



Legend	
Premium Service	15 to 30 minutes all day Dedicated right of way Limited stops
Express Service	15 to 30 minutes peak 30 to 60 minutes midday Limited stops
Employer Express Service	30 minutes peak
Primary Service	15 to 30 minutes peak 30 to 60 minutes midday Frequent stops
Secondary Service	30 to 60 minutes all day Frequent stops
Rural Service	60 minutes all day Frequent stops
Boise Streetcar	15 minutes all day
Intercity Service	Varies
Flex-Route Service	Up to 60 minutes all day Deviates from its set route
Demand Response Service	By reservation
Planned Transit Center	Planned Park & Ride Lot
Existing Transit Center	Existing Park & Ride Lot
Planned Station	

WHAT IS THE VALLEYCONNECT PLAN?

Valleyconnect offers a blueprint of the comprehensive alternative transportation system needed, given the growth projections and regional and local land use and road plans. This plan will serve as a guide to the region as individuals components are implemented to ensure that each piece builds logically toward the complete system.

The plan identifies transportation options, other than driving alone, currently available in Ada and Canyon counties, and future transportation options. It also documents the information resources available to help customers use services.

WHAT ARE THE HIGHLIGHTS OF THE PLAN?

- The philosophy behind Valleyconnect is a simple one — provide individualized components for both rural and urban entities that also work together as a comprehensive alternative transportation system for the Treasure Valley. In addition to these individualized plans, other components of the plan include:
- Providing levels of service based on need. Service levels would include: high speed commuter service; commuter service to major employment centers and major employers; connecting neighborhoods to commuter services; neighborhood service; connect rural communities to large cities; and providing flexible and demand response neighborhood services in less dense city and rural areas.
 - A much more robust RideLine customer service department that will offer comprehensive information about available alternative transportation options. This “one-stop shop” will for area residents to get personalized assistance in finding the right transportation option for them. The improvements to customer service will include better use of technology.

- Commuter service options including vanpools, carpools and telecommuting.
- Improved infrastructure, including more Park & Ride lots, bike/walk facilities, transit centers, high occupancy vehicle lanes and dedicated rights-of way.
- The development of GoRide. GoRide is a group of community-based transportation services designed to move people when and where more traditional transit and commuter services are not available. Many social service agencies and private organizations typically provide these services to clients and customers. Providing outside transportation options would allow these organizations to focus their efforts and resources on their primary purposes. While work on developing the GoRide Transportation Program continues into fiscal year 2013, elements of the program have already been implemented:
- Valley Regional Transit (VRT) currently provides rides in the urban and rural areas of Ada and Canyon counties through its Volunteer Driver and Village Van programs. The Volunteer Driver program is a volunteer service for seniors, veterans, those with disabilities and other needs individuals. Volunteers drivers share their time and vehicle, and, if needed by a passenger, may use a VRT-owned accessible minivan. During FY 2012, approximately 975 round-trips were provided.
- The Village Van Program provided transportation to low-income families and on-the-job training for eligible driver applicants. One success story involves a partnership between VRT and the Idaho Office of Refugees (IOR). The program made it possible for 40 refugees to maintain jobs throughout the summer of 2012 as fruit pickers at Symms Fruit Ranch in Caldwell. Village Van drivers worked to improve their driving skills under the tutelage of All About Safe Driving.

WHY IS THIS PLAN IMPORTANT FOR THE TREASURE VALLEY?

As the population of the Treasure Valley grows, more demand is placed on the existing roadways. The current population of Ada and Canyon counties is estimated at 585,810. The projected population in the year 2035 is 1,046,000. Money to expand roadways to accommodate this growth is in short supply and we need to find ways to reduce the number of vehicles on local roadways.

We are also becoming an older population. According to the 2010 Census, there are more than 61,000 senior citizens living in both counties. It is projected that about one in five Idahoans will be 65 years of age or older in the year 2025.

WHAT IS THE TIMEFRAME/COST OF THE VALLEYCONNECT PLAN?

Valleyconnect does not establish a specific implementation schedule in which these alternative transportation services will be implemented. Existing alternative transportation services are funded partly both with federal and local funds. Local funds are needed as match for federal funds before federal funds can be allocated.

Individual components of the plan will be implemented as federal and local funds can be identified. The order of implementation will be impacted by the specific source of the funding. Services within a community will be prioritized to ensure a local progression of implementation. Because the cost for each component depends on when it is implemented, there is no specific budget included in valleyconnect.

HOW CAN I LEARN MORE ABOUT THE PLAN?

www.valleyregionaltransit.org
Mark Carnopis, 258-2702 or mcarnopis@valleyregionaltransit.org



Making a Big Difference in the Community



More than 6,000 toys were collected during the 16th Annual Stuff the Bus 2012 to help families in need during the holidays.

Bus Stop Accessibility Improvements

-  2012 - 155 Stops
-  2011 - 155 Stops
-  2010 - 40 Stops

Making the Switch to CNG-fueled Buses

Valley Regional Transit has a longstanding commitment to using alternative forms of fuel to diesel and unleaded. The VRT Board in 2009 passed a resolution to have compressed natural gas (CNG) as the preferred fuel technology for our bus fleets.

The transition to a CNG-fueled bus fleet began in 1993. Plans are to have the entire Valleyride bus fleet operating on compressed natural gas by the year 2016. The current status of this transition:

- A majority of our buses (74%) and paratransit vehicles (73%) in the Boise fleet operate on CNG. Eleven CNG-powered paratransit vehicles were added to the bus fleet in FY 2012. In May 2013, three additional CNG buses will replace fixed-line buses that run on gasoline.
- In Nampa, seven new CNG buses were added to the fleet, bringing the overall percentage of buses that operate on CNG to 35 percent. That percentage will double to 70 percent by June 2013 with the addition of seven new buses.

Benefits of CNG include lower fuel costs, less harmful emissions and its abundance.

Ridership Jumps

1,443,190 Boardings
+5.1%



1,236,234 Boise
+ 5.2%

129,804 Inter county
+3.9%

77,152 Nampa/Caldwell
+5.7%

Nationwide Ridership
Increase: +1.5%

Route Info on Idaho 511 Website/ Website Accessibility Improvements

511 - Valleyride bus system information is now on the statewide transit component of this travel website. The website currently provides information about roadway travel conditions, information for truckers, and route and schedule information (including detours and delays) for transit systems throughout the state. The Valleyride information that is available includes route maps that include stops and times the bus is scheduled to be at a stop and information about bus stop closures and route detours. Enhancements to this system will include real-time bus locators.

valleyride.org - The main focus this year for our bus service information website was improving readability and accessibility for persons with disabilities. VRT staff worked with a community steering committee made up of persons with disabilities and advocates for those with disabilities to review the existing website. The group included representatives from the state and national chapters for the blind and visually impaired.



New Administration Building

VRT administrative staff moved into the new administration building in January 2012 after spending many years in leased space on Main Street in downtown Meridian. VRT shares the building with COMPASS.

The new location provides a lot more space to expand, it has a sales office, lobby and a dedicated area for Rideline customer service. It also has adequate meeting space and parking.

The facility could one day become a transit center for bus and possibly light rail.