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

**Boise GreenBike Ridership**

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

- **Trips By Fiscal Year**
  - FY2015: 5,000
  - FY2016: 15,000
  - FY2017: 25,000
  - FY2018: 35,000
  - FY2019: 40,000

**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: $500,000
- 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
  - VRT: $12,438,550
  - Subrecipient—Pass Through: $2,111,150
- Emergency Enhancement Capital: $1,000,000
- **TOTAL** $34,735,017

**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
- Ride2Wellness: 10,421
- SHIP Transportation: 9,332
- Volunteer Driver: 2,859

* Includes Parma, Eagle, Meridian, Star and Kuna

**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.

The cost to implement ValleyConnect 2.0

<table>
<thead>
<tr>
<th>Scenario</th>
<th>Estimated fixed-route operating dollars</th>
<th>Estimated fixed-route service hours</th>
<th>Estimated total capital costs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Current</td>
<td>$10,000,000</td>
<td>100,000</td>
<td>$15,000,000</td>
</tr>
<tr>
<td>Intermediate</td>
<td>$20,000,000</td>
<td>200,000</td>
<td>$98,000,000*</td>
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<tr>
<td>Growth</td>
<td>$43,000,000</td>
<td>435,000</td>
<td>$216,000,000*</td>
</tr>
</tbody>
</table>

*Includes $23 million in deferred maintenance on existing maintenance

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

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