local and universal discounts for 31 Day and Annual passes.
The value of multi-use passes are compared to one another based on their break-even point, or the number of single ride tickets you would need to purchase before the pass would be a better deal. Currently the break-even point, for universal passes is about 33% lower than the local passes. In the final draft proposal the break-even point for universal passes is only about 30% lower than the local passes. This was achieved by slightly reducing the costs of the local pass and increasing the cost of the universal pass.

Universal 31 Day and Annual passes still have a lower break-even point than local passes because they are designed to encourage riders to utilize the entire system, not just the more expensive intercounty services. This makes the pass more attractive to someone who may only occasionally use the intercounty services but primarily uses local service in either Ada or Canyon County.

- Increased the value of the stored value card. The survey revealed that many riders do take advantage of the stored value card. Stored value cards speed up service by having passengers use the stored value card rather than cash to pay their fare. Currently $12 and $24 stored value cards sold for a 20% discount, $10 or $20 respectively. The final draft proposal would keep the price of these stored value cards at $10 and $20 dollars but increase their value from $12 and $24 dollars to $13.50 and $27 respectively. This change does two things, it eases the burden of the fare increase for those who can commit to taking transit more than once, and it minimizes the possibility of left over money on the stored value card, i.e. a $13.50 would buy nine local single trip passes or three universal passes.
- Discontinue the employer monthly passes in favor of an expanded employer contract program.
- Maintain non-profit discounts to ensure those with the highest needs will be able to access affordable fares.

More detailed information about the public comment we have received to date is included in the public comment section.

Summary of Final Draft Fare Change Proposal

- Increase the base fare by 50%
- Maintain current senior, student and persons with disability discounts (50% of base fare)
- Increase the discounts on multi-use passes
- Decrease the difference between local and universal discounts for 31 day and annual passes
- Increase the value of the $10 and $20 stored value cards
• Maintain nonprofit discounts on passes, including bulk discounts
• Discontinue 3 and 6 month passes
• Discontinue employer monthly passes
• Increase fare revenue by an estimated $125-$150K/year

When taken together these proposed changes provide discounts to populations most likely to have limited or fixed incomes, i.e. clients of nonprofits in the Treasure Valley, with disabilities, students and seniors, while still achieving the goals set out by the guiding principles. See the chart below.

Table 1: Fare Change Guiding Principles

<table>
<thead>
<tr>
<th>Guiding Principle</th>
<th>Proposed Fare Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Be as simple as possible</td>
<td>Reduces the number of fare products or types from 32 to 22</td>
</tr>
<tr>
<td>Cover the costs of service consumed</td>
<td>Expected to increase the average fare from ~$0.75 per boarding to ~$0.95 per boarding. Increases the average fare per boarding on universal passes to be greater than the average fare for local passes</td>
</tr>
<tr>
<td>Part of a sustainable system</td>
<td>The fare increase is expected to increase fare revenues by $125-$150K</td>
</tr>
</tbody>
</table>

Public Comment to Date

More than 80 individuals have completed the online survey, the majority of which were active transit riders with 50% making less than $55,000 year in household income.

More than 80% of the respondents use Valley Ride buses with almost 30% using Valley Regional Transit services multiple times a day, another 33% use Valley Regional Transit services more at least once a week. More than 60% said they use Valley Regional Transit Services for some, most or all of their transportation needs.

With 85% of respondents saying they felt that the fares are fair, somewhat reasonable or very reasonable, it is not surprising that 80% said the current fare never prevented them from riding a Valley Ride bus.

When asked how the proposed fare change would impact their travel, 75% of respondents said it would not affect their use or they would buy more multi-use passes.
Tables 2 and 3 below illustrate the change in both the base rates and the multi-use passes.

**Table 2: Final Draft Single Use Adult Base Fare Increase**

<table>
<thead>
<tr>
<th>Type</th>
<th>Current</th>
<th>Proposed</th>
<th>Increase Amount</th>
<th>Percentage Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local</td>
<td>$1.00</td>
<td>$1.50</td>
<td>$0.50</td>
<td>50%</td>
</tr>
<tr>
<td>Universal</td>
<td>$3.00</td>
<td>$4.50</td>
<td>$1.50</td>
<td>50%</td>
</tr>
</tbody>
</table>

1. Senior, student and people with disability discounts of 50% will still apply
2. Access fares will still be set at 200% the base fare ($2.00 for local)

Multi use passes are a convenient way to save money on recurring transit trips. As with other “frequent flyer discounts” or “season passes”, these passes are intended to encourage more transit use by providing deeper discounts the more you ride. Similar to Bogus Basin season passes, some season pass holders will not realize the full benefit of the season pass, while others will. To set the break-even point for the multi-use passes, VRT used current pass use and revenue data. These break-even points were set to move the average fare per boarding toward the target of $1 per boarding.

**Table 3: Final Draft Multi-Use Passes Fare Increase**

<table>
<thead>
<tr>
<th>Pass Type</th>
<th>Current</th>
<th>Break-even point</th>
<th>Proposed</th>
<th>Break-even point</th>
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</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td># of round trips</td>
<td>Fare</td>
<td># of round trips</td>
</tr>
<tr>
<td><strong>Day</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local</td>
<td>$2.00</td>
<td>2 trips</td>
<td>$2.50</td>
<td>Less than 2 trips</td>
</tr>
<tr>
<td>Universal</td>
<td>$6.00</td>
<td>2 trips</td>
<td>$7.50</td>
<td>Less than 2 trips</td>
</tr>
<tr>
<td><strong>31-day</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local</td>
<td>$36.00</td>
<td>36 trips</td>
<td>$42.00</td>
<td>28 trips</td>
</tr>
<tr>
<td></td>
<td></td>
<td>3.5 weeks of commuting</td>
<td></td>
<td>2.8 weeks of commuting</td>
</tr>
<tr>
<td>Universal</td>
<td>$70.00</td>
<td>24 trips</td>
<td>$90.00</td>
<td>20 trips</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2.5 weeks of commuting</td>
<td></td>
<td>2 weeks of commuting</td>
</tr>
<tr>
<td><strong>Annual</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local</td>
<td>$266</td>
<td>266 trips</td>
<td>$282.00</td>
<td>188 trips</td>
</tr>
<tr>
<td></td>
<td></td>
<td>6.3 months of commuting</td>
<td></td>
<td>4.4 months of commuting</td>
</tr>
<tr>
<td>Universal</td>
<td>$516</td>
<td>172 trips</td>
<td>$594.00</td>
<td>132 trips</td>
</tr>
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<td></td>
<td></td>
<td>4 months of commuting</td>
<td></td>
<td>3.1 months of commuting</td>
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1. Senior, student and people with disability discounts of 50% will still apply to day passes and 31-day passes
# Table 4: Final Draft Fare Change Summary

<table>
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<tr>
<th>Pass Type 1</th>
<th>Current</th>
<th>Proposed</th>
<th>Increase Amount</th>
<th>Percent Change</th>
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<td></td>
</tr>
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<td>Adult Local</td>
<td>$1.00</td>
<td>$1.50</td>
<td>$0.50</td>
<td>50%</td>
</tr>
<tr>
<td>Adult Universal</td>
<td>$3.00</td>
<td>$4.50</td>
<td>$1.50</td>
<td>50%</td>
</tr>
<tr>
<td>Reduced Local</td>
<td>$0.50</td>
<td>$0.75</td>
<td>$0.25</td>
<td>50%</td>
</tr>
<tr>
<td>Reduced Universal</td>
<td>$1.50</td>
<td>$2.25</td>
<td>$0.75</td>
<td>50%</td>
</tr>
<tr>
<td>Access/Paratransit</td>
<td>$2.00</td>
<td>$3.00</td>
<td>$1.00</td>
<td>50%</td>
</tr>
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<td><strong>Day Pass</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Adult Local</td>
<td>$2.00</td>
<td>$2.50</td>
<td>$0.50</td>
<td>25%</td>
</tr>
<tr>
<td>Adult Universal</td>
<td>$6.00</td>
<td>$7.50</td>
<td>$1.50</td>
<td>25%</td>
</tr>
<tr>
<td>Reduced Local</td>
<td>$1.00</td>
<td>$1.25</td>
<td>$0.25</td>
<td>25%</td>
</tr>
<tr>
<td>Reduced Universal</td>
<td>$3.00</td>
<td>$3.75</td>
<td>$0.75</td>
<td>25%</td>
</tr>
<tr>
<td><strong>31 Day Pass</strong></td>
<td></td>
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<td></td>
</tr>
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<td>$36.00</td>
<td>$42.00</td>
<td>$6.00</td>
<td>17%</td>
</tr>
<tr>
<td>Adult Universal</td>
<td>$70.00</td>
<td>$90.00</td>
<td>$20.00</td>
<td>29%</td>
</tr>
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<td>$21.00</td>
<td>$3.00</td>
<td>17%</td>
</tr>
<tr>
<td>Reduced Universal</td>
<td>$35.00</td>
<td>$45.00</td>
<td>$10.00</td>
<td>29%</td>
</tr>
<tr>
<td><strong>Annual Pass</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Adult Local</td>
<td>$266.00</td>
<td>$282.00</td>
<td>$16</td>
<td>6%</td>
</tr>
<tr>
<td>Adult Universal</td>
<td>$516.00</td>
<td>$594.00</td>
<td>$78</td>
<td>15%</td>
</tr>
<tr>
<td><strong>Stored Value $12²</strong></td>
<td>$12 for $10</td>
<td>$13.50 for $10</td>
<td>$1.50 in value</td>
<td>13%</td>
</tr>
<tr>
<td><strong>Stored Value $24²</strong></td>
<td>$24 for $20</td>
<td>$27 for $20</td>
<td>$3.00 in value</td>
<td>13%</td>
</tr>
<tr>
<td><strong>3 Month</strong></td>
<td>Discontinued</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>6 Month</strong></td>
<td>Discontinued</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

1 Reduced fares are the senior, student and people with disability 50% discount

2 The value on the Stored Value cards is proposed to increase to minimize left-over money on the card and to minimize the fare increase on lower income populations. In effect this change will reduce the single ride local pass to $1.11.
The survey identified that many riders use the stored value card. The stored value card provides a discount similar to a multi-use pass, but the trips don’t have to be done within a given time frame. The final draft proposal increases the stored value amount to reduce the likelihood that there will be left over money on the stored value card.

Table 5: Final Draft Fare Change Summary (Continued)

<table>
<thead>
<tr>
<th>Pass Type</th>
<th>Current</th>
<th>Proposed</th>
<th>Increase Amount</th>
<th>Percent Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Day Pass</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nonprofit Local</td>
<td>$1.50</td>
<td>$1.90</td>
<td>$0.40</td>
<td>27%</td>
</tr>
<tr>
<td>Nonprofit Universal</td>
<td>$4.50</td>
<td>$5.60</td>
<td>$1.10</td>
<td>24%</td>
</tr>
<tr>
<td>31 Day Pass</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nonprofit Local</td>
<td>$27</td>
<td>$31.50</td>
<td>$4.50</td>
<td>17%</td>
</tr>
<tr>
<td>Nonprofit Universal</td>
<td>$52</td>
<td>$68.00</td>
<td>$16.00</td>
<td>31%</td>
</tr>
<tr>
<td>Employer Local</td>
<td>Discontinued</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Employer Universal</td>
<td>Discontinued</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Employer Annual</td>
<td>Negotiated</td>
<td>Negotiated</td>
<td>N/A</td>
<td>~15%</td>
</tr>
<tr>
<td>Nonprofit bulk $5,000 discount</td>
<td>30% off</td>
<td>30% off</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>Nonprofit bulk $10,000 discount</td>
<td>50% off</td>
<td>50% off</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>Nonprofit &amp; Employer 3 Month</td>
<td>Discontinued</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nonprofit 6 Month</td>
<td>Discontinued</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

1 Reduced fares are the senior, student and people with disability 50% discount

The Final Draft Proposal discontinues the monthly employer pass in favor of negotiated annual employer contracts. It maintains the nonprofit discounts because the help ensure that bus passes are distributed to those that need the passes the most. Current nonprofits participating in the program include:

- Advocates Against Family Violence
- Boise Rescue Mission
- City of Light
- Community Family Shelter
• Corpus Christi House, Inc.
• District Courts
• Jannus
• Nampa Family Justice Center
• Society of St. Vincent De Paul
• Terry Reilly Heal Services
• Women’s & Children Alliance

VRT’s current fares are below many of their peers (see table 3). With these fare changes, VRT’s fares will remain among the lowest, allowing VRT to continue providing a good value.

Table 6: Peer City Comparison

<table>
<thead>
<tr>
<th>City</th>
<th>Full Fare</th>
<th>Reduced Fare(^1)</th>
<th>Day Pass</th>
<th>ADA Paratransit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Des Moines, IA</td>
<td>$1.75</td>
<td>$0.75</td>
<td>$4.00</td>
<td>$3.50</td>
</tr>
<tr>
<td>Eugene, OR</td>
<td>$1.75</td>
<td>$0.85</td>
<td>$3.50</td>
<td>$3.50</td>
</tr>
<tr>
<td>Madison, WI</td>
<td>$2.00</td>
<td>$1.00</td>
<td>$5.00</td>
<td>$3.25</td>
</tr>
<tr>
<td>Reno, NV</td>
<td>$2.00</td>
<td>$1.00</td>
<td>$3.00</td>
<td>$3.00</td>
</tr>
<tr>
<td>Salem, OR</td>
<td>$1.60</td>
<td>$0.80</td>
<td>$3.25</td>
<td>$3.20</td>
</tr>
<tr>
<td>Spokane, WA</td>
<td>$2.00</td>
<td>$1.00</td>
<td>$4.00</td>
<td>$2.00</td>
</tr>
<tr>
<td>Tucson, AZ</td>
<td>$1.75</td>
<td>$0.75</td>
<td>$4.00</td>
<td>$3.20</td>
</tr>
<tr>
<td>Valley Regional Transit - Current</td>
<td>$1.00</td>
<td>$0.50</td>
<td>$2.00</td>
<td>$2.00</td>
</tr>
<tr>
<td>Valley Regional Transit - Proposed</td>
<td>$1.50</td>
<td>$0.75</td>
<td>$2.50</td>
<td>$3.00</td>
</tr>
</tbody>
</table>

\(^1\) Senior Student and People with disability fares
Staff Recommendation

The proposed fare increases meet the original objectives of the fare simplification and pass program. These recommendations have been shaped by community input and will continue to be shaped by community input as they have the opportunity to comment on the final fare change proposal. Staff recommends that pending any additional public comment before June 16th, the RAC recommend the final fare change proposal to the Executive Committee for their consideration.

Schedule of the potential changes

- **Fare changes could be implemented as early as October 1, 2019**
  - May 6 VRT Executive Board considers draft fare change proposal
  - May 13-24 Public outreach/open houses
  - June 3 VRT Executive Board receives an update on the fare change proposal
  - July 8 Executive Board considers final fare change proposal
  - July public comment/open houses on final proposal
  - August 5 VRT Full board considers final fare change proposal
  - October 1 New fare changes take effect

Staff Recommendation/Request:
Information item: Staff is presenting an update on the fare project for board comment.

Implication (Policy and/or Financial):
Fare policy will have a direct impact on directly generated revenues and ridership.

Project Schedule:
November
- Information Item – Executive Board - Fare Simplification and Pass Programs Project introduced **COMPLETED**

December
- Information item – Executive Board – Charter: scope, objectives, deliverables and schedule - **COMPLETED**
- Information item – Regional Advisory Committee – Charter: scope, objectives, deliverables and schedule - **COMPLETED**

January
- Information Item – Board of Directors - Fare Simplification and Pass Programs Project introduced **COMPLETED**

February
- Information Item – RAC considered fare simplification principles **COMPLETED**

April
- Information Item – Executive Board provides comment on direction of fare change proposal **COMPLETED**
• Information Item – Board of Directors provides comment on direction of fare change proposals COMPLETED
May 6, 2019
• Action Item – Executive Board considers draft fare change proposal for public release COMPLETED
May - June, 2019
• Public outreach IN PROGRESS
June 3, 2019
• VRT Executive Board fare change proposal update COMPLETED
July 8, 2019
• VRT Executive Board considers final fare change proposal
July, 2019
• Public Outreach and Public Hearing
August 5, 2019
• VRT Full board considers final fare change proposal
October 1, 2019
• New fare changes take effect

More Information:
Rhonda Jalbert, Development Director, 208.258.2707, rjalbert@valleymetrotowntransit.org
Stephen Hunt, Principal Planner, 208.258.2701, shunt@valleyregionaltransit.org
Brian Parker, Associate Planner, 208.258.2717, btparker@valleyregionaltransit.org
TOPIC: Bus Stop Infrastructure and Accessibility Goals
DATE: June 4, 2019

Summary:
Valley Regional Transit (VRT) maintains infrastructure at 750 active bus stops in the regional service area. VRT is working with the Regional Advisory Council (RAC) on how bus stops are scored and how improvements generally occur.

Past RAC meetings have focused on the history of how stops have been scored and how VRT plans to score them in the future, as well as how blocks or groups of stops can be prioritized for possible capital project investment. VRT is moving forward with prioritizing investment at stops that are considered not accessible.

VRT defines bus stops as accessible if three main characteristics exist. The stop needs to include an A.D.A. loading/landing pad, a raised curb for level loading and also needs to include connecting sidewalk or pathway adjoining a surrounding pedestrian network. While stops with shelters and benches are generally considered to have a higher value than stops without them, the most important characteristic at a stop is whether or not it is accessible. There are currently 338 stops in the network that are considered accessible. While VRT does not own any of the concrete or right-of-way space at any of its stops, VRT can invest in them or ask partner agencies to invest in them to make them accessible.

VRT would like to set regional goals for accessibility and other areas of transit investment, as well. After reviewing and discussing the goals, the RAC can then work with their supporting agencies or groups to help obtain sponsors or support for the additional amenities needed to meet the regional goals. Currently, VRT has 60 shelters in service and 272 stops with seating or benches of some kind.

VRT’s goal for accessibility at stops is 525 (or 70% of the total in service) while the goal for shelters is 100 and seating is 400. Staff would like the RAC to comment on whether these goals are reasonable and also provide ways that the RAC can help VRT meet the agreed upon goals.

Staff Recommendation/Request:
As an information item, VRT staff requests the RAC members review and comment on the goals and accessibility classification.

Implication (Policy and/or Financial):
The goals may mean possible infrastructure investment from agency partners or others.
**Highlights/Upcoming schedule:**

- VRT Executive Board approved RAC Bus Stop Accessibility Issue Charter in November 2018 - **completed**
- RAC participated in a work shop using the performance accountability framework to establish the foundation for a performance measurement system in December 2018 - **completed**
- Presentation on the ADA Transition Plan by ACHD staff - December 2018 - **completed**
- VRT letter to ACHD on the ADA Transition Plan – February 2019 – Executive Board - **completed**
- Bus stop inventory, VRT Bus Stop Ranking and Rating Criteria Process (10/10/2016), and existing conditions – February 2019 – **Completed**
- Review Bus Stop Service Areas – March 2019 - **Completed**
- Review bus stop inventory, which includes ADA accessibility and other amenities – March through April 2019 - **Completed**
- Complete list of accessible bus stops and list of amenities – June 2019 – **Completed**
- Information item – RAC – review the VRT accessibility and amenity goals – June 2019
- Action item – RAC – approve accessibility and amenity goals – September 2019
- Information item – Executive Board – accessibility and amenity goals – September 2019
- Action item – VRT Executive Board – approve accessibility and amenity goals – November 2019

**More Information:**  Jacob Hassard, CI Projects Manager, 208-258-2705, jhassard@valleynregionaltransit.org
TOPIC: Bus Stop Location and Transit Amenity Development Guidelines Update

DATE: June 4, 2019

Summary:
Valley Regional Transit (VRT) maintains a guiding document for partner agencies to use for development applications in their jurisdictions called the Bus Stop Location and Transit Amenity Development Guidelines (TADG). This document is generally meant to be used by partner agencies to provide VRT infrastructure and transit amenity requirements to developers, but can also be used to guide the policies of partner agencies for their own improvements, as well.

This document was last updated in 2016. Staff has reviewed the document and made adjustments to match current VRT policy as well, adjusting sections in need of review or revision. The current approved document and the draft document are located on VRT’s website here: https://valleyregionaltransit.org/about-us/.

This document is ready for the Regional Advisory Council (RAC) to review. Once reviewed, staff will discuss and possibly incorporate any comments and present the document again to the RAC for approval. It will then be sent to the VRT Executive Board for review and approval.

Staff Recommendation/Request:
As an information item, VRT staff requests the RAC members review and provide comment on the draft TADG prior to the next meeting. Please feel free to share this document with anyone from your representative groups or other entities whose input you feel would be helpful. VRT staff would like to gather input to ensure that the TADG is clear, concise, and complete.

Implication (Policy and/or Financial):
The TADG update will keep VRT and partner agencies aligned on infrastructure goals and direction.

Upcoming schedule/Highlights:
June 2019
- Information item – RAC – review the TADG updates
- Outreach to relevant partners

July 2019
- Staff incorporation of comments into the TADG

Sept 2019
- Action item – RAC – approve TADG updates
• Information item – Executive Board – TADG updates, RAC recommendation and partner comments

Nov 2019

• Action item – VRT Executive Board – Approve final draft of TADG

More Information: Jacob Hassard, CI Projects Manager, 208-258-2705, jhassard@valleyregionaltransit.org
TOPIC: Operations Department Monthly Report
DATE: May 22, 2019

Summary: Update of Operations Department Activities

• Valleyride Fixed Route
  o Ada County operations provided two additional buses to operate during the block party held at the Idaho Transportation Department on May 18. Adding these two extra buses provided 15-minute service on State Street between 1:00 p.m. and 7:00 p.m. To better accommodate passengers, temporary stops were placed at the intersection of State and 33rd.
  o With the mobile ticketing app being launched May 1, VRT offered single ride mobile tickets and day pass mobile tickets to be sold at 50% off actual price during the month of May.
  o April had two preventable accidents, none of which were NTD reportable.
  o April on-time performance was 77.29%.
  o April ridership was 109,742.
  o April preventative maintenance on-time performance was 70%, with seven road calls.

• Access Demand Response
  o A new user’s handbook and brochure is being reviewed by the Regional Advisory Council for review and feedback. Once vetted, it will be brought forward for board approval.
  o April had zero preventable accidents.
  o April on-time performance was 91.7%.
  o April ridership was 4,934.
  o April preventative maintenance on-time performance was 88%, with one road call.

• Specialized Transportation
  o Processed and trained five new drivers into the shared vehicle program.
  o Completed snow tire removal for the fleet.
  o April had zero preventable accidents.
  o April ridership was 9,674.
  o Working to get preventative maintenance on-time performance to 100%. April preventative maintenance on-time performance was 40%, with zero road calls.

• Mobility Transportation Pilot Programs
  o VRT Late Night provided 44 rides in April.
    ▪ Added some eligibility qualifications in hopes of increasing ridership.
  o Lyft Transit Connection provided 260 rides in April.

• Customer Information Support
  o Mobile Ticketing app launched May 1, 2019. To date sold 439 passes, with over $1,000 in sales.
  o Customer Service Specialist II promoted to Mobility Navigator, beginning June 1.
• **Information Technology and Intelligent Transportation System**
  - RouteMatch completed the installation of Automatic Vehicle Annunciators on May 17. This new feature will provide automated stop announcements for major stops, transfer locations and key destinations along route per ADA requirements.
  - Our IT contracting service provider, Flex Tech, is working on security protocols and system security implementations.
  - Urban Transportation Associates will complete the installation of automatic passenger counters on the remaining fleet beginning May 20. Five buses have been testing the system since April. This new feature will provide more detailed data needed for planning service, along with detailed ridership by stop.

**More Information:** Leslie Pedrosa, Operations Director, 208-258-2713, lpedrosa@valleyregionaltransit.org
TOPIC: Development Department Monthly Report
DATE: May 23, 2019

Summary: Update of Development Department activities for the month of April and May 2019

VRT Strategic Plan

Goal 1 - Demonstrate responsible stewardship of public resources

Performance Based Decision-making

- ValleyConnect 2.0 (Vc2.0)
  VRT staff has provided ITD comments on the IDAGO long-range plan based on the vision and policies identified in Vc2.0. Staff has also participated in other local and regional planning efforts, including the scoping of the CIM 2.0 update, to integrate Vc2.0 concepts and vision into those planning documents.

- Programming
  - Local and Federal Allocations – Local revenue requests went out this month to all stakeholders. Staff will be meeting with local jurisdictions to go over any additional questions or concerns with stakeholders/local jurisdictions.

- National Transit Database (NTD) Reporting Project
  All information has been inputted into NTD along with the Eide Bailly audit information for financial inputs for correctness. Awaiting review from NTD.

- Transit Asset Management
  Scoring is complete and scores were presented to the March Executive Board for review and input. Assets that score less than or equal 2.5 total $35.4 million and the amount of funding available for capital from FY20 – FY24 is $18.8 million, therefore the shortfall is approximately $16.6 million.

  Targets for FY20 and the horizon period (4 years) will be presented as an action item to the Executive Board in June 2019.

Increase ridership and revenue

- Fare Project
  Staff is reviewing a proposed fare increase and provided the Executive Board and Regional Advisory Council a project update at each meeting. The draft proposal was presented to the Executive Board and RAC in May. Public outreach about the proposal has begun.
• **Service Changes**  
  Route 44 Hwy 44 Express service will discontinued in June 2019.

  Staff has begun preparing information and costs to engage local jurisdictions about proposed 2020 service change concepts that meet Vc2.0 goals including potential expansions in Boise, Eagle and Meridian. Staff has also begun conversations with Garden City about potential service impacts if local funding for route 11 cannot be secured.

• **FY 2020 Budget**  
  Staff is working on the FY20 Budget with Business Unit Owners. Draft FY20 Budgets – Local Revenue for local jurisdiction and special member assessments and service contributions was presented for review and approved by the Executive Board. A 4% increase was submitted to all local jurisdiction and special members. Staff will be meeting with local jurisdictions to go over any additional questions or concerns with stakeholders/local jurisdictions.

**Goal 3 - Build institutional and regional capacity**

**Regional Capital Enhancements**

• **Boise Operations Facility Upgrades**  
  HVAC/CNG project is on schedule with a completion date of May 2019 for the HVAC/CNG Detection System install being complete. The CNG Compressor Rebuild is still ongoing awaiting permits.

• **Happy Day Transit Center Upgrades**  
  The Executive Board approved initial design funding at the November 2018 Executive Board meeting. VRT is still waiting on grant funding in order to begin this effort. Local Match may not be available for this small urban project due to the fact that the Compressed Natural Gas Rebate (CNG Rebate) has not been awarded this fiscal year.

• **College of Western Idaho Roundabout**  
  CWI has indicated that they are unable to sign the sub-recipient agreement. Staff will update the Transportation Improvement Program (TIP) removing the project.

• **Facilities, Equipment and Infrastructure Maintenance Policy and Plan**  
  No new items to report this month.

• **Nampa Transit Oriented Development**  
  No new items to report this month.

• **Main Street Station**  
  No new items to report this month.
• **Bus Stop - Accessibility, Prioritization and Review**  
  Staff is working with the Regional Advisory Committee (RAC) on Bus Stop Accessibility, Prioritization and Implementation project. Staff will review with the RAC the adopted Bus Stop Location and Transit Amenities Development Guidelines and bus stop criteria for ranking of stops.

• **State Street Corridor Projects**  
  State Street Executive Team met on April 22 and agreed to the following:  
  - Approved the Executive Group Charter;  
  - Tasked VRT to convene the State Street Technical Team to map out measurable outcomes from the TTOP on each goal statement from the Executive Group Charter; and  
  - Tasked VRT to coordinate the completion of an integrated inventory and Gantt chart to identify project timelines and decision points.  
  The next State Street Executive Team is scheduled for June 24.

• **Performance Measures**  
  Annual Performance Measures for all public transportation was submitted and presented to the Executive Board for review in March 2019. Comments were documented and updates were made to the Annual Report. Updates were presented to the VRT Board of Directors in April 2019.

**Other Development Activities**

- **Title VI** – Next submittal will be October 2020
- **Grant Opportunities** – VRT submitted a competitive grant application for electric buses on May 10, 2019. The grant was for eight rolling stocking vehicles (six replacements and two enhancements) and corresponding infrastructure for $3.4 million.

**More Information:** Rhonda Jalbert, Development Director, 208.258.2707. [rjalbert@valleymontainregionaltransit.org](mailto:rjalbert@valleymontainregionaltransit.org), and Stephen Hunt, Principal Planner, 208.258.2701. [shunt@valleymontainregionaltransit.org](mailto:shunt@valleymontainregionaltransit.org).
TOPIC: Finance and Administration Activity Report
DATE: June 3, 2019

Summary
This memo provides an update on the accomplishments of the Finance and Administration Department.

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

Highlights:

Budget/Finance
- Finance staff has closed the second quarter of FY2019
- Finance has completed the FY2019 first quarter budget to actual variance reporting
- NTD audit has been completed and submitted
- Finance staff is working on semiannual DBE reporting to the FTA

Grant Management
- Low-No Emissions grant has been submitted for the electric buses.
- Several subrecipient agreements are being drafted for Treasure Valley Transit Nampa TOD, ACHD, Boise State University and Treasure Valley YMCA Safe Routes to School.
- CWI has decided not to accept the grant funding for the Roundabout project. Staff is working to amend the grant for other Nampa projects.
- Grant balancing between TrAMS and Fleet Net is being worked on.
- Project updates for project tracking

Procurement
The following tasks are being worked on:
- Agreement extension letters are going out.
- Procurement file audits ensuring compliance
- Project updates for project tracking
- HDTC Landscaping agreement, Creative Outdoor Advertising agreement finalize

Upcoming procurements are:
- Acquisition of Service
- Main Street Station Request for Cost Estimates
- NEMT provider services

For More Information: Contact Jason Jedry, Finance Controller, (208) 258-2709, or e-mail: jedry@valleynregiontransit.org
TOPIC: Community Projects/Outreach Efforts Update
DATE: May 21, 2019

Summary: This memo provides updates on current and future community outreach efforts, including those related to VRT Strategic Plan goals.

VRT Strategic Plan
Goal 2 - Build community partnerships/build advocates for public transportation
   • Regional Outreach Toolkit and Speakers Bureau
Goal 3 – Build institutional and regional capacity
   • Secure stable funding sources
     o Public transportation ambassadors and outreach campaign
     o Coalitions and partnerships

Highlights
• Websites: Work continues on updating the website (an ongoing process). Working on English and Spanish versions of online surveys for the proposed service changes and fare increases.
• Planning department staff and I are continuing to scheduling tablings and public events houses to gather public comments and suggestions on our fare and service change proposals.
• I am working with fiscal to develop an outreach strategy for our DBE plan.
• Will create a VRT Instagram account and incorporate it in our public notification efforts.
• I am updating our Public Involvement Policy (along with related company procedures) and writing a security protocols policy that will address such topics as unacceptable passenger behaviors and riding restrictions for violations.
• I am part of the VRT Community Relations workgroup is meeting monthly to develop a community relations outreach plan for Valley Regional Transit.
• I have taken on some more scheduled outreach events until we can hire a second Mobility Navigator.

More Information: Mark Carnopis, Community Relations Manager, 208 258-2702, or mcarnopis@valleymetrorapidstransit.org
TOPIC: Bike Share Program

DATE: April 23, 2019

VRT Strategic Plan
Goal 3 - Build institutional and regional capacity
  • Regional Capital Enhancements

Highlights:
Program Administration

- The Boise GreenBike system now has 103 active station hubs and flex hubs with 127 bikes.
- As of May 20, 2019, Boise GreenBike has 18,957 active members, who have made 103,820 overall trips since the beginning of the program, covering 256,791 miles and burning 10.2 million calories.
- Below is a table comparing system statistics for the month of April in each of the past five years. The system launched on April 15, 2015, so the first year statistics represent only 15 days of activity. Variations in the numbers year-to-year have as much to do with weather as any other factor.

<table>
<thead>
<tr>
<th>Year</th>
<th>New Sign-ups</th>
<th>Overall Trips</th>
<th>Miles Travelled</th>
<th>Calories Burned</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>440</td>
<td>2,093</td>
<td>5,309</td>
<td>212,394</td>
</tr>
<tr>
<td>2018</td>
<td>583</td>
<td>2,625</td>
<td>6,848</td>
<td>273,924</td>
</tr>
<tr>
<td>2017</td>
<td>265</td>
<td>1,651</td>
<td>2,851</td>
<td>114,074</td>
</tr>
<tr>
<td>2016</td>
<td>572</td>
<td>2,576</td>
<td>6,464</td>
<td>258,570</td>
</tr>
<tr>
<td>2015</td>
<td>154</td>
<td>251</td>
<td>177</td>
<td>7,082</td>
</tr>
</tbody>
</table>

- In light of the bad news coming from Social Bicycles/Jump, with the company support ending in November, 2020 and the controller technology sun setting shortly after that, we continue to research the possibilities of a Boise GreenBike 2.0. We have conducted interviews with several vendors and operators to gauge the best path forward. A committee of stakeholders met for the first time April 18 and will meet again to on May 29.
- Topeka bike update. In light of the problems with Social Bicycles/Jump we have abandoned all efforts to repaint and put into active service any Topeka bikes.
- On Friday, May 17 we took delivery of our newly wrapped van. The wrap job looks sharp and was paid for by our title sponsors, SelectHealth and St. Luke’s.
• We are offering free rides (up to four hours a day) on Boise GreenBike in support of May in Motion.

Sponsorship Plan
• Title Sponsorship
  o SelectHealth and St. Luke’s (renewed for three years)
• Station sponsors:
  o Boise Co-op
  o Banner Bank
  o University of Idaho – Boise
  o CCDC (2 stations)
  o Bodybuilding.com
  o Treasure Valley Clean Cities Coalition (renews in 2018)
  o ACHD
  o Harris Ranch
  o Dutch Bros Coffee
  o HDR
  o The Watercooler (Local Construct)
  o Midas Gold
  o Idaho Central Credit Union (new sponsorship of hubs at Boise State)
  o Parkway Station
• Membership Card Sponsorship – Contract renewed.
  o Key Bank
• Midas Gold and Brown and Caldwell have signed on as sponsors of the annual GreenBike race that is part of the Twilight Criterium, July 13, 2019 in downtown Boise.
• Mussell Construction signed a contract to sponsor a new station hub in front of a project they will be building at 18th and Idaho streets. The station won’t be installed until 2020.
• We continue to schedule meetings with potential sponsors.

More Information: Dave Fotsch, Boise GreenBike Director, 208-331-9266 (cell), dfotsch@valleyregionaltransit.org