

Valley Regional Transit Snapshot

valleyregionaltransit.org

208-345-7433



Budget Information: Fiscal Year 2019

Revenues

Regional Overhead and Operation:	\$ 7,478,035
Boise Transportation Services:	\$ 9,108,311
Canyon County Transportation Services:	\$ 2,098,971
Contingency Enhancement Operations Capital:	\$ 500,000
Contingency Enhancement Capital:	\$ 14,549,700
Contingency Enhancement Capital:	\$ 1,000,000
TOTAL	\$34,735,017

Expenses

Regional Overhead and Operations:	\$ 7,478,035
Boise Transportation Services:	\$ 9,608,311
Canyon County Transportation Services:	\$ 2,098,971

Capital Projects

<ul style="list-style-type: none"> • VRT • Subrecipient—Pass Through 	\$12,438,550
	\$ 2,111,150
Emergency Enhancement Capital:	\$ 1,000,000
TOTAL	\$34,735,017

Ridership Statistics

We operate 18 routes in Boise/Garden City, three in Nampa/Caldwell, and four inter-county routes.

FY2019 ridership

Boise/Garden City	1,080,941
Nampa/Caldwell	46,437
Intercounty	86,300

ACCESS paratransit

Boise/Garden City	51,408
Nampa/Caldwell	2,377

Top Boise routes (ridership)

Route 9 State Street	204,398
Route 3 Vista	100,421
Route 5 Emerald	90,420

Shared Mobility

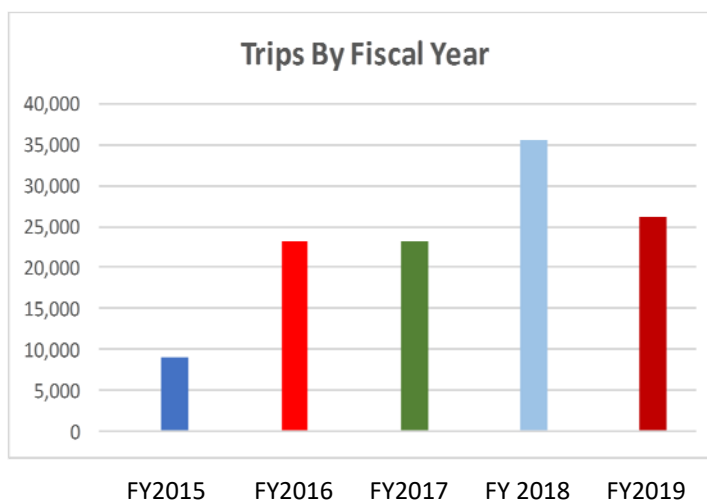
A total of 87,502 rides were provided by VRT specialized transportation programs in the Treasure Valley during FY2019. Here are the top programs:

» Senior Centers*	26,840
» Metro Services	22,469
» Harvest Transit	15,381
» Rides2Wellness	10,421
» SHIP Transportation:	9,332
» Volunteer Driver:	2,859

* Includes Parma, Eagle, Meridian, Star and Kuna

Boise GreenBike Ridership

Boise Green-Bike, a bike-sharing program based in downtown Boise, is a division of Valley Regional Transit.



Help Desk

In fiscal year 2019, the Valley Regional Transit Help Desk received 39,709 calls.

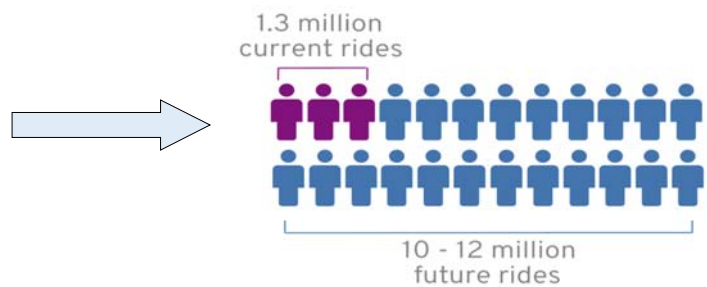


ValleyConnect 2.0 — A plan for future transit growth in the region

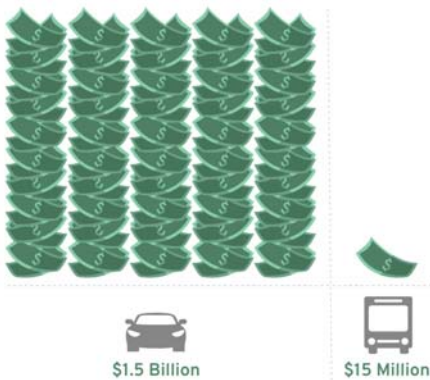
ValleyConnect 2.0, VC 2.0), approved in April 2018, reflects the region’s goals and objectives for public transit. VC 2.0 offers an expansion of services that would allow residents of Ada and Canyon counties to maintain the freedom to move and get more people to more places more often, even while the region continues to add more jobs, people, and opportunities. This expansion of services includes more frequent routes increases in service hours, and expanding the reach of fixed-route transit by integrating all travel options, including bus, bike and car share, ride hailing, etc. into a single, easy to use approach.

Congestion is bad now and will only get worse

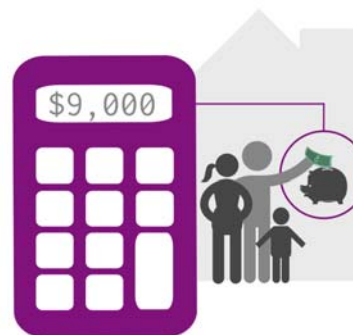
The population of Ada and Canyon counties has increased from 581,288 in 2010 to an estimated 737,790 in spring 2020, an increase of 156,502, or 27 percent. By 2040, the area’s population is expected to grow to more than one million.



Current investment levels for local transit is minimal



VRT currently spends \$15 million a year on public transportation. The public spends \$1.5 billion to own, drive and maintain their vehicles.



By eliminating one vehicle, a family can save more than \$9,000 a year in transportation costs.

The cost to implement ValleyConnect 2.0

Scenario	Estimated fixed-route operating dollars	Estimated fixed-route service hours	Estimated total capital costs
Current	\$10,000,000	100,000	\$15,000,000
Intermediate	\$20,000,000	200,000	\$98,000,000*
Growth	\$43,000,000	435,000	\$216,000,000*



*Includes \$23 million in deferred maintenance on existing maintenance

The chart shows current annual costs and hours of service and growth scenarios. The intermediate service scenario would double current hours of service. The growth scenario would more than quadruple current hours of service.

Questions/comments? Call 208-258-2702 or email info@valleyregionaltransit.org,