



Final Public Comment Report – Proposed Fare Changes

This is the second public comment report regarding proposed fare increases and contains input received between July 10 and August 3, 2019.

BACKGROUND

Valley Regional Transit (VRT) wants to raise rider fares in order to increase annual fare revenues by an estimated \$100-\$125K/year. This may cause a ridership loss of 70-90K boardings/year. The last fare increase in Ada County was in 2003 and in Canyon County it was in 2008. Over that same period VRT enhanced services with additional amenities such as fixed bus stops, installing bus benches and shelters, developing specialized transportation services, and implementing on-line travel aids such as a trip planner and real-time bus information. In addition, VRT constructed Main Street Station and Happy Day Transit Center with more accessibility to Help Desk staff, implemented automatic vehicle locator systems and voice annunciators, which help all riders, especially those with visual impairments, navigate the system, and implemented mobile ticketing.

The combined effect of inflation and 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 now 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; should cover the costs of service consumed as much as possible; and fares are part of a sustainable transit system.

OUTREACH

There were two public comment periods. The first was from May until mid-June. Here are the results of the first comment period:

<http://www.valleyregionaltransit.org/media/1968/faresurveyresults.pdf>

The second comment period was from July 10-August 3 when we went out to the public with a final draft.

The public had numerous opportunities and options to learn more about the proposed fare changes and provide comment during both comment periods:

- Meetings with riders: Staff conducted six outreach at Main Street Station, the Happy Day Transit Center, and the Boise Towne Square Mall Transit Center.
- Filling out an online interactive comment form
- Completing an online survey
- Contacting the VRT Community Relations Manager or the VRT Help Desk
- Open houses/public hearings held July 23 in Nampa and July 24 in Boise

In addition, we also solicited comment from members of the VRT Executive Board and the Regional

Advisory Council (RAC), and from those attending meetings of both groups.

NOTIFICATION PROCESS

- Display posters on all of our buses
- Display posters and sandwich boards at our main facilities (Towne Square Mall, Main Street Station, Happy Day Transit Center) and in high-use bus shelters
- Ongoing social media postings
- Home page postings at valleyride.org and valleyregionaltransit.org
- A dedicated webpage at valleyregionaltransit.org
- Press releases and the ensuing media coverage
- Widespread e-mail distribution efforts using existing VRT email databases, the Regional Advisory Council, COMPASS, and the Treasure Valley Community Resource Center, among other groups.

RESPONSES

During the first comment period, VRT received 121 survey responses and one response via our online comment form. During the second comment period, we received 18 survey responses, six comments from the July 23-24 open houses/public hearings, and four emails. Two people testified at the July 24 public hearing. This report also contains comments and suggestions from the Executive Board, the RAC, the public, and those attending the meetings of both groups.

SUMMARY OF RESPONSES

This report contains public input from the second round of outreach. Here is a quick snapshot of what they had to say:

- The large majority of survey respondents (22) use ValleyRide bus services.
- About half (49 percent) of respondents said the proposed fare increases were fair. About one in four (26 percent) said the new fares were somewhat or not affordable
- Slightly more than half (54 percent) said the fare changes would have no effect on their riding habits. One in four respondents said they would either stop riding or ride less.
- Almost half (46 percent) said they pay the full adult fare, while one in four (25 percent) said they use discounted passes (senior, student or persons with a disability).
- If the proposed fare increases were implemented, a third of respondents would buy a day pass. One in five respondents would buy a stored value card, as would buy a single use pass.
- Almost two or five respondents (38 percent) said they earned \$15,000 a year or less, while one in five (21 percent) said they earned between \$55,001 and \$75,000.

All input comment collected between July 10 and August 3 are included in Appendix A.

Appendix A: Public Comments

Total number of responses **24** (comment forms filled out during the July 23-24 open houses were entered into the online survey)

Surveys collected July 10 - August 3

Surveys solicited on websites, word of mouth, social media, Next Door, earned media

Question 1: Which Valley Regional Transit services do you use? Select all that apply.

ANSWER CHOICES	RESPONSES
ValleyRide buses	91.67% 22
ValleyRide ACCESS	0.00% 0
Boise GreenBike	12.50% 3
Lyft Transit Connections	8.33% 2
SHIP	0.00% 0
Metro	0.00% 0
Harvest Transit	8.33% 2
None	8.33% 2
Other (please specify) Responses	0.00% 0
Total Respondents: 24	

Question 2: How affordable will the proposed bus fares be for you?

ANSWER CHOICES	RESPONSES
Not at all affordable	13.04% 3
Somewhat affordable	13.04% 3
Fair	47.83% 11
Somewhat reasonable	8.70% 2
Very reasonable	4.35% 1
I do not pay for my passes (receive them through a non-profit or agency)	13.04% 3
TOTAL	23

Question 3: If the fares were to change as proposed how would it affect your use of ValleyRide services?

ANSWER CHOICES	RESPONSES
I would stop riding	12.50% 3
I would ride less	12.50% 3
I would buy more multi-use passes	12.50% 3
It would not affect my use of Valley Ride services	54.17% 13
I currently don't use Valley Ride services	8.33% 2
TOTAL	24

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Question 4: If the proposed fare increases occur, how often would you use a Valley Regional Transit service?

ANSWER CHOICES	RESPONSES	
Multiple times per day (e.g. a round trip to and from one location)	12.50%	3
Once a day (one way)	0.00%	0
3-6 days a week	29.17%	7
1-2 days per week	25.00%	6
Once per month	16.67%	4
Less than once per month	4.17%	1
I would stop using Valley Regional Transit services	4.17%	1
I don't use Valley Regional Transit services	8.33%	2
TOTAL		24

Question 5: When you use a Valley Ride bus, what type of pass do you usually use?

ANSWER CHOICES	RESPONSES	
Full adult fare – single use, day pass, 31-day pass, three-month, six-month or annual pass	45.83%	11
Senior, Student, or Person with a Disability discounted fare – single use, day pass, 31-day pass, three-month, six-month or annual pass	25.00%	6
Employer/Student pass	16.67%	4
Other (please specify)	Responses 12.50%	3
TOTAL		24

Question 6: If the proposed fare increases were implemented, what type of ValleyRide bus pass would you buy?

ANSWER CHOICES	RESPONSES	
Single use pass	19.05%	4
Day pass	33.33%	7
31-day pass	9.52%	2
Annual pass	9.52%	2
Stored Value Card	19.05%	4
I would stop buying bus passes	9.52%	2
TOTAL		21

[Comments \(7\)](#)

Question 7: How do you currently purchase your passes?

ANSWER CHOICES	RESPONSES	
From an outlet	0.00%	0
From Main Street Station or Happy Day Transit Center	13.04%	3
On the bus	47.83%	11
I buy them through the mobile app	0.00%	0
I receive my passes from a non-profit organization/agency	39.13%	9
TOTAL		23

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Question 8: What is your annual household income?

ANSWER CHOICES	RESPONSES	
Less than \$15,000	37.50%	9
between \$15,000 and \$25,000	12.50%	3
between \$25,001 and \$35,000	8.33%	2
between \$35,001 and \$55,000	4.17%	1
between \$55,001 and \$75,000	20.83%	5
between \$75,001 and 100,000	8.33%	2
More than \$100,000	4.17%	1
I don't know	0.00%	0
I'd rather not say	4.17%	1
TOTAL		24

Question 9: If these fare increases are approved, what is one thing could Valley Regional Transit do to mitigate any negative impacts or improve transit service?

Increase the frequency of bus route operations for seamless transfer onto other bus lines. For example, instead of running the 7A or the 12 once per hour, maybe running them every 15 to 20 minutes in certain times of the day. A lot of riders have to either arrive very early or very late to their destinations due to frequency, or lack thereof of bus route operations.

Provide later evening service including Saturdays. Implement Sunday service.

No room for improvement.

I really would still like to have some benefit to employers for encouraging their employees to use the bus pass system. I am fine with fare increases but would like to continue to have employer discounts.

Education on how to purchase and use stored value cards and using app payment. For example, can they be used to purchase a day pass or only single ride? More locations to purchase. Re-useable/re-fillable transit cards should be instituted.

This transit system is by far the worst in the country. I have used mass transit in many modern city's this is not one of them. I have tried to ride this excuse for mass transit several times, after I was told by a driver that "I didn't stop because I didn't think you needed a ride" I was standing at a stop. I am handicapped (I walk with a cane) and was told that the busses were not for "my kind" disgraceful! I have never ridden since. Why don't you all take a page from SLC or even Portland.

Juggle the rates around.

Possibly lobby to reinstate state funding.

Would have to seriously consider gifting a yearly pass for my partner (\$282) is costly - especially when service to their work is not timely.

Help people buy more passes and less coinage clinking in the machines.

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Advance notice of increases, more places to purchase passes.

You would have to redo the 5 and the 52 because they do not connect well.

Ridership is already low, why decrease ridership further more by increasing fare. Stop giving 50% to cell phone pass & use that saving to not to increase fare

DONT INCREASE THE PROPOSED FARE RIDERSHIP WILL DRASTICALLY GO DOWN

A free and open bus system that the current funding is coming from the communities tax dollars should, in my opinion, be a public service. I feel that we live in a perfect environment for a bus system to try the free access approach again. Our culture of kindness coupled with enforcement of abuse could be the blueprint for a successful system that may change the culture of bus ridership.

The buses need to be on time to their stops. Either you need more drivers or you need to hire drivers that care about the job they do.

Just don't raise fares.

Fare increases are long overdue, but an overnight 50 percent fare increase will hurt vulnerable groups including senior, disabled, and low-income riders. A large portion of bus riders rely on public transit because they cannot afford to drive, and if they're not able to afford the fares due to the increase they will simply not be able to get around. This could be mitigated by increasing fares more gradually, subsidizing a smaller increase for reduced fare riders with a larger increase for full fare riders, or implementing a reduced fare program for low/fixed income groups.

Please begin working on new routes to cover all of Boise.

I would like to advocate to not discontinue three and six months bus passes.

On time busses better customer service better bus drivers you want to increase fine but what will we get out of it? You busses are late 90% of the time and you online tracker needs to be updated to the 2020 version.

Question 10: Is there anything else that you want to tell us?

Please see my email from cfair101@gmail.com

I don't know if you can contact me (lickradios@hotmail.com), but I'd like to confirm that my senior day pass rate of \$1.00 will not change. It wasn't quite clear to me. Thanks.

Thank you for your service

See prior comment, but I would like employer discounts to continue to exist for some extent even if fares increase.

We need a universal "tap card" system

Make mass transit for the masses!

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Please don't cut me out too early.

We need to take a close look at potential service in southwest Boise/Maple Grove/Five Mile/Lake Hazel/Overland.

Yes. Make sure that if a ticket machine is not totally functioning on the bus at any time, help us to know how to cope. If you can make connections more efficient when transferring from the 51 to the 52 or 52 to the 51. Thanks god for senior passes. Make sure all drivers know how to use stored value cards correctly. Make sure that all landscaping - tree trimming, etc., doesn't stop the view of transit stop signs. Garrity Walmart on Franklin side. I already called it in. and Caldwell Walmart all sidewalks where signs are posted, remove and trim obstructions.

I'd like to see an increase in Canyon County routes when affordable.

The 40 needs to be repriced since it's only a partial express. It's not worth a \$3 ticket and run it as a van. Get rid of the 40. Bring back the 41, 44, 9X. Run the 8X all day. Run the 11 all day. Reroute the 2. It's not working to get to Fred Meyer. I don't get to go there much anymore. Run the 51 all day. Have the 6 go down to the (Towne Square) Mall. Have the 29 go downtown. Hook the 10 and 12 together again.

USE RESOURCES EFFICIENTLY AND DONT INCREASE FARE. FARE ARE ALREADY EXPENSIVE

I'm surprised that you just changed all of the bus routes (not necessarily for the better), and are now asking for a fare increase. I can't drive due to a medical condition. In the North End, I can't ride on Saturday anymore. On weekdays, I can now catch the 16 or 10 to go downtown, but they both arrive at half past the hour. Why can't they be staggered so that there is service every half hour? Also, I feel like VA is a route that needs Saturday service for elderly/vets. 14 was a route that brought people to the north end on Saturdays, but instead we have more traffic in our crowded neighborhood on the weekends.

Route 44 cancellation concerns me. Even though I don't ride that bus, shouldn't you look to improve transit and not decrease transit options?

Raising fares takes the economic motive away from me to ride the bus, I'll just drive and bike more and stop taking the bus.

I'm disappointed in how poorly the proposed fare increases have been publicized. I ride the bus to and from Main Street Station most weekdays for work and was not aware of the initial comment period at all – the first I heard of the increases was this week (7/12/2019) from the sandwich boards at MSS advertising the open house meetings and an article in the Idaho Statesman. VRT needs more/better ways of communicating with riders about service changes and new services, such as posting the information where people actually wait for the bus or providing an email newsletter that people can sign up for.

Routes that go farther out would be helpful. I have to drive my car to a bus stop and catch the bus from

Reconsider you decision of discontinuation three and six month bus passes.

No

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Testimony from July 24, 2019 public hearing In Boise (Collister Library)

Public hearing began at 6:30 p.m.

Hearing testimony were VRT Board members Greg Hill (Boise State University) and Elaine Clegg (City of Boise)

Chanse Reece

Born and raised here in Boise, I've been gone for about 20 years, I came back in town about a month ago. I am amazed at the growth. I just wanted to say thanks first to the drivers...I think they do a great job to make sure things are safe and people are comfortable. I went to the library...I guess I came out here for nothing, I went to the library I didn't want anything happening, then I did some research online and I came to the conclusion that you guys have no choice, that it pretty much has to be. I am glad to see that it went up only 50 cents instead of the larger amount. Please don't cut out the homeless. We are a good part (garbled)...it is going to be a struggle every day to feed your children and please don't cut them out of the picture because that's the whole bread and butter out there. I just want to thank you guys for making the service available to us and hope you come to a good positive deduction. That's all I got.

Questions from Boise Councilwoman Elaine Clegg:

How often do you ride the bus? Every day

Do you get a pass to do that? (Garbled)

We have a program we are considering implementing called fare tacking, which you would pay as you ride until you reach a certain level for the month. Then the rest of the month would be free. That would be cool. That would be cool. That might work by golly. Really that would really work good. It would give some people who get paid on the first, by the 15th of the month everything is gone, then I have no money to get on the bus. So that's an excellent idea.

Anything you'd like to tell us about what (garbled). It gets me to the places that I have to get to without too much (garbled) some days it is just impossible (garbled). I was wondering, you guy planning on adding Sunday service to the schedule because ... you are going to raise the rates, are you going to throw in a Sunday bus? Elaine Clegg tells him about the city of Boise providing more funding to increase service.

In response to the request for Sunday service, Mark Carnopis talks about September Open Houses/public hearings to gather public comment on how to spend additional funding from the city of Boise.

One other thing and I will make it quick. It kills me to get on the bus and swipes their pass that they didn't pay for ... I wish it wasn't that way. Thanks.

Ken Pidjeon

As a former assistant general manager of Boise Urban Stages, which is the predecessor to Valley Regional Transit, I have advocated that VRT increase fares for a number of years. However, I find that I cannot support the current fare increase as proposed. Suggesting an alternative increase as indicated in this document, which I would like entered into the hearing record. This is a different proposal than I submitted to VRT several weeks ago. The proposal provides for small increases, fare increases mainly in 25-cent increments over a four-year period so as to reach a base fare of \$2 beginning in October 2022, fiscal year 2023. My proposal provides for a monthly pass option in lieu of the 31-day pass. It also provides for a base

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amount for the annual employer passes and the number of trips per employee that that amount would include. The current proposal calls for negotiation. It also requires that an ID be required to verify eligibility for certain fare types – something that is not being done now. I would ask that this proposal be serious considered. Thank you and I am prepared to stand for any questions.

Elaine Clegg – Do you copies of that proposal? Yeah, I can give you.

Mark Carnopis requests an electronic copy of the proposal for the record.

Debbie Lombard Bloom

Well I just have a question, how can we address the issue of this gentleman, and a veteran, not getting a non-profit seasonal pass so he does not have to worry about for the whole year ... like we offer to other people.

Elaine Clegg – On here we have a couple of different options for ways to get passes to people that don't work for an employer who might join. One of those is the non-profit local for \$27 a month, and with that we would have negotiated with local non-profits to see which one of them, which ones, or one of them that I get to buy a number of passes and then distribute them based on some criteria ... the other potential thing that we talked about is fare capping. And so that's not included in here, it's something that we are exploring.

Bloom – Is there any way you could work with (garbled) or something like that where you don't have to come up with \$5,000? These are not \$5,000 for the people who want to ride the bus but maybe to ... this gentleman who doesn't have to pay for a bus anymore.

Kelli Badesheim – Those programs are available on our website for nonprofits. Every nonprofit is eligible. They just have to meet certain criteria and then they distribute the passes.

Elaine Clegg – But is it a \$5,000 minimum?

Kelli Badesheim – Yeah and there are...

Mark Carnopis – Well there is no minimum...if you commit to a higher amount, you get 25 percent, but if you commit to a higher amount, but overall that percentage discount is higher. And the refugees do get, a lot get their passes for free, but they are paid for by the resettlement agencies. They buy the passes and provide them.

Bloom – So we need to find a way for nonprofits (garbled)

Mark Carnopis – So we do have a service for veterans. SHIP – State Housing and Innovative Partnerships and that's a free service that is available in Ada County. I can talk to you about the service after the meeting. That's door-to-door service that's available Monday through Saturday I believe, and that's free and a wonderful service ... we are actually expanding that service, we are getting more vehicles for the service, which is primarily for veterans. Take them to medical appointments and court appearances, things like that so ... I can talk to you after this meeting.

Bloom – so we can get him to recreational things or dinners

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Gary Thomas – I have a question. I want to ask if we can ever get Sunday bus service, because right now I do not have a car.

Elaine Clegg – Thank you for sharing that. I appreciate that a lot. The city of Boise has been trying hard to increase the amount of contribution we give to VRT to see what we can do increase services and Sunday is one of those.

Bloom – We made it a majority, we really want Sunday service.

Elaine Clegg – I just want to say thank you for coming. I have been trying for years to figure out how to improve the service for VRT and hearing from people who use the service and hear about the service is important to us in understanding how to do that so I pretty much appreciate you coming.

Email comments (3)

I regularly use the bus, primarily route 8X for commuting. I read over the latest fare proposal and while no one like to see fares go up it doesn't seem outrageous. I realize that fares are needed to make the system work.

I have to drive 4 miles to ride the bus because the routes are primarily in Boise, so it would be great if fare increases eventually provide support for extending the reach of the system. The 8X route looks like it was designed to take people from their homes to HP based on where homes were being built 20ish years ago, and there are many more people in the valley now. Some route extensions seem long overdue. Perhaps Meridian and Eagle aren't pulling their weight?

I will pay the increased fares. I appreciate the fact that I can get things done on the bus since I'm not driving. **Curtis Laser**

Thank you for opening an online survey for the community.

As someone who has depended heavily on public transportation for 13 years, and had to pay up to \$2.50 for a one-way trip in a city that had a metro, this is my perspective.

If VRT's going to increase fares, it should expand its operation hours to Sundays, specifically the 9 and 12 (in my experience), and operate higher volume routes later into the night. It is so frustrating as a loyal rider to pay more for a service that is not evolving. If the buses are too much to operate, see if you can downsize to something smaller and more cost effective that can still offer something like bike racks and wheelchair access to your riders.

I also think the route 9 should add a few extra stops on state street going to/from WinCo area at horseshoe bend road. It seems the 9x was eliminated for some reason unbeknownst to me, but I also think that could help a lot of people who have to go all the way to Gary/Bunch by foot or bike. It's dangerous to walk on state street, but also a longer, inconvenient route on hill road or through local neighborhoods.

I think it would also be worth increasing your social media presence to let folks know about what VRT does, programs, projects, etc. That could be a great way to increase your ridership. Create more incentives for people to ride and advertise, advertise, advertise. For example, incentives might include expedited/frequent rides from certain locations to BSU home games, Outlaw Field Concerts to Idaho Botanical Garden, Memorial Stadium Games, Pride Festival, Eagle Fun Days. Just a few ideas.

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I do hope to see Boise revive its public transit system, especially with the volume of people moving here and the amount of construction for new homes and apartment complexes, which will surely increase ridership.

One thing I think could be more of a longer-term solution would be to partner with City of Boise and/or local developers to create bus only/bike only lanes, particularly in high volume routes with high traffic...yet another riding incentive, but one that would take longer to implement.

Thank you for considering my opinion. Please contact me if you would like to chat further.

Carissa Fair

I understand the need to occasionally raise fares because of the increasing costs of operating a transportation system, and 16 years is a long time to go without an increase. The Idaho Statesman published an article (7/12/2019) which compares Boise's ValleyRide rates with four other cities: Des Moines, Spokane, Eugene and Salem. If we compare rates with these cities we should also compare services provided.

Bus Routes provided weekly

- Boise ID: 26
- Des Moines IA: 24
- Eugene OR: 30 + Bus Rapid Transit Eugene-Springfield
- Salem OR: 27
- Spokane WA: 41

Number of Runs Monday-Friday / Saturday / Sunday (Run = Origin of a Route to Final Stop on that Route)

- Boise ID: 1,850 / 97 / 0
- Des Moines IA: 3,075 / 225 / 155
- Eugene OR: 4,085 / 455 / 571 ** This does NOT include the Bus Rapid Transit (EmX) between Eugene & Springfield which operates 7 days a week.
- Salem OR: 3,560 / 0 / 0
- Spokane WA: 6,790 / 661 / 412

Total Runs provided each week

- Boise ID: 1,947
- Des Moines IA: 3,455
- Eugene OR: 5,111 (Not including EmX service)
- Salem OR: 3,560 (No weekend service provided)
- Spokane WA: 7,863

If ValleyRide can justify an increase in fares comparable to these cities, they should provide an increase in services that would be comparable to these cities.

Steve Rostron

I understand the need for a fare increase, and I completely agree with getting rid of some of the fare types. However, I do not agree with you comparing our fares to other cities, when the service provided by those other communities is far superior to VRT service in terms of number of routes, time of routes (early morning and later evening) and pure customer service. I am a member of your volunteer group, yet I do not even receive regular and consistent communication regarding changes - so imagine what a poor job is done in communicating to your customer base. With an increase in fare, there should also be an increase in service. **Keri Moran**

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Fare structure proposal submitted by Ken Pidjeon at the July 24, 2019 public hearing in Boise:

	Current	VRT Staff Proposed FY 2020	Citizen Proposed FY 2020	Citizen Proposed FY 2021	Citizen Proposed FY 2022	Citizen Proposed FY 2023
Single Use Adult Base Fare						
Local	\$1.00	\$1.50	\$1.25	\$1.50	\$1.75	\$2.00
Universal	\$3.00	\$4.50	\$4.50	\$4.75	\$5.00	\$5.25
ID Required for Reduced Fare						
Reduced Fare Seniors (65+), Students (6-18) and Disabled						
Local	\$0.50	\$0.75	\$0.50	\$0.75	\$0.75	\$1.00
Universal	\$1.50	\$2.25	\$2.00	\$2.00	\$2.50	\$2.50
Access Fares / Paratransit	\$2.00	\$3.00	\$2.50	\$3.00	\$3.50	\$4.00
Multi Use Passes						
Day Pass						
Local	\$2.00	\$2.50	\$2.25	\$2.75	\$3.25	\$3.50
Universal	\$6.00	\$7.50	\$8.00	\$8.50	\$9.00	\$9.50
Monthly Pass						
Local	\$36.00	\$42.00	\$40.00	\$48.00	\$56.00	\$64.00
Universal	\$70.00	\$90.00	\$144.00	\$160.00	\$170.00	\$175.00
Annual Pass						
Local	\$266.00	\$282.00	\$300.00	\$360.00	\$420.00	\$480.00
Universal	\$516.00	\$594.00	\$1,080.00	\$1,140.00	\$1,200.00	\$1,260.00
3 Month Pass						
Local	\$46.00	Discontinued			Discontinued	
Universal	\$90.00	Discontinued			Discontinued	
6 Month Pass						
Local	\$165.00	Discontinued			Discontinued	
Universal	\$320.00	Discontinued			Discontinued	
\$12 Stored Value Card						
	\$12 for \$10	\$13.50 for \$10	\$11.25 for \$10	\$13.50 for \$10	\$15.75 for \$10	\$18.00 for \$10
\$24 Stored Value Card						
	\$24 for \$20	\$27 for \$20	\$22.50 for \$20	\$27.00 for \$20	\$31.50 for \$20	\$36.00 for \$20
ID Required for Non Profit Fares						
Non - Profits (Clients Only)						
One Day Pass						
Local	\$1.50	\$1.90	\$1.75	\$2.25	\$2.50	\$3.00
Universal	\$4.50	\$5.60	\$6.75	\$7.00	\$7.50	\$7.75
ID Required for Non Profit Fares						
Monthly Non-Profit Agency Pass (Clients Only)						

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Local	\$27.00	\$31.50	\$35.00	\$40.00	\$45.00	\$50.00
Universal	\$52.00	\$68.00	\$120.00	\$125.00	\$130.00	\$135.00

Reduced Monthly Pass (Clients Only)

			ID Required for Non Profit Fares			
Local	\$18.00	\$21.00	\$17.00	\$20.00	\$22.00	\$25.00
Universal	\$35.00	\$45.00	\$60.00	\$62.00	\$65.00	\$67.00

Three-Month Non-Profit Agency Pass

Local	\$70.00	Discontinued		Discontinued
Universal	\$135.00	Discontinued		Discontinued

Reduced

Local	\$46.00	Discontinued		Discontinued
Universal	\$90.00	Discontinued		Discontinued

Non-Profit Annual Contract (\$5,000 or more) - 30% Discount (Current)

Same as Employer Pricing - No Threshold	30%	30%	\$420.00	\$480.00	\$540.00	\$600.00
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Non-Profit Annual Contract (\$10,000 or more) - 50% Discount

50%	50%		Discontinued
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Employer Fares (for employees only)

Monthly Employer Pass

Local	\$32.00	Discontinued		Discontinued
Universal	\$62.00	Discontinued		Discontinued

Three-month Employer Pass

Local	\$82.00	Discontinued		Discontinued
Universal	\$158.00	Discontinued		Discontinued

Annual Pass (Contract Required)

Per Rider Based on a per rider base of 500 trips per year	\$400.00	Negotiated	\$420.00	\$480.00	\$540.00	\$600.00
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Appendix A: Public Comments

Letter submitted by Ken Pidjeon prior to August 5 VRT Board of Directors' meeting:

Kenneth L Pidjeon
Comments to VRT Board – Public Hearing Additional Comments
Fare Simplification and Pass Programs
August 3, 2019

This fare simplification proposal is in addition to my fare simplification proposal dated July 23, 2019. That proposal was submitted at the VRT Public Hearing on July 24, 2019.

VRT recommends fares should be as simple as possible. What could be simpler than a no fare system?

I am proposing VRT become a fare free, or no fare, system in the interests of increased ridership, fare simplicity, and because the current system is nearly 100% tax supported now. To make this happen, I propose the current fare structure remain in place for FY 2020 then be replaced in FY 2021 by the fare free system.

Beginning in October 2020 fare revenues would be replaced by public private partnerships, corporate charitable foundation grants, non - profit partnerships, citizen voluntary donations, voluntary passenger contributions, and member agencies contributions.

The public private partnerships would follow the Boise GreenBike model of sponsorships but on a larger scale.

Supporters of improved mobility options such as the Chambers of Commerce in each VRT service area city would be asked to contribute funds along with the Associated General Contractors, developers, and Downtown Boise Association (and its equivalent in other Valley cities).

Major corporations, and their charitable organizations such as the Walmart Foundation, would be asked to contribute in the interests of better mobility options for their employees and the Valley.

Major non – profits such as St. Luke's and St. Al's would be asked to contribute - perhaps by supporting Access operations.

Non – profits currently using the system would be asked to contribute at their FY 2018 VRT purchase levels (FY 2019 for organizations new to VRT in 2019) while seeking transportation specific grants to fund future VRT contributions. Those future VRT contributions would increase using a predetermined formula method - perhaps the CPI Index.

Likewise, employers (and Boise State and CWI) using the system in FY 2019 would be asked to contribute at their FY 2018 VRT purchase levels (FY 2019 for employers new to VRT in 2019) with the expectation that future VRT contributions would increase using a predetermined formula method - perhaps CPI Index. The cost of expansions, whether they be hours of service, frequency, or areas of service, would be funded, at least in the initial stages, by the requestor.

This is a basic outline of my proposal. I hope the VRT Board will seriously consider this proposal and direct staff to study it further.

Thank you.