

City of Nampa Update

Elaine Clegg, Chief Executive Officer



Agenda

- Introduction
- Performance Update
- Service Scenarios
- Community Feedback
- Scenario Funding Options





valleyregional**transit**

Introduction

VRT Services in Canyon County

FIXED ROUTE



valleyregional**transit**

VRT Fixed Routes 40, 42, & 45

DEMAND RESPONSE



vrt•on-demand

open to the general public



vrt•access

complementary ADA paratransit



vrt•beyond access

for older adults and persons with disabilities

OTHER SPECIALIZED SERVICES

VALLEY REGIONAL TRANSIT SERVICES

Legend | *la Leyenda*

Fixed Route Bus

During peak hours, a bus comes every...
Durante horas pico, un autobús pasa cada...

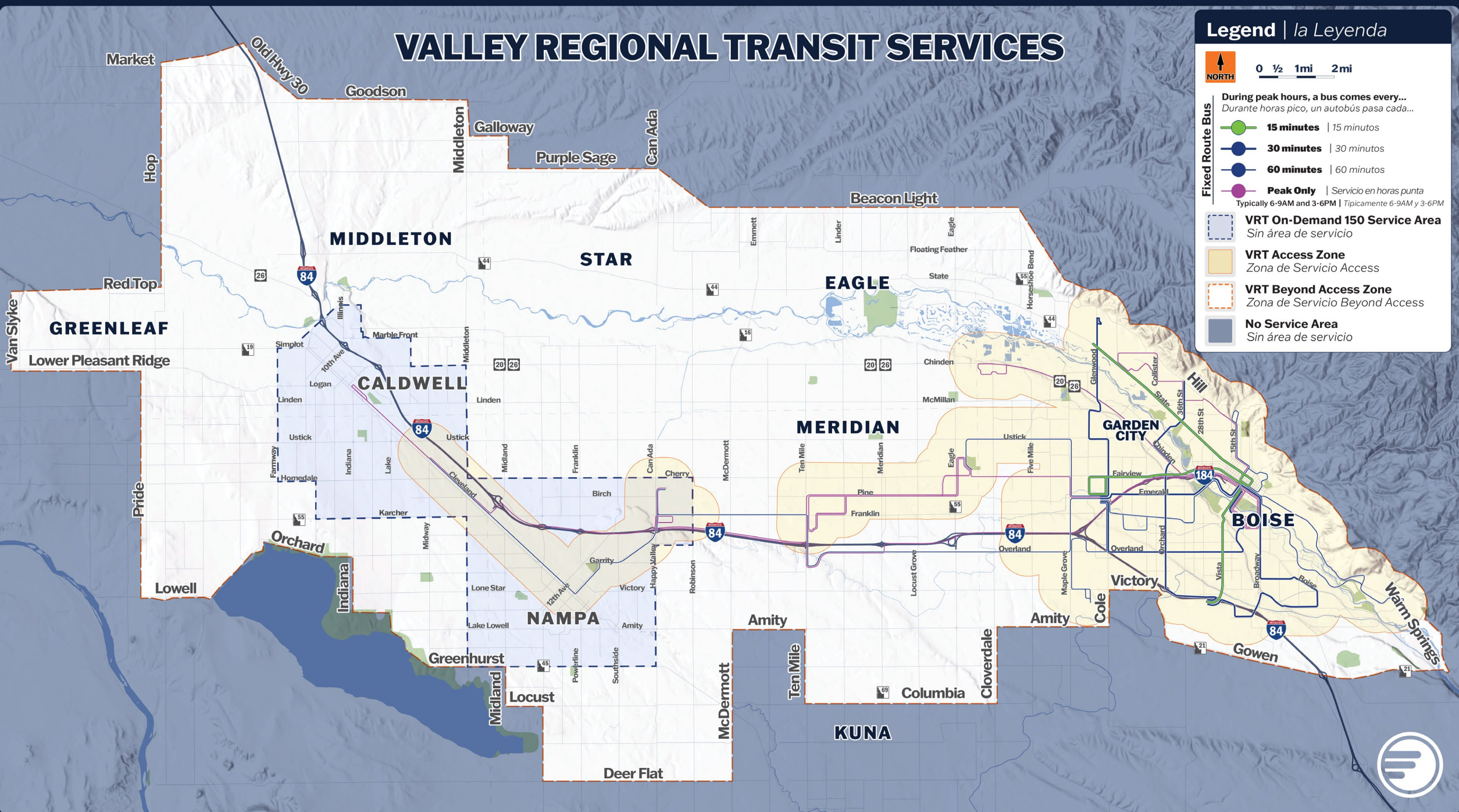
- 15 minutes** | 15 minutos
- 30 minutes** | 30 minutos
- 60 minutes** | 60 minutos
- Peak Only** | Servicio en horas punta
Typically 6-9AM and 3-6PM | Típicamente 6-9AM y 3-6PM

VRT On-Demand 150 Service Area
Sin área de servicio

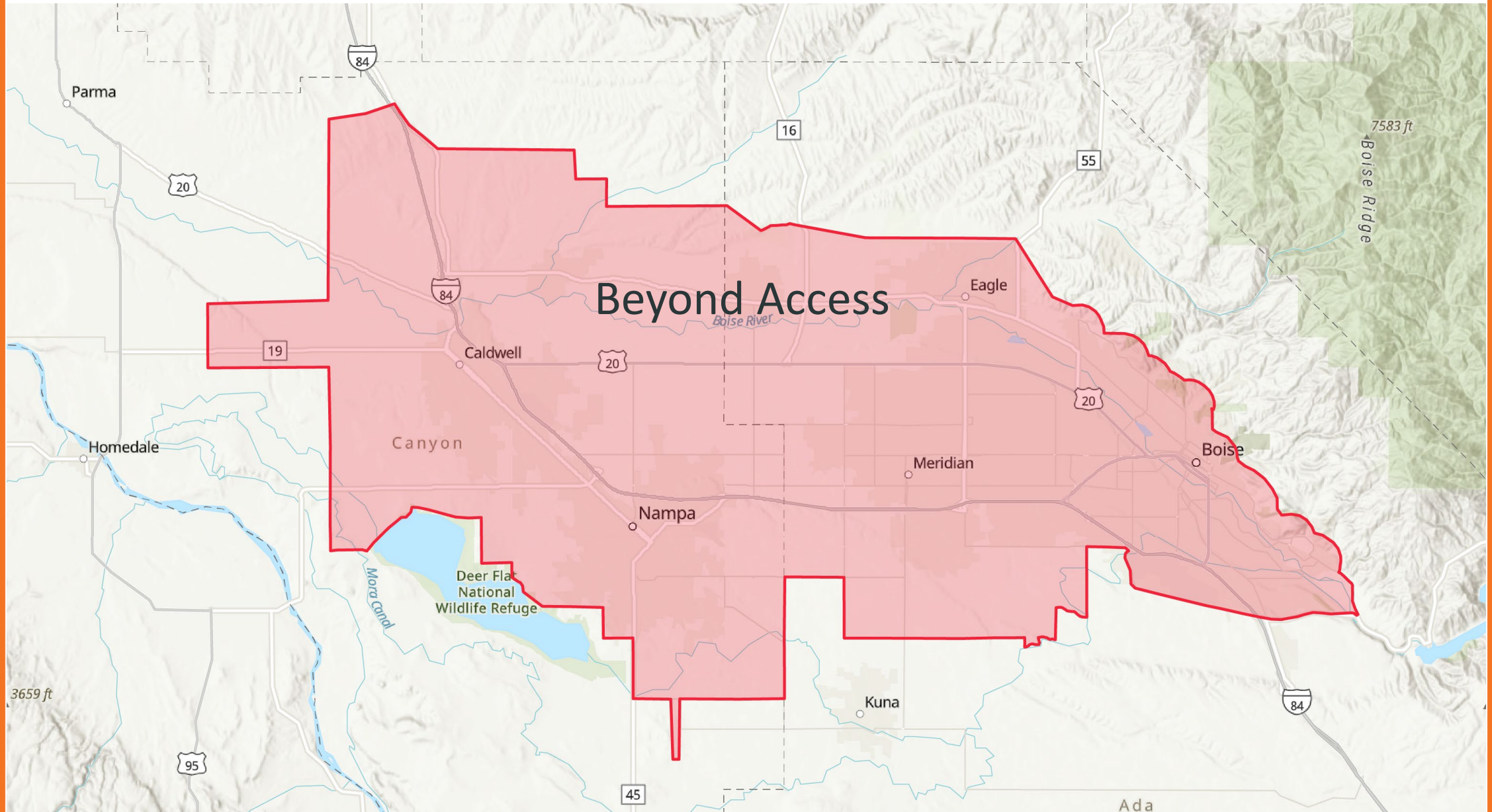
VRT Access Zone
Zona de Servicio Access

VRT Beyond Access Zone
Zona de Servicio Beyond Access

No Service Area
Sin área de servicio



Improved Efficiency and Service



Other VRT Services in Canyon County

- Lyft Late night - qualified rides contracted through VRT, grant funded
- Rides2Wellness – qualified rides contracted through VRT, funded by health care systems
- Volunteer Driver – provides limited rides to qualified riders

Other Providers in Canyon County -

(none provide public transportation)

- Private for profit – provide Non-emergency Medical Transport
- Private non-profit
 - TVT - provides Non-emergency Medical Transport
 - Metro Community Services – Contracts with VRT to operate rides for Beyond Access, delivers Meals on Wheels

Performance Update

Ridership Since Service Change

Boardings by Route before/after Change Day 2024				Boardings in Nampa		
Route	06/2023-03/2024	06/2024-03/2025	% Change	06/2023-03/2024	06/2024-03/2025	% Change
Bus 40	12,236	12,735	4.1%▲	3,181	2,292	-27.9%▼
Bus 42	21,009	30,505	45.2%▲	3,992	8,236	106.3%▲
Bus 45	5,014	10,201	103.4%▲	802	1,122	39.9%▲
On-Demand 150	21,569	22,826	5.8%▲	13,157	14,152	7.6%▲
Total³	59,828	76,267	27.5%▲	21,132	25,803	22.1%▲

- Overall boardings are up
- Growing demand for specialized transit
- 1,065 individuals use VRT fixed route and on-demand service in Nampa

Service Scenarios



Keep what we have
(Current Transit Network)



Reduce service (A)
(Maintain Fixed Route)



Reduce service (B)
(Maintain On-Demand)



Expand service



Eliminate transit in Nampa



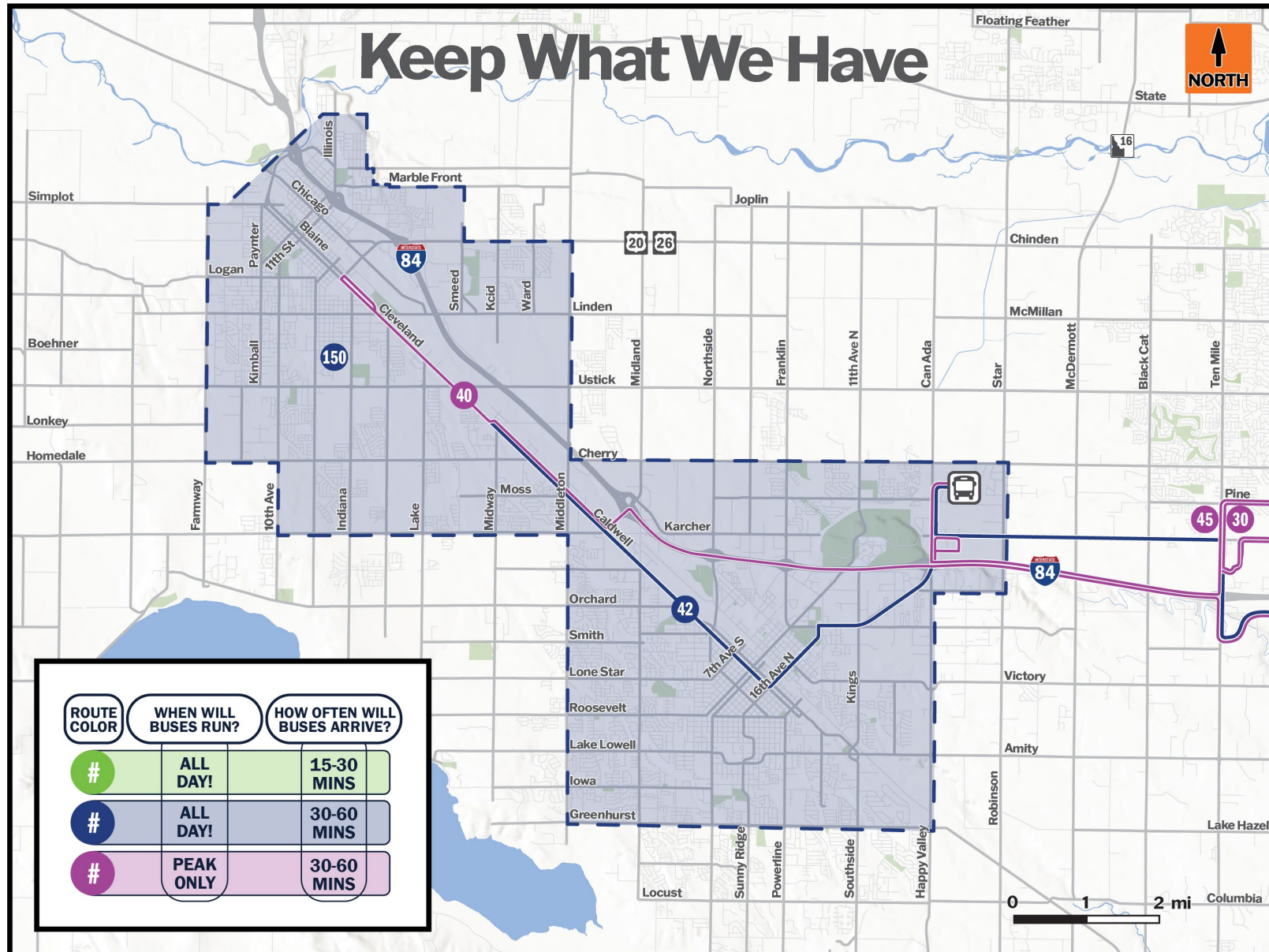
SERVICE SCENARIO:



Keep what we have

MAINTAIN

- all public transit services in Nampa



SERVICE SCENARIO:



Keep what we have

Keep what we have			Riders / Jobs within 1/3 mile of Transit² <small>Population Data from 2020 US Census</small>			
Route #/Type	Est. 2026 Boardings	Nampa Service Cost	Riders Access		Job Access	
			Bus	On-Demand	Bus	On-Demand
Bus 40	16,000	\$70,000	18,800	0	53,200	0
Bus 42	40,000	\$268,000	25,200	0	30,300	0
Bus 45	13,000	\$0	26,900	0	56,200	0
On-Demand 150	32,000	\$410,000	0	135,400	0	61,800
Total³	101,000	\$747,611	57,800	135,400	100,200	61,800

\$8,500,000 in economic activity in Canyon County

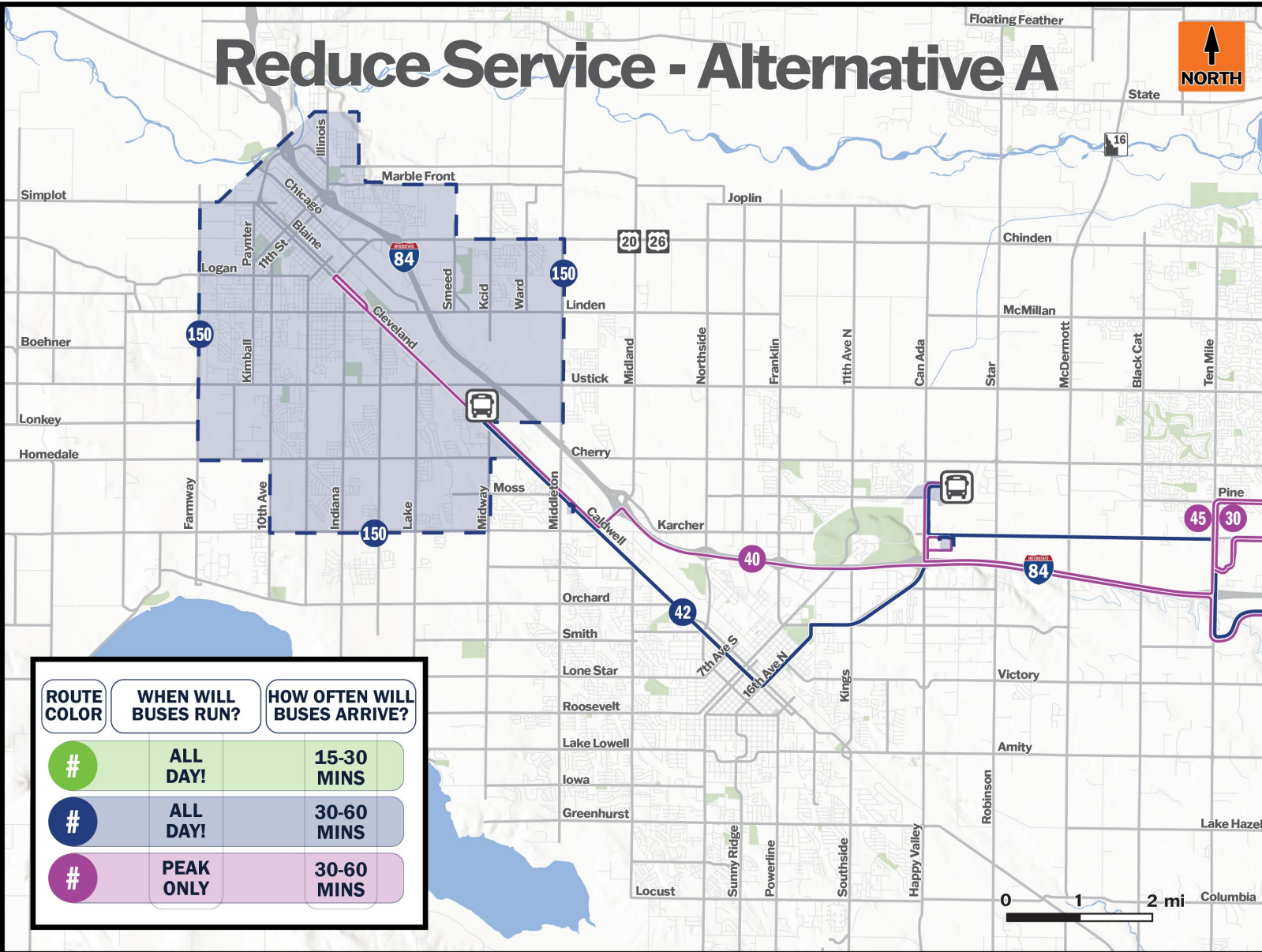
54,707 Nampa specific boardings

SERVICE SCENARIO:



Reduce service (A)

(Maintain Fixed Route)



MAINTAIN

- Fixed Route

REMOVE

- On-Demand

SERVICE SCENARIO:



Reduce service (A)

(Maintain Fixed Route)

Reduce Service (A)			Riders / Jobs within 1/3 mile of Transit² <small>Population Data from 2020 US Census</small>			
Route #/Type	Est. 2026 Boardings	Nampa Service Cost	Riders Access		Job Access	
			Bus	On-Demand	Bus	On-Demand
Bus 40 <i>(no change)</i>	16,000	\$70,000	18,800	0	53,200	0
Bus 42 <i>(no change)</i>	40,000	\$268,000	25,200	0	30,300	0
Bus 45 <i>(no change)</i>	13,000	\$0	26,900	0	56,200	0
On-Demand 150 <i>(no Nampa)</i>	6,000	\$0	0	52,300	0	20,000
Total³	75,000	\$338,000	57,800 <small>15,000 in Nampa</small>	52,300 <small>0 in Nampa</small>	100,200 <small>13,900 in Nampa</small>	20,000 <small>0 in Nampa</small>

Loss of **(-\$1,700,000)** in economic activity in Canyon County

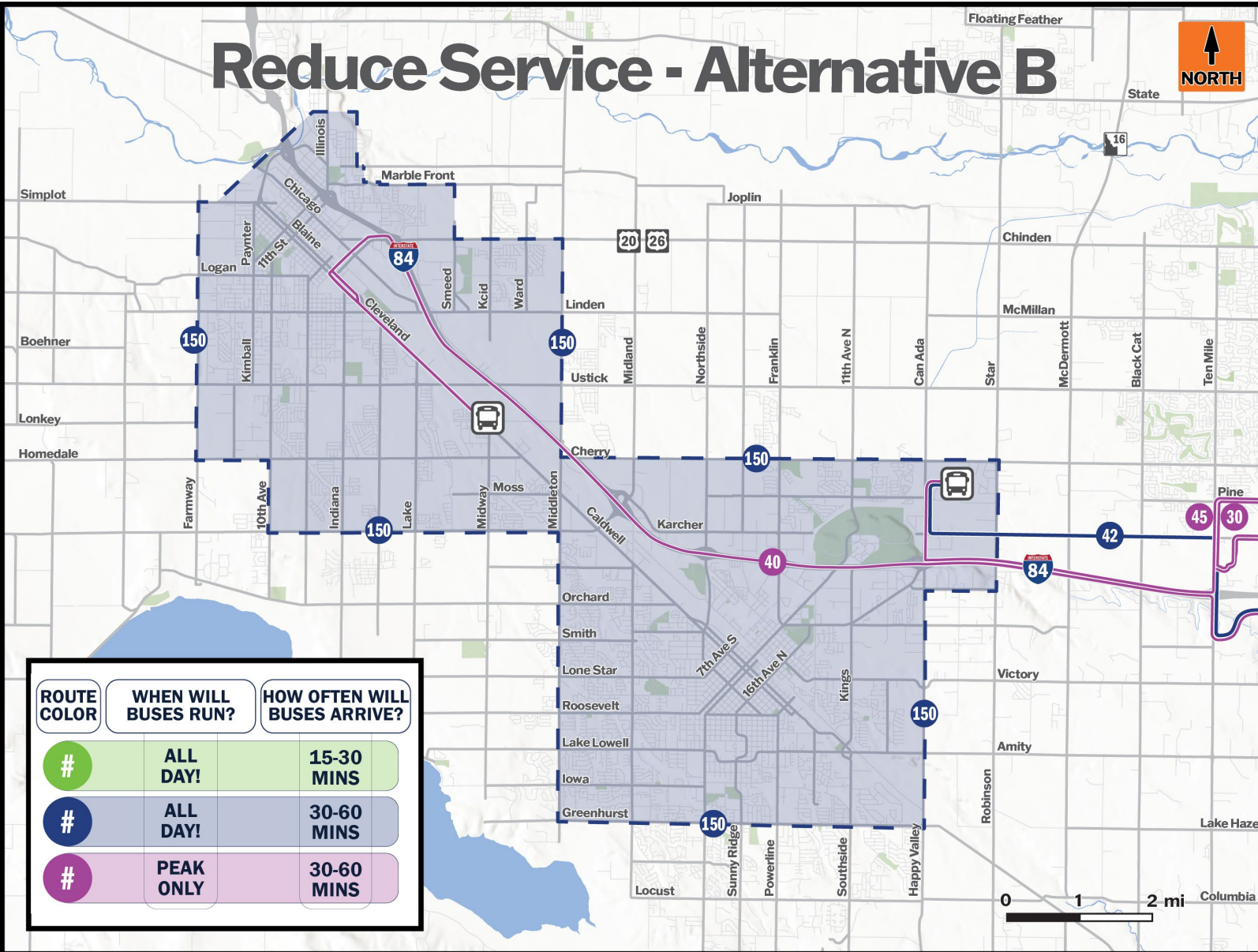
Loss of **(-26,240)** Nampa specific boardings

SERVICE SCENARIO:



Reduce service (B)

(Maintain On-Demand)



MAINTAIN

- On-Demand

REMOVE

- Fixed Route

SERVICE SCENARIO:



Reduce service (B)
(Maintain On-Demand)

Reduce Service (B)			Riders / Jobs within 1/3 mile of Transit ² <small>Population Data from 2020 US Census</small>			
Route #/Type	Est. 2026 Boardings	Nampa Service Cost	Riders Access		Job Access	
			Bus	On-Demand	Bus	On-Demand
Bus 40 <i>(no Nampa)</i>	10,000	\$0	17,800	0	51,000	0
Bus 42 <i>(no Nampa)</i>	15,000	\$0	10,200	0	18,700	0
Bus 45 <i>(no Nampa)</i>	13,000	\$0	26,900	0	56,200	0
On-Demand 150 <i>(no Change)</i>	32,000	\$410,000	0	135,400	0	61,800
Total³	70,000	\$410,000	43,300 <small>500 in Nampa</small>	135,400 <small>83,100 in Nampa</small>	88,900 <small>2,600 in Nampa</small>	61,800 <small>41,800 in Nampa</small>

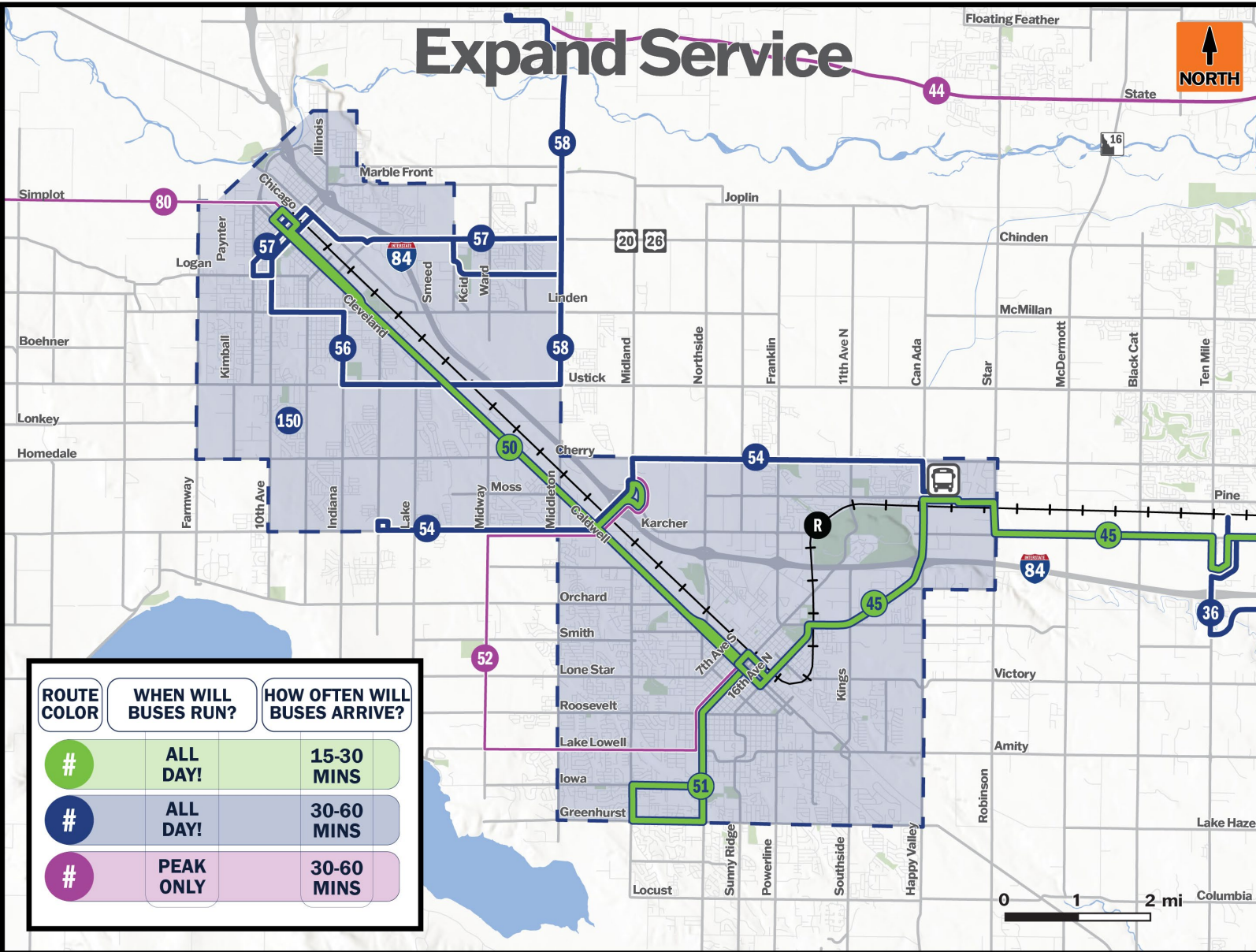
Loss of (-\$1,400,000) in economic activity in Canyon County

Loss of (-25,603) Nampa specific boardings

SERVICE SCENARIO:



Expand Service



EXPAND

- High-frequency fixed route along the Boulevard with supporting routes connecting Canyon County
- Connect residents to:
 - Job Centers
 - Essential Services
 - Adjacent Cities
 - More!
- Incremental expansion options available

SERVICE SCENARIO:



Expand Service

Expand Service			Riders / Jobs within 1/3 mile of Transit ²			
Route #/Type	Est. 2026 Boardings	Nampa Service Cost	Riders Access		Job Access	
			Bus	On-Demand	Bus	On-Demand
Bus 44	62,500	\$0	17,400	0	25,400	0
Bus 45	292,500	\$733,000	13,400	0	11,600	0
Bus 50	264,000	\$818,000	20,800	0	15,800	0
Bus 51	90,000	\$542,000	14,100	0	6,900	0
Bus 52	30,000	\$237,000	14,200	0	7,500	0
Bus 54	48,000	\$324,000	8,800	0	4,900	0
On-Demand 150	42,000	\$311,000	0	135,400	0	61,800
Total	820,000	\$2,654,000	100,000	135,400	72,100	61,800

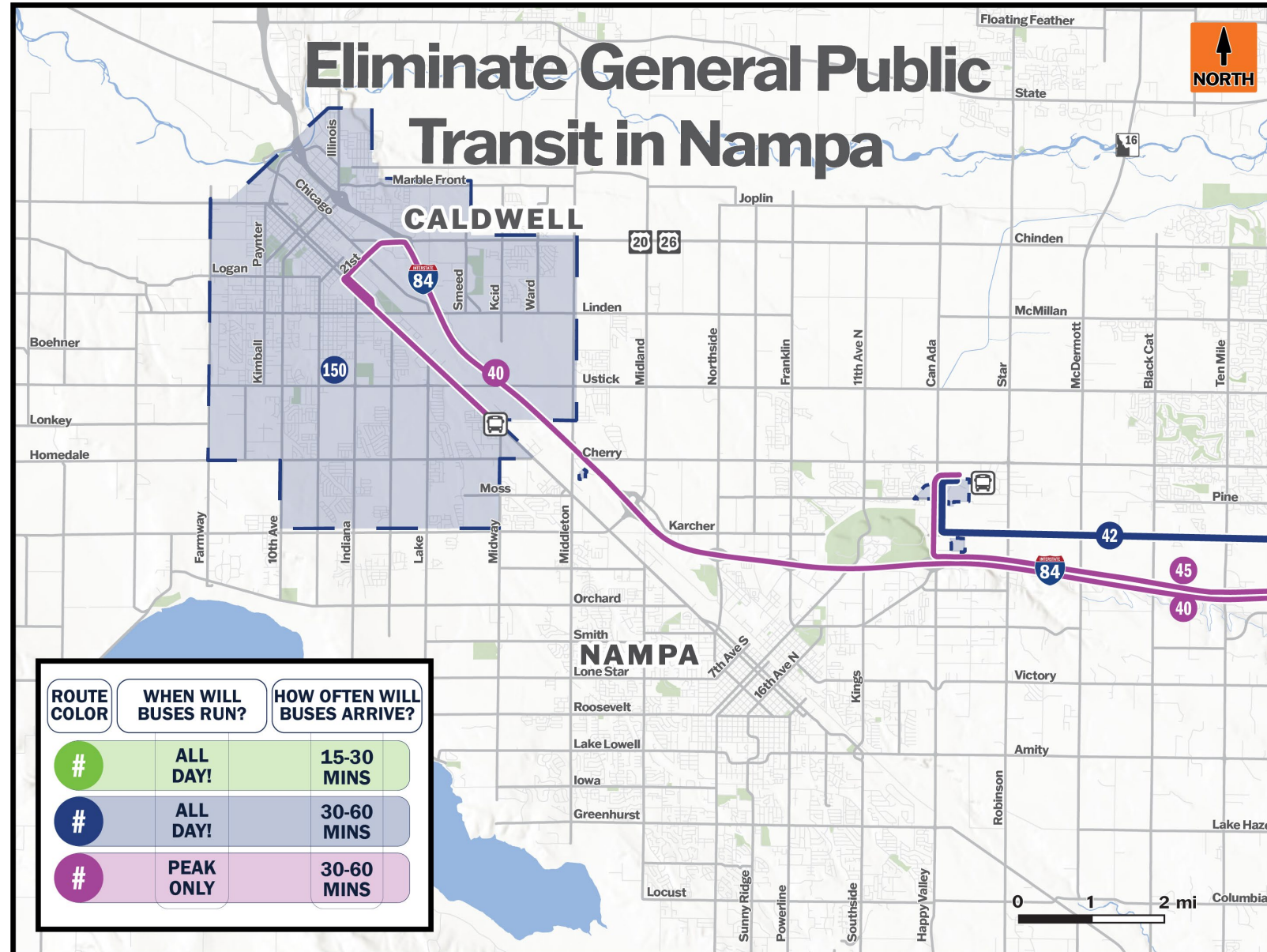
Population Data from 2020 US Census

Expanded service options would require participation from multiple jurisdictions.
 \$44,000,000 in economic activity in Canyon County
 439,000 Nampa specific boardings

SERVICE SCENARIO:



Eliminate transit



MAINTAIN

- No Nampa public transit services

REMOVE

- Fixed Route
- On-Demand
- Access

SERVICE SCENARIO:








Eliminate transit

Eliminate Transit in Nampa			Riders / Jobs within 1/3 mile of Transit² <small>Population Data from 2020 US Census</small>			
Route #/Type	Est. 2026 Boardings	Nampa Service Cost	Riders Access		Job Access	
			Bus	On-Demand	Bus	On-Demand
Bus 40 <i>(no Nampa)</i>	10,000	\$0	17,800	0	51,000	0
Bus 42 <i>(no Nampa)</i>	15,000	\$0	10,200	0	18,700	0
Bus 45 <i>(no Nampa)</i>	13,000	\$0	26,900	0	56,200	0
On-Demand 150 <i>(no Nampa)</i>	6,000	\$0	0	52,300	0	20,000
Total³	44,000	\$0	43,300 <small>500 in Nampa</small>	52,300 <small>0 in Nampa</small>	88,900 <small>2,600 in Nampa</small>	20,000 <small>41,800 in Nampa</small>

Loss of **(-\$3,200,000)** in economic activity in Canyon County






Loss of **(-51,843)** Nampa specific boardings

CANYON COUNTY NETWORK SUMMARY— SCENARIO TOTALS

Scenario	Est. 2026 Boardings	Nampa Service Cost	Transit's Economic Impact ¹	Economic Impact Loss/Gain
 Keep what we have	101,000	\$747,611	\$8,500,000	\$8,500,000
 Reduce service (A) ³ <i>(Maintain Fixed Route)</i>	75,000	\$338,000	\$6,800,000	<i>(-\$1,700,000)</i>
 Reduce service (B) ³ <i>(Maintain On-Demand)</i>	70,000	\$410,000	\$7,100,000	<i>(-\$1,400,000)</i>
 Expand service	955,000	\$2,965,000	\$44,000,000	\$35,500,000
 Eliminate transit in Nampa ³	43,500	\$0	\$5,300,000	<i>(-\$3,200,000)</i>

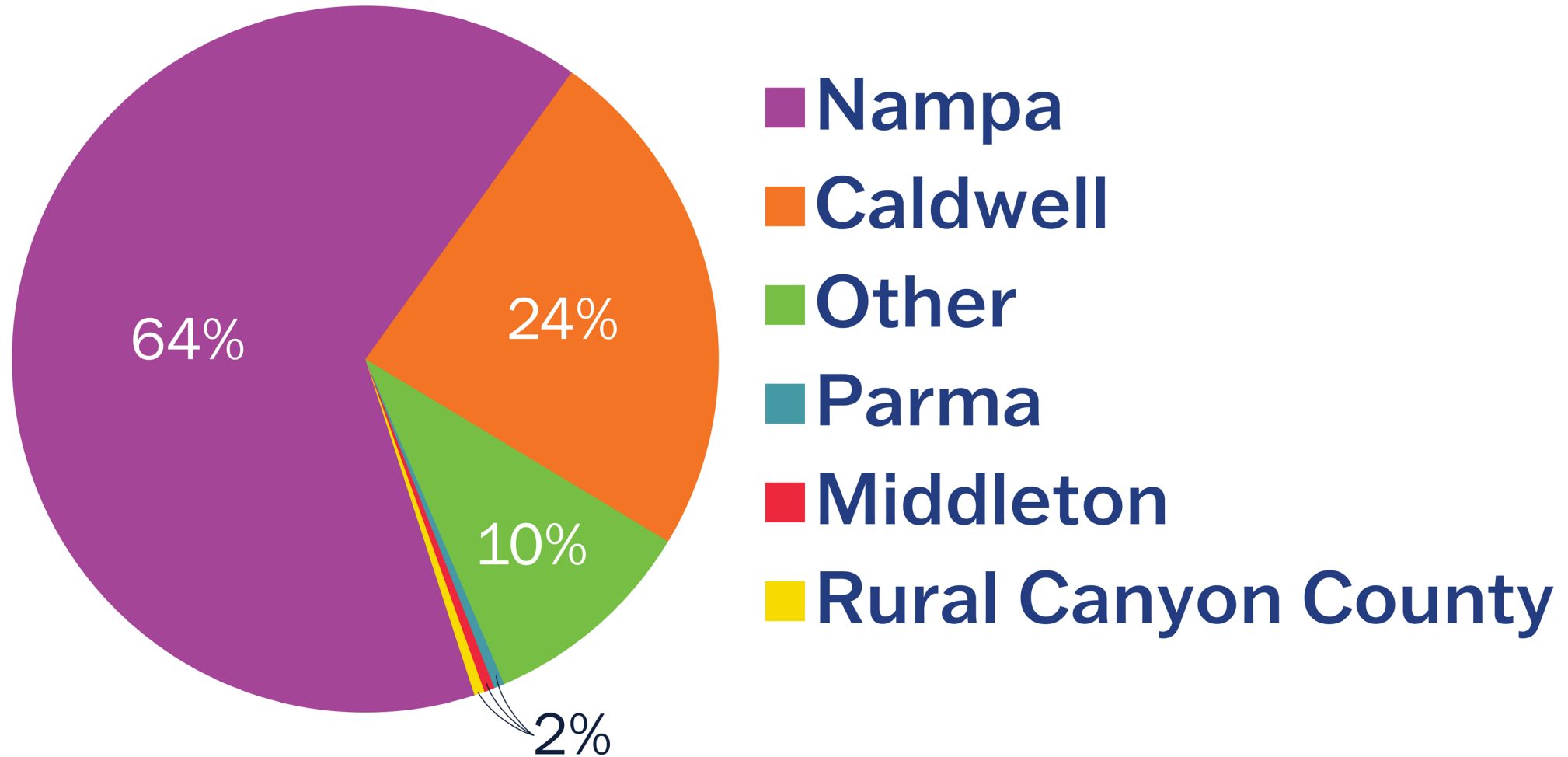
RIDERS / JOBS WITHIN 1/3 MILE OF TRANSIT²

Population Data from 2020 US Census

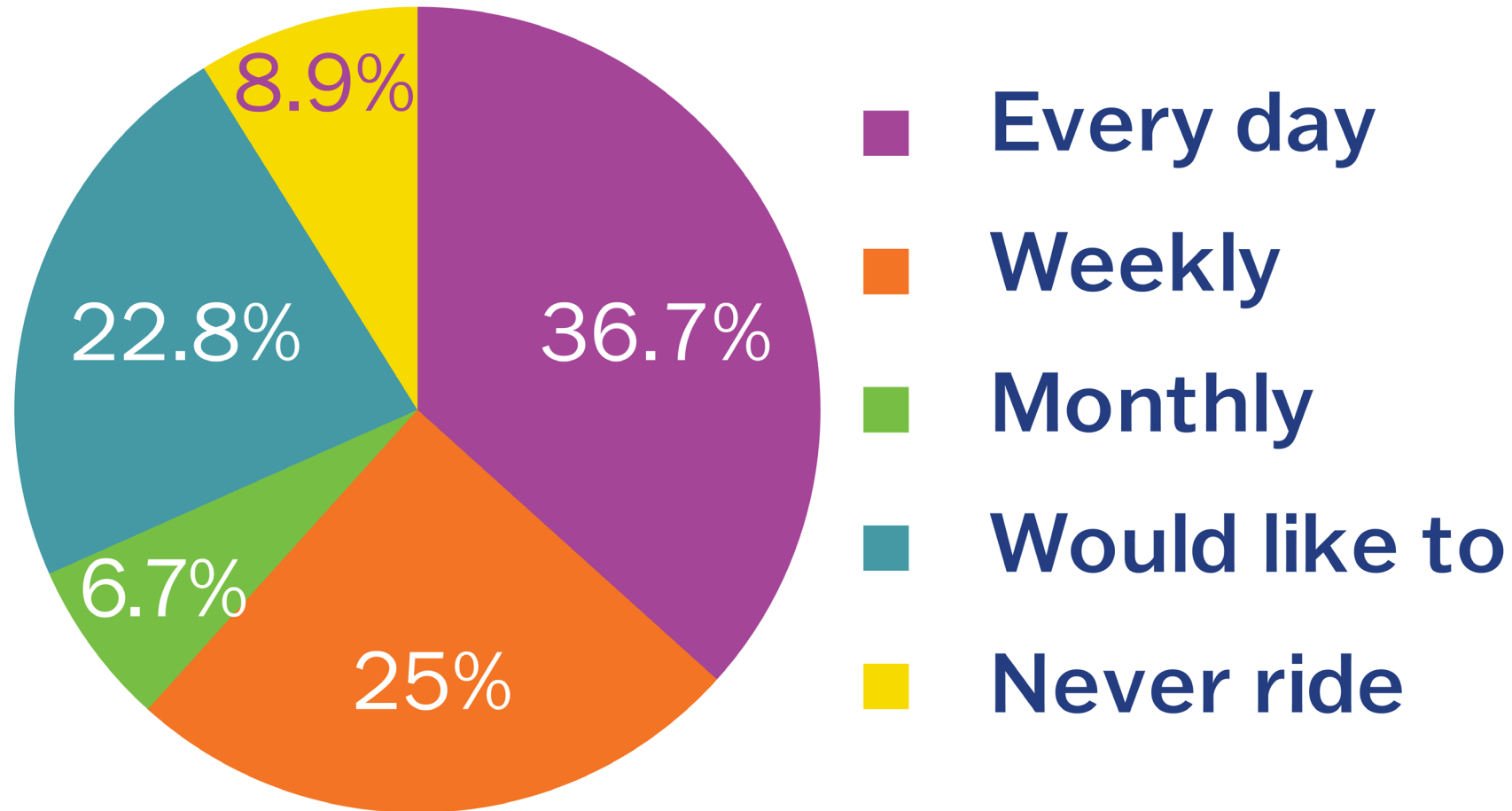
Scenario	Riders Access		Job Access	
	Bus	On-Demand	Bus	On-Demand
 Keep what we have	57,800	135,400	100,200	61,800
 Reduce service (A) ³ <i>(Maintain Fixed Route)</i>	57,800 <i>in Nampa: 15,000</i>	52,300 <i>0</i>	100,200 <i>13,900</i>	20,000 <i>0</i>
 Reduce service (B) ³ <i>(Maintain On-Demand)</i>	43,300 <i>in Nampa: 500</i>	135,400 <i>83,100</i>	88,900 <i>2,600</i>	61,800 <i>41,800</i>
 Expand service	171,900	135,400	155,600	61,800
 Eliminate Nampa transit ³	43,300 <i>in Nampa: 500</i>	52,300 <i>0</i>	88,900 <i>2,600</i>	20,000 <i>0</i>

Community Feedback

7. Where do you live?



6. How often do you ride?



5. Which scenario do you recommend for Nampa?



Expand Transit in Nampa 109



43 Maintain Service



A 6 Reduce Service (A)



B 10 Reduce Service (B)



6 Eliminate Service in Nampa



5 Other

8. Do any of these describe you?

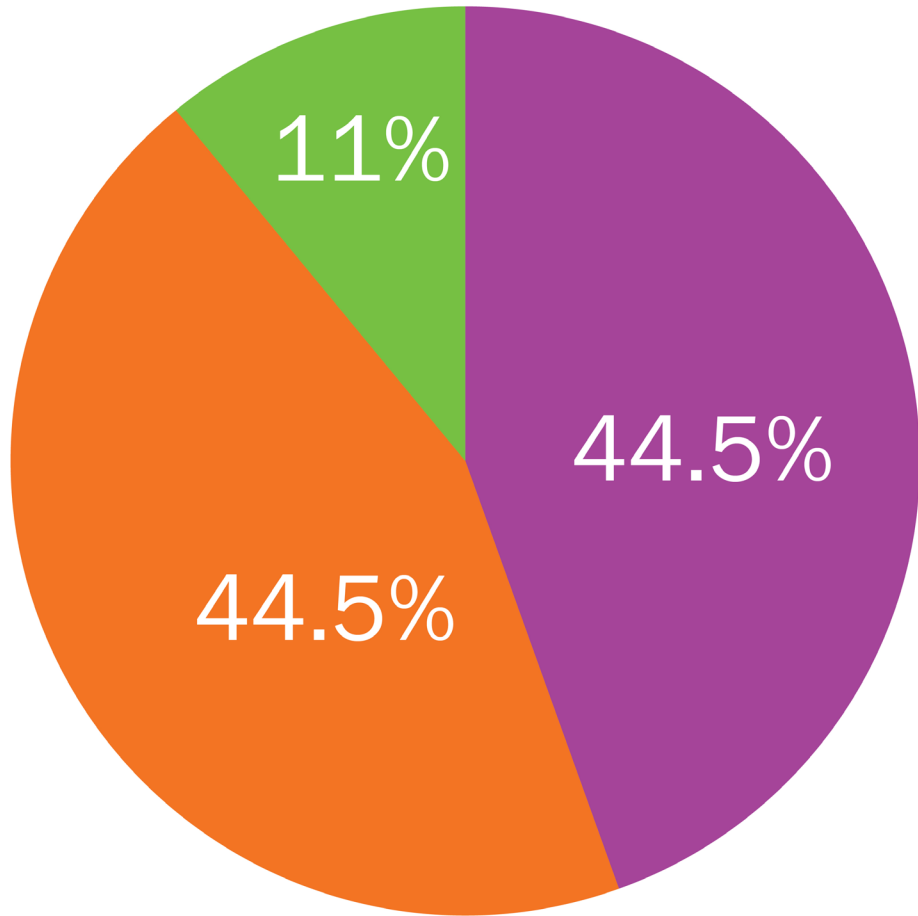
Over the age of 65  27

Disabled  52

Annual household income
less than \$26,000  54

None of the above
apply to me  81

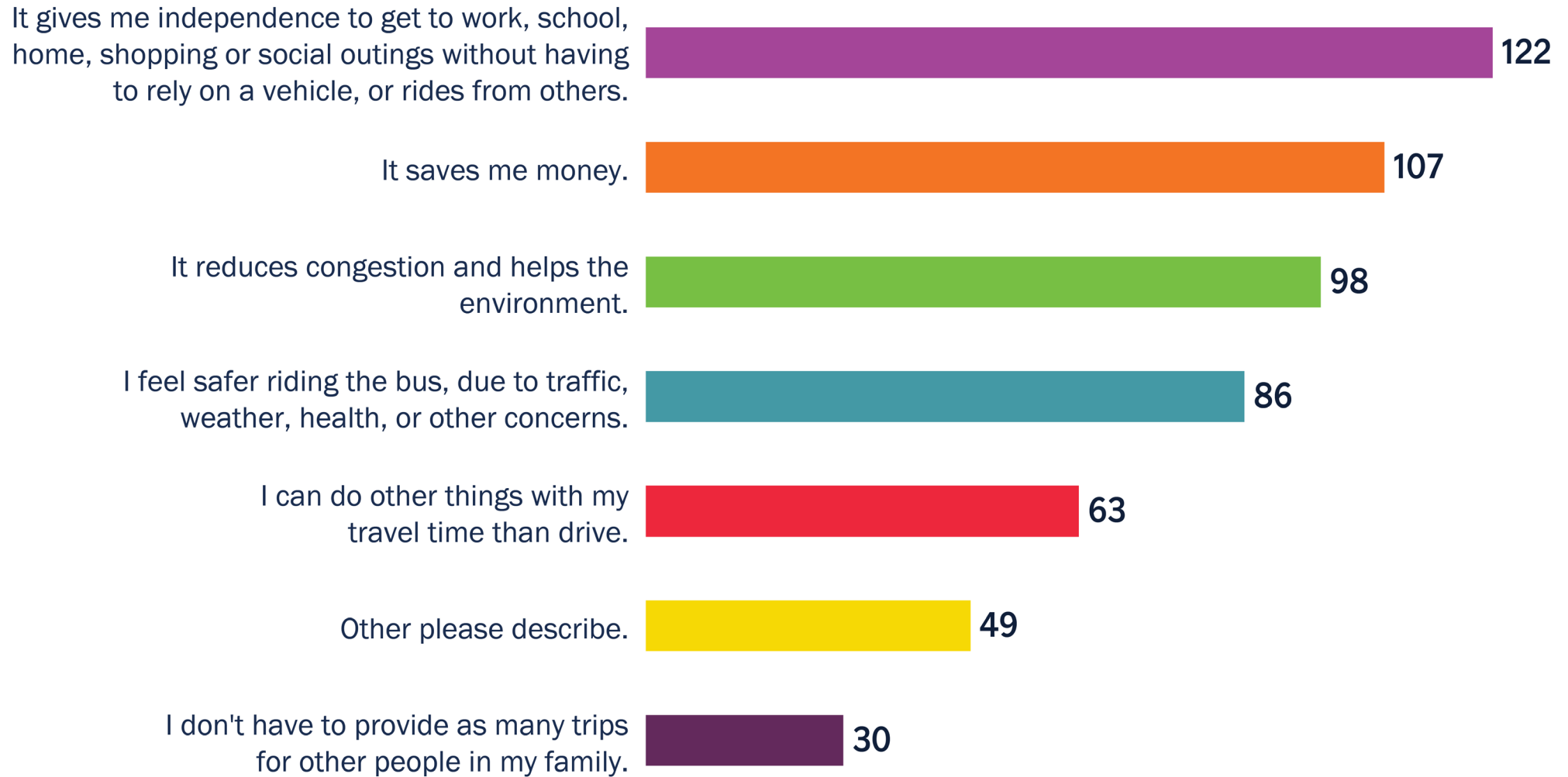
11. The percent of your household budget for transportation is...



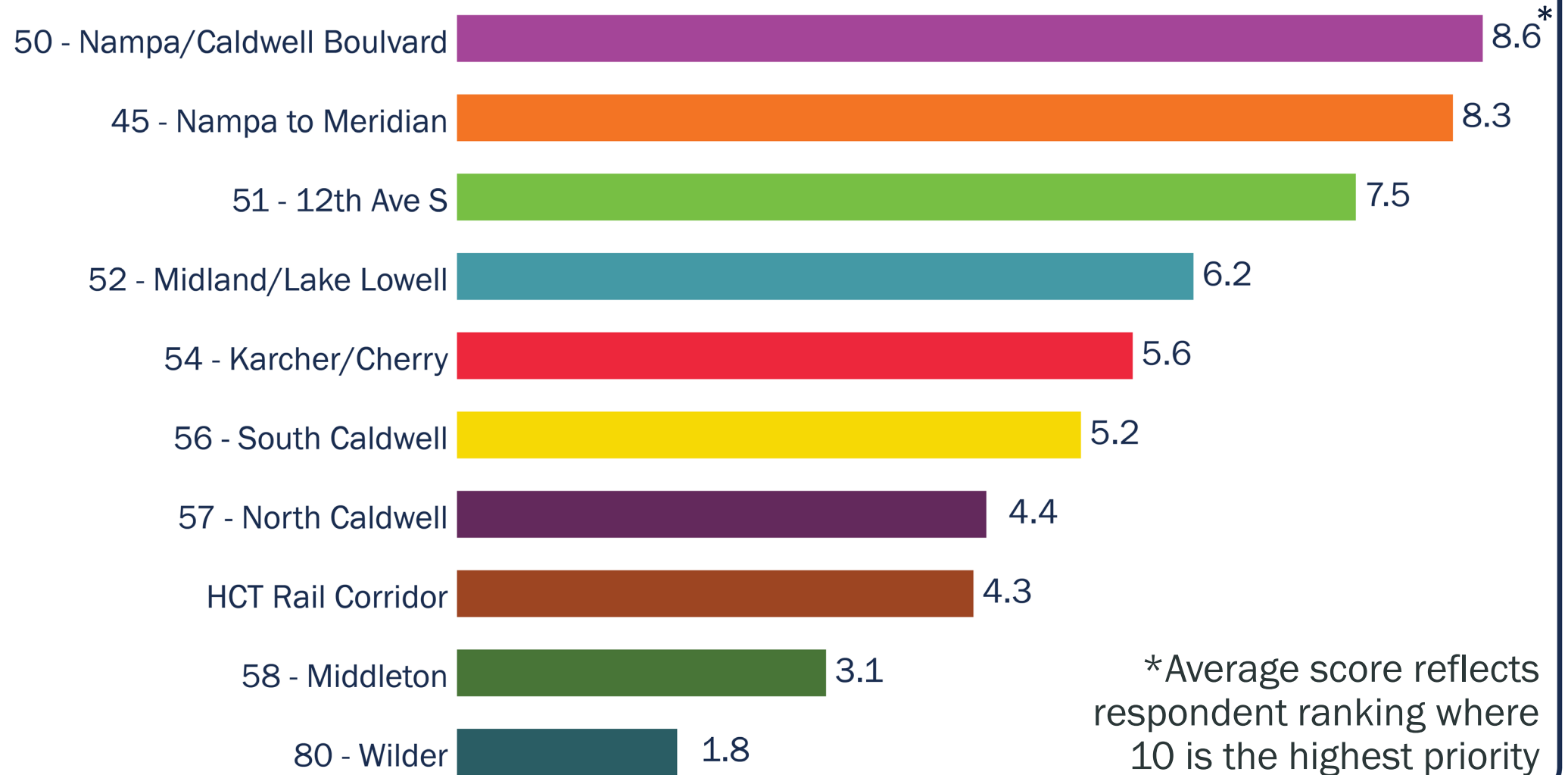
- **Less than 15%**
- **15-25%**
- **More than 25%**

55% of respondents are transportation burdened

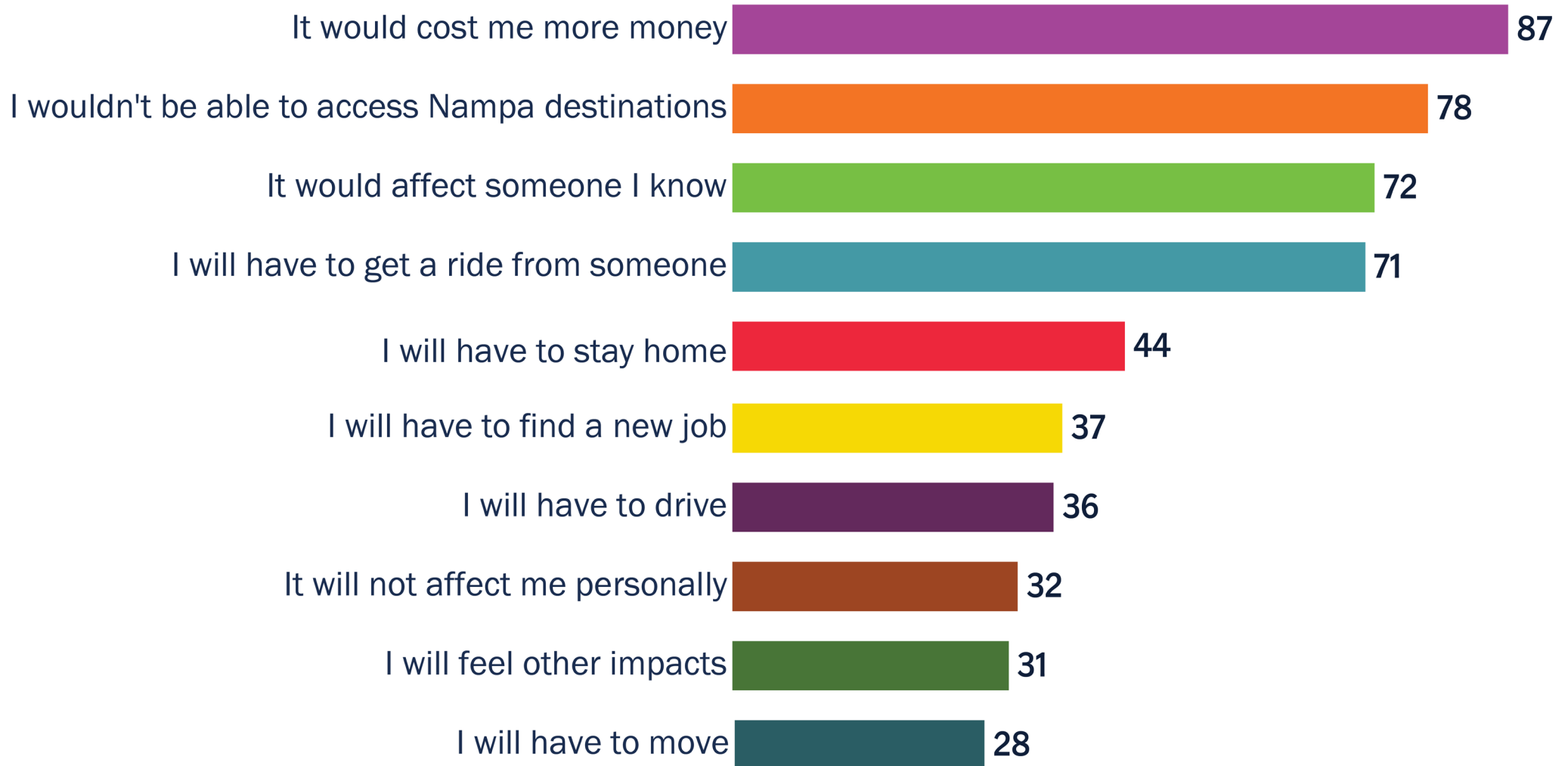
9a. Positive factors of public transit are...



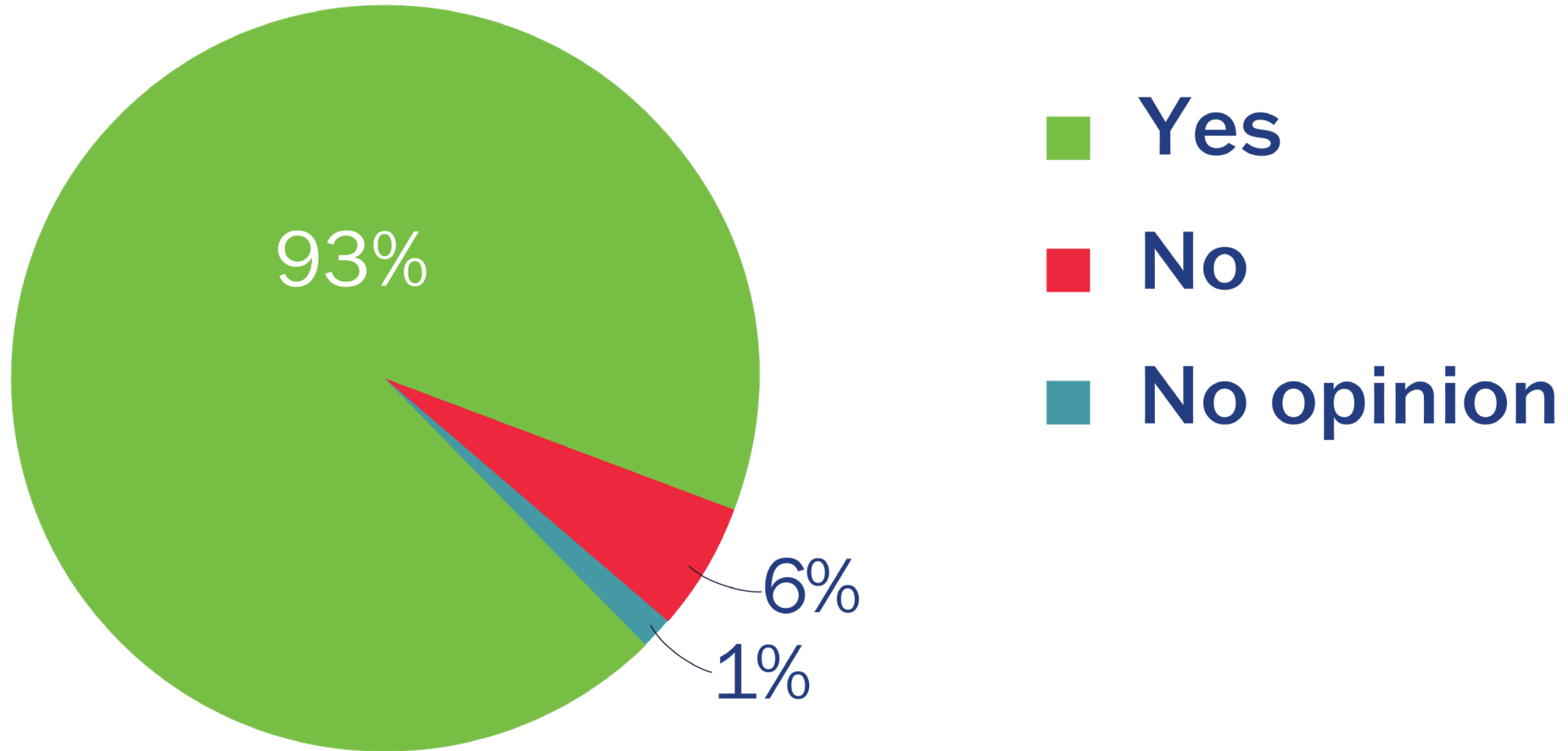
3. Which route would you prioritize investing in?



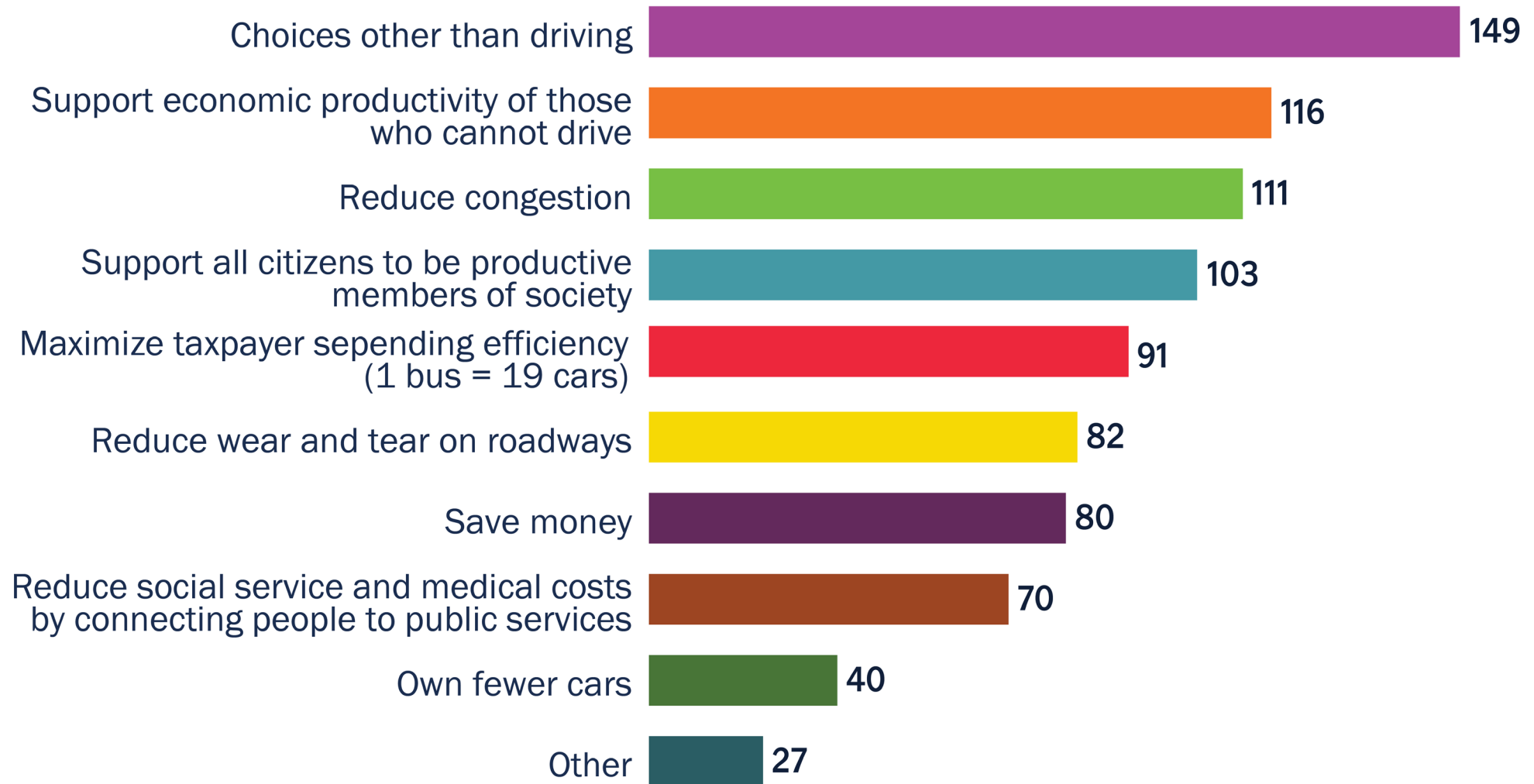
4. How would the elimination of services effect you?



10. Do you support your local government funding public transit?



10a. The most important reasons you support funding public transit are...



Canyon County Focus Group

- Loss of ADA paratransit service
- Thousands of missed appointments if services are removed
- Shift of transportation burden to other services, like EMS and rideshare
- Delayed ongoing care would result in higher healthcare costs, burden on emergency services



Focus Group and Public Outreach

“For us, [service elimination] would be a doomsday scenario.”

“Maybe they don’t have a car. Maybe they share a vehicle... Transit is part of a broader mobility access solution.”

“People are realizing they can save money on transportation — even if rent increases — by taking the bus.”



“Expand Service”

- Expansion is an opportunity to reach new populations
- “Transit gives employees more flexibility and affordability, reducing personal vehicle costs and stress.”
- “We should expand services.”



Letters of Support

“Public transit options...are vital services for many of our non-driving residents. In a recent in-house survey, nearly 25% of our residents identified public transit as their primary way to get to medical appointments.

These services are not just a matter of convenience – they are essential for our seniors’ health and well-being.”

-- LEAP Housing



411 3rd St S
Nampa, ID 83651

Dear Mayor Kling,



April 23, 2025

City of Nampa
411 3rd St S
Nampa, ID 83651

Dear Mayor Kling:

REVEREND BILL ROSCOE
PRESIDENT/CEO

PO Box 1494
Boise, ID 83701
208.343.2389
BoiseRM.org

April 21, 2025

City of Nampa
411 3rd St S
Nampa, ID 83651

Dear Mayor Kling:



BOISE RESCUE MISSION
MINISTRIES
Restoring Faith, Hope & Family since 1958



April 28, 2025

Valley Regional Transit
Attention: Elaine Clegg
700 E 2nd St., Suite 100
Meridian, ID 83642

Dear Ms. Clegg,

I am writing to express the College of Western Idaho's (CWI) enthusiastic support for Valley



Letters of Support

“Transportation is one of the highest barriers to those who are trying to get and keep a job, those needing to make doctors appointments and take care of their health as well as those who need to safely be able to get around the city with their children.”

-- Boise Rescue Mission



April 4, 2025

City of Nampa
411 3rd St S
Nampa, ID 83651

Dear Mayor Kling:

I am writing on behalf of Saint Alphonsus in support of Valley Regional Transit's (VRT) funding request this year.

April 21, 2025

City of Nampa
411 3rd St S
Nampa, ID 83651

Dear Mayor Kling:

I am writing on behalf of Parma Senior Center in support of Valley Regional Transit's (VRT) fiscal year 2026, funding request.



March 25, 2025

City of Nampa
411 3rd St S
Nampa, ID 83651

Dear Mayor Kling:

I am writing to express St. Luke's strong support for Valley Regional Transit's (VRT) funding request this year.


Dear Mayor Kling:

I am writing on behalf of Witco Inc. in support of Valley Regional Transit's (VRT) fiscal year 2026, funding request.

Witco is proud to support VRT as they work with your city's staff on establishing a contribution that benefits both parties. Our organization has worked closely with VRT



HAPPY DAY
TRANSIT CENTER

A white bus with blue, purple, and orange stripes is parked in front of the Happy Day Transit Center. The bus has "Valley Regional Transit" and "gondie" written on its side. The building behind it has "HAPPY DAY TRANSIT CENTER" written on its curved facade. The sky is blue with some clouds.

Canyon County, Idaho

Valley Regional Transit

Impacts

- Loss of \$1.4 to \$3.2 million in economic activity
- Less service to seniors and persons with disabilities
- More denied trips
- Reduce eligibility for federal resources
- Reduced access to
 - Canyon County facilities
 - medical services
 - Idaho Dept. of Labor
 - Retailers
 - Housing developments
- Nampa is cut off from neighboring cities
- Less efficient and useful transit



Actions VRT is taking to Grow Funding






- Increased Ridership results in increased Fare Collection
 - Service change has worked! Ridership is increasing as is awareness of services
- Increased Advertising earns growing funds
 - Selling more on bus advertising in Canyon County (#?)
 - Added Infotainment screens for digital advertising
 - Purchased Bus Benches, all revenue earned now flows to VRT
- Increased Efficiency
 - Consolidation of Beyond Access
- Service Partnerships
 - New Commercial/Institutional/residential Contribution Program
 - Developing Improved Residential pass Program
 - Pursuing facility and bus sponsorships

Exploring Strategic Partnership Investments

- TIFIA, RIF Bonds - Sub-Recipient of Build America Bureau grant with PNWER
 - Developing feasibility to bring TIFIA bonding to Garage /transit stop project
 - Developing feasibility to pursue joint TOD Development at HDTC
 - Examining high performance opportunities on rail corridor
- Nampa Water Renewal Facility project
 - Exploring joint project with City of Nampa water renewal facility to utilize methane as Renewed natural Gas to fuel Canyon County fleet
 - Potential for savings to VRT and Income to Nampa

Scenario Funding Options

SCENARIO FUNDING OPTIONS

Scenario	General Assessment	Service Assessment	Capital Assessment	Total Assessment
 Keep what we have	\$72,175	\$747,611	\$43,162	\$862,948
 Reduce service (A) (Maintain Fixed Route)	\$72,175	\$338,000	\$19,514	\$429,689
 Reduce service (B) (Maintain On-Demand)	\$72,175	\$410,000	\$25,671	\$505,846
 Expand service	N/A	\$2,965,000	N/A	\$2,965,000
 Eliminate transit in Nampa	\$72,175	\$0	\$15,000	\$87,175

**MORE PEOPLE
MORE PLACES
MORE OFTEN**

CONNECT WITH US

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

