

TOPIC	VRT FY2027 Nampa & Caldwell Proposed Service Updates: Community Feedback
DATE	7/13/2026
STAFF MEMBER	Elaine Clegg

Executive Summary

Each year as we develop a budget for the upcoming fiscal year, VRT requests funding from partner agencies to fund operations and capital projects. This year, the City of Nampa asked us to explore more efficient ways to provide service and reduce our funding request for fiscal year 2027 (which runs October 1, 2026, through September 30, 2027) from the original proposal of ~\$860,000 to less than \$500,000.

Following the City of Nampa's desire to reduce the budget request, VRT staff have developed a service proposal that costs \$498,522 and aligns with the city's request. The proposed changes include:

- **150 Nampa/Caldwell On-Demand:** The biggest changes would be in how VRT On-Demand is provided. While the service area and hours of service would remain the same, the new VRT On-Demand model would use a combination of microtransit (smaller vehicles and vans for shared trips) and ride hailing services like Uber and Lyft. The fare would remain the same as it is today, but there may be an opportunity to pay for fares within the mobile or online booking app rather than just at the fare box. The goal for this part of VRT On-Demand is to group similar trips together. Ride hail option: If the trip is too long or short to match with other riders, a ride hail option (like Uber or Lyft) will be available for a small upcharge (+ \$0.50) from regular fare.
- **Route 40 Caldwell/Boise Express:** Route 40 would no longer stop in Nampa. Route 40 would continue to serve downtown Caldwell, accessing I-84 at Franklin Road and proceeding directly to Ten Mile in Meridian, where it would continue on its current route. The number of trips on route 40 will remain the same.

Throughout the FY2027 budget discussion, VRT received feedback on the proposed changes to transit service in Canyon County from multiple sources, including e-mail, social media channels, surveys, an open house, and a public hearing.

Throughout the process, the public has expressed significant concerns about how a reduction in transit services would impact them. Many respondents expressed concern over the changes to Route 40 and its impact on their ability to access jobs, and education. VRT also received comments about costs of transit service, its utilization, and the role of taxpayer support.

This memo provides an overview of the comments received, and includes the full comments of most open-ended survey questions, letters, and social media posts as appendices.

Survey Response Summary

VRT conducted a public survey about the service changes proposed to the Nampa City from June 15th until July 3rd. VRT promoted participation from flyers on buses, on its website and through its social media channels. Surveys were also available at the open house on June 22nd. During that time VRT received 62 survey responses.

Overall, survey feedback highlights the importance of transit in Nampa and Caldwell. The survey responses speak to the value of both VRT On-Demand and fixed route bus services and show that VRT has high levels of satisfaction among those who are using VRT services. VRT services are safe, reliable and valuable to Canyon County residents.

Of those reporting their zip code, 84% were from either Caldwell or Nampa. The remaining 17% were from Meridian or Boise (see Figure 1). The survey also skews heavy on working age adults between ages 20 and 49. This is not surprising given the services provided. The least represented demographic is those under 20, which, according to the American Community Survey 2024 data, made up 28% of the population in Canyon County. According to the same data set, ages 20-49 and 50 and older made up 41% and 31% of the Canyon County population respectively (see Figure 2).

Survey responses reflected the opinions of both riders (86%) and non-riders (14%). Thirty-eight or 67% of respondents rode transit at least weekly, with 19 respondents (33%) reporting riding daily. 11 respondents (19%) reported riding monthly or less often and 8 (14%) reported never riding (see Figure 3).

Figure 1: Responses by Jurisdiction

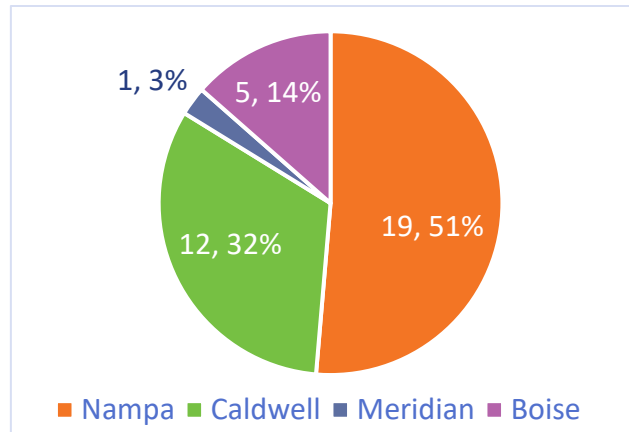


Figure 2: Responses by Age

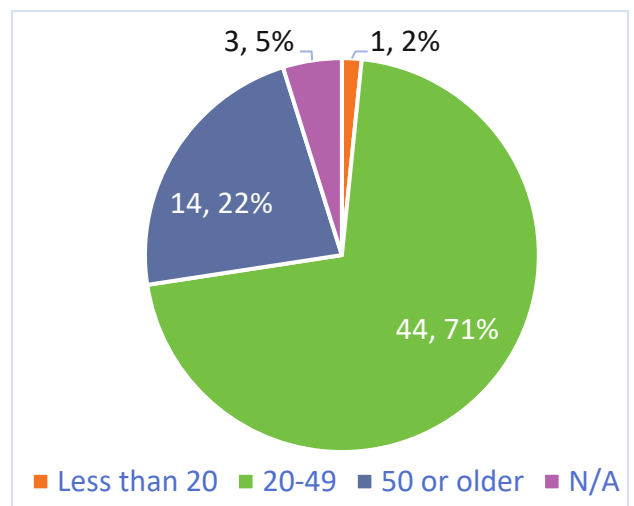
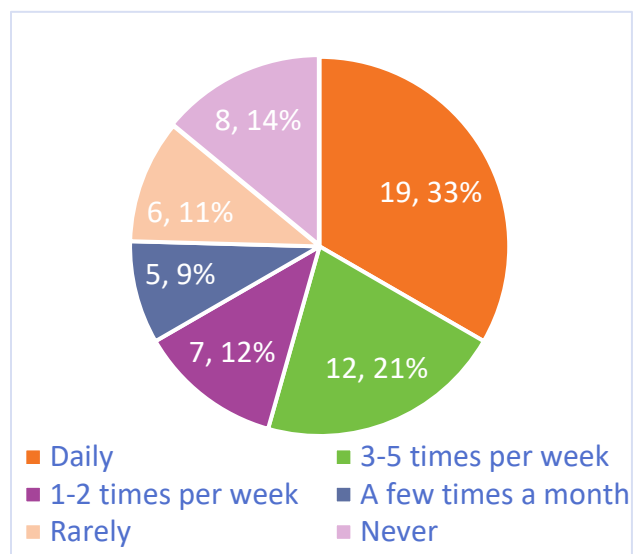
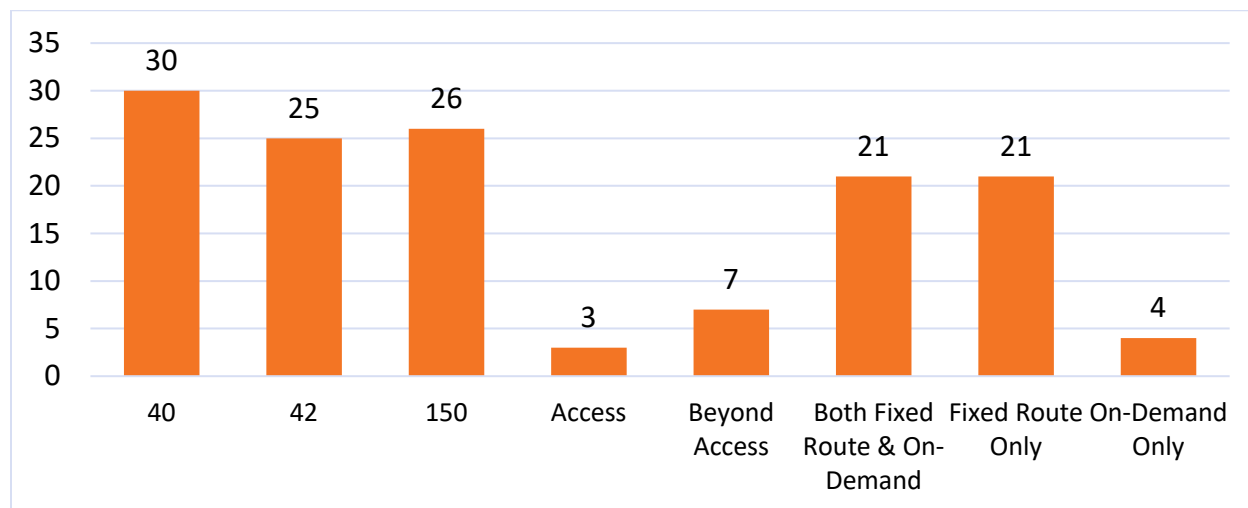


Figure 3: Responses by Frequency of Transit Use



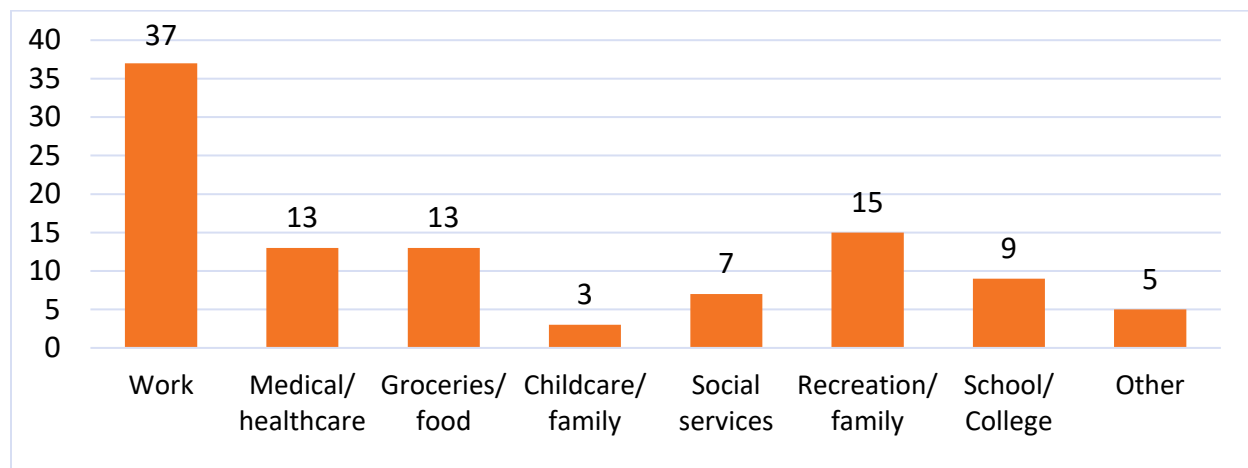
Of the respondents who said they used VRT services, responses represented a fairly evenly split between services used. Route 40 was the most common, with 48% of respondents saying they rode. Very few respondents (4 respondents, 6%) only used VRT On-Demand (Route 150) while a significant percentage of respondents (34%) used only fixed route or a combination of fixed route and VRT On-Demand. This highlights the importance of the support fixed route bus provides for VRT On-Demand (see Figure 4). When asked why those respondents do not use VRT services, they cited a lack of service (i.e. not frequent enough or close enough to their destinations) twice as often as having other options, suggesting the biggest barrier to people using transit is the limited availability of service.

Figure 4: Which Services Do You Use (Non-exclusive Responses N=62)



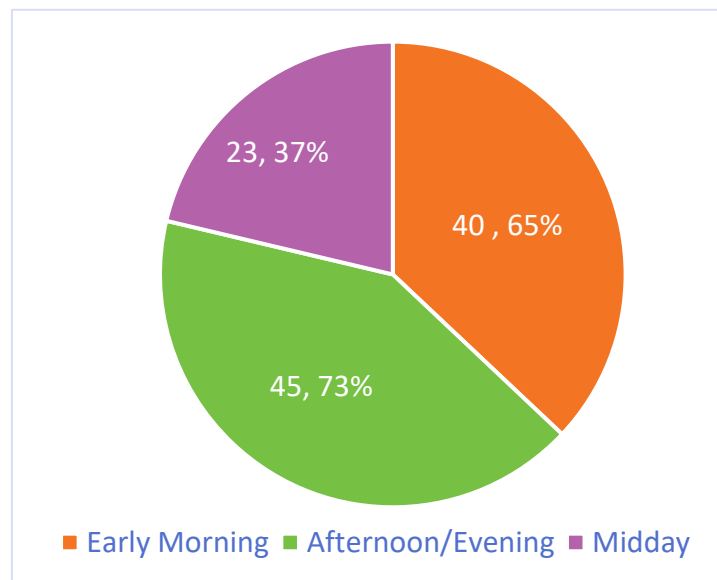
The most popular reason for using public transit was to access work (37 respondents citing 60%). More than 20% of respondents also reported using transit for Recreation/Family/Friends (15 respondents citing 24%), Groceries/Food (13 respondents citing 21%) and Medical/Healthcare (13 respondents citing 21%). See Figure 5.

Figure 5: Reasons for Using Public Transit (Non-exclusive Responses N=62)



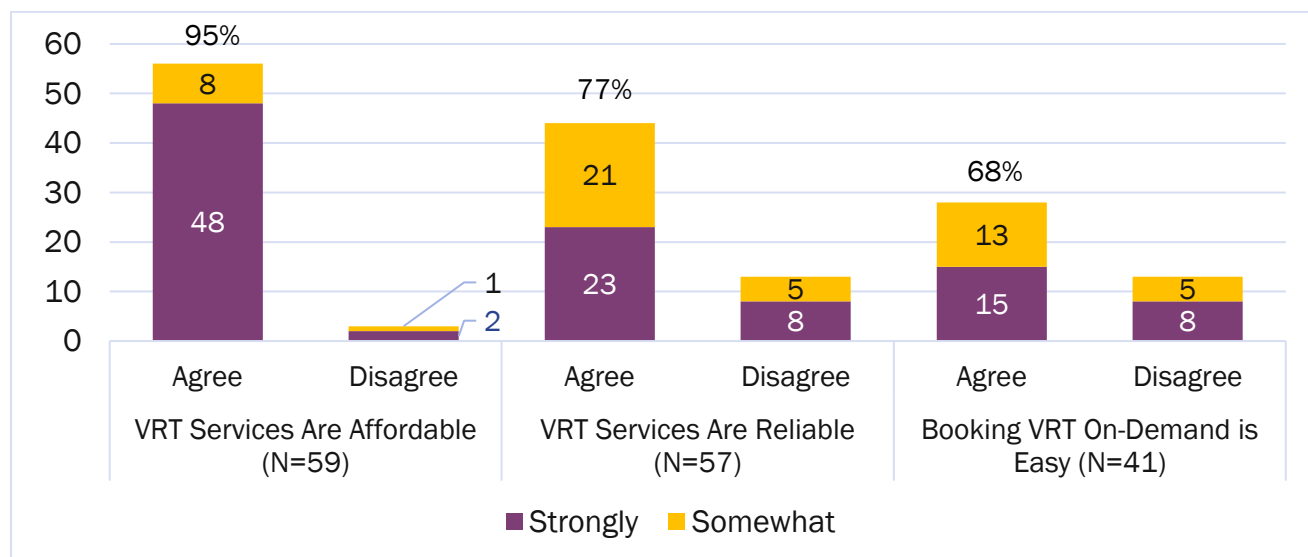
Respondents also cited the time of travel as an important factor for using transit for various daily activities. More than sixty-five percent of respondents reporting riding early in the morning, which is typical of commute patterns, and thirty-seven percent of respondents using transit in the middle of the day, which is more typical of travel to medical, grocery and other activities. The afternoon and evening travel time was the most popular time to travel, with seventy-three percent of respondents reported using transit in the afternoon or evening when traffic and congestion is at its peak (see Figure 6).

Figure 6: Transit Use by Time of Day (Non-exclusive Responses N=62)



We also asked those who use VRT services to rate our services. Of those who use the VRT services, 95% agreed that services were affordable and 77% found services reliable. Sixty-eight percent of respondents agreed that the VRT On-Demand booking process was easy (see Figure 7).

Figure 7: Perception of VRT Services



When asked about whether they would be comfortable using a TNC service as a compliment to on-demand, 44% said they would while 31% said they were unsure and another 26% said they would not be comfortable. The main reasons for their discomfort were unfamiliarity with using TNC (mentioned eight times), concerns over safety or trust (mentioned seven times), and concerns about cost (mentioned seven times).

We also asked respondents to rank VRT on various elements of safety, satisfaction, cleanliness and friendliness. On average, respondents ranked VRT highly on all these measures, with safety having the highest ranking at 4.6 out of 5 (see Figure 9).

Figure 8: Would You Be Comfortable Using Lyft or Uber for Trips You Currently Take on VRT On-Demand if the Cost was \$2.00?

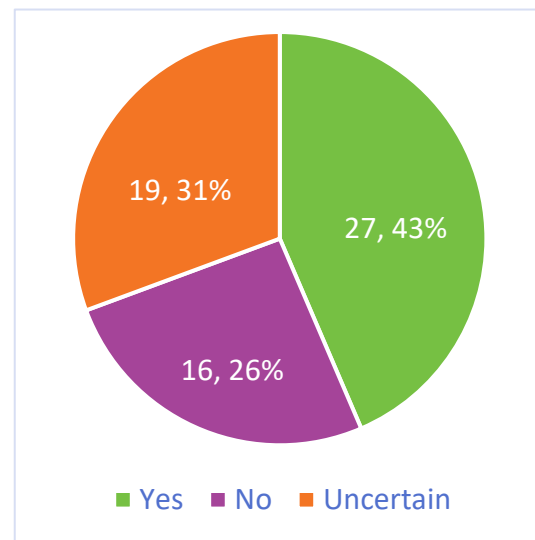


Figure 9: Rank VRT on a Scale of 1-5, with 1 being the lowest and 5 being the highest ranking)

How satisfied are you with VRT?	4.2	★★★★★
How likely are you to recommend VRT to a friend or colleague?	4.5	★★★★★
How would you rate the friendliness and professionalism of our drivers?	4.2	★★★★★
How safe do you feel while riding our buses?	4.6	★★★★★
How would you rate the cleanliness of our buses?	4.4	★★★★★

Respondents consistently shared that removing Route 40 from Nampa would negatively impact their commutes. Sixty-six percent of respondents said the loss of Route 40 from Nampa would cause them to have a less convenient commute (26 respondents citing 46%) or risk losing their jobs (11 respondents citing 20%). 29% said it would have little or no impact, while two respondents from Caldwell reported it would make their commute shorter and one mentioned eliminating Route 40 would lower their taxes. All long-form responses on the impact of the loss of Route 40 in Nampa are included in the appendix.

VRT also asked a series of questions about how VRT services benefit the lives of Nampa and Caldwell residents. Their responses ranged from saving money to the freedom and dignity of meeting transportation needs without needing to drive or rely on family and friends to congestion and environmental benefits. All long-form responses to these questions are also included in the appendix.

Finally, we also asked respondents whether they supported local government paying for public transportation, and 84% expressed support for local governments funding public transportation while 6% disagreed and 10% had no opinion (see Figure 10).

When asked why they supported local governments funding public transportation, 74% said it was important to support the productivity of all people, including those who cannot drive. Figure 11 highlights that reducing congestion was also a popular reason to support public funding for public transit (66%).

Throughout our public outreach, we have heard that public transit is an important service to residents in Nampa and Caldwell, and they support local governments financially supporting transit services. These services help people engage in their community. As stated by one resident, “For me, VRT represents independence, affordability and the ability to participate in the workforce without needing to rely on others for daily transportation.”

Figure 10: Do You Support Local Government Paying for Public Transit?

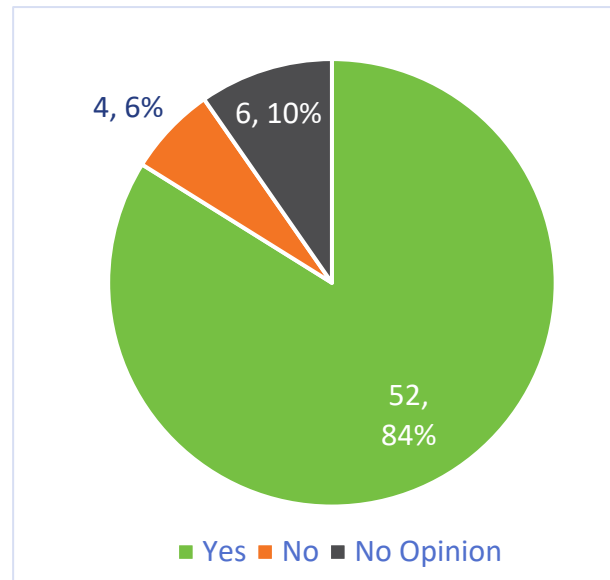
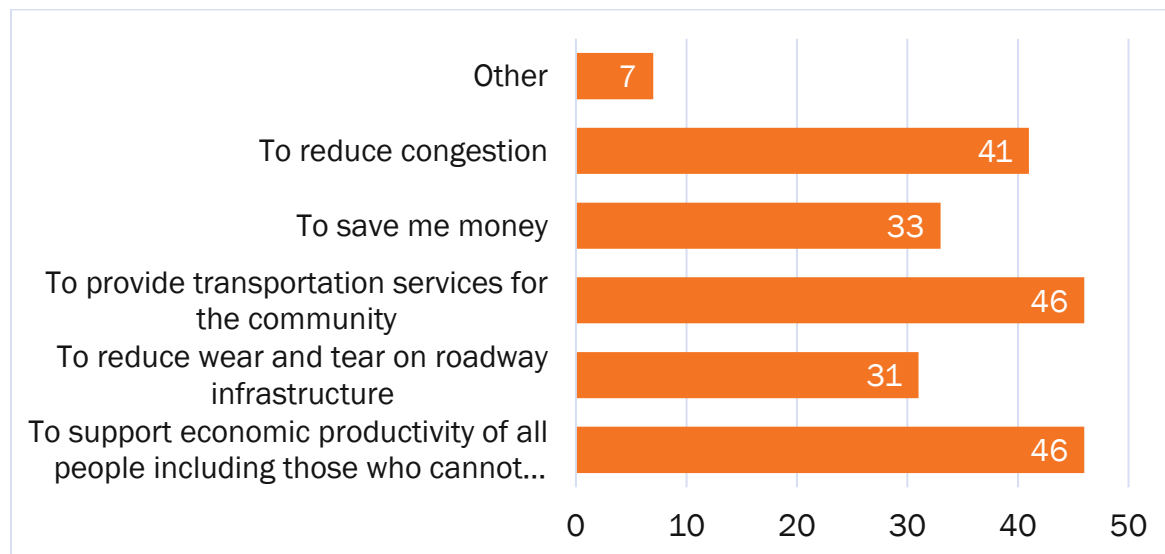


Figure 11: Why Do You Support Local Government Paying for Public Transit? (Non-exclusive responses) N=62



Public Hearing Summary

On June 22, 2026, VRT held a public hearing and open house at the Nampa Civic Center. VRT staff presented the proposed changes to 37 attendees. Four members of the VRT Board of Directors, along with CEO Elaine Clegg, heard testimony from eight individuals about the importance of transit to their daily lives. In their testimony, members of the public highlighted the limitations of current service levels and asked the City of Nampa to not further reduce funding for transit.

Public testimony overwhelmingly emphasized the importance of reliable transit services — both fixed-route and on-demand — for medical appointments, employment, education, and daily needs. Multiple riders reported recent challenges with long wait times, unavailable on-demand rides, missed appointments, safety concerns, and financial strain when forced to use private ride-hailing services. Several commenters stated that reducing fixed-route service, particularly in Nampa, would significantly limit their mobility. Others expressed cautious optimism that proposed changes could improve reliability if implemented effectively.

Katie Vaughn shared that VRT On-Demand and Beyond Access are generally reliable but sometimes unavailable, causing her to be late to work or dependent on family for rides. She supports curb-to-curb service and wants improved reliability due to her disability-related transportation needs.

Jenny Franco, a kidney transplant patient who relies heavily on Access and Beyond Access for frequent medical appointments, reported reduced service areas have severely affected her ability to reach essential healthcare. She emphasized stigma, unreliability, and the life-impacting consequences of missed or late rides.

Honey Kammenan, a frequent user of Route 42, Route 150, and TNCs, expressed concerns about cost inconsistencies with Lyft/Uber, unpredictable availability, and the hardship of paying extra when funds are limited. She stressed that reducing fixed-route service removes needed mobility and can lead to missed medical appointments.

Kathryn McNary previously relied on the bus system daily and highlighted its importance for residents without cars, including many who are disabled or living in shelters. She emphasized that many community members depend on the bus system for basic needs like groceries and medical care.

Regina Sambrano described significant challenges with on-demand reliability, often waiting over an hour or experiencing repeated trip denials. She strongly opposed eliminating Nampa routes, stating she cannot afford daily TNC rides and depends on the bus for work and essential travel.

Kelly Chapman shared multiple experiences of being unable to book on-demand rides, resulting in long, unsafe walks home. While open to the choice between VRT vehicles and TNCs, she prioritizes safety over speed and reiterated concerns about being dropped off far from home and unreliable routing.

Maria Padilla expressed gratitude for VRT services, which allow her to reach jobs and destinations. She shared her experience moving from California and learning the system, and emphasized the need for more public awareness and advertising so new residents know transit exists.

Tanya Capino, a CWI staff member who frequently uses Route 42, highlighted its importance for connecting campuses and supporting students who rely on transit. She expressed cautious optimism about the on-demand/TNC hybrid model and asked questions about driver supply and campus connectivity.

A recording of the public hearing can be found at VRT's YouTube page:
<https://www.youtube.com/watch?v=9suz5nho4p4>.

More Information

Appendix A: Open Ended Survey Responses

Appendix B: Email Responses

Appendix A: Open Ended Survey Responses

Statements are provided verbatim without any editing. Misspelling and grammatical errors were included in the original responses.

What other benefits do you receive from using our bus service?

- I get to work because I have no car
- Always on time
- Promotes exercise- i have a very sedentary lifestyle. On days that I walk to the park and back to ride the bus I get more exercise in. Encourages mental health and socializing. Helps new people learn thier way around town
- The ability to travel at all.
- I can use the wifi to work on the bus which effectively shortens my commute
- It is a vital resource to people who would not otherwise be able to attend lifesaving medical appointments

What aspects of our services make your travel easier?

- Because I don't drive, I need this service.
- Getting to work and going places with my daughter
- Reliably on-time. Location of stops in downtown Boise is close to my employer.
- Having centralized stops through town that I am able to walk for the faster freeway "Express" bus
- Traffic is very bad from nampa to Boise around the time i go in and off work and this makes it easier to get to work
- I can't drive so having a timely and reliable form of transportation to get to school and work is essential.
- Regular bus service and accurate real-time information
- Less stressful sitting in traffic because I can talk to a passenger or listen to my headphones. Much cheaper than gas prices!
- It's close to home so I don't have to journey to far.
- I don't have to drive. I can drop my son off at the bus stop and feel like he can get to Boise safely.
- I do not have a car and this city is unwalkable. I need public tranport to suvive.
- One of the drop off locations is right next to my work
- I don't have to worry about driving! I get some "me time" during the ride ;-). My work pays for our VRT passes so it is a BIG money saver!
- money saving for computing teachers do not make enough money. It is needed for my budget.
- Do not have a license so very convenient
- There is no need to look for parking downtown anywhere.
- somebody else being stressed out on the road besides me
- Affordable cost
- On time . Clean . The drivers are very friendly.
- I can always make it to work on time

- It being there since i cant drive
- wifi
- Taking the bus reduces my stress driving in increasingly worse traffic
- Able to travel to Sr Center for daily meals.
- Real time bus tracking is great.
- What I appreciate most about Route 40 is the independence it gives me. I don't have to rely on family, friends, or coworkers for rides or try to coordinate carpools. I like being able to plan ahead, get myself where I need to be, and not feel like I'm inconveniencing anyone else. The bus also gives me a peaceful transition between my busy work life and my busy life as a mom. I don't mind that the ride takes time. I actually enjoy being able to sit quietly, read, listen to music or a podcast, or simply relax without having to drive or make conversation. It's a buffer between the different parts of my day that I really value. On top of that, Route 40 is affordable, reliable, and allows my one-car household to function. It gives me the freedom to commute to work while my husband uses our family's vehicle to get our children to school and activities.
- The Ride2Wellness program, MTM transportation, the variety of routes and options
- Saves me from have to pay for parking. Also I get a lot done on my commute when I can ride!

What do VRT services mean for you or your community?

- Valley Regional Transit has always been dependable and a reliable way to get to work. When riding bus 40, it seems like the majority of people on that bus are heading for work. Not having this route would have a major cost to many of the people i ride with.
- Being able to ride Route 40 from Nampa to Boise allows me to save over \$5,000 each year in fuel and vehicle expenses. The bus ride provides time to read, check emails, and be relaxed when I arrive for work. The bus ride is safer than driving and much less stressful.
- "I am a disabled adult who is unable to drive. I work in Garden City, go to my medical appointments, get my groceries and visit my daughter in Caldwell.
- All of this is made possible because of VRT. When VRT transportation is unavailable I spend 48% of my income on Ubers for transportation leaving me financially crippled for the week. Low income, disabled adults, and the cities most vulnerable citizens heavily rely on safe and affordable transportation. I urge the city to continue to provide affordable and easy transportation for adults like myself."
- I have a seizure disorder which prevents me from driving. Outside of an E-bike which I ride carefully within in the law. Public transport is the only way I am able to travel. Even now with the limited routes travel is often difficult as the closest route is around a mile from my house. I have very limited income so regular uber is out of the question. Public transport is the only way I can live independently. Further reduction of this program would be devastating for not only me but the greater treasure valley community. It would almost completely cut me off from most of the treasure valley. People need reliable transport to live.

- I have saved thousands of dollars in using VRT over the years! It has been a valuable tool in both budgeting and in helping save the Treasure Valley from extra congestion, traffic issues, and in making our Valley the best around!
- Everything. I have lived in Nampa for 10+ years we need more accessible routes and transportation. Other than the VRT there is no ability to get to Boise or Nampa. We needed more times and evening and weekend options; instead Nampa is deciding without the consideration of their community that "no one rides the bus" The city of Nampa mayor's assistant said that you shouldn't ride the bus unless you have a email and access to a computer in order to get route information. Having more routes and maintaining the 40 is the only way that citizens students, city workers, refugees, and houseless have to access to resources community, jobs, school, or downtown. It is a necessary need for a rising economy and for working class. Nampa would also benefit from the accessibility by having routes that make going to cwi, court, food drives/centers, and the downtown economically easier. This city puts nothing into their people's livelihood and it's a matter of time till we have a datacenter.
- Make life so much easier for my kids and I.
- Access to the community, and access to the ability for me to work and play in the Treasure Valley.
- A cost effective way for people to travel between communities.
- Please only have nice helpful drivers get rid of bad mean drivers
- Mobility to get to places without having to rely on others or utilizing rideshare companies such as taxis, Uber, Lyft that can be expensive
- It means all the items I've selected. In addition, when my grandfather Winston Goering was mayor of Nampa, he dreamt of Nampa having a better public transportation system.
- I've only started to use the transportation here in the treasure valley but it has already been such an amazing experience. I see people on the buses I take and I see people who are nurses, students, workers. Hard working people who depend on the public transport we have available. We should be making things more accessible, not less. I'd be happy to have my taxes go to public transportation if it means the community will thrive.
- Very little right now but some of the time I can actually get to work on time
- Transportation for senior citizens to obtain balanced meals and medical appointments.
- Freedom, independence, and the ability to live a full life.
- "VRT services mean reliable access to work, education, and daily life for people in my community who may not otherwise have consistent transportation options. On Route 40, I personally know at least two coworkers from my employer who also rely on this service, and I have met other regular riders at my stop and along the route.
- Over time, there is a sense of community among frequent riders. While we may not all know each other well, there is a shared understanding that we are all trying to get to work or meet our responsibilities. I also recognize that some riders likely depend on this service even more than I do.
- For me, VRT represents independence, affordability, and the ability to participate in the workforce without needing to rely on others for daily transportation.

- It helps connect people in Nampa to jobs and opportunities in Boise in a way that is practical and sustainable for many households."
- VRT means getting people where they need to go– work, school, the doctor. It's saving lives when people have a way to make it to their medical appointments. It's helping the economy by getting people to work. It is an essential resource for every community.
- They mean being able to connect with my community more. I love my fellow riders and the operators are wonderful. I have a fuller life with transit!
- It is critically important as a form of transportation to those who are most in need in our community: the very young, those who are older and people without transportation or the ability to drive.
- Being able to feel secure and safe when traveling.
- It gets me from place to place.
- I don't have to drive and deal with traffic. It's less expensive than driving a car.
- It means I don't have to be dependent on others.

How will the proposed changes to Route 40 impact you?

- Massively. I am blind and depend on that bus route and have depended on it for over 17 years. I need that for my job.
- Not too much, as long as I can get from city to city.
- I will lose the convenience of having the stop close to my residence.
- Currently, I travel from my house to the bus stop at the Garrity Walmart: 7.1 miles, one way. After the proposed change, I will need to travel to the 10-Mile Park & Ride: 11.3 miles, one way. Based on the current mileage reimbursement rate, this will cost me over \$6.00 per day. Based on my current usage, this would be about \$1,200 per year.
- It will completely change my commute being that I ride to and from the VRT Happy Day Transit Center all the way to Downtown Boise every workday. It mostly will impact my time having to take the slower longer route 42 which then I have to connect with route 7 to make it to Downtown Boise
- I take this route daily to work and I'm concerned that I won't have a way to get to work and I might lose my job that I've had for 11 years.
- I won't be able to go to school or work.
- I will not be able to get to Happy Day Transit Center through Route 40
- It would impact me as far as getting where I need to go on time.
- Not
- No impact to me currently however I do see the benefits of having a direct route to downtown Boise.
- We should be increasing public transportation and encouraging more use of public transportation ...Not reducing it!!"
- I will no longer have access to Boise, only making it harder to commute and potentially losing my job or having to use money that I don't have on uber, Lyfts. That isn't sustainable and not only does it impact me but I'm sure plenty of others too! Public transit accessibility is important for many a lot of people's livelihoods rely on it

- It mostly impacts my son that has health issues and cannot drive, This takes options away from Nampa's most vulnerable people.
- This would completely cut off my access to downtown boise. Restricting my ability to travel only to nampa and if I leave in the early morning, Caldwell. Already the nearest bus stop is over a mile from my home and I live in the central city. Travelling on foot in nampa is already hard. This would make travel impossible.
- Less service will always have a negative impact
- No impact
- It would make my commute into Boise faster
- I know people in Nampa who will be affected.
- My primary purpose of getting to school would not be impacted, but any reduction in areas serviced would reduce my ability and frankly desire to navigate and spend money in the community.
- They will not impact me.
- The proposed changes to Route 40 would save me, the Nampa taxpayer money.
- I would not be able to get to work and back home
- It will directly affect students I teach, who live in Nampa trying work and go to a 4 year college in Boise. It will directly affect me from saving money as gas prices and traffic are extremely difficult. I will no longer be able to make it to my job without a vehicle or license, so massively impacted for my job security being at risk. If anything we needed more ride times a day and later in the early evening. most people have to work till 6 or 7. and my work has been flexible with the bus needs. weekends rides for work and study groups or recreation were also very much needed. My roommate who works for the city but is working both nampa and boise will be directly affected. they are already struggling to make enough money and being able to ride the bus for free with there benefits exponentially makes there life easier. Volunteering with refugees and homeless individuals that heavily rely on this route I am speaking on their behalf that this will directly affect them and their livelihood.
- My kids and I go to work in Nampa at classic cuts pet grooming and if we lose the bus there I can not get to work.
- Personally, it wouldn't affect me. That being said, I know of people who would be affected by it.
- i would not be able to catch the bus in nampa. i would have to find a way to the transit center.
- Concerned about community members with limited vehicle access not being able to navigate a heavily car-centric city. With the valley as un-walkable as it is, public transit is a must.
- I don't use the route 40
- I would do something different with that route entirely
- If I want to take down town Boise. very much so.
- They will not
- I currently don't use the 40
- It doesn't directly but i aspire to use mor public transit especially to help reduce commuting traffic

- The change may not impact me specifically, but access to safe, affordable, and easily accessible transit is crucial for our communities.
- It won't
- My daily work commute will be impacted
- I would lose access to Nampa in an easy access way. I would like to be able to still move freely as someone without a licence as well as low income.
- Not at all
- First I don't have a car. Second. It saved me a lot of money. Third, will affect my job.
- I don't drive and I work at YMCA Boise downtown brnach.
- I feel the on-demand system will be even harder and less reliable than it already is. And it SUCKS!! as is
- Even though this would put the bus stop closer to my house, I would really miss the connection to the 42 at happy day. I find it very helpful to be able to park at happy day and then if I need to come home from work early I can take the 42 without waiting for the 150. I'd be very happy with this change if the rout was extended so that the bus took on passengers before leaving happy day and dropped off passengers at happy day when it was finished with its run. (Except that I know this will negatively affect many people in Nampa.)
- I would no longer take the bus at all.
- I recently got injured and cannot drive. This is how I get to work. Without it, not sure how I'll get to work.
- It won't
- None at all.
- "Cutting Nampa will likely speed up my bus commute which will increase my likelihood of using the bus.
- The new pickup spots are further from College of Idaho and harder for me to get to, which would increase my walking time and require me to cross more dangerous streets. A pickup closer to the ""hat"" would be appreciated, on Cleveland. The Blaine St & S 20th Ave SEC stop is inconvenient."
- My access to Caldwell is greatly impacted. I will have to take twice as much time and spend twice as much money if I need to go to Caldwell. Having to make a connection at Boise Town Square to get to downtown Boise is annoying but not unreasonable.
- "I currently ride Route 40 to Boise 2 to 4 days per week to get to work. As a St. Luke's employee, my transit fare is covered, so Route 40 saves me a significant amount of money while allowing me to commute without driving.
- My family only has one vehicle, and my husband needs it to get our children to school and other activities. I usually need to be at my Boise office by 7:00 a.m., so it isn't practical for him to drive me to Boise before taking care of the kids. Route 40 makes it possible for both of us to meet our responsibilities.
- I currently use Lyft to get to the Nampa bus stop because it's only about a 10-minute ride. While the price varies from day to day, it's affordable enough for that short distance and gives me flexibility in the mornings. If the Nampa stop is eliminated, taking Lyft to Caldwell or Meridian would be much more expensive, and taking Lyft all the way to Boise is not financially realistic. It would also require my husband to drive much farther to pick me up after work, adding more time and mileage to our family's schedule.

- Removing Route 40 service from Nampa would make commuting much more difficult for families like mine that rely on public transit and have only one vehicle. I encourage VRT and the City of Nampa to preserve direct express service from Nampa to Boise for the many commuters who depend on it.
- Eliminating direct service from Nampa would not encourage my family to use transit differently—it would likely force us to purchase a second vehicle, something we cannot easily afford. Preserving Route 40 in Nampa helps families like mine avoid that expense while reducing the number of cars on the road."
- No effect.
- I wish it came to nampa
- I work in healthcare and many of our patients rely on VRT for transportation to get to work, school, and their medical appointments. If the city of Nampa truly cares about its residents, they would invest more in public transportation, not less. Beholden to Nampa residents, their job is to find funding for community needs. If they cannot manage that, they should step down. They work for the people of the community, not political parties or whoever donates to their campaigns. Right now, if a patient lives in Nampa and needs to go to a vital medical appointment in Boise, VRT is unable to provide that transportation. That is not on them, that is on the lack of investment from state and government officials. Not to mention, traffic is atrocious and investing in public transportation would alleviate congestion. With investment, VRT would be able to build more reliable, consistent routes, take people across counties where they need to go, and use of the system would increase. I urge the Nampa city council to reconsider its cuts to public transportation and find a way to increase its support.
- Won't be able to get to Nampa on it anymore.

Appendix B: Email Responses

VRT also solicited comments from the public and riders through its e-mail feedback channels. VRT received the following e-mails were received regarding transit funding in Nampa, many of which were also sent to the Nampa Mayor's office and clerk.

Received: 6/22

Sent to: Mayor, Clerks, Feedback

Hello,

I am a Nampa resident, and I do not support cutting the budget for our public transit systems. Nampa, and the surrounding Treasure Valley, is extremely unwalkable. The proposed cuts to the route would absolutely immobilize community members who do not have access to their own vehicle or cannot drive. Public transit is an essential service.

Thank you,

Noreen

Received: 6/22

Sent to: Mayor, Clerks, Feedback

Hi folks -

Very disappointed to hear that defunding the very little transit available here is on the table.

This is such an important service in a place where the incoming is so low and cost of living is shooting up like it is. Vehicles are just out of reach and not an option for so many low-income and elderly people. Please don't shut them out by defunding bus routes and on-demand service!

In fact, while we're at it, how about adding more bus routes or an express from Caldwell/Nampa to Downtown Boise for commuters? I work in the heart of Boise and if I try to take the bus the commute would be nearly 2 hours! That's outrageous for 20 miles.

Thank you,

Melody

Received: 6/22

Sent to: Mayor, Clerks, Feedback

The act of defunding Valley Regional Transit is short sighted and detrimental to our community. Bus lines allow for the poorest of our community to access healthcare, food, and employment. In a city that is almost completely car dependent eliminating the already limited public transit is the exact opposite direction our city should be moving. I entirely opposed to this decision will actively work to unseat whoever agrees to this.

Alexandra

Received: 6/22

Sent to: Mayor, Clerks, Feedback

Goodmorning,

Please do not defund the VRT.

I have used public transportation in the treasure valley since I was a child, and still occasionally do as a college student. Having free access to transportation shaped my highschool days when I could not afford a car. I would ride with my friends, and wait the long delays. My best memories were shaped with public transportation in the treasure valley.

At some points while using VRT, because public transportation in the treasure valley is already underfunded, delays and unexplained no-shows have led to me having to walk instead. Due to city planning around vehicles, it would take 1 to 3 hours just to get home.

While walking, I have genuinely been offered drugs, solicited, and followed during those walks(I did report those incidents).

Please for the sake of the children of the treasure valley, do not defund the VRT.

Thank you,

Alisa

Received: 6/22

Sent to: Mayor, Clerks, Feedback

Hello,

I am a Nampa resident, and I do not support cutting the budget for our public transit systems. Nampa, and the surrounding Treasure Valley, is extremely unwalkable. The proposed cuts to the route would absolutely immobilize community members who do not have access to their own vehicle or cannot drive. Public transit is an essential service.

Thank you,

Noreen

Received: 6/22

Sent to: Mayor, Clerks, Feedback

Hello,

I am a resident of Nampa, and I ride Valley Regional Transit (VRT) to commute to Boise for work. VRT has been a critical factor in my ability to save money, especially during this time when the high prices of gas, groceries, and bills are so punishing to low-income families and individuals. In addition, several times in recent years I have found myself without my own transportation, and without the assistance of VRT I would have quickly fallen into dire financial straits. I am urging you not to defund VRT, as such a decision would needlessly place additional monetary strain on many members of our community whose budgets are already stretched thin.

Thank you,

Reed

Received: 6/22

Sent to: Mayor, Clerks, Feedback

Hello,

I am writing in opposition to any attempt by the City of Nampa to defund any part of Valley Regional Transit. I have lived in the Treasure Valley for 5 years, and in my short time here I have relied on the VRT multiple times when other forms of transportation were unavailable, including for very important personal and professional needs.

The VRT may not be the most financially efficient public service by ride, but it provides an essential safety net for I and many others in Nampa and across the Treasure Valley, and I have no doubt many, many people will be seriously affected if you make the decision to cut an already limited service. Please do the right thing, and continue funding VRT.

Sincerely,

Samuel

Received: 6/22

Sent to: Mayor, Clerks, Feedback

Please do not defund VRT. VRT is my primary mode of transport as I am a college student at College of Idaho with family in nampa. I do not have a car and do not have the money to afford a car. The drive is too long for my family to be able to drive me back and forth when I want to see them. Not only that, but it's incredibly rare that my friends can drive me to see my family because again, the drive from caldwell is too long. Defunding VRT is defunding my ability to see my family. Please consider this email when making your decision.

Received: 6/21

Sent to: Mayor, Clerks, Feedback

Hello,

My name is Eppah McFarlane and I am writing in to oppose the defunding of the Valley Regional Transit (VRT). This will directly impact and cause a loss in vital local routes as well as the On-Demand bus services.

This is how community gets access to work, their health appointments, schooling, and many other vital resources. It is also a key part of keeping our environment clean and creating a space of community.

I pray that the decision to defund this vital community resource does not pass and the people of the community remain a priority to those who have been allowed to have the power to be the voice of the people. For we are the people.

Eppah

Be A Rainbow In Someone's Cloud "Maya Angelou"

Received: 6/21

Sent to: Mayor, Clerks, Feedback

Hi there,

As a former CWI student and current Idaho taxpayer, I would like to formally state that I support the ongoing funding of Valley Regional Transit services. I know their vitality to underserved communities in Canyon County. Thanks for reading.

Calvin

Received: 6/21

Sent to: Mayor, Clerks, Feedback

Losing VRT would be detrimental to many of it's citizens, including low income, disabled and elderly. I would hope that those making this decision have considerations for these persons and have plans to offer alternatives that are affordable and get people to and from their destinations. We are a society and community and everyone deserves access to public transportation options.

Received: 6/21

Sent to: Mayor, Clerks, Feedback

Hello,

I am Jordan and I live in Nampa, Idaho. I am emailing to strongly encourage the city of Nampa to vote against defending Valley Regional Transit. Protect our community, and our roads.

Thank you for your time.

Received: 6/21

Sent to: Mayor, Clerks, Feedback

To all Nampa decisionmakers,

Please do not defund Valley Regional Transit. As the population in the valley grows and gas prices continue to be very high, we desperately need affordable public transit. The people most affected by this will be the people who most need affordable transit. Make our valley a good place to live for all, not just those of us who can afford to drive cars everywhere.

Thank you for your consideration.

Mary

Received: 6/20

Sent to: Mayor, Clerks, Feedback

I read that there will be discussion on the funding for valley transit services on Monday, June 22.

This bus service, especially the on-demand service, is critical for elderly, teen, and disabled individuals who cannot drive.

My father lives in Nampa (as do I) and the on-demand route, bus 150, is his only link to get to the community center, the library and the activities held there, and also to do his shopping.

Also, traffic is continuing to get worse as the area expands. We should be investing in bus services and mass transit, not talking about removing these critical services.

I chose my house because it is on a bus route. My dad moved to a place specifically because it had bus service.

Please support funding for transit services!

Respectfully,

MaReesa

Received: 6/20

Sent to: Mayor, Clerks, Feedback

Dear Mayor Bruner and Members of the Nampa City Council,

Nampa needs to fully fund Valley Regional Transit (VRT) instead of cutting our bus system. Defunding transit or forcing VRT to eliminate vital routes completely ignores how fast our city is growing. According to data from the Community Planning Association of Southwest Idaho (COMPASS), Nampa's population has exploded by 22.7% since 2020 and now stands at over 124,000 residents. We have built no new real alternative pathways or major roads to handle this influx; we are just packing more cars onto the exact same grid. Our overpopulated streets are a documented safety hazard. Idaho Transportation Department (ITD) data shows that annual traffic crashes in Nampa jumped 28% in just four years, climbing from 1,684 collisions in 2020 to 2,156. Worse, 818 of those annual accidents result in injuries. That means a staggering 38% of Nampa's crashes cause physical injury, a rate that heavily outpaces the national average of 27% reported by the National Highway Traffic Safety Administration (NHTSA). Forcing VRT to cut services will remove travel options, force riders to become drivers, and worsen the severe congestion that causes these high accident rates.

Our city leadership constantly champions economic growth, but growth requires long-term planning. COMPASS projections show that our region is on track to add another 100,000 residents over the next two decades. New transplants relocating to the Treasure Valley expect our transportation infrastructure to extend beyond the Boise area and link the entire region together. For a mayor and council who advocate for Nampa's future expansion, defunding public transportation right now is completely shortsighted. We cannot invite more development into the city while actively dismantling the infrastructure needed to keep our people moving.

As a Nampa homeowner who relies on public transit for my daily work, I see how essential this network is every single day to keep our overtaxed roads from completely breaking. I utilize both the fixed routes and the VRT On-Demand services for my commute, because buses are not a luxury; they are basic infrastructure that cuts down on gridlock and keeps our traffic moving. I also advocate for our neighbors who rely on this system for equity and survival. Defunding our transit system creates massive, immediate barriers for many low-income workers, seniors, individuals with special needs, and people with disabilities who count on these lines every day. Reliable transit options give everyone a fair, dignified way to get to work, buy groceries, and reach medical care.

Defunding the transit system also directly undermines programs designed to support our local families. Every summer, VRT runs the Youth Ride Free program from May 1 through August 31, allowing students aged 18 and under to travel across the area for free. This initiative is a fantastic motive for our Nampa youth, giving them an independent way to reach summer jobs, recreation programs, and school activities without adding to our city's traffic congestion. Most importantly, it offers parents peace of mind, knowing their children have a safe, reliable transportation option.

I urge the City Council to protect our community, our infrastructure, and our youth by maintaining full funding for VRT.

Sincerely,

Sandra