Valley Regional Transit FY 2020 Fact Sheet
valleyregionaltransit.org  208-345-7433

VRT operates 18 routes in Boise & Garden City, four inter-county routes, and on-demand service in Nampa and Caldwell.

**FY 2020 ridership**
- Boise/Garden City: 956,752
- Nampa/Caldwell: 39,322
- Inter-county: 61,209

**ACCESS paratransit**
- Boise/Garden City: 33,321
- Nampa/Caldwell: 2,123

**Top Boise bus routes (ridership)**
- Route 9 State Street: 200,544
- Route 3 Vista: 100,473
- Route 5 Emerald: 78,940

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

**Budget Information: Fiscal Year 2020**

### Revenues
- Regional Overhead and Operation: $5,931,170
- Boise Transportation Services: $9,736,567
- Canyon County Transportation Services: $2,075,037
- Capital grants: $3,482,153
- **TOTAL** $21,224,927

### Expenses
- Regional Overhead and Operations: $6,927,959
- Boise Transportation Services: $10,334,926
- Canyon County Transportation Services: $2,717,098
- Non-Capital Expenditures: $1,899,818
- **TOTAL** $21,879,801

**Shared Mobility**
- A total of 59,324 rides were provided by VRT specialized transportation programs in the Treasure Valley during FY 2020.
- Here are the top programs:
  - Senior Centers*: 18,286
  - Metro Services: 14,262
  - Harvest Transit: 9,262
  - Rides2Wellness: 7,338
  - SHIP Transportation: 8,299
  - Volunteer Driver: 1,877
  
  *Includes Meridian, Star, Eagle, Parma and Kuna

**Help Desk**
- In fiscal year 2020, the Valley Regional Transit Help Desk received 36,103 service calls and 16,722 reservation 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

<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>
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</thead>
<tbody>
<tr>
<td>Current</td>
<td>$10,000,000</td>
<td>100,000</td>
<td>$15,000,000</td>
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<tr>
<td>Intermediate</td>
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<td>200,000</td>
<td>$98,000,000*</td>
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<td>Growth</td>
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<td>$216,000,000*</td>
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</tbody>
</table>

*Includes $23 million in deferred 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