

Board of Directors Meeting Agenda

April 06, 2026

12:00 PM

VRT Board Room – 700 NE 2nd Street – Meridian, Idaho

This is an in-person meeting.

If you are unable participate in the meeting in-person, you may join via MSTeams at http://ridevrt.org/VRTBoard_APR26 or by dialing in at **323-484-8960 Conference ID: 600 796 061#**

I. Calling of the Roll

II. Agenda Additions/Changes

III. Consent Agenda

Items on the Consent Agenda are Action Items will be enacted by one motion. There will be no separate discussion on these items unless a VRT Board Member requests the item be removed from the Consent Agenda and placed under Action Items.

A. ACTION: Minutes of the January 5, 2026 Board of Directors Meeting

Pages 4–8 | Deborah Johnson

The Board is asked to consider approval of the minutes from the January 5, 2026, Board of Directors meeting.

B. ACTION: Minutes of the February 2 Executive Board Meeting and March 2 Executive Board Joint Meeting with the Regional Advisory Council

Pages 9–10 | Deborah Johnson

The Board of Directors is asked to acknowledge the minutes from the February 2 Executive Board Meeting and the March 2 Executive Board Joint Meeting with the Regional Advisory Council.

C. ACTION: Payment Register 2-16-26 through 3-15-26

Pages 11–21 | Nick Leonardson

The Board of Directors is asked to accept the payment register covering the period February 16, 2026 through March 15, 2026.

D. ACTION: Updated Holiday Schedule

Pages 22–25 | Leslie Pedrosa

Staff requests the Board of Directors approve Resolution VBD26-013 and accept the updated holiday schedule for bus services, starting in fiscal year 2027.

E. ACTION: Delegate Approval for Acquisition of Service Contracts to the Executive Board

Pages 26–29 | Leslie Pedrosa

Staff requests the Board of Directors approve Resolution VBD26-014 and delegate authority to the Executive Board to approve operating contracts with eligible service providers, following the procurement for Acquisition of Service Providers.

F. ACTION: GILLIG Bus Purchase Pricing Adjustment

Pages 30-34 | Leslie Pedrosa

Staff requests the Board of Directors approve **Resolution VBD26-015**, rescind Resolution VBD26-007, and accept the pricing adjustment for eight (8) compressed natural gas replacement buses.

G. ACTION: Orchard East Lot - Site Civil Construction

Pages 35-38 | Joe Guenther

The Board of Directors is asked to consider approval of Resolution VBD26-016, which authorizes construction services for up to \$775,000 at the Orchard Facility East Lot for planned expansion.

H. ACTION: ADA Eligibility Evaluation Service

Pages 39-42 | Jeannette Ezell

VRT staff requests the Board approve resolution VBD26-017 and delegate authority to the CEO to finalize and execute a contract with ADARide.

I. ACTION: Delegation of Authority to Executive Board: On-Call Marketing and Creative Services Contract Approval

Pages 43-45 | Jason Rose

Staff recommends the VRT Board of Directors approve Resolution VBD26-018 Delegation of Authority to Executive Board: On-Call Marketing and Creative Services Contract Approval to delegate the authority to approve an On-Call Marketing and Creative Services.

J. ACTION: Modify Contract On-Call Fleet Media

Pages 46-51 | Jason Rose

Staff recommends the VRT Board of Directors approve Resolution VBD26-019 Modify On-Call Fleet Media Advertisement Contract to modify the on-call fleet media advertisement contract with MDMC3 LLC (DBA Catapult3).

K. ACTION: FY2026 1st Quarter Performance Report

Pages 52-62 | Stephen Hunt

Staff requests the Board of Directors accept the first quarter performance report.

L. ACTION: FY2025 Customer Service Report

Pages 63-65 | Jeannette Ezell

VRT staff request the Board of Directors accept the customer service report for fiscal year 2025, which reviews customer service complaints, compliments and suggestions.

IV. Action Items

A. ACTION: Compensation Analysis

Pages 66-67 | Elaine Clegg

The Board of Directors is asked to consider approval of the Employee Compensation Schedule for 2026.

B. ACTION: Executive Board Elections 2026

Pages 68-69 | Elaine Clegg

The VRT Board of Directors will hold an election to consider confirming the succession of officers and filling open positions on the executive board of 2026.

V. Information Items

A. INFORMATION: FY2026 Procurement Calendar

Page 70 | Jason Jedry

The most recent procurement calendar was included in the packet for your information.

B. ACTION: Nampa Caldwell Transit Oriented Development (TOD) Study

Pages 71–129 | Kate Dahl

The Board of Directors is asked to consider accepting the Nampa Caldwell Transit Oriented (TOD) Study.

VI. Department/Staff Reports

A. INFORMATION: Department/Staff Reports

Pages 130–143 | Staff

The most current department/staff reports have been included in the packet for information. Board members are encouraged to read them as they contain valuable information not presented elsewhere.

VII. Executive Session

The VRT Board may convene into Executive Session at this time Pursuant to Idaho Code 74-206, identifying one or more of the specific paragraphs (a) Personnel Hiring, (b) Personnel Issues, (c) Land Aquisition, (d) Records Exempt from Public Disclosure, (e) Trade Negotiations, (f) Pending/Probably Litigation, (i) Insurance Claims, (j) Labor Contract, I.C. 74-206(1). An action by the VRT Board may follow the Executive Session.

VIII. Adjournment

Next VRT Board of Directors Meeting:

August 3, 2026

VRT Boardroom

700 NE 2nd Street

Meridian, ID 83642

Mission Statement: Valley Regional Transit’s mission is to leverage, develop, provide, and manage transportation resources and to coordinate the effective and efficient delivery of comprehensive transportation choices to the region’s citizens. (ValleyConnect 2.0 Plan approved 04/02/18)

Any accommodations needed for effective communication, such as language interpretation or auxiliary aids, should be made no later than three working days before the scheduled meeting. Please contact Jason Rose, Communications Director at jrose@rideVRT.org or by calling 208-258-2739.

Board of Directors Meeting Minutes

January 05, 2026

12:00 PM

VRT Board Room – 700 NE 2nd Street – Meridian, Idaho

MEMBERS ATTENDING	MEMBERS ABSENT	OTHERS PRESENT
Nichoel Baird-Spencer	Ryan Davidson, Ada County Comm	Brad Alvaro, VRT
Jason Brinkman, ITD	Rob Fisher, City of Greenleaf	Ian Bott, Citizen
Tom Dayley, Ada County Commission	Ashley Ford-Squyres, Meridian Dev. Corp.	Bre Brush, City of Boise
Mike Dittenber, City of Caldwell	Todd Lavoie, City of Meridian	Elaine Clegg, VRT
John Evans, City of Garden City	Dale Reynolds, City of Nampa	Paula Cromie, VRT
Lauren McLean, City of Boise	Jarom Wagoner, City of Caldwell	Kate Dahl, VRT
Kevin Nielsen, City of Star		Karen Gallagher, City of Boise
Lantz McGinnis-Brown, Boise State		Lance Giles, Giles Group
Jordan Morales, City of Boise		Cody Goettl, VRT
Zach Piepmeyer, CCDC		Joe Guenther, VRT
Mark Porterfield, City of Notus		Stephen Hunt, VRT
Helen Russell, City of Eagle		Bill Jacobs, Citizen
Joe Stear, City of Kuna		Jason Jedry, VRT
Mark Steuer, City of Nampa		Deborah Johnson, VRT
David Tiede, City of Meridian		Hailee Lenhart-Wees, VRT
Jeff Flynn, CWI		Nick Leonardson, VRT
Alexis Pickering		Rob Lowe, VRT
Greg Rast, Canyon County Comm		Andrew Mills, RAC
		Nick Moran, VRT
		James Mundell, VRT
		Leslie Pedrosa, VRT
		Ken Pidjean, Citizen
		Kenney Pouncey, MV Transit
		Randall Reese, VRT
		Melody Roper, VRT
		Jason Rose, VRT
		Walter Steed, RAC
		Kyle Street, VRT
		Nicole Stern, ACHD
		Alissa Taysom, VRT
		Jenah Thornborrow, Garden City
		Martin Ward, MVT
		Mark Wasdahl, ITD

- I. **Calling of the Roll** – Chair-Elect Alexis Pickering called the meeting to order, with a quorum present by phone and in-person at 12:03pm.

- II. **Agenda Additions/Changes** –The FY25 Performance Reports and the GILLIG bus purchase were removed from the consent agenda for further discussion. Items were moved to the top of action items, section VI.

III. Consent Agenda

Items on the Consent Agenda consisted of the following:

- A. **ACTION: Minutes of the October 6, 2025 Board of Directors Meeting**
- B. **ACTION: Minutes of the November 3 and December 1, 2025 Board Meetings**
- C. **ACTION: Transit Asset Management (TAM) Group Plan Exhibit Update**
Resolution VBD26-008 to update exhibit to the TAM Group Plan.
- D. **ACTION: Finance Policy Updates**
Resolution VBD26-001–Balanced Budget and Reserves Policy, Policy 5.16.00(G); Resolution VBD26-002–Fixed Asset Policy, Policy 1.26.00 (G); Resolution VBD26-004–Fiscal Year-End Accounting, Audit and Budget Amendment Processes Policy, Policy 5.17.00 (G); Resolution VBD26-005–Credit Card Policy, Policy 5.20.00; and Resolution VBD26-006–Financial Reporting Policy, Policy 5.19.00.
- E. **ACTION: Written Information Security Program (WISP) Policy**
Resolution VBD26-010 Written Information Security Program (WISP) Policy 1.15.01

Lauren McLean moved to approve the consent agenda as presented, moving items C and D to the action section of the agenda; seconded by John Evans. The motion passed unanimously.

IV. Public Comments - Ken Pijeon spoke regarding the performance reports and the Transportation Development Plan.

V. Public Hearing

A. ACTION: FY2026 Budget Amendment

Jason Jedry and Elaine Clegg presented the FY2026 budget amendment. Following discussion, the Board opened the public hearing on the amendment at 12:39.

No one from the public chose to speak. The public hearing closed at 12:40.

B. ACTION: PUBLIC HEARING - FY2026 Budget Amendment

Prior to the public hearing, VRT staff presented the amended FY2026 Operating and Capital budgets. The VRT chair conducted a public hearing and took formal comments on the FY2026 budget amendment #1.

Following the public hearing, Lauren McLean moved to approve RESOLUTION VBD26-009 FY20026 Budget Amendment; John Evans seconded. The motion passed unanimously.

VI. Action Items

ACTION: FY25 Performance Reports

This item was removed from the consent agenda and moved to the action items. John Evans made the motion to approve FY25 performance reports as presented; seconded by Joe Stear. The motion passed unanimously.

ACTION: GILLIG Bus Purchase Moved off the consent agenda by Tom Dayley
Resolution VBD26-007 to delegate authority to the CEO to finalize and execute an agreement with GILLIG. The purchase will be for up to eight (8) replacement buses, not to exceed \$6,250,000.

John Evans made a motion to approve; seconded by Joe Stear. The motion passed unanimously.

A. ACTION: Executive Board Elections 2026

The VRT Board of Directors held an election confirming the succession of officers leaving the secretary/treasurer position open until the April board of directors meeting and filling the

vacated at-large positions to the Executive Board for 2026. The new Executive Board is follows:

Position	Nominee	County Represented
Chair	Alexis Pickering	Ada County
Chair-Elect	Dale Reynolds	Canyon County
Vice-Chair	Jordan Morales	Ada County
Secretary/Treasurer	Open	Canyon County
Past Chair	Lauren McLean	Ada County
At Large	Eric Phillips	Canyon County
At Large	Rick Hogaboam	Canyon County
At Large	Greg Rast	Canyon County
At Large	Joe Stear	Ada County
At Large	Todd Lavoie	Ada County
At Large	Tom Dayley	Ada County
Boise State	Lantz McGinnis-Brown	Boise State

Lauren McLean made a motion to approve the Executive Board nominations and succession of officers; Joe Stear seconded. The motion passed unanimously.

B. ACTION: Transit Development Plan (TDP) 2026-2030 Adoption

Stephen Hunt and Kyle Street presented the Transit Development Plan 2026-2030. Following discussion, Joe Stear moved to approve Resolution VBD26-011 Transit Development Plan (TDP) 2026 – 2030 with the option to rename the plan to include operations; Mike Dittenber seconded. The motion passed unanimously.

C. ACTION: Canyon County Vanpool Program Authority Delegation

Stephen Hunt presented information on the Canyon County vanpool program. Following discussion, Greg Rast moved to approve Resolution VBD26-012 Canyon County Vanpool Program Authority Delegation, delegating authority to the Executive Board to approve a contract for vanpool services in Canyon County with the successful offeror; Mark Steuer seconded. The motion passed unanimously.

D. ACTION: Web Content Accessibility Policy 1.05.01

This item was deferred to the April board of directors meeting due to time constraints.

E. ACTION: Legislative Update and Discussion

Elaine Clegg gave a legislative update to the Board of Directors.

Following discussion, Joe Stear made the motion to allow the Chief Executive Officer to address funding challenges and empower the Chief Executive Officer to share a concept for legislation with legislators and others for discussion and consideration; Zach Piepmeyer seconded. A roll call vote was taken.

Yay votes consisted of Joe Stear, Zach Piepmeyer, John Evans, Kevin Nielsen, Mark Steuer, Alexis Pickering, David Tiede, Jordan Morales, Lantz McGinnis-Brown, and Bre Brush/Lauren McLean. Nay Votes consisted of Tom Dayley and Greg Rast. Jason Brinkman abstained. Due to time constraints, the following members left the meeting early: Helen Russell, Mike Dittenber, Jeff Flynn, Mark Wasdahl, David Porterfield, and Nichoel Baird-Spencer.

VII. Information Items

A. INFORMATION: City of Boise Youth Bus Pass Program

This item was deferred to the April board of directors meeting due to time constraints.

B. INFORMATION: FY2026 Procurement Calendar

The most recent procurement calendar was included in the packet for information.

VIII. Executive Session - none

IX. Department/Staff Reports

A. INFORMATION: Department/Staff Reports

The most current department/staff reports were included in the packet for information. Board members were encouraged to read them as they contain valuable information not presented elsewhere.

X. Adjournment - The meeting was adjourned at 2:28.

Next VRT Board of Directors Meeting:

April 6, 2026

VRT Boardroom

700 NE 2nd Street

Meridian, ID 83642

Valley Regional Transit Executive Board Meeting Minutes
February 2, 2026
VRT Board Room
700 NE 2nd Street – Board Room
Meridian, Idaho

APPROVED:

By: 
Chairman of the Board
Valley Regional Transit

ATTEST:

By: 
Deborah Johnson, Executive Assistant
Valley Regional Transit



Executive Board Meeting Minutes

February 02, 2026

11:00 AM

REMOTE or VRT Board Room – 700 NE 2nd Street – Meridian, Idaho

MEMBERS ATTENDING	MEMBERS ABSENT	OTHERS PRESENT
Lantz McGinnis-Brown, Boise State		Brad Alvaro
Tom Dayley, Ada County		Bre Brush
Rick Hogaboam, City of Nampa		Elaine Clegg
Todd Lavoie, City of Meridian		Jeannette Ezell
Lauren McLean, City of Boise		Kathleen Godfrey
Jordan Morales, City of Boise		Jose Hernandez
Dale Reynolds, City of Nampa		Stephen Hunt
Eric Phillips, City of Caldwell		Jason Jedry
Alexis Pickering, ACHD		Deborah Johnson
Dale Reynolds, City of Nampa		Hailee Lenhart-Wees
Joe Stear, City of Kuna		Rob Lowe
		Kade Marquez
		Nick Moran
		Nick Moore
		Kevin Nielsen
		Leslie Pedrosa
		Ken Pidjeon
		Nicole Stern
		Kyle Street
		Alissa Taysom
		Martin Ward

- I. **Calling of the Roll** – Chair Alexis Pickering called the meeting to order at 11:00am, with a quorum present by phone and in-person.
- II. **Agenda Additions/Changes**
- III. **Consent Agenda**
 Items on the Consent Agenda consisted of the following.
 - A. **ACTION: Minutes of the November 18, 2025 Regional Advisory Council Meeting**
 - B. **ACTION: Payment Register 12-16-25 through 1-15-26**

Dale Reynolds moved to approve the Consent Agenda as presented; Jordan Morales seconded. The motion passed unanimously.

IV. Executive Board - Action Items**A. ACTION: Canyon County Vanpool Program VEB 26-001**

Stephen Hunt presented information on the Canyon County Vanpool Program, noting Enterprise was the only respondent to the request for proposal. Enterprise has local staff in the Treasure Valley, leveraging their car rental services to provide support for the vanpool program. Following discussion, Tom Dayley recommended approval of the Canyon County Vanpool Program, VEB26-001, Rick Hogaboam seconded. The motion passed unanimously.

V. Executive Board - Information Items**A. INFORMATION: Supplemental Services Report**

Stephen Hunt presented a report on supplemental services provided in calendar year 2025.

B. INFORMATION: FY2026 Procurement Calendar

The most recent procurement calendar was included in the packet for your information.

VI. Executive Session - None**VII. Department/Staff Reports****A. INFORMATION: Department/Staff Reports****Pages 22-35 | Staff**

The most current department/staff reports have been included in the packet for information. Board members were encouraged to read them as they contain important information not presented elsewhere.

VIII. Adjournment – The meeting was adjourned at 11:38

Next VRT Executive Board Meeting (Joint with Regional Advisory Council):

March 2, 2026

Main Street Station (please note change of venue)

777 W Main Street

Boise, ID 83702

TOPIC	Payment Register
DATE	April 6, 2026
STAFF MEMBER	Nick Leonardson

Staff Recommendation/Request

The Board of Directors will have the opportunity to review and consider accepting the February 16, 2026 to March 15, 2026 payment register.

Summary

Attached to this memo is a list detailing the bills that were presented, indicating the payee, the nature of services or materials provided, the claimed amount, and the amount paid.

It is important to note that all payments were processed by Valley Regional Transit's (VRT's) accounts payable department and each payment underwent thorough review and approval by VRT's Senior Accountant or Chief Financial Officer. Furthermore, before payments are released to vendors, all lists of payments undergo further review and audit by an additional staff accounting specialist as an additional control.

Idaho Code 40-2107(3) mandates that the payment register lists must bear the signature of the Executive Board Chair and be attested by the Secretary once they are accepted by the Executive Board.

More Information

Attachments:

February 16, 2026 to March 15, 2026 payment register

For detailed information, contact:

Nick Leonardson
Senior Accountant
nleonardson@ridevrt.org
(208) 258-2704

Board Register 2-16-2026 - 3-15-2026

Payment Number	Payment Date	Vendor Name	Invoice Amount	Purchasing Category
53578	2026-03-06	A-1 Auto Electric	1,850.00	Parts
53666	2026-03-06	A-1 Stamp & Mabel's Labels	147.50	Department_Supplies
53751	2026-03-13	Action Garage Door, Inc.	26,895.00	Security
53557	2026-02-26	AdaRide.Com, LLC	4,944.00	Services
53614	2026-03-06	Alignment Specialists NW LLC	315.00	Services
53705	2026-03-13	Allen, Stephen	31.78	Employee reimbursement
53625	2026-03-06	All-Pro Commercial Cleaning, LLC	875.00	Services
53625	2026-03-06	All-Pro Commercial Cleaning, LLC	4,763.75	Services
53625	2026-03-06	All-Pro Commercial Cleaning, LLC	1,905.50	Services
53616	2026-03-06	Alternative Hose	61.78	Parts
53616	2026-03-06	Alternative Hose	53.88	Parts
53756	2026-03-13	Alternative Hose	129.82	Parts
53612	2026-03-06	AMAZON.COM SERVICES, INC.	195.99	Department_Supplies
53612	2026-03-06	AMAZON.COM SERVICES, INC.	79.99	Department_Supplies
53612	2026-03-06	AMAZON.COM SERVICES, INC.	37.99	Department_Supplies
53612	2026-03-06	AMAZON.COM SERVICES, INC.	9.99	Department_Supplies
53612	2026-03-06	AMAZON.COM SERVICES, INC.	154.99	Department_Supplies
53612	2026-03-06	AMAZON.COM SERVICES, INC.	135.99	Department_Supplies
53612	2026-03-06	AMAZON.COM SERVICES, INC.	135.99	Department_Supplies
53752	2026-03-13	AMAZON.COM SERVICES, INC.	8.18	Department_Supplies
53612	2026-03-06	AMAZON.COM SERVICES, INC.	5.96	Department_Supplies
53612	2026-03-06	AMAZON.COM SERVICES, INC.	19.98	Department_Supplies
53752	2026-03-13	AMAZON.COM SERVICES, INC.	254.79	Department_Supplies
53752	2026-03-13	AMAZON.COM SERVICES, INC.	326.67	Department_Supplies
53612	2026-03-06	AMAZON.COM SERVICES, INC.	97.98	Department_Supplies
53612	2026-03-06	AMAZON.COM SERVICES, INC.	26.06	Department_Supplies
53612	2026-03-06	AMAZON.COM SERVICES, INC.	79.98	Department_Supplies
53612	2026-03-06	AMAZON.COM SERVICES, INC.	103.53	Department_Supplies
53752	2026-03-13	AMAZON.COM SERVICES, INC.	82.44	Department_Supplies
53752	2026-03-13	AMAZON.COM SERVICES, INC.	-61.83	Department_Supplies
53752	2026-03-13	AMAZON.COM SERVICES, INC.	51.68	Department_Supplies
53612	2026-03-06	AMAZON.COM SERVICES, INC.	560.00	Department_Supplies
53752	2026-03-13	AMAZON.COM SERVICES, INC.	-560.00	Department_Supplies
53665	2026-03-06	American Mechanical Corporation	750.00	Subscriptions
53730	2026-03-13	American Mechanical Corporation	450.00	Services
53730	2026-03-13	American Mechanical Corporation	450.00	HVAC_Services
53645	2026-03-06	Anthony, Elizabeth	165.30	Mileage reimbursement
53585	2026-03-06	Ashbrook, Lewis	50.00	Employee reimbursement
53664	2026-03-06	Avero, LLC	4,325.00	IT_Software
53664	2026-03-06	Avero, LLC	4,305.00	IT_Software
53664	2026-03-06	Avero, LLC	3,895.00	IT_Software
53664	2026-03-06	Avero, LLC	3,305.00	IT_Software
53732	2026-03-13	A-Z Bus Sales, Inc	162.37	Parts
53544	2026-02-26	Beckett, Koryne	23.28	Employee reimbursement
53609	2026-03-06	Beckett, Koryne	55.63	Employee reimbursement
53602	2026-03-06	Beckman, Cody	63.55	Employee reimbursement
100705	2026-03-13	Boise City Utility Billing	442.02	Utility billing
100696	2026-03-06	Boise Cylinder Head Service, Inc.	3,233.90	Parts
100696	2026-03-06	Boise Cylinder Head Service, Inc.	3,105.80	Parts
100696	2026-03-06	Boise Cylinder Head Service, Inc.	3,233.90	Parts
100710	2026-03-13	Boise Cylinder Head Service, Inc.	4,194.12	Parts
53546	2026-02-26	Boise Municipal Health Care Trust	70,234.19	Insurance premiums
53636	2026-03-06	Bolen's Control House Inc.	329.60	Parts
53754	2026-03-13	Bolen's Control House Inc.	124.38	Parts
53594	2026-03-06	Bosch Automotive Service Solutions LLC	605.00	Subscriptions
53594	2026-03-06	Bosch Automotive Service Solutions LLC	605.00	Subscriptions
53595	2026-03-06	Brady Industries of Idaho, LLC	980.08	Services
100683	2026-02-26	Bratcher, James	106.02	Employee reimbursement
53581	2026-03-06	Bronco Sports Properties, Inc	35,000.00	Marketing
100697	2026-03-06	Buckendorf, Doug	40.00	Employee reimbursement
100690	2026-03-06	Buck's Bags Inc	108.00	Parts
100706	2026-03-13	Cable One Inc	166.94	Utility billing
53706	2026-03-13	Carahsoft Technology Corporation	31,758.10	Professional_& Technical_Services
53686	2026-03-06	Career Uniforms Partners	176.40	Uniforms_and_Accessories
53686	2026-03-06	Career Uniforms Partners	464.00	Uniforms_and_Accessories
53686	2026-03-06	Career Uniforms Partners	9.00	Uniforms_and_Accessories
53686	2026-03-06	Career Uniforms Partners	339.25	Uniforms_and_Accessories
53686	2026-03-06	Career Uniforms Partners	305.40	Uniforms_and_Accessories
53686	2026-03-06	Career Uniforms Partners	410.60	Uniforms_and_Accessories

53686	2026-03-06	Career Uniforms Partners	492.75	Uniforms_and_Accessories
53686	2026-03-06	Career Uniforms Partners	263.05	Uniforms_and_Accessories
53686	2026-03-06	Career Uniforms Partners	117.05	Uniforms_and_Accessories
53741	2026-03-13	Career Uniforms Partners	146.85	Uniforms_and_Accessories
53741	2026-03-13	Career Uniforms Partners	412.75	Uniforms_and_Accessories
53741	2026-03-13	Career Uniforms Partners	114.00	Uniforms_and_Accessories
53741	2026-03-13	Career Uniforms Partners	522.30	Uniforms_and_Accessories
53686	2026-03-06	Career Uniforms Partners	157.40	Uniforms_and_Accessories
53686	2026-03-06	Career Uniforms Partners	270.00	Uniforms_and_Accessories
53741	2026-03-13	Career Uniforms Partners	203.70	Uniforms_and_Accessories
53682	2026-03-06	Center for Transportation & Environment	21,500.00	Engineering_Consultants
53740	2026-03-13	Center for Transportation & Environment	11,250.00	Engineering_Consultants
53646	2026-03-06	CenturyLink	391.66	Utility billing
53720	2026-03-13	CenturyLink	391.66	Utility billing
53646	2026-03-06	CenturyLink	35.02	Utility billing
53720	2026-03-13	CenturyLink	37.08	Utility billing
53646	2026-03-06	CenturyLink	70.04	Utility billing
53720	2026-03-13	CenturyLink	70.04	Utility billing
53646	2026-03-06	CenturyLink	416.06	Utility billing
53720	2026-03-13	CenturyLink	416.06	Utility billing
53646	2026-03-06	CenturyLink	306.57	Utility billing
53720	2026-03-13	CenturyLink	306.57	Utility billing
53646	2026-03-06	CenturyLink	193.87	Utility billing
53761	2026-03-13	Charles Hill	78.02	Employee reimbursement
53623	2026-03-06	Christensen, Inc	3,749.84	Unleaded
53623	2026-03-06	Christensen, Inc	1,227.93	Fluids
53623	2026-03-06	Christensen, Inc	3,905.55	Unleaded
53623	2026-03-06	Christensen, Inc	2,290.06	Parts
53713	2026-03-13	Christensen, Inc	3,656.04	Unleaded
53713	2026-03-13	Christensen, Inc	3,474.82	Unleaded
53615	2026-03-06	City of Boise	9,240.50	Utility billing
53709	2026-03-13	City of Boise	9,240.50	Utility billing
53570	2026-02-27	Clampitt, Brent	266.60	Employee reimbursement
53630	2026-03-06	Clean Energy	7,915.69	CNG
53630	2026-03-06	Clean Energy	8,247.44	Services
53630	2026-03-06	Clean Energy	8,247.44	Services
53630	2026-03-06	Clean Energy	302.37	Services
53630	2026-03-06	Clean Energy	8,590.33	Services
53716	2026-03-13	Clean Energy	1,721.94	Services
53653	2026-03-06	Coach & Equipment Manufacturing, Inc	1,063.93	Parts
53592	2026-03-06	COBBLESTONE OPCO, LLC	168.00	Vehicle_Maintenance
53592	2026-03-06	COBBLESTONE OPCO, LLC	175.00	Vehicle_Maintenance
53633	2026-03-06	Commercial Tire, Inc	200.00	Auto_Parts
53718	2026-03-13	Commercial Tire, Inc	62.50	Auto_Parts
53633	2026-03-06	Commercial Tire, Inc	1,611.00	Auto_Parts
53718	2026-03-13	Commercial Tire, Inc	-701.60	Auto_Parts
53633	2026-03-06	Commercial Tire, Inc	213.50	Vehicle_Maintenance
53633	2026-03-06	Commercial Tire, Inc	213.50	Vehicle_Maintenance
53633	2026-03-06	Commercial Tire, Inc	617.78	Vehicle_Maintenance
53633	2026-03-06	Commercial Tire, Inc	285.97	Vehicle_Maintenance
53633	2026-03-06	Commercial Tire, Inc	264.40	Vehicle_Maintenance
53633	2026-03-06	Commercial Tire, Inc	303.69	Vehicle_Maintenance
53633	2026-03-06	Commercial Tire, Inc	246.71	Vehicle_Maintenance
53633	2026-03-06	Commercial Tire, Inc	701.60	Auto_Parts
53633	2026-03-06	Commercial Tire, Inc	285.97	Vehicle_Maintenance
53633	2026-03-06	Commercial Tire, Inc	285.97	Vehicle_Maintenance
53633	2026-03-06	Commercial Tire, Inc	264.40	Vehicle_Maintenance
53633	2026-03-06	Commercial Tire, Inc	259.99	Vehicle_Maintenance
53633	2026-03-06	Commercial Tire, Inc	1,229.61	Vehicle_Maintenance
53633	2026-03-06	Commercial Tire, Inc	213.50	Vehicle_Maintenance
53633	2026-03-06	Commercial Tire, Inc	228.95	Vehicle_Maintenance
53633	2026-03-06	Commercial Tire, Inc	1,460.00	Auto_Parts
53718	2026-03-13	Commercial Tire, Inc	279.85	Vehicle_Maintenance
53718	2026-03-13	Commercial Tire, Inc	213.50	Vehicle_Maintenance
53718	2026-03-13	Commercial Tire, Inc	213.50	Vehicle_Maintenance
53718	2026-03-13	Commercial Tire, Inc	264.40	Vehicle_Maintenance
53718	2026-03-13	Commercial Tire, Inc	791.60	Auto_Parts
53718	2026-03-13	Commercial Tire, Inc	354.15	Vehicle_Maintenance
53718	2026-03-13	Commercial Tire, Inc	1,038.33	Vehicle_Maintenance
53718	2026-03-13	Commercial Tire, Inc	339.35	Vehicle_Maintenance
53718	2026-03-13	Commercial Tire, Inc	721.52	Auto_Parts
53718	2026-03-13	Commercial Tire, Inc	295.65	Vehicle_Maintenance
53718	2026-03-13	Commercial Tire, Inc	1,229.61	Vehicle_Maintenance
53633	2026-03-06	Commercial Tire, Inc	161.00	Auto_Parts

53633	2026-03-06	Commercial Tire, Inc	927.20 Auto_Parts
53633	2026-03-06	Commercial Tire, Inc	1,358.80 Auto_Parts
53633	2026-03-06	Commercial Tire, Inc	151.95 Auto_Parts
53633	2026-03-06	Commercial Tire, Inc	1,404.00 Parts
53633	2026-03-06	Commercial Tire, Inc	33.00 Auto_Parts
53633	2026-03-06	Commercial Tire, Inc	16.00 Auto_Parts
53633	2026-03-06	Commercial Tire, Inc	1,444.80 Auto_Parts
53718	2026-03-13	Commercial Tire, Inc	1,367.40 Auto_Parts
53718	2026-03-13	Commercial Tire, Inc	1,552.88 Auto_Parts
53718	2026-03-13	Commercial Tire, Inc	240.02 Auto_Parts
53633	2026-03-06	Commercial Tire, Inc	761.86 Auto_Parts
53633	2026-03-06	Commercial Tire, Inc	429.00 Auto_Parts
53757	2026-03-13	Complete Coach Works	10,738.73 Parts
53608	2026-03-06	Complete Office, LLC	18,062.03 Office_Furniture
53604	2026-03-06	Cubic Transportation Systems, Inc	1,627.25 Subscriptions
53604	2026-03-06	Cubic Transportation Systems, Inc	1,585.00 Subscriptions
53638	2026-03-06	Curtis Clean Sweep	275.00 Services
53550	2026-02-26	Custom Care Pest Services	100.00 Services
53654	2026-03-06	Custom Care Pest Services	100.00 Services
100693	2026-03-06	David Gregory Sherman	275.00 Services
53765	2026-03-13	Deanna Hassan	50.00 Employee reimbursement
53538	2026-02-26	Deborah Johnson	16.85 Employee reimbursement
53538	2026-02-26	Deborah Johnson	19.49 Employee reimbursement
53760	2026-03-13	Dell Marketing LP	5,519.16 Department_Supplies
53745	2026-03-13	Dennis Dillon Auto Park	417.16 Parts
53675	2026-03-06	Diamond Manufacturing	16,824.00 Parts
53637	2026-03-06	Dillon Toyota Lifts	231.49 Services
53750	2026-03-13	DMC Sales	1,997.72 Parts
100691	2026-03-06	Downtown Boise Association	131.58 Services
53540	2026-02-26	DS Services of America, Inc.	38.97 Services
53641	2026-03-06	Dwaine S Lee, LLC	187.00 Services
53641	2026-03-06	Dwaine S Lee, LLC	288.75 Services
53641	2026-03-06	Dwaine S Lee, LLC	310.00 Services
53755	2026-03-13	Dwaine S Lee, LLC	288.75 Services
53755	2026-03-13	Dwaine S Lee, LLC	290.50 Services
53539	2026-02-26	Dyna Parts LLC	23.05 Parts
53584	2026-03-06	Dyna Parts LLC	151.75 Parts
53584	2026-03-06	Dyna Parts LLC	304.88 Parts
53584	2026-03-06	Dyna Parts LLC	12.88 Department_Supplies
53584	2026-03-06	Dyna Parts LLC	51.54 Parts
53584	2026-03-06	Dyna Parts LLC	51.54 Parts
53584	2026-03-06	Dyna Parts LLC	34.80 Department_Supplies
53584	2026-03-06	Dyna Parts LLC	206.16 Parts
53584	2026-03-06	Dyna Parts LLC	86.44 Department_Supplies
53584	2026-03-06	Dyna Parts LLC	9.82 Department_Supplies
53584	2026-03-06	Dyna Parts LLC	21.46 Department_Supplies
53584	2026-03-06	Dyna Parts LLC	26.10 Parts
53584	2026-03-06	Dyna Parts LLC	6.40 Department_Supplies
53697	2026-03-13	Dyna Parts LLC	8.66 Parts
53697	2026-03-13	Dyna Parts LLC	371.64 Department_Supplies
53583	2026-03-06	Dyna Parts LLC	878.12 Parts
53583	2026-03-06	Dyna Parts LLC	51.52 Parts
53696	2026-03-13	Dyna Parts LLC	3.20 Department_Supplies
53735	2026-03-13	Ecolube Recovery, LLC.	26.25 Department_Supplies
53673	2026-03-06	Ecolube Recovery, LLC.	90.00 Department_Supplies
53674	2026-03-06	Elliott Auto Supply Co., Inc	177.99 Parts
53674	2026-03-06	Elliott Auto Supply Co., Inc	66.17 Parts
53674	2026-03-06	Elliott Auto Supply Co., Inc	124.02 Parts
53674	2026-03-06	Elliott Auto Supply Co., Inc	-124.02 Parts
53674	2026-03-06	Elliott Auto Supply Co., Inc	-96.90 Parts
53674	2026-03-06	Elliott Auto Supply Co., Inc	-53.97 Parts
53737	2026-03-13	Elliott Auto Supply Co., Inc	206.93 Parts
53737	2026-03-13	Elliott Auto Supply Co., Inc	206.93 Parts
53737	2026-03-13	Elliott Auto Supply Co., Inc	206.93 Parts
53628	2026-03-06	Esri Inc.	2,800.00 Subscriptions
53628	2026-03-06	Esri Inc.	800.00 Subscriptions
53658	2026-03-06	ETA Phi Systems, Inc.	14,128.46 Subscriptions
53552	2026-02-26	ETA Phi Systems, Inc.	3,160.00 IT_Operations_&_Maintenance
53658	2026-03-06	ETA Phi Systems, Inc.	850.00 IT_Hardware
53733	2026-03-13	Eurofins TesOil, Inc.	1,114.00 Parts
53551	2026-02-26	Everbase Solutions LLC	500.00 Services
53551	2026-02-26	Everbase Solutions LLC	437.50 Services
53551	2026-02-26	Everbase Solutions LLC	3,800.00 Services
53657	2026-03-06	Everbase Solutions LLC	563.00 Services

53738	2026-03-13	FASTENAL	50.03 Department_Supplies
53597	2026-03-06	Fleet EForce Inc.	395.99 Parts
53702	2026-03-13	Fleet EForce Inc.	946.97 Parts
53613	2026-03-06	FOURTHSQUARE LLC	4,200.00 IT_Software
53613	2026-03-06	FOURTHSQUARE LLC	3,500.00 IT_Software
53715	2026-03-13	Full Service Glass LLC	59.95 Vehicle_Maintenance
53687	2026-03-06	Gem State Paper & Supply	297.78 Department_Supplies
53742	2026-03-13	Gem State Paper & Supply	447.09 Janitorial_and_Toiletry_Supplies
53742	2026-03-13	Gem State Paper & Supply	51.46 Department_Supplies
53573	2026-03-04	Genfare, LLC	1,543.19 IT_Hardware
53573	2026-03-04	Genfare, LLC	8,000.00 IT_Hardware
53573	2026-03-04	Genfare, LLC	805,729.60 IT_Hardware
53573	2026-03-04	Genfare, LLC	40,286.48 IT_Hardware
53573	2026-03-04	Genfare, LLC	21,891.00 IT_Hardware
53573	2026-03-04	Genfare, LLC	20,143.24 IT_Hardware
53573	2026-03-04	Genfare, LLC	61,839.00 IT_Hardware
53573	2026-03-04	Genfare, LLC	9,625.52 IT_Hardware
53758	2026-03-13	Genfare, LLC	2,367.24 Parts
53669	2026-03-06	Gillig, LLC	6,337.53 Parts
53669	2026-03-06	Gillig, LLC	139.39 Parts
53669	2026-03-06	Gillig, LLC	121.10 Parts
53555	2026-02-26	Gillig, LLC	14.97 Parts
53669	2026-03-06	Gillig, LLC	1,732.26 Parts
53669	2026-03-06	Gillig, LLC	356.20 Parts
53669	2026-03-06	Gillig, LLC	159.63 Parts
53669	2026-03-06	Gillig, LLC	4,633.69 Parts
53669	2026-03-06	Gillig, LLC	80.34 Parts
53669	2026-03-06	Gillig, LLC	86.00 Parts
53669	2026-03-06	Gillig, LLC	12.48 Parts
53669	2026-03-06	Gillig, LLC	314.44 Parts
53669	2026-03-06	Gillig, LLC	225.50 Parts
53669	2026-03-06	Gillig, LLC	41.57 Parts
53669	2026-03-06	Gillig, LLC	974.34 Parts
53669	2026-03-06	Gillig, LLC	52.23 Parts
53669	2026-03-06	Gillig, LLC	164.82 Parts
53669	2026-03-06	Gillig, LLC	1,901.44 Parts
53669	2026-03-06	Gillig, LLC	34.66 Parts
53669	2026-03-06	Gillig, LLC	536.10 Parts
53669	2026-03-06	Gillig, LLC	1,855.47 Parts
53669	2026-03-06	Gillig, LLC	46.62 Parts
53669	2026-03-06	Gillig, LLC	453.03 Parts
53669	2026-03-06	Gillig, LLC	144.36 Parts
53669	2026-03-06	Gillig, LLC	835.70 Parts
53669	2026-03-06	Gillig, LLC	235.56 Parts
53669	2026-03-06	Gillig, LLC	32.32 Parts
53669	2026-03-06	Gillig, LLC	204.91 Parts
53669	2026-03-06	Gillig, LLC	32.32 Parts
53669	2026-03-06	Gillig, LLC	266.19 Parts
53731	2026-03-13	Gillig, LLC	139.89 Parts
53731	2026-03-13	Gillig, LLC	18.76 Parts
53731	2026-03-13	Gillig, LLC	89.35 Parts
53731	2026-03-13	Gillig, LLC	133.40 Parts
53731	2026-03-13	Gillig, LLC	19.38 Parts
53731	2026-03-13	Gillig, LLC	453.03 Parts
53731	2026-03-13	Gillig, LLC	80.60 Parts
53753	2026-03-13	Gillig, LLC	3,448.31 Parts
100709	2026-03-13	Glory Global Solutions, Inc	577.50 Services
53606	2026-03-06	Gordon Truck Centers Inc	-88.71 Parts
53606	2026-03-06	Gordon Truck Centers Inc	306.31 Parts
53707	2026-03-13	Gordon Truck Centers Inc	651.44 Parts
53556	2026-02-26	Grainger Inc	292.44 Department_Supplies
53672	2026-03-06	Grainger Inc	37.21 Department_Supplies
53672	2026-03-06	Grainger Inc	44.60 Parts
53672	2026-03-06	Grainger Inc	2,588.55 Department_Supplies
53672	2026-03-06	Grainger Inc	70.22 Department_Supplies
53672	2026-03-06	Grainger Inc	140.76 Parts
53672	2026-03-06	Grainger Inc	46.60 Department_Supplies
53672	2026-03-06	Grainger Inc	31.25 Department_Supplies
53672	2026-03-06	Grainger Inc	2,107.49 Department_Supplies
53672	2026-03-06	Grainger Inc	49.99 Department_Supplies
53672	2026-03-06	Grainger Inc	72.32 Department_Supplies
53672	2026-03-06	Grainger Inc	69.79 Parts
53672	2026-03-06	Grainger Inc	83.56 Department_Supplies
53672	2026-03-06	Grainger Inc	44.87 Department_Supplies

53734	2026-03-13	Grainger Inc	262.31 Services
53734	2026-03-13	Grainger Inc	91.74 Services
53734	2026-03-13	Grainger Inc	51.46 Services
53734	2026-03-13	Grainger Inc	243.10 Department_Supplies
53734	2026-03-13	Grainger Inc	200.64 Services
53734	2026-03-13	Grainger Inc	784.59 Janitorial_and_Toiletry_Supplies
53734	2026-03-13	Grainger Inc	341.83 Department_Supplies
53734	2026-03-13	Grainger Inc	318.15 Department_Supplies
53689	2026-03-06	Hawley Troxell Ennis & Hawley	101.25 Services
53689	2026-03-06	Hawley Troxell Ennis & Hawley	438.75 Services
53689	2026-03-06	Hawley Troxell Ennis & Hawley	210.00 Services
53689	2026-03-06	Hawley Troxell Ennis & Hawley	435.00 Services
53661	2026-03-06	HI-Line	88.63 Department_Supplies
53661	2026-03-06	HI-Line	628.53 Department_Supplies
53661	2026-03-06	HI-Line	695.39 Department_Supplies
53661	2026-03-06	HI-Line	-304.00 Department_Supplies
53586	2026-03-06	Hineman, Kevin	178.45 Employee reimbursement
53562	2026-02-26	Hot Shots, Inc.	1,223.26 Services
53577	2026-03-06	Idaho Correctional Industries	24.00 Signage
53577	2026-03-06	Idaho Correctional Industries	7,851.75 Department_Supplies
100688	2026-03-06	Idaho Information Consortium, LLC	170.20 Employee_Screening
53549	2026-02-26	Idaho Power	1,112.17 Utility Billing
53650	2026-03-06	Idaho Power	9.98 Utility Billing
53650	2026-03-06	Idaho Power	25,705.84 Utility Billing
53549	2026-02-26	Idaho Power	3,101.77 Utility Billing
53549	2026-02-26	Idaho Power	1,438.37 Utility Billing
53723	2026-03-13	Idaho Power	1,363.64 Utility Billing
53650	2026-03-06	Idaho Power	5,535.01 Utility Billing
53564	2026-02-26	Idaho Records Management, LLC	55.00 Services
53617	2026-03-06	Idaho Records Management, LLC	55.00 Services
53587	2026-03-06	Image Tech, LLC	1,698.20 Marketing
53587	2026-03-06	Image Tech, LLC	169.82 Marketing
53659	2026-03-06	In The Bag Promotions	1,450.00 Employee_Relations
53659	2026-03-06	In The Bag Promotions	4,020.00 Employee_Relations
53596	2026-03-06	Intangles USA INC	630.96 Subscriptions
53610	2026-03-06	Intermountain Claims, Inc	144.90 Insurance premiums
53610	2026-03-06	Intermountain Claims, Inc	236.00 Insurance premiums
53695	2026-03-13	Intermountain Claims, Inc	475.00 Insurance premiums
53640	2026-03-06	Intermountain Communications of	1,498.56 IT_Hardware
53640	2026-03-06	Intermountain Communications of	483.91 IT_Hardware
53749	2026-03-13	Intermountain Communications of	1,498.56 IT_Hardware
53749	2026-03-13	Intermountain Communications of	483.91 IT_Hardware
53558	2026-02-26	Intermountain Gas	591.45 Utility Billing
53743	2026-03-13	Intermountain Gas	387.37 Utility Billing
53558	2026-02-26	Intermountain Gas	11,522.93 Utility Billing
53743	2026-03-13	Intermountain Gas	11,004.20 Utility Billing
53688	2026-03-06	Intermountain Gas	176.32 Utility Billing
53558	2026-02-26	Intermountain Gas	264.51 Utility Billing
53688	2026-03-06	Intermountain Gas	419.68 Utility Billing
53688	2026-03-06	Intermountain Gas	1,151.45 Utility Billing
53558	2026-02-26	Intermountain Gas	1,312.35 Utility Billing
53688	2026-03-06	Intermountain Gas	2,063.89 Utility Billing
53688	2026-03-06	Intermountain Gas	252.94 Utility Billing
53688	2026-03-06	Intermountain Gas	217.76 Utility Billing
53624	2026-03-06	INTERMOUNTAIN HOME SERVICES, LLC	759.00 Services
53624	2026-03-06	INTERMOUNTAIN HOME SERVICES, LLC	2,709.00 Services
53714	2026-03-13	INTERMOUNTAIN HOME SERVICES, LLC	659.00 Services
53579	2026-03-06	Interstate Fire Sales and Service, LLC	623.72 Services
53579	2026-03-06	Interstate Fire Sales and Service, LLC	836.20 Services
53579	2026-03-06	Interstate Fire Sales and Service, LLC	959.30 Services
53683	2026-03-06	J & B Importers, Inc.	762.28 Department_Supplies
53683	2026-03-06	J & B Importers, Inc.	289.70 Department_Supplies
53629	2026-03-06	Jacobs Engineering Group, Inc.	8,104.66 Engineering_Consultants
53759	2026-03-13	Jacobs Engineering Group, Inc.	4,737.22 Engineering_Consultants
53693	2026-03-13	Jason Rose	288.00 Employee reimbursement
53554	2026-02-26	Jeremy Ricky	20,427.76 Rides_to_Wellness
53554	2026-02-26	Jeremy Ricky	5,183.04 Rides_to_Wellness
53554	2026-02-26	Jeremy Ricky	1,474.92 Rides_to_Wellness
53542	2026-02-26	Jimenez, Gabriel	118.69 Employee reimbursement
53571	2026-02-27	Jonathan Mutchler	266.60 Employee reimbursement
53764	2026-03-13	Joshua Smith	50.00 Employee reimbursement
53574	2026-03-06	Kathleen Godfrey	56.20 Employee reimbursement
53605	2026-03-06	Kelly, Paul	50.00 Employee reimbursement
53655	2026-03-06	KENDALL DEALERSHIP HOLDINGS, LLC	150.19 Fluids

53726	2026-03-13	KENDALL DEALERSHIP HOLDINGS, LLC	71.14 Fluids
53690	2026-03-06	Kenworth Sales	131.16 Parts
53690	2026-03-06	Kenworth Sales	1,167.88 Parts
53690	2026-03-06	Kenworth Sales	236.18 Parts
53690	2026-03-06	Kenworth Sales	254.79 Parts
53690	2026-03-06	Kenworth Sales	1,393.48 Parts
53690	2026-03-06	Kenworth Sales	222.18 Parts
53744	2026-03-13	Kenworth Sales	2,662.22 Parts
53690	2026-03-06	Kenworth Sales	207.01 Parts
53690	2026-03-06	Kenworth Sales	1,100.00 Parts
53690	2026-03-06	Kenworth Sales	529.73 Parts
53690	2026-03-06	Kenworth Sales	52.08 Parts
53690	2026-03-06	Kenworth Sales	267.54 Parts
53690	2026-03-06	Kenworth Sales	233.98 Parts
53690	2026-03-06	Kenworth Sales	1,099.16 Parts
53690	2026-03-06	Kenworth Sales	54.96 Parts
53690	2026-03-06	Kenworth Sales	421.49 Parts
53690	2026-03-06	Kenworth Sales	207.01 Parts
53690	2026-03-06	Kenworth Sales	39.96 Parts
53690	2026-03-06	Kenworth Sales	2,312.17 Parts
53690	2026-03-06	Kenworth Sales	1,518.31 Parts
53744	2026-03-13	Kenworth Sales	211.27 Parts
53744	2026-03-13	Kenworth Sales	26.34 Parts
53744	2026-03-13	Kenworth Sales	152.56 Parts
53744	2026-03-13	Kenworth Sales	496.25 Parts
53744	2026-03-13	Kenworth Sales	1,312.57 Parts
53744	2026-03-13	Kenworth Sales	198.18 Parts
53744	2026-03-13	Kenworth Sales	3,522.67 Parts
53744	2026-03-13	Kenworth Sales	227.64 Parts
53744	2026-03-13	Kenworth Sales	111.21 Parts
53744	2026-03-13	Kenworth Sales	5.15 Parts
53744	2026-03-13	Kenworth Sales	130.40 Parts
53744	2026-03-13	Kenworth Sales	7,598.60 Parts
53744	2026-03-13	Kenworth Sales	57.68 Parts
53744	2026-03-13	Kenworth Sales	124.92 Parts
53559	2026-02-26	Kenworth Sales	6.54 Parts
53690	2026-03-06	Kenworth Sales	34.66 Parts
53690	2026-03-06	Kenworth Sales	138.37 Parts
53690	2026-03-06	Kenworth Sales	238.22 Parts
53690	2026-03-06	Kenworth Sales	12.69 Parts
53690	2026-03-06	Kenworth Sales	177.12 Parts
53744	2026-03-13	Kenworth Sales	73.27 Parts
53744	2026-03-13	Kenworth Sales	1,016.96 Parts
53744	2026-03-13	Kenworth Sales	54.60 Department_Supplies
53744	2026-03-13	Kenworth Sales	65.60 Parts
53744	2026-03-13	Kenworth Sales	132.12 Parts
53744	2026-03-13	Kenworth Sales	323.74 Parts
53690	2026-03-06	Kenworth Sales	-62.50 Parts
53690	2026-03-06	Kenworth Sales	-486.11 Parts
53601	2026-03-06	Kittelson & Associates Inc	51.05 Consulting_Services
53700	2026-03-13	Koshmerl, Tim	101.74 Employee reimbursement
53543	2026-02-26	Kyle Aaron Dillon	1,088.06 Trainings_&_Meetings
53543	2026-02-26	Kyle Aaron Dillon	751.42 Electrical_Services
53620	2026-03-06	LAMAR AIRPORT ADVERTISING CO.	1,600.00 Marketing
53620	2026-03-06	LAMAR AIRPORT ADVERTISING CO.	1,680.00 Marketing
53620	2026-03-06	LAMAR AIRPORT ADVERTISING CO.	1,680.00 Marketing
53547	2026-02-26	Language Line Solutions	272.56 Professional_&_Technical_Services
53547	2026-02-26	Language Line Solutions	225.45 Professional_&_Technical_Services
53647	2026-03-06	Language Line Solutions	658.40 Professional_&_Technical_Services
53692	2026-03-13	Leslie Pedrosa	524.60 Employee reimbursement
53627	2026-03-06	Lift-U	271.25 Parts
53660	2026-03-06	Loomis Armored US, LLC	738.99 Services
53727	2026-03-13	Loomis Armored US, LLC	736.43 Services
53649	2026-03-06	Lowe's Home Improvement	138.14 Department_Supplies
53649	2026-03-06	Lowe's Home Improvement	15.19 Department_Supplies
53649	2026-03-06	Lowe's Home Improvement	140.91 Department_Supplies
53722	2026-03-13	Lowe's Home Improvement	23.60 Janitorial_and_Toiletry_Supplies
53722	2026-03-13	Lowe's Home Improvement	1.97 Department_Supplies
53722	2026-03-13	Lowe's Home Improvement	10.71 Department_Supplies
53548	2026-02-26	Lowe's Home Improvement	54.08 Services
53649	2026-03-06	Lowe's Home Improvement	163.17 Services
53649	2026-03-06	Lowe's Home Improvement	93.97 Services
53722	2026-03-13	Lowe's Home Improvement	170.84 Department_Supplies
53649	2026-03-06	Lowe's Home Improvement	56.78 Parts

53649	2026-03-06	Lowes Home Improvement	8.49 Department_Supplies
53649	2026-03-06	Lowes Home Improvement	29.97 Department_Supplies
53649	2026-03-06	Lowes Home Improvement	99.00 Services
53649	2026-03-06	Lowes Home Improvement	-23.36 Parts
53649	2026-03-06	Lowes Home Improvement	58.35 Department_Supplies
53722	2026-03-13	Lowes Home Improvement	58.37 Department_Supplies
53649	2026-03-06	Lowes Home Improvement	55.10 Department_Supplies
53649	2026-03-06	Lowes Home Improvement	12.05 Department_Supplies
53649	2026-03-06	Lowes Home Improvement	71.68 Department_Supplies
53722	2026-03-13	Lowes Home Improvement	61.80 Department_Supplies
53649	2026-03-06	Lowes Home Improvement	130.98 Services
53681	2026-03-06	Luminator Technology Group	2,289.00 Parts
53667	2026-03-06	Lyft, Inc	6,059.60 Services
53667	2026-03-06	Lyft, Inc	1,076.53 Services
53680	2026-03-06	Mary M Johnson	125.00 Services
53680	2026-03-06	Mary M Johnson	60.00 Parts
53603	2026-03-06	MDMC3 LLC	340.00 Professional_& Technical_Services
53691	2026-03-06	MDMC3 LLC	680.00 Professional_& Technical_Services
53691	2026-03-06	MDMC3 LLC	22,908.87 Professional_& Technical_Services
53560	2026-02-26	Melba Valley Senior Center	4,872.96 Senior_Services
53747	2026-03-13	Melba Valley Senior Center	4,822.20 Senior_Services
53746	2026-03-13	Metro Community Services	15,690.66 Senior_Services
100685	2026-03-06	Mills, Wayne	187.78 Mileage reimbursement
53580	2026-03-06	Minert & Associates, Inc	116.00 Employee_Screening
53694	2026-03-13	Minert & Associates, Inc	144.00 Employee_Screening
53671	2026-03-06	Model 1 Commercial Vehicles, Inc	553.46 Parts
53671	2026-03-06	Model 1 Commercial Vehicles, Inc	801.44 Parts
53671	2026-03-06	Model 1 Commercial Vehicles, Inc	411.34 Parts
53598	2026-03-06	Muncie Reclamation Supply Company	653.64 Parts
53598	2026-03-06	Muncie Reclamation Supply Company	251.42 Parts
53598	2026-03-06	Muncie Reclamation Supply Company	257.98 Parts
53598	2026-03-06	Muncie Reclamation Supply Company	71.98 Parts
53598	2026-03-06	Muncie Reclamation Supply Company	125.28 Parts
53598	2026-03-06	Muncie Reclamation Supply Company	6.87 Parts
53598	2026-03-06	Muncie Reclamation Supply Company	124.64 Parts
53598	2026-03-06	Muncie Reclamation Supply Company	773.20 Parts
53598	2026-03-06	Muncie Reclamation Supply Company	491.64 Parts
53703	2026-03-13	Muncie Reclamation Supply Company	99.80 Parts
53766	2026-03-13	Muncie Reclamation Supply Company	85.94 Parts
53766	2026-03-13	Muncie Reclamation Supply Company	194.40 Parts
53766	2026-03-13	Muncie Reclamation Supply Company	267.54 Parts
53698	2026-03-13	Mursalov, Islom	100.66 Employee reimbursement
53600	2026-03-06	MV Public Transportation, Inc	39,765.02 Services
53600	2026-03-06	MV Public Transportation, Inc	5,000.00 Services
53600	2026-03-06	MV Public Transportation, Inc	2,950.31 Services
53704	2026-03-13	MV Public Transportation, Inc	39,765.02 Services
100698	2026-03-06	Natura Home Services	189.00 Services
53536	2026-02-20	Nick Moore	320.00 Employee reimbursement
53635	2026-03-06	Norco Inc	26.66 Department_Supplies
53711	2026-03-13	ODP Business Solutions, LLC	16.09 Department_Supplies
53618	2026-03-06	ODP Business Solutions, LLC	81.11 Department_Supplies
53618	2026-03-06	ODP Business Solutions, LLC	28.39 Department_Supplies
53618	2026-03-06	ODP Business Solutions, LLC	70.28 Office_Supplies
53711	2026-03-13	ODP Business Solutions, LLC	16.09 Office_Supplies
53618	2026-03-06	ODP Business Solutions, LLC	62.84 Office_Supplies
53618	2026-03-06	ODP Business Solutions, LLC	7.41 Department_Supplies
53618	2026-03-06	ODP Business Solutions, LLC	49.60 Department_Supplies
53711	2026-03-13	ODP Business Solutions, LLC	212.86 Office_Supplies
53618	2026-03-06	ODP Business Solutions, LLC	28.79 Office_Supplies
53618	2026-03-06	ODP Business Solutions, LLC	194.03 Department_Supplies
53618	2026-03-06	ODP Business Solutions, LLC	9.81 Department_Supplies
53618	2026-03-06	ODP Business Solutions, LLC	4.62 Department_Supplies
53618	2026-03-06	ODP Business Solutions, LLC	17.54 Department_Supplies
53618	2026-03-06	ODP Business Solutions, LLC	36.96 Department_Supplies
53711	2026-03-13	ODP Business Solutions, LLC	100.93 Department_Supplies
53711	2026-03-13	ODP Business Solutions, LLC	4.22 Department_Supplies
53676	2026-03-06	O'Reilly Auto Parts	54.99 Department_Supplies
53676	2026-03-06	O'Reilly Auto Parts	31.99 Department_Supplies
53676	2026-03-06	O'Reilly Auto Parts	346.75 Parts
53676	2026-03-06	O'Reilly Auto Parts	18.18 Department_Supplies
53676	2026-03-06	O'Reilly Auto Parts	149.58 Parts
53676	2026-03-06	O'Reilly Auto Parts	299.16 Parts
53676	2026-03-06	O'Reilly Auto Parts	34.96 Parts
53739	2026-03-13	O'Reilly Auto Parts	108.25 Parts

53739	2026-03-13	O'Reilly Auto Parts	63.10	Parts
53626	2026-03-06	Pacific Office Automation	721.64	IT_Operations_ & Maintenance
53619	2026-03-06	Paragon Consulting, Inc	1,040.00	Engineering_Consultants
53619	2026-03-06	Paragon Consulting, Inc	11,057.50	Engineering_Consultants
53719	2026-03-13	Parma Senior Center	1,968.00	Senior_Services
100689	2026-03-06	Peak Industrial, Inc.	210.18	Professional_ & Technical_Services
100689	2026-03-06	Peak Industrial, Inc.	184.16	Parts
100689	2026-03-06	Peak Industrial, Inc.	92.08	Parts
100689	2026-03-06	Peak Industrial, Inc.	1,567.09	Parts
53708	2026-03-13	Pedrosa, Leslie	34.80	Employee reimbursement
53621	2026-03-06	Pegasus ME Buyer, Inc; DBA Mythics. LLC	22,895.40	IT_Software
53566	2026-02-26	Pegasus ME Buyer, Inc; DBA Mythics. LLC	2,310.00	IT_Software
53621	2026-03-06	Pegasus ME Buyer, Inc; DBA Mythics. LLC	6,221.58	IT_Software
53593	2026-03-06	Personnel Plus, Inc.	762.46	Labor_Services
53593	2026-03-06	Personnel Plus, Inc.	389.12	Labor_Services
53593	2026-03-06	Personnel Plus, Inc.	5,046.37	Labor_Services
53593	2026-03-06	Personnel Plus, Inc.	944.54	Labor_Services
53593	2026-03-06	Personnel Plus, Inc.	972.80	Labor_Services
53593	2026-03-06	Personnel Plus, Inc.	7,649.20	Labor_Services
53593	2026-03-06	Personnel Plus, Inc.	910.40	Labor_Services
53593	2026-03-06	Personnel Plus, Inc.	972.80	Labor_Services
53593	2026-03-06	Personnel Plus, Inc.	6,894.41	Labor_Services
53593	2026-03-06	Personnel Plus, Inc.	910.40	Labor_Services
53593	2026-03-06	Personnel Plus, Inc.	1,945.60	Labor_Services
53593	2026-03-06	Personnel Plus, Inc.	8,860.41	Labor_Services
53593	2026-03-06	Personnel Plus, Inc.	910.40	Labor_Services
53593	2026-03-06	Personnel Plus, Inc.	1,945.60	Labor_Services
53593	2026-03-06	Personnel Plus, Inc.	8,963.25	Labor_Services
53701	2026-03-13	Personnel Plus, Inc.	910.40	Labor_Services
53701	2026-03-13	Personnel Plus, Inc.	8,451.24	Labor_Services
53582	2026-03-06	PNG Media LLC	60.75	Services
100686	2026-03-06	Primary Health Medical Group, LLC	990.00	Employee_Screening
100686	2026-03-06	Primary Health Medical Group, LLC	822.00	Services
100704	2026-03-13	Primary Health Medical Group, LLC	110.00	Services
53670	2026-03-06	Quench USA, Inc	318.95	Services
53679	2026-03-06	RDK Corporation	70.00	Employee_Screening
53679	2026-03-06	RDK Corporation	70.00	Services
53537	2026-02-26	Richard Marks-Chalmers	314.65	Employee reimbursement
53762	2026-03-13	Richard Marks-Chalmers	353.08	Employee reimbursement
100687	2026-03-06	Right! Systems, Inc.	564.21	IT_Software
53535	2026-02-18	Robert Lowe	248.40	Employee reimbursement
53575	2026-03-06	Robert Lowe	890.00	Employee reimbursement
53591	2026-03-06	Rocky Mountain Portable Toilets, LLC	290.07	Services
53699	2026-03-13	Rocky Mountain Portable Toilets, LLC	262.28	Services
53662	2026-03-06	Romaine Electric Corporation	112.48	Parts
53728	2026-03-13	Romaine Electric Corporation	357.00	Parts
53763	2026-03-13	Ryan Goforth	14.50	Employee reimbursement
53736	2026-03-13	Safety-Kleen Systems Inc	237.27	Services
100682	2026-02-26	SAMG Occupational Med - Emerald	335.00	Services
100694	2026-03-06	SAMG Occupational Med - Emerald	820.00	Services
100694	2026-03-06	SAMG Occupational Med - Emerald	150.00	Employee_Screening
100695	2026-03-06	Scheer, Jessie	79.50	Employee reimbursement
53567	2026-02-26	Shred-It USA- LLC	140.29	Services
53567	2026-02-26	Shred-It USA- LLC	160.64	Services
53631	2026-03-06	Shred-It USA- LLC	15.05	Services
53631	2026-03-06	Shred-It USA- LLC	160.05	Services
53561	2026-02-26	Sloan Metal Solutions	1,400.00	Subrecipient_Capital
53648	2026-03-06	Smith Power Products, Inc	2,537.78	Parts
53648	2026-03-06	Smith Power Products, Inc	17.94	Parts
53648	2026-03-06	Smith Power Products, Inc	1,173.69	Parts
53721	2026-03-13	Smith Power Products, Inc	311.75	Parts
53721	2026-03-13	Smith Power Products, Inc	828.05	Parts
53721	2026-03-13	Smith Power Products, Inc	185.40	Parts
53721	2026-03-13	Smith Power Products, Inc	112.64	Parts
53572	2026-02-27	Smith, Joshua	266.60	Employee reimbursement
53589	2026-03-06	Smith, Shayne	111.30	Employee reimbursement
53541	2026-02-26	Smith, Shayne	137.20	Employee reimbursement
53569	2026-02-27	Smith, Shayne	266.60	Employee reimbursement
53545	2026-02-26	Steward, Wendi	42.19	Employee reimbursement
53643	2026-03-06	Stoltz Marketing Group, Inc	2,145.00	Marketing
53643	2026-03-06	Stoltz Marketing Group, Inc	7,505.00	Marketing
53643	2026-03-06	Stoltz Marketing Group, Inc	1,505.00	Marketing
53643	2026-03-06	Stoltz Marketing Group, Inc	18,038.00	Marketing
53644	2026-03-06	Syringa Networks, LLC	5,387.28	Internet_Service

53622	2026-03-06	Tacoma Screw Products Inc.	40.17 Department_Supplies
53622	2026-03-06	Tacoma Screw Products Inc.	5.76 Department_Supplies
53622	2026-03-06	Tacoma Screw Products Inc.	61.05 Department_Supplies
53622	2026-03-06	Tacoma Screw Products Inc.	276.60 Department_Supplies
53712	2026-03-13	Tacoma Screw Products Inc.	227.34 Department_Supplies
53712	2026-03-13	Tacoma Screw Products Inc.	852.87 Parts
53712	2026-03-13	Tacoma Screw Products Inc.	31.24 Department_Supplies
53712	2026-03-13	Tacoma Screw Products Inc.	138.00 Department_Supplies
53712	2026-03-13	Tacoma Screw Products Inc.	-91.19 Department_Supplies
53611	2026-03-06	Tates Rents	1,416.48 Leases_&_Rentals
53685	2026-03-06	The Car Park, LLC	75.00 Professional_&_Technical_Services
53685	2026-03-06	The Car Park, LLC	675.00 Professional_&_Technical_Services
53685	2026-03-06	The Car Park, LLC	75.00 Professional_&_Technical_Services
53684	2026-03-06	Thermo Fluids, Inc.	404.50 Fluids
53668	2026-03-06	Thompson and Associates, Inc.	1,358.00 Professional_&_Technical_Services
53668	2026-03-06	Thompson and Associates, Inc.	3,023.79 Professional_&_Technical_Services
53678	2026-03-06	Transpo Group USA, Inc.	17,672.40 Engineering_Consultants
53639	2026-03-06	Treasure Valley Coffee	34.00 Department_Supplies
53639	2026-03-06	Treasure Valley Coffee	352.33 Department_Supplies
53639	2026-03-06	Treasure Valley Coffee	193.04 Department_Supplies
53639	2026-03-06	Treasure Valley Coffee	319.40 Office_Supplies
53639	2026-03-06	Treasure Valley Coffee	172.36 Department_Supplies
53748	2026-03-13	Treasure Valley Coffee	112.00 Department_Supplies
53748	2026-03-13	Treasure Valley Coffee	93.83 Department_Supplies
53642	2026-03-06	Treasure Valley Transit	26,662.00 Sub-recipient
100707	2026-03-13	TruckPro Holding Corporation	53.39 Parts
53651	2026-03-06	UniFirst	82.19 Department_Supplies
53632	2026-03-06	UniFirst	143.64 Uniform_Laundry_Services_and_Accessories
53651	2026-03-06	UniFirst	82.19 Department_Supplies
53632	2026-03-06	UniFirst	151.06 Uniform_Laundry_Services_and_Accessories
53651	2026-03-06	UniFirst	75.76 Department_Supplies
53632	2026-03-06	UniFirst	151.06 Uniform_Laundry_Services_and_Accessories
53651	2026-03-06	UniFirst	81.47 Department_Supplies
53632	2026-03-06	UniFirst	151.06 Uniform_Laundry_Services_and_Accessories
53724	2026-03-13	UniFirst	86.12 Department_Supplies
53717	2026-03-13	UniFirst	166.70 Uniform_Laundry_Services_and_Accessories
53724	2026-03-13	UniFirst	84.78 Department_Supplies
53576	2026-03-06	UPS Freight	82.20 Postage_&_Freight
53568	2026-02-26	US Bank Plaza Condominium Assoc., Inc.	11,246.17 Services
53634	2026-03-06	US Bank Plaza Condominium Assoc., Inc.	11,246.17 Services
53656	2026-03-06	USAbled Life	2,342.73 Insurance premiums
53599	2026-03-06	Vehicle Technical Consultants, Inc.	5,925.00 Services
100684	2026-03-06	Veolia Water Idaho	272.82 Utility billing
100703	2026-03-06	Verizon Wireless	3,386.06 Services
100699	2026-03-06	Verizon Wireless	51.56 Services
100700	2026-03-06	Verizon Wireless	38.48 Services
100701	2026-03-06	Verizon Wireless	1,464.12 Services
100702	2026-03-06	Verizon Wireless	179.42 Services
53677	2026-03-06	Via Transportation, Inc.	6,125.00 Subscriptions
53607	2026-03-06	Vista Painting LLC	17,926.50 Painting
53710	2026-03-13	Wex Bank	7,649.96 Fuel
100692	2026-03-06	Wienhoff Drug Testing	455.00 Services
100692	2026-03-06	Wienhoff Drug Testing	220.00 Services
100708	2026-03-13	Wienhoff Drug Testing	560.00 Services
100708	2026-03-13	Wienhoff Drug Testing	280.00 Services
53565	2026-02-26	William (Travis) Fremont	25,025.35 Rides_to_Wellness
53565	2026-02-26	William (Travis) Fremont	7,897.65 Rides_to_Wellness
53565	2026-02-26	William (Travis) Fremont	983.14 Rides_to_Wellness
53553	2026-02-26	William Beard	223.00 Bus_Washing
53663	2026-03-06	William Beard	315.00 Bus_Washing
53663	2026-03-06	William Beard	89.00 Bus_Washing
53663	2026-03-06	William Beard	373.00 Bus_Washing
53729	2026-03-13	William Beard	176.00 Bus_Washing
53588	2026-03-06	Winget, Robert	63.97 Employee reimbursement
53652	2026-03-06	WSP USA Inc.	5,925.04 Consulting_Services
53725	2026-03-13	WSP USA Inc.	3,440.37 Consulting_Services
53563	2026-02-26	YBNOW LLC	9,410.04 Rides_to_Wellness
53563	2026-02-26	YBNOW LLC	497.28 Rides_to_Wellness

53590	2026-03-06	Zenobe Americas EV Assetco LLC	11,666.68	Leases_ &_Rentals
53590	2026-03-06	Zenobe Americas EV Assetco LLC	23,333.36	Leases_ &_Rentals
53590	2026-03-06	Zenobe Americas EV Assetco LLC	11,666.68	Leases_ &_Rentals
53590	2026-03-06	Zenobe Americas EV Assetco LLC	23,333.36	Leases_ &_Rentals
			<u>2,203,435.92</u>	

This check register has undergone scrutiny and verification guaranteeing its integrity and accuracy. Each entry has been diligently reviewed ensuring the financial transactions are true and accurate.

Nicholas Leonardson

VRT Senior Accountant or Chief Financial Officer

ACCEPTED:

CHAIR OF EXECUTIVE BOARD

ATTEST:

SECRETARY/TREASURER

TOPIC	Updated Holiday Schedule
DATE	April 6, 2026
STAFF MEMBER	Leslie Pedrosa

Staff Recommendation Request

This is an action item. Valley Regional Transit (VRT) staff requests the Board of Directors approve Resolution VBD26-013 and accept the updated holiday schedule for bus services, starting in fiscal year 2027.

Background

October 2, 2023, the Board of Directors approved Resolution VBD23-042 which designated the listed days below as reduced service, which means no weekday peak service trippers. If the listed day falls on a Saturday, no service is reduced. Christmas Eve also ends service early, by starting its last trip of the day at 6:45 pm on weekdays or Saturday.

Current Reduced Service Schedule

- New Year’s Eve
- Martin Luther King, Jr. Day
- President’s Day
- Veteran’s Day
- Day after Thanksgiving
- Christmas Eve

Findings

Since VRT installed automatic passenger counters on all fixed-route buses, staff continues to review the data to make several service decisions. With the addition of the holiday schedule in 2023, data continues to show a significant decrease in ridership on the days after Christmas and New Years.

Most ridership decreased between 6:00 to 9:00 am and 3:00 to 6:00 pm, which is referred to as peak service hours. Ridership decreased after 8:00 pm on routes that run later as well. Currently, during peak service, VRT operates 11 additional buses to provide 15- or 30-minute service to eight (8) routes in Boise. In reviewing the ridership trends, ridership decreased between 18% and 27%, depending on the holiday and the day of the week.

Summary

With the ongoing review of ridership, VRT recommends adding the day after Christmas Day and the day after New Year’s Day to the list of days to operate a reduced schedule. VRT would continue to run Intercounty service with no changes totaling eight (8) days of reduced service.

Proposed Reduced Service Schedule

- New Year's Eve
- January 2 (day after New Year's Day)
- Martin Luther King, Jr. Day
- President's Day
- Veteran's Day
- Day after Thanksgiving
- Christmas Eve
- December 26 (day after Christmas)

VRT will continue to offer VRT Access service on Thanksgiving and Christmas, with limited hours. Currently VRT Access is offered for a block of time in the morning and the evening, taking passengers to and from their place of residence. Passengers pre-book the ride, in advance.

More Information

For detailed information, contact:

Leslie Pedrosa
Chief Operating Officer
lpedrosa@ridevrt.org
(208) 258-2713



VALLEY REGIONAL TRANSIT BOARD RESOLUTION

UPDATED HOLIDAY SCHEDULE RESOLUTION VBD26-013

BY THE BOARD OF VALLEY REGIONAL TRANSIT TO APPROVE THE UPDATED HOLIDAY SCHEDULE.

WHEREAS, pursuant to Idaho Code, Chapter 21, Title 40, and as a result of the approval of the voters of Ada and Canyon Counties on November 3, 1998, a regional public transportation authority (now known as “Valley Regional Transit” (VRT) was created to serve Ada and Canyon counties; and

WHEREAS, Idaho Code § 40-2109(1) confers to Valley Regional Transit, as a regional public transportation entity, exclusive jurisdiction over all publicly funded or publicly subsidized transportation services and programs except those transportation services and programs under the jurisdiction of public school districts and law enforcement agencies within Ada and Canyon Counties; and

WHEREAS, in coordination with local jurisdictions VRT has developed a service network that supports local jurisdiction transit service needs and adjusts service levels through the year to accommodate holidays; and

WHEREAS, the Board of Directors approved Resolution VBD23-042 on October 2, 2023, that updated VRT’s holiday schedule; and

WHEREAS, VRT would like to reduce service on additional dates adjacent to major holidays to better match service supply to demand; and

WHEREAS, Idaho Code § 40-2108(2) and (5) provide that Valley Regional Transit, as a regional public transportation entity, has power to raise and expend funds as provided in Idaho Code Chapter 21, Title 40 and to make contracts as may be necessary or convenient for the purposes of the Regional Public Transportation Authority Act; and

WHEREAS, Idaho Code § 40-2109 (5) provides that the Board of Valley Regional Transit may adopt resolutions consistent with law, as necessary, for carrying out the purposes of Chapter 21, Title 40, Idaho Code and discharging all powers and duties conferred to Valley Regional Transit pursuant to Chapter 21, Title 40.

WHEREAS, the Board of Valley Regional Transit has created an Executive Board, conferring specific authority upon it to discharge its powers, pursuant to Resolution VBD11-011; and

NOW THEREFORE, BE IT RESOLVED BY THE BOARD OF VALLEY REGIONAL TRANSIT:

Section 1. That the Board of Valley Regional Transit approve Resolution VBD26-013 and accept the updated holiday schedule.

Section 2. That Resolution VBD26-013 shall be in full force and effective immediately upon its adoption by the Board of Valley Regional Transit and its approval by the Board Chair.

ADOPTED by the Board of Valley Regional Transit, this 6th day of April 2026.

APPROVED by the Board Chair this 6th day of April 2026.

APPROVED:

CHAIR

ATTEST:

EXECUTIVE ASSISTANT



TOPIC	Delegate Approval for Acquisition of Service Contracts to the Executive Board
DATE	April 6, 2026
STAFF MEMBER	Leslie Pedrosa

Staff Recommendation/Request

This is an action item. Staff requests the Board of Directors approve Resolution VBD26-014 and delegate authority to the Executive Board to approve contracts with successful bidders following the procurement for Acquisition of Service Providers, to be executed by the CEO.

Highlights

Valley Regional Transit (VRT) is the designated recipient of 5310 federal formula funding for the large urban area Ada County. This is the funding intended to help recipients address the transportation needs of older adults and persons with disabilities. VRT is a subrecipient of Idaho Department of Transportation, who is the designated recipient of 5310 federal formula funds for the small urban area, Canyon County. Federal Transit Administration (FTA) Circular 9070.1G provides guidance on the administration of the transit program for older adults and persons with disabilities.

Chapter III of Circular 9070.1G describes how 5310 funds can be apportioned. Recipients of 5310 large urban federal formula funding may allocate funds apportioned to non-profit organizations or state governmental authorities that (1) are approved by the state to coordinate services for older adults and persons with disabilities or (2) certifies there are no non-profit organizations readily available in the area to provide the service.

Not less than 55% shall be used for traditional 5310 projects, including public transportation capital projects which are planned, designed, and carried out to meet the needs of older adults and persons with disabilities when public transportation is insufficient, unavailable or inappropriate. Up to 45% may be allocated for operating assistance, however this funding is limited to eligible projects.

In 2025, VRT released a procurement following guidance from FTA Region 10 to address updates to the circular that does not allow VRT to directly operate the Beyond Access service. The procurement only received one proposal, and a contract could not be finalized with the bidder.

VRT released the procurement again, opening it up to both non-profits and for-profit bidders, based on guidance from FTA Region10. VRT received five proposals and is working through the circular to ensure compliance with operating services using both non-profits and for-profit bidders.

Schedule

- January 2025 – Request Board of Directors delegate authority to the Executive Board to approve contracts with successful request for proposal (RFP) bidders
- February 2025 – Issued RFP for Acquisition of Service Providers
- March 2025 to June 2025 – Attempted to negotiate a contract with Acquisition of Service bidder
- December 2025 – Issued RFP for Acquisition of Service Providers for non-profit and for-profit bidders
- January 2026 – Bids received for Acquisition of Service Providers for non-profit and for-profit bidders
- February through March 2026 – Working with FTA Region 10 to ensure service providers meet all guidelines of circular to operate services to meet the minimum 55% of service
- May 2026 – Request Executive Board approve contracts with eligible bidders
- May and June 2026 – Negotiate and finalize contracts with eligible bidders
- July 2026 – Contractors begin operating for Beyond Access service

Implication

VRT needs to complete the formal procurement to continue operating all 5310 services. It is VRT's expectation that there will be multiple providers to operate services. VRT does not intend to directly operate 5310 services.

More Information

Attachments:

Resolution VBD26-014

For detailed information, contact:

Leslie Pedrosa
Chief Operating Officer
lpedrosa@ridevrt.org
(208) 258-2713



VALLEY REGIONAL TRANSIT BOARD RESOLUTION

DELEGATE APPROVAL FOR ACQUISITION OF SERVICE CONTRACTS TO THE EXECUTIVE BOARD RESOLUTION VBD26-014

BY THE BOARD OF VALLEY REGIONAL TRANSIT DELEGATING AUTHORITY TO THE EXECUTIVE BOARD TO APPROVE CONTRACTS FOR THE CEO TO EXECUTE WITH ACQUISITION OF SERVICE PROVIDERS

WHEREAS, pursuant to Idaho Code, Chapter 21, Title 40, and as a result of the approval of the voters of Ada and Canyon Counties on November 3, 1998, a regional public transportation authority (now known as “Valley Regional Transit” (VRT) was created to serve Ada and Canyon counties; and

WHEREAS, Idaho Code § 40-2109(1) confers to Valley Regional Transit, as a regional public transportation entity, exclusive jurisdiction over all publicly funded or publicly subsidized transportation services and programs except those transportation services and programs under the jurisdiction of public school districts and law enforcement agencies within Ada and Canyon Counties; and

WHEREAS, VRT operates many 5310 federally funded programs, which are programs that meet the transportation needs of older adults and persons with disabilities; and

WHEREAS, VRT is the designated recipient of 5310 federal formula funding for the large urban area, and a subrecipient of Idaho Department of Transportation, who is the designated recipient of 5310 federal formula funds for the small urban area; and

WHEREAS, VRT released a formal procurement to operate 5310 services that will require approved contracts before the next scheduled Board of Directors meeting; and

WHEREAS, Valley Regional Transit included the budget for this expenditure in the fiscal year 2026 budget Resolution VBD25-036 as approved by the VRT Board on August 4, 2025; and

WHEREAS, the Valley Regional Transit staff will conduct a competitive procurement process as required in the VRT Procurement Policies adopted by the Valley Regional Transit Board of Directors by Resolution VBD17-003 on 01/09/17 and updated by Resolution VBD17-022 on 09/25/17, and in compliance with all local and FTA requirements; and

WHEREAS, Idaho Code § 40-2108(2) and (5) provide that Valley Regional Transit, as a regional public transportation entity has power to raise and expend funds as provided in Idaho Code Chapter 21, Title 40 and to make contracts as may be necessary or convenient for the purposes of the Regional Public Transportation Authority Act; and

WHEREAS, Idaho Code § 40-2109 (5) provides that the Board of Valley Regional Transit may adopt resolutions consistent with law, as necessary, for carrying out the purposes of Chapter 21, Title 40, Idaho Code and discharging all powers and duties conferred to Valley Regional Transit pursuant to Chapter 21, Title 40.

WHEREAS, the Board of Valley Regional Transit has created an Executive Board, conferring specific authority upon it to discharge its powers, pursuant to Resolution VBD11-011; and

NOW THEREFORE, BE IT RESOLVED BY THE BOARD OF VALLEY REGIONAL TRANSIT:

Section 1. That the Board of Valley Regional Transit delegate authority to the Executive Board to approve service provider contracts with successful bidders following the Acquisition of Service Provider RFP to be executed by the CEO.

Section 2. That this Resolution VBD26-014 shall be in full force and effective immediately upon its adoption by the Board of Valley Regional Transit and its approval by the Board Chair.

ADOPTED by the Board of Valley Regional Transit, this 6th day of April 2026.

APPROVED by the Board Chair this 6th day of April 2026.

ATTEST:

APPROVED:

EXECUTIVE ASSISTANT

CHAIR



TOPIC	GILLIG Bus Purchase Pricing Adjustment
DATE	April 6, 2026
STAFF MEMBER	Leslie Pedrosa

Staff Recommendation Request

This is an action item. Valley Regional Transit (VRT) staff requests the Board of Directors approve Resolution VBD26-015 and accept the pricing adjustment for eight (8) replacement compressed natural gas (CNG) buses.

Background

January 5, 2026, the Board of Directors approved Resolution VBD26-007 to purchase buses from GILLIG for Ada County, following the FY2024 Bus and Bus Facilities (BBF) Grant award. VRT currently has eight (8) CNG buses due for replacement in Ada County and VRT will be replacing those buses with CNG powered buses from GILLIG, who partnered with VRT on the BBF grant application, which eliminates the requirement to release a formal procurement.

Findings

VRT has received the final quote for this bus purchase. Which is higher than anticipated due to potential tariff impacts and increased costs associated with the Cummins engine resulting from EPA-mandated emissions upgrades. Due to the change in propulsion in the grant there are sufficient savings to cover the increase with the existing grant award. VRT is requesting the not-to-exceed amount for the eight (8) replacement buses be increased from \$6,250,000 to \$6,400,000, representing an increase of \$150,000.

Summary

VRT will not know final tariff costs until the parts are ordered by GILLIG in 2027. VRT staff will work closely with GILLIG during bus build process to monitor costs and ensure budget compliance.

More Information

For detailed information, contact:

Leslie Pedrosa
 Chief Operating Officer
 lpedrosa@ridevrt.org
 (208) 258-2713

VALLEY REGIONAL TRANSIT BOARD RESOLUTION

GILLIG BUS PURCHASE PRICING ADJUSTMENT RESOLUTION VBD26-015

BY THE BOARD OF VALLEY REGIONAL TRANSIT APPROVING THE PRICING ADJUSTMENT FOR THE PURCHASE OF REPLACEMENT BUSES FROM GILLIG FOR ADA COUNTY FIXED-ROUTE SERVICE.

WHEREAS, pursuant to Idaho Code, Chapter 21, Title 40, and as a result of the approval of the voters of Ada and Canyon Counties on November 3, 1998, a regional public transportation authority (now known as “Valley Regional Transit” (VRT) was created to serve Ada and Canyon counties; and

WHEREAS, Idaho Code § 40-2109(1) confers to Valley Regional Transit, as a regional public transportation entity, exclusive jurisdiction over all publicly funded or publicly subsidized transportation services and programs except those transportation services and programs under the jurisdiction of public school districts and law enforcement agencies within Ada and Canyon Counties; and

WHEREAS, VRT was a recipient of the FY2024 Bus and Bus Facilities (BBF) Grant Program that included a budget for vehicle replacements; and

WHEREAS, VRT partnered with GILLIG as part of the BBF Grant, which eliminates the requirement to release a formal procurement for vehicle purchases; and

WHEREAS, the Board of Directors approved Resolution VBD26-007 on January 5, 2026, to purchase up to eight (8) vehicles from GILLIG, not to exceed \$6,250,000; and

WHEREAS, VRT would request the Board of Directors rescind Resolution VBD26-007 due to final quote exceeding the previous not to exceed amount; and

WHEREAS, Idaho Code § 40-2108(2) and (5) provide that Valley Regional Transit, as a regional public transportation entity has power to raise and expend funds as provided in Idaho Code Chapter 21, Title 40 and to make contracts as may be necessary or convenient for the purposes of the Regional Public Transportation Authority Act; and

WHEREAS, Idaho Code § 40-2109 (5) provides that the Board of Valley Regional Transit may adopt resolutions consistent with law, as necessary, for carrying out the purposes of Chapter 21, Title 40, Idaho Code and discharging all powers and duties conferred to Valley Regional Transit pursuant to Chapter 21, Title 40.

WHEREAS, the Board of Valley Regional Transit has created an Executive Board, conferring specific authority upon it to discharge its powers, pursuant to Resolution VBD11-011; and

NOW THEREFORE, BE IT RESOLVED BY THE BOARD OF VALLEY REGIONAL TRANSIT:

Section 1. That the Board of Valley Regional Transit approve Resolution VBD26-015 and accept the pricing adjustment for the purchase of eight (8) CNG replacement vehicles from GILLIG, not to exceed \$6,400,000.

Section 2. That the Board of Valley Regional Transit rescind Resolution VBD26-007 with the approval of Resolution VBD26-015,

Section 3. That the Board of Valley Regional Transit delegate authority to the CEO to finalize and execute the agreement.

Section 4. That Resolution VBD26-015 shall be in full force and effective immediately upon its adoption by the Board of Valley Regional Transit and its approval by the Board Chair.

ADOPTED by the Board of Valley Regional Transit, this 6th day of April 2026.

APPROVED by the Board Chair this 6th day of April 2026.

ATTEST:

APPROVED:

EXECUTIVE ASSISTANT

CHAIR



AUTHORIZATION FOR EXPENDITURE

BOARD OF DIRECTORS

PROCUREMENT DESCRIPTION: GILLIG Bus Purchase Pricing Adjustment

TOTAL COST: Not to exceed \$6,400,000

PURPOSE/ACTION: Fixed-route bus purchase for buses that have met or exceeded their useful life benchmark.

SCOPE OF WORK: Purchase eight (8) replacement compressed natural gas (CNG) buses

DISCUSSION: Valley Regional Transit (VRT) plans to purchase eight (8) CNG buses from GILLIG following the grant awarded under the FY2024 Bus and Bus Facilities (BBF) Grant Program. These buses will replace CNG buses in Ada County that have met or exceeded their useful life benchmark.

The Board of Directors approved Resolution VBD26-007 on January 5, 2026, to purchase buses from GILLIG, who partnered with VRT on the BBF grant application, which eliminates the requirement to release a formal procurement.

VRT received the final quote for the bus purchase, and it is higher than anticipated due to possible tariff impacts. There is also a cost increase for the Cummins Engine due to EPA mandated emissions upgrades. VRT is requesting that the not to exceed amount for the eight (8) CNG replacement buses increase from \$6,250,000 to \$6,400,000, an increase of \$150,000.

VRT will not know final tariff costs until the parts are ordered by GILLIG in 2027. VRT staff will be working closely with GILLIG, when the bus build begins, to monitor costs to ensure budget compliance.

ALTERNATIVES: Not replacing buses that have met or exceeded their useful life will cause the maintenance costs to increase with the potential of the buses getting to the point they are no longer financially beneficial to VRT.

FISCAL IMPACT: The funding for the eight (8) CNG replacement buses was included in the FY2026 budget amendment, **Resolution VBD26-009**, on January 5, 2026, following the 2024 BBF Grant Award.

RECOMMENDATION/JUSTIFICATION: VRT requests the VRT Board of Directors approve **Resolution VBD26-015**, rescind Resolution VBD26-007, and delegate authority to the CEO to finalize and execute an agreement with GILLIG, with a not to exceed amount of \$6,400,000.

RESOLUTION NUMBER: VBD26-015

ORDER OF REVIEW

CHIEF EXECUTIVE OFFICER (CEO) (Approves procurements up to \$150,000)

Signature: _____

Date Approved:

EXECUTIVE BOARD (Approves procurements \$150,000 up to \$300,000)

Signature: _____

Date Approved: _____ Resolution Number: _____

VRT BOARD (Approves procurements \$300,000 and over)

Signature: _____

Date Approved: 4/6/2026 Resolution Number: VBD26-015



VALLEY REGIONAL TRANSIT BOARD RESOLUTION

ORCHARD EAST LOT - SITE CIVIL CONSTRUCTION RESOLUTION VBD26-016

BY THE BOARD OF VALLEY REGIONAL TRANSIT AUTHORIZING THE BUDGET EXPENDITURES FOR THE ORCHARD EAST LOT CONSTRUCTION.

WHEREAS, pursuant to Idaho Code, Chapter 21, Title 40, and as a result of the approval of the voters of Ada and Canyon Counties on November 3, 1998, a regional public transportation authority (now known as “Valley Regional Transit” (VRT) was created to serve Ada and Canyon counties; and

WHEREAS, Idaho Code § 40-2109(1) confers to Valley Regional Transit, as a regional public transportation entity, exclusive jurisdiction over all publicly funded or publicly subsidized transportation services and programs except those transportation services and programs under the jurisdiction of public school districts and law enforcement agencies within Ada and Canyon Counties; and

WHEREAS, VRT was a recipient of Carbon Reduction Act funds and Surface Transportation Block Grant Programs for \$2,775,000 for East Lot Development that included the budget for site civil construction and construction of a maintenance and administration building; and

WHEREAS, VRT entered into agreements for on call construction contracts with multiple companies under formal procurement CSA DEV BASE 001 25-4 for construction services; and

WHEREAS, VRT evaluated all companies against the same construction parameters; and

WHEREAS, VRT will enter into an agreement with Andersen Construction Companies of Idaho LLC for an amount up to \$775,000 for site civil construction; and

WHEREAS, Idaho Code § 40-2108(2) and (5) provide that Valley Regional Transit, as a regional public transportation entity has power to raise and expend funds as provided in Idaho Code Chapter 21, Title 40 and to make contracts as may be necessary or convenient for the purposes of the Regional Public Transportation Authority Act; and

WHEREAS, Idaho Code § 40-2109 (5) provides that the Board of Valley Regional Transit may adopt resolutions consistent with law, as necessary, for carrying out the purposes of Chapter 21, Title 40, Idaho Code and discharging all powers and duties conferred to Valley Regional Transit pursuant to Chapter 21, Title 40.

WHEREAS, the Board of Valley Regional Transit has created an Executive Board, conferring specific authority upon it to discharge its powers, pursuant to Resolution VBD11-011; and

NOW THEREFORE, BE IT RESOLVED BY THE BOARD OF VALLEY REGIONAL TRANSIT:

Section 1. That the Board of Valley Regional Transit approve Resolution VBD26-016 to authorize expenditures with Andersen Construction Company of Idaho LLC, not to exceed \$775,000.

Section 2. That the Board of Valley Regional Transit delegate authority to the Chief Executive Officer (CEO) to finalize and execute the agreement.

Section 3. That Resolution VBD26-016 shall be in full force and effective immediately upon its adoption by the Board of Valley Regional Transit and its approval by the Board Chair.

ADOPTED by the Board of Valley Regional Transit, this 6th day of April 2026.

APPROVED by the Board Chair this 6th day of April 2026.

ATTEST:

APPROVED:

EXECUTIVE ASSISTANT

CHAIR



AUTHORIZATION FOR EXPENDITURE

BOARD OF DIRECTORS

PROCUREMENT DESCRIPTION: Orchard East Lot Site Civil Construction

TOTAL COST: Not to exceed \$775,000

PURPOSE/ACTION: Phase 1 construction for extension of Northrup and prepare east lot for construction of new administration and maintenance building.

SCOPE OF WORK: Clear and prepare land for vertical construction. Extend and pave Northrup from existing pavement to Harvard.

DISCUSSION: Valley Regional Transit (VRT) identified the need for expanded staff space for the administration and maintenance of assets in the Orchard Facility Master plan. Phase 1 is extension of utilities and land preparation (appx 2.2 acres) within the expanding area. Phase 2 would be the vertical construction of the building (appx 5000 sq/ft).

ALTERNATIVES: With VRT taking on advertising benches and expanded passenger amenities (shelters/trash/real time information), expansion is needed to manage these services. VRT staff do not have space at the Orchard Facility for administration or maintenance of non-provider contract services. Without the building, another location would need to be leased or purchased to provide VRT staff the space to manage assets within the system.

FISCAL IMPACT: Funding for construction was included in the FY2024 budget and FY2025 amendment RESOLUTION VBD25-010 FY2025 Budget Amendment. The grants funding the East Lot Construction are fully authorized by the FTA.

RECOMMENDATION/JUSTIFICATION: VRT requests the VRT Board of Directors approve Resolution VBD26-016, and delegate authority to the CEO to finalize and execute an agreement with Andersen Construction Company of Idaho LLC, with a not to exceed amount of \$775,000.

RESOLUTION NUMBER: VBD26-016

ORDER OF REVIEW

CHIEF EXECUTIVE OFFICER (CEO) (Approves procurements up to \$150,000)

Signature: _____
Date Approved: _____

EXECUTIVE BOARD (Approves procurements \$150,000 up to \$300,000)

Signature: _____
Date Approved: _____ Resolution Number: _____

VRT BOARD (Approves procurements \$300,000 and over)

Signature: _____

Date Approved: 4/6/2026 Resolution Number: VBD26-016



VALLEY REGIONAL TRANSIT BOARD RESOLUTION

ADA ELIGIBILITY EVALUATION SERVICE RESOLUTION VBD26-017

BY THE BOARD OF VALLEY REGIONAL TRANSIT TO APPROVE A CONTRACT WITH ADARIDE.COM FOR EVALUATION AND VERIFICATION SERVICES.

WHEREAS, pursuant to Idaho Code, Chapter 21, Title 40, and as a result of the approval of the voters of Ada and Canyon Counties on November 3, 1998, a regional public transportation authority (now known as “Valley Regional Transit”) was created to serve Ada and Canyon counties; and

WHEREAS, Idaho Code § 40-2109(1) confers to Valley Regional Transit, as a regional public transportation entity, exclusive jurisdiction over all publicly funded or publicly subsidized transportation services and programs except those transportation services and programs under the jurisdiction of public-school districts and law enforcement agencies within Ada and Canyon Counties; and

WHEREAS, Idaho Code § 40-2108(2) and (5) provide that Valley Regional Transit, as a regional public transportation entity, has power to raise and expend funds as provided in Idaho Code Chapter 21, Title 40 and to make contracts as may be necessary or convenient for the purposes of the Regional Public Transportation Authority Act; and

WHEREAS, Valley Regional Transit requires a professional services agreement with a qualified firm for eligibility evaluations; and

WHEREAS, Valley Regional Transit has selected the ADARide to provide eligibility evaluation services, with a not to exceed amount of \$628,000.00 over a seven-year period; and

WHEREAS, Valley Regional Transit will ensure to include the expense for eligibility services in the annual operating budget, and included the budget for this expenditure in the fiscal year 2026 budget, Resolution VBD25-036 approved on August 4, 2025; and

WHEREAS, the Valley Regional Transit staff conducted a competitive procurement process as required in the VRT Procurement Policies adopted by the Valley Regional Transit Board of Directors by Resolution VBD17-003 on 01/09/17 and updated by Resolution VBD17-022 on 09/25/17, and in compliance with all local and FTA requirements; and

WHEREAS, Idaho Code § 40-2109(5) provides that the Board of Valley Regional Transit may adopt resolutions consistent with law, as necessary, for carrying out the purposes of Chapter 21, Title 40, Idaho Code and discharging all powers and duties conferred to Valley Regional Transit Pursuant to Chapter 21, Title 40; and

WHEREAS, the Board of Valley Regional Transit has created an Executive Board, conferring specific authority upon it to discharge its powers, pursuant to Resolution VBD11-011; and

NOW THEREFORE, BE IT RESOLVED BY THE BOARD OF VALLEY REGIONAL TRANSIT:

Section 1. That the Board of Valley Regional Transit approve Resolution VBD26-017 to contract with ADARide.com for ADA Eligibility Evaluation Services for up to seven years, not to exceed \$628,000.

Section 2. That the Board of Valley Regional Transit delegate authority to the CEO to finalize and execute the contract.

Section 3. That Resolution VBD26-017 shall be in full force and effective immediately upon its adoption by the Board of Valley Regional Transit and its approval by the Board Chair.

ADOPTED by the Board of Valley Regional Transit, this 6th day of April 2026.

APPROVED by the Board Chair this day 6th day of April 2026.

ATTEST:

APPROVED:

EXECUTIVE ASSISTANT

CHAIR



AUTHORIZATION FOR EXPENDITURE

BOARD OF DIRECTORS

PROCUREMENT DESCRIPTION: ADA Eligibility Evaluation Service

TOTAL COST: Not to exceed \$628,000

PURPOSE/ACTION: Provide eligibility and evaluation services under the Americans with Disabilities Act (ADA) to ensure only qualified passengers use Valley Regional Transit's (VRT) qualified services and a verification process for reduced fare categories.

SCOPE OF WORK: VRT requires the services of a professional to perform functional assessments in accordance with ADA and agency criteria for riders and new applicants to be qualified for VRT Access, Beyond Access, and reduced fares.

DISCUSSION: VRT has an established process that certifies persons with disabilities who may qualify to use Access or Beyond Access service. It is essential that this process continues in a professional, sensitive, and efficient manner. It is also imperative that VRT avoids duplicating services. By evaluating riders for VRT services, staff can ensure rides are scheduled under the correct service - either VRT Access or Beyond Access.

VRT aims to ensure accurate fare collection for all riders. VRT will work with the selected offeror to implement a process for verifying eligibility for reduced fares, including youth, older adults, individuals with disabilities, and Medicare recipients.

ALTERNATIVES: VRT does not currently employ staff qualified to conduct eligibility evaluations. The only alternative would require VRT to hire additional staff, provide specialized training, and ensure ongoing oversight of the process. These additional resources were not included in the operations budget.

FISCAL IMPACT: Total cost for this service will not exceed \$628,000 over the seven-year contract. This cost will continue to be included in the operating budget each fiscal year. Fiscal year 2026 costs were included in the operating budget approved by the Board of Directors August 4, 2025, Resolution VBD25-036.

RECOMMENDATION/JUSTIFICATION: VRT staff requests the Board of Directors approve Resolution VBD26-017 and delegate authority to the CEO to finalize and execute a contract with ADARide.

RESOLUTION NUMBER: VBD26-017

ORDER OF REVIEW

CHIEF EXECUTIVE OFFICER (CEO) (Approves procurements up to \$150,000)

Signature: _____
Date Approved: _____ Resolution Number: _____

EXECUTIVE BOARD (Approves procurements \$150,000 up to \$300,000)

Signature: _____
Date Approved: _____ Resolution Number: _____

VRT BOARD (Approves procurements \$300,000 and over)

Signature: _____
Date Approved: April 6, 2026 Resolution Number: VBD26-017



TOPIC	Delegation of Authority to Executive Board: On-Call Marketing and Creative Services Contract Approval
DATE	April 6, 2026
STAFF MEMBER	Jason Rose

Staff Recommendation

Staff recommends the Valley Regional Transit (VRT) Board of Directors approve Resolution VBD26-018 Delegation of Authority to Executive Board: On-Call Marketing and Creative Services Contract Approval to delegate the authority to approve On-Call Marketing and Creative Services.

Summary

VRT staff utilizes marketing partnerships to support staff, provide professional services, and fulfill multi-year marketing and communications initiatives that align with agency strategies. VRT’s current On-Call Marketing contract expires June 6, 2026. Staff have issued a request for proposal (RFP) to seek qualified bidders with a timeline that maximizes current contract terms without leaving a gap in support.

The estimated contract amount is \$1,000,000 over five years, a not-to-exceed limit based on prior contract approvals, previous usage, and anticipated increase in need, due to heightened marketing demands to increase ridership, grow pass programs and City Go memberships, increase advertising sales revenue, enhance supplemental service promotions, and support new federal accessibility requirements. While much of the contracted amount is anticipated to be paid for by VRT’s marketing budget as approved by the VRT Board, staff anticipate a portion of the contract to be paid for with advertising, pass program, and City Go membership revenue in areas that support those functions. VRT is reimbursed for expenses related to this contract by advertising customers, resulting in a budget-neutral impact.

More Information

For detailed information, contact:

Jason Rose
 Chief Communications Officer
jrose@ridevrt.org
 208-803-5183

VALLEY REGIONAL TRANSIT BOARD RESOLUTION

DELEGATION OF AUTHORITY TO EXECUTIVE BOARD: ON-CALL MARKETING AND CREATIVE SERVICES CONTRACT APPROVAL RESOLUTION VBD26-018

BY THE BOARD OF VALLEY REGIONAL TRANSIT TO DELEGATE THE AUTHORITY TO APPROVE AN ON-CALL MARKETING AND CREATIVE SERVICES CONTRACT APPROVAL

WHEREAS, pursuant to Idaho Code, Chapter 21, Title 40, and as a result of the approval of the voters of Ada and Canyon Counties on November 3, 1998, a regional public transportation authority (now known as “Valley Regional Transit” (VRT) was created to serve Ada and Canyon counties; and

WHEREAS, Idaho Code § 40-2109(1) confers to VRT, as a regional public transportation entity, exclusive jurisdiction over all publicly funded or publicly subsidized transportation services and programs except those transportation services and programs under the jurisdiction of public school districts and law enforcement agencies within Ada and Canyon Counties; and

WHEREAS, VRT is responsible for the provision of quality public transportation infrastructure in the communities it serves; and

WHEREAS, VRT staff utilizes marketing partnerships to support staff, provide professional services, and fulfill multi-year marketing and communications initiatives that align with agency strategies; and

WHEREAS, the current On-Call Marketing contract expires June 6, 2026, and a new marketing contract will require approval before the next meeting of the full VRT Board of Directors; and

WHEREAS, VRT included the budget for this expenditure in the fiscal year 2026 budget and forecasts for fiscal years 2027, 2028, 2029, 2030, and 2031; and

WHEREAS, VRT staff will conduct a competitive procurement process as required in the VRT Procurement Policies adopted by the VRT Board of Directors by Resolution VBD17-003 on 01/09/17 and updated by Resolution VBD22-018 on 08/1/22, and in compliance with all local and FTA requirements; and

WHEREAS, Idaho Code § 40-2108(2) and (5) provide that VRT, as a regional public transportation entity, has power to raise and expend funds as provided in Idaho Code Chapter 21, Title 40 and make contracts as may be necessary or convenient for the purposes of the Regional Public Transportation Authority Act; and

WHEREAS, the VRT Board of Directors has created an Executive Board, conferring specific

authority upon it to discharge its powers, pursuant to Resolution VBD11-011; and

WHEREAS, Idaho Code § 40-2109 (5) provides that the VRT Board of Directors may adopt resolutions consistent with law, as necessary, for carrying out the purposes of Chapter 21, Title 40, Idaho Code and discharging all powers and duties conferred to VRT pursuant to Chapter 21, Title 40.

NOW THEREFORE, BE IT RESOLVED BY THE BOARD OF VALLEY REGIONAL TRANSIT:

Section 1. That the VRT Board of Directors approves Resolution VBD26-018, delegating authority to the VRT Executive Board to approve an On-Call Marketing and Creative Services contract not to exceed \$1,000,000 to be utilized over a three (3) year contract with two (2) optional extension years.

Section 2. That, upon approval of the On-Call Marketing and Creative Services contract by the VRT Executive Board, the VRT Board of Directors delegates authority to VRT’s Chief Executive Officer to finalize and execute the contract with the selected On-Call Marketing and Creative Services firm.

Section 3. That this Resolution shall be in full force and effective immediately upon its adoption by the VRT Board of Directors and its approval by the Board Chair.

ADOPTED by the Board of Valley Regional Transit, this 6th day of April 2026.

APPROVED by the Board Chair this 6th day of April 2026.

APPROVED:

CHAIR

ATTEST:

EXECUTIVE ASSISTANT



TOPIC	Modify On-Call Fleet Media Advertisement Contract
DATE	April 6, 2026
STAFF MEMBER	Jason Rose

Staff Recommendation

Staff recommends the Valley Regional Transit (VRT) Board of Directors approve Resolution VBD26-019 Modify On-Call Fleet Media Advertisement Contract to modify the on-call fleet media advertisement contract with MDMC3 LLC (DBA Catapult3).

Summary

VRT sells advertising on bus exteriors, inside buses on print posters and digital infotainment displays, bus benches, and bus shelters to supplement regular VRT operations. VRT offers a variety of packages, from single benches or bus panels to all-year partnership packages that include supplemental services. This revenue is crucial to keep VRT services operating. Historically, the revenue has consistently been enough to fully fund two local, 60-minute arrival bus routes.

In the past, VRT used a single on-call vendor to produce, install, and remove exterior bus advertising panels and bus shelter wraps. Staff issued RFQ CE-BASE-003-25-1 On-Call Fleet Media Advertisement on November 13, 2024, seeking to create a list of on-call vendors to support quick turnarounds and a backup list if the first vendor is unable to fulfill a project request.

VRT issued a Notice of Intent to Award RFQ CD-BASE-003-25-1 On-Call Fleet Media Advertisement List to Catapult3, The Wrap Shop, and Turbo Images Corp. on January 3, 2025, and signed contracts on January 23, 2025, for a start date of February 1, 2025. Having never used an on-call list for this body of work, staff initiated contracts with the Chief Executive Officer (CEO) approval authority of \$150,000 to assess multiple-vendor utilization. The nature of the contract stipulates that VRT requests project work from the top vendor on the list and work down the list if the other vendor is unable to fulfill the request.

Since the beginning of the contract, the primary vendor – Catapult3 – has been able to fulfill all project requests. This, in addition to an increase in exterior bus advertising sales, more frequent display projects, and ever-growing material costs, the CEO procurement approval limit within this contract has been reached and a contract modification is required to increase the not-to-exceed amount for Service Agreement CE-BASE-003-25-1 to \$800,000.

Staff anticipate no adverse financial impacts to extending this contract. Rather, we gain efficiencies by using the top vendor, creating a consistent pipeline of projects; ensuring good standards to familiarity with production, installation, and removal process; and recognition of

VRT goals and strategies. Additionally, VRT is reimbursed for expenses related to this contract by advertising customers, resulting in a budget-neutral impact. Staff has included the budget for this expenditure in the fiscal year 2026 budget and forecasts for fiscal years 2027, 2028, and 2029.

More Information

For detailed information, contact:

Jason Rose
Chief Communications Officer
jrose@ridevrt.org
208-803-5183



VALLEY REGIONAL TRANSIT BOARD RESOLUTION

MODIFY ON-CALL FLEET MEDIA ADVERTISEMENT CONTRACT RESOLUTION VBD26-019

BY THE BOARD OF VALLEY REGIONAL TRANSIT TO MODIFY THE ON-CALL FLEET MEDIA ADVERTISEMENT CONTRACT WITH MDMC3 LLC (DBA CATAPULT3)

WHEREAS, pursuant to Idaho Code, Chapter 21, Title 40, and as a result of the approval of the voters of Ada and Canyon Counties on November 3, 1998, a regional public transportation authority (now known as “Valley Regional Transit” (VRT) was created to serve Ada and Canyon counties; and

WHEREAS, Idaho Code § 40-2109(1) confers to VRT, as a regional public transportation entity, exclusive jurisdiction over all publicly funded or publicly subsidized transportation services and programs except those transportation services and programs under the jurisdiction of public school districts and law enforcement agencies within Ada and Canyon Counties; and

WHEREAS, VRT is responsible for the provision of quality public transportation infrastructure in the communities it serves; and

WHEREAS, VRT sells advertising on bus exteriors, inside buses on print posters and digital infotainment displays, bus benches, and bus shelters, the revenue of which supplements regular VRT operations; and

WHEREAS, VRT uses an on-call vendor to produce, install, and remove exterior bus advertising panels and bus shelter wraps; and

WHEREAS, VRT staff conducted a competitive procurement process as required in the VRT Procurement Policies adopted by the VRT Board of Directors by Resolution VBD17-003 on 01/09/17 and updated by Resolution VBD22-018 on 08/1/22, and in compliance with all local and FTA requirements with a Request for Quote CE-BASE-003-25-1 and awarded this contract to MDMC3, LLC (Catapult3); and

WHEREAS, due to an increase in exterior bus advertising sales, large display projects, and material costs, the CEO procurement approval limit within this contract has been reached and a contract modification is required to increase the not-to-exceed amount for Service Agreement CE-BASE-003-25-1 to \$800,000; and

WHEREAS, VRT is reimbursed for expenses related to this contract by advertising customers, resulting in a budget-neutral impact, and staff included the budget for this expenditure in the fiscal year 2026 budget and forecasts for fiscal years 2027, 2028, and 2029; and

WHEREAS, Idaho Code § 40-2108(2) and (5) provide that VRT, as a regional public transportation entity, has power to raise and expend funds as provided in Idaho Code Chapter 21, Title 40 and make contracts as may be necessary or convenient for the purposes of the Regional Public Transportation Authority Act; and

WHEREAS, the VRT Board of Directors has created an Executive Board, conferring specific authority upon it to discharge its powers, pursuant to Resolution VBD11-011; and

WHEREAS, Idaho Code § 40-2109 (5) provides that the VRT Board of Directors may adopt resolutions consistent with law, as necessary, for carrying out the purposes of Chapter 21, Title 40, Idaho Code and discharging all powers and duties conferred to VRT pursuant to Chapter 21, Title 40.

NOW THEREFORE, BE IT RESOLVED BY THE BOARD OF VALLEY REGIONAL TRANSIT:

Section 1. That the VRT Board of Directors approves Resolution VBD26-019, authorizing modification of the not-to-exceed amount of Service Agreement CE-BASE-003-25-1 to \$800,000.

Section 2. That, upon approval of Resolution VBD26-019, the VRT Board of Directors delegates authority to the VRT Chief Executive Officer to finalize and execute the contract amendment with MDMC3 LLC (DBA CATAPULT3).

Section 3. That this Resolution shall be in full force and effective immediately upon its adoption by the VRT Board of Directors and its approval by the Board Chair.

ADOPTED by the Board of Valley Regional Transit, this 6th day of April 2026.

APPROVED by the Board Chair this 6th day of April 2026.

APPROVED:

CHAIR

ATTEST:

EXECUTIVE ASSISTANT



AUTHORIZATION FOR EXPENDITURE

BOARD OF DIRECTORS

PROCUREMENT DESCRIPTION: On-Call Fleet Media Advertisement

TOTAL COST: \$800,000

PURPOSE/ACTION: To modify the contract with Catapult3 for on-call fleet media advertisement support.

SCOPE OF WORK: Print, install, remove, and repair advertisements on the exterior of Valley Regional Transit (VRT) vehicles, bus shelters, and other out-of-home assets as requested. Vendor coordinates with VRT staff for artwork submission and development of needed design templates for the proposed product/inventory; produce/print panels and/or vehicle wraps to accommodate specifications of the vehicles that are under contract for specified advertising; and install new wraps/panels on vehicles.

DISCUSSION: VRT staff utilizes marketing partnerships to support staff, provide professional services, and fulfill multi-year marketing and communications initiatives that align with agency strategies. VRT's current on-call marketing contract expires June 6, 2026. Staff have issued a request for proposal (RFP) to seek qualified bidders with a timeline that maximizes current contract terms without leaving a gap in support. The estimated contract amount is \$1,000,000 over five years, a not-to-exceed limit based on prior contract approvals, previous usage, and anticipated growth in demand. This increase is driven by heightened marketing efforts to boost ridership, grow pass programs and City Go memberships, increase advertising sales revenue, enhance supplemental service promotions, and support compliance with new federal accessibility requirements. While much of the contracted amount is anticipated to be paid for from VRT's marketing budget as approved by the VRT board, staff anticipates a portion of the contract to be paid for with advertising, pass program, and City Go membership revenue in areas that support those functions.

ALTERNATIVES: Amend agreements to utilize other vendors on the on-call list; based on current usage trends, we would likely need to modify all contracts to increase the contract limit.

FISCAL IMPACT: VRT is reimbursed for expenses related to this contract by advertising customers, resulting in a budget-neutral impact.

RECOMMENDATION/JUSTIFICATION: Staff recommends the VRT Board of Directors approve Resolution VBD26-019 Modify On-Call Fleet Media Advertisement Contract to modify the on-call fleet media advertisement contract with MDMC3 LLC (DBA Catapult3).

RESOLUTION NUMBER: VBD26-019 Modify On-Call Fleet Media Advertisement Contract

ORDER OF REVIEW

CHIEF EXECUTIVE OFFICER (CEO) (Approves procurements up to \$150,000)

Signature: _____

Date Approved: MM/DD/YYYY

EXECUTIVE BOARD (Approves procurements \$150,000 up to \$300,000)

Signature: _____

Date Approved: MM/DD/YYYY

VRT BOARD (Approves procurements \$300,000 and over)

Signature: _____

Date Approved: 04/06/2026

Resolution Number: VBD26-019



TOPIC	Performance Report – Q1 Fiscal Year 2026
DATE	April 6, 2026
STAFF MEMBER	Stephen Hunt

Staff Recommendation/Request

This is an action item. Staff requests the Executive Board accept the first quarter performance reports for fiscal year 2026. This quarterly report is the first quarterly report produced in the new performance report layout discussed with the board in FY2025.

Summary

Valley Regional Transit (VRT) continues to improve transparency and decision making by publishing data through quarterly performance dashboards. These reports will provide high-level analytics for all VRT funded public transportation in Ada and Canyon counties.

VRT launched a service change on June 3, 2024. Typically, it takes 12–18 months for a ridership trend to steady following a service change. This quarter’s report completes the 18-month period. Intercounty fixed-routes and Best-in-Class routes show a continued increase in ridership, where local fixed-routes in west Boise still show a decrease. Demand response continues to see an overall decrease.

System ridership in the first quarter of fiscal year 2026 decreased by 4% from the first quarter of fiscal year 2025.

Many of the services VRT provides benefitted from the promotion and increase of public awareness about the availability and types of public transportation services during the FY2024 service change and strong increases in ridership have been noted in the select routes, Lyft partnerships, Rides2Wellness, and Meridian Veterans Shuttle. Canyon County Access also had a significant percentage increase with an average of 56 more boardings per month.

Road construction closures, detours, and delays have had a significant impact on public transportation services and overall ridership. Riders are impacted by closed bus stops, resulting in longer walking distances to open stops, missed buses, detours that extend ride time and make riders late for work or appointments, and service changes made on short notice. Although VRT provides constant communications to riders through tracking apps, website, social media, onboard announcements, and more, it is challenging for all riders to stay updated all the time.

Some services are so popular, they are operating at or over capacity such as Canyon County OnDemand and Beyond Access and are unable to book more passengers. The unavailability of seats on these services has resulted in fewer riders trying to book. The volunteer driver program could provide more rides but has been hampered by lack of available drivers.

You will see in the graphs that follow that December ridership is up on many services and routes despite the quarter being down. This is a good trend, we will be watching it and analyzing the reasons.

Quarterly Highlights

Fixed-route FY2026 ridership declined by 2% compared to the first quarter of FY2025, while on-time performance improved by less than 0.5%. Detailed review of ridership trends show the following:

VRT Bus This category includes all fixed route services in Ada and Canyon County except for the Bronco Shuttle operated by Boise State University.

- System-wide ridership is down 1%, however that change was not consistent across all routes. There was significant ridership growth on some routes while others declined. **Ridership Growth** – Ridership on intercounty services including routes 40, 42 and 45 grew by 22% as more people are taking advantage of the regular all day service on the 42 and the peak hour service on routes 40 and 45. Total ridership on the three best in class corridors in Boise, routes 3, 7, and 9 was up 2%. Ridership on these three critical transit corridors total more than 50% of all Ada County transit ridership. Routes in west Ada County also grew with ridership on routes 8, 21, 24 and 30 growing by 11%. Routes 8, 21 and 24 changed considerably with the June 2024 service change and extend service farther into west Boise and Meridian. Year-over-year growth on these developing corridors demonstrates growing demand for transit in neighborhoods beyond downtown Boise.

Ridership Decline – Although several routes experienced growth, other routes saw significant declines. Ridership on routes 4, 5, 16, 17 and 29 saw an average ridership decline of 16%. Some of this decline is likely attributable to the lingering impacts of extended detours. Routes 4, 5 and 29 were all on detour due to construction on Capitol Boulevard between January 2025 and the end of October 2025. Rider activity in the first quarter of FY2026 at stops that had been closed during the detour (particularly around Boise State University) was significantly less than rider activity at the same stops in the first quarter of FY2025 before the detour occurred. VRT expects rider activity to increase at these stops as riders adjust to routes no longer being on detour. The declines on these and other routes off set the gains described earlier.

- With a relatively flat change in overall system ridership, the average boardings per hour remained the same between the first quarter of FY2026 and FY2025 at 10.7.
- On-time performance increased 0.4% from the first quarter of FY2025.

Boise State

- The Bronco shuttle saw an 8% decline in ridership. They also operated fewer revenue hours in this quarter than last quarter, resulting in an increase in overall boardings per hour (up 6 percent) compared to the first quarter of FY2025.

Demand Response ridership shows a decrease of 7% from the first quarter of FY2025. Both VRT On-Demand and VRT Beyond Access saw ridership decline, while VRT Access in Both Ada and Canyon County ridership was up. On-time performance improved across all service types. Detailed ridership shows the following:



VRT On Demand

- VRT On Demand saw a 4% decline in ridership. Some of this decline may be due to a change implemented in March of 2025 to VRT On Demand, directing passengers travelling along the Nampa/Caldwell Boulevard to use route 42 rather than VRT On Demand. This change maximizes the use of fixed route services while ensuring On Demand is available in areas without other options. Areas off the boulevard are likely more circuitous and take longer to serve – making the less productive. This has resulted in VRT On Demand continuing to have high numbers of “seat unavailable” errors even as ridership has declined. To address this, in February 2026 VRT launched co-mingling to allow under-utilized VRT Access vehicles to provide VRT On Demand service in between Access trips. This will increase the supply of service and decrease the “seat unavailable” errors. On time performance improved 21% to 74% on time compared to 1st Quarter 2025 performance.

VRT Access This category includes paratransit services in both Ada and Canyon County. Overall, these services saw a 3% increase in ridership compared to the first quarter of FY2025.

- Ada County saw a +2% increase in ridership and a 6% decrease in boardings per hour compared to the first quarter of FY2025. Boardings per hour on Access is dependent on where and when requests are made, so a ridership increase may or may not result in an increase in productivity. On-time performance improved to 97% (up 3.2%).
- Canyon County saw a 107% increase in ridership and a 14% decrease in boardings per hour compared to the first quarter of FY2025. As mentioned above, with any on-demand service the boardings per hour is dependent on where and when service requests are made. Canyon County’s 1.9 boardings per hour (down from 2.3) in the first quarter of FY2026 is within the normal range of productivity for access services. On-time performance for Canyon County Access remained the same at 97%.

Beyond Access

- Beyond Access saw a 19% decrease in ridership compared to the first quarter of FY2025. This is due to a shortage in available operators. To address this, in February VRT implemented co-mingling to allow for more operators to be available for service. VRT is also reviewing existing contracts and solicited for more operators to ensure better operator coverage. As with other on-demand services, the boardings per hour is dependent on when and where trips are requested. An average boardings per hour of near 2 is acceptable. On-time performance improved by over 10% compared to the first quarter of FY2025, to 93% on time.

Vanpool ACHD Commuteride saw a 16% decrease in ridership compared to the first quarter of FY2025. This decline was driven by several factors including the partial federal government shutdown, limited ability to recruit new riders due to Commuteride staff vacancies, and less winter ridership than usual. Commuteride is increasing outreach and filling vacancies to address these concerns.

Other Services Although Specialized Transportation ridership saw a 9% decrease compared to the first quarter of FY2025, there were several relatively small programs that saw strong growth. Detailed ridership shows the following:



VRT Lyft Pass

- VRT Lyft Pass continues to see growth since expanding the service area with the June 2024 service change. The 1st Quarter of FY2026 saw an 18% increase in ridership compared with the 1st Quarter of FY2025. This shows continued demand for first and last mile connections to VRT fixed route services in Ada County.

Volunteer Driver Program

- The Volunteer Driver program is an important, but small program. Volunteers provided 97 trips in the 1st Quarter of FY2026, down from 99 in FY2025.

Specialized Transit Providers

- VRT Late Night, as an income qualified service, is relatively small, providing 208 trips in the first quarter of 2026. This is a 20% increase compared to FY2025. This growth shows continued demand for low-income late-night service to destinations across VRT's service area.
- The Senior Center Program saw an 18% decrease in ridership from FY2025.
- Both the Shared Vehicle program and the Employer Shuttle were discontinued in FY2026.

Non-Emergency Medical Transportation

- Meridian Veteran's Shuttle grew from 97 trips in the 1st Quarter of FY2025 to 114 in FY2026, a 27% increase.
- Treasure Valley Transit a -54% decrease in ridership compared to the 1st Quarter of FY2025
- Rides2Wellness had a 64% increase in ridership, growing to 5,557 boardings in the 1st Quarter of FY2026. This program has grown in popularity and has been limited mostly by available funding.

Implication

Reliable performance reporting is a critical part of planning and ensuring services remain useful and relevant to the communities we serve. VRT uses this information to adjust services and engage with the public and funding partners about how service can improve.

More Information

Attachments

FY26 Performance Report, First Quarter

For detailed information, contact:

Stephen Hunt
Chief Development Officer
shunt@ridevrt.org
(208) 258-2701



FIXED ROUTE

DEMAND RESPONSE

VANPOOL

OTHER

A transit service that operates on a set schedule along a predetermined route with designated stops.



vrt • bus



Bronco Shuttle

FIXED ROUTE

DEMAND RESPONSE

VANPOOL

OTHER

A curb-to-curb service within a defined service area where trips can be booked in advance or the same day.

General Public



vrt • on-demand

VRT's demand-response service open to the general public, with service currently in Canyon County

Qualification-based



vrt • access

Complementary ADA paratransit service for persons with disabilities within 3/4 mile of fixed route service



vrt • beyond access

Free-to-ride service for older adults and persons with disabilities in Ada and Canyon counties outside the VRT Access service area

FIXED ROUTE

DEMAND RESPONSE

VANPOOL

OTHER

A shared ride service where a group of commuters traveling to similar destinations (e.g., workplaces) shares a van.



FIXED ROUTE

DEMAND RESPONSE

VANPOOL

OTHER

Other services, including additional specialized transit services, seeking to fulfill the remaining needs of the community and region.

General Public



vrt • lyft pass • volunteer driver

Specialized Transit

Transit services tailored to meet the needs of specific populations.



vrt • late night

Senior Center Providers

Non-Emergency Medical Transportation

Transportation providers serving individuals needing access to routine medical appointments or treatments.



vrt • Rides2Wellness • Meridian Veterans Shuttle



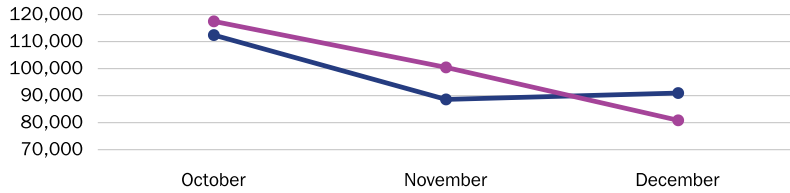
FIXED ROUTE

DEMAND RESPONSE

VANPOOL

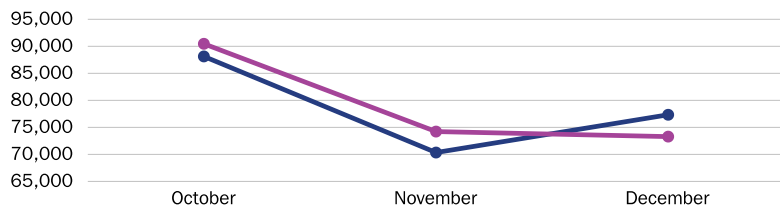
OTHER

FIXED ROUTE | TOTAL BOARDINGS



Q1 FY26 292,008 -2%

Q1 FY25 298,847

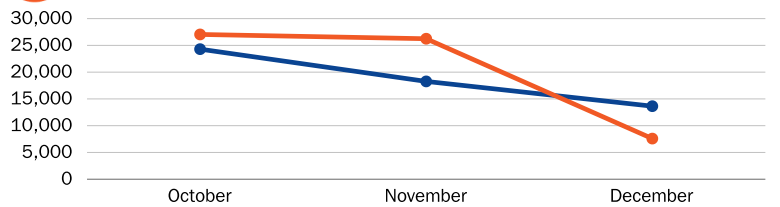


BOARDINGS

Q1 FY26 235,799 -1%

Q1 FY25 237,973

Productivity	Q1 FY26	Q1 FY25	% change
Boardings per revenue mile	0.66	0.67	-5%
Boardings per revenue hour	10.73	10.65	+1%
On-time performance	79%	78%	+0.4%



BOARDINGS

Q1 FY26 56,209 -8%

Q1 FY25 60,874

Productivity	Q1 FY26	Q1 FY25	% change
Boardings per revenue mile	1.76	0.67	11%
Boardings per revenue hour	10.73	10.65	6%

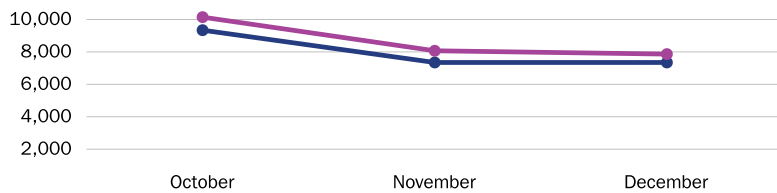
FIXED ROUTE

DEMAND RESPONSE

VANPOOL

OTHER

DEMAND RESPONSE | TOTAL BOARDINGS



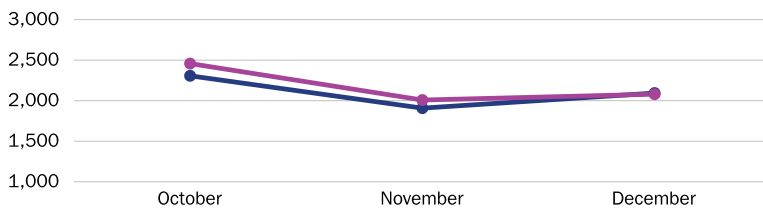
Q1 FY26 24,266 -7%

Q1 FY25 26,080

General Public



vrt • on-demand



BOARDINGS

Q1 FY26 6,309 -4%

Q1 FY25 6,546

Productivity	Q1 FY26	Q1 FY25	% change
Boardings per revenue mile	0.14	0.15	-4%
Boardings per revenue hour	2.96	3.14	-6%
On-time performance	74%	61%	+21%



FIXED ROUTE

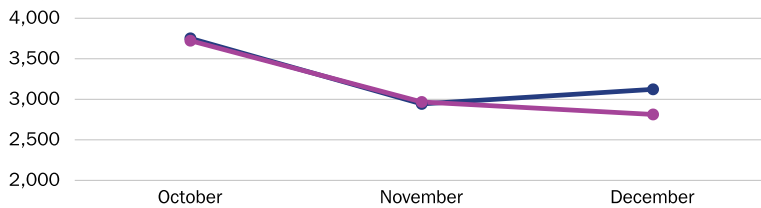
DEMAND RESPONSE

VANPOOL

OTHER

Qualification-based

 **vrt•access** (persons with disabilities)



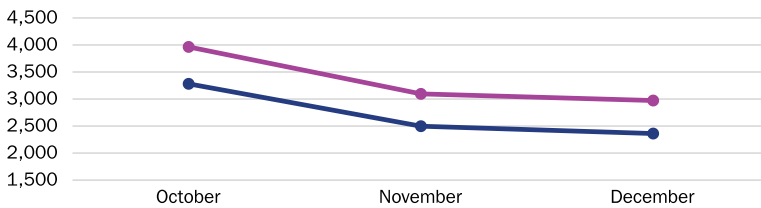
BOARDINGS

Q1 FY26 9,818 +3%

Q1 FY25 9,503

Productivity	Q1 FY26	Q1 FY25	% change
Boardings per revenue mile	0.16	0.18	-9%
Boardings per revenue hour	2.1	2.2	-6%
On-time performance	97%	95%	+1.4%

 **vrt•beyond access** (older adults, persons with disabilities)



BOARDINGS

Q1 FY26 8,139 -19%

Q1 FY25 10,031

Productivity	Q1 FY26	Q1 FY25	% change
Boardings per revenue mile	0.1	0.1	-3%
Boardings per revenue hour	1.81	1.85	-2%
On-time performance	93%	84%	+10%

FIXED ROUTE

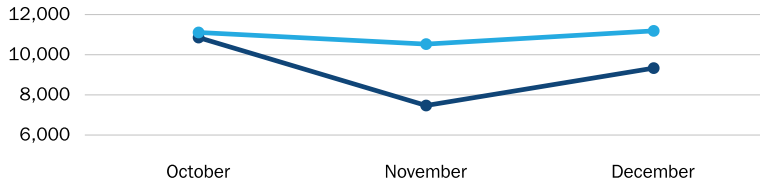
DEMAND RESPONSE

VANPOOL

OTHER



BOARDINGS



Q1 FY26 27,661 -16%

Q1 FY25 32,829

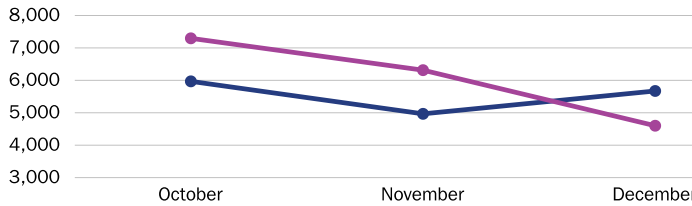
FIXED ROUTE

DEMAND RESPONSE

VANPOOL

OTHER

OTHER | TOTAL BOARDINGS



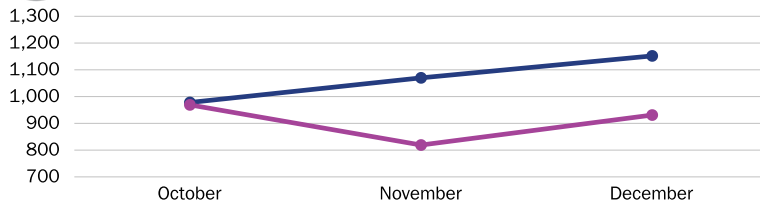
Q1 FY26 16,557 -9%

Q1 FY25 18,210

General Public



vrt•lyft pass



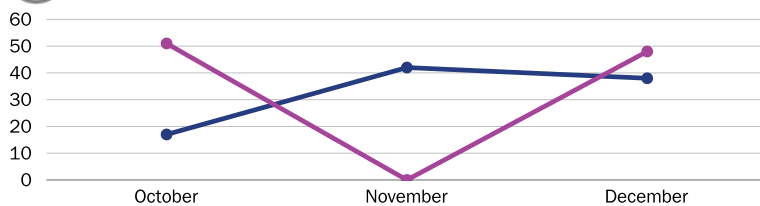
BOARDINGS

Q1 FY26 3,200 +18%

Q1 FY25 2,719



vrt•volunteer driver



BOARDINGS

Q1 FY26 97 -2%

Q1 FY25 99



FIXED ROUTE

DEMAND
RESPONSE

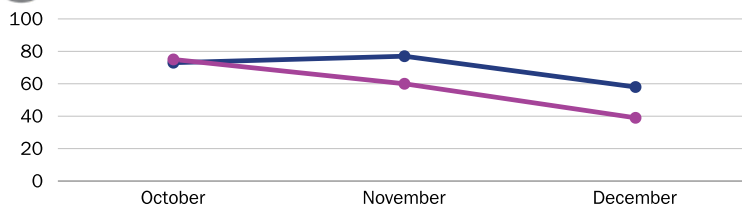
VANPOOL

OTHER

Specialized Transit



vrt • late night



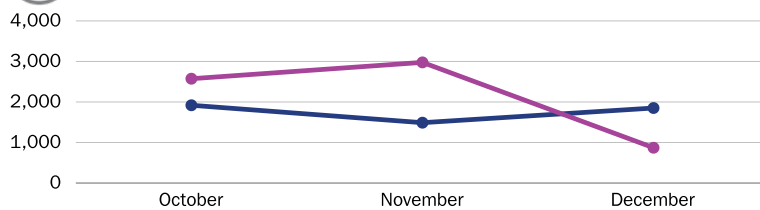
BOARDINGS

Q1 FY26 **208** +20%

Q1 FY25 **174**



vrt • senior centers



BOARDINGS

Q1 FY26 **5,259** -18%

Q1 FY25 **6,422**

Productivity	Q1 FY26	Q1 FY25	% change
Boardings per revenue mile	0.42	0.21	+100%
Boardings per revenue hour	3.83	2.77	+38%

FIXED ROUTE

DEMAND
RESPONSE

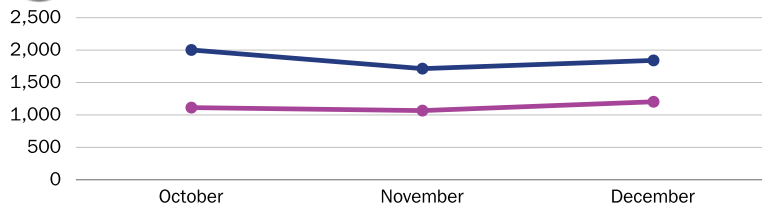
VANPOOL

OTHER

Non-Emergency Medical Transportation



vrt • Rides2Wellness



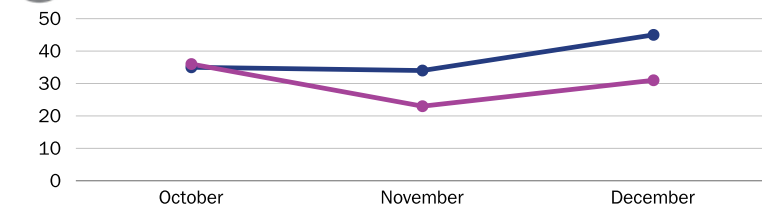
BOARDINGS

Q1 FY26 **5,557** +64%

Q1 FY25 **3,383**



vrt • Meridian Veterans Shuttle



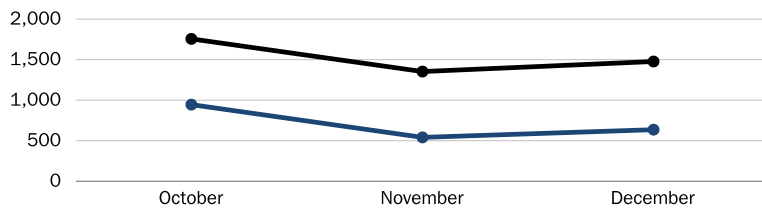
BOARDINGS

Q1 FY26 **114** +27%

Q1 FY25 **90**



Treasure Valley Transit



BOARDINGS

Q1 FY26 **2,122** -54%

Q1 FY25 **4,586**

Productivity — Q1 FY26 — Q1 FY25 — % change

Boardings per revenue mile **0.16** **0.13** +18%

Boardings per revenue hour **1.60** **2.89** -44%



TOPIC	FY 2025 Customer Service Report
DATE	April 6, 2026
STAFF MEMBER	Jeannette Ezell

Staff Recommendation/Request

This is an action item. VRT staff requests the Board of Directors accept the customer service report for fiscal year 2025, which reviews customer service complaints, compliments, and suggestions. The report was presented at the Executive Board and Regional Advisory Council meeting on March 2, 2026, with no comments, questions, or changes.

Summary

In 2016, the Executive Board and the Regional Advisory Council (RAC) began discussing the need for a comprehensive public comment report regarding VRT services. This memo provides a general overview of public complaints and suggestions entered in the customer service tracking system by VRT staff.

Background

In fiscal year 2025, VRT had an update to the phone system, which resulted in changes to the phone tree options for customer calls. As part of this update, the on-demand service queue was eliminated. Following these changes, most customers began selecting the customer service option for all calls, rather than waiting for the reservation option. This shift is reflected in the reported call volume.

Highlights

- VRT’s customer service department call volume increased by 15% compared to fiscal year 2024. VRT received 92,542 calls, representing an increase of 12,270 calls.
- The total number of complaints increased 18%, from 205 in fiscal year 2024 to 243 in fiscal year 2025
- Additionally, there were 128 valid complaints recorded in fiscal year 2025, representing a 31% increase, compared to 89 valid complaints in fiscal year 2024.
 - Beyond Access service was included in the fiscal year 2025 report, representing 9% of the valid complaints, driving a portion of the increase
 - When considering ridership for all services, the valid complaints per 10,000 rides are a minimal 0.012%
- There were 35 compliments received in fiscal year 2025, reflecting a 9% increase,

compared to 31 compliments in fiscal year 2024

- There were 27 service requests and suggestions in fiscal year 2025, indicating a 49% increase, compared to 14 requests in fiscal year 2024

This memo **does not** include any public comments received at public hearings or open houses, via surveys, or from social media comments or other mediums

More Information

Attachment

FY25 Customer Service Report

For detailed information, contact:

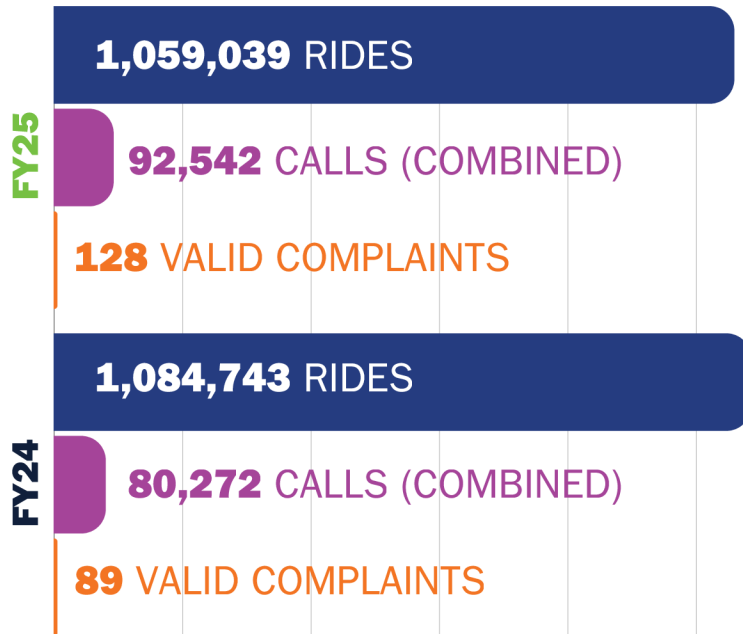
Jeannette Ezell
Operations Director
jezell@ridevrt.org
(208) 258-2711





Highlights

- **92,542 calls**
(15% increase*)
- **243 total complaints**
(18% increase*)
- **128 valid complaints**
(31% increase*)
- **Beyond Access included**
(9% of valid complaints)
- **0.012% valid complaints**
per 10,000 rides
- **35 compliments received**
(a 9% increase*)
- **27 service requests and suggestions**
(49% increase*)



*compared to FY24

SERVICE TYPE	TOTAL RIDERSHIP	TOTAL COMPLAINTS	TOTAL VALID	% VALID	TOP COMPLAINT CATEGORIES
Ada County fixed route	891,724	144	70	49%	Discourteous driver (33%) Missed passenger (19%) Aggressive/careless driving (15%)
Ada County demand response	35,478	14	11	79%	Aggressive/careless driving (21%) Discourteous driver (21%)
Canyon County On-Demand	26,126	11	9	82%	Aggressive/careless driving (27%) Bus stop/time reliability (27%) Discourteous driver (18%)
Canyon County demand response	919	0	0	n/a	n/a
Intercounty	67,507	30	26	87%	Missed passenger (23%) Discourteous driver (20%) Aggressive/careless driving (17%)
VRT Beyond Access	37,285	243	128	27%	Discourteous driver (11%) Aggressive/careless driving (7%) On-time performance (5%)

TOPIC	Compensation Analysis and Schedule
DATE	April 6, 2026
STAFF MEMBER	Elaine Clegg

Staff Request

This is an action item. The Board of Directors is asked to consider approval of the proposed employee compensation schedule for 2026.

Highlights

- Valley Regional Transit (VRT) conducts an annual compensation analysis to ensure its compensation structure is internally equitable and competitive in the marketplace.
- VRT's human resources consultant completed a wage and compensation analysis from January through March 2026.

Summary

Thompson Consulting, VRT's human resources consulting team, completed a wage and compensation analysis to evaluate whether the organization's compensation structure is internally equitable and competitive in the market. The analysis included all positions below the Chief Executive Officer level.

The attached schedule reflects the consultant's recommendation for 2026. The recommended update includes a 2.8 percent increase to the base rates within the schedule. VRT does not plan to implement adjustments to align positions with the updated market minimum at this time as analysis shows that the large majority of existing staff will be within the goals; accordingly, there is no budget impact.

Implication

Maintaining competitive salaries and benefits is critical to recruiting and retaining the talent needed to achieve VRT's mission. The estimated cost to recruit and train an employee to proficiency typically ranges from \$35,000 to \$65,000, depending on the position and level of complexity.

More Information

For detailed information, contact:

Elaine Clegg
 CEO
 eclegg@ridevrt.org
 208-258-2712

Rank	Range Min	Market Min	Market Mid	Market Max	Range Max
13	\$ 116,283.38	\$ 129,963.78	\$ 136,803.98	\$ 150,484.38	\$ 164,164.78
12	\$ 102,452.32	\$ 114,505.54	\$ 120,532.14	\$ 132,585.36	\$ 144,638.57
11	\$ 90,266.36	\$ 100,885.93	\$ 106,195.72	\$ 116,815.29	\$ 127,434.86
10	\$ 79,529.83	\$ 88,886.29	\$ 93,564.51	\$ 102,920.96	\$ 112,277.41
9	\$ 70,070.34	\$ 78,313.91	\$ 82,435.69	\$ 90,679.26	\$ 98,922.83
8	\$ 61,735.98	\$ 68,999.04	\$ 72,630.57	\$ 79,893.62	\$ 87,156.68
7	\$ 55,121.41	\$ 61,606.28	\$ 64,848.72	\$ 71,333.59	\$ 77,818.46
6	\$ 49,215.55	\$ 55,005.61	\$ 57,900.64	\$ 63,690.71	\$ 69,480.77
5	\$ 43,942.45	\$ 49,112.15	\$ 51,697.00	\$ 56,866.70	\$ 62,036.40
4	\$ 40,314.18	\$ 45,057.02	\$ 47,428.44	\$ 52,171.29	\$ 56,914.13
3	\$ 36,985.48	\$ 41,336.72	\$ 43,512.33	\$ 47,863.57	\$ 52,214.80
2	\$ 33,931.64	\$ 37,923.59	\$ 39,919.57	\$ 43,911.53	\$ 47,903.49
1	\$ 31,129.94	\$ 34,792.29	\$ 36,623.46	\$ 40,285.81	\$ 43,948.15

TOPIC	Valley Regional Transit Executive Board Positions 2026
DATE	April 6, 2026
STAFF MEMBER	Elaine Clegg

Staff Recommendation/Request

The request today is for the Board of Directors to accept and confirm/elect the recommended nominees to the Valley Regional Transit (VRT) Executive Board.

Highlights

- The Executive Board has four officers, one past chair, five at-large members, and a Boise State position.
- Terms of office are one year, with each officer moving forward in succession.
- VRT Board combines the secretary and treasurer position into one position.
- The bylaws require at least one member each be placed on the Executive Board from the cities of Boise, Caldwell, and Nampa, and Boise State University.

Open Positions

In January, the Board of Directors accepted the recommendation and approved the election of a roster for the Executive Board leaving the Secretary/Treasurer position open given the early January timing of the Board meeting. Since that time, Mayor Eric Phillips of Caldwell has agreed to be nominated for the Secretary/Treasurer position. Canyon County has named Commissioners Van Beek and Brooks to the Board of Directors by resolution. Commissioner Van Beek has agreed to be nominated to the at-large position on the Executive Board previously held by Canyon County Chief Operating Officer Grag Rast. We recommend the second at-large position for Canyon County be left vacant until after Nampa takes action to name an interim Mayor.

Background

The VRT board established the current governance model in 2012 to expedite business actions and support continuity, meeting monthly to provide timely oversight and governance functions for the VRT Board which meets quarterly. The bylaws do not require Executive Board members to be elected officials; any member of the Board of Directors is eligible to serve. Members can and many do stay on the Executive Board for multiple years.

The VRT Executive Board is comprised of eleven total members, five members from each of Ada and Canyon counties and one member from Boise State University (BSU). There are four board officers, two from each county, who follow a succession from secretary/treasurer to chair over a four-year span, six members at-large and one position to be filled by a BSU representative

EXECUTIVE BOARD Positions – 2026

Position	Nominee	County Represented
Chair	Alexis Pickering	Ada County
Chair-Elect	Dale Reynolds	Canyon County
Vice-Chair	Jordan Morales	Ada County
Secretary/Treasurer	Eric Phillips	Canyon County
Past Chair	Lauren McLean	Ada County
At Large	Leslie Van Beek	Canyon County
At Large	Open	Canyon County
At Large	Joe Stear	Ada County
At Large	Todd Lavoie	Ada County
At Large	Tom Dayley	Ada County
Boise State	Lantz McGinnis-Brown	Boise State

The request today is for the Board of Directors to accept and confirm/elect the recommended nominees, Eric Phillips for Secretary Treasurer and Leslie Van Beek for Canyon County at-large to the VRT Executive Board.

Implication

The VRT Board has authorized the Executive Board to act on its behalf to expedite decisions and provide timely leadership for VRT. The frequency of Executive Board meetings ensures VRT can meet core mission critical functions with the appropriate fiscal oversight for the organization. Conducting the election of the Executive Board allows that critical function to continue without interruption.

For detailed information, contact:

Elaine Clegg, CEO
eclegg@ridevrt.org
 208-258-2712



**Valley Regional Transit
FY2026 Procurement Calendar**

Type of Procurement	Project Manager	Estimated Cost	Estimated Issue Date	Estimated Executive Board/Board Action Date	Required Approval
East Lot Development - Phase One Project 23227-024-004	Joseph Guenther	\$ 775,000.00	Mar-26	Apr-26	Board of Directors
Acquisition of Services Beyond Access	Leslie Pedrosa	\$ 1,500,000.00	Dec-25	Apr-26	Board of Directors
ADA Eligibility Evaluation Services	Jeannette Ezell	\$ 299,000.00	Dec-25	Apr-26	Executive Board
On Call General Marketing Support	Jason Rose	1,000,000	Mar-26	Apr-26	Board of Directors
River and Pioneer Project	Joseph Guenther	\$ 681,000.00	May-26	Aug-26	Board of Directors
East Lot Development - Phase Two Project 23227-024-004	Joseph Guenther	\$ 2,000,000.00	May-26	Aug-26	Board of Directors
Non-Emergency Medical Transportation Service Providers - Rides 2 Wellness Transportation	Leslie Pedrosa	\$ 2,500,000.00	May-26	Aug-26	Board of Directors
GIS DATABASE	Kate Dahl	\$ 120,000.00	Apr-26		CEO

Updated 3-12-26

TOPIC	Nampa Caldwell Transit Oriented Development Study
DATE	April 6, 2026
STAFF MEMBER	Kate Dahl

Staff Recommendation/Request

The Valley Regional Transit (VRT) Board of Directors is asked to accept the Nampa Caldwell Transit-Oriented Development (TOD) study as recommended by the Executive Board.

Highlights

The study gathered demographics, market information and developed three transit-oriented development (TOD) nodes. Each node includes an intersection improvement concept and identifies parcels for future redevelopment. The purpose of the study is to identify improvements to advance public transportation access, pedestrian safety and build ridership on the corridor.

- 27% of the county population and 43% of jobs are in the corridor
- The study area is forecasted to grow by 20K residents and 14K jobs by 2050
- TOD nodes selected at Caldwell Events Center, Karcher, and Happy Day Transit Center and identify parcels that could be redeveloped as mixed use
- Multi-family is emerging as a viable product for redevelopment
- Three intersections were identified for improvements such as crosswalks, protected bike lanes, curb ramps, removal of slip lanes, and lane setbacks to improve safety and access to bus stops.

Timeline

- November 7, 2024 Stakeholder kick-off meeting
- April 23, 2025 Stakeholder meeting #2
- July 8, 2025 Information item to VRT Board of Directors
- January 14, 2026 Information item to Executive Board
- April 6, 2026 VRT Board of Directors accept the study

Public engagement was planned as part of the study but was dropped due to extensive public feedback collected during Canyon County Transit Day.

Implication

The Nampa Caldwell Boulevard Study will guide VRT's discussions with funding partners and the community on the long-term vision for transit along the boulevard and lead to improvements that make it easier and safer for pedestrians to get to and from bus stops and encourage development that builds the ridership base.

More Information

Attachment 1: Nampa Caldwell Transit Oriented Development (TOD) Corridor Study

For detailed information, contact:

Kate Dahl
Principal Planner
kdahl@rideVRT.org
(208)258-2715



Nampa-Caldwell Blvd TOD Corridor Document

VRT Nampa-Caldwell TOD Study

February 12, 2026

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Introduction

Nampa-Caldwell Boulevard (or the Boulevard) is a major transportation spine in the Treasure Valley region that connects the rapidly growing communities of Nampa and Caldwell. While Valley Regional Transit (VRT) offers several transit services along the corridor, single-occupancy vehicles are the dominant mode of travel along the Boulevard today. This mode preference, paired with a lack of existing pedestrian facilities, significantly limits pedestrian and cyclists mobility around the Boulevard for local residents.

In coordination with the Community Planning Association of Southwest Idaho's (COMPASS) "Let's Ride Treasure Valley Study", which identifies several potential high-capacity transit services suitable for the Boulevard, VRT seeks to create a transit-oriented development (TOD) plan that reenvision that Boulevard as a more walkable and accessible area than it is today. This plan establishes a framework the cities of Nampa and Caldwell can implement to promote vibrant, pedestrian focused urban design that results in healthier communities and improved access to opportunity for local residents. Creating more pedestrian focused infrastructure may also improve general traffic conditions by providing mobility alternatives that reduce the amount of vehicle trips per household in the corridor for local residents. When successful, TOD creates a valuable cycle within a community that improves the values of existing properties while creating new ridership bases that can make use of existing and new transit services offered.

What does TOD mean in Cayon County?

TOD is a way to develop a community so that it is simple, easy and safe to reach the needs of daily life by walking, biking, or using public transportation. TOD creates compact, walkable spaces by clustering mixed-use development along a corridor and around specific areas that result in better connected transportation to the surrounding land uses. While cars and trucks can be present in TOD neighborhoods, streets are designed to make corridors safer for all users. By creating attractive streets with high-quality sidewalks, crosswalks, and paths, TOD can create welcoming places for all.

TOD is not a one-size-fits-all approach to development, with successful TOD being responsive to the local community by reflecting the architectural styles informed by community history. In fact, Cayon County has several examples of context sensitive urban design in Nampa and Caldwell's downtowns that feature two historic train stations (**Figure 1**).



Figure 1. Caldwell Train Station (left) and Nampa Train Station (right) as Context Sensitive Urban Design

Diverse housing and retail options in a TOD neighborhood create interesting and welcoming places for all. This can look like studio apartments next to condos or single-family homes adjacent to townhomes, allowing residents to move between housing styles while remaining in a neighborhood as lifestyle needs change.

Increased residential density supports the addition of a variety of retail options to stimulate local economies and provides the opportunity to locate community amenities like daycares, recreation centers, or libraries closer to residential areas. Indian Creek Plaza in downtown Caldwell (**Figure 2**) is an example of the colocation of community amenities and housing within an area that supports community building grounded in local history.



Figure 2. Indian Creek Plaza in Caldwell, ID

Ultimately, the goal of TOD is to create welcoming places that lead to healthier communities and improved quality of life. TOD is an essential component of any transportation plan to allow for infill development that encourages the use of transit and non-motorized trips, and reduces traffic congestion. As COMPASS and VRT plan for future high-capacity transit services along the Boulevard, identifying opportunities to implement TOD along the corridor

will serve as a catalyst for positive economic, social, and environmental change, and prepare the area to be *transit-ready* when high-capacity service is implemented.

Advancing Nampa-Caldwell Boulevard to Successful TOD Implementation

The Treasure Valley region is experiencing rapid growth and is expected to be home to over 1 million residents by 2050. Much of this growth will take place in areas referred to as activity centers, or places where there is a concentration of multiple land uses that create hubs for people to live, work, and play. These activity centers are typically pedestrian-oriented in design and are best positioned to support denser development that is transit-oriented.

For the cities of Nampa and Caldwell, TOD can act as a planning strategy to limit the expansion of expected urban growth in the region to designated areas along the Boulevard rather than into less developed areas that community members may wish to preserve as agricultural or rural.

Today, the Boulevard is a major arterial corridor that is home to a significant concentration of the region's commercial businesses and a major urban freight corridor. While the area boasts some multi-and-single family residential, much of the corridor is auto-oriented in design, which forces nearby homes to take extra car trips to reach retail centers that could otherwise be accessed through walking or biking. As a result, the corridor is congested at various times of day. Implementing TOD along the corridor will support the improvement of pedestrian connections from existing neighborhoods to the Boulevard and promote alternatives to driving that reduce overall congestion in the area.

The goal of this study was to identify three TOD-ready nodes within the study area, as shown in **Figure 3** below. These nodes were selected based on their potential to act as development anchors and catalyze further transit-oriented growth along the Boulevard.

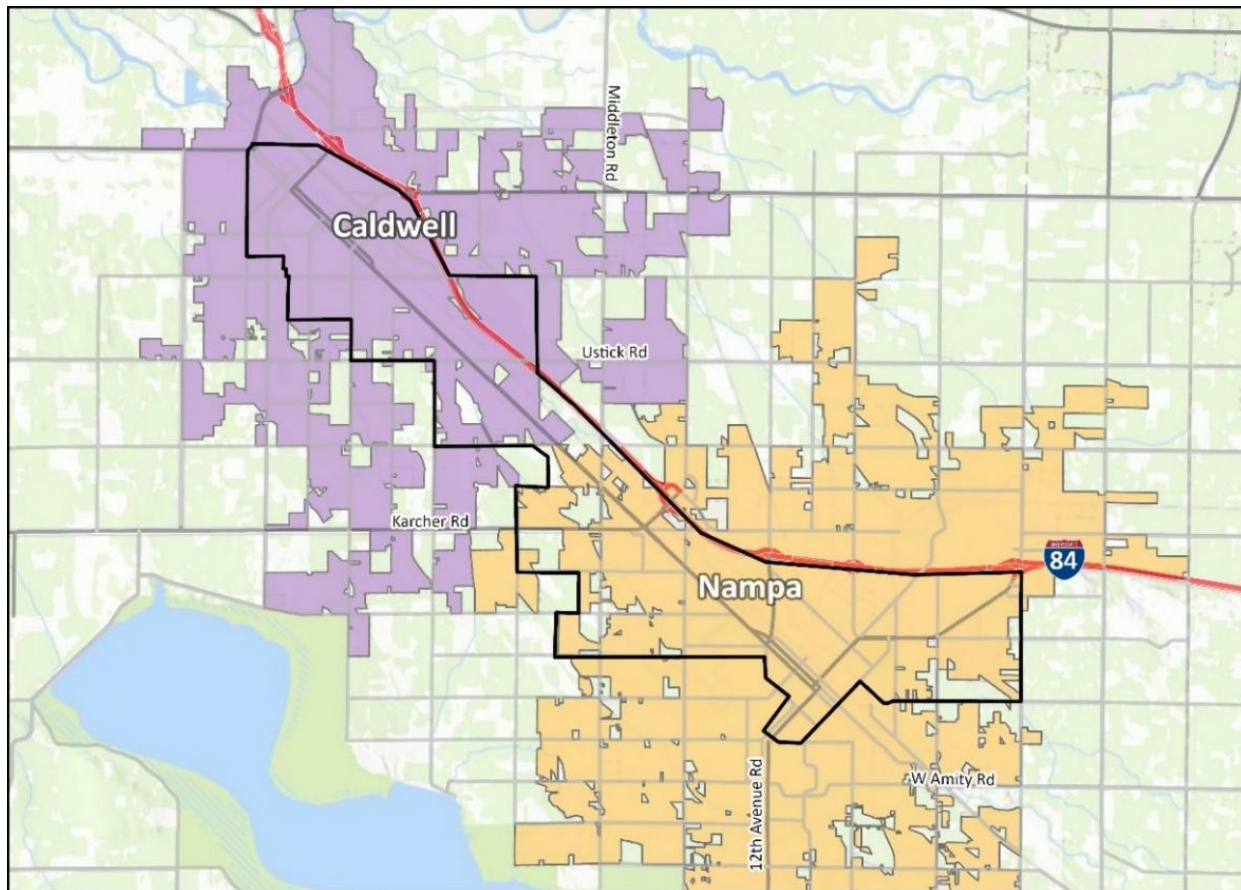


Figure 3. Nampa-Caldwell Blvd TOD Study Area

The total study area is approximately ten miles long and focuses on parcels directly fronting the Boulevard and south of Interstate 84 (I-84). Most of the corridor is within Nampa or Caldwell city limits and avoids agricultural land for conservation purposes.

By re-envisioning focused opportunity sites along the Boulevard with improved multi-modal infrastructure and roadway design elements, it becomes easier to visualize these same improvements elsewhere that will lead to a safer, more vibrant, and better-connected corridor. This study also raises awareness of the land uses and development patterns that may prevent the successful implementation of TOD strategies.

Planning Background and Process

The overarching focus of this planning study is to build support for TOD by informing the public and decision-makers of the value and multiple benefits of TOD. It's also intended to inform community leaders of the tools that could support the implementation of TOD by visualizing its positive economic impacts. Most importantly, building community support for

TOD will boost the confidence of leaders and developers to further invest in multi-modal infrastructure and denser development.

Purpose

As mentioned, the Boulevard is a major connection between the city centers of Nampa and Caldwell, but its design discourages nearby pedestrians from accessing many of the essential services along it. The long stretches of sidewalk next to the five-lane corridor that front massive parking lots for big lot stores prioritize vehicular movement and make it difficult for pedestrians or cyclists to comfortably navigate the area. **Figure 4** below provides a snapshot of the extensive parking areas and car dominated streets along the Boulevard that discourage walking.



Figure 4. Aerial of existing development patterns along the Boulevard.

The ability for pedestrians to walk to –and from a transit station safely and comfortably is crucial for high-frequency transit to be successful. While much of the big box retail on the corridor is unlikely to be redeveloped in the short term, the intent of this planning study is to visualize small changes that can be implemented to incentivize large-scale redevelopment that will transform the corridor. As a high-level study, suggesting specific architectural solutions for any site is avoided. Instead, this study emphasizes the importance of general urban form and multi-modal infrastructure improvements that support walkable streets.

Key Characteristics of Walkable Streets

As the region continues to grow, and without adequate measures in place to improve walkability, traffic congestion and work commute times will worsen. For TOD to be successful, streets should be redesigned to encourage walking and cycling and to facilitate connectivity to transit. “Complete Streets” strategies can help achieve those desired outcomes and maximize the potential of the Boulevard as a walkable place.

In general, Complete Streets is an approach to planning and designing streets that provides safe access for everyone, including pedestrians, cyclists, drivers, and transit users. Complete Streets strategies include safer pedestrian crossing and traffic calming measures that make taking transit more convenient. Incremental changes of the roadway to include some of the strategies mentioned along the Boulevard will introduce a different character to the corridor that will prompt motorists to be more aware of other users and ideally reduce crashes and congestion.

The downtowns of Nampa and Caldwell are excellent examples of these strategies already present along the corridor. The historic downtowns feature complete sidewalk networks and other pedestrian-oriented infrastructure like sidewalk bulb-outs and narrow vehicle lanes that influence how motorists traverse the area by prioritizing the movement of pedestrians. **Figure 5** below shows a comparison of the pedestrian conditions within the two downtown areas compared to along the Boulevard. The Nampa and Caldwell downtown snapshots featured on top showcase wide sidewalks, narrow vehicular lanes, and tree lined streets that are much more comfortable for pedestrians compared to the bottom snapshot of an intersection along Nampa-Caldwell Boulevard. The narrow sidewalk adjacent to the wide roadway of the Boulevard, paired without tree shading, create an unwelcoming and uncomfortable environment for anyone not in a vehicle.



Figure 5. Comparison of development patterns within downtown Nampa (top left), downtown Caldwell (top right) and the Boulevard (bottom)

The following list of roadway improvements are some Complete Street strategies that this study proposes to include within each of the selected TOD-ready nodes:

- **High-Visibility Crosswalks:** Articulated crosswalks that are clearly defined greatly improve pedestrian safety. They are typically comprised of high contrast colors, are of textured pavement material, and feature pedestrian count-down signals.



- **Transit Shelters:** Shelters protect passengers from the elements while waiting for the bus. Shelters with LED lighting, benches, trash receptacles, and system maps improve the comfort of waiting passengers and keep the surrounding areas clean.

- **Protected Bike Lanes:** Clearly defined and dedicated bike lanes using bollards or other types of barriers improve comfort and visibility for cyclists. To increase cyclist safety at intersections, where most crashes occur, bike bollards can be extended through intersections to prevent motorists from drifting into bike lanes. These barriers also help to protect pedestrians waiting at intersections by increasing the distance between turning vehicles and existing curb lines.



- **Multi-Use Paths:** Similar to protected bike lanes, multi-use paths separate users from vehicular traffic; however, unlike most bike lanes, multi-use paths are intended to accommodate two-way traffic and are built for both pedestrians and cyclists to access them. In areas where right-of-way may limit the creation of separate sidewalks and bike lanes, multi-use paths can help save width while still creating spaces pedestrians and cyclists can share to safely travel.

Node Development and Selection Process

Understanding the strengths and weaknesses of the corridor is important to inform the locations of potential TOD nodes within the study area. Key criteria to inform node selection included the assessment of the existing transit and multi-modal function, land uses, concentration of vacant parcels, and likelihood of surrounding parcel redevelopment. Additionally, single-family residential areas were avoided to preserve existing housing. Identifying the locations of potential TOD nodes will provide direction to guide the communities of Nampa and Caldwell as they facilitate redevelopment of the corridor.

Based on the above criteria, **Figure 6** below provides an overview of the identified TOD-ready nodes within the overall study area.

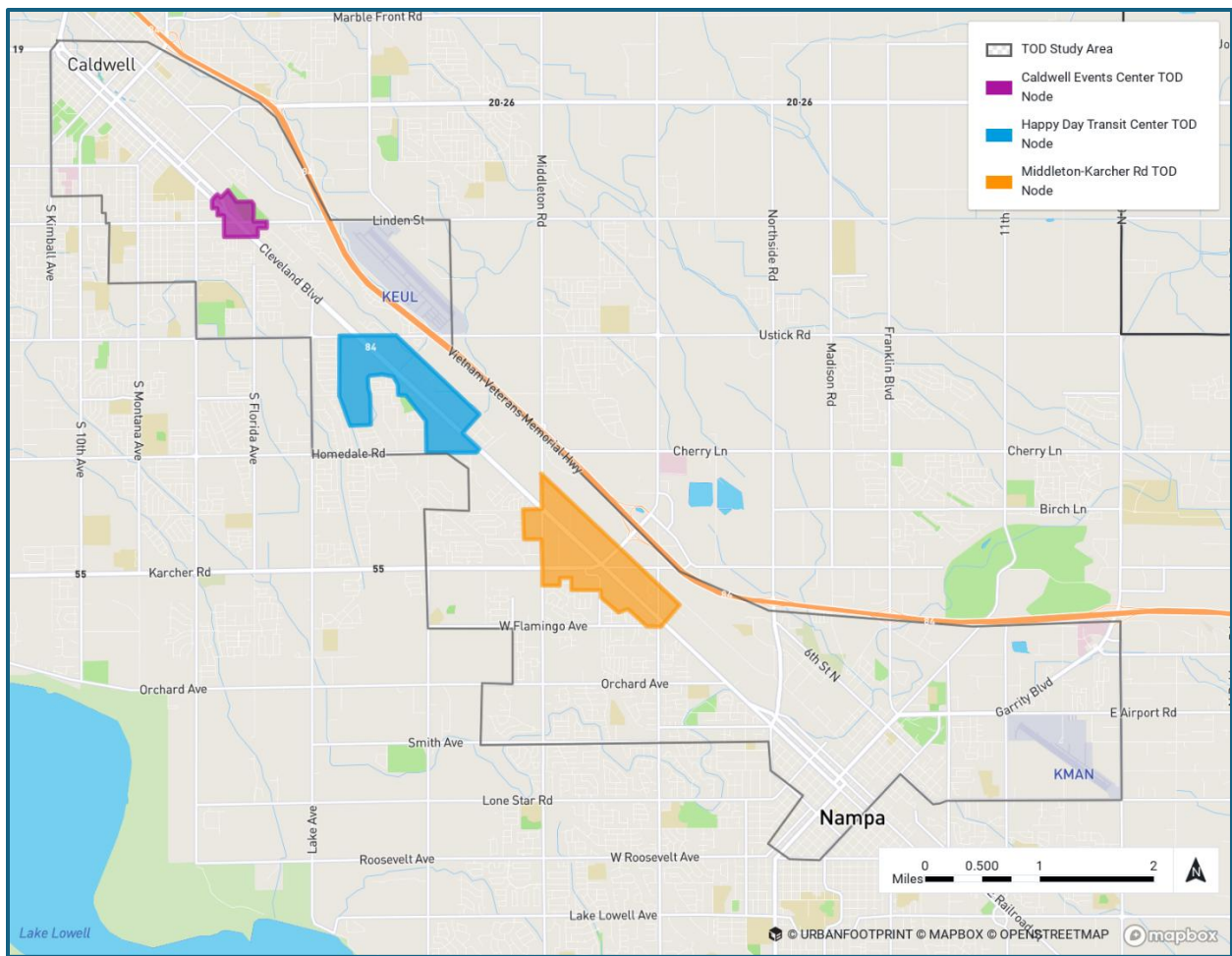


Figure 6. Boundaries of TOD node locations within overall study area

Within the overall TOD study area, the following sites were selected as TOD-ready nodes: the Caldwell Events Center area, the Happy Day Transit Center area, and the Middleton-Karcher Road Intersection area.

The area around the Caldwell Events Center, where the annual Caldwell Night Rodeo is held, was selected based on its proximity to downtown Caldwell and the events center, and the number of currently vacant parcels that provide an opportunity to implement denser housing next to these activity centers and complement the principles of TOD (**Figure 7**).



Figure 7. Aerial of Caldwell Events Center TOD node

Further south of the Caldwell node, the area around the existing Happy Day Transit Center was identified as the second TOD-ready node. VRT, which uses the Happy Day Transit Center as the agency's maintenance facility and customer service center, owns several parcels adjacent to the existing facility. The node location along the middle of the corridor allows this area to act as a transit-oriented anchor, while the agency owned parcels around the transit center are excellent joint development opportunities that could create affordable housing options adjacent to a transit station (**Figure 8**).

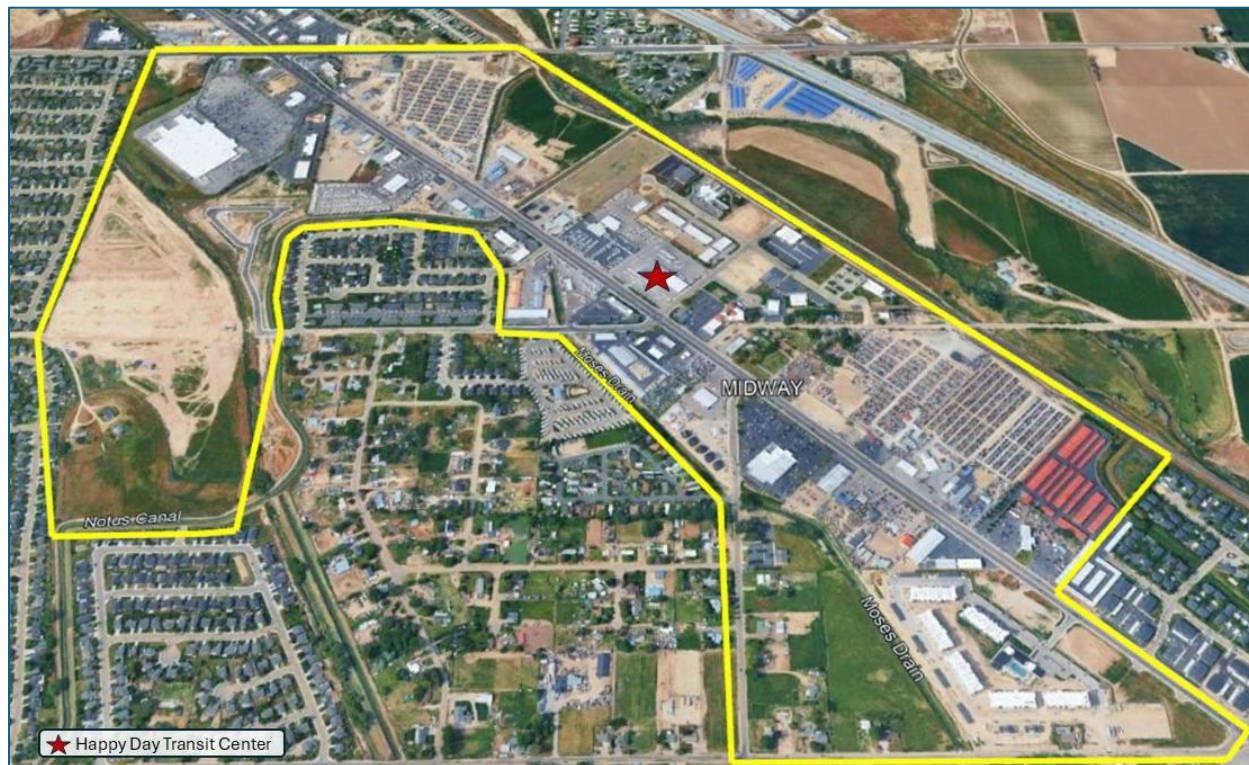


Figure 8. Aerial of Happy Day Transit Center TOD node

The third node identified in this study encompasses the Karcher-Middleton Road intersection and its surrounding parcels (**Figure 9**). This area was selected due to the recent rise in nearby multifamily development activity, like District 208, that drives a need for more walkable environments. Additionally, a crash analysis found that the Middleton-Karcher intersection saw the highest number of crashes within the study area. Implementing Complete Streets strategies within this node offers the opportunity to redesign the existing roadway in a manner that reduces crashes and create safer environments for pedestrians and automobiles alike.



Figure 9. Aerial of Karcher-Middleton TOD node

By identifying three specific TOD-nodes, this study aims to create targeted recommendations that improve first and last-mile connections for pedestrians within these areas. These connections are critical for access to and from transit stops without automobile reliance and recommendations will be tailored to the corridor to accommodate all appropriate means of travel.

Planning Framework

Understanding how market trends may influence development, and knowing where development is more likely to occur, allows the cities of Nampa and Caldwell to effectively plan for the anticipated growth along the corridor. One method of understanding development patterns is to identify areas of change versus areas of continuity, or the propensity of a parcel to redevelop in the near-term versus long-term. The figure below (**Figure 10**) provides a high-level overview of what factors influence parcel redevelopment. In general, land ownership, lot size, and land values have the greatest impact on redevelopment timelines.

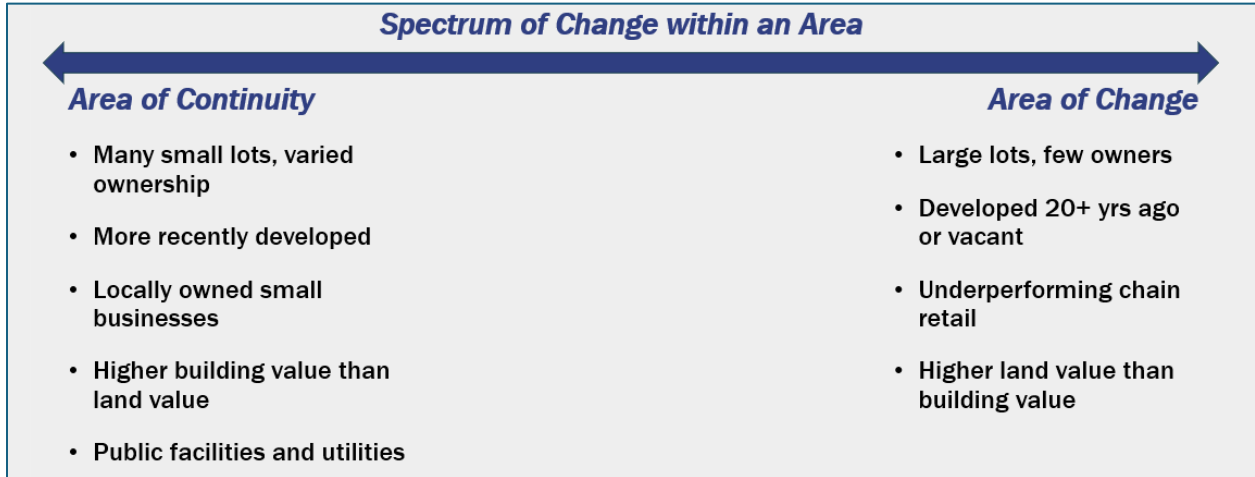


Figure 10. Parcel characteristics that influence Spectrum of Change within an Area

As part of this study, each TOD node underwent a parcel analysis to understand how each node may redevelop in the next decade or more. By identifying where change should be encouraged, each municipality can establish development strategies that influence the creation of more walkable and dense communities along the Boulevard.

Areas of Change

Redevelopable land within each of the TOD nodes was identified through the comparison of a parcel’s land and improvement values. More specifically, parcel tax data provided through Canyon County Land Assessor data was reviewed to assess the Land to Improvement Ratio (LIR) of each parcel. LIR is a simple but effective measure of assessing a parcel’s current and future potential by delineating what proportion of a parcel’s total value comes from the building versus the land itself. A high LIR indicates that the improvements on the property contribute significantly to its overall value, while a low ratio suggests the land value is more dominant. When a parcel’s LIR ratio is lower, generally less than 1, it may signal opportunities for further development.

This Area of Change analysis categorizes parcels into three buckets of change based on the parcel LIR: near-term change, long-term change, and areas of continuity. Near-term change describes parcels that are likely to redevelop within the next ten years. Long-term change describes parcels that are likely to redevelop within the next ten to twenty years, and areas of continuity describe parcels that will likely not redevelop for at least the next two decades.

Caldwell Events Center Area of Change

Within the Caldwell Events Center Node there are several parcels that are candidates for near-term redevelopment (**Figure 11**). These parcels are adjacent to the recently developed Griffiths Park, which is considered an area of continuity based on its construction date, and

just south of the Caldwell Events Center. Further analysis also found these parcels to currently be vacant, which increases the likelihood of being redeveloped in the near-term. Much of the land directly north of the Boulevard is considered near-term redevelopment opportunities based on low LIRs and vacancies. To the south of the Boulevard, the majority of the land is considered longer-term redevelopment opportunities based on the parcel improvement values. Additionally, many of these parcels are considered local businesses, which further pushes out redevelopment timelines.

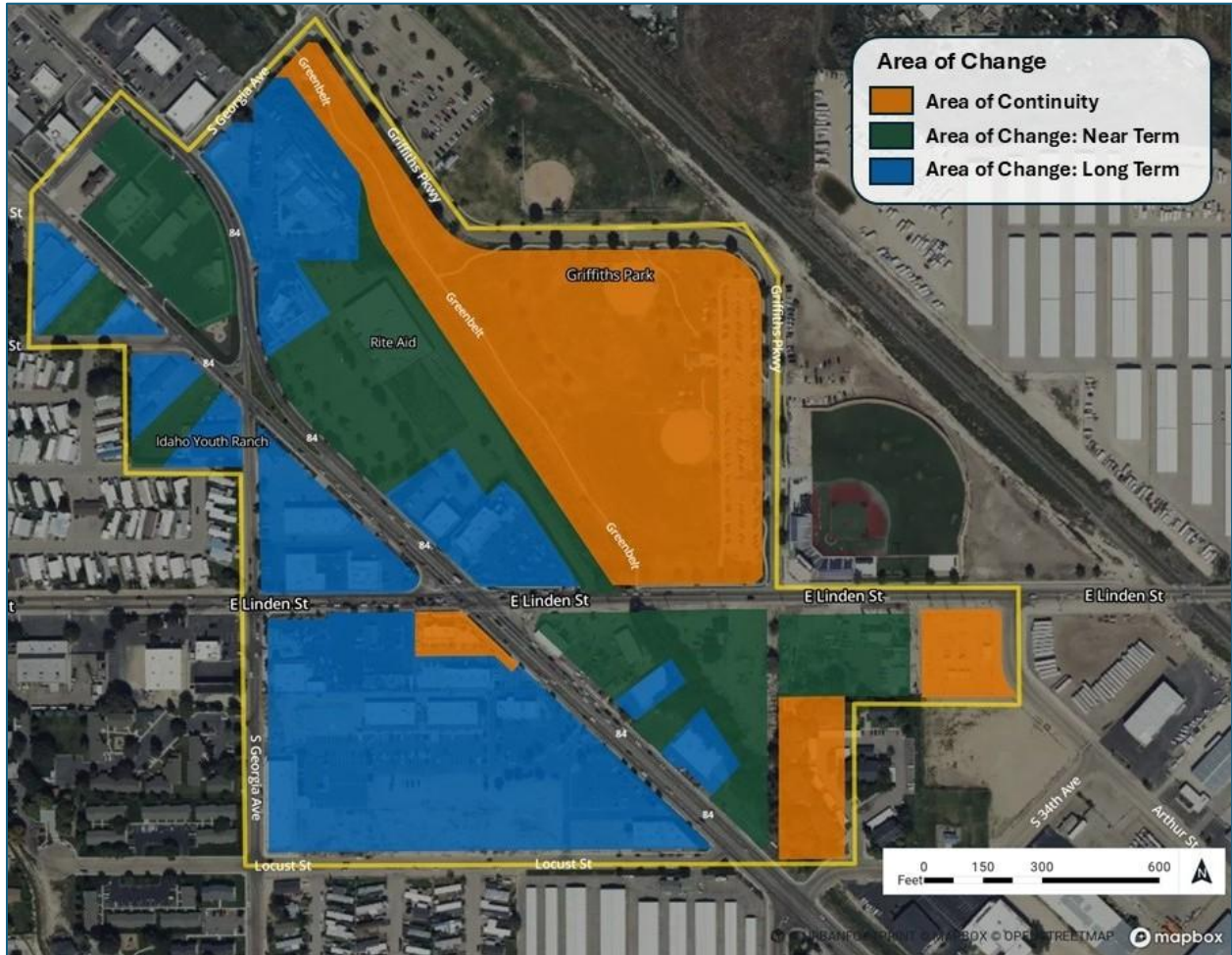


Figure 11. Areas of change within Caldwell TOD Node

Middelton-Karcher Road Area of Change

Overall, the Middelton-Karcher Node is mostly made up of parcels that are likely to be long-term redevelopment opportunities or areas of continuity (**Figure 12**). This area is currently undergoing significant redevelopment, like the Karcher Mall area, and is home to several longstanding businesses such as WinCo Foods and Lowe’s Home Improvement. It is unlikely that large corporations like the ones listed will redevelop in the near term considering their place in the community as a regional business that attracts consumers from the greater region. However, there are several parcels that are considered near-term redevelopment opportunities. Most notable, a large vacant parcel directly fronting the Boulevard is likely to be redeveloped within the decade due to its land value.

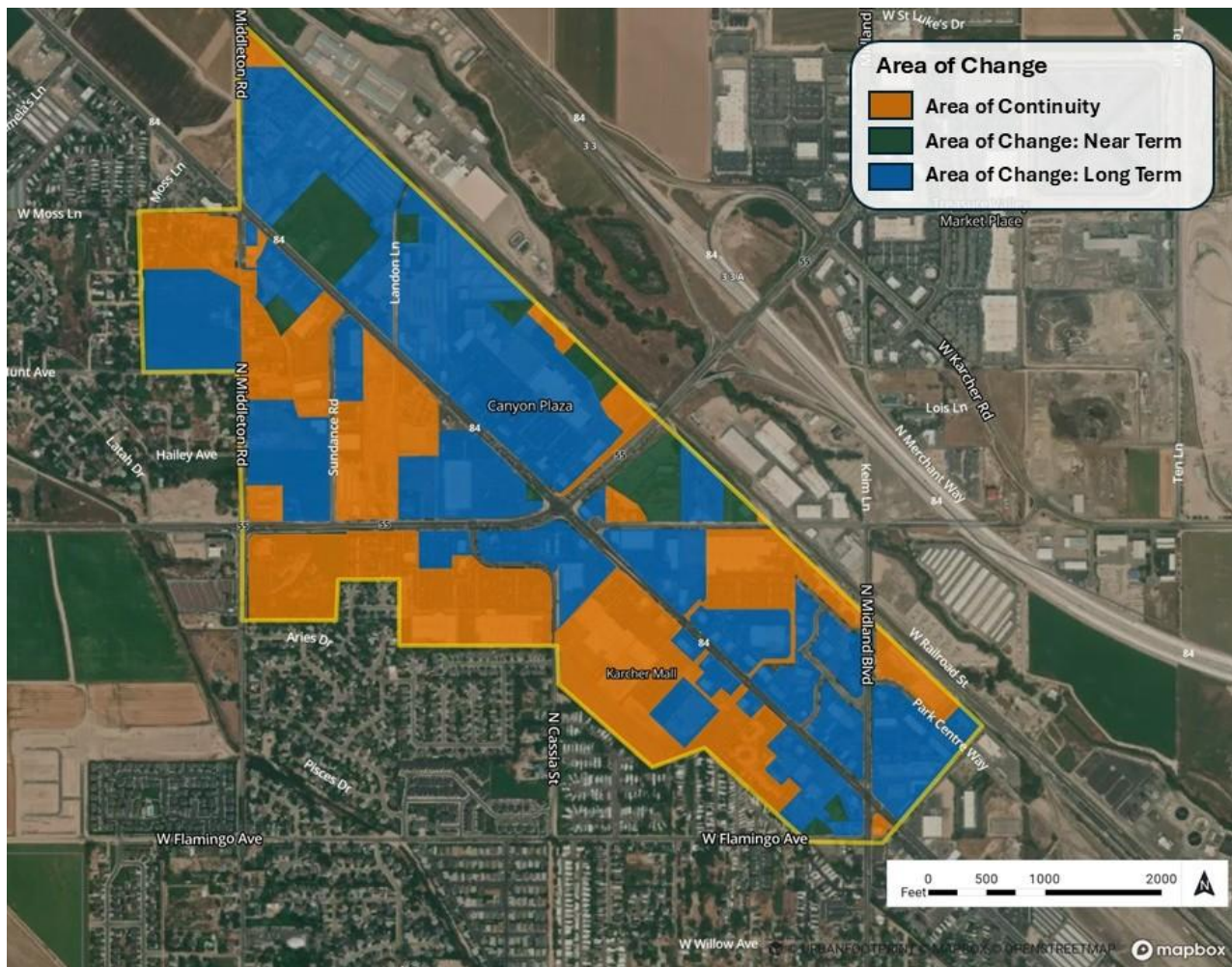


Figure 12. Areas of change within Middelton-Karcher TOD node

Happy Day Transit Center Area of Change

Areas of change within the Happy Day Transit Center Node (**Figure 13**) are fairly uniform across the node. In general, residential and agricultural edges are unlikely to change until after 2045, making them areas of continuity. A bit further from the transit center, local and national businesses and large lot landowners are considered areas of long-term change that are unlikely to develop before 2035. The parcels with the highest opportunity of near-term change are the transit center itself and several parcels adjacent to the center that VRT owns. These parcels indicate an excellent opportunity for VRT to collaborate with private interests to redevelop underutilized land surrounding the center to build housing, retail, or mixed-use spaces near VRT owned properties.

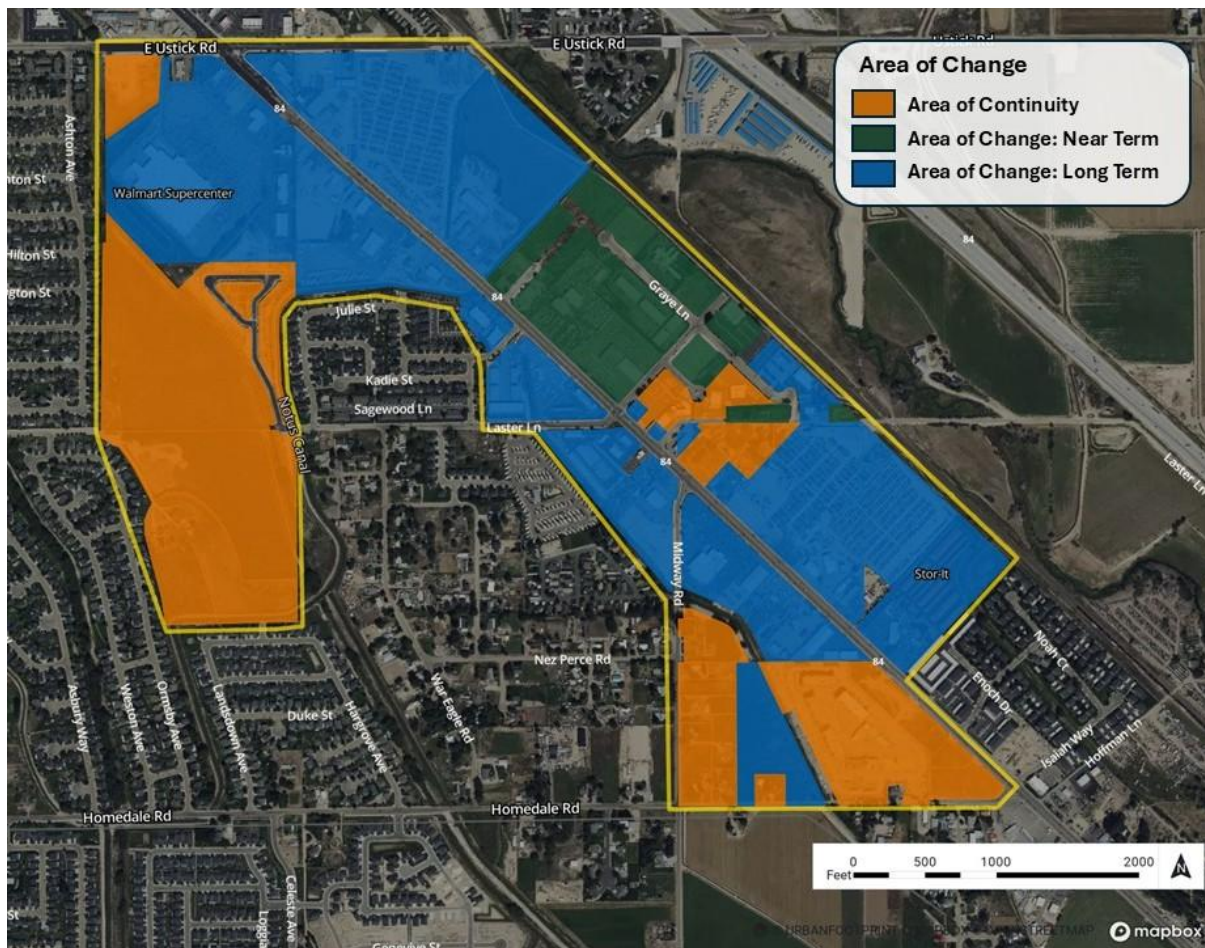


Figure 13. Areas of change within Happy Day Transit Center node

By understanding where areas of underutilization exist within each of the nodes, the communities of Nampa and Caldwell are equipped to create targeted strategies aimed at revitalizing these areas and provide an array of benefits to the area including effectively managing urban sprawl, improving the economic viability of the local community, and the

creation of more cohesive and desirable places to live. Applying these strategies at smaller scales within the nodes allows these areas to act as a catalyst for new investments along the corridor that will build off the success of the TOD nodes.

Multi-modal Scenarios

Identifying infrastructure improvements within each of the nodes was also a core component of this study. Building off the existing conditions analysis, the infrastructure analysis identified “hot spots” where an existing intersection within each node where there was the strongest opportunity to improve pedestrian conditions. These intersections were then reimaged by applying the Complete Streets strategies previously mentioned to visualize a more multi-modal Boulevard that enhances roadway safety for all users, particularly for pedestrians and cyclists.

Stakeholder conversations also featured discussions on providing alternative multi-modal scenarios given the existing dynamic funding environments for multi-modal projects and as an opportunity to engage with the municipalities of Nampa and Caldwell to gather input on what they think is more feasible to implement. Two scenarios for each node were developed to visualize how roadway improvements at an intersection could promote safer travel and reduce crashes. An additional goal of these scenario improvements is to promote alternatives to driving by improving walking and biking conditions. By making it more convenient and safer to walk or bike, the likelihood that residents utilize public transportation services increases. The scenarios shown below are high-level and conceptual, and are visionary in their purpose. For implementation, additional engineering and design is required to ensure scenarios are feasible. Factors such as right-of-way require additional analysis to understand full impacts.

Caldwell Events Center Multi-modal Scenarios

Within the Caldwell Events Center Node, the intersection of E Linden Street and the Boulevard was identified as an area with a heightened concentration of crashes and offered the most opportunity to provide improved multi-modal infrastructure. **Figure 14** below is a snapshot of the existing intersection.

The existing intersection is characterized by wide crosswalks, slip lanes, and numerous vehicular travel lanes to facilitate higher travel speeds. These features, paired with narrow sidewalks that directly front the Boulevard and numerous curb cuts that break up sidewalks, make for an unwelcoming pedestrian environment. A crash analysis also found that this area has seen more than 200 crashes over the last twenty years, with about half of the crashes

resulting in injuries, including several incapacitating injuries over the last four years as defined by the Federal Highway Administration KABCO Injury Classification¹.

¹ [KABCO Injury Classification Scale](#)

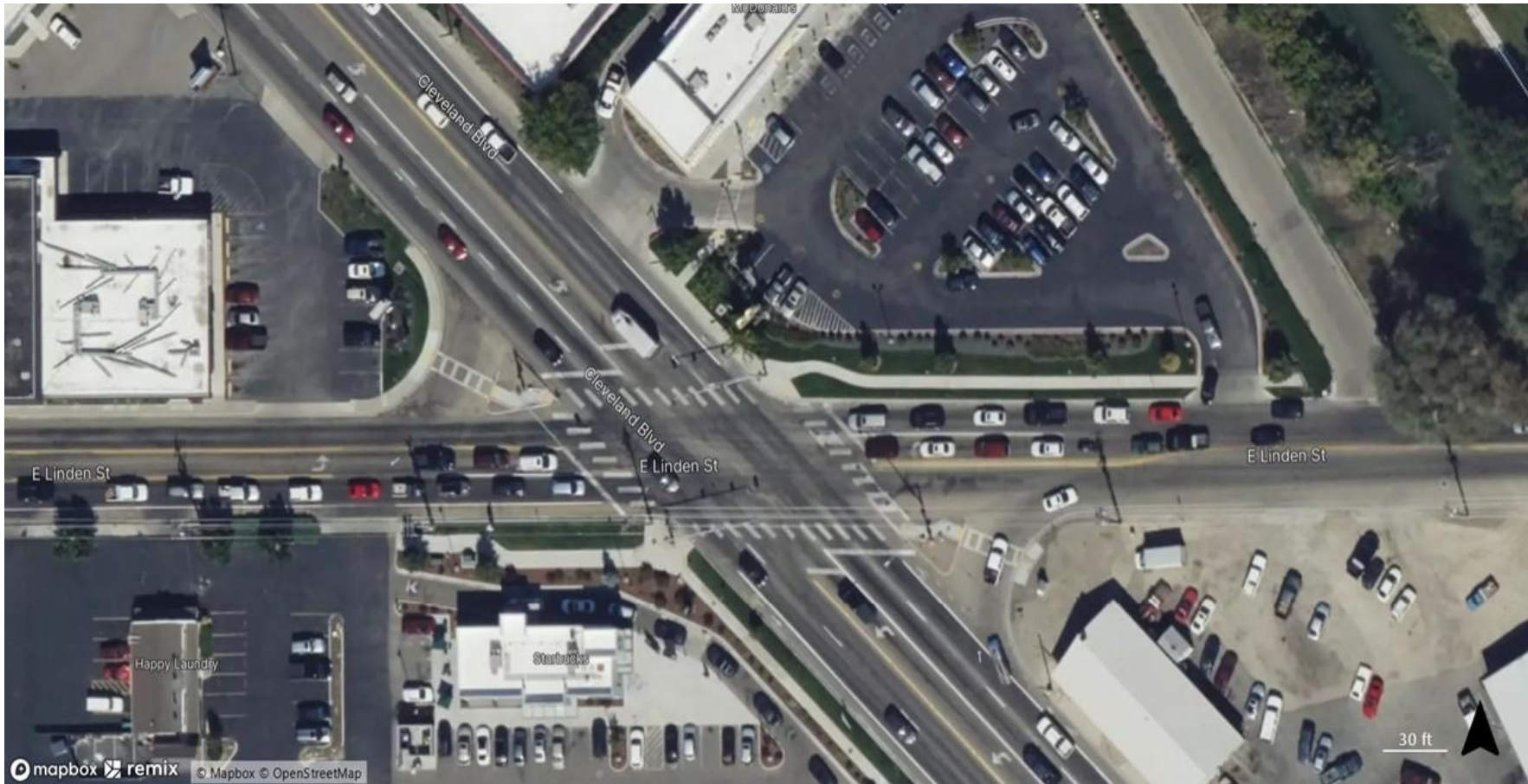


Figure 14. Existing Linden-Caldwell Boulevard Intersection
Source: Google Earth – August 2025

The recent uptick in injury crash occurrences supports the need to identify safety improvements that benefit all roadway users. **Figure 14** above shows this section of the Boulevard does feature multi-modal infrastructure, including bike lanes and sidewalks; however, the condition of the infrastructure and the surrounding environment does not promote the usage of the existing network due to the lack of safety elements that would prevent conflicts between drivers and other users. For example, utilization of the existing bike lanes along the Boulevard would likely improve if the bike lanes were equipped with protective bollards and green pavement markings that delineated cycling space from vehicular spaces.

One scenario that features protected bike lanes can be seen in **Figure 15** below which includes several features that improve vehicular safety while also creating more multi-modal environments that are more inviting to walk or bike. While the existing E Linden Street and Caldwell Boulevard Intersection provides some multi-modal considerations, the recommended improvements will increase visibility and safety for pedestrian movements traversing the area. In this section of the Boulevard, the existing bike lanes were retrofitted into **protected bike lanes** to prevent motor vehicles from encroaching on the cycling space and provide safe passage for cyclists. Protective bollards and green lane pavement markings are used to delineate bike lanes from vehicular lanes in this area. **Bike signals** are placed at intersections to signalize crossings and reduce conflicts between crossing pedestrians and moving vehicles. **Visibility signage** is strategically placed to increase awareness of pedestrian crosswalks and prevent conflicts between oncoming traffic traveling through the intersection and pedestrians who may be crossing the Boulevard. **American with Disabilities (ADA) accessible ramps** are placed at crosswalks to make pedestrian crossings accessible for people with disabilities. The existing crosswalks are replaced with a **high-visibility ladder crosswalk pattern** to help delineate pedestrian spaces on roadways and improve safety. The intersection also features increased lane **setbacks** from the crosswalk to make pedestrians and cyclists more visible to turning drivers compared to the existing layout and includes the removal of the existing right-turn slip lanes to provide a higher level of comfort and safety for crosswalk users.

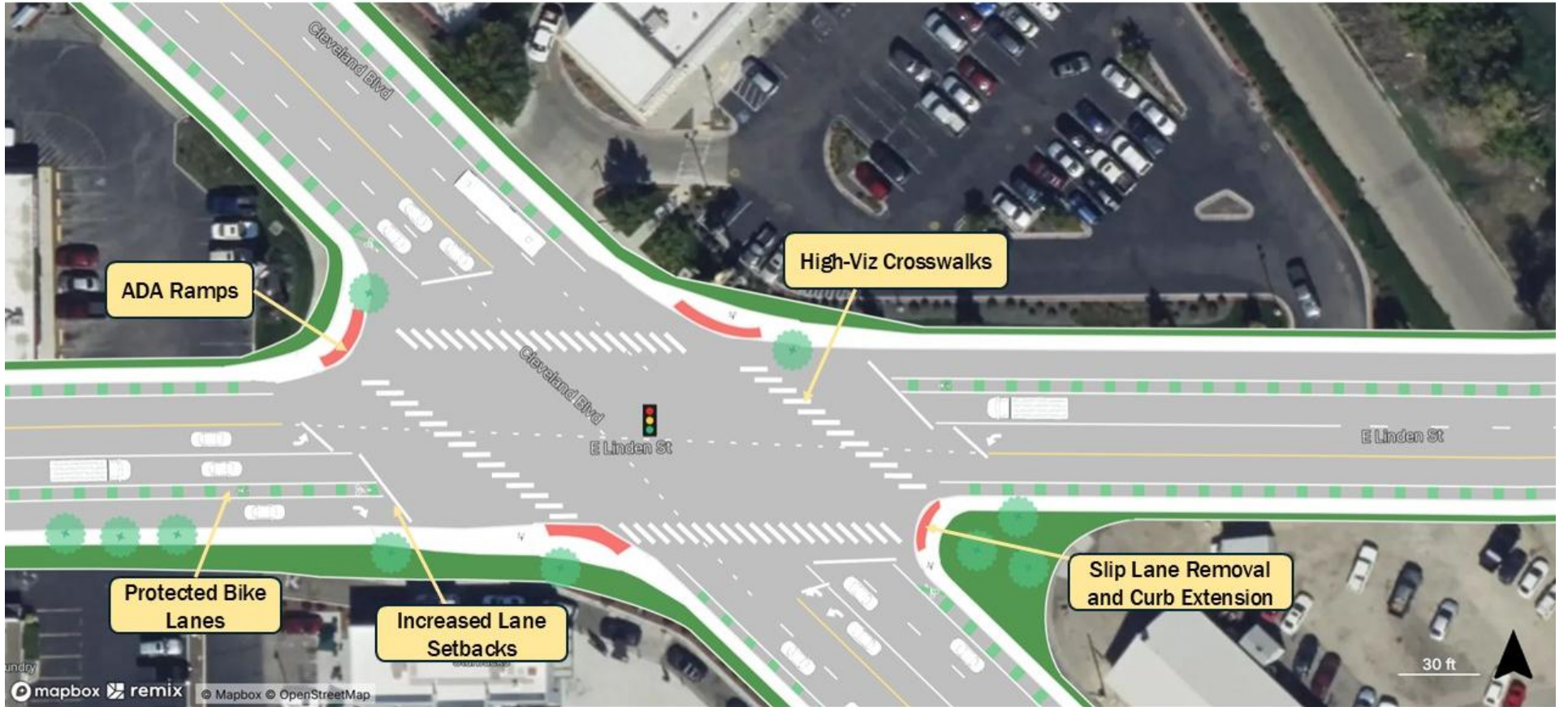


Figure 15. Protected Bike Lane multi-modal scenario

As an alternative, a scenario was developed to visualize how a **multi-use path** may function within this node, as shown in **Figure 16** below. Due to its size (typically 10 feet wide), a dedicated path allows both cyclists and pedestrians to share the path in a bi-directional traffic pattern. If a multi-use path were implemented along the Boulevard, there would be less need for protected bike lanes which would help to decrease chances of a crash between vehicles and cyclists. One drawback to maintaining the slip lanes is the increased distance a pedestrian or cyclist will have to travel to cross the intersection rather than being able to directly cross the street if the slip lane were not present. Additionally, a driver moving through the slip lane will have to remain aware of the bike lanes on E Linden Street to ensure no accidents occur. **Green bike-lane pavement markings**, visualized in the figure below, will assist in delineating non-motorized spaces so drivers are more aware of other users on the road.

As with the first scenario, **protected bike lanes** are placed along E Linden Street to allow residents from the surrounding neighborhoods better access to the Boulevard. **ADA accessible** ramps at intersections are recommended to improve accessibility for all users, along with **high-visibility crosswalks** that alert drivers of the potential need to stop. The intersection also features increased lane **setbacks** to make pedestrians and cyclists more visible to turning drivers compared to the existing layout.



Figure 16. Multi-use path multi-modal scenario

Middleton-Karcher Intersection Multi-modal Scenarios

Within the context of the three nodes analyzed in this study, the Middleton-Karcher saw the highest number of crashes, nearly 700 crashes reported over the last twenty years. About 300 injuries resulted from these crashes, which highlights the high concentration of crashes and subsequent injuries compared to the other nodes. **Figure 17** below provides an aerial view of the existing intersection. While it does feature a built-out sidewalk network and bike lanes along Karcher Rd, the multitude of vehicular lanes in this area, paired with narrow or nonexistent shoulders to separate pedestrian spaces makes it an imposing space for non-vehicular users.

Overall, this intersection is focused on moving vehicles, not people. Existing high traffic speeds and noise, narrow to non-existent shoulders between the roadway and the sidewalk, and lack of street trees do not make this a favorable or safe area for nearby residents to traverse despite this area being home to several essential businesses like grocery stores, daycare, pharmacies, and educational facilities.



Figure 17. Existing Karcher-Caldwell Boulevard Intersection
Source: Google Earth – August 2025

The first step to making this intersection more pedestrian friendly is to emphasize the existing corners of each intersection. By embracing the corner as an “edge” that separates vehicular spaces from pedestrian spaces, drivers are more aware of other users as they approach the intersection. As intersections are the most common spot for crashes, creating edges that force drivers to slow down when making a turn or continuing through will help reduce the total number of crashes that may occur, making the roadway safer for both drivers and pedestrians².

The first scenario shown in **Figure 18** below visualizes these curb corner improvements by creating **curb extensions** that increase the total space a curb takes up and minimizes the total curb radius³. This expands the total pedestrian area and decreases the amount of time it takes for a pedestrian to cross the intersection⁴. This provides higher levels of comfort and safety for pedestrians. It also improves sightlines, decreases the likelihood of highspeed vehicle turns, and reduces the total amount of time pedestrians and cyclists are exposed to conflicts. **Pedestrian walk signals** are placed at crosswalk intersections to control the timing of crossings and provide safe passage for users. **Bike speed control measures** in the form of bollards are installed along the **protected bike lanes**, which are shown to reduce the ability for users to travel through crossings at high speeds. This measure improves overall roadway safety and reduces the likelihood of conflicts between cyclists and moving vehicles. **ADA accessible ramps** are placed at crosswalks to make crossings accessible for people with disabilities. The existing crosswalks are replaced with a **high-visibility ladder crosswalk pattern** to help delineate pedestrian spaces on roadways and improve safety. Additionally, all intersections feature increased lane **setbacks** between the motor vehicle lanes and pedestrian crossings to make pedestrians and cyclists more visible to turning drivers than conventional intersections.

² Recommendations are meant to be consistent with TOD and Complete Street best practices. Future traffic analysis needed including data that breaks out modes and severity of accident.

³ Additional data and geometric studies are recommended for future phases of this study.

⁴ [NACTO Urban Street Intersection Design Elements](#)



Figure 18. Protected bike lane multi-modal scenario

Given the existing high driving volumes⁵ and its function as a key access point to I-84, it may be unlikely that right-of-way for vehicular lanes could be redistributed to create protected bike lanes directly on the Boulevard. As such, the second multi-modal alternative that visualizes a multi-use path may be more feasible⁶.

Within this node, a multi-use path, unlike a bike lane, is likely to provide a better user experience for everyone due to it being physically separated from motor vehicle traffic. This separation can be achieved with a planted area, as shown in **Figure 19** below, or with a raised median, curb, or tactile warning delineator.

Like the previous scenario, **protected bike lanes** along Karcher Road are still recommended to support local resident access to the Boulevard and potentially reduce the total number of car trips taken by a local household if alternatives to driving exist. **Curb extensions** are also still recommended to assist in creating edges between vehicle and non-vehicular spaces and lower the likelihood of high turn speeds by drivers. **High-visibility crosswalks** are shown to improve pedestrian crossing safety and driving lanes feature **increased lane setbacks** at the intersection to also aid in improving the visibility of crossing pedestrians.

⁵ [2024 Passenger AADT traffic counts for this intersection were around 45,000 daily vehicles](#)

⁶ [NACTO Urban Design Bikeway Guide](#)



Figure 19. Multi-use path multi-modal scenario

Happy Day Transit Center Multi-modal Scenarios

Of the three nodes identified, the Happy Day Transit node saw the least amount of crashes across a twenty-year period with just under 100 crashes recorded. The intersection of the Boulevard and Laster Lane, which provides the most direct access to the Happy Day Transit Center, also sees the lowest Annual Average Daily Traffic counts within each of the nodes at less than 25,000 daily vehicles.

Figure 20 below provides an aerial overview of the Laster Lane and Boulevard intersection. This intersection and the surrounding area includes a complete sidewalk network and bike lanes along the Boulevard; however, the lack of safety features such as bollards or protective barriers that separate foot traffic from motorized traffic decrease the likelihood that this infrastructure will be used. Additionally, the existing sidewalk network is broken up by a large number of curb cuts that increase potential conflict points between drivers, pedestrians, and cyclists.

As this area is likely to see higher amounts of foot traffic to access transit services from Happy Day Transit Center, two scenarios were developed to visualize multi-modal improvements that could be implemented to make this area more walkable for transit users.

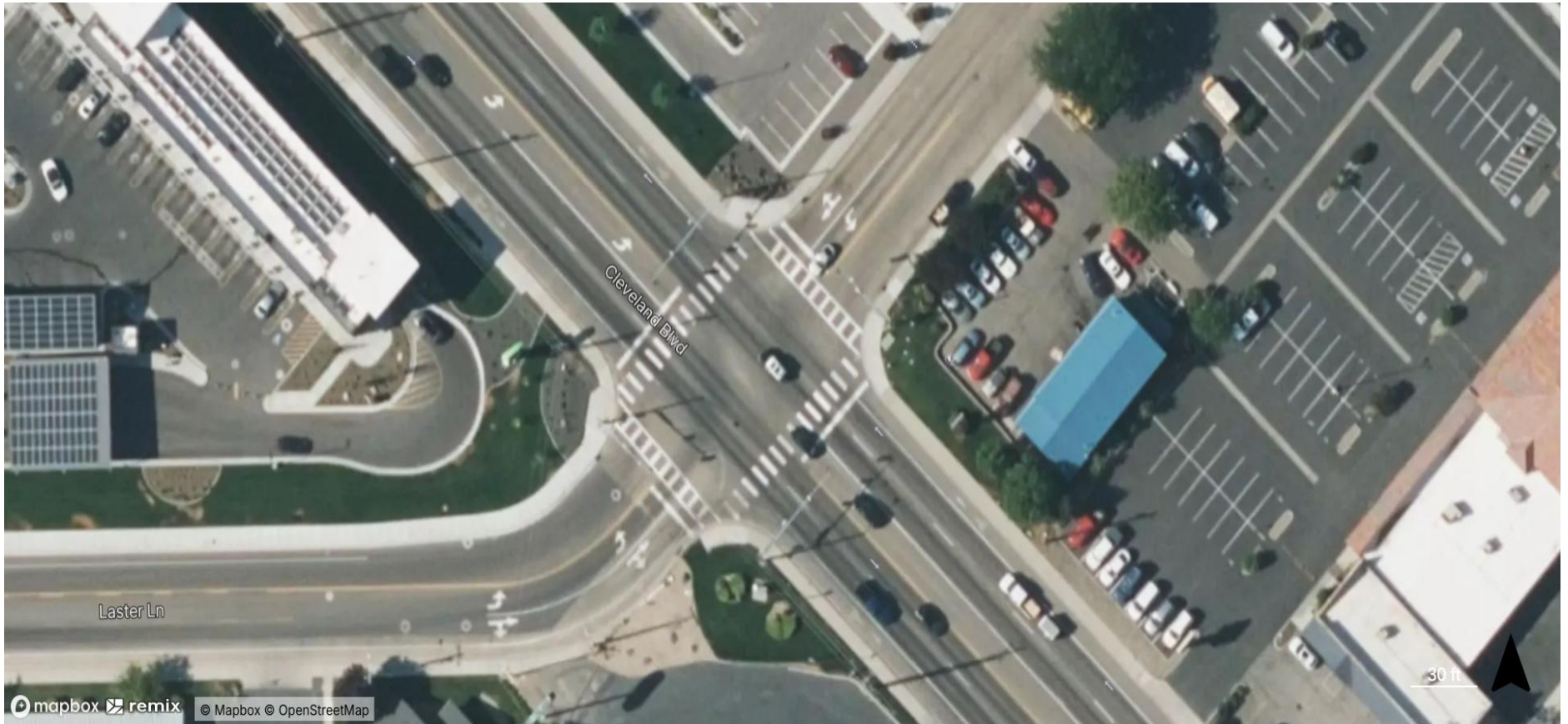


Figure 20. Existing Laster Ln- Caldwell Boulevard Intersection
Source: Google Earth – August 2025

The existing intersection provides minimal multi-modal considerations that protect non-automobile users. Given the lower traffic volumes at this particular intersection, there is an opportunity to redistribute some of the existing right-of-way that currently exists for vehicular traffic to more multi-modal infrastructure. The resulting recommended improvements shown in **Figure 21** below create clearly defined pedestrian zones that will decrease potential conflicts between pedestrians or cyclists and motor vehicles and increase levels of comfort for community members accessing the transit center. Clearly defined **protected bike lanes** are added on each street to facilitate safe passage for cyclists. **Bike or pedestrian signals** aid in creating safer road crossings for pedestrians and cyclists as well. **Curbs extensions** that reduce turn radii further delineates pedestrian zones from vehicle zones and reduces overall vehicle speeds by breaking up sight lines. They also force drivers to slow down at turning points and improve driver yielding where pedestrian crossings occur. **Visibility signage** is also placed at turning points to raise awareness of the crossing for passing vehicles and further improve the likelihood for driver yielding. The intersection also features increased lane **setbacks** to make pedestrians and cyclists more visible to turning drivers compared to the existing layout.

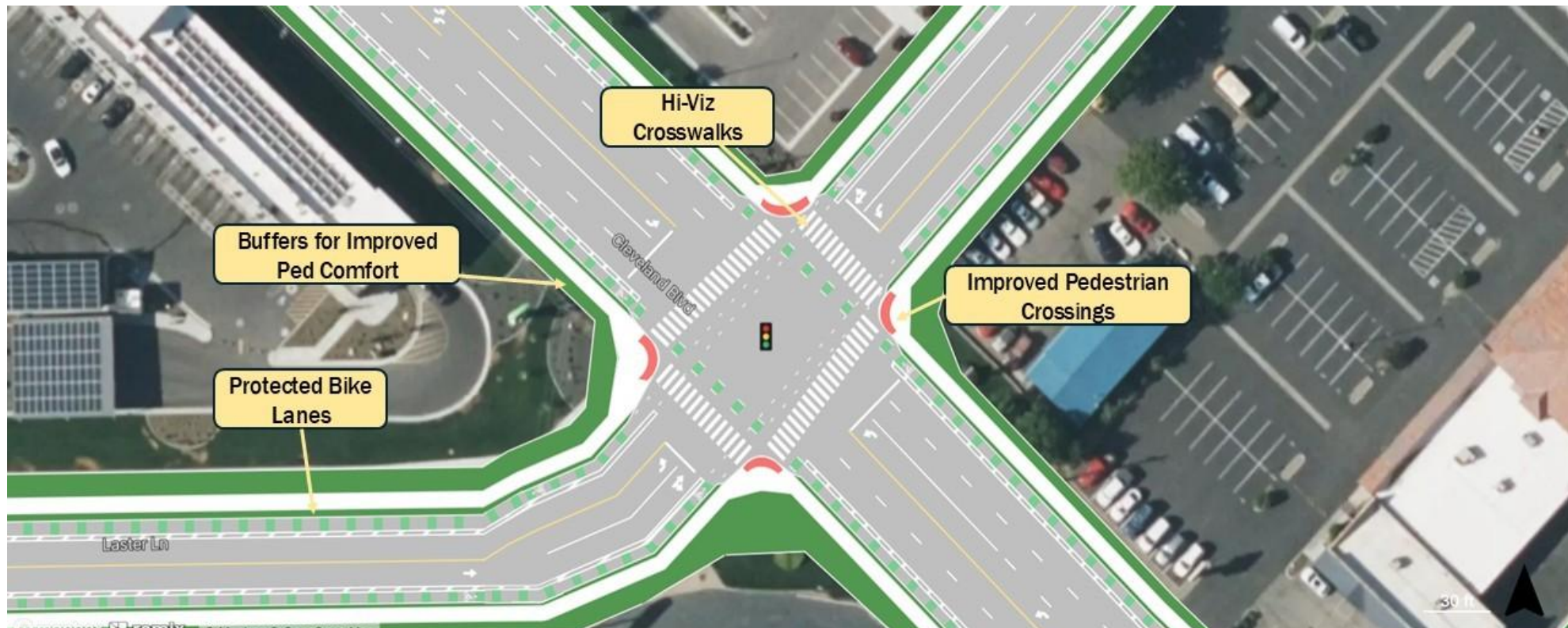


Figure 21. Protected bike lane multi-modal scenario

The alternative scenario (**Figure 22**) for the Happy Day Transit Center node replaces the existing bike lanes on the Boulevard with a **multi-use path** on an independent alignment from the roadway, which provides a better user experience for pedestrians and cyclists by allowing users to distance themselves from passing vehicles. **Protected bike lanes** along Laster Lane are still proposed to support access to and from the surrounding neighborhoods to Happy Day Transit Center.

Given the lower traffic levels, and likelihood of increased pedestrian traffic because of the transit center, **raised intersections** could be considered at this intersection as a traffic calming measure. Raised intersections are similar to speed humps in that their goal is to reinforce slow speeds and encourage drivers to be mindful of crossing pedestrians.

Like the previous scenario, **curb extensions** are recommended to increase pedestrian areas along the Boulevard and lower pedestrian crossing times at intersections. Curb extensions are paired with **lane setbacks** to further increase pedestrian and cyclists' visibility for drivers compared to the existing layout.



Figure 22. Multi-use path multi-modal scenario

The scenarios presented encompass a TOD and multi-modal vision that can be replicated across the corridor and represent a range of outcomes most suitable for each node along the Boulevard. Soliciting support from community on these potential outcomes will be pivotal to making them a reality.

Recommended Improvements and Implementation

Nampa-Caldwell Boulevard is a key corridor within the Treasure Valley Region that connects the cities of Nampa and Caldwell. These communities are also growing at a rapid rate. This study provides a framework for the two cities to manage the expected urban expansion by identifying opportunities to implement infrastructure and sustainable development projects that anticipate the needs of existing and future residents around the Boulevard.

The recommendations identified in this plan were produced with the goal of improving roadway safety along the Boulevard, while also identifying opportunities to create more walkable areas within the corridor that support future transit expansion efforts by VRT.

Project Prioritization

For each of the multi-modal scenarios described above, high-level cost estimates were assembled to help VRT, and the municipalities of Nampa and Caldwell, make effective and well-informed decisions regarding potential infrastructure projects along the Boulevard.

A more complete breakdown of the costs and methodology used to assemble the estimate for each scenario can be found in the **Appendix**, but **Table 1** below provides a high-level summary of the total estimated project cost for each nodal scenario described above.

There is an estimated cost of upgrading the existing bus stops located within each respective node to improve passenger experience and modernize the overall system included in each node cost estimate. These improvements include VRT's baseline cost to install upgraded stop amenities such as bus shelters, bike racks, a bench, and trash cans.

Caldwell Event Center TOD Node	
<i>Multi-Use Path Scenario Project Estimate</i>	<i>Protected Bike Lane Scenario Project Estimate</i>
\$1,279,000	\$1,104,000

Middleton-Karcher TOD Node	
<i>Multi-Use Path Scenario Project Estimate</i>	<i>Protected Bike Lane Scenario Project Estimate</i>
\$3,641,000	\$1,222,000

Happy Day Transit Center TOD Node	
<i>Multi-Use Path Scenario Project Estimate</i>	<i>Protected Bike Lane Scenario Project Estimate</i>
\$3,910,000	\$1,993,000

These cost estimates will allow each municipality to make informed decisions on the prioritization of infrastructure investments along the corridor to ensure project implementation aligns with community needs.

Conclusion

Growth in the Treasure Valley Region, and the Nampa-Caldwell Boulevard area, is showing no signs of slowing. The multi-modal scenarios and redevelopment analysis within each node can act as a guide to inform how the corridor grows. This study represents an opportunity to redefine the Boulevard from a car-centric space to a vibrant, multi-modal corridor. While this study’s outcomes focus on improving infrastructure conditions for non-drivers, it is important to note that improving these conditions will provide economic benefits to the entire community. For example, by improving sidewalk and biking conditions, the cities of Nampa and Caldwell can alleviate overall traffic congestion for businesses to make more efficient deliveries. Alternatively, by increasing access to places of employment by improving walking conditions to bus stops and prioritizing the development of denser multi-family projects near transit stops, residents along the corridor will be able to access a wider range of potential places of employment because it is easier to get to work.

To implement the projects identified, consensus between the many agencies, city leaders, and landowners that represent the community will be critical. As noted in the Market Scan, the Treasure Valley as a whole has experienced a recent shift towards creating more multifamily developments that have not been seen historically. While the Nampa-Caldwell Boulevard is a bit more “pioneering” in terms of implementing multifamily and mixed-use

redevelopment compared to the larger region, the local market supports the case for new multifamily as a viable opportunity within the context of new TOD.

If successful, Nampa-Caldwell Boulevard can be an example of how focused redevelopment can lead to a corridor that accommodates all users, alleviates congestion, allows residents more mobility, and continues to foster livable communities.

Appendix

Cost Estimates

For each scenario cost estimate, only the most significant items were considered—specifically, those expected to be more expensive due to either high quantities involved in the project or high unit prices.

For most items, unit prices were derived from similar projects previously estimated in the region. In some cases, such as the "removal of obstructions" item, unit prices were obtained from the ITD Average Unit Price Booklet. A key advantage of this resource is the ability to filter data to match projects with similar quantities for specific items, resulting in more accurate pricing.

Other unit prices, such as for "asphalt repair," were taken from the ACHD Bid Average Report. This report provides the average of the lowest three bid prices, along with price ranges based on quantity, which helps improve the reliability of the estimates. Pricing for bus station components was provided by VRT.

For items without defined design quantities at this stage—such as stormwater infrastructure—a percentage-based approach was used. A similar project in the region was reviewed to determine the percentage of total cost attributed to stormwater work. That percentage was then applied to the overall estimated cost of this project to approximate the value of stormwater items.

A 5% contingency was added to most quantities. In addition, a 30% overall contingency and a 17.5% estimated engineering design fee were applied to the total project cost.

Below are the full breakdowns of each node's multi-modal scenario cost estimate.

Caldwell Events Center Node Cost Estimate						
Multi-Use Path Alternative						
DESCRIPTION	UNIT	TOTAL	UNIT COST	TOTAL COST	PERCENT OF TOTAL	
Clearing and Grubbing	LS	1	\$10,000	\$10,000	1.4%	
Pavement Markings (paint, multi-use path and protected bike lane)	SF	9400	\$1	\$11,750	1.6%	
Relocate Street Light	EA	4	\$3,500	\$14,000	1.9%	
Erosion Control	LS	1	\$14,500	\$14,500	2.0%	
Permanent Traffic Items (signs)	LS	1	\$14,500	\$14,500	2.0%	
Cross walk & Stop bar painting (thermoplastic)	SF	1780	\$11	\$19,580	2.7%	
Bus Station Concrete and amenities	EA	2	\$10,300	\$20,600	2.8%	
Removal of Obstructions (side walk along multi-use path improvement)	SY	1,410	\$16	\$22,560	3.1%	
Rectangular Rapid Flashing Beacon	EA	2	\$12,000	\$24,000	3.3%	
Asphalt Repair (along new sidewalk)	SY	320	\$76	\$24,320	3.3%	
Temporary Traffic Control	LS	1	\$29,000	\$29,000	4.0%	
Crushed Aggregate For Base, Type I, 3/4" Minus	CY	600	\$55	\$33,000	4.5%	
Curb & Gutter Items	LF	1400	\$25	\$35,000	4.8%	
Channelizers (protected bike lane delineators)	EA	400	\$100	\$40,000	5.5%	
Concrete Driveway Approach	SY	490	\$100	\$49,000	6.7%	
Stormwater Items	LS	1	\$72,500	\$72,500	10.0%	
Excavation (base material+cut under multi-use path & new sidewalk)	CY	2550	\$35	\$89,250	12.3%	
Concrete Sidewalks, Thickness 5"	SY	3700	\$55	\$203,500	28.0%	
Subtotal:				\$727,100	100.0%	

Mobilization (15%)	LS	1	\$109,065	\$109,100
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Caldwell Events Center Node Cost Estimate						
Protected Bike Lane Alternative						
DESCRIPTION	UNIT	TOTAL	UNIT COST	TOTAL COST	PERCENT OF TOTAL	
Relocate Street Light	EA	0	\$3,500	\$0	0.0%	
Clearing and Grubbing	LS	1	\$10,000	\$10,000	1.6%	
Erosion Control	LS	1	\$12,500	\$12,500	2.0%	
Permanent Traffic Items (signs)	LS	1	\$12,500	\$12,500	2.0%	
Removal of Obstructions (side walk along multi-use path improvement)	SY	860	\$16	\$13,760	2.2%	
Pavement Markings (paint, multi-use path and protected bike lane)	SF	13300	\$1	\$16,630	2.7%	
Cross walk & Stop bar painting(thermoplastic)	SF	1780	\$11	\$19,580	3.1%	
Bus Station Concrete and amenities	EA	2	\$10,300	\$20,600	3.3%	
Rectangular Rapid Flashing Beacon	EA	2	\$12,000	\$24,000	3.8%	
Asphalt Repair (along new sidewalk)	SY	320	\$76	\$24,320	3.9%	
Temporary Traffic Control	LS	1	\$25,000	\$25,000	4.0%	
Crushed Aggregate For Base, Type I, 3/4" Minus	CY	500	\$55	\$27,500	4.4%	
Curb & Gutter Items	LF	1400	\$25	\$35,000	5.6%	
Concrete Driveway Approach	SY	490	\$100	\$49,000	7.8%	
Channelizers (protected bike lane delineators)	EA	580	\$100	\$58,000	9.2%	
Stormwater Items	LS	1	\$63,000	\$63,000	10.0%	
Excavation (Base material+cut under multi-use path & new sidewalk)	CY	1920	\$35	\$67,200	10.7%	
Concrete Sidewalks, Thickness 5"	SY	2700	\$55	\$148,500	23.7%	
Subtotal:				\$627,100	100.0%	

Mobilization (15%)	LS	1	\$94,065	\$94,100
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COST ESTIMATE SUMMARY (BY 2025)		
Contingency %	Contingency Cost	Total Construction Cost
30%	\$251,000	\$1,088,000
Engineering Fee %		Engineering Fee Cost
17.5%		\$191,000
TOTAL PROJECT COST		
\$1,279,000		

COST ESTIMATE SUMMARY (BY 2025)		
Contingency %	Contingency Cost	Total Construction Cost
30%	\$217,000	\$939,000
Engineering Fee %		Engineering Fee Cost
17.5%		\$165,000
TOTAL PROJECT COST		
\$1,104,000		

Karcher-Middleton Node Cost Estimate					
Multi-Use Path Alternative					
DESCRIPTION	UNIT	TOTAL	UNIT COST	TOTAL COST	PERCENT OF TOTAL
Channelizers (protected bike lane delineators)	EA	0	\$100	\$0	0.0%
Pavement Markings (paint, multi-use path and protected bike lane)	SF	2,100	\$1	\$2,630	0.1%
Clearing and Grubbing	LS	1	\$10,000	\$10,000	0.5%
Asphalt Repair (along new sidewalk)	SY	150	\$76	\$11,400	0.6%
Curb & Gutter Items	LF	650	\$25	\$16,250	0.8%
Rectangular Rapid Flashing Beacon	EA	2	\$12,000	\$24,000	1.2%
Erosion Control	LS	1	\$41,000	\$41,000	2.0%
Permanent Traffic Items (signs)	LS	1	\$41,000	\$41,000	2.0%
Relocate Street Light	EA	20	\$3,500	\$70,000	3.4%
Bus Station Concrete and amenities	EA	7	\$10,300	\$72,100	3.5%
Temporary Traffic Control	LS	1	\$83,000	\$83,000	4.0%
Cross walk & Stop bar painting(thermoplastic)	SF	8,930	\$11	\$98,230	4.7%
Crushed Aggregate For Base, Type I, 3/4" Minus	CY	1,800	\$55	\$99,000	4.8%
Removal of Obstructions (side walk along multi-use path improvement)	SY	7,090	\$16	\$113,440	5.5%
Concrete Driveway Approach	SY	1,335	\$100	\$133,500	6.4%
Stormwater Items	LS	1	\$210,000	\$207,000	10.0%
Excavation (Base material+cut under multi-use path & new sidewalk)	CY	8,930	\$35	\$312,550	15.1%
Concrete Sidewalks, Thickness 5"	SY	13,400	\$55	\$737,000	35.6%
Subtotal:				\$2,072,100	100.0%

Mobilization (15%)	LS	1	\$310,815	\$310,900
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Middleton-Karcher Node Cost Estimate					
Protected Bike Lane Alternative					
DESCRIPTION	UNIT	TOTAL	UNIT COST	TOTAL COST	PERCENT OF TOTAL
Removal of Obstructions (side walk along multi-use path improvement)	SY	0	\$16	\$0	0.0%
Concrete Driveway Approach	SY	0	\$100	\$0	0.0%
Relocate Street Light	EA	0	\$3,500	\$0	0.0%
Clearing and Grubbing	LS	1	\$5,000	\$5,000	0.7%
Crushed Aggregate For Base, Type I, 3/4" Minus	CY	100	\$55	\$5,500	0.8%
Asphalt Repair (along new sidewalk)	SY	150	\$76	\$11,400	1.6%
Excavation (Base material+cut under multi-use path & new sidewalk)	CY	380	\$35	\$13,300	1.9%
Erosion Control	LS	1	\$14,000	\$14,000	2.0%
Permanent Traffic Items (signs)	LS	1	\$14,000	\$14,000	2.0%
Curb & Gutter Items	LF	650	\$25	\$16,250	2.3%
Rectangular Rapid Flashing Beacon	EA	2	\$12,000	\$24,000	3.5%
Temporary Traffic Control	LS	1	\$27,500	\$27,500	4.0%
Concrete Sidewalks, Thickness 5"	SY	600	\$55	\$33,000	4.7%
Pavement Markings (paint, multi-use path and protected bike lane)	SF	52,000	\$1	\$65,000	9.4%
Stormwater Items	LS	1	\$69,500	\$69,500	10.0%
Bus Station Concrete and amenities	EA	7	\$10,300	\$72,100	10.4%
Cross walk & Stop bar painting (thermoplastic)	SF	8,400	\$11	\$92,400	13.3%
Channelizers (protected bike lane delineators)	EA	2,320	\$100	\$232,000	33.4%
Subtotal:				\$695,000	100.0%

Mobilization (15%)	LS	1	\$104,250	\$104,300
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COST ESTIMATE SUMMARY (BY 2025)		
Contingency %	Contingency Cost	Total Construction Cost
30%	\$715,000	\$3,098,000
Engineering Fee %		Engineering Fee Cost
17.5%		\$543,000
TOTAL PROJECT COST		
\$3,641,000		

COST ESTIMATE SUMMARY (BY 2025)		
Contingency %	Contingency Cost	Total Construction Cost
30%	\$240,000	\$1,040,000
Engineering Fee %		Engineering Fee Cost
17.5%		\$182,000
TOTAL PROJECT COST		
\$1,222,000		

Happy Day Transit Center Node Cost Estimate					
Multi-Use Path Alternative					
DESCRIPTION	UNIT	TOTAL	UNIT COST	TOTAL COST	PERCENT OF TOTAL
Rectangular Rapid Flashing Beacon	EA	0	\$12,000	\$0	0.0%
Clearing and Grubbing	LS	1	\$10,000	\$10,000	0.4%
Pavement Markings (paint, multi-use path and protected bike lane)	SF	13,500	\$1	\$16,880	0.8%
Erosion Control	LS	1	\$44,000	\$44,000	2.0%
Permanent Traffic Items (signs)	LS	1	\$44,000	\$44,000	2.0%
Cross walk & Stop bar painting(thermoplastic)	SF	4,340	\$11	\$47,740	2.1%
Channelizers (protected bike lane delineators)	EA	540	\$100	\$54,000	2.4%
Asphalt Repair (along new sidewalk)	SY	760	\$76	\$57,760	2.6%
Removal of Obstructions (side walk along multi-use path improvement)	SY	4,650	\$16	\$74,400	3.3%
Curb & Gutter Items	LF	3,400	\$25	\$85,000	3.8%
Temporary Traffic Control	LS	1	\$90,000	\$90,000	4.0%
Crushed Aggregate For Base, Type I, 3/4" Minus	CY	1,700	\$55	\$93,500	4.2%
Relocate Street Light	EA	30	\$3,500	\$105,000	4.7%
Concrete Driveway Approach	SY	1,780	\$100	\$178,000	8.0%
Stormwater Items	LS	1	\$223,000	\$223,000	10.0%
Bus Station Concrete and amenities	EA	3	\$74,900	\$224,700	10.1%
Excavation (Base material+cut under multiuse path & new sidewalk)	CY	7,610	\$35	\$266,350	12.0%
Concrete Sidewalks, Thickness 5"	SY	11,100	\$55	\$610,500	27.4%
Subtotal:				\$2,224,900	100.0%

Mobilization (15%)	LS	1	\$333,735	\$333,800
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Happy Day Transit Center Node Cost Estimate					
Protected Bike Lane Alternative					
DESCRIPTION	UNIT	TOTAL	UNIT COST	TOTAL COST	PERCENT OF TOTAL
Removal of Obstructions (side walk along multi-use path improvement)	SY	0	\$16	\$0	0.0%
Concrete Driveway Approach	SY	0	\$100	\$0	0.0%
Rectangular Rapid Flashing Beacon	EA	0	\$12,000	\$0	0.0%
Relocate Street Light	EA	0	\$3,500	\$0	0.0%
Clearing and Grubbing	LS	1	\$10,000	\$10,000	0.9%
Erosion Control	LS	1	\$23,000	\$23,000	2.0%
Permanent Traffic Items (signs)	LS	1	\$23,000	\$23,000	2.0%
Crushed Aggregate For Base, Type I, 3/4" Minus	CY	500	\$55	\$27,500	2.4%
Cross walk & Stop bar painting(thermoplastic)	SF	4,090	\$11	\$44,990	4.0%
Temporary Traffic Control	LS	1	\$45,000	\$45,000	4.0%
Pavement Markings (paint, multi-use path and protected bike lane)	SF	46,200	\$1	\$57,750	5.1%
Asphalt Repair (along new sidewalk)	SY	760	\$76	\$57,760	5.1%
Excavation (Base material+cut under multi-use path & new sidewalk)	CY	1,920	\$35	\$67,200	5.9%
Curb & Gutter Items	LF	3,400	\$25	\$85,000	7.5%
Stormwater Items	LS	1	\$113,000	\$113,000	10.0%
Concrete Sidewalks, Thickness 5"	SY	2,700	\$55	\$148,500	13.1%
Channelizers (protected bike lane delineators)	EA	2,060	\$100	\$206,000	18.2%
Bus Station Concrete and amenities	EA	3	\$74,900	\$224,700	19.8%
Subtotal:				\$1,133,400	100.0%

Mobilization (15%)	LS	1	\$170,010	\$170,100
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COST ESTIMATE SUMMARY (BY 2025)		
Contingency %	Contingency Cost	Total Construction Cost
30%	\$768,000	\$3,327,000
Engineering Fee %		Engineering Fee Cost
17.5%		\$583,000
TOTAL PROJECT COST		
\$3,910,000		

COST ESTIMATE SUMMARY (BY 2025)		
Contingency %	Contingency Cost	Total Construction Cost
30%	\$392,000	\$1,696,000
Engineering Fee %		Engineering Fee Cost
17.5%		\$297,000
TOTAL PROJECT COST		
\$1,993,000		

Market Scan Background & Objectives

The following sections include a high-level overview of real estate market conditions to provide a preliminary evaluation of TOD potential along the corridor. This initial real estate market scan considers land uses most likely to support TOD delivery, including multifamily residential, office, and retail uses. The market scan includes residential and commercial supply and demand conditions in the defined submarkets that encompass the corridor as well as those of the overall region. In addition to real estate market metrics such as vacancy rates, average rents, and new deliveries, initial economic and demographic factors, including historical growth in population, households, and employment by sector are included to further inform likely demand conditions by land use.

The geographic scope included in various socioeconomic and real estate metrics varies depending on the metric analyzed, data availability, and other factors. With respect to various geographic definitions beyond the defined corridor study area, the U.S. Census Bureau defines the broader region as the Boise-Nampa, ID Metropolitan Statistical Area (MSA). This defined geography is composed of the counties of Ada, Boise, Canyon, Gem, and Owyhee, although the vast majority of MSA economic activity is concentrated in Ada and Canyon Counties. As such, the use of the term “region” and/or “Treasure Valley” in the following sections generally refers to the combined area of Ada and Canyon Counties, unless otherwise specified.

This market overview represents a high-level snapshot of key metrics to identify the corridor’s overall strengths, weaknesses, and opportunities for new TOD construction. A recommended later-phase / next step would be to commission a more targeted, site-specific market analysis for identified TOD candidate sites, to better understand the overall development potential at each site, including more detailed information on depth of competitive supply for the specific mix of uses proposed, and more refined data gathering on the likely sources of demand (e.g. specific household types, employment sectors, retail categories, etc).

Regional Socioeconomic Context

Generally, employment represents the primary driver of demand for most land uses and best overall indicator of future growth in a given geographical area. Growth in employment indicates a growth in demand for commercial land uses and creates additional local demand for new residential units. As such, understanding historical and forecast employment trends in the region and for the TOD corridor study area will inform the overall demand potential for new TOD. On the demographic side, trends in population and

household growth were reviewed to better understand potential depth of demand for various residential product types in a TOD setting.

Both Canyon County and Ada County showed exceptionally strong job growth over the past decade relative to prior periods. Average annual job growth was 24,000 over the period from 2014 to 2024, accounting for over 100,000 jobs over the period. This employment growth represented an average of 3.5% per year over the period, compared to much slower growth from 2004 through 2014 (1.2%), as shown in *Figure 23*.

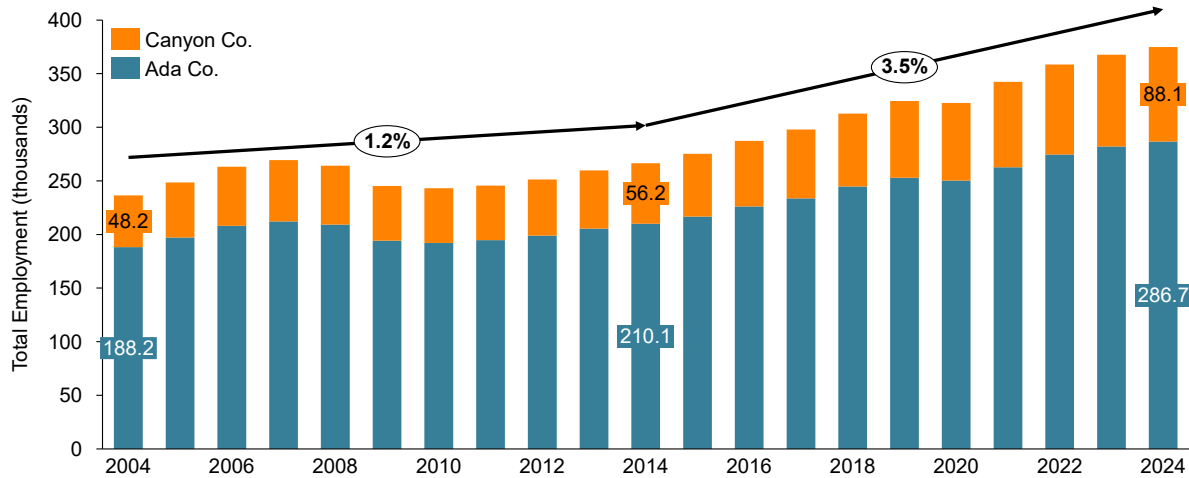


Figure 23. Historical Annual Employment (thousands), Canyon County & Ada County, 2004 - 2024

This trend of consistent growth was disrupted by the Global Pandemic, which had a dramatic economic effect on most major economies nationally, due to shutdowns of entire industry sectors such as travel and hospitality. Canyon County, Ada County, and the State of Idaho as a whole proved more resilient relative to the U.S. economy during this period. As shown in *Figure 24*, although year-over-year employment growth dropped dramatically from 2019 to 2020 nationwide (-6.1%), Idaho and the region experienced less of a decline in growth in 2020 compared to the U.S. as a whole, and a much more rapid recovery in 2021.

⁷ Source: HDR; U.S. Bureau of Labor Statistics (BLS)

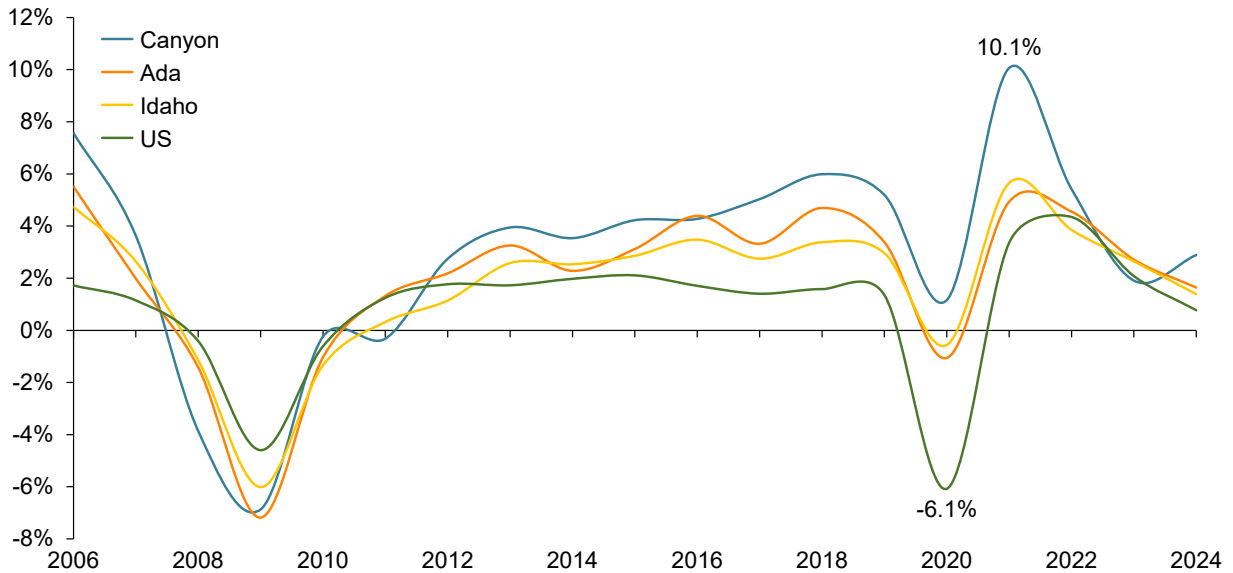


Figure 24. Annual Employment Growth, Canyon County, Ada County, Idaho, and U.S., 2006 - 20248

This robust recovery is likely due in part to the fact that the state was relatively quicker than others to lift restrictions on lockdowns and stay-at-home orders, allowing economic activity to restart sooner. Notably, while neighboring Ada County, the state of Idaho and the U.S. as a whole all experienced a reduction in employment in 2020, Canyon County employment still had positive job growth for the year, suggesting an unusually resilient local economy surrounding the study area corridor. This is likely partly a result of the mix of industry sectors in Canyon County, which has a relatively higher percentage of businesses made up of employees classified as “essential workers,” such as in the trade, transportation, utilities, and health services sectors.

Consistent with the strong historical employment growth trends, the region’s population began growing dramatically relative to historical trends over the period analyzed from 2015 through 2023. After a historically slow recovery from the Great Recession over the 5-year period from 2010 to 2015, regional population growth accelerated rapidly, as shown in *Figure 25*.

⁸ Source: HDR; U.S. BLS

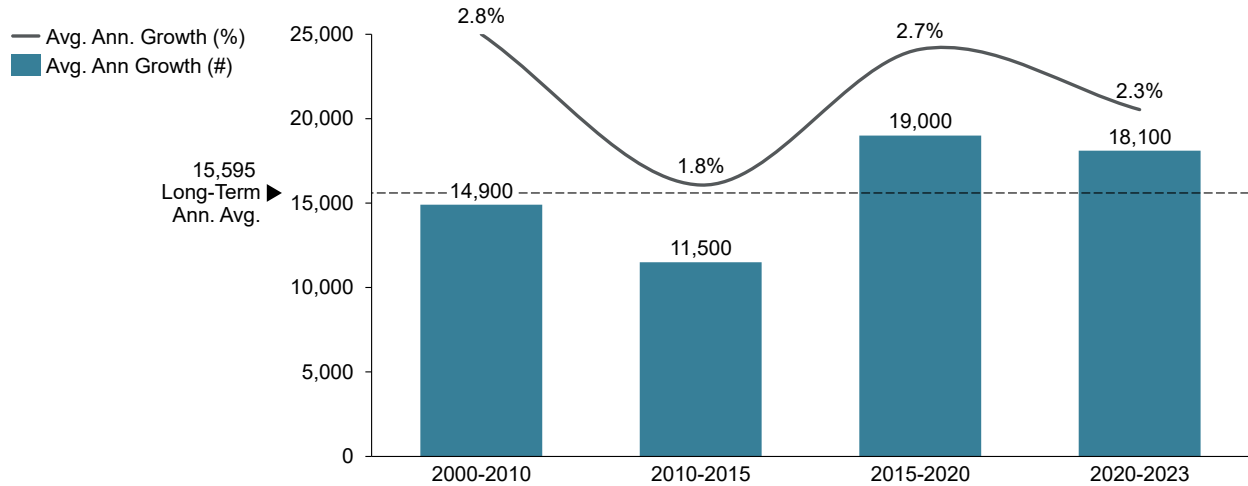


Figure 25. Historical Population Growth, Canyon County and Ada County, 2000 - 2023⁹

As shown above, the region began its period of rapid growth even before the pandemic. Census annual estimates show that the MSA’s strong population growth became increasingly a function of growing net migration, meaning a much larger amount of people were relocating to the area than in the past (Figure 26). This trend is consistent with regional and national media reports that the region became a post-pandemic destination for remote workers seeking better quality of life and lower cost of living.

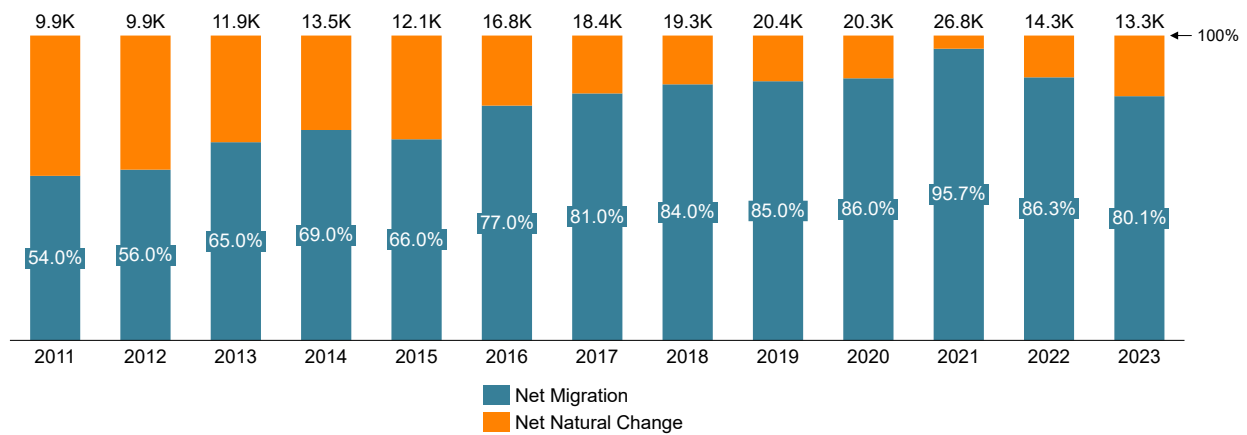


Figure 26. Components of Population Growth, Boise MSA, 2011 - 2023

This influx of new population and households to the region fueled a proportional spike in housing demand over the same period, and new residential supply has not kept pace with these increased demand conditions. As a result, housing affordability has become a severe challenge in the region.

⁹ Source: HDR; U.S. Census Bureau

As shown in *Table 1*, almost a third of all households in the cities of Nampa and Caldwell are classified as housing cost burdened, meaning that 30% or more of household income goes toward housing costs. Additionally, half of all renter households are cost burdened, compared to 48% in the region and 46% statewide.

Housing Cost Burdened Households by Tenure					
Household Tenure	Cost Burdened	Total	Nampa-Caldwell	Boise MSA	Idaho
Renter	8,849	17,810	50 %	48 %	46 %
Owner	11,074	45,015	25 %	21 %	21 %
Total	19,923	62,825	32 %	29 %	28 %

Table 1. Housing Cost Burdened Households by Tenure, Cities of Nampa and Caldwell, Boise MSA, and Idaho, 202310

While housing cost burden is a well-documented problem regionwide, particularly for renter households, it is an even bigger issue in the cities of Nampa and Caldwell where the corridor study area is located.

Multifamily Market Trends

Historically, apartment units in the Nampa and Caldwell submarkets have consisted of lower-density, value-oriented product relative to multifamily inventory located in other parts of the Treasure Valley. As such, average achievable rents for local inventory are at the bottom of the market compared to other defined submarkets and to the regional average as a whole (*Figure 27*).

¹⁰ Source: HDR; U.S. Census Bureau

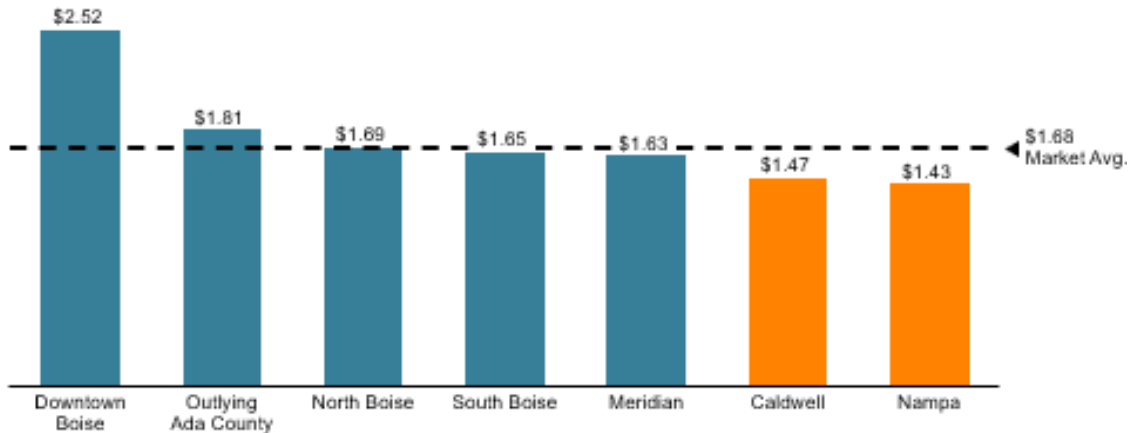


Figure 27. Average Multifamily Rents by Submarket, Treasure Valley, 2025 Q1 11

The regional average rent per month is \$1.68 per square foot, with other submarkets ranging from \$1.63 in Meridian up to \$2.52 in Downtown Boise, representing the top of the market. While Nampa (\$1.43) and Caldwell (\$1.47) reflect the bottom of the market in terms of achievable rents, it should be noted that these averages consist of all classes and quality of multifamily units. More refined analysis in later phase work should narrow the focus on Class A units, consisting of newer, higher-quality inventory, as this segmentation will provide more insight into market feasibility and achievable positioning of new construction units.

This is especially true given the recent uptick in new apartment deliveries in the local Canyon County market. Historically, the long-term housing development pipeline in the county has been driven by greenfield, low-density single-family detached units, and permit issuance shows a long-term pattern similar to that of many comparable outlying suburban areas around the country, where value-oriented housing construction was facilitated in part due to the availability of lower-cost developable land. A boom in new construction permitting activity reached a peak in 2005-2006 followed by a subsequent bust and extended period of little to no construction activity during the resulting Great Recession.

After a period of decline and slow recovery lasting almost a decade (2007 through 2015), not only has single-family detached construction picked up momentum and surpassed pre-housing-bubble levels, but multifamily construction activity indicates that the area has emerged as a viable destination for new apartments as well.

¹¹ Source: HDR; CoStar

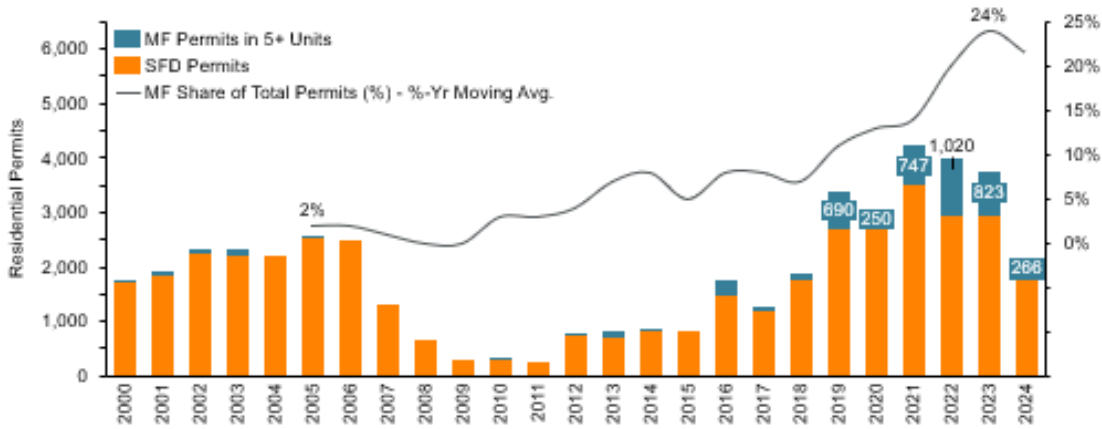


Figure 28. Historical Permits, Canyon County, 2000-2024

As shown in **Figure 28**, from 2000 to 2015, multifamily units averaged just 4% of total permits issued, or 34 units per year, with 7 years when no multifamily permits were issued. From 2016 through 2024, however, there has been an average of 473 multifamily permits issued per year, totaling almost 4,300 units over the period. From 2021 through 2024, multifamily permits averaged 25% of total permits, indicating a major shift in local housing dynamics and the emergence of the Nampa-Caldwell area as an attractive destination for apartment developers and renters.

Although still a discount relative to the region, achievable rents have been steadily increasing as newer apartment units come online. As shown in **Figure 29**, the combined average monthly rent for the Nampa and Caldwell submarkets has increased from around \$1,100 in 2015 to \$1,500 in Q4 2024.

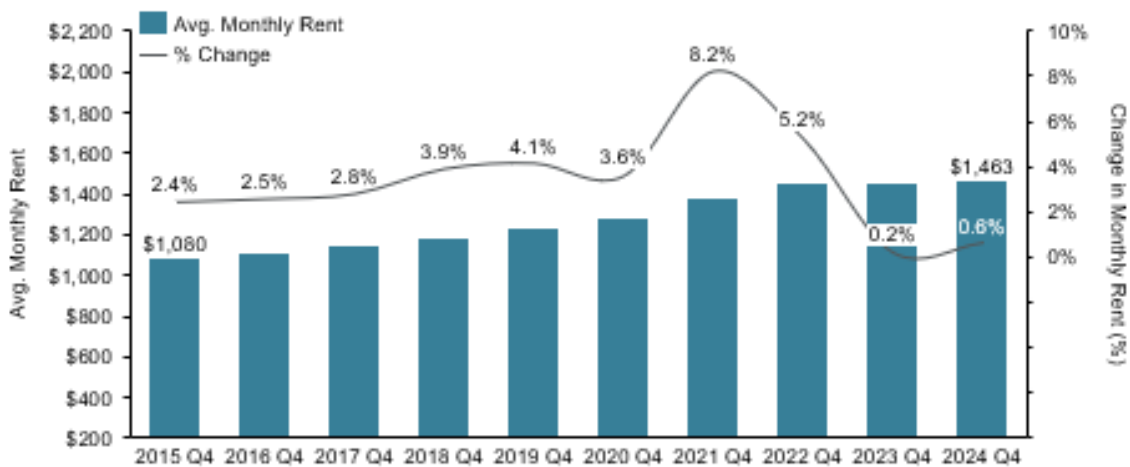


Figure 29. Average Monthly Rent and Year-over-Year Change, Nampa-Caldwell Submarkets, Q4 2015 – Q4 2024

¹² Source: HDR; U.S. Census Bureau, U.S. Department of Housing & Urban Development

Several of these new multifamily deliveries are located in the study area within close proximity to the corridor, further supporting the case for new multifamily as a viable opportunity within the context of new TOD. Some examples of these projects include:

- **Tilian** – 5 stories, 142 units, downtown Caldwell; infill development with units configured atop ground-floor retail space;
- **The Jaxon Luxury Apartments** – 4 stories, 316 units in Caldwell, near the midpoint of the study area corridor;
- **District 208** – 3 stories, 252 units, located on land behind the Karcher Mall;
- **The Logan** – 3 stories, 264 units, on Karcher Road just west of the corridor;

A full market analysis is recommended to conduct further due diligence on the details of new supply being delivered along the corridor to further inform the likely potential achievable positioning of new multifamily construction oriented in a TOD setting. For example, asking rents for several of the smaller one-bedroom units at the Jaxon are well over \$2.00 per square foot per month, far above the Nampa-Caldwell average submarket rents for all classes noted above. Available listings for District 208 average \$1.68 per square foot per month, also above the Nampa-Caldwell average and more on par with the regional average. Later-phase work should include more in-depth research on the details of the pipeline of apartments planned, proposed, under construction, and recently completed, to better understand the market opportunity along the corridor.

Affordable Housing Needs

Although the upswing in both new deliveries and rents bode well for development feasibility of market-rate units, they are not necessarily as auspicious for the ongoing need for affordable housing, which continues to be a severe issue throughout the region, including in Nampa and Caldwell. While the trend in increasing rents makes the area more attractive for new development, higher achievable rents do not help an area where half of all renter households are classified as housing cost burdened.

On the other hand, even if new units are less affordable, the significant ramp up in new units constructed in recent years will help in theory, as more housing supply is a key component to the affordability equation, as older, more affordable units are vacated for newer units, opening up vacancies for potentially lower-income households. The COMPASS Regional Housing Coordination Plan¹³ estimates that in 2021 alone, the region underproduced housing supply by 18,000 units relative to demand, which includes underproduction of 2,400 units in Nampa and 1,100 units in Caldwell. The study estimates that based on household

¹³ https://compassidaho.org/wp-content/uploads/2023_COMPASS_RegionalHousingCoordinationPlan.pdf

growth projections, the region will need to deliver over 80,000 units from 2022 to 2030 to keep up with demand. This figure includes a need for about 16,600 units in Nampa and Caldwell, or about 2,100 units a year. Although permits are not precisely construction numbers, assuming they are a reasonable estimate, historical permit issuance shows that the Nampa-Caldwell area is meeting this threshold, having averaged approximately 2,800 annual permits over the 5-year period from 2020 through 2024 and 2,200 over the 10-year period dating back to 2015. While this trend will help maintain market supply and demand balance, the high rate of housing cost burden suggests continued effort is needed to deliver units affordable to lower-income households in any future TOD developed along the corridor.

Commercial Uses: Office and Retail

Office Market Overview

The Nampa-Caldwell area remains a secondary office destination relative to other Treasure Valley submarkets. Combined, the two submarkets total approximately 3.9 million square feet of office space, which represents about 11% of the total regional inventory. Unlike primary office destinations with larger-scale single- and multi-tenant buildings, the office space tracked in the Nampa-Caldwell area is made up of relatively small properties. 3.9 million square feet is spread across 600 buildings, or an average of 6,500 square feet per building.

Like the multifamily submarket dynamic, the Nampa and Caldwell office submarkets are at the bottom of the region in terms of achievable average rents, at about \$19.50 per square foot.

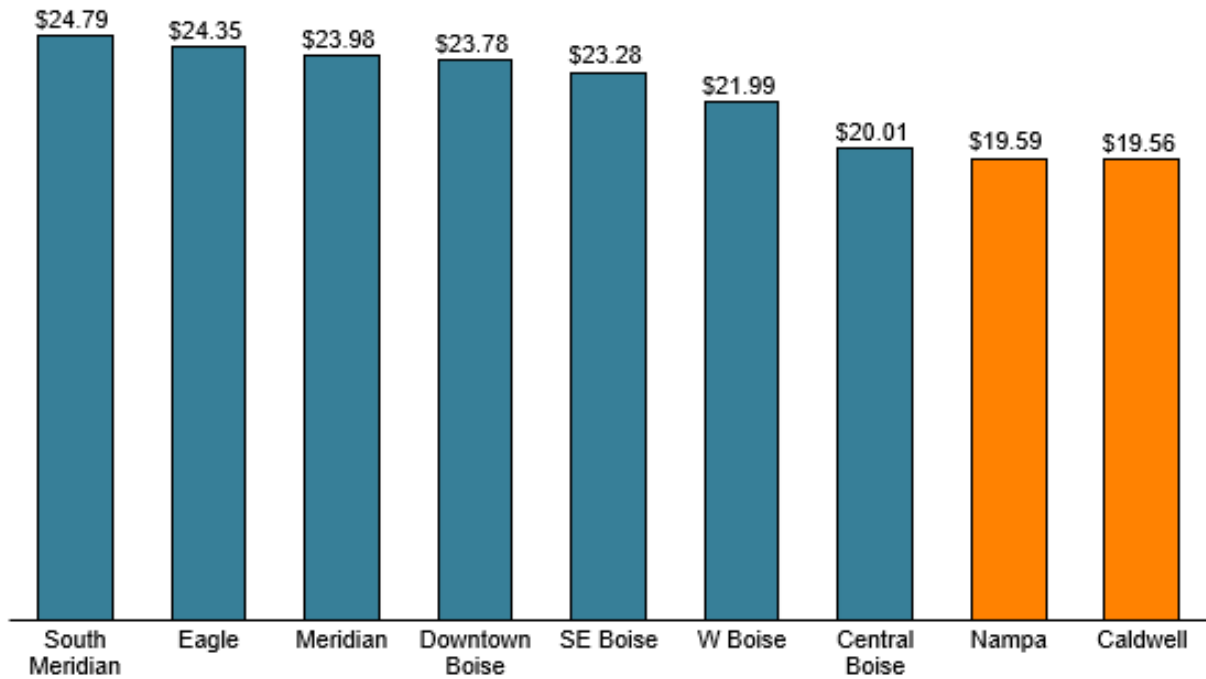


Figure 30. Average Annual NNN Rent by Submarket, Boise Region, Q1 2025

Employment growth by sector is consistent with this pattern, as the majority of Canyon County growth from 2013 through 2023 was in primarily non-office using sectors. Canyon County employment growth was concentrated in sectors more likely to occupy industrial, retail, and institutional spaces, as shown in Figure 31.

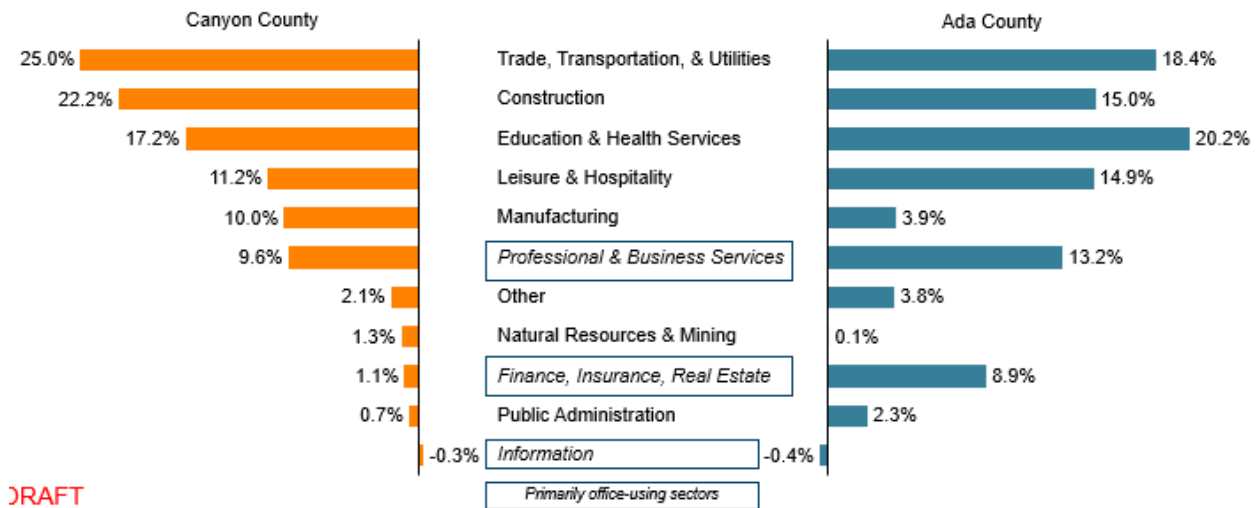


Figure 31. Employment Growth by Sector, Canyon and Ada County, 2013-2023

By comparison, Ada County had relatively higher growth in the primarily office-using sectors of Professional & Business Services and Finance, Insurance, and Real Estate.

DRAFT

In light of regional office market dynamics and the Nampa-Caldwell area’s minor role in it, the opportunity for large-scale office space in a TOD along the corridor is likely limited. However, it is possible that various types of business space could represent a complementary use, and that a well-executed, mixed-use, TOD delivered along the corridor could “stand out from the crowd” to attract new office absorption that is a departure from the historical trend.

While Canyon County’s highest growth sectors shown above do not have traditional / typical office users, further research is recommended to explore the components of these sectors in more detail to determine if there are any unique subsectors that are growing in the local area and may present a opportunities to attract businesses that could benefit from the access and visibility of a TOD site. For example, the Education and Health Services sector includes activities such as technical and trade schools, fine arts, language schools, medical offices, social assistance, and child care.

Retail Market Overview

The Nampa-Caldwell retail market is healthy, particularly along the study area corridor. As a growing suburban market with ongoing residential growth in the outlying areas, the Nampa-Caldwell retail inventory has grown significantly in recent decades, proving the real estate development adage that “retail follows rooftops.” As shown in *Figure 32*, the Nampa retail submarket is the largest in the region with 8.4 million square feet of space, and the Nampa and Caldwell submarkets combined total 10.5 million square feet.

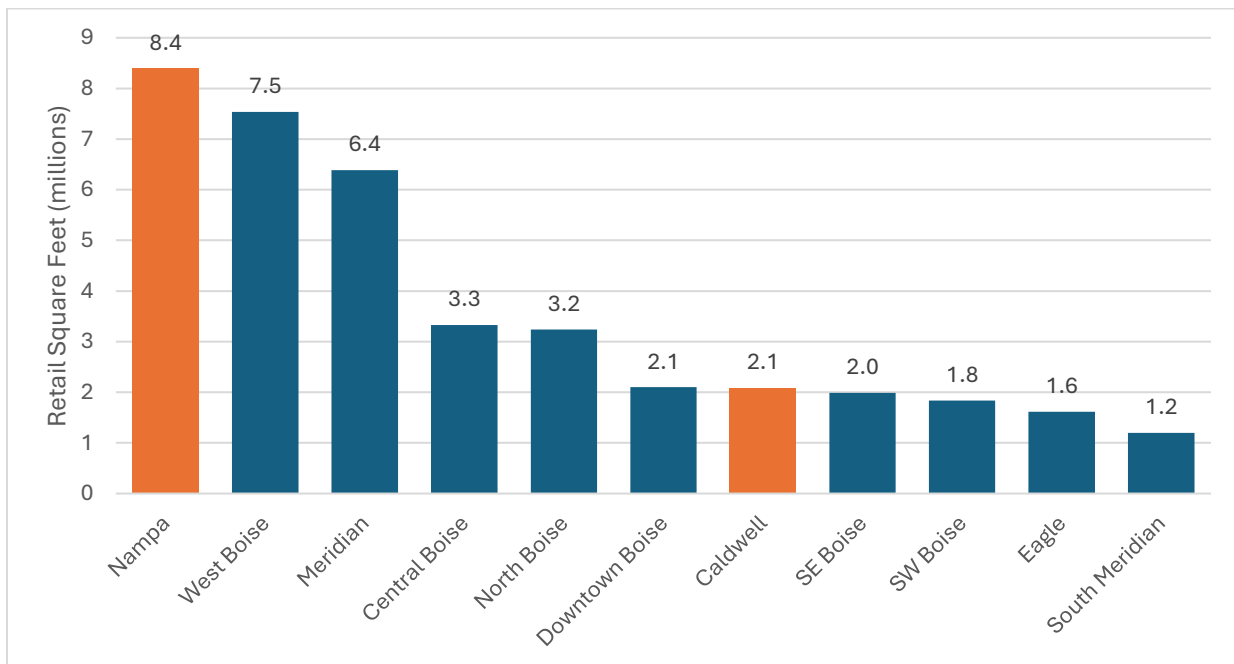


Figure 32. Retail Space by Submarket, Boise Region, Q1 2025

Existing retail inventory along the Nampa-Caldwell corridor is primarily characterized by conventional, suburban retail formats, ranging from regional malls, big box power centers, and grocery-anchored community- and neighborhood-serving strip centers. The mix of retail uses and tenant types in the Nampa submarket generally has a more value-oriented positioning, which is reflected in submarket rents relative to the region.

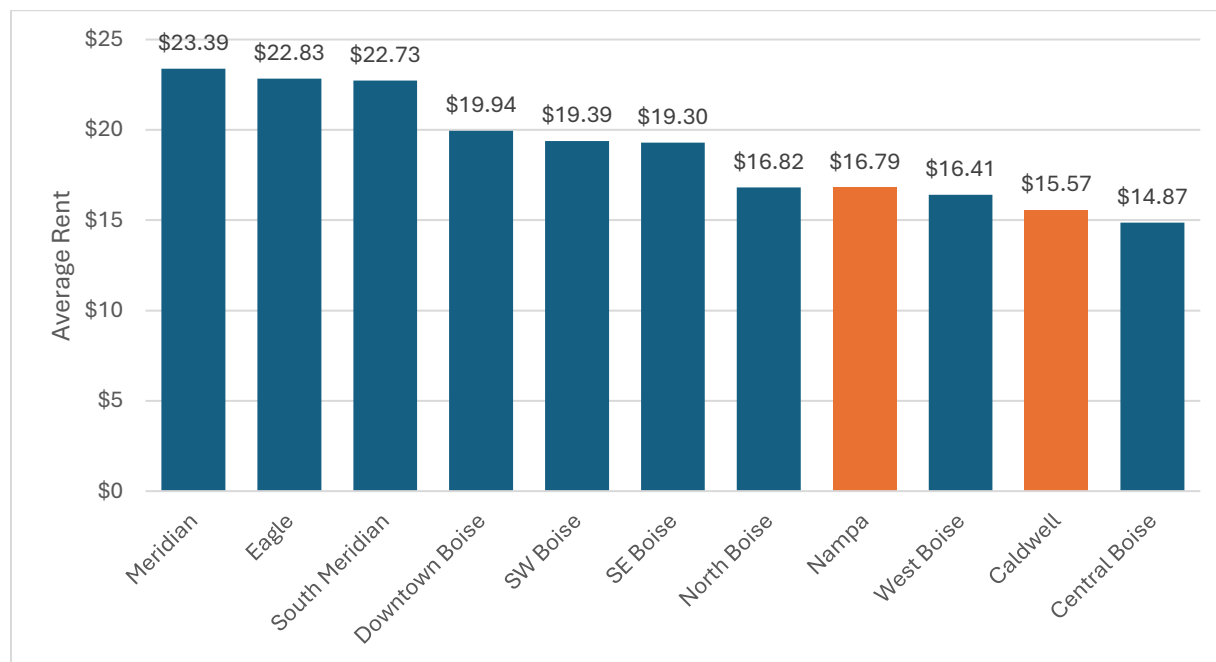


Figure 33. Average Retail Rent by Submarket, Boise Region, Q1 2025

Much like the multifamily and office regional submarket dynamic, the Nampa and Caldwell submarket rents are on the lower end of the range relative to other parts of the region (as shown in *Figure 33*).

While there is no shortage of consumer demand for the mix of retail formats and categories offered along the study area corridor, these specific existing formats are less informative in evaluating the overall potential of retail space in a less conventional, mixed-use TOD configuration. Like the multifamily and office land uses, TOD oriented retail will be somewhat pioneering in the Nampa-Caldwell submarket and as such, historical market conditions and trends are not entirely applicable. However, despite this departure from the historical inventory, developers and lenders will still pivot off of these conventional metrics to get a general sense for market dynamics, coupled with more rigorous, site-specific market analyses that take into consideration traditional retail metrics such as the number of households within a defined market area/boundary (e.g. radii or drivetimes from the site) as well as average household incomes.

Preliminary Findings / Recommended Next Steps

Leverage TOD opportunities to improve the existing jobs/housing imbalance along the corridor. As shown in the Existing Conditions report, the corridor study area's 2023 population represents 27% of total Canyon County population, while its employment represents 43% of county jobs. Within the broader county jobs/housing dynamic, much of the existing and new housing supply is in the form of single-family detached product generally located in outlying areas, distant from existing concentrations of employment and services. TOD redevelopment opportunities with a focus on increasing housing in the corridor can help offset this dynamic, offering residential options with closer proximity to jobs and amenities accessible via transit or active modes of transportation.

Identify and evaluate the potential tools and mechanisms available to potentially subsidize and accelerate delivery of more pioneering, mixed-use TOD formats. The Nampa-Caldwell residential market is evolving from a predominantly single-family driven market to one with a more diverse mix of single-family and multifamily offerings. It is, however, still evolving, and still a pioneering area for denser TOD formats in the near term. Higher-density, mixed-use formats have more complexity, which equates to higher construction costs relative to conventional product. Higher construction costs require higher rents than achievable in the study area corridor today. Accelerating TOD will require subsidizing this gap in rents and costs for the development to be financially feasible from the developer's perspective.

Later phase analysis should include identification and evaluation of the menu of options available for public stakeholders to help catalyze TOD formats and bridge the financial gap. For example, land assemblage or contributions of excess publicly owned land assets can offset a major up-front development cost. Land acquisition is often the first large development capital cost to occur, and offsetting this early cost can significantly improve financial feasibility.

In this context, the Tilian apartment project in downtown Caldwell presents an informative case study providing lessons learned with respect to successful strategies that public stakeholders can use to catalyze otherwise pioneering new developments. To help deliver this mixed-use, multifamily infill project, the City of Caldwell assembled the land and issued an RFP for development. As part of this effort, the City contributed the land to help the project's financial feasibility. Later-phase analysis should include a deeper dive into the efforts that the City made to help successfully deliver this vision.

Along the same lines, identify and leverage the public-sector tools and partnerships necessary to incorporate affordable housing units. Housing affordable to the lowest-

income households continues to be desperately needed by residents in the local market and broader region. Half of all renters in the Nampa-Caldwell area are classified as housing cost burdened, paying 30% or more of their income towards housing costs. There is never a shortage of demand for new affordable units, and this is especially true in the Treasure Valley today, as housing production has not kept pace with demand spurred by rapid growth in population and households. Even if units are market rate, direct access to transit will reduce transportation costs, a household's second biggest expense after housing costs, thus providing some inherent affordability by design.

Be flexible, not prescriptive, with the desired mix of secondary commercial uses. With multifamily housing as a primary use, aim to attract office and retail secondary uses, but keep in mind that office and retail uses have unique local market challenges. As such, trying to occupy too much of either use without an identified tenant could be a source of delay in delivering on a TOD vision. Even in development scenarios where retail or office use makes up a very small percentage of the overall project, the perceived risk of vacancy can be enough to deter the developer's lenders and risk obtaining the necessary financing to move forward.

Although one-off opportunities may arise, growth in Canyon County's mix of employment sectors does not support demand for large-scale new office space in the corridor from conventional tenants. For later-phase analysis, research niche options such as co-working space demand, given the number of residents who commute long distances to employment concentrations to the east. The corridor is also saturated with retail uses in a wide range of conventional formats and scales (e.g. neighborhood / community center, big box / power center, regional mall, etc.). As such, conventional retail tenants are not likely viable in most cases. Like office, later phase analysis should include research into unique uses and service offerings that may be missing in the local market and that can complement planned TOD uses.

CEO Activity Report	CEO Activity Report
DATE	March 2, 2026
STAFF MEMBER	Elaine Clegg

Summary

Information only, no action needed.

Highlights

I want to take a moment to acknowledge the passing of **Mayor Rick Hogaboam**. I first met Rick just after he was elected to the Nampa City Council and was immediately impressed with his leadership and thoughtfulness. I know many of you also have good memories of your friendship with Rick. I am heartbroken for his family, the City of Nampa and the region. He will be missed as a wonderful person and excellent leader. Thank you all for your leadership, I appreciate the energy and commitment you bring to your public service.

The pace picked up in February with many legislative and other **meetings**, attending **events** and **outreach** and a handful of **presentations**. I also traveled for both **Amtrak** and **APTA** and was able to have fruitful meetings with Idaho’s congressional delegation as well as allied interests to reduce the local match rate for transit on parity with highways for states with a high volume of federal and tribal lands.

VRT continues to serve the **Treefort Music Festival** with our **Treeline** service and Bands on the Bus, capped off with the Roller Derby and free skate in our underground oval at Main Street Station. This fun event is a reminder of how having fun can make our work more meaningful.

We tied a bow on the month with the ribbon cutting at **Main Street Station (MSS)** showing off the new infrastructure, artwork and the revitalized finishes. Our new Rhythm of the Road artwork is an energetic addition to the station where our new energy infrastructure makes the bus system more energy efficient and emission free.

Meetings/Presentations/Travel

Meetings

- I attended the COMPASS education series on serving regional growth.
- I met with numerous **state legislators** to discuss the conceptual draft legislation that the board empowered me to talk about. The reception has generally been interested and supportive of letting local voters have a direct say transit funding.
- I continue to meet with our **on call consultants** to better understand their strengths and capabilities.
- I have been meeting with a variety of **city council members** and small town **mayors** to ensure they know about our services and the opportunities for them to participate.

- I attended the City of Boise **Youth Roadmap Community Partners Meeting** as a participant partner for our **Youth Ride Free** pilot program this summer. VRT is excited by the opportunity to introduce junior high and high school students to our service. To learn more go to: [Youth Ride Free - Valley Regional Transit](#)
- The **Treasure Valley Clean Cities Coalition** held its Annual meeting in March and approved a plan to accept a new grant and expand the boundaries to most of the state.
- I participated in the Thriving Communities **Garden City Transportation Master Plan Workshop** and spent a day doing a walk audit and charette designed to identify the sequence of projects needed to make Garden City safer for all roadway users

Presentations

- **Green Communities Leadership Institute** hosts a three day event in Boise focused on building the executive staff leadership in local government agencies. It's always great to share my experiences and lessons learned as well as to learn from them.
- I moderated a transportation panel at the **ULI Sustainability Summit** and led the conversation on integrating transportation and placemaking.
- I presented to the **Boise Bench Lions Club**. The service clubs in our region are very inspiring for the hard community work they do. This group was very interested in how transit could expand opportunities for many of the people they volunteer to serve.

Media

- I taped a **podcast with Mayor Brad Pike** of Eagle that will air sometime this month. They came to our base near the Boise Airport and filmed the infrastructure there as well as a demonstration loading a wheelchair passenger so Eagle residents better understand the safety features we employ.
- Youth Ride Free
 - KTVB: [Youth Ride Free' on Boise buses this summer](#)
 - KBOI: [Youth Ride Free Returns: Boise-Area Kids Ride VRT Free All Summer](#)
- TreeFort
 - KTVB: [VRT offering free bus rides to Treefort Music Festival](#)
 - BoiseDev: [Getting to Treefort](#)

Travel

I traveled mid-month to Amtrak and the APTA CEO Seminar in one extended trip.

- The March **Amtrak** meeting was held in Wilmington Delaware. I have now toured three large operations centers, one focused on roadways, one that is fully intermodal and this one only railroads. My observation is that ultimately this region should move toward a fully intermodal Transportation Operations Center.
- The **APTA CEO Seminar** has quickly become one of my most meaningful conferences. Besides sharing directly with other CEOs from both large and small systems, APTA does a great job of bringing timely topics for the presentations. This year I was especially interested in sessions on embracing technology (such as autonomous vehicle technology and AI enabled app based scheduling), varying regional governance models, and transit ballot measures



Internal Activities

We have reviewed the preliminary budget requests from each department and are now working to refine them. We are working hard to keep the budgets as lean as possible, though I have authorized planning for a more typical COLA and merit pool for wages. If you remember we limited ours to 2.5% total last year and fell behind most other public agencies.

We are still experiencing issues with batteries on three of our Proterra buses. Zenobe is the company that bought the leases on them out of bankruptcy, we have let them know that we need these buses in service and we had a productive meeting with them toward a solution.

Project management is an issue that I think all organizations are challenged by. As we look at the many projects we are managing and various tools we have to manage them the team has kicked off a pilot on a new management software and I recreated a regular roundtable check in to ensure that the projects get the right input from the right people at the right time. The first meeting went well and we have two staff working to roll out the software. As this process matures I will give you further updates.

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Elaine Clegg, CEO

eclegg@ridevrt.org,

(208) 258-2712



TOPIC	Development Department Monthly Report
DATE	April 6, 2026
STAFF MEMBER	Stephen Hunt

Summary

Development Department activities for the April 2026 report.

Highlights

VRT Strategic Plan: Goal 1 – Demonstrate responsible stewardship of public resources

Performance Based Decision-making

- **FY2027 Budget Development** – Staff has initiated FY2027 budget development based on the adopted 2026-2030 Transit Development and Operations Plan (TDOP) and begun working with local jurisdictions on preliminary funding requests for FY2027.
- **Geographic Information Systems (GIS) Database** – Staff has continued work with COMPASS to develop a request for proposal for consultant support to develop a GIS database to manage bus stop amenities, conditions, repairs etc.
- **Hopthru Ridership Platform** – Staff began its use of the Hopthru Ridership Platform which will allow for faster analysis of ridership trends at the route and stop level. It will also help VRT identify any issues with ridership data collection.

VRT Strategic Plan: Goal 2 – Increase Ridership and Revenue

Planning

- **Bus Stop Improvements** – Staff has begun working with a consultant to develop preliminary designs bus stop investments over the next 5 years.
- **Valley Connect 3.0 (VC 3.0)** – VRT staff and leadership have continued their review of the VC3.0 plan, focusing on key messages. These activities will extend the expected completion date by several months and we expect to present a final VC3.0 plan for adoption in the summer of 2026.
- **Coordinated Human Services Transportation Plan** – Staff worked with COMPASS to kick off the next Coordinated Human Services Transportation Plan. This plan will update the current plan and identify service gaps and priorities to most efficiently coordinate transportation services for seniors and persons with disabilities.

Mobility Integration

- **Canyon County Vanpool Pilot** –Staff is finalizing a contract with Commute with Enterprise to pilot vanpool services in Canyon County.

VRT Strategic Plan: Goal 3 - Build Institutional and Regional Capacity

Regional Capital Enhancements

- **Main Street Station (MSS)** – Construction at MSS is complete. Operations and contractors continue to test and commissioning vehicles and the charging equipment. Staff are continuing the coordination of cleaning and painting in preparation for re-opening.
- **Nampa Pedestrian Improvements** – Staff continues its coordination with Nampa on a subrecipient contract regarding pedestrian infrastructure improvements to transit stops on 16th Avenue.
- **Bus Stop Improvements** – Staff continue to coordinate with the Boise Airport on placement of a bench and shelter. Staff is also soliciting information about braille signage at bus stops to improve the accessibility of our bus stops.

Orchard Facility – Staff is working with Anderson Construction Company LLC to begin construction on expansion of the Orchard facility. This expansion will improve the flow of buses in the Orchard yard and make room for additional space to manage advertising benches and other bus stop amenities.

Regional Corridor Planning/Corridor Capital Investments

- State Street Corridor Projects
 - Staff has continued working with Idaho congressional delegation to push for approval of the 2022 Rebuilding America's Infrastructure with Sustainability and Equity (RAISE) grant Paper Grant Agreement.
 - VRT has resumed coordination activity to cover the Boise Valley Canal from Saxton to Bogart on State Street until the future of RAISE grant funding is clarified. Staff have been working with Federal partners to ensure progress is as timely as possible.
- VRT prepared comments on Ada County Highway District's Five-Year work plan

More Information

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Kate Dahl, Principal Planner, 208.258.2715, kdahl@ridevrt.org

Alissa Taysom, Associate Planner, 208.258.2717, ataysom@rideVRT.org

Kyle Street, Programming Planner, 208.258.270, kstreet@rideVRT.org



TOPIC	Operations Department Staff Report
DATE	April 6, 2026
STAFF MEMBER	Leslie Pedrosa

Summary

This report provides a status update of activities related to contracted transportation services, Specialized Transportation services, compliance, customer service support and regional operations.

Regional Highlights

Ada County Charging and Battery Electric Bus Update

Valley Regional Transit (VRT) continues to work with Phoenix Motors, Inc., trying to get four buses back on the road. Three buses are down due to battery issues, and one is down due to delayed replacement parts. VRT was able to secure some needed parts to get one bus back in revenue service. Powers Parts is a new company

In early March, staff met with Zenobe, the company that owns the battery leases for the Proterra buses. Zenobe described a plan to replace the batteries in all Proterra buses and expects to resolve current and future battery issues. Zenobe is working on a replacement schedule and will update VRT once a plan has been finalized.

Borg Warner, a depot charging vendor, was onsite in February to work on some issues with chargers that were not operating properly. Camber, a second depot charger vendor, will be onsite in March to perform preventative maintenance on chargers and dispensers.

Overhead Charging Project

Jacobs is working to finish up commissioning of overhead chargers at Main Street Station (MSS). Four overhead pantograph chargers were installed in the bays located on the east side of the lower deck. Once all buses and chargers have been commissioned and tested, VRT will build bus blocks for the June service change, enabling on-route charging for buses that require a midday charge to operate all day.

Miscellaneous

- Staff continues working with the IT Department on the farebox replacement project. VRT will be implementing new fareboxes in two phases for this project. The first phase will replace 48 fareboxes in transit buses.
- VRT and contractor staff have been busy attending training for the new GILLIG battery electric buses and the upcoming on-route charging capabilities at Main Street Station. Several staff traveled to Atlanta to attend onsite training at Heliox, the charging equipment vendor at Main Street Station, in March. This training will help staff learn how to troubleshoot and repair the pantograph chargers once they are out of warranty.

GILLIG was onsite in March for a week to provide battery electric bus training for operations, maintenance, and first responders. This training focused on operator vehicle familiarization and maintenance safety. VRT has additional training scheduled including more in-depth maintenance training.

- Staff has been working on preparing for several supplemental service opportunities, including the Treeline and extended service on routes 8 and 21 for the inaugural AC Boise season.
- Staff is coordinating closely with the capital projects manager to prepare for upcoming construction at the Orchard facility.

Service Highlights

Canyon County

- Zero preventable safety events in February
- Intercounty on-time performance 79% for February
- On-demand on-time performance 83% for February
- ACCESS on-time performance 90% for February

Ada County Highlights

- 12 preventable safety events in February. This large increase is due to different safety policies with new contractor.
- Fixed-route on-time performance 87% for February
- ACCESS on-time performance 98% for February

Beyond Access Service

- Zero preventable safety events in February
- On-time performance 97% for February

Compliance

- Staff completed auditing all transit providers' drug and alcohol programs for compliance. Cure notices were sent to three providers that are not meeting contract requirements. VRT is determining next steps with providers who are not addressing issues documented in the cure notice.
- Staff continues to score assets for Transit Asset Management scoring for the fiscal year.

Customer Service

- In February, customer service answered 92% of 7,236 incoming calls. There were 468 abandoned calls. The average call time was 3 minutes and 5 seconds. The average hold-time was 20 seconds.
- February City Go Pay mobile ticket sales totaled \$12,611.75.



More Information

For detailed information, contact:

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Chief Operating Officer
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TOPIC	Finance and Administration Activity Report
DATE	April 6, 2026
STAFF MEMBER	Jason Jedry

Staff Recommendation/Request

This information item provides an update on the finance department.

Highlights

Budget/Finance

- Finance staff continue to work on the final stages of the Oracle ERP system implementation and configuration issues
- Finance and Operations are working together on the final stages of the Oracle EAM system configuration
- The soft close of FY2024 has been completed
- The FY2024 audit began in January and is expected to be completed by the end of April. Eide Bailly is spending a significant amount of time reconciling ending balances of the prior ERP system to the beginning balances of the new ERP system
- Chief Financial Officer is working with budget managers on FY2027 budget planning

Grant Management

- Grants and Compliance Administrator is working on the following:
 - FTA grant applications
 - Active grant revisions/amendments
 - FY2026 Projects
 - Federal grant reconciling and reporting

Procurement

- Procurement and Contracts Specialist is working on:
 - On Call Marketing Services
 - Acquisition of Services Beyond Access
 - Vanpool pilot for Canyon County

For detailed information, contact:

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 Chief Financial Officer
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 208-258-2709

TOPIC	Communications & Engagement Update
DATE	April 6, 2026
STAFF MEMBER	Jason Rose

Summary

This memo provides updates on current and future communications, engagement, and marketing efforts.

Highlights

2026 focus and resourcing: Staff is refining our communications strategy to better allocate capacity and prioritize major projects, especially public education around funding constraints and budget limitations. Messaging is being integrated into appropriate public-facing materials.

Key destination promotion: Advertising agreements continue with Boise State Athletics and the Boise Airport, promoting service to these destinations, with additional route-level promotions planned in the coming year.

Main Street Station and infrastructure communications: We continue public-facing updates related to Main Street Station and other infrastructure projects, including coordinated brand refreshes (floors/walls) as construction allows and continued work on public art agreements and City of Boise partnerships.

Digital accessibility: We continue to audit our digital platforms to align with updated Department of Justice ADA standards for digital accessibility.

Event and milestone planning: We are preparing for major upcoming moments, including the Main Street Station reopening, ongoing supplemental services, and major planning efforts such as the Valley Connect 3.0 update and legislative outreach materials.

Campaigns: Three major campaign and design updates are in the works, including Youth Ride Free promotional materials, a gamified and eye-catching route- and destination-focused (route-reach) initiative, and an updated City Go membership program.

SOCIAL MEDIA (FEBRUARY)

[*this month*, *last month*, *last year*]

Platform	Total Followers	Total Views	Reach	Engagement Rate	Posts Published
Instagram	1,669	5,882	3,148	10.67%	6
	1,642	3,518	1,722	7.76%	5
	1,276	2,736	1,812	10.61%	8
Facebook	2,489	6,033	3,194	3.60%	10
	2,460	3,455	1,866	4.07%	8
	2,376	6,016	2,567	4.60%	7
LinkedIn	716	1,561	847	6.73%	5
	690	749	417	5.28%	4

February continued the slower, preparation-focused pace established in January as efforts shifted toward gearing up for a busy March. While overall activity remained lighter, key moments still generated meaningful engagement. Content from the Community Transportation Association of Idaho (CTAI) Transit Day at the Capitol performed well, particularly a recap video that helped highlight VRT’s presence and partnerships at the event.

The most engaged post of the month was a lighthearted Winter Olympics-themed piece featuring buses participating in events like ski jump and curling. Its strong performance reinforces that creative, humorous content continues to resonate and drive interaction.

Ride the Bus with Us sessions were promoted toward the end of the month, though participation remained low. This presents an opportunity to refine messaging and visibility moving forward. Overall, February served as a transitional month, balancing lighter engagement with strategic preparation ahead of a high-activity March.



In the Comments

Thank you for the invite [to Transit Day at the Capitol]! We were so happy to represent rural Idaho and "frontier transportation" for our seniors and disabled. Even though we are just a small non-profit helping our small community, the impact of networking and the collaboration of ideas was invaluable."

— North Star Phoenix (Grangeville)

COMMUNITY ENGAGEMENT

VRT's outreach team has been busy! We participated in 14 events in February, ranging from larger events to smaller classroom settings.

Highlights

We talked to over 650 people in February, reaching nearly 1,000 with VRT brand presence, and distributed 153 bus passes through pass programs and City Go memberships.

Group Travel Training

VRT now provides bimonthly ride-along opportunities for folks to learn about to ride the bus with VRT staff. Events can be found on VRT's website in the event section. Organizations may request customized group trainings by contacting navigation@ridevrt.org.

Presentations & Major Events

VRT staff hosted and participated in the second annual Community Transportation Association of Idaho (CTAI) Transit Day at the Capitol. Around 70 people were in attendance, including elected officials, transit agencies from across the state, and transit advocates.

We tabled at the 2026 Buy Idaho Capitol Show, which is a relatively new partnership and has provided great exposure and many great connections.

Maintaining visibility in these important spaces strengthens VRT's presence among regional leaders and decision-makers while reinforcing transit as a key component of workforce access, housing stability, and economic development.

Youth Engagement Initiative

VRT has been collaborating with Communities for Youth on many fronts, including the upcoming Youth Ride Free pass. We also collaborated to provide the Lucky #7 St. Patty's Day bus scavenger hunt for teens.



Neighbors United Transportation Committee

We conducted our first Train the Trainer class in coordination with Neighbors United and the Transportation Committee, which we actively participate in. We had 6 in attendance. All walked away feeling confident in riding the bus, most felt like they could teach others.

BUSINESS ENGAGEMENT

So far this fiscal year, we're billing \$225,690 with 35 total members or programs, 8 of which also have a City Go commitment. Our newest partnership is an exciting one: a Residential Pass Program with the City of Boise's Housing team will provide their 184 units with bus passes for everyone that dwell in a City-owned housing property.

We're in the process of updating the relationship between the regional pass program and City Go, and we are looking forward to introducing a realigned brand in the months to come.

SALES

Sales for fiscal year 2026 are billing \$574,605.00 through March 17th for buses, benches, and shelters. The overall goal for FY2026 is \$850,000,00. We are now 70% of that goal in advertising and only halfway through the fiscal year. Total contracts signed are at \$768,804.00.

We also implemented new contract types that include supplemental service (event) advertising packages and annual Premier Advertising Partnerships, which include a full year of advertising, multiple supplemental service advertising opportunities, and value-add options.

For detailed information, contact:

Jason Rose, Chief Communications Officer/PIO, jrose@ridevrt.org, (208)803-5183

Jason has the pleasure of leading the Communications & Engagement Team, which is comprised of:

- Rich Marks: Account & Sales Manager
- Kathleen Godfrey: Business Development Manager
- Melody Roper: Marketing & Creative Projects Manager
- Hailee Lenhart-Wees: Community Outreach Manager
- Nick Moore: Communications Specialist II



TOPIC	Information Technology Monthly Report
DATE	April 6, 2026
STAFF MEMBER	Brad Alvaro

Summary

This memo provides an update on the accomplishments of the Information Technology Department and the status of the IT related projects and services.

Projects

- Awarded Electronic Farebox Mobile Ticketing system RFP to Genfare. Working on contract, scope of work (SOW) and phase I requirements.
- Oracle Enterprise Resource Planning (ERP) system: Continue working with FourthSquare for minor production support issues and troubleshooting. Worked with FourthSquare regarding last data dump from our legacy ERP system called Fleetnet.
- Continue supporting Oracle Enterprise Asset Management (EAM) system:

Support Services

- Oracle Cloud Infrastructure Training (Analytics)
- Weekly meetings with Genfare project team to prepare new fareboxes
- Project Scope for Boise State/VRT Spot Integrations
- Resolved 104 of 124 tickets received in February
- Monthly service change meetings
- Configured Real-time Display Vendor Route Ladder options
- Tightened impersonation protection settings for external emails, and email origin verification
- Assisted in resolving APC (Automatic Passenger Counter) reporting issues

More Information

For detailed information, contact:

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