

Agency Updates



Spokane Transit Update

Prepared October 2024

STA long-time CEO E. Susan Meyer Announces Retirement



In July 2024, E. Susan Meyer, CEO of STA, announced her plans to retire at the end of the year. Meyer, who has been at the helm of the agency for more than 19 years, believes the time is right to pass the baton. Meyer has been recognized for her focus on financial stewardship and executing a ten-year strategic plan, including the launch of the region’s first bus rapid transit route, the City Line, without incurring debt. Under Meyer’s leadership, STA successfully navigated the complex challenges presented by the COVID-19 pandemic without cutting service or laying off employees, ensuring

reliable transit service was available, especially for essential workers.

Service and Ridership Growth

In 2024, STA has increased annualized revenue hour service by 5.5% compared to levels in place in late 2023, introduced two new routes, seen the introduction of High-Performance Transit Route 9 Sprague into service, and increase frequency on routes across the network. Plus, we have made the decision to shift most observed holidays to Saturday service, instead of Sunday service, to support growing ridership. Importantly, STA has not just recovered to pre-pandemic ridership levels, 2024 ridership is now expected to exceed 2019 ridership, surpassing 10 million unlinked passenger trips.

Fixed Route Ridership Variance			
Month	2019	2024	Variance
January	879,638	774,173	-12.0%
February	788,685	812,902	3.1%
March	868,434	857,034	-1.3%
April	916,574	891,678	-2.7%
May	939,701	935,801	-0.4%
June	778,992	815,682	4.7%
July	768,679	780,753	1.6%
August	770,375	794,192	3.1%

Connect 2035 Takes Shape

As STA Moving Forward, our current ten-year strategic plan, looks to sunset in the next two years, STA is developing our next strategic roadmap for mobility through 2035, with a clear vision supported by goals and strategies.

Building on our success, we have been working with communities and the board to identify the next ten years of priorities and investments all while building and strengthening relationships with and within the communities we serve. Learn more about the plan at staconnect2035.com.

We hit a million!

STA’s 40-vehicle-strong battery electric bus fleet rolled past the one-million-mile mark! That’s a huge milestone, signifying our commitment to creating a cleaner, more sustainable future for Spokane. By transitioning to electric



buses (25% of our Fixed Route fleet currently), we’re not just reducing our carbon footprint, we’re improving air quality and providing a quieter, more efficient ride for our community. This is just the beginning. With Connect 2035 and an improved customer experience at the forefront, the STA team of bus drivers, zero-emissions vehicle mechanics, and Agency leaders are paving the way for a sustainable transportation system.

In 2024, TriMet enhances public transportation with technology, process improvements, and strategic projects, ensuring efficient, reliable, and equitable services.

New Hastus Software- TriMet is enhancing their current scheduling software with new modules to improve operations such as operator sign-up, attendance, extra board management, and self-service options. The phased rollout will take place over the next two years.

Transit Signal Priority (TSP) – TriMet is expanding the use of the new TSP technology introduced with the BRT line in 2022. The ability to predict bus arrival times up to 90 seconds in advance, along with AI improvements, has reduced delays by 20-40 seconds per trip. Continuing to develop new strategies is essential for maximizing TSP benefits.

MAX Bus Service helping to Enhancing Overnight Maintenance- TriMet replaced late evening MAX light rail service with buses to prioritize maintenance work. This proactive approach minimizes disruptions and ensures efficient completion of tasks without affecting regular service. Passengers can still access reliable late-night transit through MAX Bus service, as TriMet works to improve reliability during off-hours.

Operator Training and hiring issues: TriMet continues to face operator recruitment and retention difficulties impacting our ability to fully restore pre-pandemic service levels. While progress has been made, current projections estimate light rail schedules will not return to 2019 frequency until Fall 2025 with bus routes following in Fall 2026.

82nd Ave Frequent Express- NEPA review ongoing for Small Starts grant program funding bus rapid transit on 82nd Ave in Portland. Faster, more reliable service scheduled to start in 2029, benefiting East Portland residents.

Tualatin Valley Highway Frequent Express- Developing high-frequency express bus service along Tualatin Valley Highway, aiming to finalize Locally Preferred Alternative by January 2025. Construction funding secured, planning to enter Small Starts grant program by August 2025. Service targeted to start in 2030.

Frequent Express (FX) System Plan- TriMet plans to improve transit with a new bus rapid transit network called Frequent Express (FX). Initial work involves setting design and service standards, identifying priority corridors, and developing a draft map of potential projects. By fall 2025, TriMet will seek public feedback on the FX Standards and Network Map, refining proposals before finalizing plans. The FX network will enhance mobility in Portland for years to come through continued collaboration with the community.

Better Bus Program- TriMet Better Bus Program aims to improve bus speed and reliability through infrastructure upgrades and route changes. Up to 15 projects will be finalized this fall for construction in 2025.

Forward Together 1.0- TriMet made significant bus service changes on August 27, 2023, as part of the Forward Together plan developed with community input post-COVID-19. The plan aims to enhance access, prioritize equity by reallocating service to areas in need, and streamline less-used lines, pending full implementation upon TriMet's operator shortage recovery.

Forward Together 2.0- TriMet's Forward Together 2.0 initiative aims to increase ridership to 120 million annual boardings by 2030 and triple transit mode share by 2045. The plan includes new bus routes, more frequent service, and faster MAX lines, but will require additional financial resources. Scenario planning and public engagement are scheduled for 2023-2024, with a draft service plan expected by early 2025.



Realign is a comprehensive assessment of every AC Transit bus line in response to the substantial shifts in ridership and commute patterns since the pandemic. By collecting data and public feedback, Realign aims to introduce a new equity-focused bus network designed to increase ridership and service reliability.

Changes to the bus network are necessary.

- Travel patterns have changed
- Ridership is 74% of pre-pandemic levels
- Challenges with hiring and retaining Bus Operators
- Fare and tax revenue losses continue
- Reallocate today’s resources to best deliver bus service to East Bay communities.

The AC Transit Realign Draft Final Plan prioritizes bus lines serving transit dependent communities, improves reliability, and optimizes service efficiency while allowing for potential future growth. The Draft Final Plan suggests several types of changes to our service, including re-routing lines, combining or potentially eliminating others, and frequency and service hour adjustments.

Service Standards Update

- A blueprint for network and route design
- An on-going guide to help keep the bus network healthy, reliable, and responsive to customer needs
- Incorporate learnings about community needs from Realign into the future
- Ensure Equity Priority Communities have access to service
- Level of service should be based on development/market characteristics to ensure transit service supports future development
- Modify frequency and span from LOS designations to targets based on service classification

Service Categories and Characteristics

Service Category	Characteristics	Stop Spacing (ft)	Minimum Frequency		Span	
			Weekday	Weekend	Weekday	Weekend
BRT	High Frequency, Limited Stop Spacing, Dedicated Transit Lanes, Transit Signal Priority, All-door boarding, and off-board fare payment	1,300 - 2,600	10 min	10 min	5:00 - Midnight	5:00 - 1:00
Rapid/Limited	Limited Stop Spacing (based on the presence of underlying local service), Transit Signal Priority, All-door boarding, and level boarding	1,300 - 2,600	15 min	15 min	7:00 - 7:00	7:00 - 7:00
Local	Core Service, serving all member jurisdictions, provides connectivity within and between neighborhoods and connects to regional transit services like BART	800 - 1,300	30 min	60 min	6:00 - 10:00	7:00 - 7:00
Freeway Express	Freeway segment(s) make up a significant share of the route alignment and provide regional connectivity in areas where existing services compete poorly with private vehicles regarding travel time.	Varies	30 min or minimum 3 trips	60 min	Demand Based	Demand Based
Microtransit	Flexible routes, serving specific zones with inadequate local service	-	60 min response	60 min response	6:00 - 10:00	7:00 - 7:00
All Nighter (Owl)	Service between 12 AM and 6 AM, lifeline service during the “owl-gap” period	800 - 1,300	60 min	60 min	12:00 - 6:00	12:00 - 6:00
Supplementary Service	Special services complying with federal and state carrier requirements that accommodate school bell times	800 - 1,300	Demand Based	-	-	-

BC Transit

Fast Facts

- 54 Million Passengers Annually
- 2.4 Million Service Hours Across the Province
- 58 Transit Systems ranging in scale and complexity
- Fleet of ~1100 Busses
- Annual Expenditures of \$433M in Operating and \$158M in Capital
- 17 Private Operating Companies, 4 Public Operating Companies, and 14 Non-Profits

What's Happening

- NextRide has now been implemented across all transit systems
- Battery Electric Buses will be launched across 9 systems in 2025
- Umo has been implemented across 17 transit systems, with another 13 in the works
- OnDemand successfully launched in Kelowna



Agency Updates

Meet Our New CEO, Thomas Drozt

Ben Franklin Transit's (BFT) new Chief Executive Officer (CEO), Thomas Drozt, began on Monday, August 26.

Drozt has 25 years of transit industry experience across multiple modes, including fixed route, bus rapid transit, rail, paratransit, and rental car shuttles. He began his transit career as a bus operator and ascended through the ranks, last serving as Deputy Chief at Metropolitan Atlanta Rapid Transit Authority (MARTA) and General Manager at MV Transportation in the greater Los Angeles area.



BFT Celebrates Uptick in Ridership

BFT has enjoyed a significant uptick in ridership since the pandemic. Metro routes with 15-minute frequency, the implementation of Sunday service, and the Youth Ride Free program have contributed to the considerable boost BFT has experienced.

Last year, BFT provided approximately 3.2 million unlinked passenger trips, with our vehicles traveling over 8 million miles in revenue service. Overall system ridership has continued to grow, exceeding pre-pandemic numbers on our fixed route system by about 17%. These increases have persisted into 2024, with ridership up by 14% and the fixed route system achieving its highest monthly ridership since October 2013, recording over 254,000 boardings in May. BFT recently saw daily ridership of over 11,000, which is the highest in over a decade.



Fresh Plans and Facilities

To meet the Tri-Cities' increasing transit demands as one of the fastest-growing regions in Washington State, BFT is currently in the process of developing a 20-year, long-range plan and a new strategic plan. Additionally, BFT recently opened its new Operations Building and Queensgate Transit Center, further enhancing our infrastructure and service capabilities.

Agency Updates

A Year of Change

This year, Community Transit began implementing 2024 & Beyond plan by phasing in its largest network restructure, ever. With the opening of light rail into our service area in September 2024, we...

- deployed a new Swift BRT line
- extended an existing BRT line
- retired 5 local routes
- created 6 new local routes
- edited 3 existing local routes
- retired 20 commuter routes
- added 6 express routes
- increased revenue service by approximately 82k annual hours
- added ~ 70 additional coach operators

Leveraging the regional investment in Light Rail, CT was able to retire all commuter service to Seattle (except one route). This service was some of the most expensive to run.

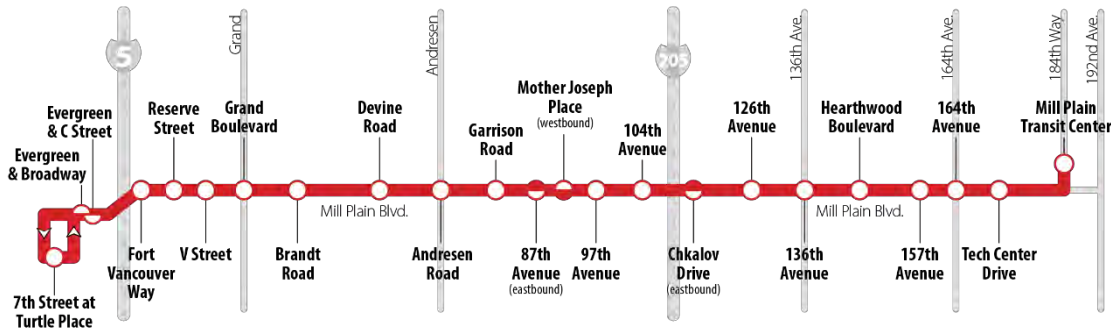
Resources we redirected into Increasing frequency on a host of local routes to improve access within our service area, and to connect with the new light rail expansion.

Implementing a service change of this magnitude required a multi-year effort across the agency to engage and inform the public, develop the plan, hire additional drivers, and expand an operating base. The plan will continue improve span and frequency service every six months through 2026.

Agency Update

The Vine on Mill Plain – Red Line Launch

It has been one year since the launch of The Vine on Mill Plain, C-TRAN’s second BRT line. The Vine on Mill Plain, also known as the Red Line, spans 10 miles connecting downtown Vancouver at Turtle Place station to the new Mill Plain Transit Center in East Vancouver.

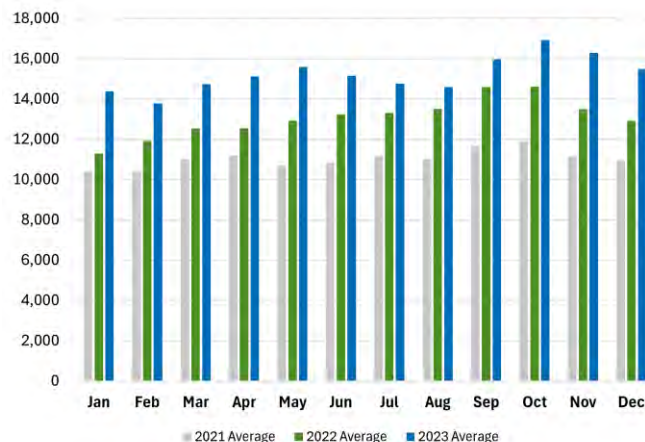


The first 3 months saw a **26%** increase in ridership over the service it replaced (*during the same period of October through December*). While total boardings have surpassed the half million mark. In addition to increased ridership, the project provided faster travel time across the corridor and greater connectivity to East Vancouver. C-TRAN is now engaged in the “Project Development” phase of its’ third BRT line, The Vine on Highway 99 – Purple Line, with an anticipated start of service date in 2027, and 15% design for Fourth Plain BRT Extension.

Ridership growth

Fixed Route total ridership for 2023 saw an increase of 15% from the previous year, and a continual growth over the last two years. Systemwide, total ridership is at 70% of pre-pandemic level. Yet a few routes continue to perform above the rest.

- Route 74 - East Fourth Plain ridership for 2023 exceeded 2019 ridership by 10%.
- Route 67 - Airport Regional has double its’ 2019 ridership.
- Route 78 – 78th Street ridership for 2023 reached 98% of its’ 2019 ridership.
- Route 71 – Highway 99 ridership for 2023 reached 91% of its’ 2019 ridership and is poised to become C-TRAN’s next BRT line.
- Route 7 – Battle Ground ridership for 2023 reached 90% of its’ 2019 ridership.



- Route 80 – Van Mall/Fisher’s ridership for 2023 reached 89% of its’ 2019 ridership.
- Route 32 – Evergreen/Andresen ridership for 2023 reached 87% of its’ 2019 ridership.

Weekend service ridership has also seen an increase. Systemwide, it is at 87% of pre-pandemic levels. With the following routes currently outperforming 2019 ridership numbers.

- Route 7 – Battle Ground weekend ridership for 2023 was at 127% of its’ 2019 ridership, while the trend is continuing into 2024 with ridership at 149%
- Route 74 – East Fourth Plain weekend ridership for 2023 was at 112% of its’ 2019 ridership. In 2024, we are seeing almost double the amount of ridership as compared to 2019 with 181%.
- Route 80 – Van Mall/Fisher’s weekend ridership for 2023 was at 135% of its’ 2019 ridership and 2024 ridership continues to outperform 2019.

The Current – Microtransit

Launched in early 2022, The Current provides accessibility to areas not covered by Fixed Route within a specific service zone. A successor to the Connector, C-TRAN’s dial a ride demand response service. Average ridership on The Current continues to grow, with 2023 and 2024 seeing ridership demand double.

C-TRAN 2045 Long Range Plan

The C-TRAN 2045 project kicked off in earnest in January 2024. C-TRAN conducted Phase 1 of public outreach from March through end of May that included an open house in each member jurisdiction as well as stakeholder interviews with community organizations. An online open house ran simultaneously that featured identical content as the in person. A big component of the public outreach was asking community members to select what was most important to them and providing input on how C-TRAN can get there.

Much of the community feedback was around making transit faster and more reliable, expanding to new areas not previously serve, improving bus stop accessibility and amenities. In addition, cross-county travel was repeatedly mentioned, with direct travel between the cities of Ridgefield and Battle Ground. Overall, the community wanted transit to become more accessible to a variety of trips. With this input, C-TRAN staff will develop service concepts and a projects’ list to bring back to the community for Phase 2 of public outreach, before finalizing the long-range plan.

The screenshot shows a survey form with the following sections:

- What is most important to you?**
 - Increase transit ridership
 - Make transit faster and more reliable
 - Increase the number of people who can easily access transit
 - Improved the experience of people riding transit
- How do we get there?**
 - When improving existing bus routes, we should focus on...**
 - Routes used by the most people
 - Routes that run less frequently
 - More frequent weekday service
 - More frequent weekend service
 - Later service on weekdays
 - Later or earlier service on weekends
 - Routes that do not have service on weekends
 - More trips on The Current
 - Service options to Portland
 - When adding new service, we should focus on...**
 - Expanding coverage to new neighborhoods
 - Adding service to existing neighborhoods that are growing
 - Highway-based regional connected lanes
 - Point-to-point trips with The Current
 - New types of service we don't provide today
 - When improving the rider experience, we should focus on...**
 - Improved bus stop accessibility and amenities
 - Corridor-based infrastructure improvements (eg. The Wind)
 - Streamlined rider communications
 - Something else?

C-TRAN Bus Rapid Transit

THE VINE System Expansion

Frequent daily service, every 15 minutes or better.

In Service

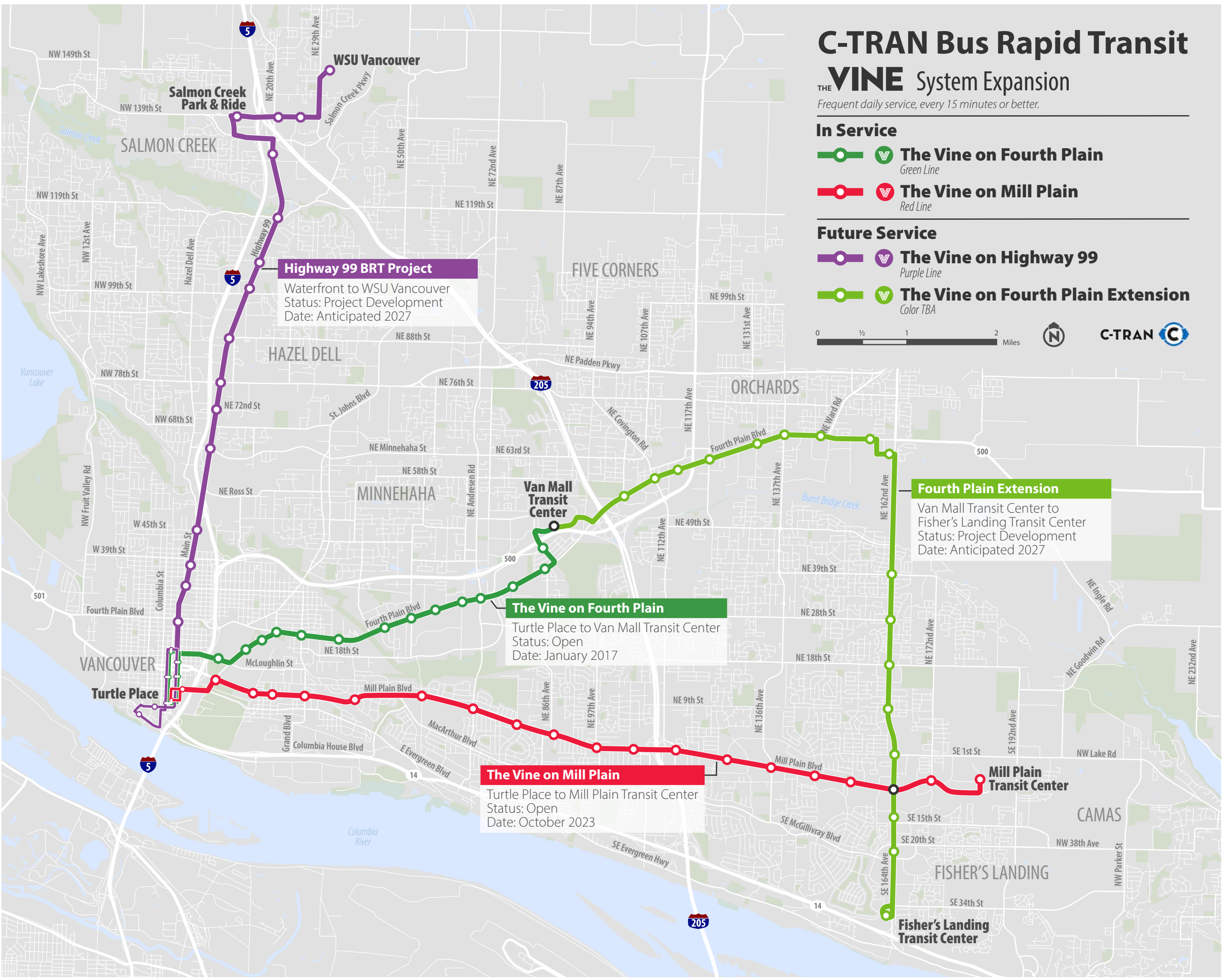
  **The Vine on Fourth Plain**
Green Line

  **The Vine on Mill Plain**
Red Line

Future Service

  **The Vine on Highway 99**
Purple Line

  **The Vine on Fourth Plain Extension**
Color TBA



Highway 99 BRT Project
Waterfront to WSU Vancouver
Status: Project Development
Date: Anticipated 2027

The Vine on Fourth Plain
Turtle Place to Van Mall Transit Center
Status: Open
Date: January 2017

The Vine on Mill Plain
Turtle Place to Mill Plain Transit Center
Status: Open
Date: October 2023

Fourth Plain Extension
Van Mall Transit Center to
Fisher's Landing Transit Center
Status: Project Development
Date: Anticipated 2027

**Fisher's Landing
Transit Center**

Intercity Transit Northwest Transit Exchange Updates

- 1) Planning for a future redesign/restructure of our fixed-route network.
 - a. Currently bus testing many proposed routings.
 - b. Latest Title VI plan adoption requires an equity analysis as Intercity Transit is now a “Large Urban” transit system.
 - c. Applied for a grant to fund operating costs for a new express route that serves north Lacey/Hawks Prairie and Joint Base Lewis-McChord military base by providing a connection to the Pierce Transit route that travels on base.
- 2) Replacing our fixed-route scheduling software from The Master Scheduler (TMS) to Remix Scheduling. Currently slated for March 2025 implementation.
- 3) Beginning the planning phases of a high frequency bus route (“BRT Lite”) along the Martin Way and Harrison Ave corridors.
 - a. Currently exploring alternative for a bus turnaround facility on the east terminus.
- 4) Installing real time signage at our main downtown transit center, the Olympia Transit Center.
- 5) In the design phase of a large project to update/relocate 156 bus stops throughout the PTBA to allow for rear-door boarding/alighting. IT is currently fare-free.
- 6) We have five hydrogen buses on order with the first buses scheduled to arrive in March 2025.



Moving forward together

KING COUNTY METRO

System facts:

- >2 million King County population
- ~270,000 average weekday boardings on Metro services
- ~140 routes
- ~28,400 average daily trips scheduled
- 1,391 Active Buses
 - 1,159 Diesel-Hybrid
 - 214 Electric
 - 27 Diesel

King County Metro provides bus, on-demand, paratransit, vanpool and water taxi services, and operates the Seattle Streetcar, Sound Transit Link light rail and Sound Transit Express bus service. Metro's work is guided by goals in [Metro's Long Game](#), which provides a blueprint to improving transit by focusing on equity, safety, and sustainability. Metro's policies—the [Strategic Plan for Public Transportation](#), [Service Guidelines](#), and [Metro Connects](#) (long-range plan)—will help Metro contribute to healthy communities, a thriving economy, and a sustainable environment, ultimately leading to the achievement of Metro's Long Game goals.

Recent milestones:

- Launched RapidRide G Line
- Completed two major service restructures

Currently, Metro has several major projects underway:

- [East Link Connections](#): In the coming years, Sound Transit will open 12 new light rail stations connecting downtown Seattle and the Eastside. This project will deliver an updated Metro bus and mobility network, integrated with Sound Transit's new 2 Line linking Seattle, Mercer Island, downtown Bellevue, Spring District, Overlake, and Redmond.
- Seattle-Vashon Service Recovery: This project kicked off in September 2024. Metro aims to reinvest in the transit network in Seattle and Vashon Island, using resources from service that was temporarily suspended during the COVID-19 pandemic. This project will evaluate and consider changes to up to 49 routes primarily serving the city of Seattle and Vashon Island.
- [South Link Connections](#): As soon as 2026, Sound Transit will expand the Link light rail to three new stations in Kent/Des Moines, Star Lake, and Federal Way. This project will create an updated mobility network that integrates Metro services with the Link light rail.
- [Zero Emissions](#): Metro is one of the large transit agencies in the country working toward a 100% zero-emissions fleet by 2035.

2023 was a year of growth and reemergence for transit in Chelan and Douglas counties. Service improvements and capital projects were the cornerstones of the year.

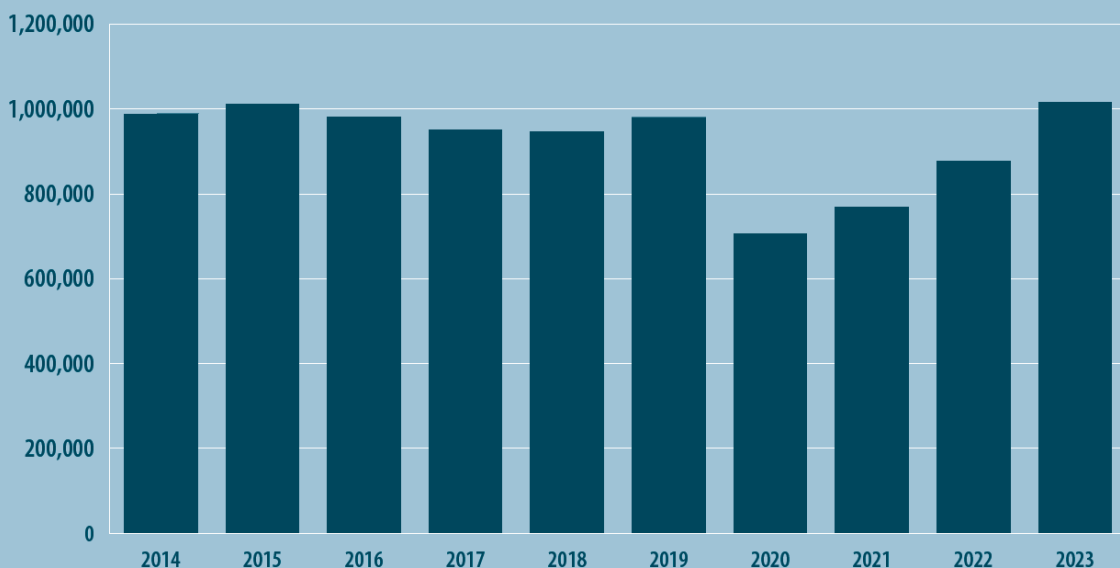
- Increased system ridership by 15% over 2022
- Expanded fixed-route revenue hours to 101,873, an increase of 1,040 hours over 2022
- Completed roundabout at U.S. Highway 2 & Icicle Road in Leavenworth
- Completed reconstruction of East Wenatchee Park-and-Ride, which creates a new layover point for East Wenatchee service
- Funded South Wenatchee Ave & Malaga-Alcoa Highway improvements to serve Boodry Street area
- Took delivery of three 35' and eight 30' electric buses from BYD
- Added four 80 kW BYD slow chargers for Link's operations base
- Began facility redesign study for operations base
- Added three electric vans to the paratransit fleet
- Updated graphics on entire electric bus fleet with high-visibility "clean-air" theme
- Celebrated the third coach operator to reach the 30-year safe driving mark
- Increased Rideshare program participation to 12 groups by year end
- Recruited and trained 44 new coach operators
- Completed on-board survey
- Added 15 vans to the Rideshare fleet
- Installed real-time bus arrival signage at three locations in Leavenworth
- Funded construction of bus pullouts and shelters in conjunction with WSDOT's Easy St./U.S. 2 roundabout project



Link Transit service gives individuals throughout the area access to shopping, medical and other critical services seven days a week.

Link Transit
connecting our communities

**FIXED-ROUTE BOARDINGS
 2014 - 2023**





Community Engagement Framework

LTD.org/COCA

LTD’s Community Outreach Framework provides guiding principles that LTD commits to upholding — essential practices that serve as the baseline to any engagement activity. The framework establishes four overarching strategies that LTD will utilize to develop a tailored approach to individual projects.

GUIDING PRINCIPLES FOR COMMUNITY ENGAGEMENT			
STYLE The approaches LTD uses to engage with the public	CONTENT The type of information provided to the public	PROCESS The methodology used in public engagement	INTENT The goals of public engagement
Two-Way Dialogue	Data-Driven	Feedback Loop	Meaningful
Accessible	Clarity of Purpose	Benchmarking and Continuous Improvement	Community-First Mentality
Respectful	Fiscal Transparency	Adaptable	
Active Listening	Outcome-Oriented		



System Review Plan

LTDSystemReview.org

The System Review project utilized feedback gathered through engagement activities and data-driven insights to develop service recommendations. The plan identified several short-term, cost-neutral, recommendations that can be implemented in the next year as well as several long-term recommendations that will require additional resources to implement.

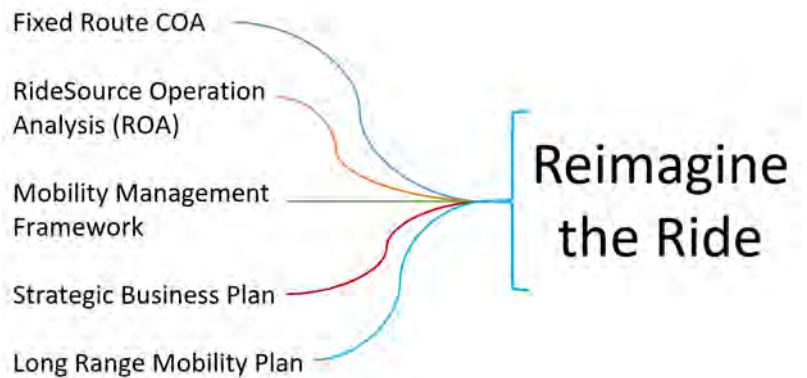
Mobility Management

LTD.org/mobility-management

LTD has continued work to implement its Mobility Management Strategy adopted last year. The strategy was developed to learn how to best collaborate with public and private partners to provide a robust transportation network and deliver new mobility options that can increase access to housing jobs, services, and other opportunities in the region.

Long-Range Mobility Plan Update

LTD Received a TGM grant from the Oregon Department of Transportation to update its Long-Range Mobility Plan. The last plan was adopted in 2014 and is ripe for an update. The update will involve substantial community engagement to shape the vision for LTD over the next 20 years.





Quick facts:

- 2023 City of Seattle population = 755,000; 2023 King County population = 2,271,000
- SDOT Director – Greg Spotts, since September 2022; ~1,100 employees
- SDOT manages the City’s right-of-way – approximately 27% of the land area
- SDOT owns the Seattle Streetcar with 2 lines; it is operated by King County Metro
- SDOT has an annual budget of about \$700M

How SDOT funds transit:

- Under the Seattle Transportation Benefit District, the Seattle Transit Measure (STM) ordinance was passed in 2020 and funds transit related projects and programs of around \$50M/yr based on a 0.15% local sales tax.
- The Levy to Move Seattle will be ending this year and was used to fund major transit corridor projects (G, H, J Rapid Ride lines and other frequent transit corridors) and a transit spot improvement program.

How SDOT supports transit:

- SDOT uses STM funds to invest in additional fixed route bus service in Metro’s network (See SDOT’s presentation on how investments are made during this year’s conference).
- Equitable access to transit – transit subsidy programs for low-income workers, low and no-income residents, seniors, and youth. Educational and engagement programs for historically excluded groups.
- Capital projects that support transit operations and reliability and safe access to transit.
- Transportation Demand Management – work with major employers, incentive campaigns.
- Partnerships with KC Metro, Sound Transit and others to support planning, capital projects.

Recent Initiatives:

- The 2024 [Seattle Transportation Plan](#), or STP, will guide transportation investments for the next 20 years. The STP is our commitment to building a transportation system that provides everyone with access to safe, efficient, and affordable options to reach places and opportunities. First time SDOT has a unified plan instead of separate modal plans. The “Transit Element” has the following goals:
 - Work with KC Metro to deliver on SDOT’s Frequent Transit Network
 - Focus on building a reliable network of bus lanes
 - Create and improve community and mobility hubs
 - Plan better access to current and future light rail stations
 - Improve east-west travel between neighborhoods and destinations

Introduction to TransLink (Vancouver, BC area)

Service Area and Network

TransLink plans and manages multimodal transportation services for a region of 2.9M people, 2.9k square kilometres (1.1k sq mi), and across 21 municipalities, one electoral area, and one treaty First Nation.

We manage:

- 230+ bus routes / 1800 vehicles
- 3 light metro rail lines (SkyTrain)
- 1 commuter rail line (West Coast Express)
- 1 ferry route (SeaBus)
- Paratransit service (HandyDART)



TransLink also manages 2,600 lane-km (1,615 mi) of major arterial roads, five bridges, goods movement, and funding for pedestrian and bicycle improvements.

Ridership Trends

Ridership recovery and boardings by mode, August 2024

Transit Mode	System Wide	Bus	SeaBus	Expo & Millennium Lines	Canada Line	West Coast Express	HandyDART
Ridership Recovery	90%	91%	85%	94%	84%	62%	93%
Average Daily Boardings (Mon-Fri)	1,270,000	780,000	16,000	330,000	130,000	6,000	5,000
Average Daily Boardings (Weekend)	840,000	510,000	13,000	220,000	90,000	N/A	2,000

Transit ridership is roughly 90% of pre-COVID levels across most modes. However, bus ridership has exceeded pre-COVID levels by over 33% in some sub-regions.

Upcoming and Funded Projects

Completed	Under Construction	Funded	Upcoming
R6 Scott Road RapidBus: 12km (7.4mi), 13 stops	Broadway Subway: 5.7km (3.5mi) extension, 6 new stations Capstan Station: Infill station on Canada Line	Surrey-Langley SkyTrain Extension: 16km (10mi), 8 new stations New operations and maintenance centres SkyTrain Fleet Expansion: 200 new cars Low Carbon Fleet Strategy including our first all-electric depot under construction	Identification and planning for 2 – 3 BRT corridors

VRT DELIVERED A FULL NETWORK REDESIGN!

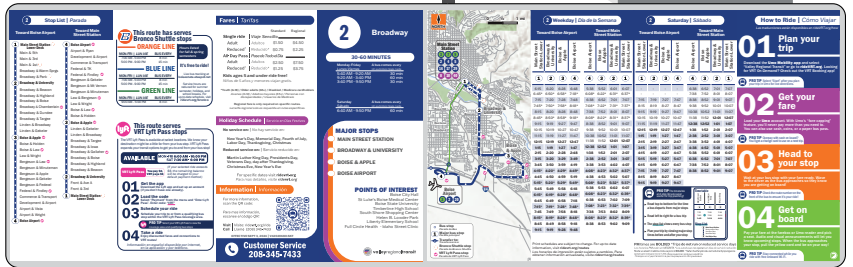
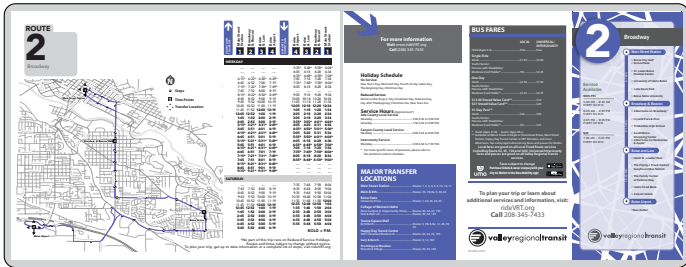
CHANGE DAY
JUNE 3, 2024

Valley Regional Transit introduced its newly redesigned bus network on June. The new network, which includes 19 fixed bus routes, two on-demand services, an updated rideshare partnership with Lyft, and additional supplemental services, is set to enhance connections, increase service frequency, and improve the overall travel experience for bus riders across the Treasure Valley. In conjunction with the bus network redesign VRT released all new passenger information focused on reducing barriers to getting onboard. The new network features color-coded routes that reflect service frequency, more visible bus stop signs, new route brochures, and an updated website.



FROM OLD >>

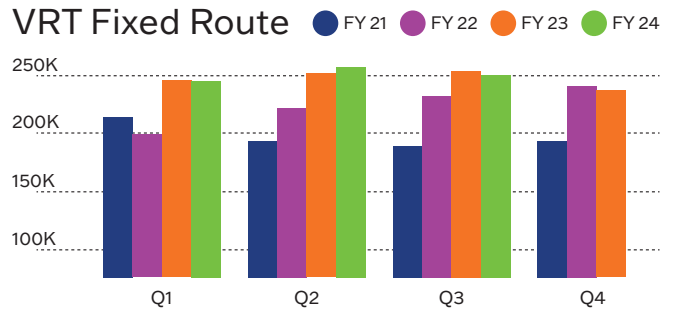
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FUNDING FRICTION

Lacking taxing authority, VRT plans transit services based on funding contributions from cities, counties, universities, and other regional entities. This year we faced unexpected uncertainty. We were able to maintain service levels in Nampa and Caldwell, which were previously a cause for concern, but lost service in Eagle.

RIDERSHIP RISES



FEDERAL FUNDS FUEL FUTURE GROWTH

VRT was awarded a competitive FTA Bus and Bus Facilities Grant for the proposed Towne Square Mall Transit Center Electrification and Rehabilitation Project. The \$16,723,347 grant will support the enhancement of public transportation services in the Treasure Valley, including on route charging, battery electric buses, and enhanced passenger amenities.

REGIONAL RAIL READINESS, CEO RECOGNITION

VRT is proud to announce the nomination of CEO Elaine Clegg by President Biden to the Amtrak Board of Directors. As a member of the Board, Clegg would play a pivotal role in shaping the future of passenger rail in the United States. Her nomination awaits Senate confirmation.

SUPPLEMENTAL SERVICES STRENGTHEN COMMUNITY TIES

Disco derby, mobile venue, street fairs & more! From music festivals to neighborhood groups, VRT enjoys connecting the community with supplemental services. Special events establish VRT as a reliable way to access the region for many who have not considered transit.



Connect with us!

(208) 345-7433
rideVRT.org
info@rideVRT.org
 Valley Regional Transit
 @ridevrt





WWU and Micro Transit

A significant portion of WTA's ridership stems from Western Washington University (WWU) with a population of just over 17,000, its students make up about 38% of WTA ridership. This year the school has taken a major step towards a cardless campus. WTA worked closely with WWU to develop a system allowing efficient boarding while limiting lost revenue. The creation of a show-and-go system allowing students to show their digital cards instead of scanning limits unnecessary increases in dwell time while supporting WWU card transition efforts.

Another major program the WTA took on over the past year was a micro-transit study. Several key takeaways included, the importance of in-house operation and management, that micro-transit as a premium service comes at a premium price, and finally, the importance of considering geographic characteristics, and population density in deciding areas to serve.

About us

Small Regional Transit Agency Providing service to an urban core with a university population and surrounding rural areas

Key Figures

- 3.7 million riders in 2023
- operating budget of \$53 million
- over 300 employees
- 48 peak fixed route vehicles



Rapid Transit Study

WTA has been working on a Rapid Transit Project over the last two years, which has moved through the initial concept stage and into the community engagement process. Through this work, WTA has seen how rapid transit can help progress community goals around increased density and reduced emissions. Questions around funding and benefits have led to discussions of whether a full Bus Rapid Transit System is the right fit for a smaller agency like WTA or whether targeted improvements are the right approach. Elements such as stop balancing and Transit Signal priority (TSP) can be used to gain many of the benefits that come with a rapid transit line without the associated high cost.

Carbon Emissions Reduction

WTA has been looking at a variety of ways to lower its emissions. Initial efforts targeted investments in electric busses and charging infrastructure. However, the high cost of electrification and the nascent hydrogen industry made it clear that WTA needed a more cost effective short term carbon reduction strategy.

To that end, WTA began acquiring additional hybrid electric busses, fueling busses with R99 renewable diesel, investing in tree planting and protection through the Whatcom Million Trees Project, and most importantly focusing on increasing ridership.

Have Questions?

Contact Tim Wilder at : timw@ridewta.com or Malcolm Duncan-Graves at : malcolmd@ridewta.com

Municipality of Anchorage Public Transportation Department



2024 NWTX Summary

Hello! Here is the summary from up North!

1. The biggest change/shift we are dealing with is a continuation of a workforce shortage – mostly operators and maintenance. We are reducing service (for the first time in over a decade) at the end of this month due to having an average of 32 operators (out of 121) not available for work on any given day, for all of the usual reasons.
 - a. We had a month long public input process that led to the decision of reducing frequency on our most ridden route, while maintaining as much service in the lesser traveled parts of the city.
 - b. The main goal of the service reduction is to right-size our service levels and expectations, to make things more reliable to the public, while not overworking our operators like we have been the past 4 years.
 - c. Total reduction of 5 buses (out of 44) at peak. 10 fewer full time rosters. 105 less individual trips across the system.
2. We have continued to increase ridership throughout 2024 and are about 92% back from 2019 numbers.
 - a. 2.8m passenger trips in 2023
 - b. 2.5 VRM in 2023
3. We are continuing our fleet replacement.
 - a. 11 more new (New Flyer Xcelsior XD40) buses this coming winter. Putting us just over halfway through this process. (37 of 63)
4. Planning activities that will be happening over the next year:
 - a. Fare Study (w/ Four Nines Tech) – first one ever
 - b. O/D Study (w/ RSG & ETC Institute) – first one in a decade
 - c. Finalizing our new main Transit Center Study (w/ JWA)
 - d. East Anchorage Transit Hub Study (w/ JWA) in coordination with the Library and other Muni entities.
5. Continue to increase our Transit Security footprint.
6. Bus stop sign replacement project.
 - a. Moving away from a paper timetable sign and to more commonly used route/direction signage with tech reliable access to information.
7. Our RideShare program has an average of 90 vanpools throughout 2023.