

TOPIC	FY2026 Budget Workshop Memo
DATE	May 7, 2025
STAFF MEMBER	Elaine Clegg

In anticipation of the upcoming FY2026 budget request to City of Nampa for public transportation, Valley Regional Transit has prepared an updated performance report of fixed-route and VRT On-Demand services since the June 2024 service change, developed and analyzed four different service and funding scenarios, and collected public feedback on those scenarios.

Highlights

- Canyon County ridership continues to grow, especially on fixed route service, since the June service change. Boardings within Nampa have increased 22% since June 2024.
- Residents use transit for many purposes, including school, work, shopping, medical care, visiting family, and more. Public transportation provides crucial freedom for those who use it.
- Reducing or eliminating service in Nampa would:
 - Negatively impact Canyon County's economy by \$1.4 and \$3.2 million.
 - Negatively impact services to seniors and persons with disabilities by reducing the number of services available, putting more pressure on services that are already overcapacity, and reducing the eligibility of federal resources.
 - Negatively impact a diverse group of stakeholders including users of Canyon County facilities, various medical service providers, Idaho Department of Labor, retailers and housing developments.
 - Result in ripple effects on residents of neighboring communities, particularly Caldwell, with 38% of trips on the VRT On-Demand service traveling between Nampa and Caldwell.
 - Limit VRT's ability to pursue efficiency improvements among on-demand, access, and beyond access services.
- The FY2026 funding request to maintain existing services is consistent with funding discussions between VRT and the City of Nampa over the past 3 years.

- Among survey respondents and stakeholders, there is broad support to adequately fund public transit. Response to potential reductions has been overwhelmingly negative; in fact, many riders already struggle with limited availability of service and want to see service growth rather than shrink.

Performance Update

The Nampa City Council has asked VRT to look for strategies to improve ridership, we have answered that call. In fiscal year 2024 (October 1, 2023 – September 30, 2024), VRT provided 83,602 trips on routes 40, 42, 43, and 45, as well as the 150 VRT On-Demand that serve Nampa. This is 7% more trips than were taken in fiscal year 2023.

In June of 2024, VRT restructured fixed-route services across the entire system to focus on higher ridership corridors. Ridership response, especially on the fixed-route system, has been very strong. Overall, an estimated 1,065 individuals boarded a fixed-route or VRT On-Demand bus in the last year, and boardings in Nampa increased by more than 22% since the service change. In addition, boardings per hour have increased by 36.9% for the route 40 (3.9 to 5.4) and 11.4% on the 42 (4.3 to 4.8). This metric is especially important in predicting future growth in ridership

Figure i.1: Boardings by Route Before and After VRT’s June 2024 Network Redesign

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%▲

Public transportation services directly support Canyon County residents by providing critical transportation to many people. As of the 2022 American Community survey there were over 250,000 residents in Canyon County. Of the estimated 79,700 households, 22% have one car and 3% are car-free. In addition, 10.5% of the population are in poverty, while 11.3% live with a disability. In total VRT estimates that between age, income, and physical abilities, approximately 36% of the population in Idaho is unable to drive.

Service Scenarios

As requested by the Nampa City Council in February, Valley Regional Transit prepared four service choices for evaluation and public input, focusing on changes that could increase ridership in Nampa. These options include:

1. **Keep what we have:** Maintain the current fixed route and on-demand network

2. **Reduce service:**
 - a. Alternative A – eliminate VRT On-Demand services in Nampa
 - b. Alternative B – eliminate fixed-route bus services in Nampa
3. **Expand service:** Grow VRT services based on the long-term vision for transit expansion in Ada and Canyon counties
4. **Eliminate general public transit in Nampa:** Remove both fixed-route bus and VRT On-Demand services in Nampa

Since bringing all-day fixed route service back to the Nampa/Caldwell Boulevard, Nampa riders have enjoyed having both fixed-route bus and VRT On-Demand services that support one another in the core of Nampa. This combination has increased ridership in Nampa and both services have additional potential to grow. The fixed-route services are projected to continue growing ridership with no additional costs. Either of the reduction scenarios would disrupt this supportive relationship, significantly degrading transit service in Nampa.

The reduction scenarios focused only on changes within Nampa and only on services available to the general public, not those used exclusively for seniors and persons with disabilities. However, both the reduction scenarios and the elimination scenario would negatively impact seniors and persons with disabilities by removing a service they currently use and pushing more demand onto services that are already oversubscribed with more requests for rides than VRT can fill. Additionally, removing fixed-route services would limit how some federal funding, which is currently used to support seniors and persons with disabilities, could be used. In total, VRT services provided 20,000 rides to access grocery stores alone, representing a potential significant reduction in Nampa's economy and opportunities for residents.

There is no way to limit the negative impacts of these scenarios to impact only within the City of Nampa. Because of the significant number of trips that cross jurisdictional boundaries, any of the reduction or elimination scenarios would degrade transit services not only in Nampa but also in Caldwell, Meridian and Boise.

The expanded service scenario reflects the work that VRT is doing to update its long-range service plan. It focuses on services that have proven to attract the high ridership the Nampa City Council has asked for with high frequencies and extended hours. This scenario will bring Nampa on par with the high-frequency services offered in Ada County. We anticipate these improvements in service would also result in a 120% increase over the boardings per hour we experience today.

Just as the reduction scenarios have negative impacts on Nampa's neighbors, this expanded scenario is built on a regional vision that connects communities across Ada and Canyon counties. The value of the shared network, which would require increased investments from each jurisdiction, would be greater than the sum of the individual parts.

Figure i2 is a summary of the impacts of each scenario including the estimated service contribution from the City of Nampa.

Figure i.2: Summary of Scenarios

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 <small>(Maintain Fixed Route)</small>	75,000	\$338,000	\$6,800,000	(-\$1,700,000)
Reduce service (B) ³ <small>(Maintain On-Demand)</small>	70,000	\$410,000	\$7,100,000	(-\$1,400,000)
Expand service	955,000	\$2,965,000	\$44,000,000	\$35,500,000
Eliminate transit in Nampa ³	43,500	\$0	\$5,300,000	(-\$3,200,000)

RIDERS / JOBS WITHIN 1/3 MILE OF TRANSIT ²				
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 <small>(Maintain Fixed Route)</small>	57,800 <small>in Nampa: 15,000</small>	52,300 <small>0</small>	100,200 <small>13,900</small>	20,000 <small>0</small>
Reduce service (B) ³ <small>(Maintain On-Demand)</small>	43,300 <small>in Nampa: 500</small>	135,400 <small>83,100</small>	88,900 <small>2,600</small>	61,800 <small>41,800</small>
Expand service	171,900	135,400	155,600	61,800
Eliminate Nampa transit ³	43,300 <small>in Nampa: 500</small>	52,300 <small>0</small>	88,900 <small>2,600</small>	20,000 <small>0</small>

Population Data from 2020 US Census

1 Includes employment, labor income, added value, and outputs across direct effects, suppliers, and incoming responding. Learn more at ridevrt.org/ctai.

2 This shows the number of potential riders within 1/3 mile of a fixed route bus stop or within the on-demand service area.

3 The Rider and Job access numbers show route totals on top and the remaining access in Nampa on the bottom.

Scenario 1: Keep What We Have

Maintain the current fixed route and VRT On-Demand network

This scenario shows routes 40, 42 and 150 that are currently available in Canyon County. The Nampa/Caldwell Boulevard is the backbone of Canyon County and a key transit corridor with 27% of the county population and 43% of the jobs.

Route 42 Happy Day to Towne Square Mall provides hourly service up and down the Nampa/Caldwell Boulevard to provide access to destinations and regular service that people can rely on. *Route 40 Caldwell/Boise Express* provides morning and evening service to commuters every 30 minutes. *Route 150 Nampa/Caldwell On-Demand* provides service to residential areas and destinations outside the main corridor.

Figure 1.1: Keep What We Have

Keep what we have scenario			Riders / Jobs within 1/3 mile of Transit ² <small>Population Data from 2000 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

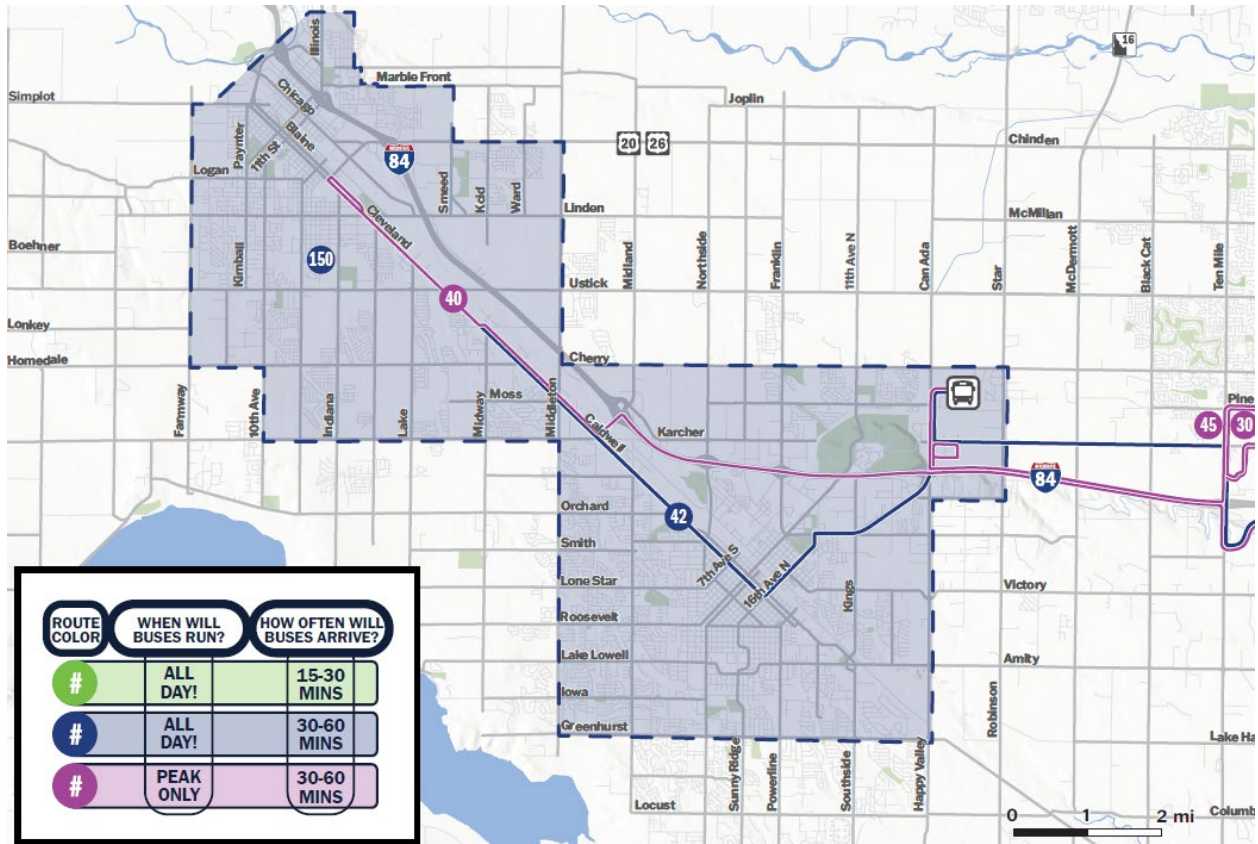
in this scenario, Transit will have Economic Impact¹ of \$8,500,000 maintaining the \$8,500,000 economic impact.

¹ Includes employment, labor income, added value, and outputs across direct effects, suppliers, and incoming responding. Learn more at ridevrt.org/ctai.

² This shows the number of potential riders within 1/3 mile of a fixed route bus stop or within the on-demand service area.

³ The Rider and Job access numbers show route totals on top and the remaining access in Nampa on the bottom.

Figure 1.2: Keep What We Have



VRT's fixed-route bus service provides direct and reliable access to the following destinations within Nampa:

Karcher Market Place, Winco, mobile home parks along the boulevard, Multi-Family at District 208, Women's shelter, Salvation Army, Davita Dialysis, Fred Meyer, Best Western, Nampa Public Library, Nampa City Hall and Civic Center, Garrity Shopping Area, Downtown Nampa, Ford Idaho Center, St. Alphonsus, Lactalis, Walmart, Amazon, CWI, Multi-family developments along Idaho Center Blvd

Scenario 2: Reduce Service

Reduce overall services by eliminating either fixed-route bus or VRT On-Demand service in Nampa

Reduce Service Alternative A

This scenario eliminates the 150 Nampa/Caldwell On-Demand service in Nampa but retains routes 40 and 42. The VRT On-Demand service would still include the City of Caldwell, the CWI main campus, and boulevard location and the Walmart on Franklin Ave. This scenario would still provide regular transit service up and down the Nampa/Caldwell Boulevard on Route 42, which has been increasing in ridership and room to absorb additional riders. However, riders outside immediate access to the Boulevard would no longer have VRT On-Demand to connect them to the main corridor.

Figure 2.1: Reduce Service Scenario A

Reduce Service (A)			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 (no change)	16,000	\$70,000	18,800	0	53,200	0
Bus 42 (no change)	40,000	\$268,000	25,200	0	30,300	0
Bus 45 (no change)	13,000	\$0	26,900	0	56,200	0
On-Demand 150 (no Nampa)	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>

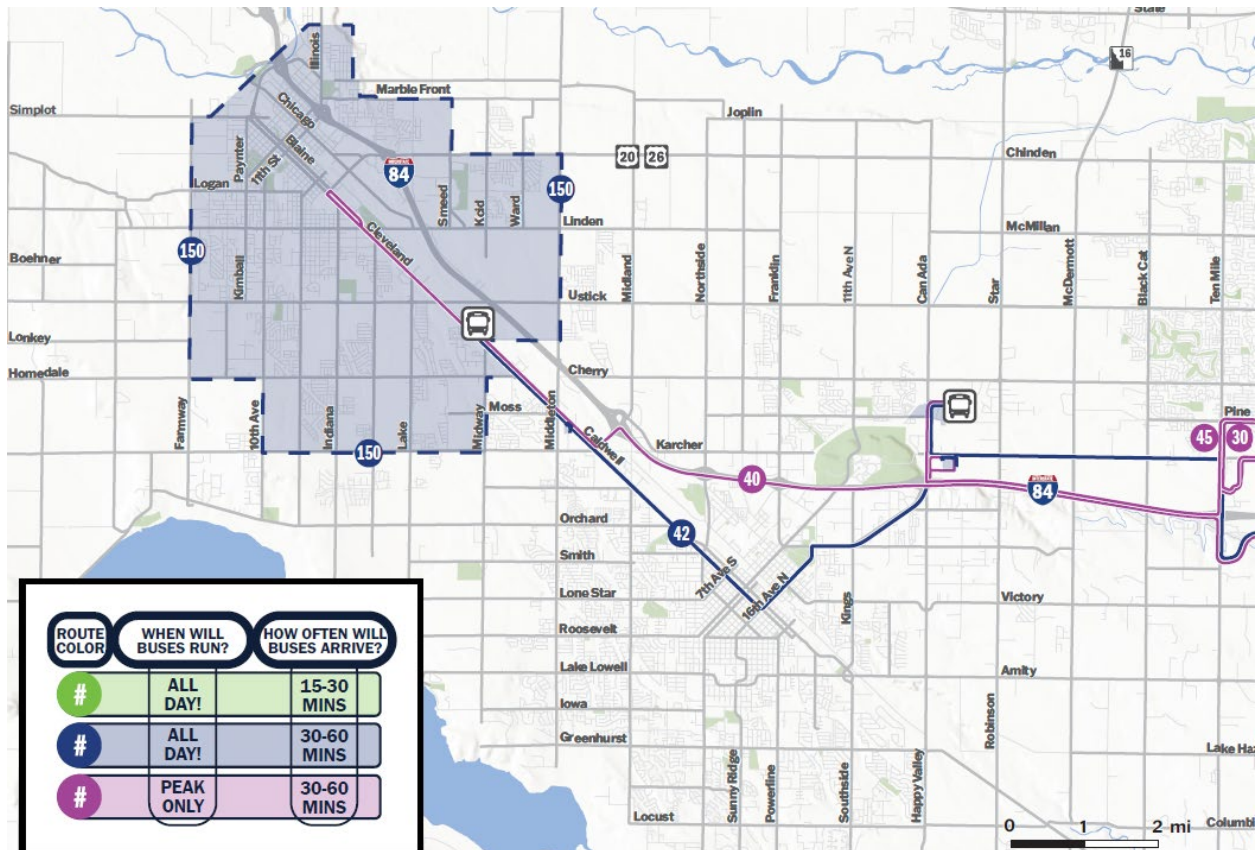
in this scenario,
Transit will have Economic Impact¹ of **\$6,800,000** reducing the economic impact of transit by **(\$1,700,000)**.

¹ Includes employment, labor income, added value, and outputs across direct effects, suppliers, and incoming responding. Learn more at ridevrt.org/ctai.

² This shows the number of potential riders within 1/3 mile of a fixed route bus stop or within the on-demand service area.

³ The Rider and Job access numbers show route totals on top and the remaining access in Nampa on the bottom.

Figure 2.2: Reduced Service Scenario A: Eliminate VRT On-Demand in Nampa



If VRT On-Demand is eliminated, the following destinations would no longer be served:

Nampa High school, Harward Recreation Center, Northwest Nazarene University, Saint Alphonsus, Nampa Airport, downtown Nampa Albertsons, south Nampa Albertsons, Grocery Outlet, St. Lukes, Costco, Neighborhood Walmart Market, Walmart Super Center, Silver Crest Estates, Liberty & Davita Dialysis, Amalgamated Sugar, and various single family and multi-family residential areas.

Nampa residents would also lose access to Caldwell businesses and job centers, the College of Idaho, Southwest District Health, and various county services including the courthouse, administrative offices and jail.

Reduced Service Alternative B

This scenario eliminates fixed routes 40 and 42 through the City of Nampa and retains the 150 Nampa/Caldwell On-Demand. In this scenario, Route 40 would turn from Happy Day to 12th Avenue in Caldwell and then proceed to I-84 to access the Ten Mile Park & Ride. Route 42 would be shortened and start at the CWI Main Campus before proceeding east to Boise instead of starting at the Happy Day Transit Center.

Eliminating fixed route would remove VRT Access service area that provides rides to qualified older adults and the disabled within a ¾ of a mile buffer of the Route 42. This

would put more pressure on the VRT Beyond Access program, which provides rides for the same population and is already over-capacity. VRT On-Demand service is currently oversubscribed during peak hours and cannot absorb many additional riders.

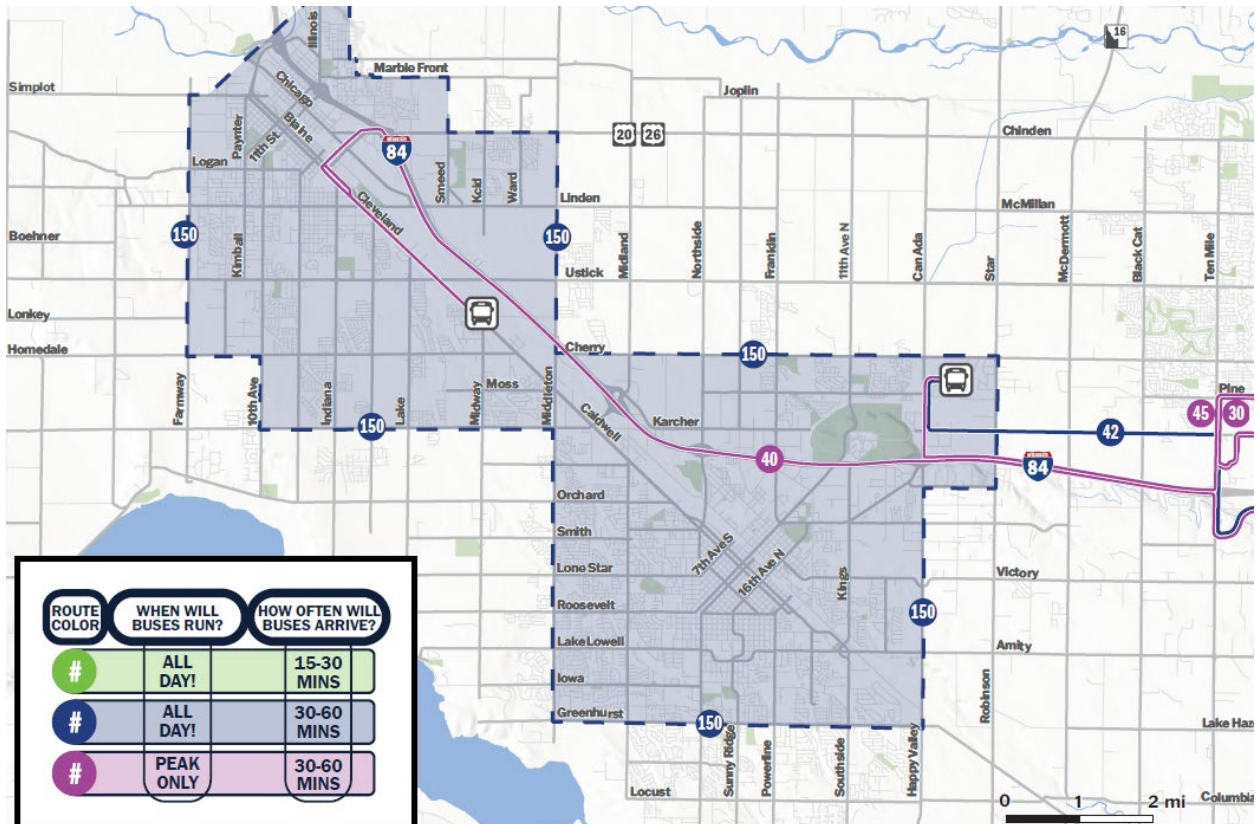
Figure 2b.1

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 (no Nampa)	10,000	\$0	17,800	0	51,000	0
Bus 42 (no Nampa)	15,000	\$0	10,200	0	18,700	0
Bus 45 (no Nampa)	13,000	\$0	26,900	0	56,200	0
On-Demand 150 (no Change)	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>

in this scenario, Transit will have Economic Impact¹ of \$7,100,000 reducing the economic impact of transit by (\$1,400,000).

1 Includes employment, labor income, added value, and outputs across direct effects, suppliers, and incoming responding. Learn more at ridevrt.org/cta.
 2 This shows the number of potential riders within 1/3 mile of a fixed route bus stop or within the on-demand service area.
 3 The Rider and Job access numbers show route totals on top and the remaining access in Nampa on the bottom.

Figure 2b.2: Reduced Service Scenario - Option B - eliminate Fixed Route in Nampa



If routes 40 and 42 are eliminated, the following destinations would no longer be served by transit:

Caldwell, Meridian, Boise, BSU, CWI

Nampa residents would also lose fixed route connections to Caldwell destinations, including Canyon County Campus, Canyon County DMV, Downtown Caldwell, and the College of Idaho.

Scenario 3: Expand Service

Grow VRT services based on the long-term vision for transit expansion in Ada and Canyon counties

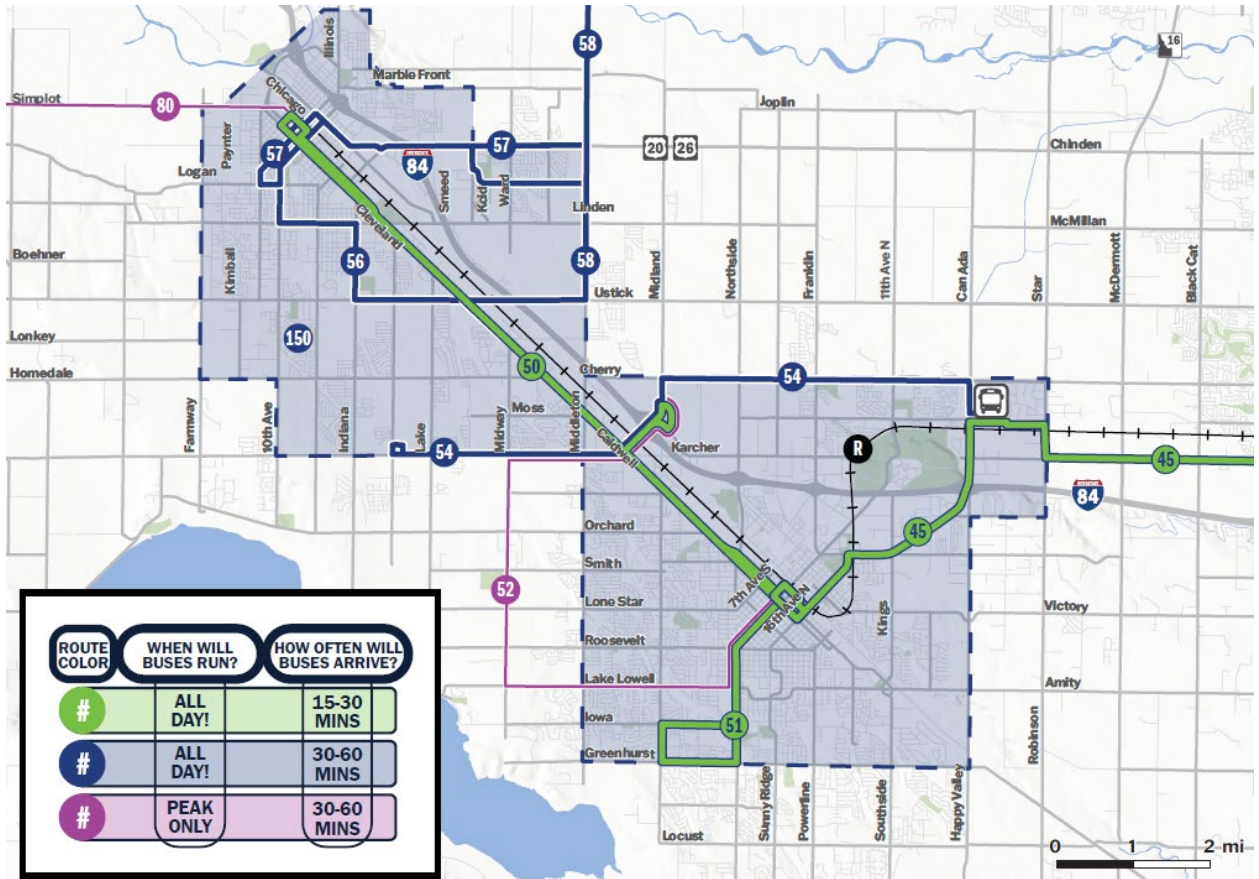
This scenario shows future routes planned for Canyon County that connect residential areas to job centers, essential services, adjacent cities and key transportation corridors as proposed in VRT's long-range transit plan, Valley Connect 3.0. The purpose of showing this scenario is to illustrate the vision of transit service planned for the future.

Within this vision, the Nampa/Caldwell Boulevard is a high-frequency corridor with commuter rail to Boise and high-frequency bus service supporting access local destinations. Additional fixed routes are planned to access neighborhoods and commercial areas off the Boulevard, and to bring people to the Boulevard as the main thoroughfare.

Fixed routes provide reliable service on a regular schedule so that people can build their lives around reliable transit service. A VRT On-Demand service area is also proposed to provide service to neighborhoods and destinations outside the fixed route system.

Should the City Council choose to expand service, there are a number of incremental improvements which could be made to improve the current service network, such as adding vehicles to VRT On-Demand, adding trips to Route 40, and expanding the VRT Access service boundary to match the VRT On-Demand boundary. Larger regional improvements could include improving the frequency of Route 42 to 30-minute arrivals and adding Saturday service.

Figure 3.1: Expanded Service Scenario



Scenario 4: Eliminate General Public Transit in Nampa

Remove both fixed-route bus and VRT On-Demand services in Nampa

This scenario eliminates all general public transit in Nampa, including the 150 Caldwell/Nampa On-Demand, Route 40 and Route 42.

Route 40 will be continue to serve Caldwell, Meridian and Boise, but will remain on the freeway through Nampa.

Route 42 would be shortened and start at the CWI Main Campus before proceeding east to Boise, instead of starting at the Happy Day Transit Center.

Eliminating fixed-route services would also remove the VRT Access service area that provides rides to qualified older adults and persons with disabilities within $\frac{3}{4}$ of a mile of the Route 42. This would put more pressure on the Beyond Access program which provides rides for the same population and is already over capacity.

Route 150 would be eliminated in the City of Nampa, impacting the 82% of VRT On-Demand rides that start or end in the City of Nampa. Riders on On-Demand would be limited to Caldwell destinations, other than transfers at CWI. Riders would need to transfer between VRT On-Demand and fixed routes CWI and pay two fares.

Figure 4.1: Eliminate Service

Eliminate Transit in Nampa			Riders / Jobs within 1/3 mile of Transit ² <small>Population Data from 2010 US Census</small>			
Route #/Type	Est. 2026 Boardings	Nampa Service Cost	Riders Access		Job Access	
			Bus	On-Demand	Bus	On-Demand
Bus 40 (no Nampa)	10,000	\$0	17,800	0	51,000	0
Bus 42 (no Nampa)	15,000	\$0	10,200	0	18,700	0
Bus 45 (no Nampa)	13,000	\$0	26,900	0	56,200	0
On-Demand 150 (no Nampa)	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>

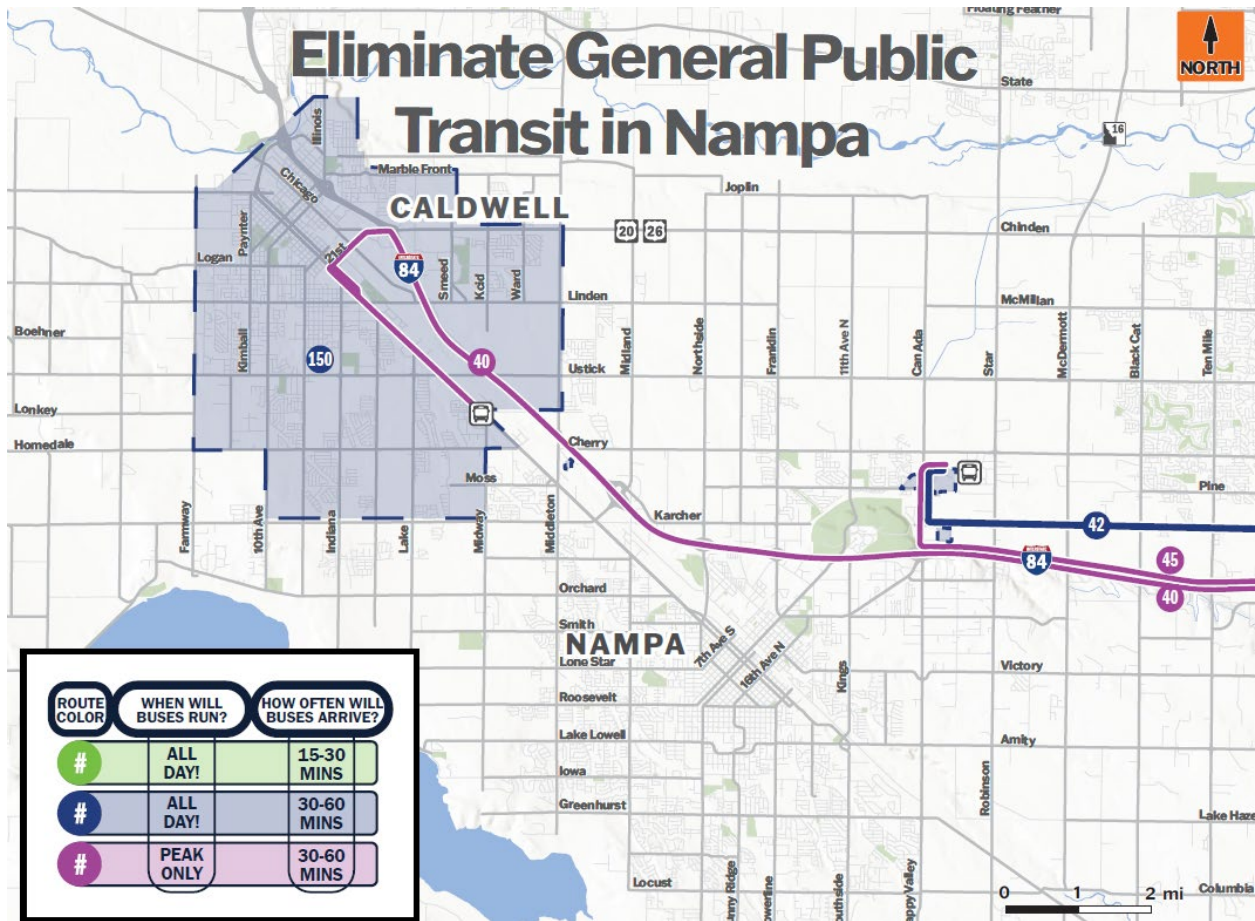
in this scenario, Transit will have Economic Impact¹ of \$5,300,000 reducing the economic impact of transit by (\$3,200,000).

¹ Includes employment, labor income, added value, and outputs across direct effects, suppliers, and incoming responding. Learn more at ridevrt.org/ctai.

² This shows the number of potential riders within 1/3 mile of a fixed route bus stop or within the on-demand service area.

³ The Rider and Job access numbers show route totals on top and the remaining access in Nampa on the bottom.

Figure 4.2: Eliminate Service Scenario



General Impacts to Service Elimination and Reduction Scenarios

The hardest and most personal impacts will be on the riders themselves, who rely on public transportation for their independence, the ability to get to work and school, socialize, stay healthy, and run essential errands.

Riders are our grandparents, mothers, fathers, siblings, and children. They are employees, friends, and coworkers. Public transportation provides an affordable option for people to get around and continue to live life regardless of their current circumstances. The Rider Stories and Public Survey results listed below provide valuable insights into why people use public transit and why it is an essential public service.

These personal impacts will translate into larger economic, social and health impacts which will affect the City of Nampa and extend far beyond its borders.

The health of city residents will be impacted by the inability to reach essential medical appointments. This will result in increased Emergency Medical Service calls, social service calls, and potential death. It could lead to social isolation and a lack of independence, resulting in poor mental health, increased pressure on social services, and increased risk of

suicide. The loss of public transportation harms the Nampa community that has worked so hard to improve health outcomes through the Cities Healthy Impact Initiative, which has identified transportation as a barrier.

The loss of fixed route service will have several direct impacts to seniors and persons with disabilities. First, it will reduce transportation options and increase demand on remaining specialized services which are already oversubscribed. Second, there will be fewer federal dollars available to support transportation for seniors and persons with disabilities.

Economically, riders will be unable to reach work, and more lucrative jobs outside of their neighborhood. Employers will have a narrower pool of job candidates. Some will not be able to work at all. They will face increased costs of transportation by having to rely on expensive rideshare services, burdening friends and family, or owning and operating a vehicle if they are able. Many will have to stay home. Students will be unable to access higher education. They will face even greater challenges to receiving an education and achieving upward mobility.

The City of Nampa and surrounding cities will lose money spent by riders at local businesses near bus stops. The economic impact would range from a loss of \$1.4 million to \$3.2 million in Nampa, resulting in loss of sales tax revenue. VRT would no longer support the local economy with jobs and local construction projects and would lose approximately \$80,000 in fare revenue from rides in Nampa.

Loss of local match dollars will leave even more federal funds underutilized and unused in Nampa. Lack of use and loss of funding to maintain a facility that is already challenged would likely lead to the closure of the Happy Day Transit Center and require operations to shift to Ada County, resulting in higher operational costs to serve Canyon County shifted to adjacent jurisdictions. There would be additional costs for the removal of 91 bus stops within the City of Nampa and relocation of amenities currently in place.

Funding Scenario Summary

Each year, VRT works with each local jurisdiction funding partner on annual assessments. VRT has been working with Nampa for the last several years to increase the annual assessment for transit to match Nampa’s share of services as determined by the % of miles of transit service in Nampa. This included a multi-year forecast of funding beginning in 2024 and extending through 2026.

The proposed cost to maintain services in 2026 has remained consistent. Costs for the other scenarios are based on the remaining service in Nampa. General assessments remain the same because they are based on each jurisdiction’s share of the regional population.

Scenarios	General Assessment	Service Assessment	Capital Assessment	Total Assessment
Keep what we have	\$72,175	\$747,611	\$43,162	\$862,948
Reduce service: A	\$72,175	\$338,000	\$19,514	\$429,689
Reduce service: B	\$72,175	\$410,000	\$23,671	\$505,846
Expand ¹	N/A	\$2,965,000	N/A	\$2,965,000
Eliminate ²	\$72,175	\$0	\$15,000	\$87,175

¹ The “Expand” scenario is a future-looking scenario. General assessments and capital assessments would be based on conditions at that time.

² Capital assessment in the “Elimination” scenario is based on an estimate of the costs associated with decommissioning existing bus stops, removal of rider amenities, etc.

Community Feedback

Because decisions made by the City of Nampa have a direct impact on public transit throughout Canyon County and the broader region, community input is a critical consideration for local decision-makers. In response to the Nampa City Council's request for VRT to explore potential service scenarios, VRT actively sought public feedback to inform those choices. This effort culminated in Canyon County Transit Day on Tuesday, May 6, 2025, where VRT staff engaged directly with riders, community members, and local partners to discuss the future of transit in Canyon County and explore paths toward more sustainable funding.

Feedback was collected through in-person and online surveys, rider stories, stakeholder conversations, and letters of support. A summary of that input is provided below, with full responses included in the Attachments.

Surveys

The following summary reflects responses from riders collected online and in person during the week of May 6th, focusing on potential service reductions or expansions in Canyon County. A total of 181 responses were received. Please see Attachment 1 for a complete summary of survey data.

Key respondent demographics:

- 63% of respondents live in Nampa, 24% in Caldwell, 1.6% elsewhere in Canyon County, and 10.3% in Ada County cities.
- 28% identified as disabled, 29% reported an annual income below \$26,000, and 15% were age 65 or older.
- 44% of respondents did not identify with any specific qualified community group.

Public transportation plays a significant role in respondents' lives:

- 89% said they are positively affected by public transit; only 5% said they are not affected, and 3% negatively affected.
- Top benefits cited include:
 - Gaining independence (67%)
 - Saving money (58%)
 - Reducing congestion (53%)
- 90% of respondents support local government funding for public transportation.
- 50% spend over 15% of their monthly budget on transportation.

When asked about potential service reductions:

- The most cited consequences of reduced service were:
 - Higher personal costs (47%)
 - Inability to reach destinations in Nampa (42%)
 - Needing to rely on others for rides (39%)

When asked to choose between proposed reduction scenarios:

- 52% preferred keeping On-Demand service (Alternative B)
- 37% preferred keeping fixed route service (Alternative A)

When asked about service expansion, riders prioritized:

- Route 50 – Nampa-Caldwell Blvd (15-minute service)
- Route 45 – Nampa to Meridian (15-minute service)
- Route 51 – 12th Ave. South (15-minute service)

These routes were favored for offering more frequent service, Saturday hours, and evening trips—reflecting repeated rider feedback that transit must come more often and be more convenient to meet demand.

Frequent rider comments included:

- *“It doesn’t come often enough.”*
- *“It takes too much time to get where I need to go.”*
- *“Insufficient services.”*

These comments underscore a clear theme: there is demand for transit, but insufficient service to meet it. Riders often choose other options not due to lack of interest, but because the system isn’t meeting their needs today.

Finally, when asked what the City of Nampa should do:

- 59% recommended expanding service
- 24% supported maintaining current service
- 9% supported reducing service
- 3% supported eliminating service

The most important reasons cited for supporting transit investment include:

- Providing people with transportation options (82%)
- Supporting economic productivity and job access (63%)
- Reducing traffic congestion (60%)

Rider Stories

Between riders, employees, and community members, more than 160 distinct quotes were collected. These statements provide a firsthand account of how VRT services shape daily life and what's at stake when service is limited. Statements are categorized here, and a full record can be found in Attachment 2.

Economic Lifeline

Many riders rely on VRT as an affordable alternative to driving, rideshare, or car ownership. Transit saves money on gas, parking, and repairs, and in some cases, it's the only affordable option available.

- “Without On-Demand I'd be a lot more broke.”
- “Getting to work and back home would be very expensive or impossible without the bus system.”
- “It has saved me money and it is always on time when I get off work.”

Access to Work & Education

VRT is essential for people pursuing jobs, schooling, or job training, especially those without a license, vehicle, or other support system.

- “Transportation has been my biggest barrier in finding employment.”
- “I am getting my GED... I'm too scared to drive and get in an accident.”
- “I ride 5 days a week to work. Riding helps me save a lot on gas.”

Independence & Dignity

Transit provides freedom to those who would otherwise be isolated, especially seniors, people with disabilities, and low-income residents.

- “I have gotten my independence back.”
- “I would not be able to do anything.”
- “Public transportation gives [clients] independence to get to work, school, home,

shopping, or social outings.”

Medical Access

Without VRT, many riders would lose access to essential medical care. Specialized services like Access and Beyond Access were frequently mentioned as lifelines.

- “I am 83 years old... I only leave the house for medical visits.”
- “I need to get to St. Luke’s hospital, daily appointments.”
- “Without this service, many people’s health and well-being will be affected.”

Service Gaps & Frustrations

Even regular riders expressed strong concerns about infrequent service, limited hours, and unreliable on-demand options.

- “It takes too much time to get where I need to go, it doesn’t come often enough.”
- “Waited 3.5 hours for a ride, had to cancel my doctor’s appointment.”
- “We need weekend and evening service.”

Community, Sustainability & Traffic

Transit provides more than rides—it builds community, reduces traffic, and contributes to a more sustainable future.

- “Everyone on the 43 knew each other.”
- “I save about 1/3 of a metric ton of carbon annually by taking the bus.”
- “Transit is the only way the valley can tackle traffic!”

Consequences of Service Reductions

Dozens of riders shared personal fears about losing access to basic needs if services are cut — especially in Nampa and Caldwell.

- “I might lose my home and get depressed.”
- “If VRT is eliminated, I may not be able to exist.”
- “I don’t drive... eliminating service would strand us.”

Public Support for Transit Investment

The vast majority of comments strongly support more funding, expanded coverage, and better reliability.

- “Public transport is an investment, not a waste.”
- “Expand service. We need more – not less.”

What Riders Want Most

- More frequent buses
- Longer hours and weekend service
- Reliable on-demand rides
- Expanded coverage in underserved areas
- Infrastructure like benches, signage, and safer sidewalks

These quotes reflect real people navigating daily life in the Treasure Valley. VRT isn't just a service – it's a foundation for opportunity, health, and connection. Investment in transit means investment in people.

Stakeholder Engagement

VRT held a stakeholder focus group on May 6th to gather direct feedback on how services impact their organizations and the communities they serve and to understand potential impacts of proposed service changes in Nampa ahead of the May 15 City Council budget workshop.

VRT staff hosted the meeting and presented an overview of VRT's services, funding structure, and the four Nampa service scenarios. Attendees included representatives from Treasure Valley Transit, the Idaho Department of Labor, Saint Alphonsus Health System, Southwest District Health, Terry Reilly Health Services, the Nampa Library, the Nampa Bicycle Project, the Idaho Hispanic Foundation, and the cities of Caldwell and Nampa.

Feedback indicated that eliminating transit would significantly reduce access to employment, healthcare, education, and basic needs; demand for affordable, reliable, and frequent service is rising alongside regional growth and transportation costs; and there is a need for more frequent buses, expanded Sunday/night service, and affordable fare programs tied to unemployment or public health. Feedback is organized below by themes.

Access to Healthcare & Human Services

“For us, [service elimination] would be a doomsday scenario.” –*Saint Alphonsus*

Participants noted the critical loss in ADA paratransit services — like VRT’s Access and Beyond Access programs — if fixed route services are reduced or eliminated. They discussed how transit is one of the only consistent ways these clients access services and safe spaces.

“ADA Paratransit service is tied to fixed route...if fixed route disappears, ADA obligations and matching funds disappear too.”

Stakeholders cited the impact of thousands of missed appointments if VRT services are removed. Current service connects to most clinics, and expansion of services is critical for new campus development.

Additionally, service loss would force limited capacity onto oversubscribed services like Beyond Access and Treasure Valley Transit, which primarily serve seniors and people with disabilities.

The loss or reduction of VRT services would also shift the transportation burden to VRT’s Rides2Wellness program, which is already strained (“There is no more money...what we already have in the budget isn’t even enough [to meet demand]” —*Saint Alphonsus, on their Rides2Wellness contribution*) or to overused or expensive services like EMS and rideshare.

A service reduction could also result in delayed care and higher emergency service use. If patients are forced to be more selective about when to seek medical care due to transportation barriers, overall health outcomes could suffer — by “not staying on top of primary care... [they would be] forced into emergency situations.”

Finally, stakeholders indicated how transit is essential for WIC appointments, STI testing, and health education. They also suggested that maintaining service, at a minimum, is critical and expanding service and adding fixed routes would reduce barriers.

“We now have a WIC location at the Hispanic Community Center. Transit access is key.”

Employment & Economic Stability

“We should expand services.”

Stakeholders indicated that transit is seen as an enabler of workforce participation in retail corridors. Many participants have staff that ride VRT services or work with employment services directly. Especially in rural areas, in their experience, lack of transit access is a major employment barrier.

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

Stakeholders also pointed to opportunities for growth with better connections to the Treasure Valley Marketplace, downtown Caldwell, and more.

“Transit gives employees more flexibility and affordability, reducing personal vehicle costs and stress.”

Housing & Public Infrastructure

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

Participants pointed to the increased housing demand seen in Canyon County as prices push residents further west, creating an additional transportation burden. “As housing costs rise, more people are looking for better transportation options.”

Many attendees echoed the need to connect vulnerable community members to centralized support locations (food, housing, health). Lack of access, they noted, would also “diminish the benefits” of strategic location decisions, such as co-locating WIC and family resource services.” A service reduction would result in “a decrease in patronage across the board,” according to a representative from the Nampa Library. They also noted the potential for access to the Idaho Hispanic Community Center, a facility that the City of Nampa has taken a renewed interest in.

Participants also noted the impact across the region, especially noting that most county services are located in Caldwell; Nampa service reductions would create regional ripple effects. Additionally, lack of quality transportation infrastructure leads to long, unsafe commutes – one participant provided an example of CWI students “walking over the freeway” if connections weren’t available.

Finally, participants recognized that transit expansion is seen as an opportunity to reach new populations – “Expanded service provides better exposure to more people.” – and saw the added value VRT brings with access to federal funding mechanisms.

“VRT gives us way more bang for the buck because of federal funds.”

Letters of Support

VRT received seven letters of support from key community stakeholders, including Boise Rescue Mission, Parma Senior Center, Terry Reilly Health Services, WITCO, Inc., St. Luke’s, College of Western Idaho, and Saint Alphonsus. These letters emphasized that public transportation is an essential service that enables residents to access work, education, healthcare, and social connections. A consistent theme across the letters was that limited transportation options create significant barriers to upward mobility and positive health outcomes.

In addition to these organizational letters, VRT also received two letters from individual community members, which are included in the Attachments.

More Information

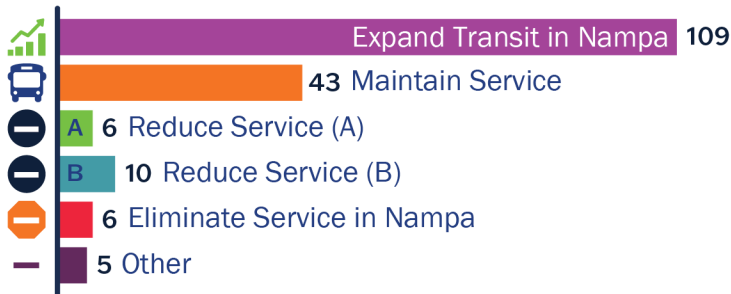
Attachment 1: Survey Summary

Attachment 2: Rider Stories

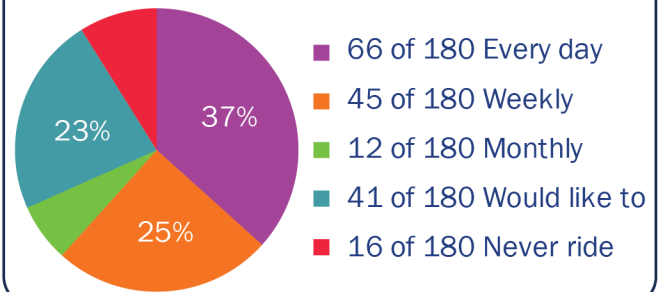
Attachment 3: Letters of Support

Attachment 1: Survey Summary

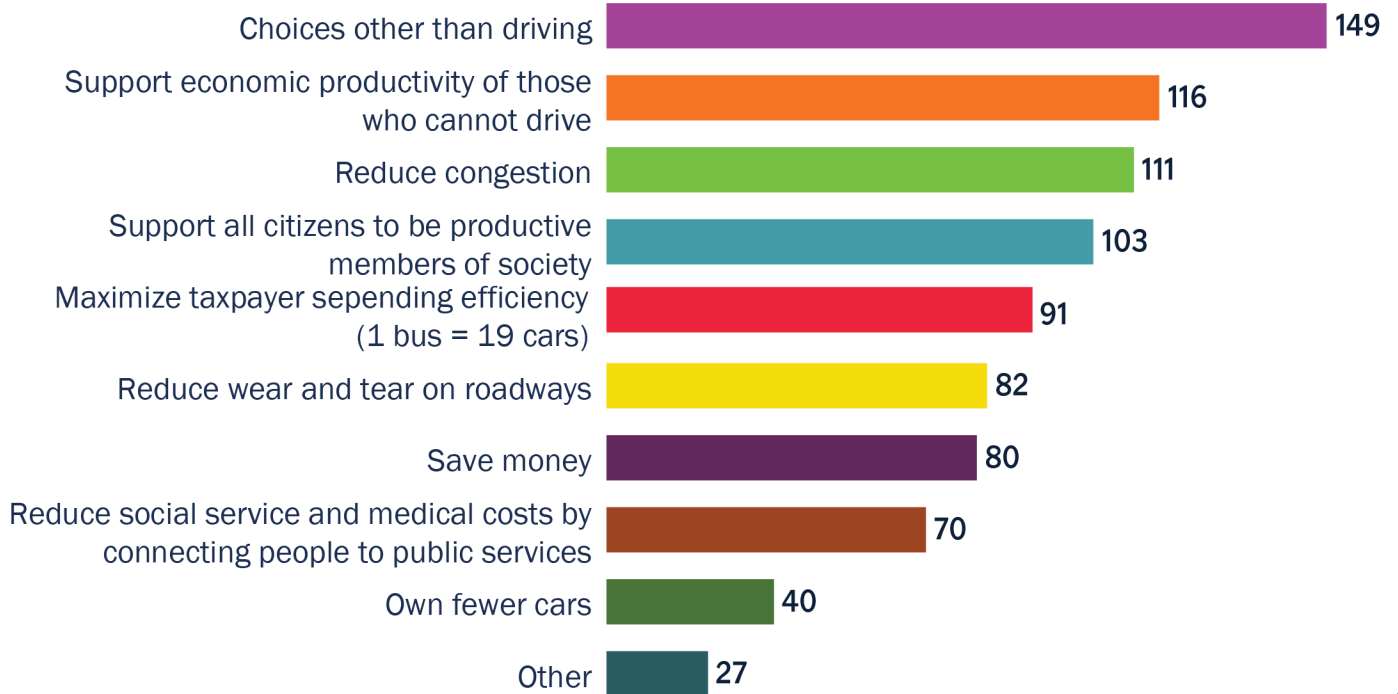
Which scenario do respondents recommend for Nampa?



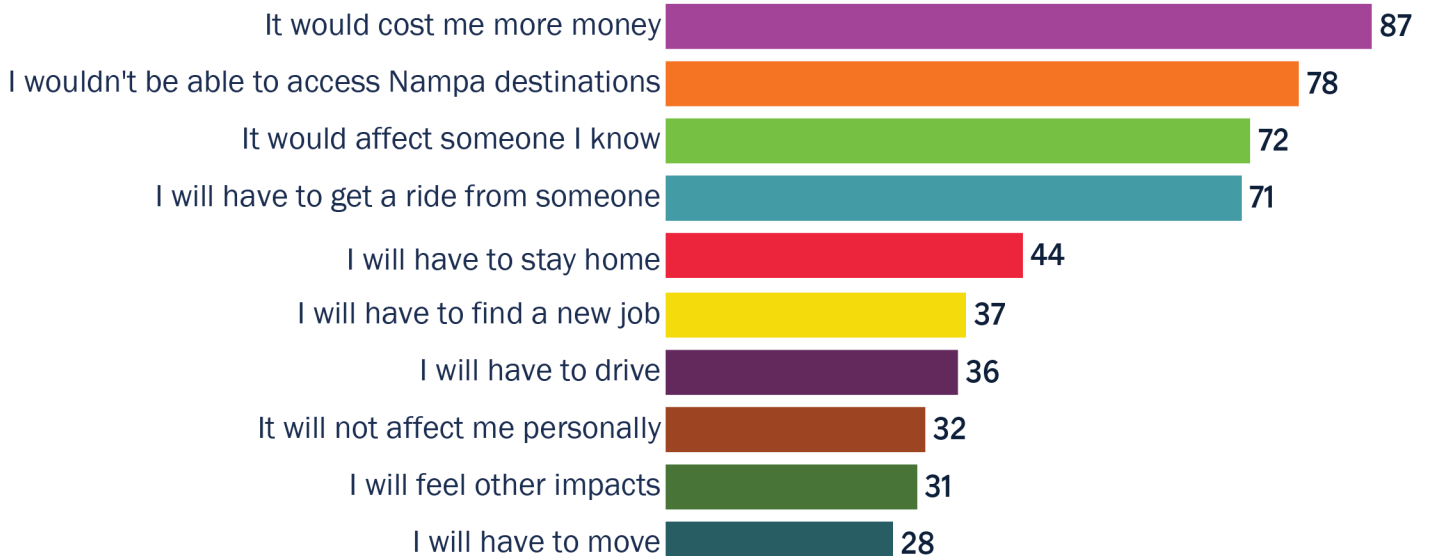
How often do the respondents ride?



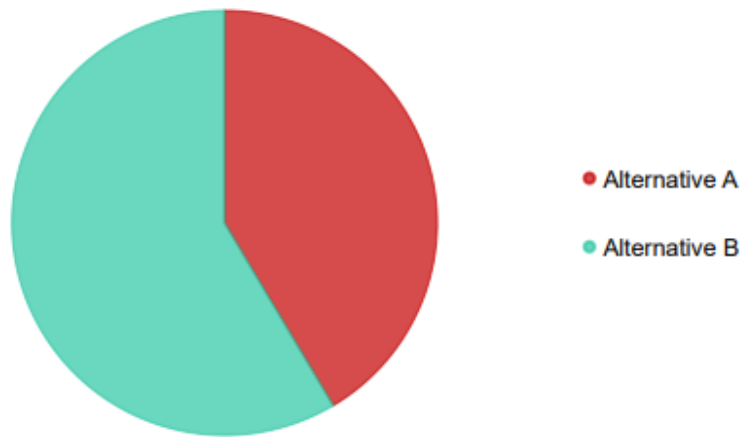
The most important reasons respondents support funding public transit are...



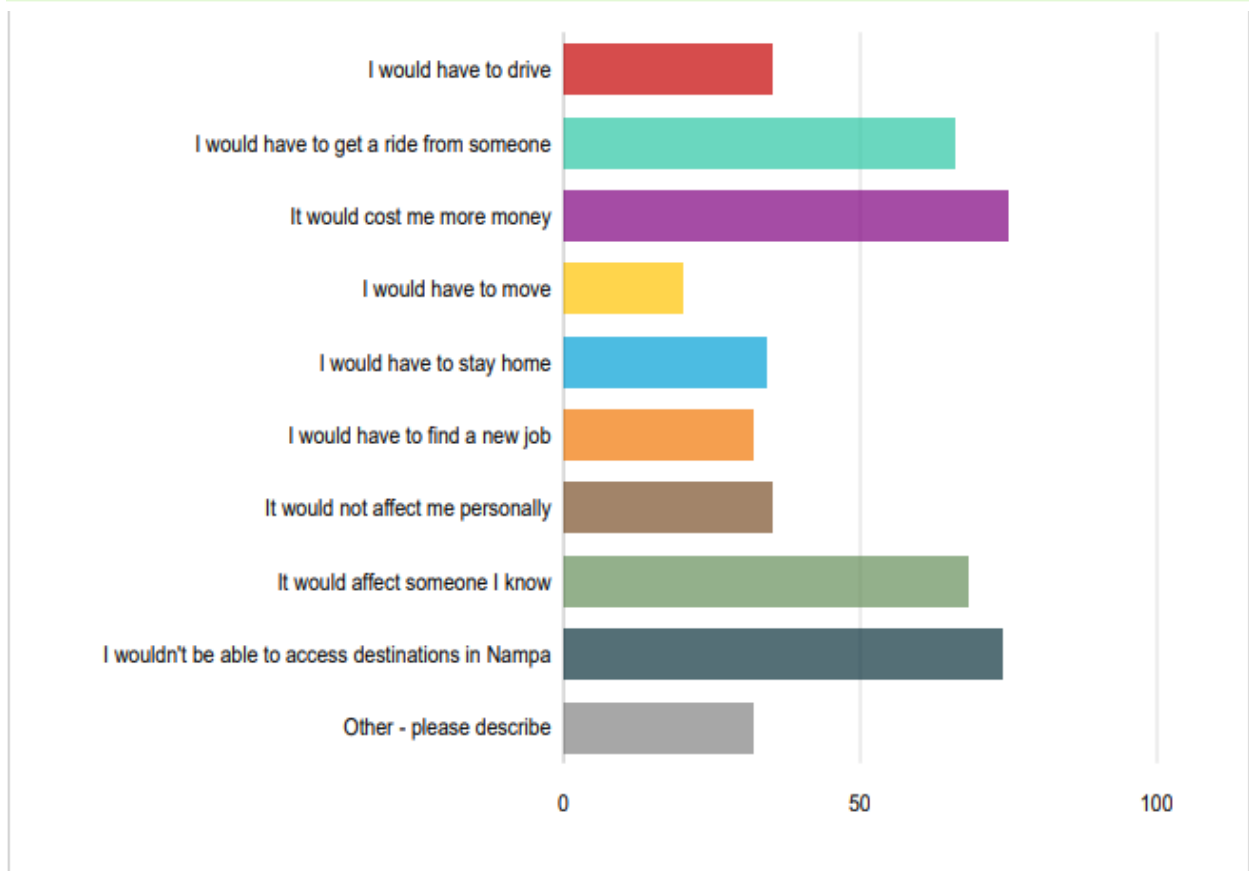
How would respondents be affected by the elimination of service?



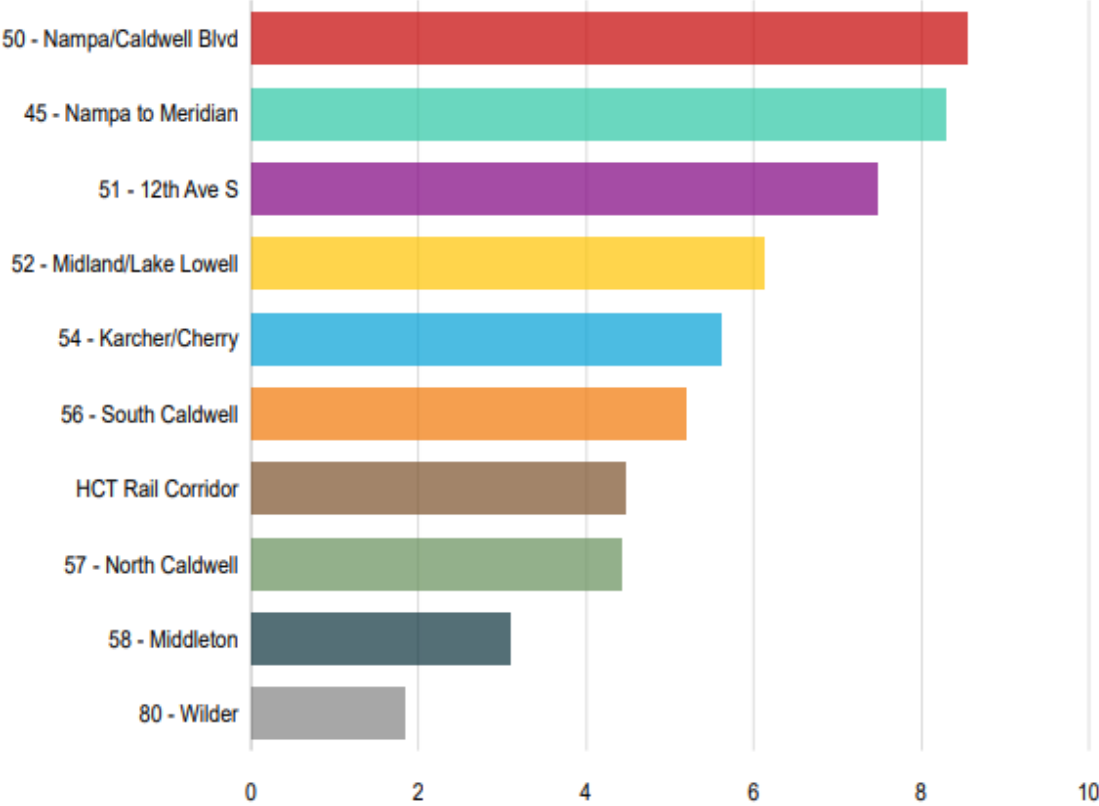
o 1. If services were reduced, which alternative would you prefer?



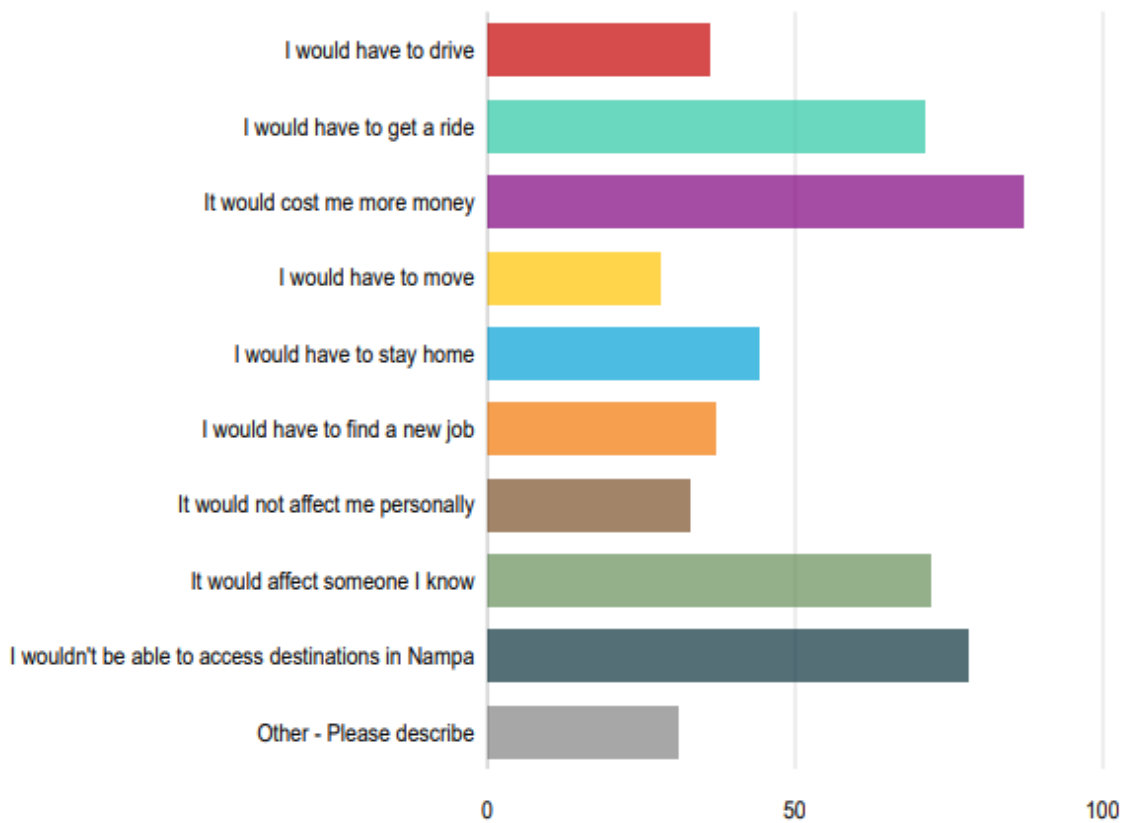
o 2. How would reduced fixed route or on-demand services in Nampa effect you?



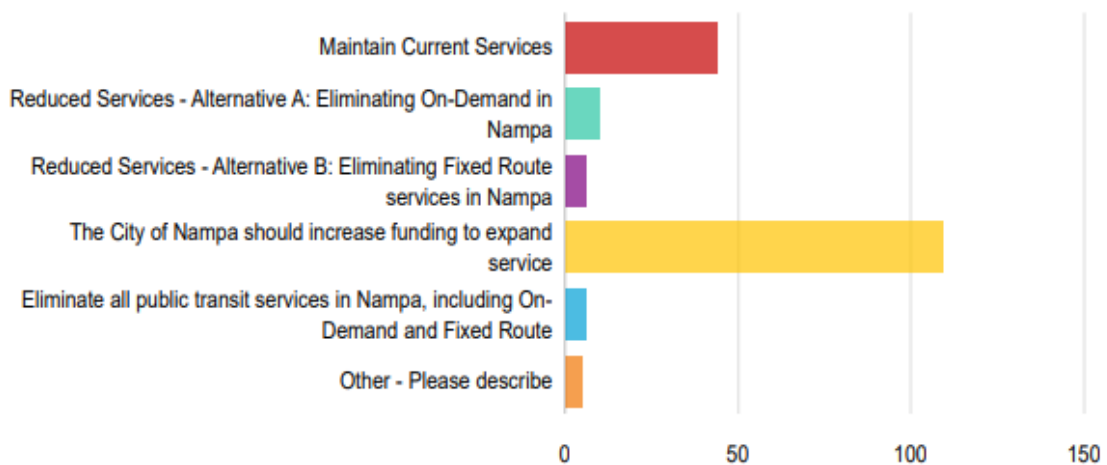
3. How would you most like to see transit expanded in the future? Please ra...



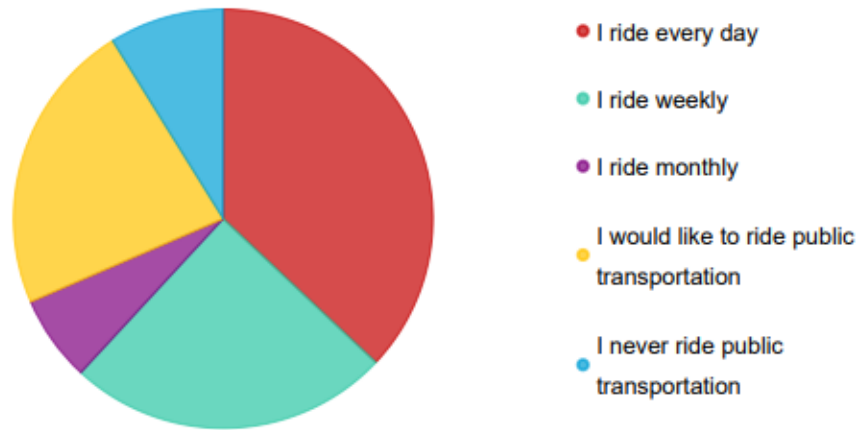
o 4. How would the elimination of both fixed route and on-demand services in Nampa...



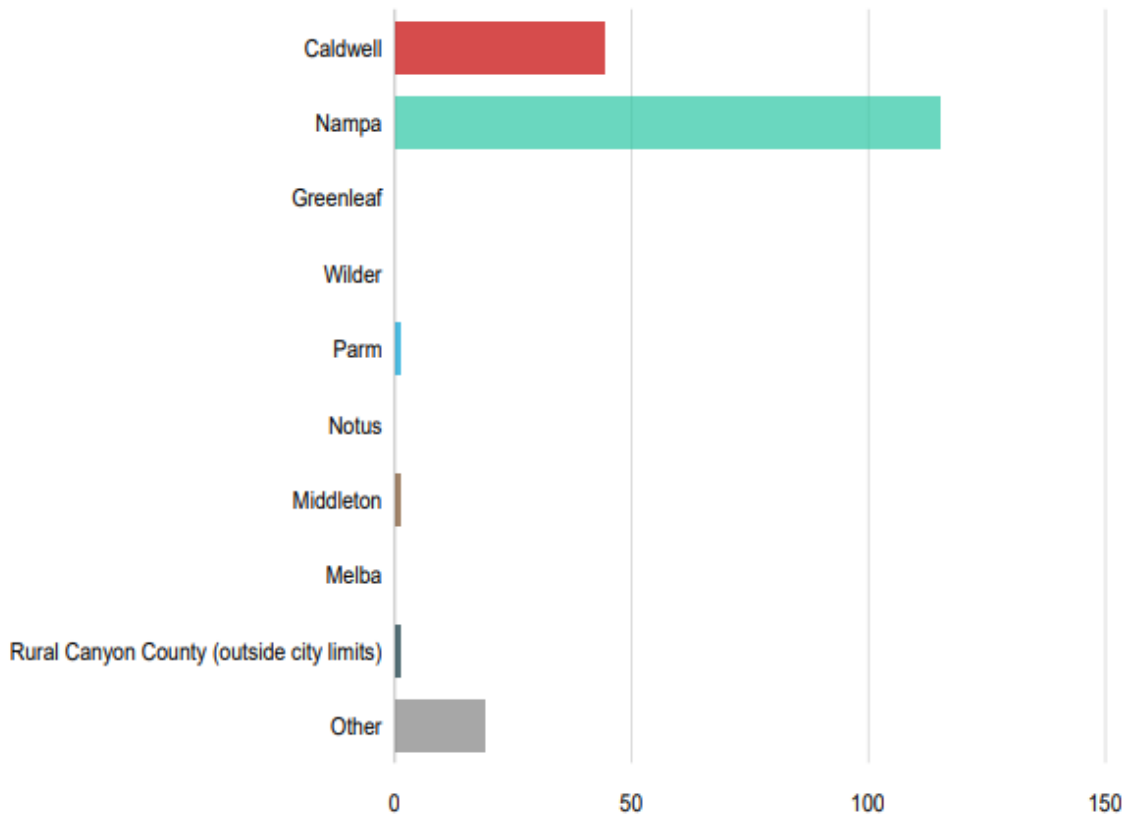
o 5. Which of the above scenarios do you recommended that the City of...



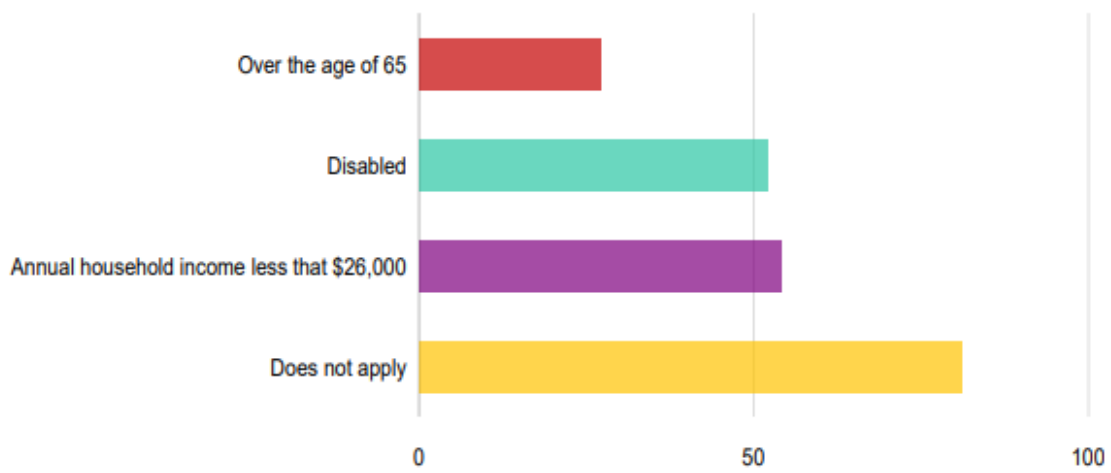
6. How often do you use public transportation?



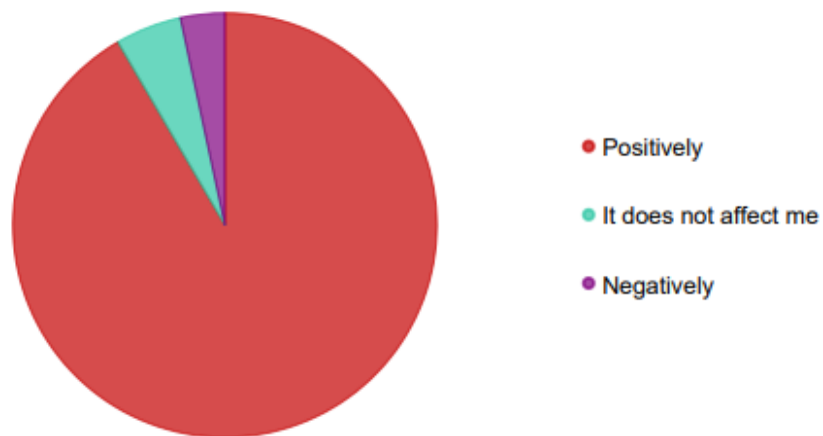
7. What community do you live in?



8. Are you a member of any of the following populations?

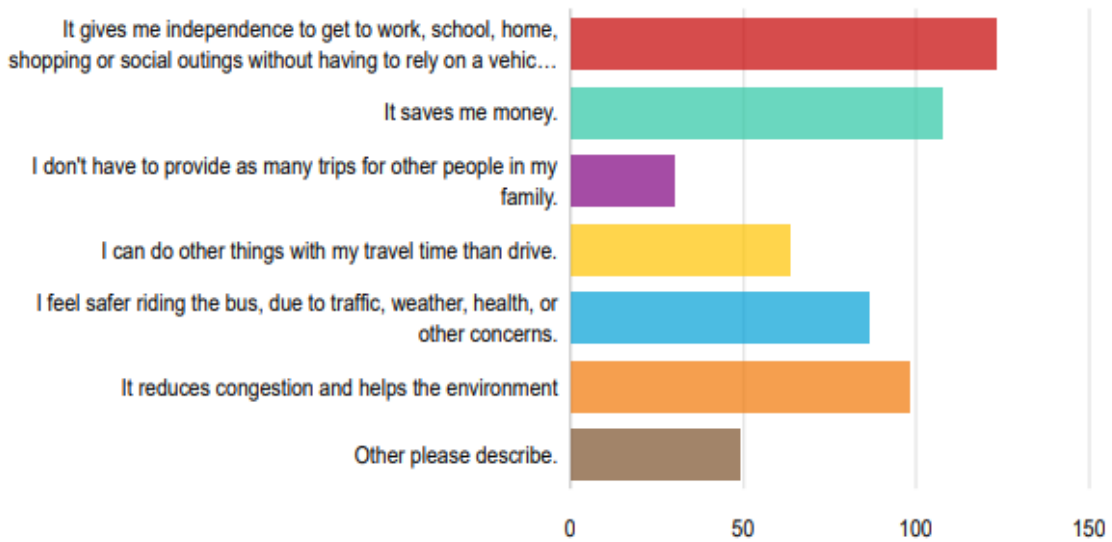


9. How does public transportation affect you?



Answers	Count	Percentage
Positively	163	88.59%
It does not affect me	9	4.89%
Negatively	6	3.26%

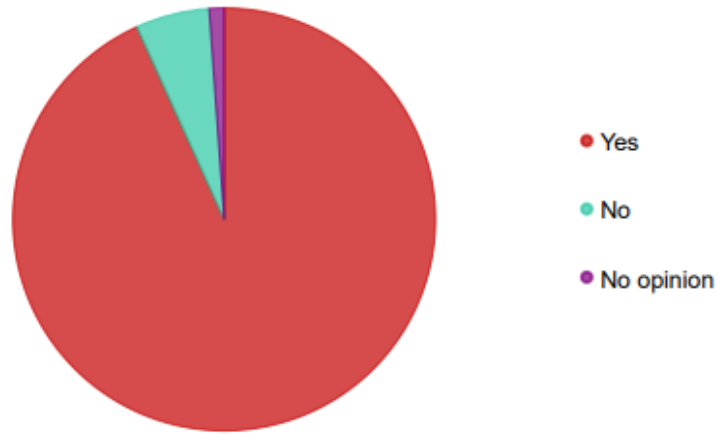
o 9a. Tell us what the most positive factors are for you.



o 9b. Tell us what the most negative factors are for you.

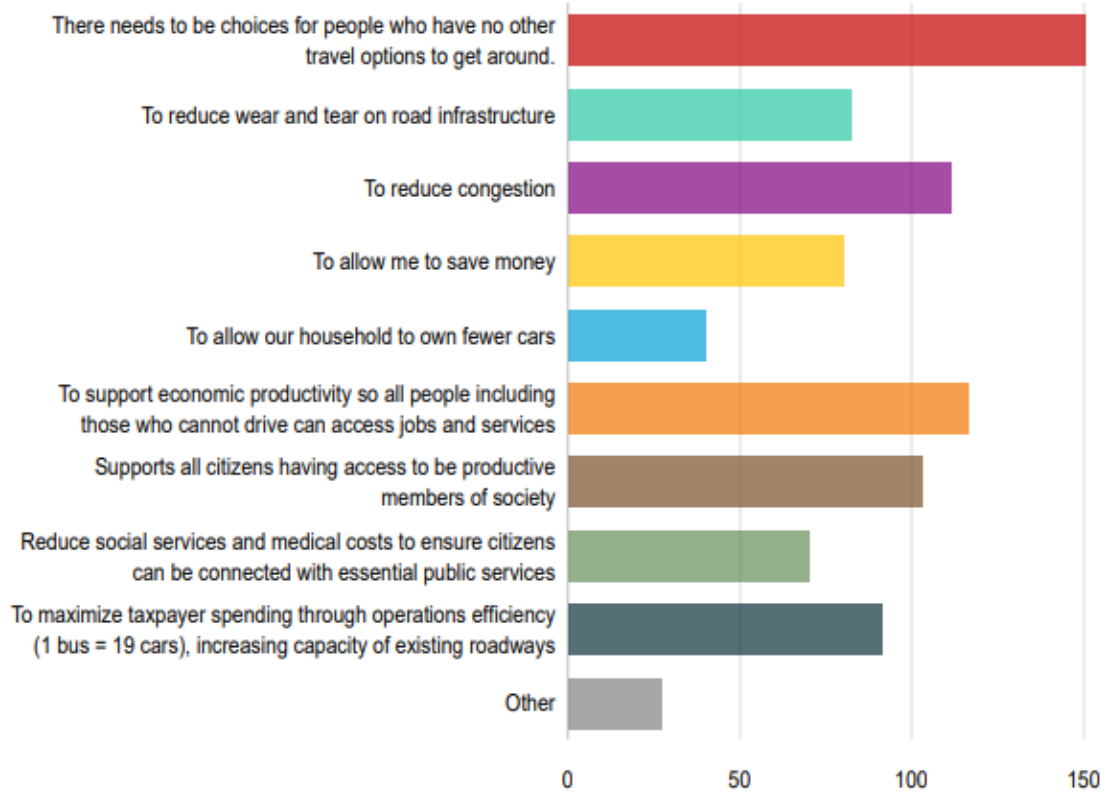
Answers	Count	Percentage
It costs too much in public support	4	2.17%
It takes too much time to get where I need to go	0	0%
It doesn't go to the places I need to go	1	0.54%
It doesn't come often enough	0	0%
It is unsafe	0	0%
Other please describe	1	0.54%

o 10. Do you support your local government contributing to the funding of...



Answers	Count	Percentage
Yes	165	89.67%
No	10	5.43%
No opinion	2	1.09%

○ 10a. What is the most important reason or reasons you support funding public...



o 10b. Why do you not support your local government funding public transportation?

When I see an inter-city bus, I rarely see any passengers on it. This is not a cost effective use our tax payer funds given the low ridership. I do support City of Nampa subsidizing on-demand or even Uber services for those who truly need it.

Waste of money

Unless the city and community were prepared to actually scale up to a level where public transit was an actual alternative to driving, which is never going to happen, it remains a system of mostly-empty busses clogging up traffic to deliver a few people who happen to need to go to one of the few places it goes to and have a schedule sufficiently flexible to wait for a bus that may or may not be on-time. As for the on-demand system, it's basically using slow, large vehicles to replicate Uber and Lyft, so long as you live in the service area, and are ok getting to a nearby bus stop and ok with getting let off somewhere other than where you are actually going. I LOVE the concept of public transit, but even the part that should be an easy sell (the park and ride from Nampa to Boise) is almost NEVER used, though empty busses stop by dozens of times a day for the 1 or 2 cars in the lot. Idaho is never going to invest in it enough to make it work, so we should just let it go.

The Founding Fathers never intended for the government to steal from the hard-working and give to the lazy.

No one is on the bus.

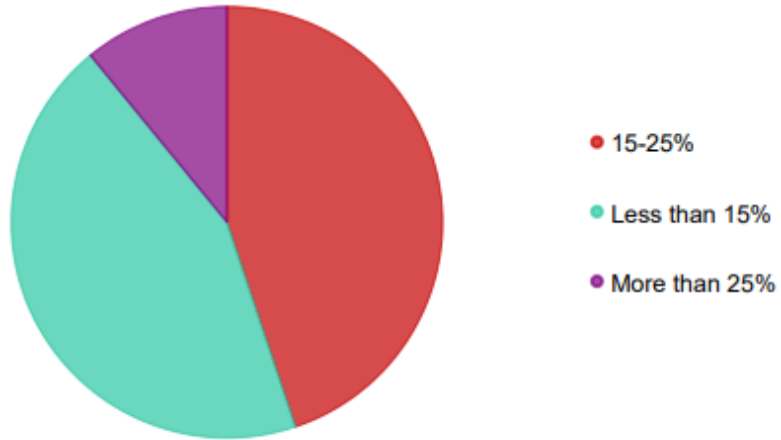
It's too expensive.

It is up to private companies to see a need and fulfill it. Otherwise, those with cars are subsidizing the transportation of those without cars. This is unfair to make taxpayers pay for this. Additionally, I hardly ever see anyone in the buses.

Foolish waste of money - terrible ROI - When there is demand then will support.. There is demand for demand services for medical and grocery needs.

Because we don't need more taxes or levys or bonds.

o 11. What would you estimate is the percent of your household budget for...



Answers	Count	Percentage
15-25%	74	40.22%
Less than 15%	73	39.67%
More than 25%	18	9.78%

Attachment 2: Rider Stories

Since March, VRT staff have been collecting stories from our riders while riding buses, through website feedback, and on social media to help capture the real impact of our services to the public. These quotes are organized by theme below:

Economic Impact & Affordability

- “Without On-Demand I'd be a lot more broke. Lyft is around \$18-\$24 per trip and I can't justify paying that amount every day.” —Andrew
- “Before learning about on-demand, I would pay a friend to take me to work and to the store. On-Demand is always available and the drivers are friendly. The service is very affordable.” —Sandra
- “It has saved me a lot of money obviously and made me more productive in a way...” —Anniella
- “Riding the bus helps me save ALOT on gas and I can enjoy the ride.” —Taylor
- “It has saved me money and it is always on time when I get off work.” —Lorenzo
- “Getting to work and back home would be very expensive or impossible without the bus system.” —John
- “Instead of having to spend 30\$ on a Uber, because I don't have a car, I use the bus because it's safe reliable travel. It helps save money for people that don't drive or can't drive.”
- “I save about 1/3 of a metric ton of carbon annually by taking the bus daily to work. Plus I get to read!” —Elaine Z
- “Cars are expensive to own, operate, & maintain...”

Access to Employment & Education

- “I am getting my GED. My family is too busy... I have a personal issue with car crashes...” —Arianna
- “Transportation has been my biggest barrier in finding employment...”
- “I use the Access Paratransit services in Caldwell... If fixed route services are eliminated I will be unable to work.”
- “I work in Nampa, but I can't if this change occurs. And I cannot drive, due to medical issues.”
- “In past year I've started a new job in Boise... having a bus I can use to get to and from work has been great...”

- “Transit helps drive employers decisions which in turn incentivize employee commute options.”
- “It allows my employees to get to work.”
- “I work in the mental health field and with clients that do not drive the public transportation gives them independence...”
- “I am going to CWI but hope to go to BSU in 2026... I never learned how to drive...” — Crystal
- “Been riding to work 5 days a week since '07.” —Shayna
- “I like riding the bus as it allows me to travel from the Ten Mile P&R in Meridian to Boise State for class...”

Medical Access & Vulnerable Riders

- “I am 83 years old do not drive have disabilities need on-demand for dentist eye doctor, dermatologist...”
- “I am a community health worker for St. Alphonsus hospital... Without this service, many people's health and well-being will be affected.”
- “I would be unable to get to DR. Dental. Podiatrist appointments.”
- “If my vehicle wasn't running... my husband and I wouldn't be able to make medical appointments. We are both disabled.”
- “It provides me a safe ride to my doctor's appointments.”
- “Enables me to go to medical appts that are not provided by rides 2 wellness...”
- “Due to health reasons I cannot drive safely so I depend on these rides to help me get to my doctor appointments.”
- “Beyond Access has shortened hours, and no guaranteed ride, I can't attend a meeting in Boise.”
- “Social justice is being demolished, we [are] hurting our most vulnerable population.”

Freedom, Independence & Dignity

- “I have gotten my independence back.” —Kit
- “I would not be able to do anything.”
- “I might lose my home and get depressed.”

- “Transit is the only way the valley can tackle traffic!”
- “I love riding the bus I ended up getting rid of my car so I could save money...” —Melody
- “Public transportation gives them independence to get to work, school, home, shopping or social outings...”
- “Public Transportation is fun! It's cheaper in the long run...”

Community, Connection & Human Experience

- “Everyone on the 43 knew each other, people chat on this route too...” —Peggy
- “My daughter does not understand the designated bus stops and wants to get off directly at the Nampa Rec Center. Love my driver, Dave!” —Michael
- “The drivers are all so sweet... shoutout Lauren and Raoul!” —Anniella
- “Really appreciated VRT working with me to get my girls (9&10) on the bus... One of the bus drivers surprises us with toys...” —Nick
- “This is the good life. Thank you to ALL who make this possible. I know someday we will have more buses with a wider reach...” —Becky DW
- “Public Transportation is fun!...”
- “I love getting the time back!! It adds to my work day & personal time...”
- “Most people using this service have no other reasonable options to get to work or socialize.”
- “I work in the mental health field. Seems the impact of the bus to help get clients around...”

Environmental, Traffic & Infrastructure Benefits

- “Transit is the only way the valley can tackle traffic!”
- “Reduce traffic and run the busses more!” —David K
- “I did the math last year, and I save about 1/3 of a metric ton of carbon annually...” —Elaine Z
- “Reduce the carbon footprint.”
- “To decrease reliance and need for personal motor vehicles and therefore reduce our cities carbon footprint.”

- “Cars are expensive to own, operate, & maintain; & generate a lot of pollution...”
- “Better for the environment.”
- “Support Green Environment Initiatives.”
- “To cut down on congestion of traffic.”

Public Support & Transit Advocacy

- “Because it is the right thing to do. Let's stop oppressing our already vulnerable populations.”
- “The lack of adequate public transportation is so woefully dysfunctional... council members must grow up too!”
- “The City of Nampa should increase funding to expand service... I suggest the Council... access the bus system for 1 month...”
- “I would like to see my tax money find a program that includes transportation for seniors...”
- “It is very helpful for especially for people that can't drive or low income households.”
- “Transit helps drive employers decisions which in turn incentivize employee commute options.”
- “Allocate more money for expansion.”
- “I support local government funding public transportation.”

Consequences of Reduced Service

- “I might lose my home and get depressed.”
- “I would not be able to do anything.”
- “I walk a lot.”
- “I work in Nampa, but I can't if this change occurs. And I cannot drive, due to medical issues.”
- “I would have to walk everywhere with my 3 year old child and I have limited walking abilities.”
- “I wouldn't be able to access destinations in Caldwell, Boise, Meridian, etc...”
- “Losing my car to repossession and the extremely long unemployment have ruined me. Without bus service/on-demand VRT I would possibly cease to be able to exist.”

- “Others would have the impacts listed above. Human beings would not have needed access to grocery stores, banking, eating establishments, car repair, & most important, medical.”
- “Most people using this service have no other reasonable options to get to work or socialize.”
- “Would affect lot [of] people I know, rely in the bus.”
- “I don't drive and have not lived in ID very long so it would be nearly impossible to go anywhere.”
- “Reducing service is not the option. Expanding service is.”
- “The lack of transportation would affect the mental health community.”
- “Doctor and other medical appointments.”
- “I need the Caldwell all-access bus everyday. I have no other way to get where I need to go.”
- “It would make it so I may not be able to see my heart Dr or other Drs...”
- “Bus 42 is one of the buses that takes me downtown to work. I cannot afford an Uber all the time and I don't have a car.”
- “If my vehicle wasn't running... my husband and I wouldn't be able to make medical appointments. We are both disabled.” *(listed twice in data – removed one)*
- “I get to places that I need to get to.”
- “It would make it very hard on me. I would have to find rides for my job and seeing family.”
- “I only live $\frac{3}{4}$ of a mile from the Bus Route 40 on Alternative Plan B and feel that I could still be able to use the Access bus.”
- “I have employees who are blind that live in Nampa. They would have to quit their jobs as they would lose their ability to get to work in downtown Boise. This is a horrible plan.” *(included earlier as well – counted once)*
- “Honestly would make me feel like the state is not doing very much for its people.”

Barriers for Disabled Riders

- “I have to use Uber because of Beyond Access not have time zone on seats. I am a disabled rider...”
- “I can't drive, so others in my family would pay the price.”

- “I live 90 minutes away from Happy Day on bike.”
- “Beyond Access has shortened hours, and no guaranteed ride...”
- “I don’t drive due to vision issues.”
- “I don’t drive.”
- “I need to use Access or Beyond Access.”
- “Please make sure the following stops have signage...” (*related to accessibility/wayfinding*)
- “You can’t eliminate service and not improve sidewalks. You leave us stranded.”

Infrastructure Gaps & Service Suggestions

- “Add a train to the tracks we already have.”
- “Please put a transit hub in Nampa...”
- “Add service on Midland. Not close enough to bus stop. Not continuous sidewalks, broken ramps...”
- “You forgot to add the: Tell us the most NEGATIVE factors are for you...”
- “Midland @ McDonalds corner. What about a hub in Nampa?”
- “I wish the 42 ran on Saturday.”
- “Put more signage at 12th Ave & 7th St both sides...”
- “I liked the old 45 route better but wish it ran all day.”
- “Regarding the idea that it costs too much in public support: No! Cut the war profiteering...”
- “Reduce police funding, they don’t need to be such showy brutes...”
- “Please make more fixed routes.”

Civic Criticism & Equity Appeals

- “The people from Wilder aren’t here to speak for themselves they’re all stuck at home because there is no bus.”
- “The City of Nampa should increase funding... Council members should be forced to access the bus system for 1 month...”
- “The lack of adequate public transportation is so woefully dysfunctional...”

- “Lol, they barely support transit as it stands... Anything less adds insult to injury!”
- “Council people are paid for their work with public \$.”
- “Social justice is being demolished, we [are] hurting our most vulnerable population.”

General Comments

- “Thank you for everything that you do! I like being able to drive, but I also like taking the bus when I can.” —Zachary A
- “Marvelous! VRT is doing a great job!” —Nancy L
- “When we rode the Nampa bus... the driver was so kind and helpful and exactly on time...” —LaRita S
- “So appreciate everyone who makes mass transit possible...” —Becky DW
- “I love getting the time back!! It adds to my work day & personal time...”
- “Is the safe riding the bus.”
- “It allows my wife to stay at home and use our car.”

Service Gaps & Call for Expansion

We also received — and will utilize — quotes that express the need for better service, shorter wait times, or more consistent options.

- “It takes too much time to get where I need to go. It doesn't come often enough. Insufficient Services.”
- “Service takes too much time to get where I need to go, doesn't come often enough and later rides available past 5:20 and weekend.”
- “The service doesn't come often enough.”
- “Not enough extended hours available. Some people like me are in situations where we simply need later rides...”
- “We need a 7 day a week service!”
- “Wait for an hour/day. Safer than freeway. It takes too much time to get where I need to go.”
- “I didn't get a call. M&W it was hour wait I didn't get home till 6:30pm... Seniors can't get to the senior center...”
- “It doesn't come often enough (Peak hour needs to run more often).”

- “Used to ride often, before cuts. Reducing things further will only make things harder...”
- “Service doesn't always go the places I need to go and it doesn't come often enough.”
- “Appreciate the ride when you don't have transportation of your own.” —Kenneth
- “I have come to depend on it to assist with my medical needs. I don't use it for social as I'm not able to handle that alone.”
- “The inconsistent pickup and drop off times when riding the Access bus because I live in Caldwell. I am last to be picked up and dropped off.”
- “I would have to walk with my three-year-old child and I already have limited walking abilities.”
- “I was waiting for a bus on Friday for 3 ½ hours... So it is not the lack of people, it's the lack of reliable buses and a lack of fixed routes...”
- “Expanding service in Nampa would help solve the current problem...”
- “Please put a transit hub in Nampa somewhere to be accessible by the main route...”
- “Expand more to north Nampa.”
- “Run the 150 and 42 on Saturday.”
- “Add service on Midland. Not close enough to bus stop...”
- “Expand Service!!! That will make it easier to use.”
- “Expansion priorities – a train using the tracks we already have, the bus running on Saturday.”
- “Add a train to the tracks we already have.”
- “Expand service along 12th Ave and Greenhurst.”
- “Make more fixed routes.”
- “I wish the 42 went more into Caldwell.”
- “I wish the 45 ran all day.”
- “I wish the 42 ran all day.”

Attachment 3: Letters of Support

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:

I am writing on behalf of The Boise Rescue Mission in support of Valley Regional Transit's (VRT) funding request this year.

The Boise Rescue Mission is proud to partner with VRT as they support the transportation needs to residents in Nampa. The Boise Rescue Mission provides protective shelters to women and children, recovery centers and ministry services. VRT helps us by providing public transportation services to the men, women, and children of Nampa using three fixed-route bus line (Route 40, 42 & 45), the 150 VRT On-Demand, Beyond Access, and Rides2Wellness services.

It has been well documented that commute time plays a role in a person's ability to escape poverty. Additionally, a household can save an average of \$10,000 annually by taking public transit, while the price of car ownership ranges between \$9,000 and \$14,000 a year. In FY2024, VRT operated multiple fixed-route bus lines, a local on-demand service called the 150 VRT On-Demand zone; and specialized services to seniors and persons with disabilities. In FY2024, there were over 132,044 passenger boardings/de-boardings from services provided or supported by VRT in the City of Nampa.

As a major human service provider in the Treasure Valley, the primary mission of The Boise Rescue Mission is to reach out to the community by teaching the Word of God and providing food, shelter, clothing, and opportunities to recover from homelessness for men, women, and children in need. In 2024, the Boise Rescue Mission provided an average of 753 meals a day, 341 homeless individuals a place to sleep and 43,132 articles of clothing to those in need.

BOISE: CITY LIGHT HOME FOR WOMEN & CHILDREN • RIVER OF LIFE RESCUE MISSION • MINISTRY CENTER & WAREHOUSE
THE NEXT STEP, CURTIS ROAD: A CHRISTIAN TRANSITIONAL LIVING COMMUNITY
NAMPA: VALLEY WOMEN & CHILDREN'S SHELTER • RESCUE MISSION RECOVERY LODGE • THE LIGHTHOUSE
NEXT STEP TRANSITIONAL APARTMENTS

RESTORING FAITH, HOPE & FAMILY ACROSS THE
TREASURE VALLEY SINCE 1958



MISSION
MEMBER

Having access to public transportation for our shelter guests allows them to get to appointments and social activities that they would not normally be able to attend due to transportation constraints. Public transportation is a key asset in helping those staying with the Boise Rescue Mission to overcome homelessness. 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. Having a reliable and consistent means of transportation for those who cannot afford a car is a necessity for those trying to move forward in their lives. If they cannot reliably get to their jobs and take care of their health, it is harder to overcome homelessness so it is a needed resource.

According to the 2019-2023 American Community Survey, there are 29,500 residents below 200% poverty in the City of Nampa (32%) of which 27,100 live or reside within the Nampa portion of the VRT On-Demand zone. This On-Demand zone provides direct access to the City of Caldwell and acts as a first-last mile connection to three VRT bus routes (Route 40, 42 and 45) which also serve the cities of Meridian, Garden City Boise to the east.

The impact of Nampa's contributions to VRT will provide a tremendous benefit to our customers and our organization by supporting better access to our services. In FY2024, there were 6,700 boardings/de-boardings at our Nampa facility (~26/weekday).

The Boise Rescue Mission strongly supports VRT's efforts to maintain public transportation throughout the Treasure Valley. We hope to see their requested contribution reflected in your budget so Nampa residents can continue to have access to human services.

Sincerely,



Betsy Tewalt
Director of Business and Finance
Boise Rescue Mission

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.

Parma Senior Center is proud to support VRT's efforts to provide transportation services to the residents of Canyon County. In addition to providing fixed-route and on-demand services, as the regional transportation authority for Ada and Canyon County, VRT provides federal funding and administrative support to Parma Senior Center.

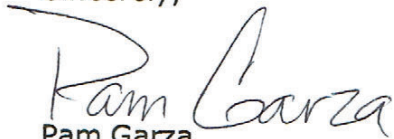
VRT is our source for federal funding and reimbursements for rides, we are a small rural farming community and there is no public transportation here. To get enough donations to cover our costs on fuel alone would be difficult, so without VRT we wouldn't have our program.

Parma Senior Center picks up seniors and disabled persons, many of them veterans, from their homes and take them where ever they need to go, the doctors, pharmacy, shopping, library and we also do fun trips to get them out of the house like to the aquarium, museum and zoo when they are done we take them to their home

The impact of your contribution to VRT as requested will provide a tremendous benefit to our customers and the residents of Canyon County.

Parma Senior Center strongly supports VRT's efforts to maintain public transportation throughout Canyon County. We hope to see the contribution they request reflected in your budget so all Canyon County residents can continue to contribute to the Canyon County community.

Sincerely,

A handwritten signature in black ink that reads "Pam Garza". The signature is written in a cursive style with a large, sweeping initial "P".

Pam Garza

Director
Parma Senior Center

April 23, 2025

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

Dear Mayor Kling:

I'm writing on behalf of Terry Reilly Health Services in support of continued funding for Valley Regional Transit (VRT). VRT provides transportation for many of our patients who use services like 150 VRT On-Demand, Beyond Access, and Rides2Wellness to access our locations for medical, dental, and behavioral health appointments or pharmacy services.

As a major health provider in the Treasure Valley, the primary mission of Terry Reilly is to ensure health services are accessible to all residents. Lack of public transportation to reach an appointment can be a significant barrier. A 2024 poll found that one in ten Americans have delayed scheduling a medical appointment because it would take them too long to get to an appointment.*

In 2024, there were 9,910 VRT patrons who boarded/de-boarded at a Terry Reilly facility in Canyon County. That's roughly 35% of all Canyon County medical visits made via VRT!

So, you can see VRTs services are a significant factor in making Nampa a place where more residents can thrive and take better care of their health.

We strongly support VRT's efforts to maintain public transportation throughout the Treasure Valley. We hope to see their request reflected in your budget so Nampa residents can continue to have access to affordable health services.

Sincerely,

Tami Fife
COO/CIO
Terry Reilly Health Services

*Lynch, Joann, et al. "MDVIP/Ipsos Poll Shows Americans Are Struggling with the Healthcare System | Ipsos." *Some Americans Have Delayed Getting Medical Treatment for a Variety of Reasons*, IPSOS, 22 Aug. 2024, www.ipsos.com/en-us/mdvipipsos-poll-shows-americans-are-struggling-healthcare-system.

March 25, 2025

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

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 to secure federal funding for expansion of our fleet.

As a not-for-profit organization, the primary mission of Witco is to assist persons with disabilities to obtain and maintain viable employment. On any given day, Witco will be supporting several hundred persons with disabilities who have been placed in community employment, very few of whom can drive themselves. Witco provides transportation for these individuals as well as direct support on the job so that they may continue their employment despite significant disabilities. Generally, several participants may be transported at one time to a common job site.

Over the past few years, we have experienced such high demand for these services that we needed to secure funding for additional vehicles to help our members get to and from work trainings and other activities. We turned to VRT to see if they could assist us with this. When VRT let us know that they could provide federal funding for six additional vehicles, we were excited to partner with them to ensure that we could continue to provide services to the growing number of disabled members that lean on us for transportation.

The contribution that VRT is seeking is extremely impactful to us.

Witco strongly supports VRT's efforts to maintain public transportation throughout the Treasure Valley and we hope to see the contribution they seek reflected in your budget so we can continue our work.

Sincerely,



David Ptaszek
Director of Commercial Operations
Witco Inc.



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.

St. Luke's is proud to partner with VRT in addressing the transportation needs of residents in Canyon County. Through VRT's On-Demand, Beyond Access, and Rides2Wellness services, residents can access St. Luke's medical facilities and other critical health clinics.

Our recent Community Health Needs Assessment (CHNA) identified access to healthcare as a priority for the communities we serve, including Canyon County. Transportation emerged as a significant challenge in our community data collection through surveys, focus groups, and interviews.

In addition to our CHNA findings, our internal care management data highlights transportation as one of the top needs expressed by our patients during social determinant of health screenings. These insights consistently point to transportation as a critical factor in accessing care.

St. Luke's mission is to improve the health of people in the communities we serve. By supporting access to care through reliable transportation options, we are fulfilling our mission. Valley Regional Transit has been a key partner in delivering services that help us meet this need.

Therefore, St. Luke's strongly supports VRT's efforts to maintain public transportation throughout the greater Treasure Valley region. We hope to see your support of their request, ensuring Nampa residents continue to have access to essential public health services. Your contribution to VRT will provide tremendous benefits to our community members.

Sincerely,

A handwritten signature in black ink that reads "Angie Gribble".

Angie Gribble
Senior Director of Community Health & Engagement
St. Luke's Health System

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 Regional Transit (VRT) as our public transportation partner.

CWI is committed to providing accessible, high-quality education to over 30,000 students annually. Our impact extends well beyond the classroom, helping to fuel the local economy with a skilled workforce and fostering a sense of community. Through our dedication to this mission, CWI delivers a significant return on investment for all stakeholders. In partnership with VRT, we provide more than 42,000 rides annually to our students, faculty, and staff, which is essential as our college continues to grow and expand.

For many students, transportation costs pose a significant barrier to both access and success in higher education. Studies show that transportation can account for nearly 20% of the total cost of attending college for commuting students. Additionally, many students who rely on public transportation face challenges with inconvenient routes, limited frequency, and distance from their homes or places of employment.

We remain committed to working with VRT to ensure that affordable and reliable transportation remains accessible to our community, supporting students in their pursuit of higher education.

Warm regards,

Nic Miller
Vice President, Strategy and Operations
nicmiller@cw.edu



April 4, 2025

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

Dear Mayor Kling:

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

Saint Alphonus is proud to partner with VRT as they support the transportation needs of residents in Nampa. Residents of Nampa can access Saint Alphonus medical facilities and many other critical health clinics using the 150 VRT On-Demand, Beyond Access, and Rides2Wellness services.

A recent poll in 2024 found that one in ten Americans have delayed scheduling a medical appointment because it would take them too long to get to an appointment. The poll finds that 6% of Americans cite the lack of public transportation a reason for delayed scheduling of an appointment, while 5% cite unreliable or infrequent transportation (ISPOS, 2024, August 22). In FY24, there were 28,357 passenger boardings/de-boardings on a VRT fixed-route, On-Demand, or Beyond Access vehicle within one-quarter mile of a health clinic in Canyon County (111 weekday average). In addition, VRT provides health-specific transportation services through their Rides2Wellness program. In the first quarter of FY24 the Rides2Wellness program transported 186 patients to clinics in Canyon County.

As a major health provider in the Treasure Valley, the primary mission of Saint Alphonus is to serve together in the spirit of the Gospel as a compassionate and transforming healing presence within our communities. This means serving the whole person when they seek our care, and remaining deeply committed to being an organizational partner and anchor institution in addressing broader community needs.

Transportation is one of the greatest barriers we address with our patients and community members- as well as colleagues- we serve on a daily basis. Transportation needs our system contributes to are not just for healthcare, but for food, prescriptions, and to combat growing feelings of social isolation. Saint Alphonus has been a significant financial contributor and partner in both the VRT Rides 2 Wellness and Beyond Access programs since their inception. In 2024, Saint Alphonus Medical Center-Nampa provided the former Nampa Grocery Shuttle vehicle to VRT for greater use and impact in the Canyon County-based Beyond Access vehicle fleet. While we do what we can in terms of investments in programs like Rides2Wellness and Beyond Access, we also rely heavily on public transportation resources every day.

But we cannot do it alone, and we hope the City of Nampa will continue to prioritize the demands of our growing community for access to the resources and services most needed by its residents.

The impact of your contribution to VRT will provide a tremendous benefit to our patients and our organization by supporting better access to our services.



Saint Alphonsus strongly supports VRT's efforts to maintain public transportation throughout the Treasure Valley. We hope to see their requested contribution reflected in your budget so Nampa residents can continue to have access to public health services.

Sincerely,

Rebecca Lemmons

Rebecca Lemmons
Regional Director, Community Health & Well-Being
Saint Alphonsus Health System

Lynch, Joann, et al. "MDVIP/Ipsos Poll Shows Americans Are Struggling with the Healthcare System | Ipsos." *Some Americans Have Delayed Getting Medical Treatment for a Variety of Reasons*, IPSOS, 22 Aug. 2024, www.ipsos.com/en-us/mdvipipsos-poll-shows-americans-are-struggling-healthcare-system.

Hello there,

My name is Scott Pearl and I have lived in Nampa since 1999 and have worked in downtown Boise for many years. I have been riding VRT's bus 40 twice a day, five days a week since 2008.

I would like to thank the city of Nampa as well as other agencies for your support of VRT for many years. As a blind citizen of Nampa, I have had no other cost effective way of getting to work. Your support of VRT over the years has allowed me reliable transportation to commute from my house in Nampa to downtown Boise.

Once I heard this funding may be in jeopardy, I realize that I have been taking these funds for granted. I have not expressed my tremendous gratitude to local leadership as well as my equal need for this service. It is easy to take for granted something which has been so reliably present for years and I regret doing so.

The thought of a city the size of Nampa having little, if any, public transportation to Ada and other parts of Canyon County is difficult to imagine and would definitely have an impact on people like me who depend on it for their employment.

However, I recognize that I don't have all the information and I am a big supporter of fiscal responsibility—whether in the private or public sector—and will trust city and county leadership in this difficult decision. You are doing a wonderful job as I love living in Nampa and in Canyon County and—while I may be tremendously disappointed—you have given me good reason to trust your decision.

Let me just say I very much appreciate your support of VRT over the years and it is my strong hope that it continues and also that our community sees a strong ROI in the future!

Sincerely yours,

Scott Pearl

Dear officials of Nampa, Caldwell, and Canyon County,

I am writing to express my strong support for Valley Regional Transit's funding requests to the cities of Nampa, Caldwell, and Canyon County. As a concerned citizen and user of VRT services, I firmly believe that maintaining or increasing the current level of service is crucial to our communities.

VRT plays an essential role in connecting residents, workers, and students to vital destinations within and between our cities. By providing reliable transportation, VRT enables individuals who do not have access to personal vehicles to reach employment, education, healthcare, and other necessary services. Reducing or eliminating these services would be detrimental to the well-being and economic vitality of our communities.

I would like to address the issue of low usage in Nampa specifically. Although usage may currently be lower than expected, it is essential to consider the long-term implications of reducing or eliminating these services. Public transportation is a vital component of a city's infrastructure, providing mobility and access to opportunities for citizens who may not have other means of transportation. Reducing or eliminating services could disproportionately impact the most vulnerable residents in Nampa, such as low-income individuals, seniors, and people with disabilities, who often rely heavily on public transit for their daily needs. By maintaining or improving the service, VRT can continue to support these individuals in accessing essential services, employment opportunities, and a better quality of life.

Furthermore, investing in public transportation is crucial for the city's growth and development. As Nampa continues to grow and evolve, the demand for reliable and efficient public transportation is likely to increase. Reducing or eliminating VRT services may hinder the city's ability to accommodate future growth and the evolving needs of its residents. Additionally, public transportation is an environmentally friendly alternative to personal vehicle use. Encouraging the use of public transit can help mitigate traffic congestion and reduce carbon emissions, contributing to a more sustainable and livable city.

In conclusion, I wholeheartedly support VRT's funding requests and implore you to make decisions that prioritize the needs of our citizens. Please do not hesitate to contact me should you require further information or input regarding this matter.

Thank you for your time and consideration.

Sincerely,

Whitney Kent
Sent from my iPhone

May 2025

VRT Regional Advisory Council: Nampa Service Contributions

Dear Mayor Kling and Nampa City Council Members,

The Regional Advisory Council (RAC) is a standing committee of the Valley Regional Transit (VRT) Board. The members of the council represent a variety of agencies and riders who use the services, or are in need of the services, that VRT provides Treasure Valley residents.

The Regional Advisory Council would like to ask that the City of Nampa mayor and city council members consider voting in favor of expanding service in Nampa.

In Idaho, we hear a lot of talk about freedom. Freedom of speech, freedom to gather, freedom to live the life we choose. But there is another aspect to freedom that is too often overlooked – the freedom to go where you want, when you want. Many of us realize this freedom by purchasing a car or truck. For others, freedom is a bicycle or scooter ride. But for many, however, the only option to realize this freedom means public transportation.

Public transportation provides people with the ability to move freely and conveniently without the need for a personal vehicle. This is especially beneficial for individuals who may not have access to a car or prefer not to drive. Public transportation allows them to travel to work, school, social events, or any other destination without relying on a private vehicle.

Public transportation can offer a sense of independence by reducing dependence on others for transportation needs. It enables people to have more control over their daily activities and schedules, allowing them to explore new places, pursue opportunities, and engage in various activities without being restricted by the availability or cost of private transportation.

Public transportation contributes to economic freedom by providing affordable transportation options. It can help individuals save money on fuel, parking fees, and vehicle maintenance costs. By choosing public transportation, people can allocate their resources to other priorities, such as education, healthcare, or leisure activities. This is particularly important today with the high cost of housing, food, healthcare, and more.

Finally, public transportation plays a vital role in promoting social inclusion and accessibility. It enhances mobility for individuals with disabilities, seniors, and those who cannot drive for various reasons.

Please consider expanding services in Nampa so that the residents of Nampa will have the freedom to travel to services and opportunities in the area.

Thank you for your consideration.

VRT Regional Advisory Council Members

