

Board of Directors Meeting Agenda

August 03, 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_Aug26
or by dialing in at **323-484-8960 Conference ID: 618 559 996#**

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 April 6, 2026, Board of Directors Meeting
Pages 4-6 | Deborah Johnson**

The Board is asked to consider approval of the minutes from the April 6, 2026, Board of Directors meeting.

**B. ACTION: Minutes of the April 6 and June 1, 2026, Executive Board Meetings
Pages 7-12 | Deborah Johnson**

The Board is asked to accept the minutes from the April 6 and June 1, 2026, Executive Board meetings.

**C. ACTION: Non-Emergency Medical Transportation Service Provider Contract Modifications
Pages 13-16 | Leslie Pedrosa**

Staff requests the Board of Directors consider approval of Resolution VBD26-020 and delegate authority to the CEO to authorize and execute contract modifications with Serenity Transportation, Trinity Transport, and YB NOW, LLC.

**D. ACTION: Transportation Improvement Plan 2027-2031
Pages 17-21 | Randy Reese**

The Executive Board approved Resolution VEB26-004, Transportation Improvement Plan 2027–2031. This item is presented to the Board for information.

IV. Special Item(s)

V. Public Comments (*Comments will be limited to no more than three (3) minutes*).

VI. Public Hearing

- A. **ACTION: Public Hearing - FY2027 Operating and Capital Budget and Unified Planning Work Program**
Jason Jedry
Prior to the public hearing, Valley Regional Transit staff will present the final preliminary FY2027 Operating and Capital Budgets. The VRT Chair will then conduct a public hearing and take formal comments on the FY2027 budget. Following the public hearing, the Board will have the opportunity to vote on the budget.
- B. **ACTION: Public Hearing - Disposal of Assets**
Leslie Pedrosa
Prior to the public hearing, staff will present the list of items slated for disposal in fiscal year 2027.

VII. Action Items

- A. **ACTION: FY2027 Budget**
Pages 22-37 | Jason Jedry
Following the public hearing, the VRT Board will consider approval of RESOLUTION VBD26-026 to approve the FY2027 budget.
- B. **ACTION: Disposal of Assets**
Pages 38-41 | Leslie Pedrosa
Following the public hearing, the Board of Directors will consider approval of Resolution VBD26-021.
- C. **ACTION: GILLIG Bus Refurbish Project**
Pages 42-47 | Leslie Pedrosa
Staff requests the Board of Directors consider approving Resolution VBD26-022 and authorize the CEO to execute a contract with Complete Coach Works to refurbish up to 24 buses that will have met their useful life benchmark, in lieu of purchasing new battery electric buses, not to exceed \$14,000,000, over the next four years.
- D. **ACTION: FY2026 2nd Quarter Performance Report**
Pages 48-64 | Stephen Hunt
Staff will present the FY2026 2nd Quarter Performance Report for board consideration.
- E. **ACTION: FY2027 October Service Change**
Pages 65-89 | Stephen Hunt
Staff will present proposed FY2027 October Service Change for consideration.
- F. **ACTION: TITLE VI 2027-2029**
Pages 90-172 | Kate Dahl
Staff will present the Title VI 2027-2029 plan and resolution VBD26-027 for consideration of the Board of Directors.
- G. **ACTION: Nampa Caldwell Transit Oriented Development Study**
Pages 173-232 | Kate Dahl
Staff will present the Nampa Caldwell Boulevard Transit Oriented (TOD) Study for the Valley Regional Transit Board of Directors consideration.

VIII. Information Items

- A. **INFORMATION: FY2026 Procurement Calendar**
Page 233 | Jason Jedry

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

B. INFORMATION: Department/Staff Reports

Pages 234-250 | Staff

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

IX. 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.

X. Department/Staff Reports

XI. Adjournment

Next VRT Board of Directors Meeting:

MONTH XX, 202X

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

April 06, 2026

12:00 PM

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

MEMBERS ATTENDING	MEMBERS ABSENT	OTHERS PRESENT
Zach Brooks, Canyon County	Jason Brinkman, ITD	Brad Alvaro, VRT
Bre Brush, City of Boise	Rob Fisher, City of Greenleaf	Elaine Clegg, VRT
Ryan Davidson, Ada County Commission	Lauren McLean, City of Boise	Karleigh Deeds, Thompson Consult.
Tom Dayley, Ada County Commission	Kevin Nielsen, City of Star	Kate Dahl, VRT
Mike Dittenber, City of Caldwell	Eric Phillips, City of Caldwell	Joe Guenther, VRT
Jeff Flynn, CWI	Joe Stear, City of Kuna	Deanna Hassan, VRT
Ashley Ford-Squyres, Meridian Dev. Corp.		Stephen Hunt, VRT
Bill Jacobs, City of Garden City		Jason Jedry, VRT
Todd Lavoie, City of Meridian		Deborah Johnson, VRT
Lantz McGinnis-Brown, Boise State		Hailee Lenhart-Wees, VRT
Jordan Morales, City of Boise		Nick Leonardson, VRT
Alexis Pickering, ACHD		Kade Marquez, VRT
Zach Piepmeyer, CCDC		Nick Moran, VRT
Dale Reynolds, City of Nampa		Nick Moore, VRT
David Tiede, City of Meridian		James Mundell, VRT
Mark Wasdahl, ITD		Mary Beth Nutting
		Leslie Pedrosa, VRT
		Ken Pidjeon, Citizen
		Kenny Pouncey, MVT
		Jason Rose, VRT
		Walter Steed, RAC
		Kyle Street, VRT
		Nicole Stern, ACHD
		Alissa Taysom, VRT

- I. **Calling of the Roll** - Chair Alexis Pickering called the meeting to order, with a quorum present by phone and in-person at 12:07 p.m.
- II. **Agenda Additions/Changes** – Staff was directed to include a public comments section on all board of directors’ meetings moving forward. Staff also updated the minutes from the January 2026 meeting to reflect the correct spelling of Ken Pidjeon’s name and recommended that the minutes be approved as amended.
- III. **Consent Agenda**
Items on the consent agenda consisted of the following:
 - A. **ACTION: Minutes of 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**
 - C. **ACTION: Payment Register 2-16-26 through 3-15-26**
 - D. **ACTION: Updated Holiday Schedule**

- E. **ACTION:** Delegate Approval for Acquisition of Service Contracts to the Executive Board
- F. **ACTION:** GILLIG Bus Purchase Pricing Adjustment
- G. **ACTION:** Orchard East Lot - Site Civil Construction
- H. **ACTION:** ADA Eligibility Evaluation Service
- I. **ACTION:** Delegation of Authority to Executive Board: On-Call Marketing and Creative Services Contract Approval
- J. **ACTION:** Modify Contract On-Call Fleet Media
- K. **ACTION:** FY2026 1st Quarter Performance Report
- L. **ACTION:** FY2025 Customer Service Report

Dale Reynolds moved to approve the consent agenda as presented and amended; Jordan Morales seconded. The motion passed unanimously.

IV. Public Hearing - none

V. Action Items

A. **ACTION: Compensation Analysis**

Elaine Clegg and Karleigh Deeds, Thompson Consulting, presented the results of a compensation analysis done by Thompson Consulting. Following discussion, VRT requested the board recognize the 2.8 percent increase necessary to bring certain positions up to the base rates within the schedule. Lantz McGinnis-Brown moved to approve the proposed employee compensation schedule increase for 2026; Ashley Ford-Squrys seconded. The motion passed with all in favor except Mark Wasdahl and Tom Dayley who opted to abstain.

B. **ACTION: Executive Board Elections 2026**

After recommendation from the Executive Board, Dale Reynolds moved to elect Leslie Van Beek to take Greg Rast's "at large" position for Canyon County and Eric Phillips to fill the secretary/treasurer position; Tom Dayley seconded. The motion passed unanimously.

Due to the unfortunate death of Mayor Hogaboam, a second "at large" position for Canyon County will remain open until a new mayor from Nampa is in place.

The current list of executive board members is below.

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	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

VI. Information Items

A. **INFORMATION: FY2026 Procurement Calendar**

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

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

Kate Dahl presented a report on the Nampa Caldwell Transit Oriented Development (TOD) Study. Discussion included a request to recognize existing ITD policy and construction plans on the Boulevard. Staff will work with ITD on appropriate changes and return the item as an action item at the August 3, 2026, board of directors meeting.

VII. 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.

VIII. Adjournment – The meeting was adjourned at 12:49 p.m.

Next VRT Board of Directors Meeting:

August 3, 2026

VRT Boardroom

700 NE 2nd Street

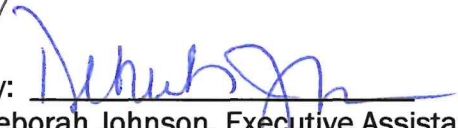
Meridian, ID 83642

Valley Regional Transit Executive Board Meeting Minutes
April 6, 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 Agenda

April 06, 2026

11:30 AM

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

MEMBERS ATTENDING	MEMBERS ABSENT	OTHERS PRESENT
Lantz McGinnis-Brown, Boise State	Lauren McLean, City of Boise	Brad Alvaro, VRT
Tom Dayley, Ada County	Eric Phillips, City of Caldwell	Bre Brush, City of Boise
Todd Lavoie, City of Meridian	Dale Reynolds, City of Nampa	Elaine Clegg, VRT
Jordan Morales, City of Boise	Joe Stear, City of Kuna	Kate Dahl, VRT
Alexis Pickering, ACHD	Leslie Van Beek, Canyon County	Jeannette Ezell, VRT
		Stephen Hunt, VRT
		Jason Jedry, VRT
		Deborah Johnson, VRT
		Hailee Lenhart-Wees, VRT
		Nick Leonardson, VRT
		Nick Moran, VRT
		Nick Moore, VRT
		James Mundell, VRT
		Mary Beth Nutting, RAC
		Leslie Pedrosa, VRT
		Kevin Pouncey, MVT
		Jason Rose, VRT
		Walter Steed, RAC
		Nicole Stern, ACHD
		Kyle Street, VRT
		Alissa Taysom, VRT
		Martin Ward, VRT

- I. **Calling of the Roll** - Chair Alexis Pickering called the meeting to order, with a quorum present by phone and in-person at 11:31 a.m.
- II. **Agenda Additions/Changes**
Jordan Morales made a motion to take up action on item IV.A. Ada County Highway District (ACHD) 2027-2031 five-Year Work Plan (FYWP) Prioritization and follow up with discussion in case of time restraints; Lantz McGinnis-Brown seconded. The motion passed unanimously.
- III. **Consent Agenda**
Items on the Consent Agenda consisted of the following:
 - A. **ACTION: Minutes from the March 2 Executive Board Joint Meeting with the Regional Advisory Council**

Jordan Morales made a motion to approve the consent agenda as presented; Lantz McGinnis-Brown seconded. The motion passed unanimously.

IV. Executive Board - Action Items

A. ACTION: Ada County Highway District (ACHD) 2027-2031 Five-Year Work Plan (FYWP) Prioritization

Kate Dahl presented the Ada County Highway District (ACHD) 2027-2031 Five-Year Work Plan (FYWP). Following discussion, Lantz McGinnis-Brown moved to approve the plan Jordan Morales seconded. The motion passed unanimously.

Further discussions will take place between Valley Regional Transit staff and ACHD personnel.

B. ACTION: Executive Board Elections 2026

Elaine Clegg discussed the open Executive Board positions. She recommended Leslie Van Beek to take Greg Rast's "at large" position for Canyon County and Eric Phillips fill the secretary/treasurer position. Due to the unfortunate death of Mayor Hogaboam, a second "at large" position for Canyon County will remain open until a new mayor from Nampa is in place.

Jordan Morales moved to recommend to the Board of Directors the election of Eric Phillips to the secretary/treasurer position and Leslie Van Beek to the Canyon County at large position; Tom Dayley seconded. The motion passed unanimously.

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

V. Executive Board - Information Items – None

VI. Executive Session - None

VII. Adjournment – The meeting was adjourned at 11:58 a.m.

Next VRT Executive Board Meeting:

May 4, 2026

VRT Boardroom

700 NE 2nd Street

Meridian, ID 83642

Executive Board Meeting Minutes

June 01, 2026

11:00 AM

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

MEMBERS ATTENDING	MEMBERS ABSENT	OTHERS PRESENT
Lantz McGinnis-Brown, Boise State	Eric Phillips, City of Caldwell	Brad Alvaro, VRT
Dale Reynolds, City of Nampa	Leslie Van Beek, Canyon County	Carrie Applewood, VRT
Todd Lavoie, City of Meridian	Tom Dayley, Ada County	Mark Christiansen, City of Middleton
Jordan Morales, City of Boise		Elaine Clegg, VRT
Alexis Pickering, ACHD		Kate Dahl, VRT
Lauren McLean, City of Boise		Jeannette Ezell, VRT
Joe Stear, City of Kuna		Joe Guenther, VRT
		Natalie Hilde, Thompson Consulting
		Stephen Hunt, VRT
		Jason Jedry, VRT
		Deborah Johnson, VRT
		Nick Leonardson, VRT
		Brent Moore, COMPASS
		Nick Moran, VRT
		James Mundell, VRT
		Leslie Pedrosa, VRT
		Ken Pidjeon, Citizen
		Keny Pouncey, MVT
		Randy Reese, VRT
		Jason Rose, VRT
		Walter Steed, RAC
		Kyle Street, VRT
		Alissa Taysom, VRT
		Martin Ward, VRT

- I. **Calling of the Roll** - Chair Alexis Pickering called the meeting to order, with a quorum present by phone and in-person at 11:00.
- II. **Agenda Additions/Changes** - none
- III. **Consent Agenda**
Consent agenda items consisted of the following:
 - A. **ACTION: Minutes of the April 6, 2026, Executive Board Meeting**
 - B. **ACTION: Demand Response Bus Purchase**
 - C. **ACTION: Transportation Improvement Plan 2027-2031**
 - D. **ACTION: Payment Registers 3-16-26 through 4-15-26 and 4-16-26 through 5-15-26**
 - E. **ACTION: Approve Resolution VEB26-005 On-Call Marketing and Creative Services Contract**

Lantz McGinnis-Brown made a motion to approve the consent agenda as presented; La
McLean seconded. The motion passed unanimously.

Item III. B.

IV. Executive Board - Action Items

A. ACTION: Proposed Agenda for the August Board of Directors' Meeting

Page 29 | Elaine Clegg

Elaine Clegg proposed the FY2027 agenda for the August 2026 Board of Directors' meeting and acknowledge there may be a need by staff to add, remove or move items from that agenda. Currently, all policies are listed as consent items; however, some may need to be moved to action items based on the language included.

Joe Stear moved to recommend the proposed 2027 agenda be presented to the Board of Directors at the August 2026 meeting, allowing for changes to be made as needed; Jordan Morales seconded. The motion passed unanimously.

B. ACTION: FY2027 Preliminary Budget

Jason Jedry reviewed the FY2027 Preliminary Budget. Following discussion, the Executive Board recommended approval of the preliminary budget by the Board of Directors and authorized its release for public review.

Lantz McGinnis-Brown asked about the potential impact of reduced marketing expenses on advertising revenue. Elaine Clegg clarified that advertising revenue is managed separately and there are plans to hire an account specialist to support sales, expecting continued growth in advertising sales.

Jordan Morales moved to recommend the FY2027 Preliminary Budget be presented to the Board of Directors at the August 2026 meeting; Lantz McGinnis-Brown seconded. The motion passed unanimously.

C. FY2027 Budget Public Hearing Date

Jason Jedry

Jason Jedry recommended the Executive Board set the public hearing date for the FY2027 Budget as August 3, 2026, at the regularly scheduled Board of Directors meeting.

Jordan Morales moved to set the FY2027 Budget public hearing date for August 3, 2026; Lauren McLean seconded the motion. The motion passed unanimously.

D. ACTION: Asset Disposal Public Hearing Request

Leslie Pedrosa presented the proposed list of assets slated for disposal in FY2027 and requested the Executive Board set the public hearing for August 3, 2026, at the regularly scheduled Board of Directors meeting.

Joe Stear made a motion to set the FY2027 budget hearing date for August 3, 2026; Lantz McGinnis-Brown seconded. The motion passed unanimously.

V. Executive Board - Information Items

A. INFORMATION: Title VI Update

Kate Dahl provided an information update on the Title VI document, outlining the purpose, reasons for updating, key policy changes, and the schedule for approval, including the elimination of the disparate impact section and updates to demographic data, service changes, and public engagement activities.

B. INFORMATION: FY2026 Procurement Calendar

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

VI. Executive Session

The Executive Board convened into Executive Session at 11:25 Pursuant to Idaho Code 74-206, identifying specific paragraph b) Personnel Issues by a motion from Lantz McGinnis-Brown and seconded by Jordan Morales.

Board members present were Chair Alexis Pickering, Lauren McLean, Jordan Morales, Joe Stear, Todd Lavoie, Dale Reynolds and Lantz McGinnis-Brown.

The Executive Session closed at 11:52, with no actions taken during the meeting.

VII. Department/Staff Reports

A. INFORMATION: Department/Staff Reports

The most current department/staff reports were included in the packet for information. Executive Board members were encouraged to read them as they contain important information.

VIII. Adjournment – The meeting was adjourned at 11:52.

Next VRT Executive Board Meeting:

August 3, 2026 (followed by the Board of Directors meeting)

VRT Boardroom

700 NE 2nd Street

Meridian, ID 83642



AUTHORIZATION FOR EXPENDITURE

BOARD OF DIRECTORS

PROCUREMENT DESCRIPTION: Non-Emergency Medical Transportation Service Provider Contract Modification

TOTAL COST: Not to exceed \$1,080,000

PURPOSE/ACTION: Valley Regional Transit (VRT) contracts with service providers for non-emergency medical transportation in Ada and Canyon County.

SCOPE OF WORK: The service providers agree to provide non-emergency medical transportation to designated locations as part of the Rides2Wellness programs in Ada and Canyon County and the Meridian Veteran's Shuttle program.

DISCUSSION: Service providers are reimbursed a standard boarding fee and a mileage reimbursement for each eligible trip. Eligible trips are scheduled for patients of Veterans Administration Medical Center, St. Luke's, Saint Alphonsus Regional Medical Center, and other designated clinics. VRT tracks each service providers monthly reimbursements to ensure budget adherence.

Ridership and the cost to provide the trip has increased more than the budget anticipated. Ridership has increased 37% and the average cost per trip increased more than \$2.00. Factors driving the increases include changes to Medicare coverage, changes to transportation benefits provided by healthcare, and fuel costs.

The healthcare systems, Saint Alphonsus and St. Luke's, strive to have services continue to operate at the current demand. They have agreed to pay the local match needed to increase the budget and VRT has the federal funds available to match.

The current budget for non-emergency medical transportation service providers is \$700,000. With the increased funding, the budget for fiscal year 2026 will be \$1,080,000. Ada County services budget is \$890,000 and the Canyon County services budget is \$190,000.

ALTERNATIVES: Not providing transportation for these non-emergency medical trips fails to fill a needed gap for patients who need transportation to critical appointments.

FISCAL IMPACT: The current budget was included in the fiscal year 2026 budget, Resolution VBD25-036, approved on August 8, 2025, and 2026 Budget Amendment #1 VBD26-009, approved on January 5, 2026.

The increased budget will not exceed \$1,080,000. Ada County Rides2Wellness budget will not exceed \$837,000. Canyon County Rides2Wellness budget will not exceed \$190,000. Meridian Veteran's Shuttle will not exceed \$53,000.

RECOMMENDATION/JUSTIFICATION: VRT issued RFP 2021-11-19 and followed procurement guidelines and policy for procuring services. Each service provider has been approved to provide non-emergency medical transportation services in Ada and Canyon County.

RESOLUTION NUMBER: VBD26-020

POST RFP/FINAL SELECTION OF PROJECT: VRT staff recommends the Board of Directors approve Resolution VBD26-020 and authorize contract modifications for non-emergency medical transportation service providers with a not to exceed amount of \$1,080,000 for fiscal year 2026. The service providers are:

Trinity Transport
Serenity Transportation
YB NOW, LLC

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: 8/3/2026

Resolution Number: VBD26-020





VALLEY REGIONAL TRANSIT BOARD RESOLUTION

NON-EMERGENCY MEDICAL TRANSPORTATION SERVICE PROVIDER CONTRACT MODIFICATION RESOLUTION VBD26-020

BY THE BOARD OF VALLEY REGIONAL TRANSIT APPROVING THE CONTRACT MODIFICATION FOR RIDES2WELLNESS SERVICE PROVIDERS FOR NON-EMERGENCY MEDICAL TRANSPORTATION SERVICES IN ADA AND CANYON COUNTY

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, Valley Regional Transit envisions a region with transportation choices designed to meet the needs of the citizens and businesses; and

WHEREAS, Valley Regional Transit envisions those transportation choices will support livable, healthy and sustainable communities; and

WHEREAS, Valley Regional Transit works to secure funding to support non-emergency medical trips for patients who need transportation to critical appointments; 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 8, 2025 and 2026 Budget Amendment #1 Resolution VBD26-009 as approved by the VRT on January 5, 2026; 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, due to an increase in ridership and fuel expenses, additional funds were needed to continue operating at the current service levels and a contract modification is required to increase the not-to-exceed amount for Rides2Wellness service providers; and

WHEREAS, VRT has secured the local match required for the modifications with the healthcare system partners, Saint Alphonsus and St. Luke’s; 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 VBD26-020 for a contract modification with non-emergency medical transportation service providers following procurement RFP 2021-11-19, not to exceed \$1,080,000 for Rides2Wellness services for fiscal year 2026. The service providers are Serenity Transportation, Trinity Transport, and YB NOW, LLC.

Section 2. That the Board of Valley Regional Transit rescind Resolution VBD25-041 with the approval of Resolution VBD26-020.

Section 3. That the Board of Valley Regional Transit delegates authority to the CEO to finalize and execute the contract modifications.

Section 4. That this Resolution 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 3rd day of August 2026.

APPROVED by the Board Chair this 3rd day of August 2026.

APPROVED:

CHAIR

ATTEST:

EXECUTIVE ASSISTANT



TOPIC	Transportation Improvement Program
DATE	August 3, 2026
STAFF MEMBER	Randall Reese

Staff Recommendation/Request

This is an action item. Staff recommends the Board of Directors accept the approval of the Resolution VEB26-004 by the Executive Board of the Transportation Improvement Program (TIP 27-31) FY2027 through FY 2031

Summary

Valley Regional Transit (VRT) Executive Board Approved VEB26-004 in support of the TIP 27-31 at the June meeting. VRT needs to update the TIP annually to reflect recommended public transportation projects and provide those updates to COMPASS for consideration in the annual TIP adoption process.

The Board of Directors has delegated this task to the Executive Board to empower the CEO of VRT to submit the FY2027 through FY2031 recommended TIP to COMPASS for consideration in the Metropolitan Transportation Improvement Program. The action today is to accept the approval of the resolution.

Implication

If the TIP is not updated in a timely fashion the projects funded by federal funding the VRT relies on may be delayed.

More Information

For detailed information, contact:

Randall Reese
Grants Administrator
rreese@ridevrt.org
(208) 258-2795

VALLEY REGIONAL TRANSIT EXECUTIVE BOARD RESOLUTION

TRANSPORTATION IMPROVEMENT PROGRAM FY2027 THROUGH FY20301 RESOLUTION VEB26-004

BY THE EXECUTIVE BOARD OF VALLEY REGIONAL TRANSIT APPROVING THE FY2027 THROUGH FY2031 RECOMMENDED TRANSPORTATION IMPROVEMENT PROGRAM FOR PUBLIC TRANSPORTATION, AND AUTHORIZATION FOR THE CHIEF EXECUTIVE OFFICER TO SUBMIT THE RECOMMENDED TIP TO COMPASS:

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, 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, VRT relies on federal assistance for capital, operating, and planning projects based on the amounts stated in transportation authorization bills adopted by Congress; and

WHEREAS, the Valley Regional Transit Board of Directors granted authority to the Executive Board to approve the federally required Transportation Improvement Program, amend the TIP as needed, and submit TIP documents to COMPASS for consideration in MPO TIP processes in Resolution VBD20-004 on January 6, 2020.

WHEREAS, before VRT can access federal assistance, the projects must be in the metropolitan Transportation Improvement Program (TIP) and the state Transportation Improvement Program (STIP); and

WHEREAS, VRT needs to update the TIP annually to reflect recommended public transportation projects, and provide those updates to COMPASS for consideration in the annual TIP adoption process;

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 EXECUTIVE BOARD OF VALLEY REGIONAL TRANSIT:

Section 1. That the Executive Board of Valley Regional Transit approves the FY2027 through FY2031 Recommended Transportation Improvement Program for Public Transportation Projects.

Section 2. That the Executive Board authorizes the Chief Executive Officer to submit the FY2027 through FY2031 recommended TIP to COMPASS for consideration in the Metropolitan Transportation Improvement Program.

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

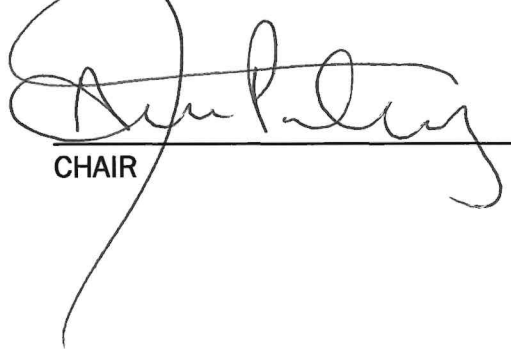
ADOPTED by the Executive Board of Valley Regional Transit, this 1st day of June 2026.

APPROVED by the Executive Board Chair, this 1st day of June 2026.

ATTEST:


EXECUTIVE ASSISTANT

APPROVED:


CHAIR



2027-2031 VRT TIP

5307 LU - VRT			2027			2028			2029			2030			2031		
Key Number	Project	Match Ratio	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount
19041	Specialized Transportation Operations	50/50	\$ 3,817,675	\$ 3,817,675	\$ 7,635,350	\$ 3,817,675	\$ 3,817,675	\$ 7,635,350	\$ 3,817,675	\$ 3,817,675	\$ 7,635,350	\$ 3,817,675	\$ 3,817,675	\$ 7,635,350	\$ 3,817,675	\$ 3,817,675	\$ 7,635,350
	Fixed Route Operations	50/50															
19137	Preventive Maintenance	80/20	\$ 3,327,392	\$ 831,848	\$ 4,159,240	\$ 3,327,392	\$ 831,848	\$ 4,159,240	\$ 3,327,392	\$ 831,848	\$ 4,159,240	\$ 3,327,392	\$ 831,848	\$ 4,159,240	\$ 3,327,392	\$ 831,848	\$ 4,159,240
	Demand Response	80/20															
18854	Program Support Admin	80/20	\$ 1,874,519	\$ 3,817,675	\$ 2,343,149	\$ 1,874,519	\$ 3,817,675	\$ 2,343,149	\$ 1,874,519	\$ 3,817,675	\$ 2,343,149	\$ 1,874,519	\$ 3,817,675	\$ 2,343,149	\$ 1,874,519	\$ 3,817,675	\$ 2,343,149
	Short Range Transit Planning	80/20															
18788	Mobility Management Implementation	80/20															
	Transit Capital	80/20															
5307 LU - VRT			\$ 9,019,586	\$ 8,467,198	\$ 14,137,739	\$ 9,019,586	\$ 8,467,198	\$ 14,137,739	\$ 9,019,586	\$ 8,467,198	\$ 14,137,739	\$ 9,019,586	\$ 8,467,198	\$ 14,137,739	\$ 9,019,586	\$ 8,467,198	\$ 14,137,739

5307 SU - VRT																	
Key Number	Project	Match Ratio	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount
18786	Specialized Transportation Operations	50/50	\$ 1,813,400	\$ 1,813,400	\$ 3,626,800	\$ 1,813,400	\$ 5,821,950	\$ 7,635,351	\$ 1,813,402	\$ 5,821,950	\$ 7,635,352	\$ 1,813,403	\$ 5,821,950	\$ 7,635,353	\$ 1,813,404	\$ 5,821,950	\$ 7,635,354
	Fixed Route Operations	50/50															
18914	Preventive Maintenance	80/20	\$ 1,346,139	\$ 336,535	\$ 1,682,674	\$ 1,346,140	\$ 336,535	\$ 1,682,675	\$ 1,346,141	\$ 336,535	\$ 1,682,676	\$ 1,346,142	\$ 336,535	\$ 1,682,677	\$ 1,346,143	\$ 336,535	\$ 1,682,678
	Demand Response	80/20															
18842	Program Support Admin	80/20	\$ 1,374,289	\$ 343,542	\$ 1,717,831	\$ 1,374,290	\$ 343,542	\$ 1,717,832	\$ 1,374,291	\$ 343,542	\$ 1,717,833	\$ 1,374,292	\$ 343,542	\$ 1,717,834	\$ 1,374,293	\$ 343,542	\$ 1,717,835
	Short Range Transit Planning	80/20															
18781	Mobility Management Implementation	80/20															
	Transit Capital	80/20	\$ 534,974	\$ 133,744	\$ 668,718												
5307 SU - VRT			\$ 5,068,802	\$ 2,627,221	\$ 7,696,023	\$ 4,533,831	\$ 6,502,027	\$ 11,035,858	\$ 4,533,834	\$ 6,502,027	\$ 11,035,861	\$ 4,533,837	\$ 6,502,027	\$ 11,035,864	\$ 4,533,840	\$ 6,502,027	\$ 11,035,867

5307 SU - VRT/Treasure Valley Transit																	
Key Number	Project	Match Ratio	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount
20043	Beyond ADA Operating Assistance	50/50	\$ 252,000	\$ 252,000	\$ 504,000												
5307 SU - VRT			\$ 252,000	\$ 252,000	\$ 504,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

5339(b&c) LU - VRT																	
Key Number	Project	Match Ratio	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount
24763	Towne Square & Buses	80/20	\$ 15,237,776	\$ 3,809,444	\$ 19,047,220												
25217	Orchard Street Fueling	80/20				\$ 5,053,440	\$ 1,263,360	\$ 6,316,800									
5307 LU - VRT			\$ 15,237,776	\$ 3,809,444	\$ 19,047,220	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

5339 LU TIP - VRT																	
Key Number	Project	Match Ratio	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount
19122	Transit Capital	80/20															
5339 LU TIP - VRT			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

5339 SU TIP - ITD/VRT																	
Key Number	Project	Match Ratio	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount
20136e	Transit Capital	80/20	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

5310 LU - VRT																	
Key Number	Project	Match Ratio	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount
19691	Acquisition of Service	80/20	\$ 741,104	\$ 185,276	\$ 926,380	\$ 621,822	\$ 155,456	\$ 777,278	\$ 621,822	\$ 155,456	\$ 777,278	\$ 621,822	\$ 155,456	\$ 777,278	\$ 621,822	\$ 155,456	\$ 777,278
			\$ 741,104	\$ 185,276	\$ 926,380	\$ 621,822	\$ 155,456	\$ 777,278	\$ 621,822	\$ 155,456	\$ 777,278	\$ 621,822	\$ 155,456	\$ 777,278	\$ 621,822	\$ 155,456	\$ 777,278

5310 SU TIP - ITD/VRT																	
Key Number	Project	Match Ratio	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount
19464a	Acquisition of Service	80/20	\$ 394,656	\$ 98,664	\$ 493,320	\$ 394,656	\$ 98,664	\$ 493,320	\$ 394,656	\$ 98,664	\$ 493,320	\$ 394,656	\$ 98,664	\$ 493,320	\$ 394,656	\$ 98,664	\$ 493,320
			\$ 394,656	\$ 98,664	\$ 493,320	\$ 394,656	\$ 98,664	\$ 493,320	\$ 394,656	\$ 98,664	\$ 493,320	\$ 394,656	\$ 98,664	\$ 493,320	\$ 394,656	\$ 98,664	\$ 493,320

5310 Rural - ITD/VRT																	
Key Number	Project	Match Ratio	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount
19464c	Acquisition of Service	80/20	\$ 74,000	\$ 18,000	\$ 92,000	\$ 74,000	\$ 18,000	\$ 92,000	\$ 74,000	\$ 18,000	\$ 92,000	\$ 74,000	\$ 18,000	\$ 92,000	\$ 74,000	\$ 18,000	\$ 92,000
			\$ 74,000	\$ 18,000	\$ 92,000	\$ 74,000	\$ 18,000	\$ 92,000	\$ 74,000	\$ 18,000	\$ 92,000	\$ 74,000	\$ 18,000	\$ 92,000	\$ 74,000	\$ 18,000	\$ 92,000

STBG/CRP LU - VRT																	
Key Number	Project	Match Ratio	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount
22815	Transit Capital	92.66:7.34	\$ 1,522,000.00	\$ 121,000	\$ 1,643,000												
23671	Transit Capital	92.66:7.34				\$ 1,491,000.00	\$ 118,000	\$ 1,609,000									

23673	Transit Capital	92.66:7.34							\$ 1,460,000.00	\$ 116,000.00	\$ 1,576,000.00						
24220	Transit Capital	92.66:7.34										\$ 1,430,000.00	\$ 113,000.00	\$ 1,543,000.00			
24643	Transit Capital	92.66:7.34													\$ 1,400,000.00	\$ 113,000.00	\$ 1,511,000.00
			\$ 1,522,000	\$ 121,000	\$ 1,643,000	\$ 1,481,000	\$ 118,000	\$ 1,609,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

STBG-TMA - VRT

Key Number	Project	Match Ratio	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount
23943	Safe Routes to School - Ada County	92.66:7.34	\$ 259,000	\$ 21,000	\$ 280,000	\$ 259,000	\$ 21,000	\$ 280,000	\$ 259,000	\$ 21,000	\$ 280,000	\$ 259,000	\$ 21,000	\$ 280,000	\$ 259,000	\$ 21,000	\$ 280,000
		Key Number															
			\$ 259,000	\$ 21,000	\$ 280,000	\$ 259,000	\$ 21,000	\$ 280,000	\$ 259,000	\$ 21,000	\$ 280,000	\$ 259,000	\$ 21,000	\$ 280,000	\$ 259,000	\$ 21,000	\$ 280,000

STBG-U - VRT

Key Number	Project	Match Ratio	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount
22922	Safe Routes to School Canyon County	92.66:7.34	\$ 46,000	\$ 4,000	\$ 50,000	\$ 46,000	\$ 4,000	\$ 50,000	\$ 46,000	\$ 4,000	\$ 50,000	\$ 46,000	\$ 4,000	\$ 50,000	\$ 46,000	\$ 4,000	\$ 50,000
		Key Number															
			\$ 46,000	\$ 4,000	\$ 50,000	\$ 46,000	\$ 4,000	\$ 50,000	\$ 46,000	\$ 4,000	\$ 50,000	\$ 46,000	\$ 4,000	\$ 50,000	\$ 46,000	\$ 4,000	\$ 50,000

TAP U - VRT

Key Number	Project	Match Ratio	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount	Federal	Local	TIP Total Amount
22922	Safe Routes to School Canyon County	92.66:7.34	\$ 100,000	\$ 8,000	\$ 108,000	\$ 100,000	\$ 8,000	\$ 108,000	\$ 100,000	\$ 8,000	\$ 108,000	\$ 100,000	\$ 8,000	\$ 108,000	\$ -	\$ -	\$ -
		Key Number															
			\$ 100,000	\$ 8,000	\$ 108,000	\$ 100,000	\$ 8,000	\$ 108,000	\$ 100,000	\$ 8,000	\$ 108,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -



TOPIC	FY2027 Operating and Capital Budget
DATE	August 3, 2026
STAFF MEMBER	Jason Jedry

Staff Recommendation/Request

Staff recommends the Board approve Resolution VBD26-026 to adopt the FY2027 operating and capital budget. The budget includes several cost drivers that are largely outside of Valley Regional Transit's (VRT's) control. VRT has worked to minimize the overall budget impact by proposing a modest wage increase and reducing expenses where doing so would not negatively affect current service levels or long-term organizational resilience. Key highlights are summarized below.

Highlights

Typical Budget Process Outline:

- The VRT Board must adopt an annual budget prior to the beginning of each fiscal year.
- Staff works on service and program planning at the beginning of the fiscal year, Q1, using the Transportation Development Plan (TDP) as a basis.
- Staff uses a cost allocation methodology approved by the Board to calculate preliminary budget requests for each local partner's proportionate share of local costs as the starting point for capital and service needs
- Development of capital and service budgets begins in Q2 of each fiscal year, led by department chiefs and directors.
- Staff works with jurisdiction staff and elected officials in local governments and other funding partners to develop budget requests based on the cost allocation methodology and desired levels of service.
- Staff makes presentations and has work sessions and meetings with local partners to present preliminary budget needs and answer questions.
- Service change proposals, if any, are vetted with the public and local partners.
- Staff compiles all department budget projections and reviews for significant changes from the previous year and explores cost savings.
- Staff presents final budget requests and service plans to local partners for consideration during the budget process.
- The Executive Board receives an information item on the preliminary budget, sets a public hearing date for the budget, and makes a recommendation to the Board.
- The Board holds a public hearing, typically at the August Board meeting, and considers the proposed budget.

FY2027 Preliminary Budget:

Overall, the budget reflects a 7% decrease driven by a 3% increase in the operating budget and a 61% reduction in the capital budget, key items of note include:

Budget items VRT has little control over

- Budget for 26% increase in general liability insurance driven by national cost increases and the purchase of 13 new buses and 12 ACCESS vehicles
- Higher than usual overall increase in operations budgets in both Ada and Canyon Counties due to inflation, especially on parts, supplies, and health care premium increases which are part of negotiated contracts
- Budget for an estimated 3% health insurance cost increase

Budgeted increase for employees

- Budget for a 5% wage pool increase, this includes adjustments to minimum based on the adjusted salary rate schedule approved by the board as well as a cola and merit increase.

Information Technology 30% increase

- Materials and supplies increased as replacement of IT assets has been deferred as long as possible
- Leases and rentals increased due to the ERP system transitioning from implementation to ongoing operations and support, resulting in costs now being reflected as operating expenses rather than capital expenses

Specialized Transportation

- Purchased transportation increased due to the addition of vanpool service in Canyon County and increased utilization of Lyft services

Attachments:

FY2027 Notice of Public Hearing

FY2026/FY2027 Budget Year-over-Year Comparison by Division

FY2027 Budget Summary by Budget Area

Resolution VBD26-026

FY2027 Capital Budget Detail

FY2027 Local Jurisdiction Funding Summary

FY2027 Unified Planning Work Program

For detailed information, contact:

Jason Jedry
Chief Financial Officer
jjedry@ridevrt.org
208-258-2709



**NOTICE OF PUBLIC HEARING
VALLEY REGIONAL TRANSIT – BOARD CONSIDERATION OF FY2027 BUDGET**

In accordance with Idaho Code Title 40 Chapter 21, Section 12, Valley Regional Transit (VRT), the regional public transit authority for Ada and Canyon counties, notifies the public that it intends to review and consider for adoption a budget for Fiscal Year 2027.

Notice is hereby given that public comment is being sought regarding the proposed budget. A public hearing will be held during the VRT Board of Directors meeting on Monday, August 3, 2026, at the VRT administrative offices (700 NE 2nd St., Meridian, ID 83642) at 12 p.m. or as soon as possible thereafter.

Members of the public are welcome to make comments during the public hearing in person or remotely, a link for which is available at ridevrt.org/governance. Comments should be limited to no more than three (3) minutes.

Comments may also be submitted by 4 p.m. Friday, July 31, 2026, via:

- Mail, to: Valley Regional Transit, attn: FY2027 Budget Hearing, 700 NE 2nd St, Ste. 100, Meridian, ID 83642.
- Fax, to: (208) 846-8564, Subject: FY2027 Budget Hearing.
- Email, to: records@ridevrt.org, Subject: FY2027 Budget Hearing

All comments will be provided to the VRT Board of Directors for review.

**Fiscal Year 2027
Budget Summary by Budget Area**

REVENUES		EXPENSES	
Regional Overhead		Regional Overhead	
Directly Generated Revenues	\$ -	Wages and Salaries	\$ 2,450,156
Auxiliary Revenues	(967,152)	Fringe Benefits	1,699,046
Non Transportation Revenues	-	Professional Services	1,486,953
Federal Assistance	(4,353,529)	Materials and Supplies	430,730
Local Assistance	(2,623,082)	Utilities	74,069
TOTAL	\$ (7,943,763)	Casualty and Liability	111,109
		Purchased Transportation	-
		Miscellaneous	896,725
		Subrecipient Pass Through	609,000
		Interest	14,007
		Leases and Rentals	171,968
		TOTAL	\$ 7,943,763
Ada County Transportation Services		Ada County Transportation Services	
Directly Generated Revenues	\$ (733,294)	Wages and Salaries	\$ 6,556,445
Auxiliary Revenues	-	Fringe Benefits	5,156,601
Federal Assistance	(5,463,321)	Professional Services	828,867
Local Assistance	(9,314,026)	Materials and Supplies	1,415,302
Draw from Surplus Fund Balance	-	Utilities	171,780
TOTAL	\$ (15,510,641)	Casualty and Liability	849,762
		Purchased Transportation	-
		Miscellaneous	61,955
		Interest	138,672
		Leases and Rentals	331,257
		TOTAL	\$ 15,510,641
Canyon County Transportation Services		Canyon County Transportation Services	
Directly Generated Revenues	\$ (90,897)	Wages and Salaries	\$ 1,818,651
Auxiliary Revenues	-	Fringe Benefits	966,532
Federal Assistance	(2,605,150)	Professional Services	282,720
Local Assistance	(1,607,467)	Materials and Supplies	767,233
Draw from Surplus Fund Balance	-	Utilities	73,794
TOTAL	\$ (4,303,514)	Casualty and Liability	364,184
		Purchased Transportation	-
		Miscellaneous	30,400
		Interest	-
		Leases and Rentals	-
		TOTAL	\$ 4,303,514
Specialized Transportation Services		Specialized Transportation Services	
Directly Generated Revenues	\$ -	Wages and Salaries	\$ 511,689
Auxiliary Revenues	-	Fringe Benefits	429,618
Federal Assistance	(2,692,152)	Professional Services	295,350
Local Assistance	(1,224,760)	Materials and Supplies	57,200
TOTAL	\$ (3,916,912)	Utilities	-
		Casualty and Liability	359,255
		Purchased Transportation	2,251,800
		Miscellaneous	12,000
		Interest	-
		Leases and Rentals	-
		TOTAL	\$ 3,916,912
Capital Projects		Capital Projects	
Federal Capital Assistance	\$ (1,914,823)	VRT	\$ 2,148,750
Local Capital Assistance	(233,927)	Subrecipient - Pass Through	181,570
Subrecipient Pass Through	(181,570)	TOTAL	\$ 2,330,320
Draw from Surplus Fund Balance	-		
TOTAL	\$ (2,330,320)		
Grand Total Revenues, All Sources	\$ (34,005,151)	Grand Total Expenses	\$ 34,005,151

Valley Regional Transit
FY2027 Budget Year-over-Year Comparison by Division

Base Budget Revenues			Regional Administration			Communications		
			11			12		
Category	2026	2027	% Diff	2026	2027	% Diff		
401 Directly Generated Funds	\$ -	\$ -	0%	\$ -	\$ -	0%		
402 Purchased Transportation	\$ -	\$ -	0%	\$ -	\$ -	0%		
403 Auxillary Revenue	\$ -	\$ -	0%	\$ (770,100)	\$ (923,867)	20%		
404 Non-Transportation Revenue	\$ -	\$ -	0%	\$ -	\$ -	0%		
405 Federal Assistance - Capital	\$ -	\$ -	0%	\$ -	\$ -	0%		
406 Federal Assistance - Operating/Administration	\$ -	\$ -	0%	\$ (1,199,506)	\$ (977,482)	-19%		
407 Local Assistance - Capital	\$ -	\$ -	0%	\$ -	\$ -	0%		
408 Local Assistance - Operating/Administration	\$ (1,566,342)	\$ (1,574,919)	1%	\$ (300,876)	\$ (97,287)	-68%		
Total Base Budget Revenues	\$ (1,566,342)	\$ (1,574,919)		\$ (2,270,482)	\$ (1,998,636)			
Draw from Surplus Fund Balance								
Total Revenues, All Resources				\$ (1,574,919)	\$ (1,998,636)			
Base Budget Expenses			Regional Administration			Communications		
			11			12		
Category	2026	2027	% Diff	2026	2027	% Diff		
501 Wages and Salaries	\$ 599,600	\$ 568,041	-5%	\$ 379,064	\$ 424,637	12%		
502 Fringe Benefits	\$ 410,135	\$ 378,603	-8%	\$ 252,068	\$ 293,598	16%		
503 Professional Services	\$ 256,473	\$ 314,923	23%	\$ 1,351,150	\$ 1,010,400	-25%		
504 Materials and Supplies	\$ 27,950	\$ 39,600	42%	\$ 151,200	\$ 154,000	2%		
505 Utilities	\$ 4,800	\$ 5,450	14%	\$ 5,000	\$ 6,000	20%		
506 Casualty and Liability	\$ 101,009	\$ 111,109	10%	\$ -	\$ -	0%		
508 Purchased Transportation	\$ -	\$ -	0%	\$ -	\$ -	0%		
509 Miscellaneous	\$ 127,975	\$ 119,700	-6%	\$ 132,000	\$ 110,000	-17%		
511 Interest	\$ -	\$ 2,867	0%	\$ -	\$ -	0%		
512 Leases and Rentals	\$ 38,400	\$ 34,626	-10%	\$ -	\$ -	0%		
514 Capital	\$ -	\$ -	0%	\$ -	\$ -	0%		
Total Base Budget Expenses	\$ 1,566,342	\$ 1,574,919	1%	\$ 2,270,482	\$ 1,998,636	-12%		
% Difference in Base Budget				1%	-12%			

Valley Regional Transit
FY2027 Budget Year-over-Year Comparison by Division

Base Budget Revenues	Program Administration Support			Information technology		
	13			14		
Category	2026	2027	% Diff	2026	2027	% Diff
401 Directly Generated Funds	\$ -	\$ -	0%	\$ -	\$ -	0%
402 Purchased Transportation	\$ -	\$ -	0%	\$ -	\$ -	0%
403 Auxillary Revenue	\$ -	\$ -	0%	\$ (40,800)	\$ (43,285)	6%
404 Non-Transportation Revenue	\$ -	\$ -	0%	\$ -	\$ -	0%
405 Federal Assistance - Capital	\$ (2,639,311)	\$ (2,096,393)	-21%	\$ (1,598,516)	\$ -	-100%
406 Federal Assistance - Operating/Administration	\$ (2,420,049)	\$ (1,832,254)	-24%	\$ (531,073)	\$ (1,059,556)	100%
407 Local Assistance - Capital	\$ (307,009)	\$ (233,927)	-24%	\$ (201,184)	\$ -	-100%
408 Local Assistance - Operating/Administration	\$ (280,940)	\$ (280,168)	0%	\$ (664,487)	\$ (503,849)	-24%
Total Base Budget Revenues	\$ (5,647,308)	\$ (4,442,742)		\$ (3,036,060)	\$ (1,606,689)	
Draw from Surplus Fund Balance						
Total Revenues, All Resources	\$ (4,442,742)			\$ (1,606,689)		
Base Budget Expenses	Program Administration Support			Information technology		
	13			14		
Category	2026	2027	% Diff	2026	2027	% Diff
501 Wages and Salaries	\$ 789,304	\$ 850,527	8%	\$ 295,267	\$ 305,359	3%
502 Fringe Benefits	\$ 480,288	\$ 553,995	15%	\$ 187,818	\$ 220,502	17%
503 Professional Services	\$ 153,000	\$ 78,000	-49%	\$ 63,500	\$ 83,500	31%
504 Materials and Supplies	\$ 3,900	\$ 3,900	0%	\$ 29,000	\$ 170,000	486%
505 Utilities	\$ -	\$ -	0%	\$ 60,400	\$ 60,400	0%
506 Casualty and Liability	\$ -	\$ -	0%	\$ -	\$ -	0%
508 Purchased Transportation	\$ 1,328,306	\$ 609,000	-54%	\$ -	\$ -	0%
509 Miscellaneous	\$ 19,000	\$ 17,000	-11%	\$ 575,776	\$ 618,445	7%
511 Interest	\$ -	\$ -	0%	\$ -	\$ 11,140	0%
512 Leases and Rentals	\$ -	\$ -	0%	\$ 24,600	\$ 137,342	458%
514 Capital	\$ -	\$ 2,330,320	0%	\$ -	\$ -	0%
Total Base Budget Expenses	\$ 2,773,798	\$ 4,442,742	60%	\$ 1,236,360	\$ 1,606,689	30%
	\$ 2,773,798	\$ 2,112,422		\$ 1,236,360	\$ 1,606,689	
% Difference in Base Budget	-24%			30%		

Valley Regional Transit
FY2027 Budget Year-over-Year Comparison by Division

Base Budget Revenues	Boise Fixed Route			ADA Paratransit (Demand Response)		
	21			22		
Category	2026	2027	% Diff	2026	2027	% Diff
401 Directly Generated Funds	\$ (657,549)	\$ (690,427)	5%	\$ (41,619)	\$ (42,867)	3%
402 Purchased Transportation	\$ -	\$ -	0%	\$ -	\$ -	0%
403 Auxillary Revenue	\$ -	\$ -	0%	\$ -	\$ -	0%
404 Non-Transportation Revenue	\$ -	\$ -	0%	\$ -	\$ -	0%
405 Federal Assistance - Capital	\$ (25,213,650)	\$ -	-100%	\$ -	\$ -	0%
406 Federal Assistance - Operating/Administration	\$ (3,951,688)	\$ (4,151,288)	5%	\$ (1,184,745)	\$ (1,312,032)	11%
407 Local Assistance - Capital	\$ (6,913,988)	\$ -	-100%	\$ -	\$ -	0%
408 Local Assistance - Operating/Administration	\$ (7,074,003)	\$ (7,679,875)	9%	\$ (1,797,820)	\$ (1,634,151)	-9%
Total Base Budget Revenues	\$ (43,810,878)	\$ (12,521,591)		\$ (3,024,184)	\$ (2,989,051)	
Draw from Surplus Fund Balance						
Total Revenues, All Resources	\$ (12,521,591)			\$ (2,989,051)		
Base Budget Expenses	Boise Fixed Route			ADA Paratransit (Demand Response)		
	21			22		
Category	2026	2027	% Diff	2026	2027	% Diff
501 Wages and Salaries	\$ 5,042,500	\$ 5,243,386	4%	\$ 1,262,800	\$ 1,313,059	4%
502 Fringe Benefits	\$ 3,752,267	\$ 4,171,065	11%	\$ 1,145,729	\$ 985,536	-14%
503 Professional Services	\$ 748,550	\$ 720,093	-4%	\$ 153,550	\$ 108,774	-29%
504 Materials and Supplies	\$ 1,006,400	\$ 1,133,204	13%	\$ 230,000	\$ 282,098	23%
505 Utilities	\$ 144,100	\$ 136,080	-6%	\$ 28,300	\$ 35,700	26%
506 Casualty and Liability	\$ 440,427	\$ 594,834	35%	\$ 188,755	\$ 254,929	35%
508 Purchased Transportation	\$ -	\$ -	0%	\$ -	\$ -	0%
509 Miscellaneous	\$ 51,700	\$ 54,000	4%	\$ 9,050	\$ 7,955	-12%
511 Interest	\$ 137,000	\$ 138,672	1%	\$ -	\$ -	0%
512 Leases and Rentals	\$ 360,296	\$ 330,257	-8%	\$ 6,000	\$ 1,000	-83%
514 Capital	\$ 1,799,000	\$ -	-100%	\$ -	\$ -	0%
Total Base Budget Expenses	\$ 13,482,240	\$ 12,521,591	-7%	\$ 3,024,184	\$ 2,989,051	-1%
	\$ 14,707,424	\$ 15,510,641				
% Difference in Base Budget	5%					

Valley Regional Transit
FY2027 Budget Year-over-Year Comparison by Division

Base Budget Revenues	Canyon ADA (Demand Response)			Canyon Intercounty		
	32			33		
Category	2026	2027	% Diff	2026	2027	% Diff
401 Directly Generated Funds	\$ (68,122)	\$ (73,024)	7%	\$ (17,094)	\$ (17,874)	5%
402 Purchased Transportation	\$ -	\$ -	0%	\$ -	\$ -	0%
403 Auxillary Revenue	\$ -	\$ -	0%	\$ -	\$ -	0%
404 Non-Transportation Revenue	\$ -	\$ -	0%	\$ -	\$ -	0%
405 Federal Assistance - Capital	\$ (3,172,344)	\$ -	-100%	\$ -	\$ -	0%
406 Federal Assistance - Operating/Administration	\$ (1,140,852)	\$ (1,147,297)	1%	\$ (1,256,968)	\$ (1,457,853)	16%
407 Local Assistance - Capital	\$ (604,256)	\$ -	-100%	\$ -	\$ -	0%
408 Local Assistance - Operating/Administration	\$ (545,984)	\$ (581,086)	6%	\$ (882,416)	\$ (1,026,381)	16%
Total Base Budget Revenues	\$ (5,531,558)	\$ (1,801,406)		\$ (2,156,478)	\$ (2,502,107)	
Draw from Surplus Fund Balance						
Total Revenues, All Resources	\$ (1,801,406)			\$ (2,502,107)		
Base Budget Expenses	Canyon ADA (Demand Response)			Canyon Intercounty		
	32			33		
Category	2026	2027	% Diff	2026	2027	% Diff
501 Wages and Salaries	\$ 756,750	\$ 818,393	8%	\$ 927,827	\$ 1,000,258	8%
502 Fringe Benefits	\$ 386,114	\$ 426,686	11%	\$ 473,683	\$ 539,846	14%
503 Professional Services	\$ 120,221	\$ 124,232	3%	\$ 152,916	\$ 158,488	4%
504 Materials and Supplies	\$ 320,849	\$ 225,649	-30%	\$ 392,150	\$ 541,585	38%
505 Utilities	\$ 37,160	\$ 32,514	-13%	\$ 44,640	\$ 41,280	-8%
506 Casualty and Liability	\$ 122,589	\$ 163,883	34%	\$ 149,832	\$ 200,301	34%
508 Purchased Transportation	\$ -	\$ -	0%	\$ -	\$ -	0%
509 Miscellaneous	\$ 11,275	\$ 10,050	-11%	\$ 15,430	\$ 20,350	32%
511 Interest	\$ -	\$ -	0%	\$ -	\$ -	0%
512 Leases and Rentals	\$ -	\$ -	0%	\$ -	\$ -	0%
514 Capital	\$ 3,776,600	\$ -	-100%	\$ -	\$ -	0%
Total Base Budget Expenses	\$ 5,531,558	\$ 1,801,406	-67%	\$ 2,156,478	\$ 2,502,107	16%
	3,911,436	4,303,514				
% Difference in Base Budget	10%					

Valley Regional Transit
FY2027 Budget Year-over-Year Comparison by Division

Base Budget Revenues	Specialized Transportation			Mobility Management		
	41			42		
Category	2026	2027	% Diff	2026	2027	% Diff
401 Directly Generated Funds	\$ -	\$ -	0%	\$ -	\$ -	0%
402 Purchased Transportation	\$ -	\$ -	0%	\$ -	\$ -	0%
403 Auxillary Revenue	\$ -	\$ -	0%	\$ -	\$ -	0%
404 Non-Transportation Revenue	\$ -	\$ -	0%	\$ -	\$ -	0%
405 Federal Assistance - Capital	\$ (302,400)	\$ -	####	\$ -	\$ -	0%
406 Federal Assistance - Operating/Administration	\$ (2,547,898)	\$ (2,692,152)	6%	\$ (375,536)	\$ (484,237)	29%
407 Local Assistance - Capital	\$ (57,600)	\$ -	####	\$ -	\$ -	0%
408 Local Assistance - Operating/Administration	\$ (1,225,653)	\$ (1,224,760)	0%	\$ (282,051)	\$ (166,860)	-41%
Total Base Budget Revenues	\$ (4,133,551)	\$ (3,916,912)		\$ (657,587)	\$ (651,097)	
Draw from Surplus Fund Balance						
Total Revenues, All Resources	\$ (3,916,912)			\$ (651,097)		
Base Budget Expenses	Specialized Transportation			Mobility Management		
	41			42		
Category	2026	2027	% Diff	2026	2027	% Diff
501 Wages and Salaries	\$ 601,352	\$ 511,689	-15%	\$ 288,997	\$ 301,591	4%
502 Fringe Benefits	\$ 462,313	\$ 429,618	-7%	\$ 213,071	\$ 252,347	18%
503 Professional Services	\$ 869,000	\$ 295,350	-66%	\$ 20,130	\$ 130	-99%
504 Materials and Supplies	\$ 145,200	\$ 57,200	-61%	\$ 35,100	\$ 63,230	80%
505 Utilities	\$ -	\$ -	0%	\$ 3,840	\$ 2,219	-42%
506 Casualty and Liability	\$ 335,686	\$ 359,255	7%	\$ -	\$ -	0%
508 Purchased Transportation	\$ 1,180,000	\$ 2,251,800	91%	\$ -	\$ -	0%
509 Miscellaneous	\$ 30,000	\$ 12,000	-60%	\$ 96,450	\$ 31,580	-67%
511 Interest	\$ -	\$ -	0%	\$ -	\$ -	0%
512 Leases and Rentals	\$ -	\$ -	0%	\$ -	\$ -	0%
514 Capital	\$ 360,000	\$ -	####	\$ -	\$ -	0%
Total Base Budget Expenses	\$ 3,983,551	\$ 3,916,912	-2%	\$ 657,587	\$ 651,097	-1%
	\$ 3,623,551	\$ 3,916,912				
% Difference in Base Budget	8%			-1%		

**Fiscal Year 2027
Budget Summary by Budget Area**

REVENUES		EXPENSES	
Regional Overhead		Regional Overhead	
Directly Generated Revenues	\$ -	Wages and Salaries	\$ 2,450,156
Auxiliary Revenues	(967,152)	Fringe Benefits	1,699,046
Non Transportation Revenues	-	Professional Services	1,486,953
Federal Assistance	(4,353,529)	Materials and Supplies	430,730
Local Assistance	(2,623,082)	Utilities	74,069
TOTAL	\$ (7,943,763)	Casualty and Liability	111,109
		Purchased Transportation	-
		Miscellaneous	896,725
		Subrecipient Pass Through	609,000
		Interest	14,007
		Leases and Rentals	171,968
		TOTAL	\$ 7,943,763
Ada County Transportation Services		Ada County Transportation Services	
Directly Generated Revenues	\$ (733,294)	Wages and Salaries	\$ 6,556,445
Auxiliary Revenues	-	Fringe Benefits	5,156,601
Federal Assistance	(5,463,321)	Professional Services	828,867
Local Assistance	(9,314,026)	Materials and Supplies	1,415,302
Draw from Surplus Fund Balance	-	Utilities	171,780
TOTAL	\$ (15,510,641)	Casualty and Liability	849,762
		Purchased Transportation	-
		Miscellaneous	61,955
		Interest	138,672
		Leases and Rentals	331,257
		TOTAL	\$ 15,510,641
Canyon County Transportation Services		Canyon County Transportation Services	
Directly Generated Revenues	\$ (90,897)	Wages and Salaries	\$ 1,818,651
Auxiliary Revenues	-	Fringe Benefits	966,532
Federal Assistance	(2,605,150)	Professional Services	282,720
Local Assistance	(1,607,467)	Materials and Supplies	767,233
Draw from Surplus Fund Balance	-	Utilities	73,794
TOTAL	\$ (4,303,514)	Casualty and Liability	364,184
		Purchased Transportation	-
		Miscellaneous	30,400
		Interest	-
		Leases and Rentals	-
		TOTAL	\$ 4,303,514
Specialized Transportation Services		Specialized Transportation Services	
Directly Generated Revenues	\$ -	Wages and Salaries	\$ 511,689
Auxiliary Revenues	-	Fringe Benefits	429,618
Federal Assistance	(2,692,152)	Professional Services	295,350
Local Assistance	(1,224,760)	Materials and Supplies	57,200
TOTAL	\$ (3,916,912)	Utilities	-
		Casualty and Liability	359,255
		Purchased Transportation	2,251,800
		Miscellaneous	12,000
		Interest	-
		Leases and Rentals	-
		TOTAL	\$ 3,916,912
Capital Projects		Capital Projects	
Federal Capital Assistance	\$ (1,914,823)	VRT	\$ 2,148,750
Local Capital Assistance	(233,927)	Subrecipient - Pass Through	181,570
Subrecipient Pass Through	(181,570)	TOTAL	\$ 2,330,320
Draw from Surplus Fund Balance	-		
TOTAL	\$ (2,330,320)		
Grand Total Revenues, All Sources	\$ (34,005,151)	Grand Total Expenses	\$ 34,005,151



VALLEY REGIONAL TRANSIT BOARD RESOLUTION

FISCAL YEAR 2027 Capital and Operating Budget RESOLUTION VBD26-026

BY THE BOARD OF VALLEY REGIONAL TRANSIT TO ADOPT THE FISCAL YEAR 2027 BUDGET TO SUPPORT VALLEY REGIONAL TRANSIT'S PROGRAM OF PROJECTS UNDER THE DIVISIONS OF REGIONAL PLANNING AND PROGRAM SUPPORT, COMMUNITY TRANSPORTATION, BOISE TRANSPORTATION MANAGEMENT AREA (TMA) TRANSIT SERVICES, AND NAMPA URBANIZED AREA (UZA) TRANSIT 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" (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, Idaho Code § 40-2108(2) and (5) provide that Valley Regional Transit, as a regional public transportation authority, 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 is required by Idaho Code § 40-2112(5) to adopt an annual budget not later than the Tuesday following the first Monday in September for the ensuing fiscal year; and

WHEREAS, Valley Regional Transit is required to include all federally and locally funded planning projects in the Unified Planning and Work Program Transportation Supplement adopted by the Community Planning Association of Idaho, the federally designated metropolitan planning organization for Ada and Canyon Counties, as a condition of receiving federal planning assistance funds; and

WHEREAS, Valley Regional Transit set a time and place for a public hearing on the annual budget, and met all the required notification and public posting requirements as outlined in Idaho Code Sections 40-2112(5) and 40-206; 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.

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

Section 1. That the Valley Regional Transit Board of Directors adopts the FY2027 Budget Analysis and Recommendations

Section 2. That the Valley Regional Transit Board of Directors adopts the Fiscal Year 2027 Budget:

- FY2027 Budget Summary by Budget Area
- Legal Notice of Public Hearing
- FY2027 Unified Planning Work Program

Section 3. That the Valley Regional Transit Board directs staff to submit the Unified Planning and Work Program (UPWP) to the Community Planning Association of Southwest Idaho for inclusion in the Transportation Supplement of the Unified Planning and Work Program required under the provisions of the Federal Transit Act.

Section 4. That this Resolution VBD26-026 shall be in full force and effect immediately upon its adoption by the Board of Directors of Valley Regional Transit and its approval by the Board Chair.

ADOPTED by the Board of Valley Regional Transit, this 3rd day of August 2026.

APPROVED by the Board Chair this 3rd day of August 2026.

APPROVED:

CHAIR

ATTEST:

EXECUTIVE ASSISTANT

Valley Regional Transit FY2027 Capital Budget Detail

Ada County	Objective	Federal	Local	Total
Ada County Bus Stop Construction	S3	\$231,650	\$18,350	\$250,000
	TOTAL	\$231,650	\$18,350	\$250,000
Canyon County	Objective	Federal	Local	Total
Canyon County Vehicle Funding Pool	S3	\$343,000	\$85,750	\$428,750
Fare Collection System Upgrades Phase 2	S3	\$191,974	\$47,994	\$239,968
	TOTAL	\$534,974	\$133,744	\$668,718
Regional Projects	Objective	Federal	Local	Total
Replace Beyond Access Minivan	S3	\$138,990	\$11,010	\$150,000
Fare Collection System Upgrades Phase 2	S3	\$1,119,633	\$88,691	\$1,208,324
Via Tablet	S3	\$55,596	\$4,404	\$60,000
	TOTAL	\$1,314,219	\$104,105	\$1,418,324
MSS Projects	Objective	Federal	Local	Total
MSS Repairs	S3	\$46,330	\$3,670	\$50,000
	TOTAL	\$46,330	\$3,670	\$50,000
Total FY27 Capital Budget		Federal	Local	Total
	TOTAL	\$2,127,173	\$259,869	\$2,387,042

STRATEGIC OBJECTIVES		
Maintain	S2	0%
Improve	S3	100%
Expand	S4	0%

VRT 2027 Funding Request Update

Ada County Requests with Canyon County and Grand Totals

Member Agency	General	Service	Capital	Special	Total	Anticipated Member Budget	Difference
Ada County	\$31,384	\$130,345	\$1,863	\$-	\$163,682	\$133,003	\$(30,679)
ACHD	\$6,401	\$-	\$-	\$2,700	\$9,101	\$9,101	\$-
Boise State University	\$5,030	\$169,171	\$1,880	\$55,746	\$231,827	\$231,827	\$-
Capital City Development Corp.	\$6,401	\$-	\$42,400	\$60,000	\$66,401	\$108,801	\$-
City of Boise	\$111,707	\$10,119,071	\$106,717	\$430,231	\$10,767,726	\$10,767,726	\$-
City of Eagle	\$21,534	\$-	\$-	\$17,346	\$38,880	\$38,880	\$-
City of Garden City	\$7,673	\$25,000	\$-	\$-	\$32,673	\$32,673	\$-
City of Kuna	\$18,059	\$-	\$-	\$-	\$18,059	\$18,059	\$-
City of Meridian	\$64,366	\$454,574	\$6,202	\$266,421	\$791,563	\$791,563	\$-
City of Star	\$11,424	\$-	\$-	\$7,184	\$18,608	\$18,608	\$
Meridian Development Coro.	\$6,401	\$-	\$-	\$-	\$6,401	\$6,401	\$-
Ada County Total	\$290,380	\$10,898,251	\$159,062	\$839,628	\$12,187,321	\$12,156,642	\$(30,679)
Canyon County Total	\$135,157	\$909,695	\$109,205	\$37,453	\$1,191,510	\$1,108,067	\$(81,444)
Grand Total	\$425,537	\$11,807,946	\$268,267	\$877,081	\$13,378,831	\$13,264,709	\$(112,123)

VRT 2027 Funding Request Update

Canyon County Requests with Ada County and Grand Totals

Member Agency	General	Service	Capital	Special	Total	Anticipated Member Budget	Difference
Canyon County	\$25,835	\$46,899	\$2,969	\$-	\$73,703	\$-	\$(73,703)
Highway District #4	\$1,838	\$-	\$-	\$-	\$1,838	\$	\$(1,838)
City of Caldwell	\$33,087	\$288,927	\$45,668	\$-	\$367,682	\$367,682	\$-
City of Greenleaf	\$470	\$-	\$-	\$-	\$470	\$470	\$-
City of Melba	\$401	\$-	\$-	\$-	\$401	\$401	\$
City of Middleton	\$7,564	\$-	\$-	\$-	\$7,564	\$7,564	\$-
City of Nampa	\$53,726	\$411,329	\$33,466	\$-	\$498,522	\$498,522	\$-
City of Notus	\$361	\$-	\$-	\$-	\$361	\$-	\$(361)
City of Parma	\$1,273	\$-	\$-	\$-	\$1,273	\$-	\$(1,273)
City of Wilder	\$1,009	\$-	\$-	\$-	\$1,009	\$-	\$(1,009)
College of Western Idaho	\$5,030	\$162,540	\$27,102	\$37,453	\$232,125	\$232,125	\$-
Golden Gate Highway District #3	\$1,301	\$-	\$-	\$-	\$1,301	\$-	\$(1,301)
Nampa Highway District #1	\$2,122	\$-	\$-	\$-	\$2,122	\$1,303	\$-
Notus/Parma Highway District	\$1,140	\$-	\$-	\$-	\$1,140	\$-	\$(1,140)
Canyon County Total	\$135,157	\$909,695	\$109,205	\$37,453	\$1,191,510	\$1,108,067	\$(81,444)
Ada County Total	\$290,380	\$10,830,074	\$116,662	\$839,628	\$12,076,834	\$12,027,997	\$(30,679)
Grand Total	\$425,537	\$11,807,946	\$268,267	\$877,081	\$13,378,831	\$13,264,709	\$(112,123)

FY2027 Unified Planning Work Program

Public Transportation Supplement

Program	Expenditures				Revenues			
	Workdays	Direct Labor	Direct Costs	Total Exp.	5307 LU	5307 SU	Local Match	Total Revenues
UZA								
Program Administration Support	1,645	\$ 722,401	\$ 169,000	\$ 891,401	\$ 356,560	\$ 356,560	\$ 178,280	\$ 891,401
Boise TMA System Planning	399	\$ 198,546	\$ -	\$ 198,546	\$ 158,837	\$ -	\$ 39,709	\$ 198,546
Nampa UZA System Planning	337	\$ 163,021	\$ -	\$ 163,021	\$ -	\$ 130,417	\$ 32,604	\$ 163,021
Totals	2,382	\$ 1,083,968	\$ 169,000	\$ 1,252,968	\$ 515,397	\$ 486,977	\$ 250,594	\$ 1,252,968

500 Program Administration Support

This program supports the general transportation planning and federal project administration of Valley Regional Transit including oversight of federal regulations and development and maintenance of

- Valley Connect, the long-range transit and strategic plan;
- the 5-Year Transportation Development Plan;
- the Transit Asset Management Plan;
- and transit corridor studies.

The program also supports the development and maintenance of regional performance measures and reporting, capital project management, geographic information systems, and grant administration. Direct costs in this program include miscellaneous expenses for legal services, travel, training and membership dues.

530 Boise TMA System Planning

This program supports the general short term planning and implementation in the Boise Transportation Management Area including

- Bus stop and facility planning;
- Specific service operation plans for the Boise TMA.

430 Nampa TMA System Planning

This program supports the general short term planning and implementation in the Nampa Transportation Management Area including

- Bus stop and facility planning;
- Service operation plans for the Nampa TMA;
- and On-Demand transit planning.



TOPIC	Disposal of Assets
DATE	August 3, 2026
STAFF MEMBER	Leslie Pedrosa

Staff Recommendation/Request

This is an action item. Staff recommends the Board of Directors adopt Resolution VBD26-021 for fiscal year 2027 disposal of assets.

Summary

Valley Regional Transit (VRT) set a public hearing for the disposal of VRT assets following Executive Board direction on June 1, 2026. Idaho Code requires VRT to hold a public hearing to notify the public of assets considered for disposal. The public hearing typically aligns with the consideration of the budget.

Many vehicles scheduled for disposal in previous fiscal years continue to be used in revenue service due to the inability to order and/or receive replacement vehicles. Vehicles scheduled for disposal in previous fiscal years but not yet disposed of have been included in the fiscal year 2027 disposal list. VRT staff will provide a report of the final disposition of all fiscal year 2027 assets that will be included in the consent agenda at the October 2027 Board meeting.

Potential items for disposal include:

- Buses beyond their useful life, not suitable for other VRT services
- Service and support vehicles beyond their useful life that are not suitable for other VRT services
- IT equipment that is beyond their useful life

Implication

VRT is required to follow Idaho Code when disposing of government assets. VRT has financial policies requiring the Chief Executive Officer to dispose of assets through a method that is most advantageous to the organization. Providing the final disposition of all assets ensures accountability to the VRT Board of Directors and the public.

More Information

Attachments

Fiscal Year 2027 Disposal List

For detailed information, contact:

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

Fiscal Year 2027 Assets Disposal List

ROLLING STOCK

Vehicle Information	VIN	Year	Miles	Age	Years Beyond ULB
Gillig 40' Low Floor*	15GGD2711B1180365	2011	530,638	16	-2
Gillig 40' Low Floor*	15GGD2713B1180366	2011	559,317	16	-2
Gillig 40' Low Floor*	15GGD2715B1180367	2011	573,856	16	-2
Gillig 40' Low Floor*	15GGD2717B1180368	2011	547,403	16	-2
Gillig 40' Low Floor*	15GGD2719B1180369	2011	570,263	16	-2
Gillig 40' Low Floor*	15GGD2715B1180370	2011	502,822	16	-2
Gillig 40' Low Floor*	15GGD2717B1180371	2011	551,199	16	-2
Dodge Caravan	2C4RDGBG7CR369673	2012	74,825	15	-2
Ford E350	1FBNE3BL4BDB29150	2011	141,725	16	-8
Ford Transit Van	1FBVU4XM4HKA17656	2017	169,003	10	-2
*Buses will not be disposed of if refurbished					

SERVICE/SUPPORT VEHICLES

Vehicle Information	VIN	Year	Miles	Age	Years Beyond ULB
Ford E350 Van	1FBNE3BL6BDB29148	2011	119,770	16	-8
Ford E350 Van	1FBSS3BL4DDA27250	2013	209,504	14	-6
Dodge Caravan	2C4RDGBG7DR761313	2013	159,321	14	-6

EQUIPMENT

Equipment Information	Purchased	Useful Life
Desktop Computers	Prior to 2022	4 years
Laptop Computers	Prior to 2022	4 years
Computer Monitors	Prior to 2020	6 years
Servers	Varies	6 years
Networking Devices	Varies	6 years
Printers	Varies	Not specified
Computer Accessories	Varies	Not specified



VALLEY REGIONAL TRANSIT BOARD RESOLUTION

DISPOSAL OF ASSETS RESOLUTION VBD26-021

BY THE BOARD OF VALLEY REGIONAL TRANSIT APPROVING THE DISPOSAL OF ASSETS,

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 desires to effectively manage assets and dispose of unneeded resources at the highest value; and

WHEREAS, VRT has the Fixed Asset Policy, that was approved by the Board August 1, 2022; and

WHEREAS, VRT expects to have surplus assets to dispose of between October 2026 and September 2027; and

WHEREAS, VRT will continue to comply with current Federal and State of Idaho rules and regulations; 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 adopt Resolution VBD26-021 and authorize the Chief Executive Officer to approve VRT disposals for the time period of October 2026 through September 2027.

Section 2. That the Board of Valley Regional Transit directs VRT staff to determine the most advantageous method(s) to dispose of assets.

Section 3. That the Executive Board receive a report showing the final disposition of all assets disposed of in fiscal year 2027 at the meeting held in October 2027.

Section 4. That Resolution VBD26-021 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 3rd day of August 2026.

APPROVED by the Board Chair this 3rd day of August 2026.

APPROVED:

CHAIR

ATTEST:

Executive Assistant





TOPIC	GILLIG Bus Refurbish Project
DATE	August 3, 2026
STAFF MEMBER	Leslie Pedrosa

Staff Recommendation/Request

This is an action item. Staff requests the Board of Directors consider approving Resolution VBD26-022 and authorize the CEO to execute a contract with Complete Coach Works to refurbish up to 24 buses that will have met their useful life benchmark over the next three years. Staff will bring back to the Board of Directors individual Resolutions, as funding is secured.

Summary

Several buses are beyond their useful life where others will meet their useful life in 2026 and 2027. Due to the increasing costs for purchasing new buses, VRT researched the option to refurbish buses, instead of buying new. Rather than purchasing new replacement battery electric buses, refurbishing buses will restore the compressed natural gas (CNG) vehicles to a state of good repair, improve reliability, and extend their useful life by an estimated 14 years.

The refurbishment program represents a fiscally responsible asset management strategy that maximizes the Authority's existing fleet investment while maintaining safe, reliable, and high-quality transit service. Refurbishing the buses allows the Authority to defer the significantly higher cost of replacing the fleet with new vehicles while continuing to meet service demands.

Highlights

- Refurbishing buses will restore the fleet to a state of good repair and extend the useful life of each vehicle by approximately 14 years.
- Comprehensive refurbishment will include major mechanical, structural, and cosmetic improvements designed to improve vehicle reliability, reduce maintenance needs, and enhance the passenger experience.
- The estimated refurbishment costs are:
 - 40-foot bus: \$551,061.67 per bus
 - 35-foot bus: \$545,561.97 per bus
- Comparable new replacement buses currently cost approximately \$1.3 million per vehicle, making refurbishment a significantly more cost-effective option.
- By extending the service life of the existing fleet, the Authority preserves capital resources and provides greater flexibility in future fleet replacement planning.
- Staff will utilize the Washington State cooperative agreement for this project. The cooperative contract was competitively procured and provides a compliant, efficient procurement method that reduces administrative costs and expedites project delivery.

Implication

Refurbishing buses is less than half the cost of purchasing a new battery electric bus, which currently averages approximately \$1.3 million. Depending on bus size, refurbishing a vehicle results in an estimated savings of approximately \$749,000 to \$754,000 per bus, approximately \$18 million in savings.

More Information

For detailed information, contact:

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





AUTHORIZATION FOR EXPENDITURE

BOARD OF DIRECTORS

PROCUREMENT DESCRIPTION: GILLIG Bus Refurbish Project

TOTAL COST: Not to exceed \$4,000,000

PURPOSE/ACTION: Refurbish GILLIG fixed-route buses that have met or exceeded their useful life benchmark.

SCOPE OF WORK: Refurbish up to seven (7) GILLIG compressed natural gas (CNG) buses

DISCUSSION: VRT has several transit buses due for replacement. Several buses are beyond their useful life this year where others will meet their useful life in 2026 and 2027. Due to the increasing costs for purchasing new buses, VRT researched the option to refurbish buses, instead of buying new. Rather than purchasing new replacement buses, this investment will restore the vehicles to a state of good repair, improve reliability, and extend their useful life by an estimated 14 years.

The refurbishment program represents a fiscally responsible asset management strategy that maximizes the Authority's existing fleet investment while maintaining safe, reliable, and high-quality transit service. Refurbishing the buses allows the Authority to defer the significantly higher cost of replacing the fleet with new vehicles while continuing to meet service demands.

Staff will utilize the Washington State cooperative agreement for this project. The cooperative contract was competitively procured and provides a compliant, efficient procurement method that reduces administrative costs and expedites project delivery.

ALTERNATIVES: Refurbishing buses is less than half the cost of purchasing a new battery electric bus, which currently averages approximately \$1.3 million. Depending on bus size, refurbishing a vehicle results in an estimated savings of approximately \$749,000 to \$754,000 per bus, resulting in approximately \$5.3 million in savings this year and approximately \$18 million in savings over the life of the initiative.

FISCAL IMPACT: VRT will refurbish buses only when capital funding has been secured.

RECOMMENDATION/JUSTIFICATION: VRT requests the VRT Board of Directors approve **Resolution VBD26-022**, delegate authority to the CEO to finalize and execute an agreement with Complete Coach Works, with a not to exceed amount of \$4,000,000, over the next four years.

RESOLUTION NUMBER: VBD26-022

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: 8/3/2026 Resolution Number: VBD26-022





VALLEY REGIONAL TRANSIT BOARD RESOLUTION

GILLIG BUS REFURBISH PROJECT RESOLUTION VBD26-022

BY THE BOARD OF VALLEY REGIONAL TRANSIT AUTHORIZING THE EXECUTION OF A CONTRACT FOR THE REFURBISHMENT OF BUSES WITH COMPLETE COACH WORKS.

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 is committed to providing safe, reliable, and efficient public transportation services while responsibly managing its capital assets; and

WHEREAS, VRT's has buses that have or will reach their useful life benchmark where significant rehabilitation is necessary to maintain safe and reliable operations; and

WHEREAS, VRT has determined that refurbishment of these buses will restore the vehicles to a state of good repair and is expected to extend their useful service life by approximately fourteen (14) years; and

WHEREAS, the cost to refurbish buses is \$551,061.67 per 40-foot bus and \$545,561.97 per 35-foot bus, compared to an estimated \$1.3 million to purchase a new battery electric bus; and

WHEREAS, VRT will refurbish buses only when capital funding has been secured; and

WHEREAS, VRT staff has determined that utilizing the Washington State cooperative contract provides a compliant and efficient procurement method that offers competitive pricing, reduces administrative costs, and expedites project implementation; 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 adopt Resolution VBD26-022 and authorize staff to refurbish up to seven (7) transit buses is in the best interest of VRT and supports the Authority's goals of maintaining a safe, reliable, and cost-effective public transportation system.

Section 2. That the Board of Valley Regional Transit authorize the Chief Executive Officer to finalize and execute a contract with Complete Coach Works with a not to exceed amount of \$4M.

Section 3. That the Board of Valley Regional Transit authorized the Chief Operating Officer, or designee, to take all actions necessary to administer the contract, execute amendments consistent with the approved budget and applicable procurement requirements, to complete the refurbishment project.

Section 4. That Resolution VBD26-022 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 3rd day of August 2026.

APPROVED by the Board Chair this 3rd day of August 2026.

APPROVED:

CHAIR

ATTEST:

Executive Assistant

VBD26-022



TOPIC	Performance Report – Q2 Fiscal Year 2026
DATE	August 3, 2026
STAFF MEMBER	Stephen Hunt

Staff Recommendation/Request

This is an action item. Staff requests the Board of Directors accept the second quarter performance reports for fiscal year 2026. This quarterly report is the second 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.

Intercounty routes continue their 10-quarter streak of year-over-year ridership increases. West Boise also continued to experience ridership growth. Demand response declined slightly during the quarter.

System-fixed route ridership in the second quarter of fiscal year 2026 decreased by 2% compared to the second quarter of fiscal year 2025, improving from the 4% decline in the first quarter.

We have incomplete data for Vanpool and other services saw mixed results. VRT's Lyft programs and Rides2Wellness continue to grow but staffing shortages have resulted in less ridership in Beyond Access.

This report also includes the first year-to-date report in the new format. In general, although second quarter ridership was lower than the second quarter of FY2025, the overall trend improved compared to the first quarter. On-time performance also generally continued its improving trend.

Quarterly Highlights

Fixed-route Although second quarter FY2026 ridership was down 1.6% compared to the second quarter of FY2025, the decline was less than the 2% decrease experienced in the first quarter of FY2026. Second quarter FY2026 on-time performance also improved over the previous quarter, averaging 81%, which was a 3% increase compared to second quarter FY2025 data. A detailed review of ridership trends shows 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 2.8%, and although we continued to see ridership growth in the intercounty and West Bench services, most of the core Boise routes saw ridership declines compared to Q2 FY2025.

Ridership Growth – Ridership on intercounty services (routes 40, 42 and 45) grew

by more than 23%. This marks 10 quarters of ridership growth on intercounty routes. Ridership is up 71% since the first quarter of FY2023. Ridership also continued to grow in the West Bench. Routes 8 and 24 saw ridership growth of 41% and 23% respectively compared to Q2 of FY2025. Year-over-year growth on these developing corridors demonstrates growing demand for transit in neighborhoods beyond downtown Boise. Routes 10 and 20 also saw ridership growth in the second quarter. Route 20, which is a cross-town route connecting all best-in-class corridors, is beginning to be discovered. Route 20 grew by 24 % year over year and was up 9% compared to the first quarter of FY2026. Route 10 was up more than 2% year over year.

Ridership Decline – Other routes across the Boise service area saw year-over-year declines. Route 16 had the highest ridership loss at more than 38% and warrants more study as to what is causing this ridership decline. Routes 2 and 28 also saw declines of a little over 16% and warrant further exploration. Route 28 is highly dependent on student ridership to Frank Church and West Junior High. We will explore our partnership with Boise School District to determine if there are changes that need to be made there. Routes 4, 5, 29 all faced significant construction impacts in the first quarter and although their ridership is still down year-over-year, on average they are only down 11%, which is less than the 16% decline they experienced in the first quarter.

- Boardings per hour for Q2 was 10.67, down 2% year over year.
- On-time performance increased 4% from the second quarter of FY2025.

Boise State

- The Bronco shuttle saw a 4% increase in ridership and an increase in overall boardings per hour (up 2 percent) compared to the second quarter of FY2025.

Demand Response ridership shows a decrease of 5% from the second quarter of FY2025. VRT On-Demand ridership was up 3% while VRT Access and VRT Beyond Access both saw ridership declines, 0.2% and 17% respectively. On-time performance improved for VRT On-Demand and Beyond Access. VRT Access on-time performance was down less than 1% but still provided quality performance with 96% of trips on time.

VRT On Demand

- VRT On Demand saw a 3% increase in ridership. This growth coincided with VRT launching co-mingling to allow under-utilized VRT Access vehicles to provide VRT On Demand service in between Access trips. This increase in supply is likely one of the primary reasons for the ridership increase. On time performance improved 4% to 84% on time compared to 2nd Quarter 2025 performance.

VRT Access This category includes paratransit services in both Ada and Canyon County. Overall, these services saw less than 1% decrease (-0.2%) in ridership compared to the second quarter of FY2025.

- Ada County Access was relatively flat with a 0.6% decrease in ridership compared to the second quarter of FY2025. Boardings per hour also remained consistent with second quarter FY2025 performance at 2.1 boardings per hour. On-time performance



improved to 97% (up 1%).

- Canyon County saw a 14% increase in ridership compared to the second quarter of FY2025. Because of the relatively low overall ridership Canyon County Access, percent changes can be very sensitive to small changes. On-time performance for Canyon County Access declined 2% but remained a high 95%.

Beyond Access

- Beyond Access saw a 17% decrease in ridership compared to the second quarter of FY2025. This is a slight improvement from the 19% decrease in the first quarter of FY2026. The decreases are due to a continued 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. On-time performance improved by more than 7% compared to the first quarter of FY2025, to 97% on time.

Vanpool We only received ACHD Commuteride data for January 2026; therefore, we are unable to provide a comparison for Q2 performance. However, January's boardings were down 14% compared to January 2025. ACHD staff has reported the following factors have influenced recent vanpool activity, 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 Overall ridership in the second quarter was down 10% compared to the second quarter of FY2025. VRT Lyft Pass, VRT Late Night, and Rides2Wellness were again all above the second quarter of FY2025, however growth in these programs was less than the ridership decline in Treasure Valley Transit, senior centers, Meridian Veterans Shuttle and volunteer driver program.

VRT Lyft Pass

- VRT Lyft Pass continues to see growth since expanding the service area with the June 2024 service change. The second quarter of FY2026 saw a 24% increase in ridership compared with the second 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 107 trips in the 2nd Quarter of FY2026, down from 158 in the second quarter of FY2025.

Specialized Transit Providers

- VRT Late Night, as an income qualified service, is relatively small, providing 198 trips in the second quarter of 2026. This is a 6% 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 a 17% decrease in ridership from FY2025.



- Both the Shared Vehicle program and the Employer Shuttle were discontinued in FY2026.

Non-Emergency Medical Transportation

- Meridian Veterans Shuttle provided 129 trips in the 2nd Quarter of FY2026, down from the 145 trips provided in the 2nd quarter of FY2025, an 11% decrease.
- Treasure Valley Transit a -57% decrease in ridership compared to the 2nd Quarter of FY2025
- Rides2Wellness had a 37% increase in ridership, growing to 5,661 boardings in the 2nd 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 ensures 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, Second 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 ¾ 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.

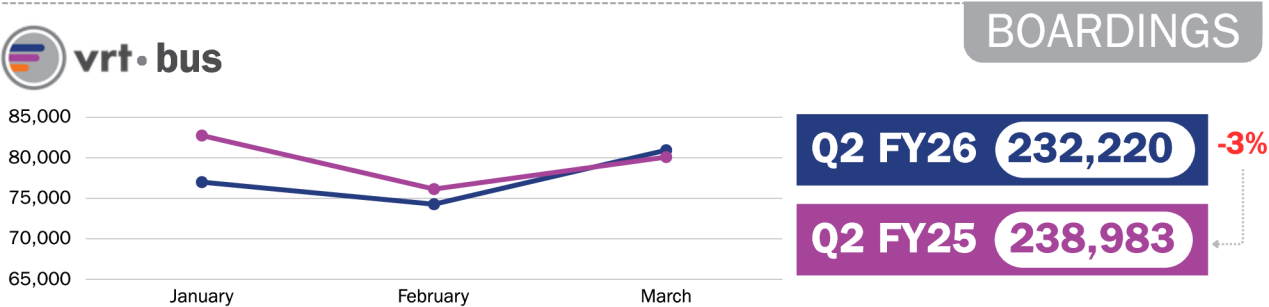
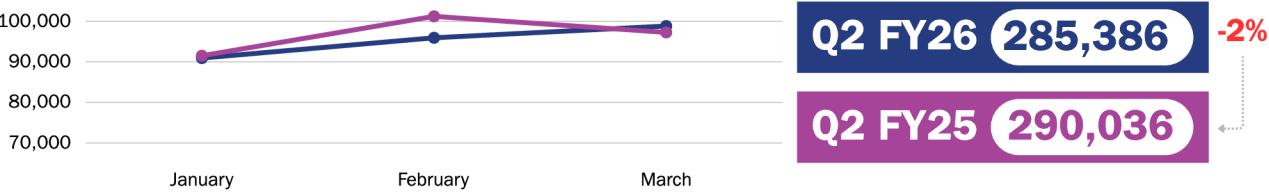


vrt • Rides2Wellness • Meridian Veterans Shuttle

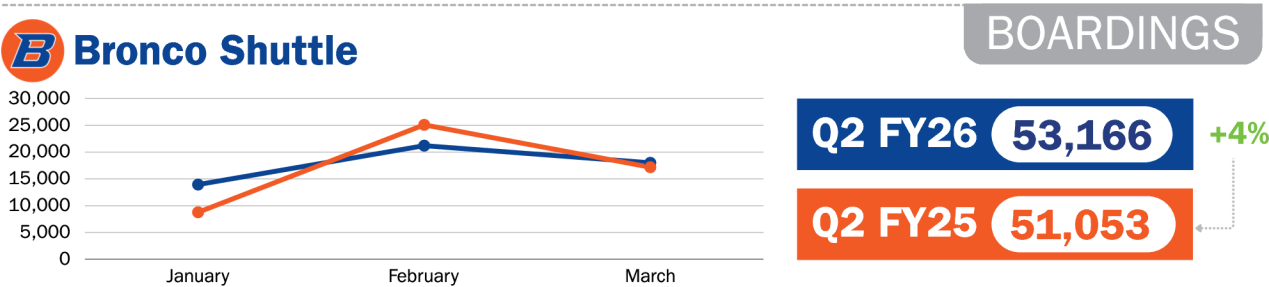


- FIXED ROUTE
- DEMAND RESPONSE
- VANPOOL
- OTHER

FIXED ROUTE | TOTAL BOARDINGS



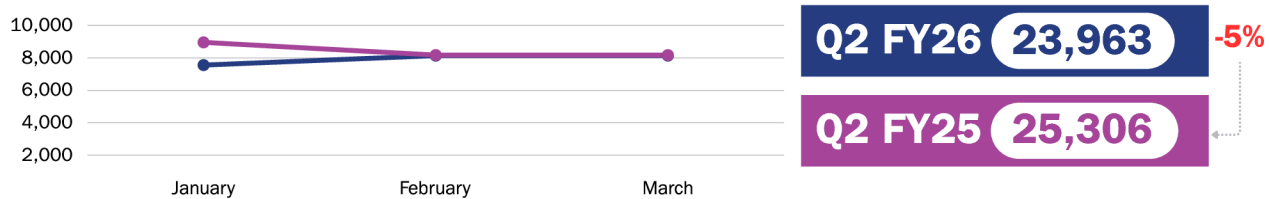
Productivity	Q2 FY26	Q2 FY25	% change
Boardings per revenue mile	0.66	0.68	-2.9%
Boardings per revenue hour	10.67	10.92	-2%
On-time performance	81%	79%	+3%



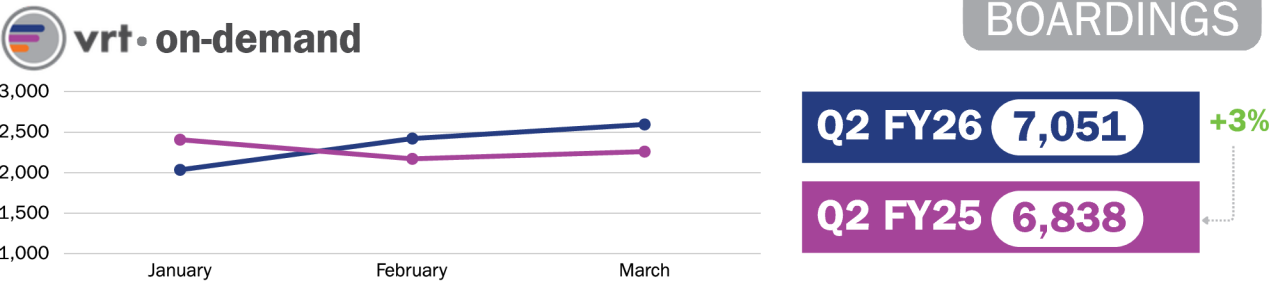
Productivity	Q2 FY26	Q2 FY25	% change
Boardings per revenue mile	1.59	1.56	+2%
Boardings per revenue hour	14.29	13.95	+2%

- FIXED ROUTE
- DEMAND RESPONSE
- VANPOOL
- OTHER

DEMAND RESPONSE | TOTAL BOARDINGS



General Public



Productivity	Q2 FY26	Q2 FY25	% change
Boardings per revenue mile	0.14	0.15	-7%
Boardings per revenue hour	2.94	3.31	-11%
On-time performance	84%	80%	+4%

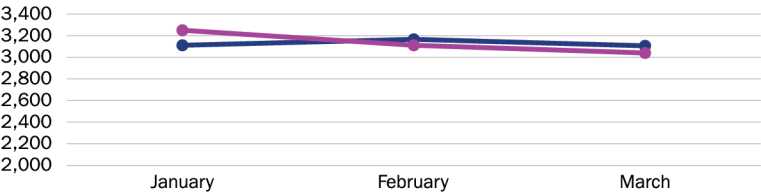
- FIXED ROUTE
- DEMAND RESPONSE
- VANPOOL
- OTHER

Qualification-based



vrt•access (persons with disabilities)

BOARDINGS



Q2 FY26 9,383 -0.2%

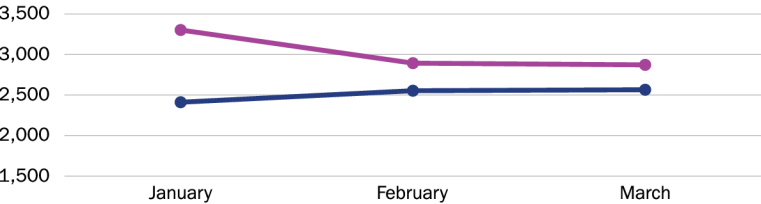
Q2 FY25 9,401

Productivity	Q2 FY26	Q2 FY25	% change
Boardings per revenue mile	0.13	0.17	-22%
Boardings per revenue hour	2.10	2.30	-11%
On-time performance	96%	97%	-0.7%



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

BOARDINGS

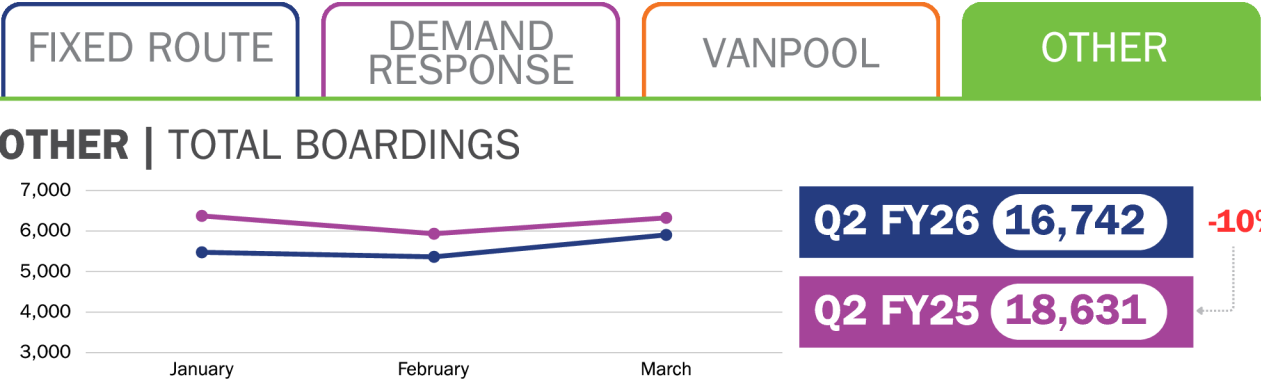
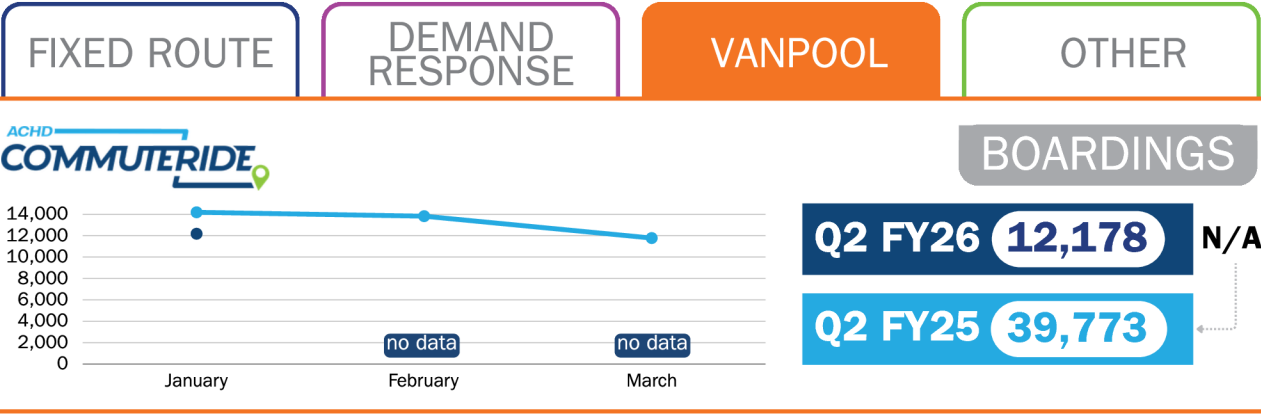


Q2 FY26 7,529 -17%

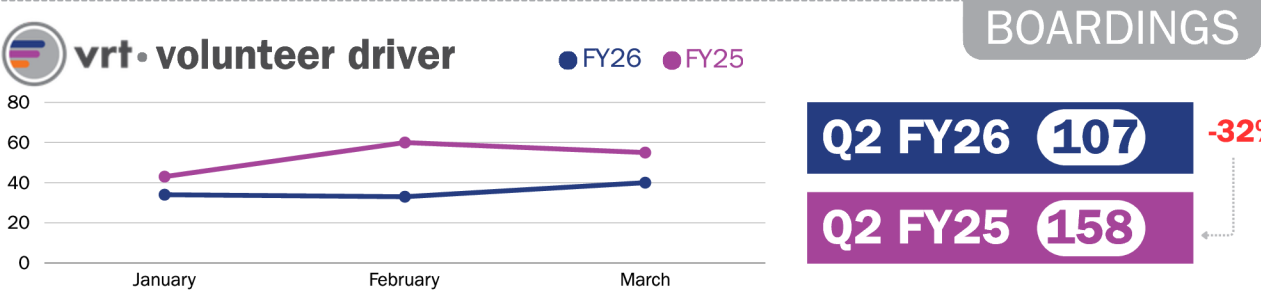
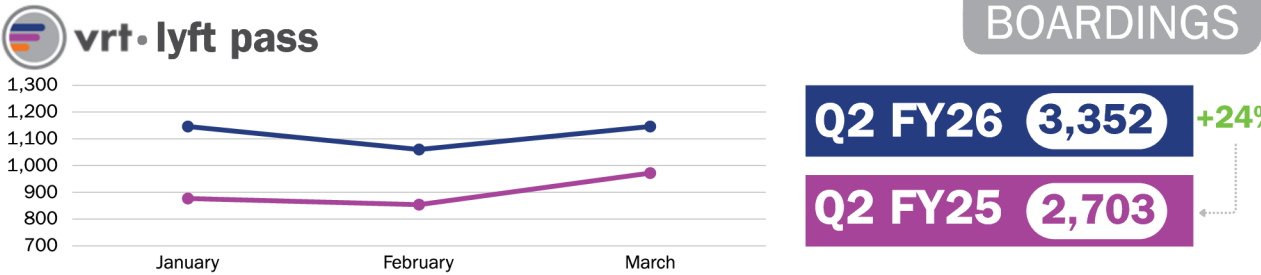
Q2 FY25 9,067

Productivity	Q2 FY26	Q2 FY25	% change
Boardings per revenue mile	0.10	0.11	-6%
Boardings per revenue hour	1.85	1.93	-4%
On-time performance	97%	91%	+7%



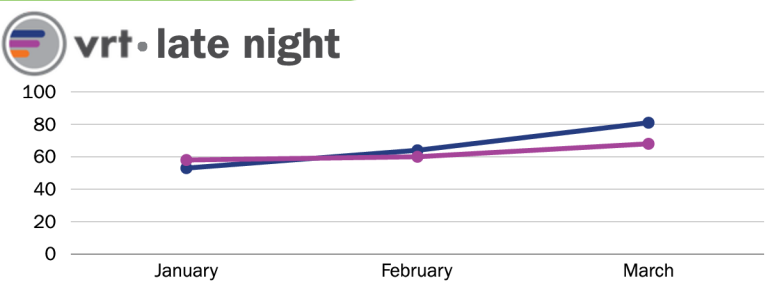


General Public



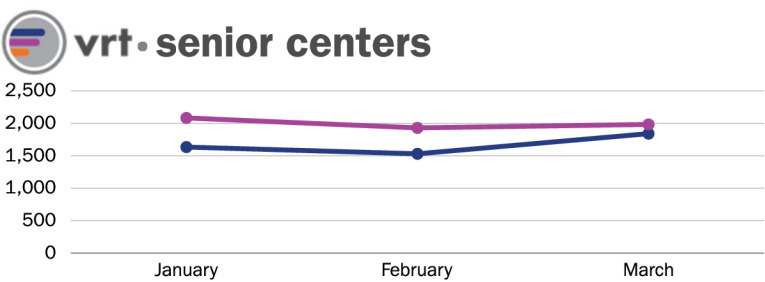
- FIXED ROUTE
- DEMAND RESPONSE
- VANPOOL
- OTHER

Specialized Transit



BOARDINGS

Q2 FY26	198	+6%
Q2 FY25	186	



BOARDINGS

Q2 FY26	5,005	-17%
Q2 FY25	5,996	

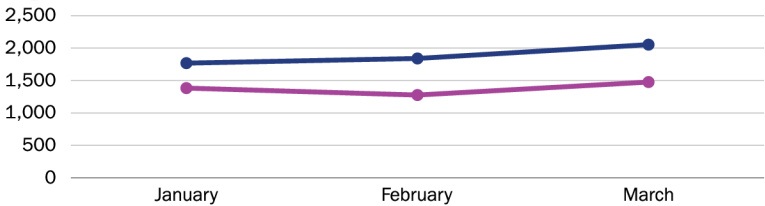
Productivity	Q2 FY26	Q2 FY25	% change
Boardings per revenue mile	0.35	0.38	-8
Boardings per revenue hour	4.14	4.39	-6%

- FIXED ROUTE
- DEMAND RESPONSE
- VANPOOL
- OTHER

Non-Emergency Medical Transportation



vrt • Rides2Wellness

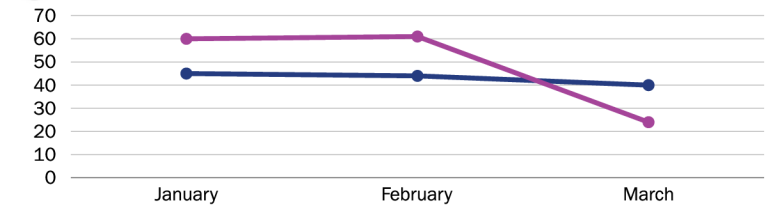


BOARDINGS

Q2 FY26	5,661	+37%
Q2 FY25	4,135	



vrt • Meridian Veterans Shuttle

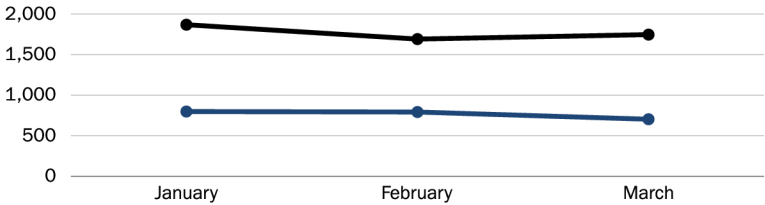


BOARDINGS

Q2 FY26	129	-11%
Q2 FY25	145	



Treasure Valley Transit



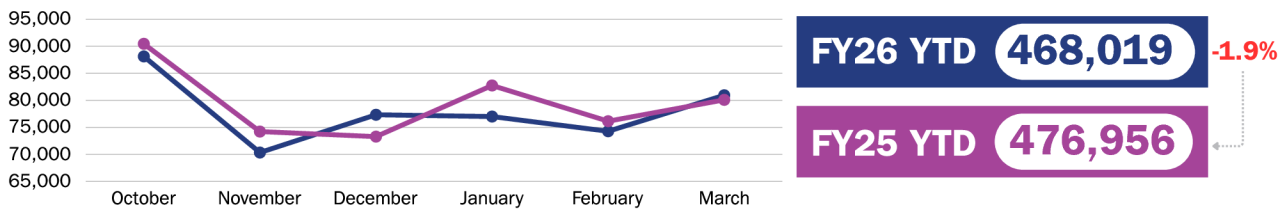
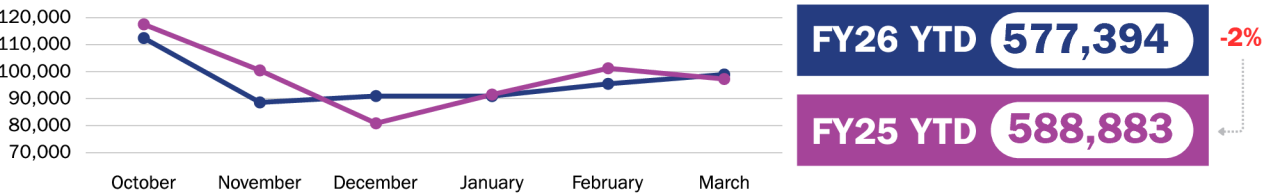
BOARDINGS

Q2 FY26	2,290	-57%
Q2 FY25	5,308	

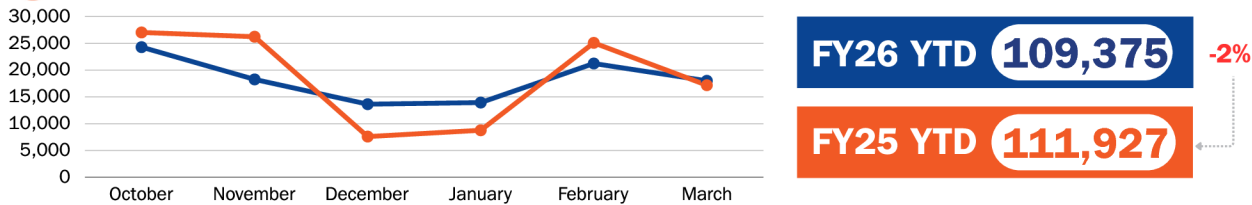
Productivity	Q2 FY26	Q2 FY25	% change
Boardings per revenue mile	0.15	0.15	0%
Boardings per revenue hour	1.55	2.53	-39%

- FIXED ROUTE
- DEMAND RESPONSE
- VANPOOL
- OTHER

FIXED ROUTE | TOTAL BOARDINGS



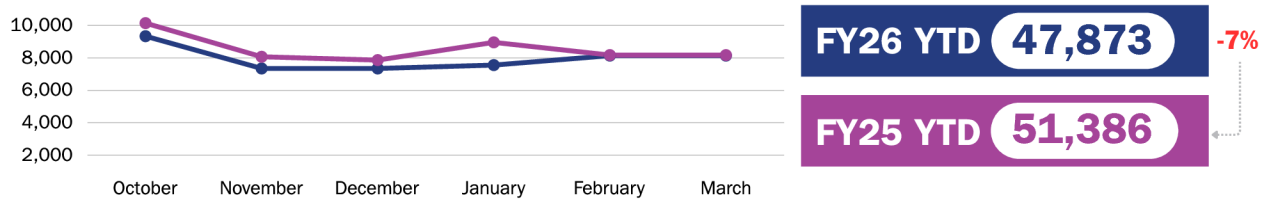
Productivity	FY26 YTD	FY25 YTD	% change
Boardings per revenue mile	0.66	0.67	-1.7%
Boardings per revenue hour	10.73	10.79	-0.8%
On-time performance	80%	79%	+1.7%



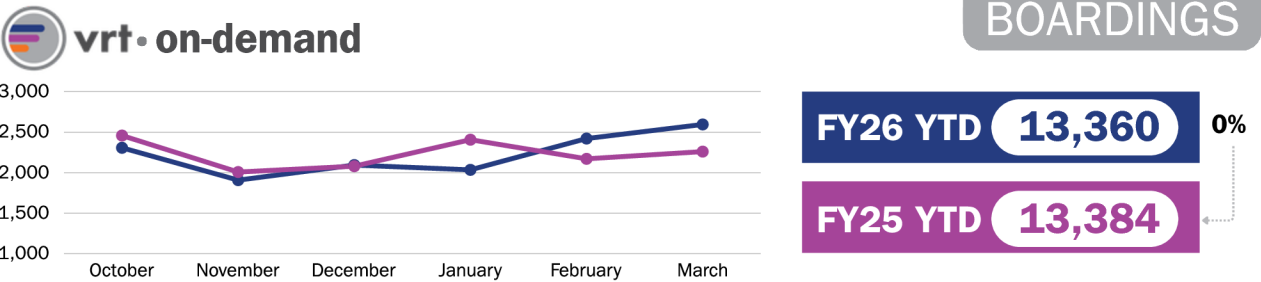
Productivity	FY26 YTD	FY25 YTD	% change
Boardings per revenue mile	1.68	1.58	6.3%
Boardings per revenue hour	14.72	14.12	4.3%

- FIXED ROUTE
- DEMAND RESPONSE
- VANPOOL
- OTHER

DEMAND RESPONSE | TOTAL BOARDINGS



General Public



Productivity	FY26 YTD	FY25 YTD	% change
Boardings per revenue mile	0.14	0.15	-6%
Boardings per revenue hour	2.95	3.23	-9%
On-time performance	79%	71%	+11.3%

FIXED ROUTE

DEMAND
RESPONSE

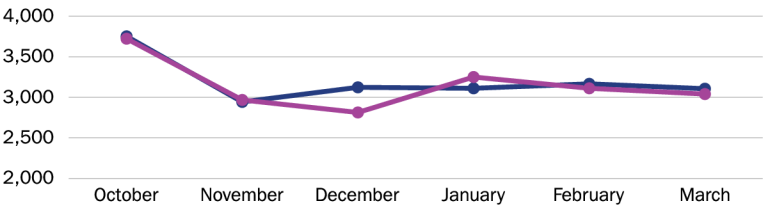
VANPOOL

OTHER

Qualification-based



vrt•access (persons with disabilities)



BOARDINGS

FY26 YTD **19,201**

+2%

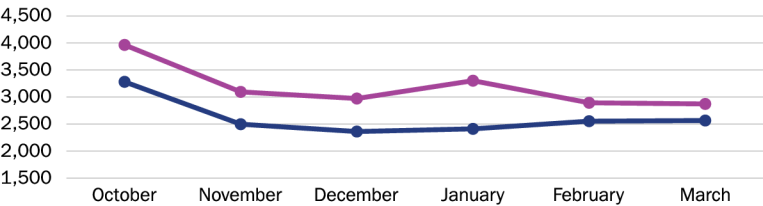
FY25 YTD **18,904**

Productivity

	FY26 YTD	FY25 YTD	% 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

FY26 YTD **15,668**

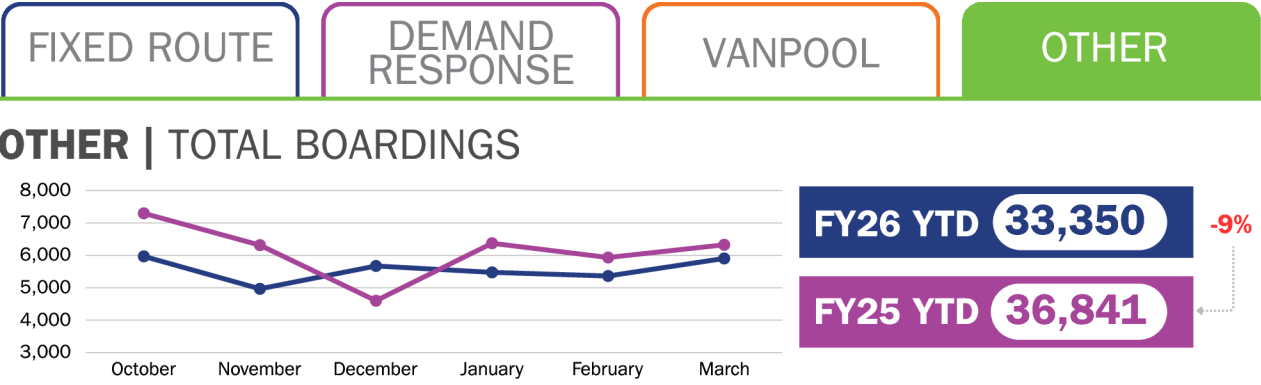
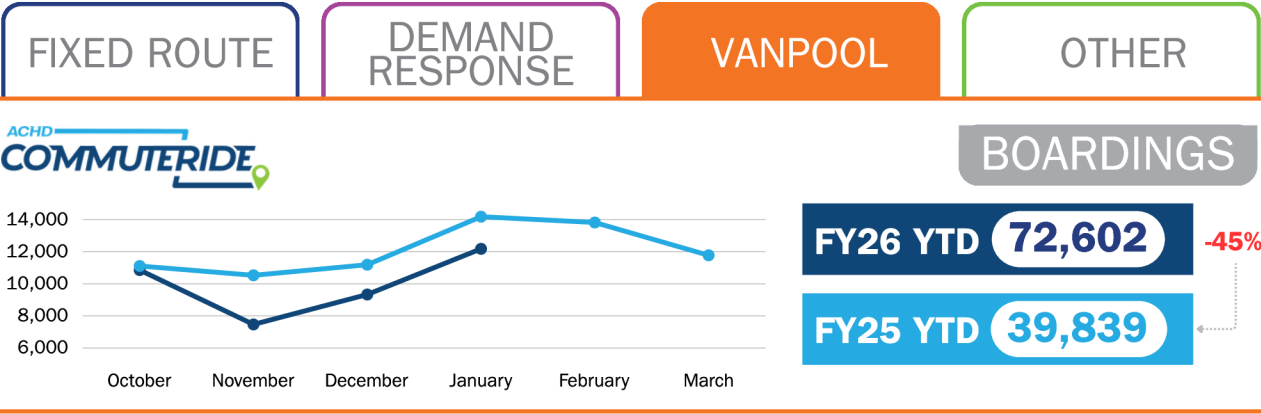
-18%

FY25 YTD **19,098**

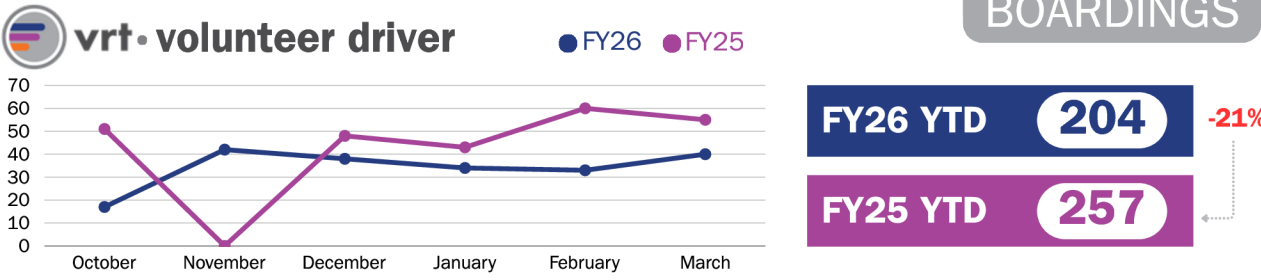
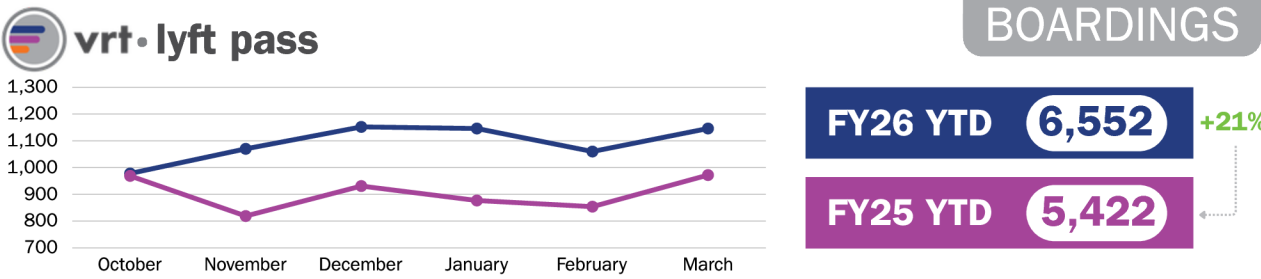
Productivity

	FY26 YTD	FY25 YTD	% change
Boardings per revenue mile	0.10	0.10	-5%
Boardings per revenue hour	1.83	1.89	-3%
On-time performance	95%	88%	+8.6%



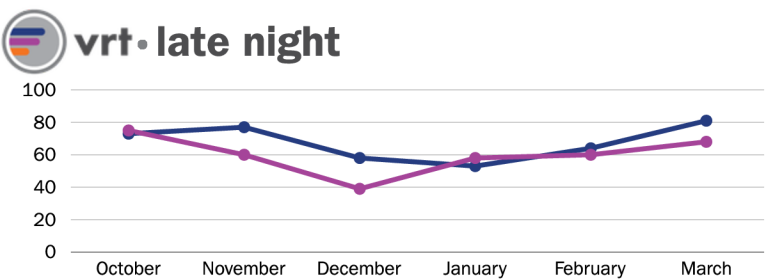


General Public



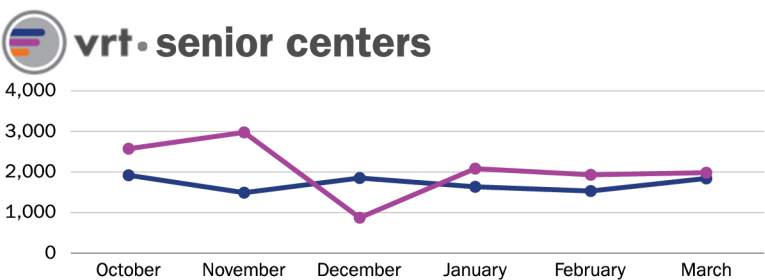
- FIXED ROUTE
- DEMAND RESPONSE
- VANPOOL
- OTHER

Specialized Transit



BOARDINGS

FY26 YTD	406	+13%
FY25 YTD	360	



BOARDINGS

FY26 YTD	10,264	-17%
FY25 YTD	12,418	

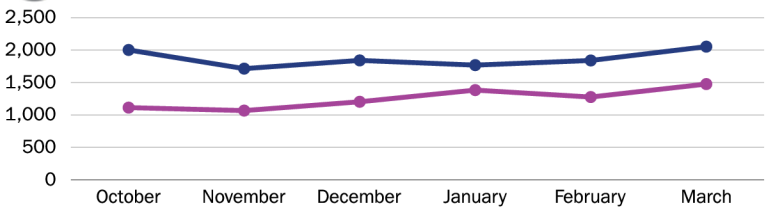
Productivity	FY26 YTD	FY25 YTD	% change
Boardings per revenue mile	0.35	0.38	-8%
Boardings per revenue hour	4.14	4.39	-6%

- FIXED ROUTE
- DEMAND RESPONSE
- VANPOOL
- OTHER

Non-Emergency Medical Transportation



vrt • Rides2Wellness

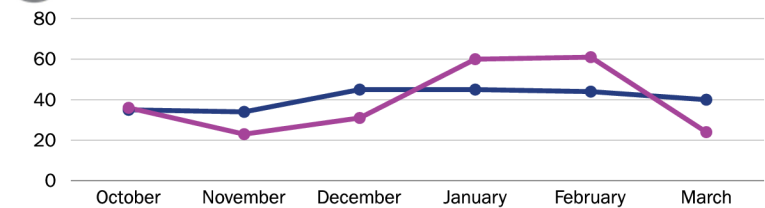


BOARDINGS

FY26 YTD	11,218	+49%
FY25 YTD	7,518	



vrt • Meridian Veterans Shuttle

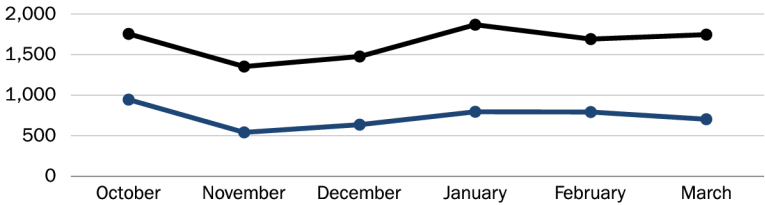


BOARDINGS

FY26 YTD	243	-3%
FY25 YTD	234	



Treasure Valley Transit



BOARDINGS

FY26 YTD	4,412	-55%
FY25 YTD	9,894	

Productivity	FY26 YTD	FY25 YTD	% change
Boardings per revenue mile	0.15	0.15	0%
Boardings per revenue hour	1.55	2.53	-39%





TOPIC	October 2026 Service Change
DATE	August 3, 2026
STAFF MEMBER	Stephen Hunt

Staff Recommendation/Request

Staff requests the Board of Directors approve service change concepts for an October 2026 implementation and delegate the CEO to make final decisions about service levels and routing based on final budget decisions and public input.

Summary

Local funding for Valley Regional Transit (VRT) services is dependent on local jurisdiction's budget decisions. VRT works with local jurisdiction staff and the public to prepare multi-year budget forecasts in the five-year Transit Development and Operations Plan (TDOP). However, each year, local jurisdictions must still review and pass budgets which may differ from the TDOP. In such cases VRT works with those jurisdictions and the public to propose changes to service that match those budget decisions.

Throughout the FY2027 budget development process VRT has worked closely with the City of Nampa including a public hearing on June 22, and the City of Meridian to understand their budget constraints and share with councilmembers and the public what the impacts would be on transit services.

Based on low ridership and ready alternatives, VRT proposed to the City of Meridian, to suspend Route 30 Pine. VRT will work with the City of Meridian on how and when to restore FY2026 transit funding levels and what kind of service, potentially including on-demand service, would make the most sense to bring back.

On July 15th, the City of Nampa voted to remove all funding for VRT. This prompted VRT to prepare a service proposal removing all fixed route and on-demand service from Nampa. They will finalize their budget at public hearing on August 17, final design of the change is dependent on the final adopted budget. These changes are planned to take place on October 12, 2026,

Service Proposal

Fixed-route VRT has proposed suspending Route 30 Pine. Losing funding from the City of Nampa compels removing all city supported fixed route services from Nampa. This includes re-routing Route 40 Caldwell/Boise Express and Route 42 Happy Day to Towne Square Mall. The specific changes and alternatives are listed below.

Route 30 Pine will be discontinued. Current riders will be able to continue using Route 45, which serves all stops on Route 30 except for stop AM013 on the Northwest corner of Hickory Ave and Pine Ave. There is an alternative stop at Pine and Rosario, approximately 500 feet away. Ridership impacts of this change are expected to be very minimal as the approximately 30 weekday boardings could use Route 45.

Route 40 Caldwell/Boise Express will be rerouted and start at Happy Day Transit Center and travel to downtown Caldwell, then Meridian via I-84 using the Franklin Rd on ramp in Caldwell and the Ten-Mile exit in Meridian. Park and rides closest to Nampa will be Happy Day Transit Center and Ten Mile and Overland. Rider impacts to this change are expected to be significant as the approximately 3,250 annual boardings in Nampa will likely not continue to use transit as the Caldwell and Ten Mile park and rides are much less convenient.

Route 42 Happy Day to Towne Square Mall will no longer start at Happy Day Transit Center or stop in Nampa. It will start at the College of Western Idaho (CWI) and continue on its regular route through Meridian and Boise. Caldwell riders will be able to take On-Demand to CWI to connect with Route 42. The closest park and rides for Nampa residents will be at the CWI and Ten Mile and Overland. Rider impacts to this change are expected to be very significant as the approximately 13,000 annual boardings in Nampa will likely not continue to use transit. Route 42 has been growing in ridership for several years and provides important transportation within Nampa and connecting Nampa to communities to the east and west. Caldwell residents will also likely use Route 42 less as the remaining park and ride locations and On-Demand connections are not as convenient as catching the bus at Happy Day Transit Center.

VRT Access which is a required service associated with fixed route transit, will be eliminated. Qualified Access riders can request rides on Beyond Access however these trips are not guaranteed, and no additional capacity is being added to Beyond Access.

VRT On-Demand service zone will be adjusted to serve Caldwell if Nampa changes are adopted and the service will no longer be available within the City of Nampa. Riders in Caldwell will be able to request a ride within Caldwell and to/from St. Lukes, St. Alphonsus and CWI locations and the Amazon fulfillment center in Nampa. Rider impacts to this change will also be very significant. VRT On-Demand had approximately 14,350 annual boardings.

Next Steps

- **August 3:** Updated FY2027 Nampa proposed budget will be posted for public review.is available
- **August 4** (5 p.m.): VRT public hearing at Happy Day Transit Center
- **August 11** (4 p.m.): City of Caldwell budget public hearing, council vote and budget adoption
- **August 12** (noon): Deadline to submit public comments to the Nampa City Clerk for council consideration and to be added to the official council packet
- **August 17** (6 p.m.): City of Nampa budget public hearing, council vote, and budget adoption
- **August 25:** Public Open House presenting Final Service Changes
- **October 12:** Service Change Day

Implication

VRT must adjust services to jurisdictional budget decisions to keep a balanced budget.



More Information

Attachments

FY2026 Nampa-Caldwell Community Feedback

For detailed information, contact:

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





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, before the City of Nampa removed funding for VRT from their proposed budget, they 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 wish to reduce the budget request, VRT staff developed a service proposal aligned with the city's request at a cost of \$498,522. That proposal included the following changes:

- **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 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

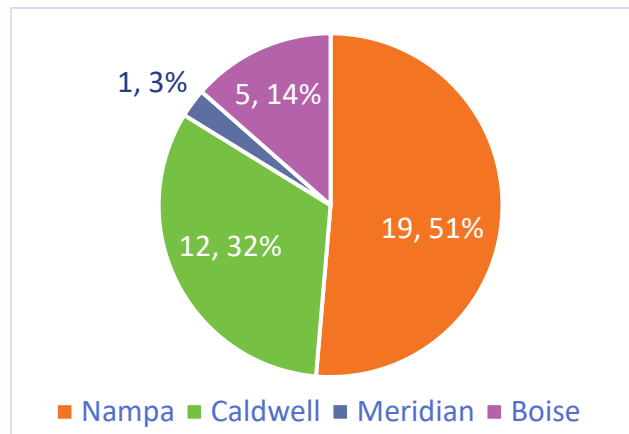


Figure 2: Responses by Age

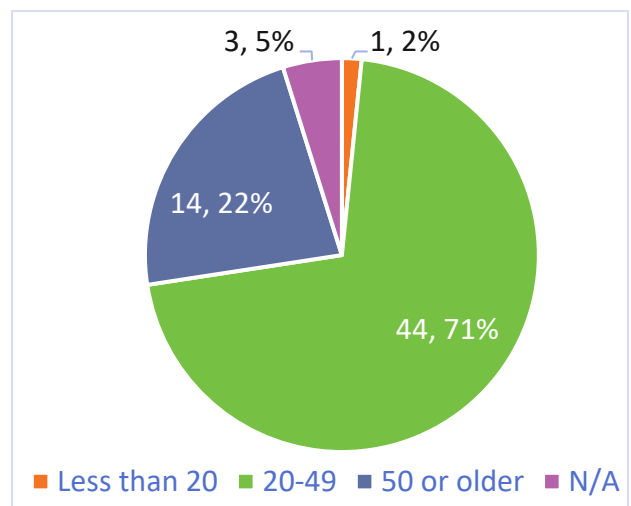
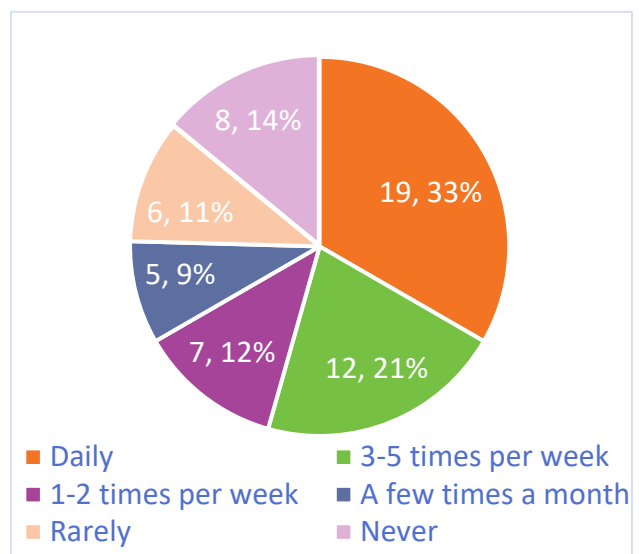
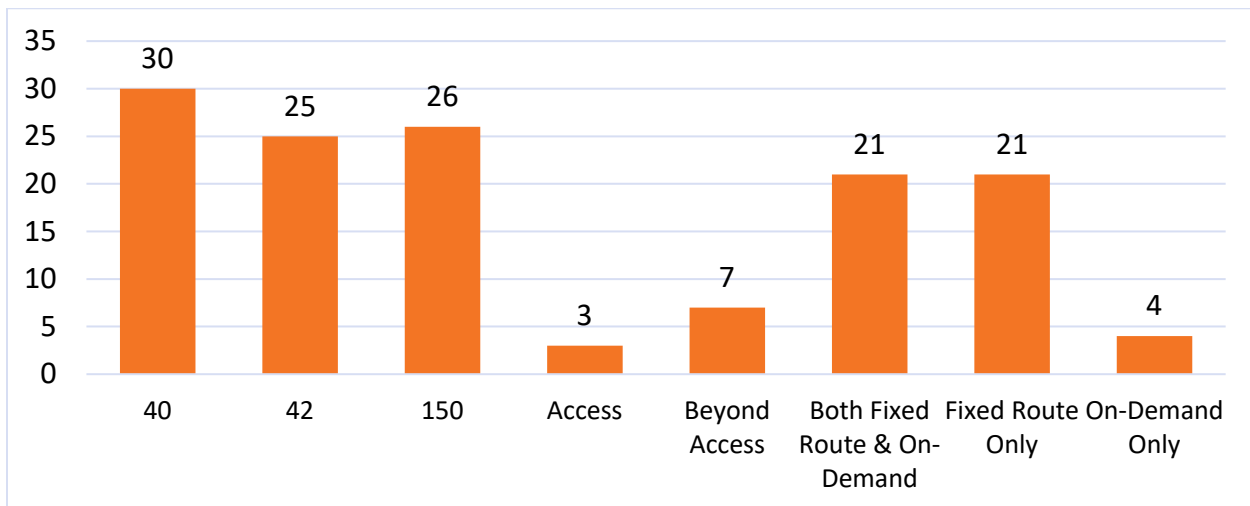


Figure 3: Responses by Frequency of Transit Use



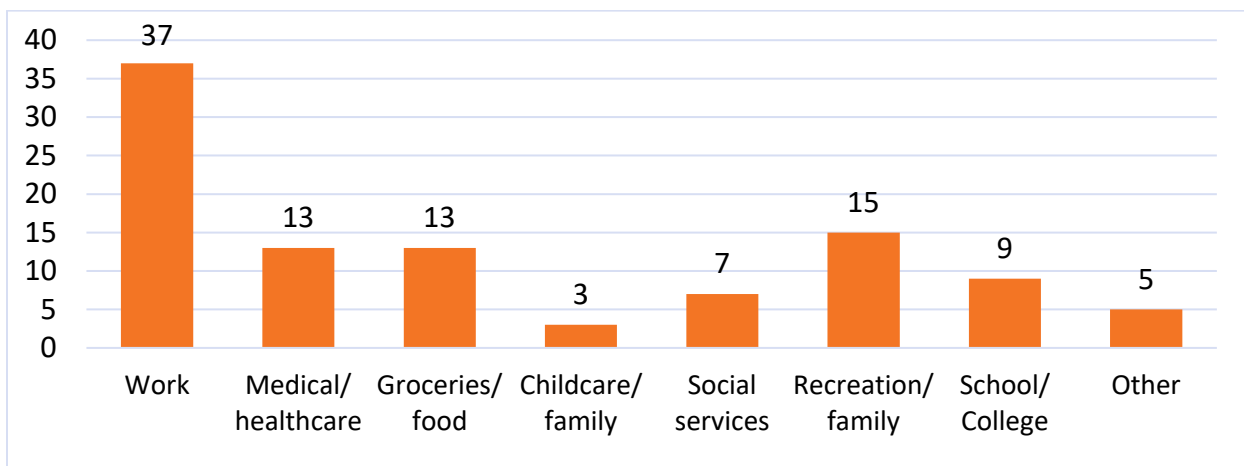
Of the respondents who said they used VRT services, responses represented a fairly even split between services used. Route 40 was the most common, with 48% of respondents saying they rode. Very few respondents (4 respondents, 6%) only used VRT On-Demand (Route 150) while a significant percentage of respondents (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)



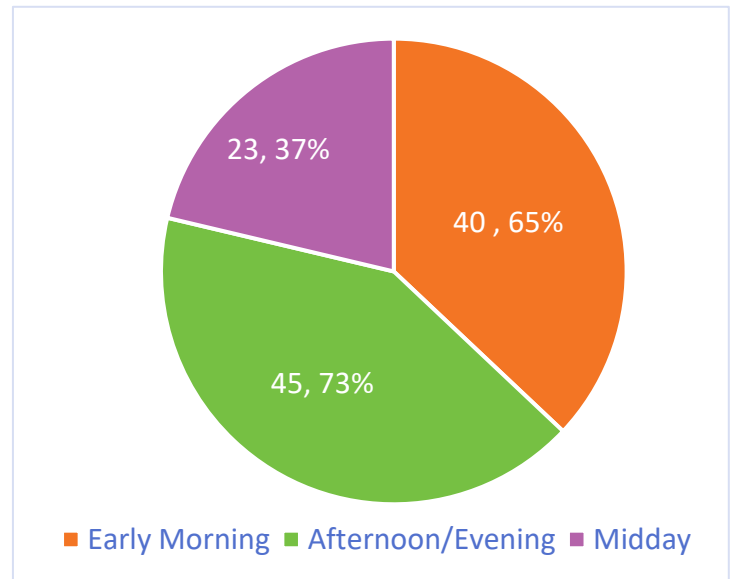
The most popular reason for using public transit was to access work (37 respondents citing 60%). More than 20% of respondents also reported using transit for Recreation/Family/Friends (15 respondents citing 24%), Groceries/Food (13 respondents citing 21%) and Medical/Healthcare (13 respondents citing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

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



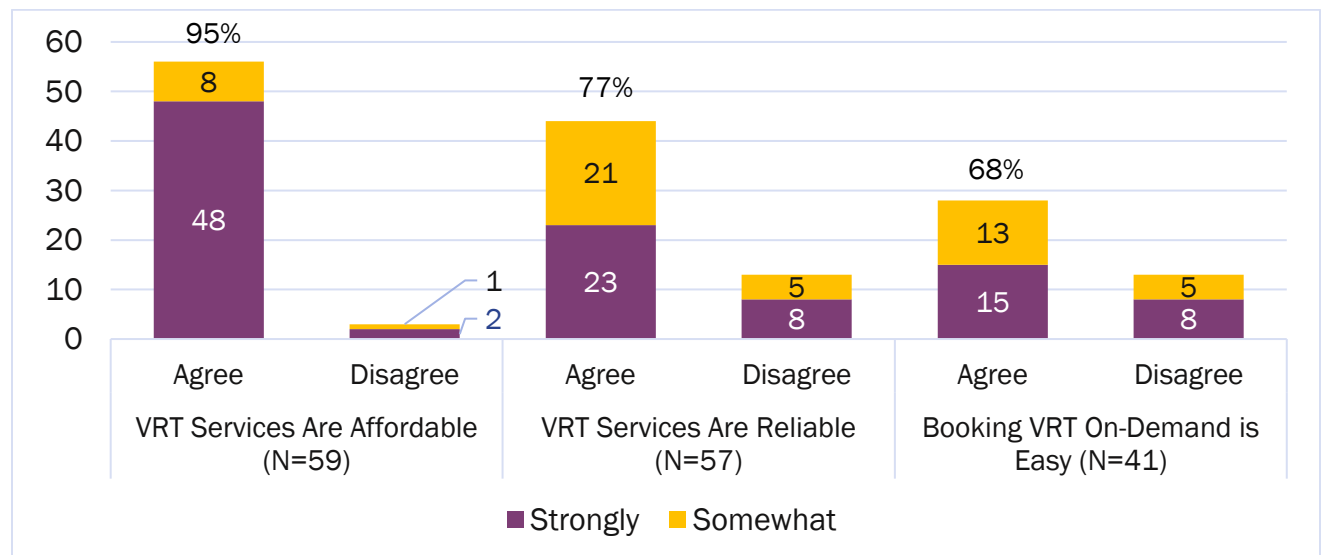
Respondents also cited the time of travel as an important factor for using transit for various daily activities. More than sixty-five percent of respondents reporting riding early in the morning, which is typical of commute patterns, and thirty-seven percent of respondents using transit in the middle 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?

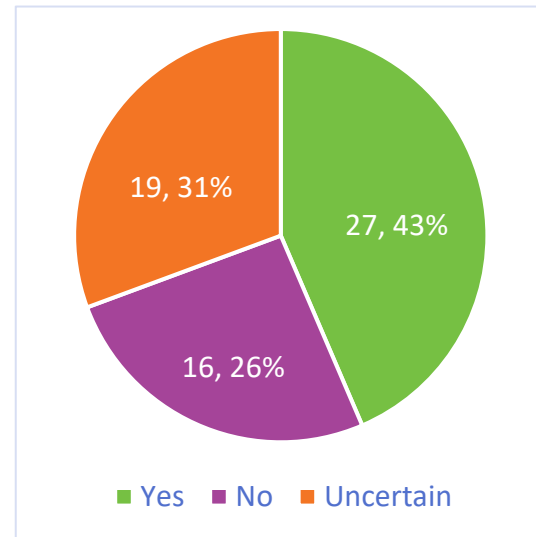


Figure 9: Rank VRT on a Scale of 1-5, with 1 being the lowest and 5 being the highest ranking)

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?

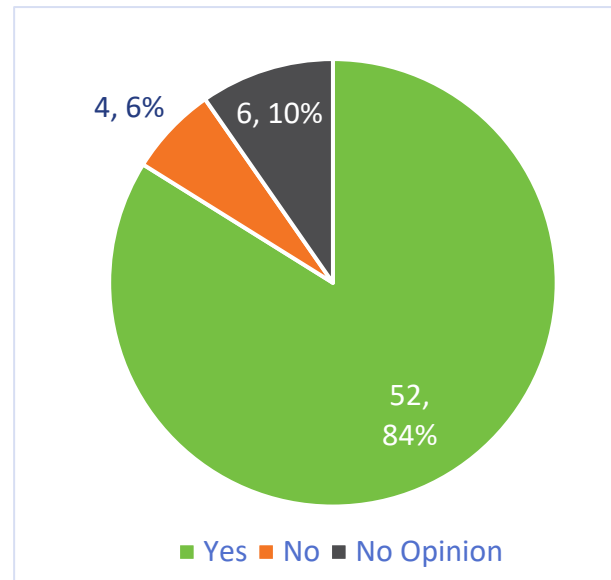
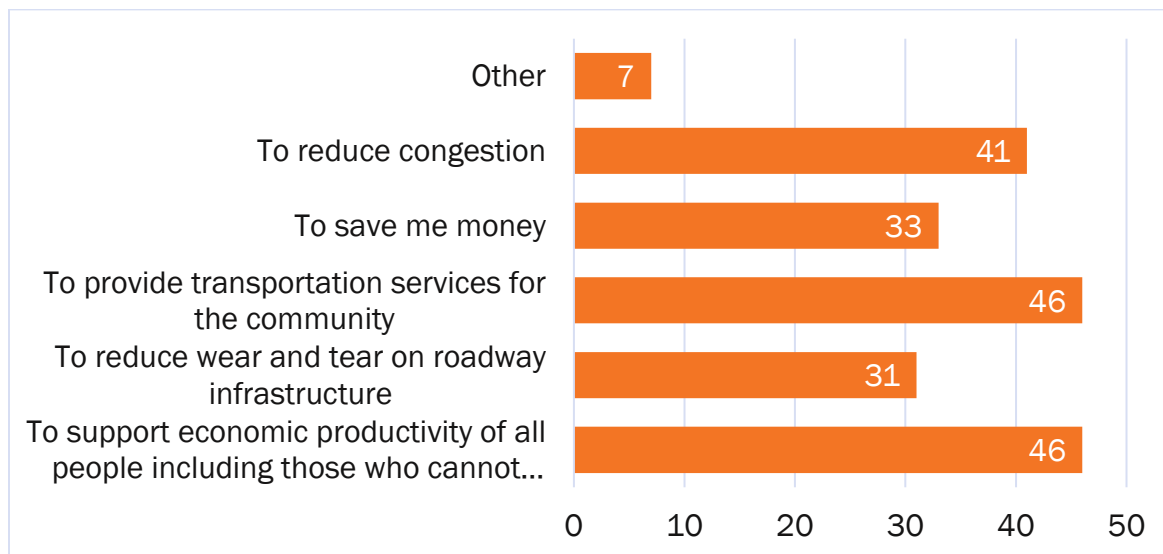


Figure 11: Why Do You Support Local Government Paying for Public Transit? (Non-exclusive responses) N=62



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 pervents 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, Lyft. 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



TOPIC	Title VI Update for 2027-2029
DATE	August 3, 2026
STAFF MEMBER	Kate Dahl, Principal Planner

Staff Recommendation/Request

This is an action item for the Board of Directors to consider adopting Title VI 2027-2029 through resolution VBD26-027.

Highlights

VRT is undertaking the required three-year update of the Title VI document in order prevent discrimination in public transportation planning and operations and maintain eligibility for federal funding through the Federal Transit Administration (FTA).

Schedule

- May 19, 2026, Regional Advisory Council review and comments
- August 3, 2026, Board of Directors Adoption
- October 1, 2026, Submit Title VI document to FTA for compliance

Summary

Title VI of the Civil Rights Act of 1964 protects people from discrimination based on race, color, and national origin in programs and activities receiving federal financial assistance. The FTA works to ensure nondiscriminatory transportation in support of our mission to enhance the social and economic quality of life for all Americans. The FTA Office of Civil Rights is responsible for monitoring FTA recipients' Title VI programs and ensuring their compliance with Title VI requirements.

The FTA requires Title VI programs to be updated—typically every three years—to ensure recipients of federal funds do not discriminate on the basis of race, color, or national origin. These updates confirm that transit agencies are providing equitable services, analyzing the impact of fare or major service changes on minority and low-income populations, and ensuring compliance with the Civil Rights Act of 1964.

Key Reasons for FTA Title VI Updates:

- **Prevent Discrimination:** Agencies must prove that service reductions, route changes, or fare increases do not disproportionately affect minority or low-income riders.
- **Regulatory Compliance:** Recipients of federal funds are required to submit updated plans every three years to maintain compliance with FTA guidelines, particularly FTA Circular 4702.1B.
- **Ensuring Equity in Decision-Making:** Updates compel transit providers to analyze if new projects, fare media, or service changes unfairly burden protected

populations.

- **Updated Demographic Analysis:** Agencies must update their data to reflect current community demographics and changing transit needs.
- **Public Participation & Accountability:** The process forces agencies to have actionable policies, such as a Title VI complaint procedure, for public input.

Key Policies within the Update:

- **Disparate Impact Policy:** Establishes thresholds for determining if minority populations are disproportionately affected by a change. In December 2025, the Trump administration officially eliminated "[disparate impact](#)" liability from Department of Justice (DOJ) Title VI regulations, a major shift that narrowed enforcement to only intentional discrimination, as result this section has been removed from the document.
- **Environmental Justice Policy:** The core principles of environmental justice involve ensuring that minority and low-income communities are not disproportionately harmed by, or denied the benefits of, federally funded transportation projects. It is built on three pillars:
 - **Avoid and Mitigate:** Agencies had to actively avoid, minimize, and mitigate disproportionately high and adverse health or environmental effects on vulnerable populations. [[1](#)]
 - **Prevent Denial of Benefits:** Transit providers had to prevent any denial, reduction, or significant delay in the receipt of transportation benefits by minority and low-income populations. [[1](#)]
 - **Meaningful Engagement:** Agencies had to involve affected communities directly in transportation planning and project development to ensure their voices were heard.

The FTA withdrew its primary Environmental Justice (EJ) guidance, known as Circular 4703.1, on September 12, 2025. The FTA took this action because the overarching executive orders requiring the guidance were rescinded, which ended mandatory EJ analyses and outreach for federal transit funding recipients. This section has been removed from the document.

- **Disproportionate Burden Policy:** Evaluates impacts on low-income populations.
- **Service Standards:** Ensures equitable distribution of service (e.g., vehicle loads, headways).
- **Language Assistance for Limited English Proficient (LEP) Persons:** Regular updates also serve to ensure.

To assist in compliance with the Federal Transit Administration, VRT has a policy document called Title VI to outline recent demographic data on special populations within the service area and outline internal policies to ensure compliance. VRT last updated the document in 2024.



Changes to the document include the following:

- Update data sets as available
- Review policies to reflect VRT practices
- Update Language Line Calls and Top Languages
- Update Vehicle Inventory
- Update Service Change Summaries
- Update Public Engagement Activities
- Update contact person for Title VI inquires.
- Update graphics with current time period
- Disparate Impact section removed
- Environmental Justice section removed

Implication

An up-to-date Title VI document ensures VRT is eligible for Federal funding.

More Information

Link:

For detailed information, contact:

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





VALLEY REGIONAL TRANSIT BOARD RESOLUTION

TITLE VI 2027-2029 RESOLUTION VBD26-027

BY THE BOARD OF VALLEY REGIONAL TRANSIT APPROVING THE TITLE VI 2027-2029

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, Title VI of the Civil Rights Act of 1964 protects people from discrimination based on race, color, and national origin in programs and activities receiving federal financial assistance. The Federal Transit Administration works to ensure nondiscriminatory transportation in support of our mission to enhance the social and economic quality of life for all Americans; and

WHEREAS, VRT is undertaking the required three-year update of the Title VI document in order prevent discrimination in public transportation planning and operations and maintain eligibility for federal funding through the Federal Transit Administration; and

WHEREAS, VRT works to prevent discrimination by ensuring that service reductions, route changes, or fare increases do not disproportionately affect minority or low-income riders; and

WHEREAS, VRT works to ensure equity in decision-making by analyzing if new projects, fare media, or service changes unfairly burden protected populations; and

WHEREAS, VRT has updated the demographic analysis to reflect current community demographics and changing transit needs as data is available; and

WHEREAS, VRT has Updated the Public Participation & Accountability to have actionable policies, such as a Title VI complaint procedure, for public input; 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 adopt Resolution VBD26-027 and adopt the Title VI 2027-2029 plan.

Section 2. That this Resolution 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 3rd day of August 2026

APPROVED by the Board Chair this 3rd day of August 2026.

APPROVED:

CHAIR

ATTEST:

EXECUTIVE ASSISTANT

**2027
2029**

Title VI Program Update



**valley
regional
transit**

Title VI Program

Valley Regional Transit

**The Regional Public Transportation Authority of Ada and Canyon Counties, Idaho
(2027-2029)**

Submitted in Fulfillment of Title VI of the Civil Rights Act of 1964 and FTA Circular 4702.1B (Oct. 1, 2012)



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This report documents the efforts of Valley Regional Transit (VRT), the regional public transportation authority of Ada and Canyon counties, to provide a level of transit service that is fairly distributed to all the authority populations to the extent possible. The content and organization of this report is based on the guidelines of FTA Circular FTA C 4702.1B (October 1, 2012), Title VI Requirements and Guidelines for Federal Transit Administration Recipients.

Direct questions regarding the content or preparation of this report to Elaine Clegg, VRT Chief Executive Officer (CEO).

Annual Civil Rights (Title VI) Assurances

VRT enters the annual Certification and Assurances into Transit Award Management System TAMS yearly and provides an electronic signature through a personal identification number (PIN). A signed copy of the Annual Civil Rights Title VI Assurances for 2026 is attached as **Attachment A**. The VRT CEO signs a hard copy yearly.

Notification of Valley Regional Transit’s Title VI obligations

Valley Regional Transit publicizes its Title VI program by posting its commitment to providing services without regard to race, color, or national origin at the administrative offices of Valley Regional Transit in Meridian, Idaho, on all VRT buses, and at the operations facilities in Caldwell and Boise, and on their website: rideVRT.org. A copy of the notice can be found in **Attachment B**.

The complete Title VI Policy Statement is included as **Attachment C**.

Title VI Complaint Procedures

VRT has developed complaint procedures for filing, investigating, and tracking Title VI complaints filed against the authority. VRT’s complaint procedure is available on the Valley Regional Transit website, on the revenue service vehicles, and in public view at capital facilities.

The complaint procedures are as follows:

1. File a Complaint

Any person who believes they have been excluded from participation in, or denied the benefits of, VRT’s programs, activities, or services due to discrimination, may file a complaint with VRT within 180 days from the date of the alleged discrimination. VRT encourages use of its complaint form, which is available on the VRT website at rideVRT.org or by calling 208-345-7433.

Filed complaints must meet specific requirements, including the following:



1. Be in writing and signed by complainant
2. Date of alleged discrimination
3. Detailed description of the issues
4. Complaint must be filed within 180 days of the incident

Complaints can be filed by:

Mail

Stephen Hunt - Title VI Coordinator
700 NE 2nd Street, Suite 100
Meridian, ID 83642

Fax

(208) 846-8564

Email

TitleVICoordinator@rideVRT.org or shunt@rideVRT.org

2. Record the Complaint

Within ten (10) days of the complaint, the VRT Title VI Coordinator will record the complaint in a database, determine its jurisdiction, acceptability and/or need for additional information and assign an investigator. VRT will provide written acknowledgement of complaint and whether it has accepted or rejected the complaint to the complainant.

3. Investigate the Complaint

An investigation of the complaint will occur within sixty (60) days of the complaint. The investigation may include interviews of individuals named as witnesses or other individuals who may have information. The investigator may review relevant documentation. Failure of the complainant to respond to requests for information from the investigator may result in closure of the complaint.

4. Resolve the Complaint

Within ninety (90) days of the complaint, the complainant will receive a final written response from VRT, including the proposed disposition of the matter and their right to appeal. VRT will also provide the appropriate federal or state agency with a copy of the decision.

VRT also notifies the public of their right to file their complaint with the U.S. Department of Transportation with the following notice:

Title VI Complaint to the U.S. Department of Transportation

Individuals or organizations who believe they have been denied the benefits of, excluded from participation in, or subject to the discrimination on the grounds, of race, color or national origin may submit a complaint to the U.S. Department of Transportation:

Federal Transit Administration's Office of Civil Rights

Attention: Title VI Program
Coordinator East Building, 5th Floor-TCR
1200 New Jersey Ave, SE
Washington, DC 20590



Further information, including the complaint form, is available at www.fta.dot.gov. The full complete complaint procedure is included in **Attachment D**.

The complaint form is included as **Attachment E**.

Title VI Investigations, Complaints and Lawsuits

VRT's data related to allegations of discrimination, both with respect to employment and in the provision of transit services, comes from several sources. The data includes customer reports, reports to federal and state regulatory agencies, lawsuits filed in federal, state, or local courts, and internal employee complaints.

Customer Reports

Customer complaints are collected from the public through VRT's customer call center at 208-345-RIDE (7433). The call center is supported by VRT's Customer Service Department. Calls are managed in "Track-It," an IT help desk/customer service software with endpoint management. Calls are entered as tickets which can then be prioritized and routed to the appropriate person or department. The help desk system ensures each complaint is assigned a unique tracking number and tracked by the Transit Services Manager through the resolution of the complaint.

VRT received two Title VI related complaints from a customer during the report period both were resolved (2024-2026).

Employee Reports

Employees and those applying for a job with VRT can submit any workplace discrimination complaints through the U.S. Equal Employment Opportunity Commission (EEOC). The EEOC offers a few ways to file complaints and discrimination inquiries through:

- The EEOC's public portal <https://publicportal.eeoc.gov/Portal/Login.aspx>
- Phone: 1-800-669-4000 (Toll Free), 1-800-669-6820 (TTY), 1-844-234-5122 (ASL video phone)
- There are no EEOC field offices in Idaho, so in-person workforce discrimination claims would need to visit the office in Seattle, Washington as an alternative to phone calls, and on-line public portals.

909 First Avenue, Suite 400
Seattle, WA 98104-1061
Office Hours: M-F 8:30 A.M. – 3:00 P.M.

VRT received no Title VI related complaints from current or former employees, nor from job applicants during the report period (2024-2026).

Title VI Compliance Reviews

Valley Regional Transit will monitor the agency's compliance to Title VI laws and associated documents including those of our subrecipients annually. We will report annually to our Board of Directors in the fall of each calendar year. We will review the following elements as part of our integrated process:

- Service standards and policies
- Public outreach efforts



- Language assistance efforts
- Title VI staff training updates
- Subrecipient and contractor compliance

Although these processes are not currently implemented annually, we have found no compliance issues between 2021-2023.

Staff Training

The following training will be provided for all staff:

- Information on the Title VI Policy and LEP responsibilities.
- Description of language assistance services offered to the public.
- Use of the Language Line brochure and telephone interpretation service.
- Documentation of language assistance requests. How to handle a potential Title VI/LEP complaint.

All contractors or subcontractors performing work for Valley Regional Transit will be required to follow the Title VI/LEP guidelines.

VRT has identified a need for digital training that can be viewed on-demand and implemented in the onboarding and continual education series.

Public Participation Plan

VRT's Public Participation Plan outlines the process for soliciting and considering public comment prior to implementing of a variety of changes, including, but not limited to, service changes or adjustments, VRT annual budget adoption or modifications, any proposed fare changes, and VRT's annual Program of Projects (POP).

Guided by VRT's Public Involvement and Notification Policy (1.24.00; adopted May 2004; revised August 2020, April 2023), notes the importance of public participation. This participation "is especially crucial when significant changes to current services are proposed." According to this policy, "significant changes" include fare increases, major service reductions or route modifications, and/or the addition of new service, and minimum outreach requirements are listed for these instances.

In many cases, these standards set a minimum – VRT staff aims to extend comprehensive public engagement to as many decision-making processes as possible and practical. We typically use the International Association for Public Participation (IAP2) Spectrum of Public Participation as a guide in developing outreach programs (and having staff trained on these tactics).

At a minimum, VRT utilizes the public notice methods designed to increase general knowledge of VRT processes, planned actions, or approved actions, and includes:

- **Open House** - public forum to provide an opportunity for the public to learn and comment about a project or proposed operational changes and to solicit public comment prior to any public hearing.



- **Public Meeting** – a meeting designed to facilitate participation in the decision-making process the public in gaining an informed view of a proposed project at any level of the public transportation project development process; and gather public comment.
- **Property Notices** – door hangers or other type of specific individual notice given to specific affected properties or individuals.
- **Fliers/Posters** – postings generally placed on buses, at transfer locations or other public places designed to educate the public on planned VRT action.
- **Mailers** – targeted mailing services designed to notify all persons possibly affected by a transit route or pathway.
- **Media** – notices or postings placed on the various local newspaper, television, social media, websites, email or other electronic or other media the VRT has access to including contracted or targeted surveys or solicited requests for input or responses.

The Public Notification and Involvement Policy note that “additional media notifications, surveys, and fliers/postings as determined appropriate by staff may also be included.” In most cases, we use additional notification opportunities beyond those required in the policy. In addition to the tactics above, we often leverage our network of stakeholders and partners to share engagement opportunities and utilize pop-up events (tabling, canvassing, and more), meeting people where they are to broaden our reach.

VRT is committed to the continued development of our public participation plan, processes, and execution. Our goal is to provide comprehensive access to clear information about potential decisions or projects, the opportunity to provide feedback and engage with staff and decision-makers and close the feedback loop by outlining final decisions and how their input was used.

2024-2026 Service Changes

VRT has had four (4) service adjustments between 2024-2026. A detailed table representing 2024-2026 services changes can be found in the Public Participation Plan.

The Public Participation Plan is included as **Attachment F**.

Limited English Proficiency (LEP) Plan

This *Limited English Proficiency Plan (LEP)* has been prepared to address Valley Regional Transit’s responsibilities as a recipient of federal financial assistance as they relate to the needs of individuals with limited English language skills. The plan has been prepared in accordance with Title VI of the Civil Rights Act of 1964, 42 U.S.C. 2000d, et seq, and its implementing regulations, which state that no person shall be subjected to discrimination on the basis of race, color or national origin.

Executive Order 13166, titled *Improving Access to Services for Persons with Limited English Proficiency*, indicates that differing treatment based upon a person’s inability to speak, read, write, or understand English is a type of national origin discrimination. It directs each agency to publish guidance for its respective recipients clarifying their obligation to ensure that such discrimination does not take place. This order applies to all state and local agencies which receive federal funds.



Valley Regional Transit has developed this *Limited English Proficiency Plan* to help identify reasonable steps for providing language assistance to persons with limited English proficiency who wish to access services provided. As defined in Executive Order 13166, LEP persons are those who do not speak English as their primary language and have limited ability to read, speak, write, or understand English. This plan outlines how to identify a person who may need language assistance, the ways in which assistance may be provided, staff training that may be required, and how to notify LEP persons that assistance is available.

To prepare this plan, Valley Regional Transit used the four-factor LEP analysis, which considers the following factors:

1. The number or proportion of LEP persons in the service area who may be served by Valley Regional Transit.
2. The frequency with which LEP persons encounter Valley Regional Transit services.
3. The nature and importance of services provided by Valley Regional Transit to the LEP population.
4. The interpretation services available to Valley Regional Transit and overall cost to provide LEP assistance. A summary of the results of the four-factor analysis is in the following section.

TOP IDAHO REFUGEE LANGUAGES SPOKEN 2024-2025

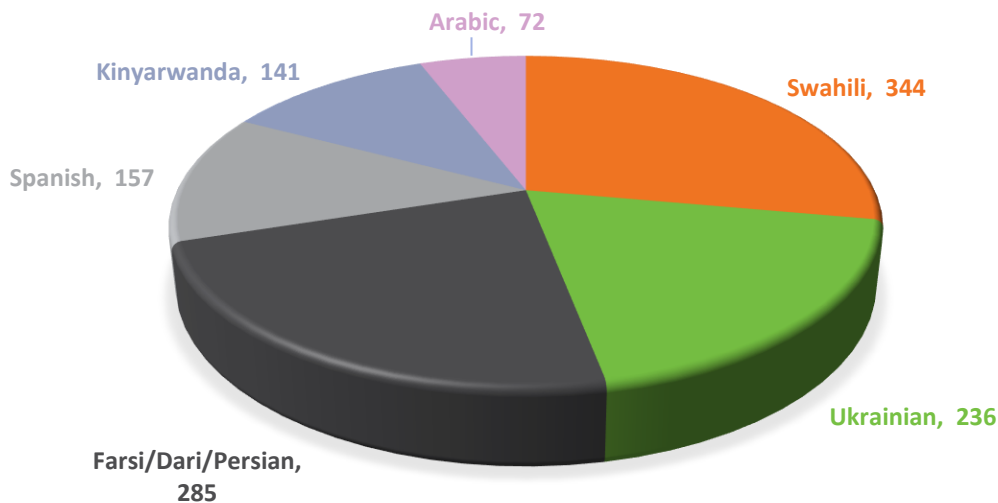


Figure 1: Top Languages Spoken By Idaho Refugees: Source: Idaho Office For Refugees

Language Assistance Actions

As a result of the findings of the four-factor LEP plan, VRT employs the following solutions to ensure people with limited English proficiency are reasonably accommodated:

- VRT will translate vital documents, including fare information and “how to ride” brochures, into Spanish.



- VRT customer service may employ one full-time position designated as a bilingual Customer Service Specialist and must be fluent in both English and Spanish.
- VRT staff have initiated language-specific travel training sessions in coordination with local resettlement agencies.
- VRT utilizes LanguageLine Solutions (www.languageline.com) as a translation service during customer calls in circumstances where the customer is unable to communicate with one of VRT's customer service specialists.
- VRT provides a translation of materials, including meeting notices, flyers, and agendas upon request, or when warranted by the target audience.
- VRT trains staff on VRT's Title VI Policy and LEP responsibilities and document LanguageLine use and requests.
- VRT customer service staff and drivers utilize LanguageLine brochures to both identify the appropriate language and get the necessary translation services.
- VRT advertises the availability of LanguageLine at Main Street Station with a poster stating language assistance is available.
- As mentioned in the LEP plan, VRT will review language barriers that exist and the appropriateness of VRT's actions to minimize or remove those barriers.

See Figure 2, page 11

The full LEP plan and its four-factor analysis is attached as **Attachment G**.

Subrecipients

VRT supports subrecipients in complying with Title VI requirements by:

1. Annually providing a Title VI Compliance Assessment Tool to the Subrecipients, using a baseline questionnaire. This tool walks subrecipients through Title VI requirements and requests appropriate documentation, which is reviewed by VRT to ensure compliance. Subrecipients are notified if there are any corrective action measures needed at that time.
2. VRT staff further support subrecipients in their Title VI compliance responsibilities by conducting site reviews to ensure updated Title VI documents are visibly posted at appropriate facility locations in line with Title VI requirements. (Outlined in VRT's Subrecipient Monitoring and Oversight Procedures)

VRT currently passes FTA dollars onto the following sub recipients:

- **Treasure Valley Transit** – Provides specialized services to individuals who are in the Nampa Urbanized Area (UZA).
- **Boise State University** – Provides fixed-route services with shuttle buses within the Boise UZA. They receive federal grant funding for vehicles used to provide these services as well as operation funding.
- **Ada County Highway District (ACHD)** – Through VRT's Shared Vehicle Pool, ACHD provides a vanpool service in the Nampa/Boise UZA with federal grant funding for vehicles and some operating funds.



The Title VI language of the subrecipient agreement is attached as **Attachment H**.

Item VII. F.



 I want to go home. Route _____ stop _____ to route _____ stop _____	 Ninataka kuenda nyumbani. Njia ya _____ vituo vya mabasi _____ kwa Nija ya _____ vituo via mabasi _____
 I want to go to the doctor's office. Route _____ stop _____ to route _____ stop _____	 Ninataka kuenda madaktari ofisi. Njia ya _____ vituo vya mabasi _____ kwa Nija ya _____ vituo via mabasi _____
 I want to go to the grocery store. Route _____ stop _____ to route _____ stop _____	 Ninataka kuenda dukani. Njia ya _____ vituo vya mabasi _____ kwa Nija ya _____ vituo via mabasi _____
 I want to go to the English Language Center. Route _____ stop _____ to route _____ stop _____	 Ninataka kuenda darasani ya Kiingereza. Njia ya _____ vituo vya mabasi _____ kwa Nija ya _____ vituo via mabasi _____
 I want to go to work at _____ Route _____ stop _____ to route _____ stop _____	 Ninataka kuenda kazi katika _____ Njia ya _____ vituo vya mabasi _____ kwa Nija ya _____ vituo via mabasi _____
 I want to go to the WIC Office. Route _____ stop _____ to route _____ stop _____	 Ninataka kuenda WIC ofisi. Njia ya _____ vituo vya mabasi _____ kwa Nija ya _____ vituo via mabasi _____
 I want to go to the IRC. Route _____ stop _____ to route _____ stop _____	 Ninataka kuenda IRC. Njia ya _____ vituo vya mabasi _____ kwa Nija ya _____ vituo via mabasi _____
Name _____ ☐ Child ☐ Person with disability ☐ Older Adult	Jina _____ ☐ Kupitisha Watoto ☐ Watu wakongw/watu walio na ☐ Watu Wazima ☐ Ulemanu Wataingia Bila malipo Kuanzia

Figure 2: An example of a language card for an individual who speaks Swahili

Non-Elected Committees and Councils

The VRT Board of Directors establishes policy and guides the strategic priorities for the agency. Board members include representatives from Ada and Canyon counties, the incorporated cities, and highway districts. In addition, there are representatives from Boise State University, the Capital City Development Corporation, the Idaho Transportation Department (ex-officio) and the Meridian Development Corporation.

The VRT Executive Board is a standing committee of the Board of Directors. It reviews matters related to budget, finance, operations, governmental, and legislative actions.

The Executive Board focuses on the internal and operational issues of the agency and works closely with the CEO in the management of Valley Regional Transit. Members consist of the board chair, past-chair, chair-elect, vice-chair, treasurer, five at-large members from Ada and Canyon counties, as well as a representative from Boise State University.

The Board of Directors and its Executive Board are made up of both elected and non-elected officials. Their work is supported by various committees and work groups described below.

Regional Advisory Council (RAC)

The RAC supports the VRT governance process by advising the Board of Directors through a forum for transportation and human service stakeholders and advocates centered on sharing information and collaborating on mobility issues. VRT staff actively works to ensure adequate representation of diverse opinions and perspectives by soliciting participation from key human service and transit providers in the following categories:

- | | |
|------------------------------------|---|
| 1. Blind/visually impaired | 10. Health and Welfare |
| 2. Transit Consumer | 11. Limited English Proficiency (LEP) |
| 3. Vocational/labor | 12. Educational programs |
| 4. Housing | 13. Older adults |
| 5. Non-emergency medical transport | 14. Local governments |
| 6. Neighborhood associations | 15. Employers |
| 7. Statewide coordination | 16. Low-income families and individuals |
| 8. Urban transportation provider | 17. Persons with disabilities |
| 9. Rural transportation provider | 18. Veterans |

VRT will continue to work with the RAC to improve representation of the Council. The area refugee community does have representation on the RAC and a primary focus will continue to be on reestablishing Latino representation on the Council. VRT and the RAC will also consider the timing and location of RAC meetings to ensure there are not unnecessary barriers to participation.

The RAC, which meets semi-monthly, formulates and reviews policies, services and programs that affect groups represented on the RAC. Recommendations on policies, services and programs are submitted to the VRT Board of Directors for final action.



Racial Representation of Non-Elected Committees and Councils

Item VII. F.

Body	Caucasian	Latino	African American	Asian American	Native American
Regional Advisory Council	14	0	1	0	0

Service Standards

Service standards and performance measures are a set of guidelines that are used to design, evaluate, and modify transit service. VRT has established baseline service standards to optimize short-term operational efficiencies while monitoring the quality of service on an on-going basis. Day-to-day management of VRT services is based on established service standards. Service standards and performance measures define the criteria for making major or administrative service changes, as well as guidelines and driving factors for the type of changes needed to ensure VRT services are meeting the demand in the Treasure Valley.

Vehicle Load

Vehicle load is an expression of the ratio of passengers to the total number of seats on a vehicle. For example, on a 40-seat bus, a vehicle load of 1.5 means all seats are filled and there are approximately 19 standees. Max load factors for VRT fixed-route buses are illustrated below.

Service Type	Vehicle Type	Length	Number of Vehicles	Seated	Standing	Max Load Factor
Fixed-Route	Gillig	35'	31	32	16	1.5
Fixed-Route	Gillig	40'	14	38	19	1.5
Fixed-Route	Proterra XZ5+	35'	8	29	22	1.8
Fixed-Route	Proterra XZ5+	40'	4	40	31	1.8
Paratransit Demand Response	Glaval Universal	28'	9	7	11	N/A
Paratransit Demand Response	Glaval Universal	26'	3	18	3	N/A
Demand Response	Glaval Universal	23'	2	9	5	N/A
Demand Response	El Dorado World Trans	26'	1	18	5	N/A
Demand Response	Starcraft Allstar	22'	2	12	2	N/A
Demand Response	Starcraft Allstar	26'	8	7	8	N/A
Specialized Transit	Starcraft Allstar	22'	1	12	5	N/A
Specialized Transit	Starcraft Allstar	26'	2	14	5	N/A
Specialized Transit	Dodge Grand Caravan	17'	1	4	0	N/A
Specialized Transit	Starcraft Starlite	22'	8	9	2	N/A



Specialized Transit	Ford Transit Van	20'	2	5	3	N/A	Item VII. F.
Specialized Transit	Ford Transit Van	22'	5	8	2.0	N/A	

Vehicle Headway

VRT categorizes its existing and planned service by type of service and vehicle headway or frequency. These categories help planners establish the appropriate level of service throughout the service area.

The categories are as follows.

SERVICE CATEGORY	FREQUENCY	SERVICE PARAMETERS
Premium Service	15 – 30-minute all day	Dedicated right-of-way Limited stops
Express Service	15 – 30-minute peak 30 – 60-minute mid-day	Limited stops
Frequent Service – frequent stops	15-minute peak 30-minute mid-day	Frequent stops
Secondary Service – frequent stops	30 – 60-minute all day	Frequent stops
OnDemand Service	Based on demand – all day	Utilizes both fixed and virtual stops based on demand

The level of service categories of current routes was determined by vehicle load, population density, activity centers, previous ridership and funding availability. VRT's current Valley Connect plan, and the Community Planning Association of Idaho's Communities In Motion plan identifies the planned service category for existing routes. These plans also identify the service levels planned for new routes. These determinations were made by modeling future growth and traffic. VRT will assess vehicle headway any time the vehicle load standard has been exceeded or any time there is a change in funding availability and will use the following criteria to prioritize frequency improvements:

1. Current vehicle load
2. Current service category of the route currently compared to its planned service category
3. Degree the route serves low-income, and minority populations compared to other routes
4. Population level changes
5. Activity centers that have moved into, or out of, the service area
6. Financial implications
7. Service implications

On-Time Performance

VRT collects on-time performance (OTP) data daily by route, by trip and by operator, all of which is summarized and reported monthly. If operators and/or customer comments suggest a route is consistently



late, an analysis may be performed prior to the scheduled monthly report date. On-time performance may be expressed as the ratio of trips a route is on time to the total number of trips provided (see below). A vehicle is considered on time if it leaves a time-point no earlier than the latest published schedule, and no later than five minutes after the published time.

For example, over a week time-period, if a route records 1000 trips with 20 late trips, then the on-time performance for that week would be calculated as follows:

$$\text{On-time performance} = \frac{(1000 - 20)}{1000} = 980 / 1000 = 0.98 \times 100 = 98\%$$

The criteria for defining an on-time trip, as well as the algorithm used to arrive at an on-time percentage, were both developed in accordance with best practice guidance as established by the American Public Transportation Association (APTA). By following the best practice standards, VRT can compare system performance to peer organizations.

On-time performance metrics will be used to determine:

1. If VRT is achieving the system wide goal of achieving 90 percent on-time performance.
2. If route on-time performance standards (75 percent OTP) have been met

Monthly reviews of system performance and in-depth route analysis help VRT identify trends and detect problems with individual routes or trips. NOTE: Late trips due to vehicle breakdowns will not be considered in the on-time calculation

Service Availability

VRT's guideline for establishing service availability is 70% of its service based on ridership and demand and 30% of its service, based on serving the transit dependent populations. VRT uses the industry standard of ¼ mile walking distance when assessing what area, a route serves and how far customers can travel to a bus stop. Initial stop locations on primary, secondary and flex-route services are identified using the ¼ mile walking standard. Exact stop placement may be adjusted from this target location based on destinations, passenger safety, bus safety, vehicle safety or site restrictions. Within downtown areas, the service standard is to have stops every two blocks. Stop locations on premium, express, employer express and rural services are typically park and rides, and therefore, are not assessed using the ¼ mile walkability standard.

Vehicle Assignment

The primary factor for vehicle assignment is ridership demand. Larger buses are assigned to routes with higher ridership and smaller buses are assigned to routes with lower demand. In most cases, a vehicle runs a route all day, so the peak period demand dictates the size of vehicle needed. Within these size categories, buses are rotated daily to different routes, so mileage and vehicle wear and tear is evenly distributed throughout the fleet. There is no consideration given to the age or condition of the vehicle when assigning it to a route. Given the relatively small size of VRT's fleet, each bus within a size category will run each route within a month's time, thereby eliminating any difference in quality of vehicle to a particular route or population. All VRT fixed-route vehicles are lift-equipped, and bike rack equipped, so all routes and populations have equal access to these amenities. Additionally, all VRT fixed-route vehicles are equipped with security cameras with audio, so no routes or passengers are provided with a lesser amount of security.



Disproportionate Burdens

The measure of disproportionate burden involves a comparison of impacts borne by low-income populations compared to impacts borne by non-low-income populations. **Low-Income Populations:** Following FTA's guidance to use locally developed and inclusive definitions of low-income status, specifically in regions with a high cost of living. Valley Regional Transit defines low income as falling at or below **125%** of the Federal Poverty Guideline (FPG) as defined by the U.S. Department of Health and Human Services.

- Service change proposals are determined to have a disproportionate burden on low-income populations if, when viewed cumulatively, the adverse impacts experienced by low-income riders are at least 10% higher than the adverse impacts experienced by non-low-income riders.
- Additionally, if benefits associated with the service change accrued to non-low-income riders are greater than 10% when compared to low-income riders, then that change will be determined to have a disproportionate burden.
- Adverse impacts from service decreases may be offset by benefits incurred from service increases.

Service Boundary	2025 POP	Low-Income POP Threshold (125%)
Ada + Canyon County	-821,264	9.2% Persons in Poverty
Data Source: Census Population Estimates 7/1/2024		

Distribution of Transit Amenities

Transit amenities for the VRT system include, but are not limited to, ADA accessible bus stops, benches, shelters, bike racks, bike lockers, transit centers, schedules, system maps, intelligent transportation systems, language proficiency measures and travel training. VRT implemented a fixed bus stop program in 2009. Prior to that, a flag-stop system was used. VRT has been working since then to implement transit amenities at fixed bus stops.

ADA Accessible Bus Stops

VRT's service standard is to provide, at a minimum, landing pads at all bus stops. Where funding and right-of-way are allowed VRT will improve sidewalks and pedestrian ramps. VRT is continuing its program to upgrade bus stops to meet ADA recommended standards. VRT conducted an analysis of all current bus stops using the following factors to prioritize which bus stops should receive ADA enhancements and to determine what enhancements to implement.

1. Stop usage
2. Number of routes serving a stop
3. Existing condition of a stop
4. Need to acquire right of way (ROW) to make necessary improvements
5. Improvements already planned by local and state jurisdictions
6. Density of elderly population in area
7. Density of low-income population in area
8. Density of minority population in area
9. Nearby destinations
10. Walk-ability to the bus stop
11. Pedestrian safety concerns

Stops serving elderly, low income and minority origins and destinations were weighted higher, then receiving higher priority. With the completion of the study, VRT has been implementing the suggested modifications to the transit amenities at the fixed stops.

Benches

The VRT service standard is to have a bench at every stop that has enough right-of-way (ROW) to allow for a bench and to meet ADA clearance requirements and where there are sufficient funds to secure a bench. If the ROW is limited, ADA clearance standards take priority, and a bench may not be able to be located at that stop. To expand the availability of benches, VRT manages advertisements on benches and uses a portion of these revenues to procure, install and maintain benches at as many feasible bus stops as possible.

In addition to advertising backed benches, VRT works with local funding partners to improve bus stops with other seating arrangements where possible.

Shelters

In 2021, VRT completed a Bus Stop Typology Study, creating new standards for amenities at bus stops. Core stop amenities at stops are determined by the following factors: ridership, if the stop is a key transfer location, if the stop has unique topography or site exposure and if the stop serves: a park and ride, a transit center, a college or university, a hospital, a supermarket, a high proportion of seniors, or a high proportion of persons with disabilities.

The VRT service standard for shelters is to have a minimum of ten (10) weekday passengers boarding at a stop on average. The number of passengers using each stop comes from the National Transit Database (NTD) survey conducted by VRT on an on-going basis. VRT currently has shelters at 71 of its 639 active stops and has funding plans to install new, and replacement shelters at additional bus stops. VRT will continue to use its ongoing federal capital enhancement funding to place shelters at qualifying stops.

Bike Racks

The VRT service standard is to have three-bike bike racks on all large buses and small fixed-route buses. VRT currently has bike racks on all fixed-route buses.

Bus Stop Information Holders & Brochures

VRT has updated this service standard to provide route information in English and Spanish at all stops throughout the transit network, as well as provide bus schedules at transit centers and route brochures at outlets throughout the two-county area. Bus Stop information includes the following:

- Route name(s)
- Time points
- Daily hours of operation
- General frequency information
- Trip planning app
- QR code
- Agency contact information
- ADA etching for the visually impaired

Bus stop information is printed on a waterproof insert placed in a metal box with a plexi-glass window. The inserts are updated with VRTs latest marketing and branding designs.



Brochure outlets are selected based on the location and availability of the facility to the public. The charge for the route brochures. Currently, VRT route brochures are distributed at approximately 20 outlet locations that also sell bus passes and tickets and at 69 locations that provide bus information only. Schedule information for appropriate routes is also on the buses.

VRT posts all schedule information, including maps and times, on its website. The VRT service standard also calls for providing the schedule information in large type on the website and providing translation services upon request. Detailed routing information, including left/rights, is also provided on the website.

System Maps

System maps and the customer service phone number are important materials VRT makes available at major transfer locations. **Attachment K** is an example of the system map provided at major transfer locations.

Determination of Site Location of Facilities

Valley Regional Transit analyzes construction impacts through the Federal Environmental Impact Statement, Environmental Assessment, or Categorical Exclusion processes to assess the effects on minority and low-income populations, including mitigation of impacts on businesses and households, and ensuring affected minority and low-income communities are included in decision-making processes.

When constructing facilities such as vehicle storage facilities, maintenance facilities, operation centers etc., it is VRT's procedure to complete the appropriate level of National Environmental Policy Act (NEPA) requirements for all such activities. Even in cases where there are no NEPA requirements, VRT will analyze the impacts of facility location to determine if any mitigating actions are appropriate or necessary. See **Attachment L** for listing of the capital infrastructure tracking, checklist, notes and VRT's internal procedures during the planning stage regarding equity. The documents listed in **Attachment L** are available for review upon request.



2027-2029

Title VI Program Update

Attachment

A

Signed Annual Title VI Assurances



Attachment A Signed Annual Title VI Assurances

FTA C4702.1

Urban Mass Transportation Administration

CIVIL RIGHTS ASSURANCES

Valley Regional Transit (VRT) HEREBY CERTIFIES THAT; as a condition of receiving Federal financial assistance under the Federal Transit Act of 1964, as amended, it will ensure that:

1. No person, on the basis of race, color or national origin will be subjected to discrimination in the level and quality of transportation services and transit-related benefits.
2. Valley Regional Transit will compile, maintain, and submit, in a timely manner, Title VI information required by FTA circular 4702.1 and in compliance with the Department of Transportation's Title VI regulation, 49 CFR Part 21.9.
3. Valley Regional Transit will make it known to the public that any person or persons alleging discrimination on the basis of race, color or national origin as it relates to the provision of transportation services and transit-related benefits may file a complaint with the Federal Transit Administration (FTA) and/or the U.S. Department of Transportation (USDOT).

The person or person whose signature appears below is authorized to sign this assurance.

Elaine Clegg

Chief Executive Officer

Date



2027-2029

Title VI Program Update

Attachment
B

Notice to the Public



Attachment B Notice to the Public

Valley Regional Transit Title VI Notice to the Public

YOUR RIGHTS UNDER TITLE VI OF THE CIVIL RIGHTS ACT OF 1964

Valley Regional Transit assures full compliance with the Title VI of the Civil Rights Act of 1964 and other nondiscrimination authorities.

Title VI provides that no person in the United States shall, on the grounds of race, color, national origin, gender, age, disability, economic status, or limited English proficiency be excluded from participation in, or be denied the benefits of, any service, program, or activity of the Valley Regional transit and/or paratransit system.

If you have questions, concerns, complaints, or would like additional information regarding Title VI, please contact:

Valley Regional Transit
Stephen Hunt– Chief Development Officer
700 NE 2nd S. Ste. 100
Meridian, ID 83642
(208) 258-2712

AMERICANS WITH DISABILITIES (ADA)

Valley Regional Transit is committed to full compliance with ADA. The ADA prohibits discrimination based on disability in admission or access to Valley Regional Transit facilities, programs, services, and activities.

If you need help to use our services, please make your request known to the staff serving this facility. Questions, concerns, complaints, or requests for additional information may be sent to the address above.



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Title VI Program Update

Attachment

C

Title VI Policy Statement



Attachment C Valley Regional Transit Title VI Policy Statement

Item VII. F.

Valley Regional Transit (VRT) is committed to ensuring that no individual or organization is excluded from participation in, denied the benefits of its program, activities or services, or subject to discrimination on the basis of race, color, or national origin, as stated in Title VI of the Civil Rights Act of 1964.

Every department, division and employee of VRT is responsible for carrying out VRT's commitment to non-discrimination, including the requirements of Title VI and needs:

- to ensure the level and quality of transportation services are provided to all;
- to identify and address, as appropriate, the human health, social, economic and environmental effects of VRT's programs and activities on all populations;
- to promote full and fair participation in transportation decision making; and
- to ensure meaningful access to VRT's programs and activities by persons with limited English proficiency.

VRT's Title VI Coordinator is responsible for providing leadership, direction and policy to ensure compliance with Title VI. For additional information on VRT's non- discrimination obligations, please contact:

Valley Regional Transit
Stephen Hunt – Chief Development Officer
shunt@ridevrt.org
700 NE 2nd S. Ste. 100
Meridian, ID 83642
(208) 258-2712



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Title VI Program Update

Attachment
D

Discrimination Complaint Procedures



Discrimination Complaint Procedure

1. Any person who believes that he or she, individually, as a member of any specific class, or in connection with any disadvantaged business enterprise, has been subjected to discrimination prohibited by Title VI of the Civil Rights Act of 1964, the American with Disabilities Act of 1990, Section 504 of the Vocational Rehabilitation Act of 1973 and the Civil Rights Restoration Act of 1987, as amended, may file a complaint with the City of Lewiston. A complaint may also be filed by a representative on behalf of such a person.
2. The complaint must meet the following requirements:
 - a. Complaint shall be in writing and signed by the complainant(s). In cases where the Complainant is unable or incapable of providing a written statement, a verbal complaint may be made. If necessary, Valley Regional Transit (VRT) staff will assist the person in reducing the complaint to writing and submit the written version of the complaint to the person for signature.
 - b. Include the date of the alleged act of discrimination date when the Complainant became aware of the alleged act of discrimination; or the date on which that conduct was discontinued or the latest instance of conduct.
 - c. Present a detailed description of the issues, including names and job titles of those individuals perceived as parties in the complaint.
 - d. Federal and state law requires complaints be filed within 180 calendar days of the alleged incident.
3. Within 10 days of receipt of the complaint, the Valley Regional Transit Chief Development Officer, Stephen Hunt, will determine its jurisdiction, acceptability, and/or need for additional information. The Complainant will be provided with a written acknowledgement that Valley Regional Transit has either accepted or rejected the complaint.
4. A complaint may be dismissed for the following reasons:
 - a. The Complainant requests the withdrawal of the complaint.
 - b. The Complainant fails to respond to requests for additional information needed to process the complaint.
 - c. The Complainant cannot be located after reasonable attempts.
5. Within 60 days, the VRT Chief Development Officer, Stephen Hunt, will investigate the allegation and based on the information obtained, will render a recommendation for action in a report of findings to the VRT CEO, Elaine Clegg and to the Transit Services Manager. The complaint should be resolved by informal means whenever possible. Such information attempts and their results will be summarized in the report of findings.
6. Within 90 days of receipt of the complaint, the VRT CEO, Elaine Clegg, will notify the complainant in writing of the final decision reached, including the proposed disposition of the matter. The notification will advise the complainant of his/her appeal rights with the appropriate Federal or



State agency, if they are dissatisfied with the final decision rendered by Valley Regional Tra

Item VII. F.

- a. VRT will reconsider this determination if new facts come to light.
 - b. If Complainant is dissatisfied with the determination and/or resolution set forth by Valley Regional Transit, the same complaint may be submitted to the appropriate Federal or State agency for investigation.
7. Valley Regional Transit will also provide the appropriate Federal or State agency with a copy of the decision and summary of findings upon completion of the investigation within 120 days of receipt of the complaint.
 8. Contacts for the different Title VI administrative jurisdictions are as follows: Idaho Transportation Department

EEO Office

3311 West State Street PO Box 7129
Boise, ID 83707-1129

Federal Transit Administration Office of Civil Rights

Attention: Title VI Program Coordinator
East Building, 5th Floor – TCR
1200 New Jersey Ave., SE
Washington, DC 20590

Seattle Regional Office of FHEO

U.S. Department of Housing and Urban Development
Seattle Federal Office Building
909 First Avenue, Room 205
Seattle, Washington 98104-1000



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E

Title VI Complaint Form



Valley Regional Transit Discrimination Complaint Form

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Title VI of the Civil Rights Act of 1964 states “No person in the United States shall, on the ground of race, color or national origin, be excluded from, participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.”

Please provide the following information necessary to process your complaint. Assistance is available upon request. Complete this form and mail, email, or fax to:

Stephen Hunt, Title VI Coordinator, 700 N. East 2nd Street, Suite 100, Meridian, ID, 83642
shunt@ridevrt.org

Complainant's Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Contact Number: _____ Optional Contact Number: _____

Email: _____

Person discriminated against (if other than Complainant)

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

What was the discrimination based on: (Check all that apply)

_____ Race _____ National Origin _____ Color

Date of incident resulting in discrimination: _____

Explain, as clearly as possible, what happened and how you were discriminated against. Indicate those involved. For additional space, attach additional sheets of paper to this form.

Where did the incident take place? Please provide location, bus number, driver's name, etc.



Were there witnesses? Please provide their contact information.

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Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Contact Number: _____ Email: _____

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Contact Number: _____ Email: _____

Did you file this complaint with another federal, state, or local agency; or with a federal or state court?

____ Yes

____ No

If you answered yes, check each agency complaint was filed with:

____ Federal Agency

____ State Agency

____ Local Agency

____ Federal Court

____ State Court

____ Other

Provide contact person information for the agency you also filed the complaint with:

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Contact Number: _____ Date filed: _____

Sign the complaint in the space below. You may attach any written materials or other information that supports your complaint.

Complainant's Signature

Signature Date

Filing a complaint with Valley Regional Transit is voluntary. However, without the information requested above, we may be unable to proceed with your complaint. We collect this information under authority of Title VI of the Civil Rights Act of 1964 and other civil rights statutes. We will use the information you provide to determine if we have jurisdiction, and if so, how we will process your complaint. Information submitted on this form is treated confidentially and is protected under the provisions of the Privacy Act of 1974. Names or other identifying information about individuals are disclosed when it is necessary for investigation of possible discrimination, for internal systems operations, or for routine uses, which include disclosure of information outside Valley Regional Transit for purposes associated with civil rights compliance and as permitted by law. It is illegal for a recipient of Federal financial assistance to intimidate, threaten, coerce, or discriminate or retaliate against you for filing this complaint or for taking any other action to enforce your rights under Federal civil rights laws. You are not required to use this form. You may also email or write a letter and send it to the address above.



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Title VI Program Update



Attachment
F

Public Participation Plan



Policy

VRT's Public Involvement and Notification Policy guides VRT's public participation efforts, informs VRT's Public Participation Plan and sets minimum required standards for public participation. It was first adopted in May 2004, and revised August 2020 and April 2023.

Policy Number: 1.24.00

Resolution Number: VDB23-016

Policy Title: Public Involvement and Notification

STATEMENT OF POLICY

Valley Regional Transit (henceforth AUTHORITY) provides transportation services in Ada County and Canyon County. The AUTHORITY will, at times, update its annual budget or propose changes to its transit system to improve service or maximize ridership.

Public participation is an important part of transit planning. This participation is especially crucial when significant changes to current services are proposed. Significant changes include fare increases, major service reductions or route modifications, and/or the addition of new service.

Just as important as collecting public comment prior to Board action is informing riders and others when new transit service is either coming to or leaving a specific area. If the service is new to an area, this notification process will include information about the benefits of public transportation.

This policy provides guidance as to the types of public activities required for budget approval, fare changes, new transit service, and service that will be modified or eliminated. It also provides details about public outreach following Board approval of any changes.

DEFINITIONS

Budget – the summary of the AUTHORITY'S revenues and planned expenditures, approved by the AUTHORITIES Board, updated annually, and amended bi-annually or as needed.

Fare Change – any change to an existing, established fare rate or fare type applicable to regular fixed-route or paratransit service which results in a different fare-rate that is currently in effect.

Major Service Change - any change that would:

- add or eliminate more than twenty-five percent (25%) or more of the number of route revenue miles of a single route; or
- affect twenty-five percent (25%) or more of the number of route vehicle miles on any individual route commuted daily for the day(s) impacted by the change; or
- result in route elimination or new route creation

Minor Service Change - any change in route length, frequency, route path, stop location or amenity work done to a lesser extent, or in smaller amounts, than described above as a major service change.



Modified Service - recommend or required new or adjusted transit service, or modifications to the service, generally called major or minor service changes, but possibly limited to schedule changes or timing adjustments only.

Notice of Approval – notice given after final approval by the Board regarding any budget approval, major service change, or fare changes.

Public Comment – responses gathered and compiled from open houses, surveys, emailed comments, service desk reports and other outlets during interactions with the public.

Public Hearing - a special type of public meeting that requires the publication and posting of a legal notice within a specified time. The main purpose of a public hearing is to provide an opportunity for the public to make comments for or against a proposal to an authorized agency representative or board member. A public hearing may be scheduled when a specific statute requires one, or when public input is desired on a sensitive or controversial issue. A public hearing is mandatory when a fare change or any major service change is proposed, or prior to the board adoption of, or changes to, the annual budget.

Public Notice – Any type of notification or interaction with the public designed to increase the general knowledge of the AUTHORITY'S processes, planned actions, or approved actions. Public notice can include any of the following:

- **Open House** - public forum to provide an opportunity for the public to learn and comment about a project or proposed operational changes and to solicit public comment prior to any public hearing.
- **Public Meeting** – a meeting designed to facilitate participation in the decision-making process; assist the public in gaining an informed view of a proposed project at any level of the public transportation project development process; and gather public comment.
- **Property Notices** – door hangers or other type of specific individual notice given to specific affected properties or individuals.
- **Fliers/Posters** – postings generally placed on buses, at transfer locations or other public places designed to educate the public on planned AUTHORITY action.
- **Mailers** – targeted mailing services designed to notify all persons possibly affected by a transit route or pathway.
- **Media** – notices or postings placed on the various local newspaper, television, social media, websites, email or other electronic or other media the AUTHORITY has access to including contracted or targeted surveys or solicited requests for input or responses.

Revenue Vehicle Miles – the distance traveled from the point of the first passenger pick-up to the last passenger drop-off, as long as the vehicle does not return to the dispatch point.

Route Miles – the total number of miles included in a single fixed-line route or a fixed-route transit system network.



PUBLIC INVOLVEMENT REQUIREMENTS

Budget Adoption

A public hearing is required for budget adoption. The required public hearing on the proposed AUTHORITY budget or budget amendment shall be held during a regular or special meeting of the Board of Directors. Notice of any public hearing for budget adoption shall be posted at least 10 calendar days prior to the date of the board meeting. Notice of the hearing also shall be published on two consecutive days in at least one (1) issue of a newspaper having general circulation in the region. The second publication date shall be no sooner than five (5) calendar days before the hearing.

Fare Changes

A public hearing is required when a change to the fare policy is proposed. Also required are two open house/public meetings – one each in Ada County and Canyon County. Additional various media notifications, surveys and fliers/postings as determined appropriate by staff may also be included.

According to Idaho Code, the AUTHORITY shall fix by resolution the fares and fees to be charged those who use its public transportation service. Prior to the adoption of fare changes, the proposed changes will be published in at least one (1) issue of a newspaper having general circulation in the region.

Major Service Changes

The public input process for major service changes will include a public hearing and at least one public meeting/open house in the county (Ada or Canyon) where the changes will occur. Printed and/or electronic (online) comment forms and surveys, and additional face-to-face events, may be utilized to gather public comment as determined appropriate by staff. Staff will provide an update to the Executive Board regarding the types of outreaches planned.

Any physical infrastructure changes, including the installation of new bus stops or the removal of existing stops, will include mailers and notices to the affected property owners/businesses as well as fliers and other media as determined appropriate by staff. These notices will include information about any scheduled public hearings or meetings.

Minor Service Changes

Outreach efforts for minor service changes may include an open house and/or a public meeting. AUTHORITY staff will determine the level of public notice during the development of any proposed changes.

Public Notification Following Board Approval

When a new bus stop, identified through AUTHORITY technical analysis, is approved, or existing bus stops will be removed, staff will provide notices to nearby property owners and businesses. These notices will be issued no later than two weeks before the change. AUTHORITY staff will conduct follow-up visits upon request with adjacent property owners as needed. This will ensure the public is provided with the technical rationale and methodology used. The notices will also provide both a timeline for installation of the bus stop and amenities or enhancements (e.g., benches or shelters), and information about how to contact the AUTHORITY if there are any issues with the bus stop.



Staff will respond to all comments and feedback with the documented technical reasons and rationale for the changes in question. Technical reasons for changes may include regulations or procurement rules affecting the course of the budget, established policy regarding bus stop placement or amenities or rationale regarding the course and timing of an adjusted route. Comments will always require a response stating the reason and method chosen for the change. Technical rationale or established policy will be followed unless staff are directed otherwise by the AUTHORITY's Board.

Plan

Philosophy

Public participation is a critical element of the work done at VRT. Our public participation work is guided by VRT's Public Involvement and Notification Policy (1.24.00; adopted May 2004; revised August 2020, April 2023) and outlines the process for soliciting and considering public comment prior the implementation of changes to services or programs. The Policy indicates required engagement – with changes to VRT services, budget, or fares – and provides a basis for comprehensive engagement. However, as we plan engagement efforts, we treat these standards as starting points, acknowledging that meaningful public participation extends beyond periodic outreach cycles but thrives in ongoing and consistent outreach and communication with the community.

When planning outreach and public participation, we seek to incorporate elements of VRT's Limited English Proficiency (LEP) Plan (Attachment G). For instance, we establish ongoing engagement with the 2C Resource Hub, a group of community partners in Canyon County, which has helped establish a network of community-based organizations with which we can conduct broad outreach. We also have standing engagement tables at libraries in Nampa and Caldwell, participate in a variety of committees with the West Ada School District, and connect frequently with local organizations, including the City of Boise's Energize our Neighborhoods program. We also look to the LEP plan when developing materials for engagement and determining translation needs. We have also built a relationship with various community organizations that focus on providing resources for refugees, including the International Rescue Committee (IRC) and Jannus, who play a significant role in identifying language needs and distributing information and training to populations they work with.

This document outlines opportunities for the public to be involved throughout various VRT projects and underscores the importance of accessible information, timely public notices, engagement-rich environments, and clear final decisions. Throughout our outreach, we take steps to ensure minority, low-income, and LEP populations have opportunities to provide feedback. We believe in the importance of engaging with members of the public and other stakeholders early and often gaining meaningful input from parties that will be impacted by changes.

These activities, when well-designed, can help build a culture of engagement and collaboration – both within the agency and within the community. A genuine culture of engagement not only helps build more useful projects, but also helps to maintain transparency with the public, achieve long-term buy-in from impacted parties, and build public trust in VRT. Relationships between VRT and the public based on dependability and authenticity can help us stay connected and working together as we build the future of our transit system.



It is our intent to provide recommendations or move into decisions only after reviewing feedback and potential impacts to the community we serve. The following sections discuss minimum requirements, additional engagement methods, public notification tools, and areas in which we look to grow our participation programming.

Minimum Requirements

The Policy sets the following minimum requirements for public participation for specific changes:

- **Budget Adoption** – a budget hearing during a Board of Directors meeting, with adequate public notice, is required; this also applies to budget amendments, which typically occur at the beginning of the calendar year following the budget adoption
- **Fare changes** – a public hearing, preceded by two open houses or public meetings (one in each county) is required, along with public notice and other media notification as determined appropriate by staff
- **Major service changes** – a public hearing and at least one open house/public meeting in Ada and Canyon counties is required for any change that would impact more than 25% of a route or available service levels, with additional public notice requirements and recommendations

In addition to major changes listed above, VRT sends notices to affected property owners/businesses and to a broader audience as determined by staff for any physical infrastructure changes, including the installation of new bus stops or the removal of existing stops. Additionally, comments from any public comment period are shared with staff and the VRT Board of Directors for consideration prior to decision-making.

- **Open House** - public forum to provide an opportunity for the public to learn and comment about a project or proposed operational changes and to solicit public comment prior to any public hearing.
- **Public Meeting** – a meeting designed to facilitate participation in the decision-making process; assist the public in gaining an informed view of a proposed project at any level of the public transportation project development process; and gather public comment.
- **Property Notices** – door hangers or other type of specific individual notice given to specific affected properties or individuals.
- **Fliers/Posters** – postings generally placed on buses, at transfer locations or other public places designed to educate the public on planned VRT action.
- **Mailers** – targeted mailing services designed to notify all persons possibly affected by a transit route or pathway.
- **Media** – notices or postings placed on the various local newspaper, television, social media, websites, email or other electronic or other media the VRT has access to including contracted or targeted surveys or solicited requests for input or responses.

Additionally, monthly VRT Executive Board meetings and Regional Advisory Council (RAC) meetings, alongside quarterly Board of Directors meetings, are held in-person and virtually in compliance with Idaho's Open Meetings Act. We also provide language interpretation services as much as possible (and always when requested), working with local vendors.



In many cases, these standards set a minimum. VRT staff aims to extend comprehensive public engagement to as many decision-making processes as possible and practical. This always begins with internal acknowledgement of how input would be used by staff. We do not seek out involvement for its own sake, but rather to collect specific perspectives from the people using our services. Without proper input from those using our services, we might make poor decisions or realize unintended consequences in project development.

Topics of engagement can include those required by policy – services, budgets, and fares – and can also include construction projects, technology upgrades, enhancements to a fare payment system, improvements to the rider experience, or bus stop amenities (for example, working with the Idaho Commission for the Blind & Visually Impaired to ensure bus stop sign treatments will work for blind and low-sight populations).

In addition to the changes above, we also include engagement in regular planning projects and project-specific work. These include the development of VRT’s annual Program of Projects (POP), Transit Development and Operations Plan (TDOP), visionary documents such as Valley Connect, and ongoing work to the best-in-class State Street corridor.

Transit Development and Operations Plan



We typically use the International Association for Public Participation (IAP2) Spectrum of Public Participation as a guide in developing outreach programs (and have staff trained on these tactics). We note here that involvement can range from “informing” impacted parties to ensure they are equipped with the information needed to answer questions and help them navigate the community.



IAP2 Spectrum of Public Participation

IAP2's Spectrum of Public Participation was designed to assist with the selection of the level of participation that defines the public's role in any public participation process. The Spectrum is used internationally, and it is found in public participation plans around the world.

INCREASING IMPACT ON THE DECISION					
	INFORM	CONSULT	INVOLVE	COLLABORATE	EMPOWER
PUBLIC PARTICIPATION GOAL	To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.	To obtain public feedback on analysis, alternatives and/or decisions.	To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.	To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.	To place final decision making in the hands of the public.
PROMISE TO THE PUBLIC	We will keep you informed.	We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision.	We will work with you to ensure that your concerns and aspirations are directly reflected in the alternatives developed and provide feedback on how public input influenced the decision.	We will look to you for advice and innovation in formulating solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible.	We will implement what you decide.

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- VRT builds an outreach plan for each project and relies on a variety of touchpoints to ensure comprehensive reach and participation.
- **Direct partner engagement** – we have been building a network of community collaborators that work in similar spaces as our riders, programs, and services; this network has been crucial to reach as broad and diverse a population as possible
- **Pop-up tables and canvassing** – we love to use our transit centers, buses, and other community hubs like libraries to establish a frequent community presence; we will fill our outreach calendar between open houses and public meetings with these pop-up opportunities, which give us a chance to get spontaneous feedback outside the regular meeting structure (while still gaining legitimate input and survey responses)
- **In-person open houses and town halls** – we aim to provide space outside of the public hearing to provide detail about potential changes, answer questions, and connect with the public as a staff; these work best along bus routes and within VRT service areas where we can promote transit usage for travel
- **Virtual options** – especially during the pandemic, we shifted much of our engagement to a virtual or hybrid format; Board, Executive Board, and Regional Advisory Council meetings have all been held as

hybrid (virtual and in-person) meetings since the start of the pandemic, and we have included town halls and open houses in all outreach efforts

- **Regular programming** – we use a variety of other methods to connect with our community on a regular basis, during which we dive into specific mobility-related topics; these allow for unstructured and honest conversations with riders and non-riders alike, and provide our team with on-the-ground feedback on their experience

Comments can also be submitted at any time on VRT’s website (equipped with the Google language translator), via Customer Service, or through social media channels. When feasible, we also seek feedback through onboard surveys.

VRT also convenes a Regional Advisory Council (RAC), which, among other activities, provides feedback on outreach plans and helps advocate these projects to the community and the constituencies they represent. The RAC supports the VRT governance process by advising the Board through a forum for transportation and human service stakeholders and advocates centered on sharing information and collaborating on mobility issues. VRT staff actively tries to solicit participation from key human service and transit providers in the following categories:

- Blind/visually impaired
- Transit Consumer
- Vocational/labor
- Housing
- Non-emergency medical transport
- Neighborhood associations
- Statewide coordination
- Urban transportation provider
- Rural transportation provider
- Health and Welfare
- Limited English proficiency (LEP)
- Educational programs
- Older adults
- Local governments
- Employers
- Low-income families and individuals
- Persons with disabilities
- Veterans

We make specific efforts to reach out to minority, LEP, and other underserved populations through various means of outreach. We work closely with refugee resettlement agencies, of which there are many in the valley, and provide resource-sharing to improve engagement, ridership experiences, and document translation. These relationships have been critical in determining and maintaining updated language needs of incoming refugee populations and in connecting with these groups to share transit information. VRT staff have also been equipped with handheld language translators and language cards for use in the field.

We seek out opportunities to meet people where they are, acknowledging the burden that may accompany an agency-hosted event. Open and ongoing participation from VRT is key to maintaining a strong network of collaborators and partners, including neighborhood association meetings, school groups, social service agencies, community-based organization gatherings, community councils, local business groups, special



interest groups, and more. We aspire to be available for as many community touchpoints as possible. Our stance is that we need to participate with the public before we ask for their participation with us.

Notification

To ensure high participation in this outreach, the Public Notification and Involvement Policy outlines required notices and notes that “additional media notifications, surveys, and fliers/postings as determined appropriate by staff may also be included.”

For outreach, including open houses, public hearings, VRT provides, at a minimum, property notices or mailers (door hangers or other direct-to-property materials) when necessary, flyers/posters, and legal notices in local newspapers.

When developing outreach plans for individual projects, we also include promotional and informational tactics to ensure the right reach for the project. In alignment with VRT’s Communications Plan, an ideal strategy is to provide information wherever our audience might be.

At a minimum, VRT utilizes the public notice methods designed to increase general knowledge of VRT processes, planned actions, or approved actions, and includes:

This broadens our notification tactics to include:

- **Earned media** – press releases, press conferences, editorials, legal notices
- **Owned media** – posters, displays, onboard bus posters, onboard bus hangers, bus shelter posters, infotainment screens, newsletters, email groups, community bulletins, community calendars, public meeting notices, mailers/postcards, onboard audio announcements, service alerts
- **Paid media** – social media advertising, radio advertising, bus benches/wraps
- **Social media** – organic posts and content campaigns

When creating materials, VRT provides English and Spanish language representation as a default. We also work with community organizations to identify any additional translation needs.

Ongoing Efforts

VRT is committed to the continued development of our public participation program. Our goal is to provide comprehensive access to clear information about potential decisions or projects, the opportunity to provide feedback and engage with staff and decision-makers and close the feedback loop by outlining final decisions and how input was used. With services in multiple areas across diverse populations across Ada and Canyon counties, it is essential for our team to continue to learn, adapt, and include new opportunities to engage with the community. We are looking to expand our equity lens to ensure continual participation inclusive of a diverse range of needs, backgrounds, genders, sexualities, races, religions, cultures, abilities, incomes, and experiences. We will specifically continue to expand our work within environmental justice zones and with translation materials that continue to reflect the LEP. We will continue to design public participation and outreach programs – and ensure engagement is infused throughout regular VRT projects – to build a culture of engagement and collaboration with our community.



Public Participation Projects

This section outlines public engagement work completed from 2024 to 2026. It includes public participation for six completed service changes and three broader campaigns, two of which had service change implications. The final campaign – VRT’s Better Bus initiative – sought feedback for both near-term and long-term changes, which will begin implementation in June of 2024.

In this phase of public outreach, we presented a final redesign proposal to the public. This proposal took elements of the three scenarios and guided public feedback to date. In this phase, we received surveys from 186 individuals who provided more than 480 comments on individual routes or services.

Final network redesign: Using feedback from all three phases, VRT made final recommendations to the VRT Board of Directors with various route consolidations. These recommendations allowed us to retain many of the services the public desired, including service in Boise’s North End, the Central Bench, and Southeast Boise.

Final changes included:

2024 Service Change	
Route/Area	Change
17 – Warm Springs/Parkcenter	- Route 1 Harris Ranch via Parkcenter and the Route 17 Warm Springs were consolidated to operate as a one-way loop, along Warm Springs to Harris Ranch, returning to downtown Boise along Parkcenter. This consolidation provided service to the previously unserved area on Warm Springs between the Idaho Botanical Gardens and Harris Ranch. - Riders can use expanded Lyft Transit Connection service area, Route 2, and the new Beyond Access service. - Service remained 60 minutes all day, Monday through Friday.
2 – Broadway	- There was no change to the path of Route 2. Saturday service was extended to Route 2. Previously, the 2 began its Saturday service at 7:45 am and ran until 5:45 pm. With the redesign, the service began at 7:20 am and ended at 9:20 pm. - Departure times at Main Street Station and the Boise Airport were modified to accommodate other changes and improve transfers. - With this service change, Route 2 runs from 5:30 a.m. to 9:30 p.m. weekdays with buses arriving every 30 minutes from 5:30 a.m. to 8:30 a.m. and 3:30 p.m. to 9:30 p.m., and every 60 minutes all other times
3 – Vista	- There was no change to the path of Route 3. - On weekdays, Route 3 ran on 2 early morning trips beginning at 6 am to 6:30 am, with a bus arriving every 30 minutes. Beginning at 7:00 am, service increased to a 15-minute frequency until 8:45 am, before returning to a 30-



minute frequency until 4 pm. From 4 pm until 9 pm, the 3 operated on minute frequency before returning to 30-minute frequency until 9:30 pm.

- Saturday service on Route 3 remained largely unchanged, operating on a 30-minute frequency from 7:45 am, through 9:15 pm.

4 – Franklin

- Previously slated for elimination, Route 4 was restructured, with the service continuing to service downtown Boise, following the Route 5 Emerald to Latah, where it will take Latah to Rose Hill before turning west to continue down Rose Hill and Franklin to Towne Square Mall, providing service along Cassia and Allumbaugh with direct connections to Borah and Bishop Kelly High Schools. The revised route 4 also covered the service previously provided along Barrister by route 28 which was straightened out to remain on Cole to Overland
- Route 4 was renamed from 4 – Roosevelt, to 4 – Franklin.

5 – Emerald

- There were no changes to where Route 5 provided service or to the span of service.
- Departure times from Main Street Station and Towne Square Mall were modified to provide better connections to other routes.
- Route 5 operates from 6:15 a.m. to 6:55 p.m. weekdays with buses arriving every 30 minutes from 6:15 a.m. to 9:25 a.m. and 2:45 p.m. to 6:55 p.m., and every 60 minutes all other times.
- Route 5 operates from 7:45 a.m. to 6:15 p.m. on Saturdays, with buses arriving every 60 minutes.

20 – Orchard

- The redesign will renumber the Orchard route from Route 6 to Route 20.
- The redesign extended the span of service from 6 am to 9 pm on weekdays, and 7 am to 9 pm on Saturdays. In addition, the route was restructured to provide a north-south connection with Hill Road to the Boise Airport via Veterans Memorial Parkway and Orchard Street with stops at Hillside Jr. High, residential areas and business centers, Albertson's, and Veteran's Memorial Park.
- The redesigned service on Route 20 operated on a 30-minute peak frequency from 6 am to 8:30 am and 4 pm to 9 pm, with 60-minute service between.
- The restructure of the Orchard route provides many opportunities for cross system transfers, including connections to downtown Boise, the Boise Towne Square Mall and multiple east/west connections.

7 – Fairview

- With the June 2024 service change, the routes 7A – Fairview/Ustick and the 7B – Fairview/Towne Square Mall were consolidated into a single route, the 7 – Fairview, operating on weekdays from 5:15 am until 9:45 pm and from 8:15 am until 8:45 pm on Saturday's.



- This consolidation provides 15-minute peak (5:15 am to 9:30 am and to 7 pm) service Monday through Friday between the two major transit centers in Boise, Main Street Station and Towne Square Mall, with 30-minute midday, evening and Saturday service. Following feedback from operators, Route 7 returned to using the on-ramp at Orchard to access I-184, instead of the on-ramp at Curtis Road. This change also created cross town transfer opportunities between the 20 – Orchard and the 7 – Fairview.
- To aid in continued on time performance improvements, the Route 7 returns to Fairview Ave. using Cole Rd. after serving Towne Square Mall, instead of returning to Fairview by way of Milwaukee St.

24 – Ustick/Maple Grove

- The Route 8 – Five Mile was restructured to connect two of the major shopping destinations in the Treasure Valley, the Boise Towne Square Mall and the Village at Meridian. This change added service to Ustick Rd. while continuing to serve portions of Maple Grove. The restructured route was named the 24 – Ustick/Maple Grove.
- The restructured service continues to serve many residential areas and business centers, as well as providing service within walking distance of the Ada County Driver's License Service on Benjamin. However, service direct service between Towne Square Mall and the West Boise YMCA was discontinued.
- The new Route 24 has a longer span of service, with service operating on a 60-minute frequency from 7:30 am to 6:30 pm. Route 8 Five Mile operates from 8 am to 2 pm.
- Route 8 Five Mile riders are able utilize the revised and expanded service on Route 42 along Emerald, the expanded Lyft Transit Connection service area, and Riders will also be able to use the revised Route 42 on Emerald, the expanded Lyft Transit Connection, and Beyond Access for the lost Access service area.

8 – Chinden

- The Route 8x – Five Mile/Chinden was restructured to a more streamlined path providing direct connections from downtown Boise to the State of Idaho Chinden Campus and the West Boise YMCA, while no longer providing service to the Towne Square Mall. The 8x – Five Mile/Chinden operated as a long one-way loop connecting Main Street Station, the Boise Towne Square Mall and the State of Idaho Chinden Campus, the operated in the reverse direction dependent on the service period.
- The restructured route provides service from the State of Idaho Campus to Main Street Station via Chinden with stops at Glenwood, Orchard, the Ada County Fairgrounds, Whitewater Park Blvd., and downtown Boise
- Buses arrive every 30 minutes on weekdays from 6:15 a.m. to 8:15 a.m. and 3:45 p.m. to 5:15 p.m.
- Riders who utilized the 8x between the State of Idaho Campus and the Towne Square Mall are able use the new Route 24 on Ustick, revised Route 42 on



Emerald, revised Route 45 on Fairview, the expanded Lyft Transit Connections service area, and Beyond Access for lost Access service area

- | | |
|------------------------------|--|
| 9 - State Street | <ul style="list-style-type: none"> • No changes occurred in June 2024 to where or when Route 9 provided service. • Route 9 continued to run on weekdays from 5:15 am to 9:30 pm, with buses arriving every 15 minutes from 5:15 am to 9:45 am and 2:45 pm to 6:45 pm, and every 30 minutes at all other times. • Route 9 also continued to run on Saturdays from 7:45 a.m. to 8:45 p.m. with buses arriving every 30 minutes |
| 10 – Hill Road | <ul style="list-style-type: none"> • Route 10 included a reduction in span of service with no change to the areas served • Based on ridership demands, the service was reduced to provide commute and school service with a shortened morning and afternoon periods arriving downtown at 7:35 am and 8:35 am, and departing downtown at 2:45 pm, 3:45 pm, and 4:45 pm. |
| 21 –
Cole/Glenwood | <ul style="list-style-type: none"> • Route 12 was restructured to provide service on Cole Road instead of Maple Grove, while continues to provide connections between Towne Square Mall and Gary Lane. This route covers sections of the Route 7A Fairview/Ustick that was consolidated with the 7B Fairview/Towne Square Mall into the new 7 Fairview. • Route 21 continues to provide service to the Ustick Library, Albertsons, Hawks Memorial Stadium, and Capital High School, as well as the high ridership stop at Cole & Ustick, that were previously served by either the 12 Maple Grove or the 7A Fairview/Ustick. A new pair of stops was also added in front of Fairmont Junior High School on Cole Road. • The route includes later weekday service as well as higher service frequency to length of the route, with buses arriving every 30 minutes from 6 a.m. to 7 p.m. • The route also includes a new Saturday service, with buses arriving every 60 minutes from 8 a.m. to 7 p.m. • Riders could also take the new Route 4, the revised Route 42 on Emerald, the revised Route 45 on Fairview, and the expanded Lyft Transit Connections service area. |
| 16 – VA/15 th St. | <ul style="list-style-type: none"> • The Route 16 was restructured to provide service along 15th Street instead of along 9th Street, while maintaining service from Main Street Station to the VA Medical Center, the Department of Labor, St. Lukes, and the Elks Hospital. The restructured route continues from 15th Street to Hill Road, utilizing Bogus Basin Road and Parkhill to return to 15th Street, providing service to previously unserved residential areas, and businesses. These changes ensured that the North End of Boise continued to be served with all day service, despite the changes to the span of service of Route 10 Hill Road. |



- The span of service was changed from 6:15 am until 6:15 pm to 9:15 5:30 pm, retaining its 60-minute frequency.
- Departure times from Main Street Station were adjusted to provide better connections between the 16 and other routes. Route 16 continued to operate weekday service only.

28 – Cole/Victory

- The 28 – Cole/Victory saw some minor changes to routing a trip with the June 2024 service change. The altered pattern where the route bypassed Overland Road to Victory via Cole was eliminated in favor of the traditional service along Overland to Maple Grove. The eliminated pattern was designed to provide more direct service to Frank Church High School in the morning to ensure students were arriving to school on time. In addition, the Barrister loop between Cole and Franklin was eliminated from the 28 to be served instead by the restructuring of 4 Franklin.
- While service on the 28 continues to be described as a 60-minute frequency, the departure times from Towne Square Mall shift during the noon hour from a 15 after departure to 45 after departure. This ensures that both Frank Church High School bell times are met, and students attending The College of Western Idaho Ada County Campus are able to get to their classes on time.
- Route 28 runs weekdays only from 7:15 a.m. to 6:45 p.m.

29 – Overland

- Route 29 was restructured to provide an additional connection to Main Street Station. Previously the route terminated at Boise State University and now continues from Boise State University to Main Street Station by way of Capitol Boulevard. In addition to the extension of the route, stops along Overland were consolidated due to tight stop spacing, with the intent of limiting the on time performance risk of frequent stops and the extended service.
- Departure times at Main Street Station were selected to provide better connections to other routes.
- Departure times from Towne Square Mall remained the same, and the route continued to operate the same frequency on weekdays and Saturday's.
- Route 29 runs on weekdays from 7:15 a.m. to 6:45 p.m., with buses arriving every 30 minutes from 7:15 a.m. to 9:15 a.m. and 3:15 p.m. to 6:45 p.m., and every 60 minutes all other times
- Route 29 also runs on Saturdays from 7:45 a.m. to 6:15 p.m. with buses arriving every 60 minutes

30 – Pine

- There are no changes to the service area of the Route 30, however times were adjusted to reflect the new routing of the 45 – Boise State/CWI
- Route 45 was restructured to follow the same path through Meridian as the 30 Pine apart from how the route departs the Village at Meridian. The timing of the routes was adjusted so that would be 30-minute service through Meridian during the peak service periods that both routes operated on. This change



does create a reduction in the service frequency of the 30 Pine, from 30 minutes at the highest frequency, to 60 minutes during all periods of service. With this change, the first morning trip on route 30 began at 8 am (previously 6 am) with morning service at 10:30 pm (previously 10 pm) and the first evening trip beginning at 2:30 pm (unchanged) through 6:30 pm (previously 7 pm)

- Route 30 operates on weekdays only.

40 – Caldwell - Boise Express

- Routes 40 Nampa/Meridian Express, and the 43 Caldwell Express were consolidated to a single route, the 43 Caldwell-Boise Express. The new 40 Caldwell – Boise Express begins service in Caldwell, and serves Cleveland Blvd/Nampa/Caldwell Blvd from 21st St in Caldwell, before taking I84 from Karcher Rd. It continues to serve the College of Western Idaho Micron Education Center, and Overland Rd between Ten Mile and Meridian Rd before returning to I-84 to downtown Boise and Boise State University.
- The new service prioritizes trips in the direction of peak traffic flow with three trips into Boise and one return trip in the morning and four trips into Caldwell and one trip to Boise in the afternoon/evening. This change restored the 4:00 p.m. afternoon trip from Boise to Caldwell, all on a 30-minute frequency.
- Route 40 Caldwell – Boise Express continues to operate as a weekday only service.

42 – Happy Day to Towne Square Mall

- The redesign restructured Route 42, with service running from Happy Day Transit Center in Caldwell through downtown Nampa to 16th Ave and Garrity Blvd. The 42 then continues to provide service to the College of Western Idaho, as well as multiple residential and business areas on Franklin Road between Nampa and Meridian. The 42 provides transfer opportunities for riders at Ten Mile to either the Route 30 Pine or the 45 – Boise State – CWI before serving the Ten Mile Park and Ride and continuing along Overland to Five Mile Rd in Boise. From there, the 42 continues to the Towne Square Mall via Emerald St, covering lost service from the restructure of the routes 8 Five Mile and 12 Maple Grove. The restructuring route no longer provides service to the Nampa Marketplace, Cherry Lane or Bir
- With this change, the service on the 42 increases to a full 60-minute all day service, from 6 am to 7 pm Monday through Friday providing the only all day intercounty route for riders in the two-county area.

45 – Boise State – CWI

- The Route 45 Boise State/CWI via Fairview was restructure to provide 30-minute peak service in Downtown Meridian, by changing its path after departing the College of Western Idaho from following Franklin Rd to Black Cat and Cherry Lane to using I-84 from Garrity Blvd to the Ten Mile interchange, turning north on Ten Mile to follow the path of the 30 Pine through Meridian. From the terminus of the 30 Pine at the Village at Meridian, where it provides transfer opportunities to route 24 Ustick/Maple Grove, the 45 continues along Fairview Ave to Maple Grove, covering service areas on Maple Grove formerly covered by the 12 Maple Grove. The 45 then serves the Boise Towne Square Mall before utilizing I-184 to continue to Boise State University. The new



service on the 45 to the Towne Square Mall provides two intercounty connections between the transit center and service in Canyon County, where previously there was only one.

- By rerouting the 45 to follow the 30 through Meridian, additional connections were provided to major business destinations and residential areas in Meridian along Pine, including Downtown Meridian, Scentsy and Blue Cross of Idaho, while maintaining service to the College of Western Idaho, Walmart, and the Village at Meridian
- Morning service is extended an additional hour, ending at 8:30 am with 3 round trips in the morning, and afternoon service is expanded to begin service at 2:45 pm (previously 5 pm) and to run four round trips between Boise State and CWI, with the last trip departing Boise State University departing at 7 pm.
- Minor adjustments to departure times were made to provide better connections to other routes.

150 – Nampa/Caldwell OnDemand

- The change expanded and simplified the Route 150 boundary to follow roadways in Nampa and Caldwell, making it easier for riders to plan trips.
- There was no change to the service hours of Nampa/Caldwell On-Demand, which will continue to be available Monday through Friday from 6 a.m. to 8 p.m.

160 Eagle OnDemand

- There were no changes to the service area or availability of Eagle On-Demand, which continued to be available Monday through Friday from 8 am to 5 pm
- Riders could also connect to the routes 8, 9, 21, 24, 30, 40, and 45, or use the expanded Lyft Transit Connections

Access Paratransit

- Under the network redesign, the Access service area will be adjusted to match the new locations of the routes
- In areas where bus routes will be eliminated, Access service will also be eliminated; riders will be able to use the new Beyond Access service

Beyond Access

- The new regional service launched early 2024 for older adults and persons with disabilities, providing fare free trips within and between Canyon and Ada counties, offering more transportation options for those that qualify.
- Beyond Access unified a variety of smaller service providers that offered transportation across different service zones, days, and times into a single, regional service available Monday through Friday from 7 am to 6 pm.

July 2024

Following the service change in June, VRT staff reviewed arrival times of bus and identified on time performance adjustments to four routes. The change took place on Monday July 29th.



2024 July Timing Adjustment Service Change

Route/Area	Change
7 – Fairview	- Towards Towne Square Mall: Arrival times at time points were adjusted to arrive up to 7 minutes earlier. - Towards Main Street Station: Arrivals at time points were adjusted to arrive 3-4 minutes earlier.
20 – Orchard	- Towards 36th & Shasta: Arrival times at times points were adjusted to arrive 1-2 minutes earlier. - Towards Boise Airport: Arrival times at times points were adjusted to arrive up to 9 minutes earlier.
21 – Cole/Glenwood	- Towards Gary & Bunch: Arrival times at time points were adjusted to arrive up to 4 minutes earlier. - Towards Towne Square Mall: Arrival times at time points were adjusted 3 to 16 minutes earlier.
24 – Ustick/Maple Grove	- Towards Record & Village: Arrival times at time points were adjusted to arrive 4 to 7 minutes earlier. - Towards Towne Square Mall: Arrival times at time were adjusted to arrive 4 to 6 minutes earlier.

September 2024

Following the service change in June and July timing adjustments on select routes, VRT staff continued to review arrival times of bus, identifying additional on time performance adjustments to several routes. The adjustments to the timings occurred Tuesday, September 3, 2024. As second change occurred on September 30th, with the elimination of the 160 – Eagle On-Demand service.

2024 September Service Changes

Route/Area	Change
2 – Broadway	- Main Street Station: Departure times were adjusted to be at :15 and :45 after the hour. - Boise Airport: Departure times were adjusted to :08 and :38 after the hours. - Other times were adjusted accordingly.
3 – Vista	Main Street Station: Departure times were adjusted to be :10 and :40 after the hour.



- Boise Airport: Departure times were adjusted to be at :10, :25, :40 and :55 after the hour.
- Other times points were adjusted accordingly.

5 – Emerald

- Arrival times were adjusted to improve safety and connections at:
 - W Emerald St & Orchard St.
 - S Americana Blvd & Latah St.

8 – Chinden

- Service at Main Street Station was moved from the lower deck to the upper deck on Main Street.
- Arrival times were adjusted to improve on time performance at:
 - N Discovery Way & E Chinden Blvd.
 - State of Idaho Chinden Campus
 - W Chinden Blvd and N Kent Ln
 - Chinden Blvd & W 39th St
 - Main Street Station.

16 – VA/15th St.

- Service at Main Street Station was moved from the upper deck on Main Street to the lower deck.
- Bus arrival times were adjusted to address on time performance issues
- Departure times at Main Street Station were adjusted to be on the hour.

20 - Orchard

- Boise Airport: Departure times were adjusted to be at :20 and :50 after the hour.
- 36th & Shasta departure times were adjusted to be :12 and :44 after hour.
- Other times points were adjusted accordingly.

24 - Ustick/Maple Grove

- The stop outbound stop at Rifleman & Emerald was relocated to Emerald & Rifleman to reflect the routes turning movement onto Emerald.

28 – Overland

- Arrival times were adjusted to improve on-time performance at:
 - S Lincoln Ave & W University Dr.
 - Towne Square Mall
 - Main Street Station



40 Caldwell – Boise Express	Minor timing adjustments were adjusted at time points to address on time performance concerns.
42 – Happy Day – Towne Square Mall	- Stop adjustments were made to address safety concerns and improve connections. - Closed/Relocated stops - Garrity & Flamingo - Idaho Center & Franklin
	- Opened/Added stops: - Idaho Center & Hunt - Emerald & Rifleman
45 – Boise State – CWI	- Stop adjustments were performed to address safety concerns and improve connections - Added Idaho Center & Hunt
160 – Eagle On-Demand	On – Demand service in Eagle was discontinued due to insufficient funding within the City of Eagle’s FY2025 adopted budget. Eagle residents who are older adults or people with disabilities can utilize the Beyond Access service as an alternative to the 160.

June 2025

In June 2025, VRT continued its efforts to address on time performance concerns across the system, improving rider legibility of the available services and address safety and services available at stops.

2025 June Service Change

Route/Area	Change
Multiple Routes	- Arrival times at mid-route time points were adjusted at the on the following routes to be reflect actual travel times, providing riders with more reliable arrival times. 2 – Broadway 3 – Vista 4 – Franklin 5 – Emerald



- 8 – Chinden
- 10 – Hill Road
- 16 – VA/15th Street
- 17 – Warm Springs/Parkcenter
- 20 – Orchard
- 21 Cole/Glenwood
- 24 – Ustick/Maple Grove
- 29 – Overland
- 40 – Caldwell – Boise Express
- 42 – Happy Day – Towne Square Mall
- 45 – Boise State/CWI

8 – Chinden

- Prior to the June 2025 Service Change, route 8 changed its path at the end of the route between the State of Idaho Campus & Discovery Way dependent on the service period. With the June 2025 Service change, route 8 now serves Discover Way and the West YMCA before serving the State of Idaho Campus during all service periods.
- This led to the closure of four stops between the State of Idaho Campus & Discovery Way. The stops opposite of all four stops remain active.
- In addition, the time point at Discovery & Chinden was relocated to the State of Idaho Campus, improving service for commuters at the Campus.

9 – State Street

- Based on ridership feed, VRT renamed the last outbound timepoint on Route 9 from its previous name of Gary & Bunch to Gary & State, reflecting the names major roadways it serves.

10 – Hill Road

- A partial trip was added to route 10 at the end of evening service. Instead of the final trip going out of service at State & Ellens Ferry at 6:45 pm, the route continues its inbound path from State & Ellens Ferry to Collister & Johns Landing, serving stops that are only served on the inbound direction, ensuring all riders can return to their “home” stop.

42 – Happy Day – Towne Square Mall

- Minor stops changes occurred on route 42 to improve safety or add connections for riders.
- Added
 - CN051 Caldwell Blvd & Hoffman Ln
 - The paired stop at Caldwell Blvd & Homedale Rd was already served by the 42. Adding CN051 to the 42



completed the pair and adds connections for riders between the 42 and the 150.

- CN087 Garrity Blvd & E Flamingo Ave SEC
- The Garrity Blvd & E Flamingo Ave stop was relocated south on Garrity to Stamm, taking the stop out of turn lane onto Flamingo, allowing the bus to safely merge back into traffic.

September 2025

In September 2025, minor changes were made, adding or relocating stops for rider convenience and increased service on route 10.

2025 September Service Change

Route/Area	Change
3 – Vista	AB306 Vista & Spaulding was relocated one block north to Vista & Nez Perce, providing riders with a safe crossing of Vista with the pedestrian crossing at Nez Perce, and completing the pair at Vista & Nez Perce.
9 – State Street	A new stop was activated at W State St & N 7th St, this new stop improve access to downtown destinations, including the Idaho State Capitol, Cecil D. Andrus Park and surrounding offices & businesses.
10 – Hill Road	An additional full trip was added to route 10, extending service to 5:45 pm. The final trip departing Main Street Station remains a partial trip as described in the June 2025 service change table. This change increased the number of evening trips to four outbound and 3 inbound trips with one partial inbound trip.

June 2026

On June 8th, 2026, VRT, timing adjustments to improve on time performance occurred as well as stop closures on routes 2, 3, and 4 to reduce tight stop spacing. Some trips were reduced in Ada County to reflect budgetary constraints related to on time performance adjustments, and a minor reroute on the routes 42 and 45 was performed to improve on time performance issues, with no changes to stops served. In addition, some time points were relocated to improve on time performance and safety concerns.

2026 June Service Change

Route/Area	Change
2 – Broadway	- Departure times from Boise Airport and minor arrival time point adjustments were performed to address on-time performance concerns. - The pair of stops at Broadway & Dundee/Iowa were closed to address tight stop spacing.



3 – Vista

- Departure times from Boise Airport and minor arrival time point adjustments were performed to address on-time performance concerns.
- The pair of stops at Vista & Cherry were closed to address tight stop spacing.

4 – Franklin

- Stop AB228 Curtis & Franklin was closed to address tight stop spacing. This stop was only served in bound twice a day when the route deviated to serve Borah High School. The nearest in bound was is at Franklin & Curtis.

7 – Fairview

- Service at Main Street Station was moved from the upper deck on Main Street to the lower deck.
- Low performing weekday trips on the 7 were eliminated to reflect budgetary constraints. The eliminated trips are as follows:
 - 5:15 AM – Toward Towne Square Mall
 - 5:30 AM – Toward Towne Square Mall
 - 9:45 PM – Toward Main Street Station

8 – Chinden

- Minor schedule adjustments were performed within existing timepoints to address on time performance concerns
- Evening departure times were adjusted at both Main Street Station and the State of Idaho Campus
- The 6:15 AM trip toward State of Idaho Campus is eliminated to address budgetary constraints.

9 – State Street

- Service at Main Street Station was moved from the upper deck on Main Street to the lower deck.
- Low performing weekday trips on the 9 were eliminated to reflect budgetary constraints. The eliminated trips are as follows:
 - 5:15 AM – Toward Gary & State
 - 5:30 AM – Toward Towne Square Mall
 - 6:00 AM – Toward Main Street Station

10 – Hill Road

- Service at Main Street Station was moved from the lower deck to the upper deck on Main Street.
- Minor adjustments to time were made at existing time points to address on time performance issues.
- Evening departure times at Main Street Station have been adjusted
- The inbound 5:23 PM trip goes out of service at Collister & Johns Landing



- 16 – VA/15th St
- Minor adjustments to time were made at existing time points to address time performance issues.
- 17 – Warm Springs/Parkcenter
- Service at Main Street Station was moved from the upper deck on Main Street to the lower deck.
 - Minor adjustments to time were made at existing time points to address on-time performance issues.
- 20 – Orchard
- Departure times from Boise Airport and minor arrival time point adjustments were performed to address on-time performance concerns.
 - Low performing weekday trips on the 20 were eliminated to reflect budgetary constraints. The eliminated trips are as follows:
 - 7:32 PM – Toward 36th & Shasta
 - 8:01 PM – Toward Boise Airport
- 21 – Cole/Glenwood
- Low performing weekday trips on the 21 were eliminated to reflect budgetary constraints. The eliminated trips are as follows:
 - 7:18 PM – Toward Towne Square Mall
- 30 – Pine
- Low performing weekday trips on the 30 were eliminated to reflect budgetary constraints. The eliminated trips are as follows:
 - 6:26 PM – Toward River Valley & Records
 - 7:57 PM – Toward River Valley & Records
- 40 – Caldwell – Boise Express
- Minor adjustments to time were made at time points to address on-time performance issues.
 - Time Point Changes
 - Overland & Black/Blue Marlin time points have been changed to Overland & Linder
- 42 – Happy Day – Towne Square Mall
- Minor adjustments to time were made at time points to address on-time performance issues.
 - Time Point Changes
 - Overland & Black/Blue Marlin time points have been changed to Overland & Linder
 - Five Mile & Overland and Overland & Clear Creek time points have been moved to Overland & Silverstone
 - Inbound departure from Towne Square Mall has returned to its prior path, turning on to Emerald at Rifleman. This change did not affect any stops served.



45 - Boise State-
CWI

- Minor adjustments to time were made at time points to address on-time performance issues.
- Evening departure times at CWI have been adjusted to improve on time performance concerns at Boise State University.
- Stop Addition
 - AB327 Beacon & Manitou



2027-2029 Title VI Program Update

Attachment

G

Limited English Proficiency Plan



valleyregionaltransit

Introduction

This *Limited English Proficiency Plan (LEP)* has been prepared to address Valley Regional Transit's responsibilities as a recipient of federal financial assistance as they relate to the needs of individuals with limited English language skills. The plan has been prepared in accordance with Title VI of the Civil Rights Act of 1964, 42 U.S.C. 2000d, et seq, and its implementing regulations, which state that no person shall be subjected to discrimination on the basis of race, color or national origin.

Executive Order 13166, titled *Improving Access to Services for Persons with Limited English Proficiency*, indicates that differing treatment based upon a person's inability to speak, read, write, or understand English is a type of national origin discrimination. It directs each agency to publish guidance for its respective recipients clarifying their obligation to ensure that such discrimination does not take place. This order applies to all state and local agencies which receive federal funds.

Plan Summary

Valley Regional Transit has developed this *Limited English Proficiency Plan* to help identify reasonable steps for providing language assistance to persons with limited English proficiency who wish to access services provided. As defined in Executive Order 13166, LEP persons are those who do not speak English as their primary language and have limited ability to read, speak, write, or understand English. This plan outlines how to identify a person who may need language assistance, the ways in which assistance may be provided, staff training that may be required, and how to notify LEP persons that assistance is available.

To prepare this plan, Valley Regional Transit used the four-factor LEP analysis, which considers the following factors:

1. The number or proportion of LEP persons in the service area may be served by Valley Regional Transit.
2. The frequency with which LEP persons encounter Valley Regional Transit services.
3. The nature and importance of services provided by Valley Regional Transit to the LEP population.
4. The interpretation services available to Valley Regional Transit and overall cost to provide LEP assistance. A summary of the results of the four-factor analysis is in the following section.

Meaningful Access: Four-Factor Analysis

Factor 1: The number or proportion of LEP persons in the service area who may be served by Valley Regional Transit.

Valley Regional Transit (VRT) is the regional public transportation authority for Ada and Canyon counties in southwest Idaho. VRT's main responsibilities are to coordinate transit services in the two-county area and develop and implement a regional public transportation system. VRT owns the fixed-route bus system, but contracts with private transportation firms to manage fixed-route bus services for Boise/Garden City and Nampa/Caldwell, intercounty service between Ada and Canyon counties, and Access/Paratransit service.

VRT examined data from the "Languages spoken at home and ability to speak English in the United States," data set in the 2017-2021 American Community Survey Estimates. Data was reviewed from both Ada County and Canyon County, covering the expanse of Valley Regional Transit's service area.



Approximately 2% (13,178) of Ada County total population five (5) years of age or older (475,109) indicated they do not speak English “very well.” In Canyon County, 2.1% (13,750) of the total population (224,222) indicated they do not speak English “very well.”

A breakdown of the languages spoken in Ada and Canyon County’s population who indicated, “they speak English less than well,” is provided in figure 1.

Ada And Canyon County Populations Indicating They Speak English “Less Than Well.”

Language Categories	Ada County (1A)	Canyon County (2C)	1A+2C
Speak English Less than Very Well	2.0% (13,178)	2.1% (13,752)	4.0% (26,930)
Spanish	1.0% (6,525)	1.8% (11,968)	2.8% (18,493)
Other Indo-European	0.1% (829)	0.1% (389)	0.2% (1,218)
Arabic	0.1% (977)	0.0% (240)	0.2% (1,217)
Russian, Polish or Slavic	0.1% (866)	0.0% (237)	0.2% (1,103)
Chinese (incl. Mandarin, Cantonese)	0.1% (881)	0.0% (222)	0.2% (1,103)
Other Asian and Pacific Island	0.1% (928)	0.0% (133)	0.2% (1,061)
Vietnamese	0.1% (609)	0.0% (91)	0.1% (700)
Other and unspecified	0.1% (637)	0.0% (42)	0.1% (679)
German or other West Germanic	0.0% (109)	0.1% (369)	0.1% (478)
Korean	0.1% (348)	0.0% (28)	0.1% (376)
French, Haitian, or Cajun	0.0% (248)	0.0% (9)	0.0% (257)
Tagalog (incl. Filipino)	0.0% (221)	0.0% (24)	0.0% (245)
Total Population	67.9% (475,109)	32.1% (224,222)	100% (669,331)

Data source: US Census Bureau 2017-2021 American Community Survey 5-Year Estimates

According to the 2017-2021 American Community Survey 5-Year Estimates, there are 669,331 total persons in Ada and Canyon counties. Of the 669,331 just 2% (13,178) of Ada County’s residents do not speak English very well and 2.1% (13,752) of Canyon County’s residents do not speak English very well. In both counties, Spanish is the most common single language spoken by those who indicate they do not speak English very well followed by other Indo-European, Arabic, Russian/Polish/Slavic, Chinese (including Mandarin and Cantonese, and Other Asian/Pacific Islanders, each at 2%.



In addition to the 2017-2021 American Community Survey (ACS) 5-year estimates, a significant refugee resettlement program in the area adds to the dynamics of those who do not speak English very well. According to the Refugee Processing Center, since 2000, Idaho has resettled more than 15,184 refugees (on average 633 refugee every year). Boise, located in Ada County is one of two refugee resettlement cities in Idaho and is experiencing an uptick in resettlement activities with approximately 2,763 refugees added to our region from 2021-2023. According to the Idaho Office for Refugees, about 75% of new arrivals come to Boise each year, while the remaining 25% arrive in Twin Falls.

Ada County has a plurality of languages spoken with more people speaking Indo-European or Asian and Pacific Island languages. The six most common languages spoken by incoming refugees from 2021-2023 are Farsi/Dari/Persian, Ukrainian, Swahili, Kibembe, Arabic and Pashto. **See Figure 1 and 2.**

Figure 2: Top Languages Spoken by Idaho Refugees
Source: Idaho Office for Refugees

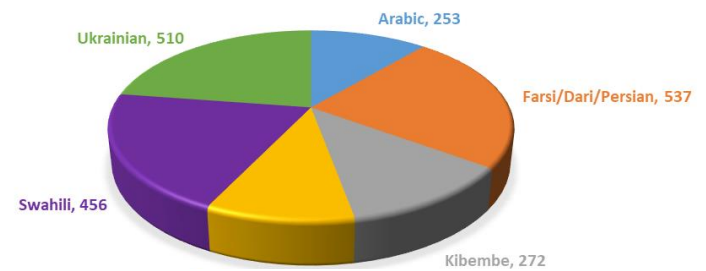


Figure 1: Top Languages Spoken at Home
Source: 2021 COMPASS Onboard Survey

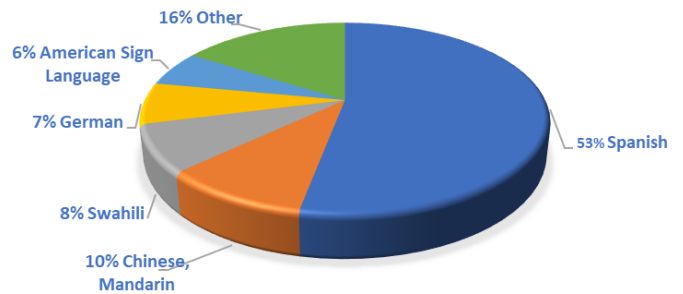
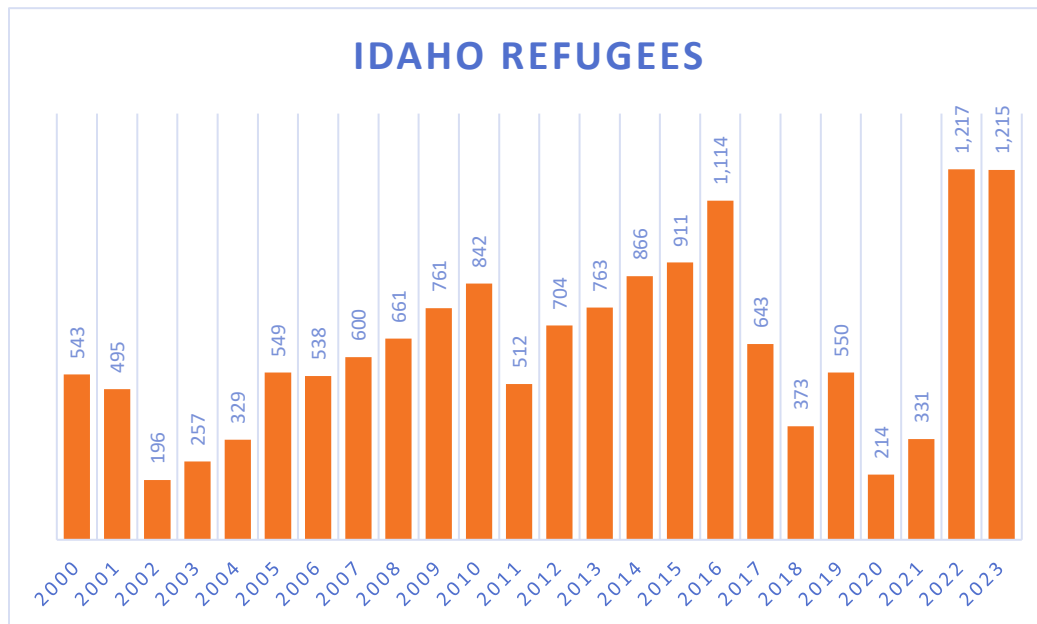


Figure 3: Frequency of Refugee Resettlement in Idaho (2000-2023)
Source: Idaho Office for Refugees



Factor 2: The frequency with which LEP individuals encounter VRT programs, activities, and services.

VRT assesses the frequency at which LEP individuals come into contact our programs by monitoring limited English phone calls to customer service staff, as well as developing and distributing ridership surveys from time to time.

VRT customer service staff monitors and calculates phone calls from bus patrons requesting language assistance. Limited English customers calling into VRT customer service are provided with an option to select Spanish to navigate through the Customer Service phone tree. Data collected was minimal from October 2020-October 2021 due to the pandemic. From October 2022 – October 2023 indicated that 71 customers selected this option, 63 calls were Spanish, 3 Russian, 2 Swahili, 1 French, 1 Arabic, and 1 Kinyarwanda. Considering two new routes are being added into corridors with higher populations of Spanish speakers, as well as routes and stops better serving the refugee communities, customer Service expects to double the number call requests in 2024-2026.

In the fall of 2021, an onboard origin-destination (OD) survey of Valley Regional Transit's (VRT) fixed-route riders was conducted on behalf of Community Planning Association of Southwest Idaho (COMPASS) and VRT. The 2021 OD study was conducted as a tablet-based intercept study and collected a 24% sample of average weekday ridership on fixed-route buses with 544 total responses. One of the purposes of this study was to create a better understanding of current travel patterns on the existing transit system serving the greater Boise area. This OD survey followed the Federal Transit Administrations best practices to learn more about trip characteristics and travel behavior of transit riders. This survey supports and informs transit planning work and provides COMPASS with refined data used to calibrate their regional travel demand forecast model. In addition to travel patterns, the top languages spoken at home was asked in the survey revealing Spanish as the top LEP need, with some Swahili and Chinese as other top languages spoken at home (see in Figure 4).

Both these efforts (phone calls and on-board surveys) support the findings in Factor 1, that Spanish is the most frequently requested language support. VRT Customer Service receives 2-4 phone calls a day from riders who speak English less than very well.

In circumstances where **additional** language assistance is needed, VRT Customer Service staff have access to a Languageline – an over the phone interpreting service. This service is only used on average, once a month, but is available 24 hours a day. Bus drivers are trained to make this resource available to riders by providing a pamphlet detailing the various available languages.

Factor 3: The importance to LEP persons of VRT programs, activities, and services

As demonstrated in Factor 2, VRT's fixed-route system encounters people with limited English proficiency. VRT's other services, such as Specialized Services and Lyft Late Night and Lyft Transit Connections, also provide many opportunities to support LEP populations in their search for work. This is especially true of the newly settled refugee populations.

To assist resettled refugees and LEP populations, VRT offers a ride-hailing solution for qualified low-income residents. VRT Late Night service, in partnership with Lyft, a transportation network company (TNC), is specifically designed for low-income workers who need transportation access to jobs outside of regular bus service hours Tuesday-Sunday from 9:00 p.m. to 6:00 a.m. The fare is a minimum of \$3.00 per trip and VRT will subsidize up to \$20.00 of the additional fare costs. Any fare amount exceeding \$23.00 must be covered by the end user.

In addition to VRT Late Night, VRT has partnered with Lyft on a first/last mile ride-sharing services where limited access to bus routes exists. Lyft Transit Connections provides affordable ride-hailing access to many VRT bus stops from 6:00 a.m. to 9:00 p.m., Monday-Friday, and from 7:30 a.m. to 6:00 p.m. on Saturday. If a patron in the designated service area, the Lyft fare will be \$2.00. VRT will subsidize any fare up to \$6.00. The bus stop must be within two miles of a pickup location for the \$2.00 Lyft fare.



Since February 1, 2022 – October 31, 2023, there have been 6,053 rides completed between the Late Night and Lyft Transit Connections. These, and other transit services, are important to those LEP persons who need to access them. These, and other innovative services, connect them to their jobs, healthcare, educational and other enriching opportunities.

Factor 4: The resources available to the recipient and costs

VRT Customer Service currently has no Spanish-speaking staff person who can provide direct assistance to Spanish speaking LEP customers. However, when staff language skills become available, VRT staff updates and includes language ability in the VRT customer service phone tree.

Additionally, for language needs beyond Spanish, LanguageLine can easily be made available, as drivers are trained to identify rider language interpretation needs and work with VRT customer service (via LanguageLine) to provide translation services.

Ada and Canyon counties currently have thousands of refugees who have resettled in the area. Many of these refugees rely heavily on our public transportation system. These refugees speak more than 55 different languages.

Valley Regional Transit has worked with the English Language Center in Boise providing in-person training on using our transit system. VRT staff has assisted other refugee agencies, including the Agency for new Americans, the International Resource Committee, and World Relief. VRT will continue to work with these agencies on an as-requested basis.

Language Assistance

Language Assistance Actions

As a result of the findings of the four-factor LEP plan, VRT employs the following solutions to ensure people with limited English proficiency are reasonably accommodated:

- VRT will translate vital documents including fare information and “how to ride” brochures into Spanish.
- VRT customer service may employ one full-time position that is designated as a Bilingual Customer Service Specialist and must be fluent in both English and Spanish.
- VRT staff has initiated language specific travel training sessions in coordination with local resettlement agencies.
- VRT Customer Service utilizes LanguageLine Solutions (www.language.com) for translation services for customer calls where customers cannot communicate with one of our customer service specialists.
- VRT will provide translation of materials, including meeting notices, flyers and agendas upon request, or when warranted by the target audience.
- VRT trains staff on VRT’s Title VI Policy and LEP responsibilities and document LanguageLine use and requests.
- VRT customer service staff and drivers utilize LanguageLine brochures to both identify the appropriate language and get the necessary translation services.



- VRT advertises the availability of LanguageLine at customer-facing facilities with posters stating language assistance availability.
- As mentioned in the LEP plan, VRT will review language barriers that exist and the appropriateness of VRT's actions to minimize or remove those barriers.

Following, in Figure 2, is an example of a language card for an individual who speaks Swahili. VRT has created multiple language cards that are given to LEP riders who can then use them in a pinch to reference destination icons with a simple language translation that can be shared with a bus operator or customer service representative. Bus operators and customer service representatives are trained on their use to accommodate language barriers. VRT distributes language cards to local agencies who work with resettled communities like the Agency for New Americans, the International Rescue Committee, the Idaho Office for Refugees, and many more.

I want to go home. Route ____ stop ____ to route ____ stop ____ 	 Ninataka kuenda nyumbani. Njia ya ____ vituo vya mabasi ____ kwa Njia ya ____ vituo via mabasi ____
I want to go to the doctor's office. Route ____ stop ____ to route ____ stop ____ 	 Ninataka kuenda madaktari ofisi. Njia ya ____ vituo vya mabasi ____ kwa Njia ya ____ vituo via mabasi ____
I want to go to the grocery store. Route ____ stop ____ to route ____ stop ____ 	 Ninataka kuenda dukani. Njia ya ____ vituo vya mabasi ____ kwa Njia ya ____ vituo via mabasi ____
I want to go to the English Language Center. Route ____ stop ____ to route ____ stop ____ 	 Ninataka kuenda darasani ya Kiingereza. Njia ya ____ vituo vya mabasi ____ kwa Njia ya ____ vituo via mabasi ____
I want to go to work at ____ Route ____ stop ____ to route ____ stop ____ 	 Ninataka kuenda kazi katika ____ Njia ya ____ vituo vya mabasi ____ kwa Njia ya ____ vituo via mabasi ____
I want to go to the WIC Office. Route ____ stop ____ to route ____ stop ____ 	 Ninataka kuenda WIC ofisi. Njia ya ____ vituo vya mabasi ____ kwa Njia ya ____ vituo via mabasi ____
I want to go to the IRC. Route ____ stop ____ to route ____ stop ____ 	 Ninataka kuenda IRC. Njia ya ____ vituo vya mabasi ____ kwa Njia ya ____ vituo via mabasi ____
Name ____ Language ____ ☐ Child ☐ Person with disability ☐ Adult ☐ Older Adult 	Jina ____ Lugha ____ ☐ Kupitisha Watoto ☐ Watu wakongw/watu walio na ☐ Watu Wazima ☐ Ulemaru Wataingia Bila malipo Kuanzia 




Figure 2 is an example of a language card for an individual who speaks Swahili.

TRANSLATION OF DOCUMENTS

Valley Regional Transit translates vital documents including fare information and “how to ride” brochures into Spanish. In addition, Valley Regional Transit may consider translation of major service changes,

project documents, meeting notices, flyers and agendas when the target audience is expected to include LEP individuals.

MONITORING

Monitoring and Updating the LEP Plan

Valley Regional Transit will update the LEP Plan as required. At a minimum, the plan will be reviewed and updated every three years with the 5-Year American Community Survey estimates, or when it is clear that higher concentrations of LEP individuals are present in the VRT service area.

Updates will include the following:

- The number of documented LEP person contacts encountered annually.
- How the needs of LEP persons have been addressed.
- Determination of the current LEP population in the service area.
- Determine whether local language assistance programs have been effective and sufficient to meet the need.
- Determine whether Valley Regional Transit's financial resources are sufficient to fund language assistance resources needed.
- Determine whether Valley Regional Transit fully complies with the goals of this LEP Plan.
- Determine whether complaints have been received concerning the agency's failure to meet the needs of LEP individuals.

Dissemination Of Valley Regional Transit's LEP Plan

Post the LEP plan on Valley Regional Transit's website at www.ridevrt.org.

State on agendas and public notices in the language that LEP persons would understand that documents may be made available in that language upon request.



Sub-recipient Title VI Compliance Assessment Tool

Item VII. F.

49 Code of Federal Regulations (CFR) Part 21 requires Valley Regional Transit (VRT) conduct periodic reviews of cities, counties, planning agencies and other recipients of federal-transit funds to ensure they are complying with Title VI of the Civil Rights Act of 1964. Title VI states that “no person in the United States shall be excluded from participation, denied the benefits of, or be subjected to discrimination in any Federally funded program, policy or activity on the basis of race, color or national origin.” (42 U.S.C.2000d)

VRT has developed this assessment as a means of determining sub-recipient compliance; helping sub-recipients understand their Title VI responsibilities; and assisting VRT in planning future training and technical assistance.

This assessment is part of VRT's Quality Assurance Review (QAR) process and has been designed to take only a few minutes to complete. Subrecipients can fax, mail, or email the completed questionnaire by July with attachments to:

Stephen Hunt

VRT Title VI Coordinator

VRT, 700 NE 2nd Street, Suite 100,
Meridian, ID 83642

shunt@ridevrt.org

Questions or concerns may be e-mailed to shunt@ridevrt.org or you may reach Mr. Hunt by phone at 208-258-2701.

Baseline Questionnaire

1. Who is the Title VI contact person for your agency? Does this person accept complaints from the public? If not, who does? Please include title, email and telephone number for each person listed.

2. In the past three years, has your agency been named in a discrimination complaint or lawsuit? If so, when and what was the nature of the complaint or lawsuit and the outcome?

3. Does your agency have a written discrimination complaint process? If so, please provide a copy as an attachment.

4. Has your agency made the public aware of the right to file a complaint? If so, by what mechanism?
Provide as attachment.



5. Does your agency provide free translation services for persons with Limited English Proficiency (LEP)? Explain.

6. In the past twelve months, what has your agency done to receive and consider input from all citizen groups, especially minority, low income, disabled and transit-dependent? Provide attachment, if applicable.

7. Does your agency have a method to collect racial and ethnic data on citizens impacted by your projects? If so, please describe.

8. Has your agency provided written Title VI Assurances to VRT? Please attach a copy.

9. Does your agency include the required DBE assurance language at 49 CFR 26.13 (a) and (b) verbatim in all financial agreements, contracts and subcontracts?

(Please see DBE assurance language below)

26.13 What assurances must recipients and contractors make?

a. Each financial assistance agreement you sign with DOT operating administration (or a primary recipient) must include the following assurance:

The recipient shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of any DOT-assisted contract or in the administration of its DBE program or the requirements of 49 CFR part 26. The recipient shall take all necessary and reasonable steps under 49 CFR part 26 to ensure nondiscrimination in the award and administration of DOT-assisted contracts. The recipient's DBE program, as required by 49 CFR part 26 and as approved by DOT, is incorporated by reference in this agreement. Implementation of this program is a legal obligation and failure to carry out its terms shall be treated as a violation of this agreement. Upon notification to the recipient of its failure to carry out its approved program, the Department may impose sanctions as provided for under part 26 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. 1001 and/or the Program Fraud Civil Remedies Act of 1986 (31 U.S.C. 3801 et seq.).

b. Each contract you sign with a contractor (and each subcontract the prime contractor signs with a subcontractor) must include the following assurance:

The contractor, sub recipient or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR part 26 in the award and administration of DOT-assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the recipient deems appropriate.



10. Does your agency physically include the Civil Rights Special Provisions (42 U.S.C. 12132) in all contracts and ensure they are included in all sub-contracts, including the third-tier?

11. Does your agency monitor DBEs on construction projects to ensure they are performing a commercially useful function (CUF)? If so, where is this documented? If a DBE is not performing a CUF, what actions or steps have you taken? Who do you notify?

12. Name of your Agency:

13. Number of full-time and part-time employees:

14. Do you have any questions regarding this assessment or Title VI? Please include them here along with your email address or phone number and a VRT representative will respond.

15. Would your agency like Title VI training or other Civil Rights technical assistance from VRT? If yes, please explain. Does your agency have teleconferencing ability?

16. Please provide the Name, Title and contact information of the person who completed this baseline assessment.

17. Please list each attachment provided with the assessment.



2027-2029

Title VI Program Update

Attachment
H

Subrecipient Assessment Tool



Attachment H Sub-recipient Title VI Compliance Assessment Tool

Sub-recipient Title VI Compliance Assessment Tool

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2027-2029

Title VI Program Update

Attachment

I

Subrecipient Contractor Monitoring & Oversight Procedures



Attachment I VRT Subrecipient/Contractor Monitoring & Oversight

Item VII. F.

[Follow this link to access the 40-page report.](#)



2027-2029

Title VI Program Update

Attachment

J

Fixed-Route System Map

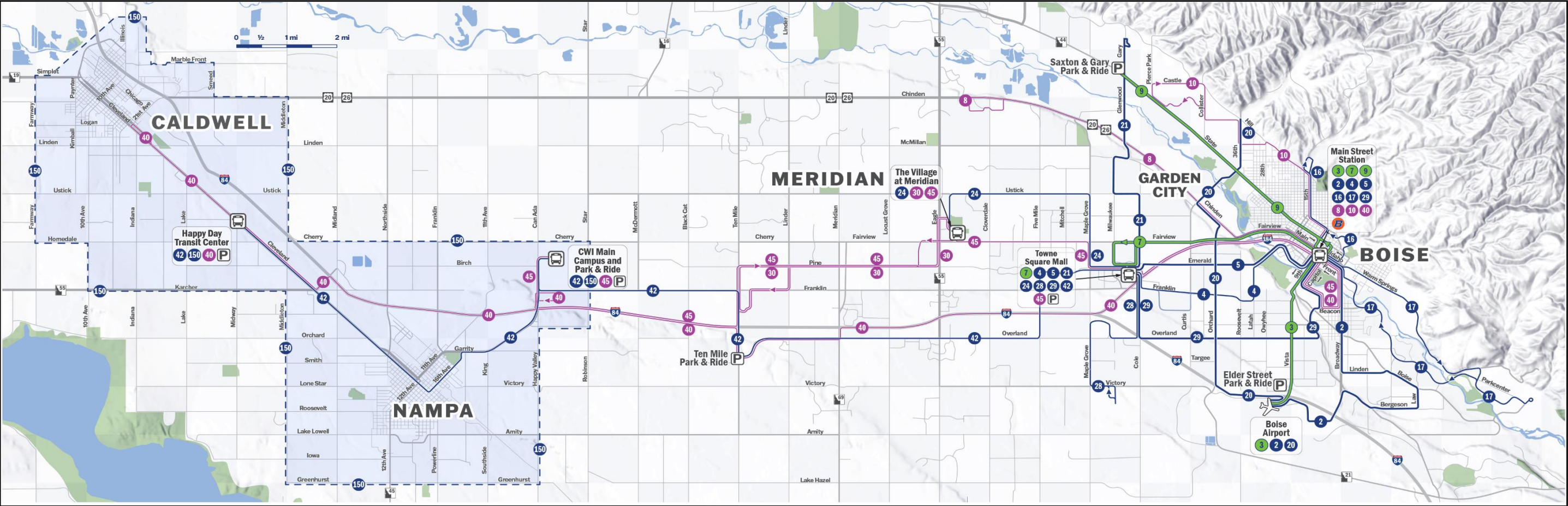


valleyregional**transit**

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Item VII. F.





2027-2029

Title VI Program Update

Attachment
K

Determination of Site Location of Facilities



Capital Infrastructure Tracking Checklist

The following documents are available for review upon request:

- Project Flow Diagram
- VRT Pass Through Funding Notes
- VRT Pass Through Funding Notes Narrative
- Sub recipient's Funding Requirements Checklist
- VRT Example Payroll Tracking Sheet
- Example Site Criteria Spreadsheet
- Example Project Closeout Letter





TOPIC	Nampa Caldwell Transit Oriented Development Study
DATE	August 3, 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 cross-walks, 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 VRT Executive Board

April 6, 2026, VRT Executive Board recommended approval, the Board of Directors tabled the study

August 3, 2026, VRT Board of Directors accept the study

The study was tabled at the April 6th meeting due to comments by ITD that the scenarios on pages 28 and 30 did not match the striping plan on the 2026 improvement project currently under construction at the Caldwell Boulevard & Karcher Intersection. ITD had further concerns about whether the proposed bike lane configuration was in compliance with MUTCD standards.

The study identifies *prospective* improvements that serve *theoretical* future scenarios integrating transit, roadways and housing developments that improve access to and safety at the intersections in the study area for transit users, pedestrians, and bicycles, including the one at Caldwell Boulevard and Karcher.

VRT recognizes that in the future and before any scenario moves from concept to design and construction, additional collaboration with ITD would be required to integrate improvements completed after this study was developed and reflect compliance with locally adopted transportation standards including those cited.

Extensive public feedback was collected during Canyon County Transit Day and has been incorporated into the study as the public engagement planned as part of the study.

Implication

The Nampa Caldwell Boulevard Study establishes a range of possible development scenarios that will guide VRT's discussions with funding partners and the community on the long-term vision for transit and transit supportive development along the boulevard and lead to improvements that make it easier and safer for transit users, pedestrians and bicyclists to safely get to nearby destinations and to and from bus stops. This can encourage the type of development that will lead to a stronger ridership base.

More Information

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

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

August 3, 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 cyclist mobility around the Boulevard for 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 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 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 Canyon 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, Canyon 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.

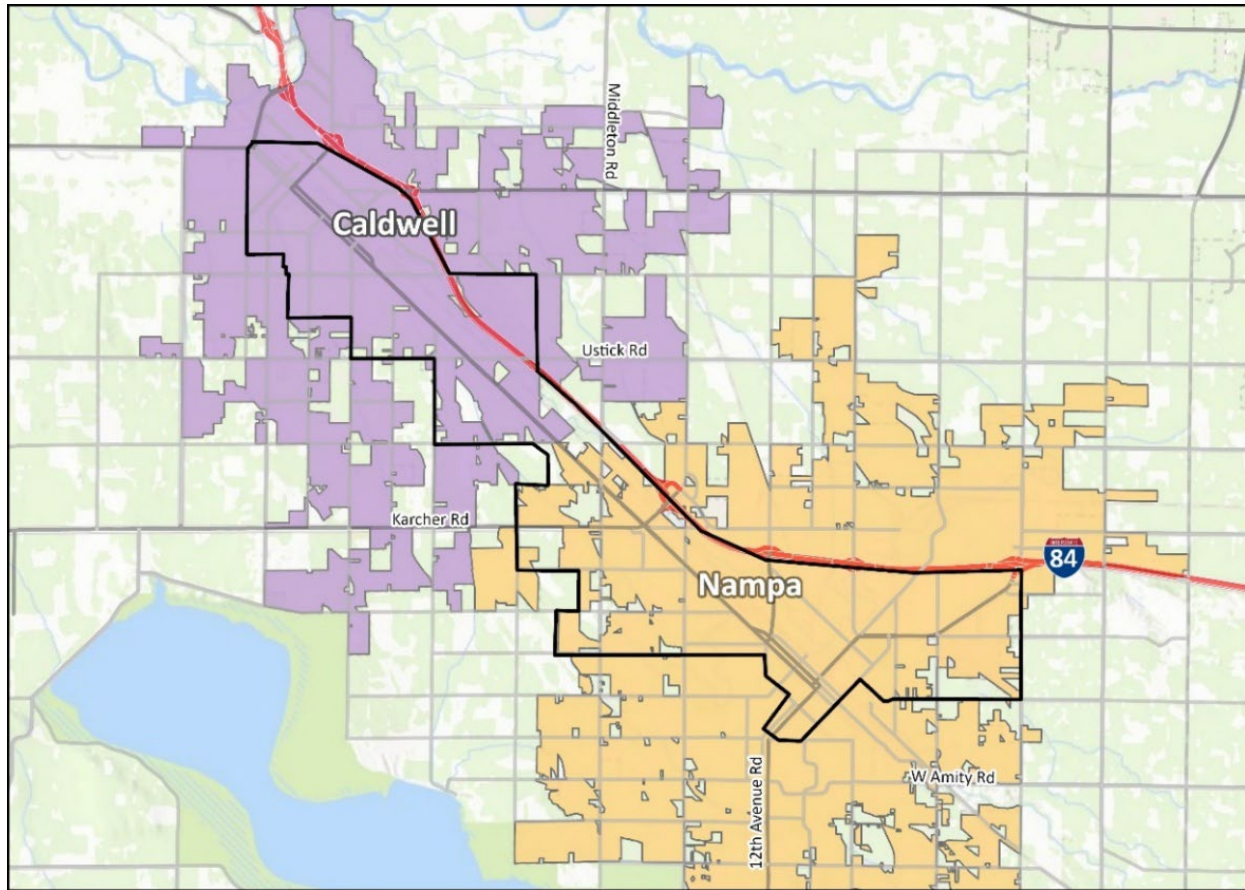


Figure 3. Nampa-Caldwell Blvd TOD Study Area

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.

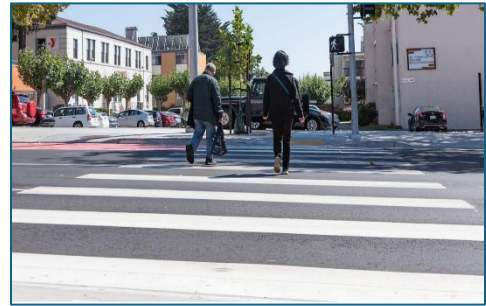
The downtowns of Nampa and Caldwell are excellent examples of these strategies already present along the corridor. The historic downtowns feature complete sidewalk networks and other pedestrian-oriented infrastructure like sidewalk bulb-outs and narrow vehicle lanes that influence how motorists traverse 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: Like 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.

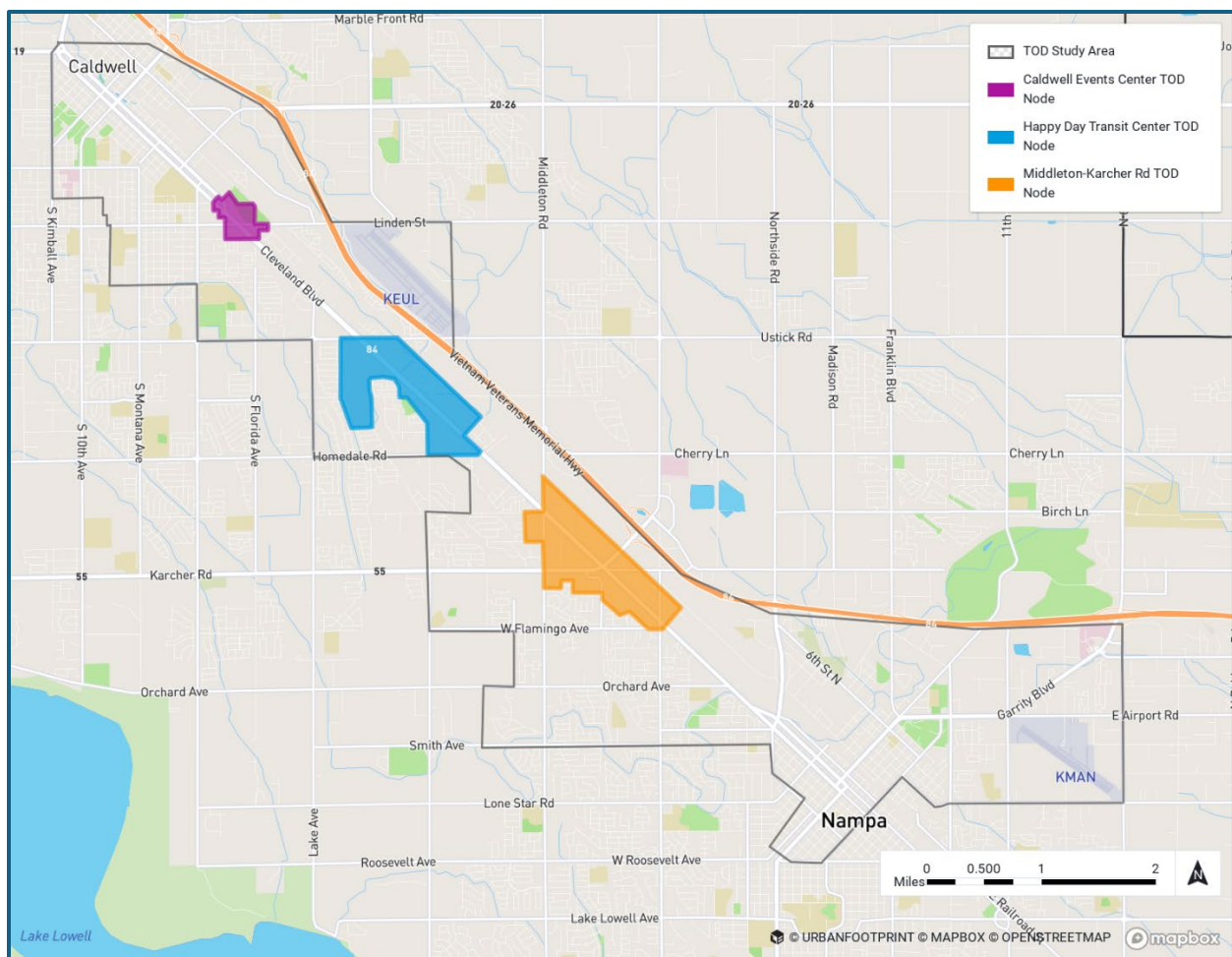


Figure 6. Boundaries of TOD node locations within overall study area

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.

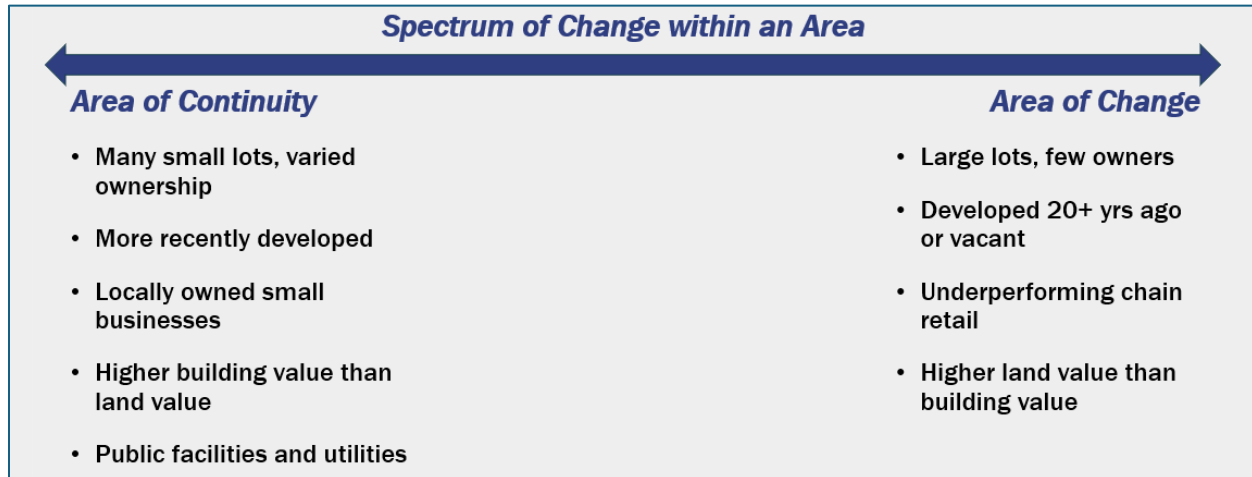


Figure 10. Parcel characteristics that influence Spectrum of Change within an Area

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 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. Additional analysis revealed that these parcels are presently vacant, thereby enhancing the probability of near-term redevelopment. 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, most 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.

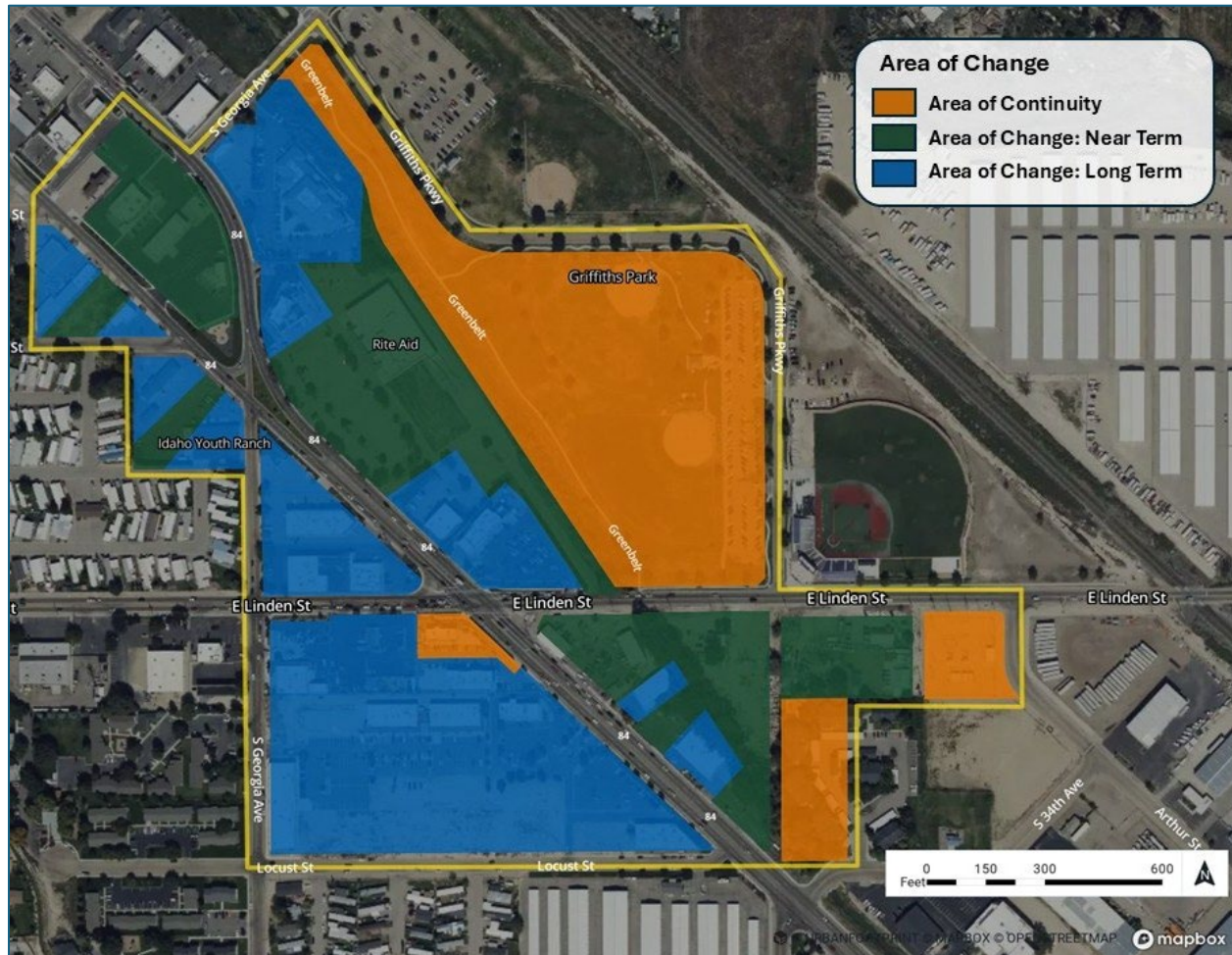


Figure 11. Areas of change within Caldwell TOD Node

Middleton-Karcher Road Area of Change

Overall, the Middleton-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.

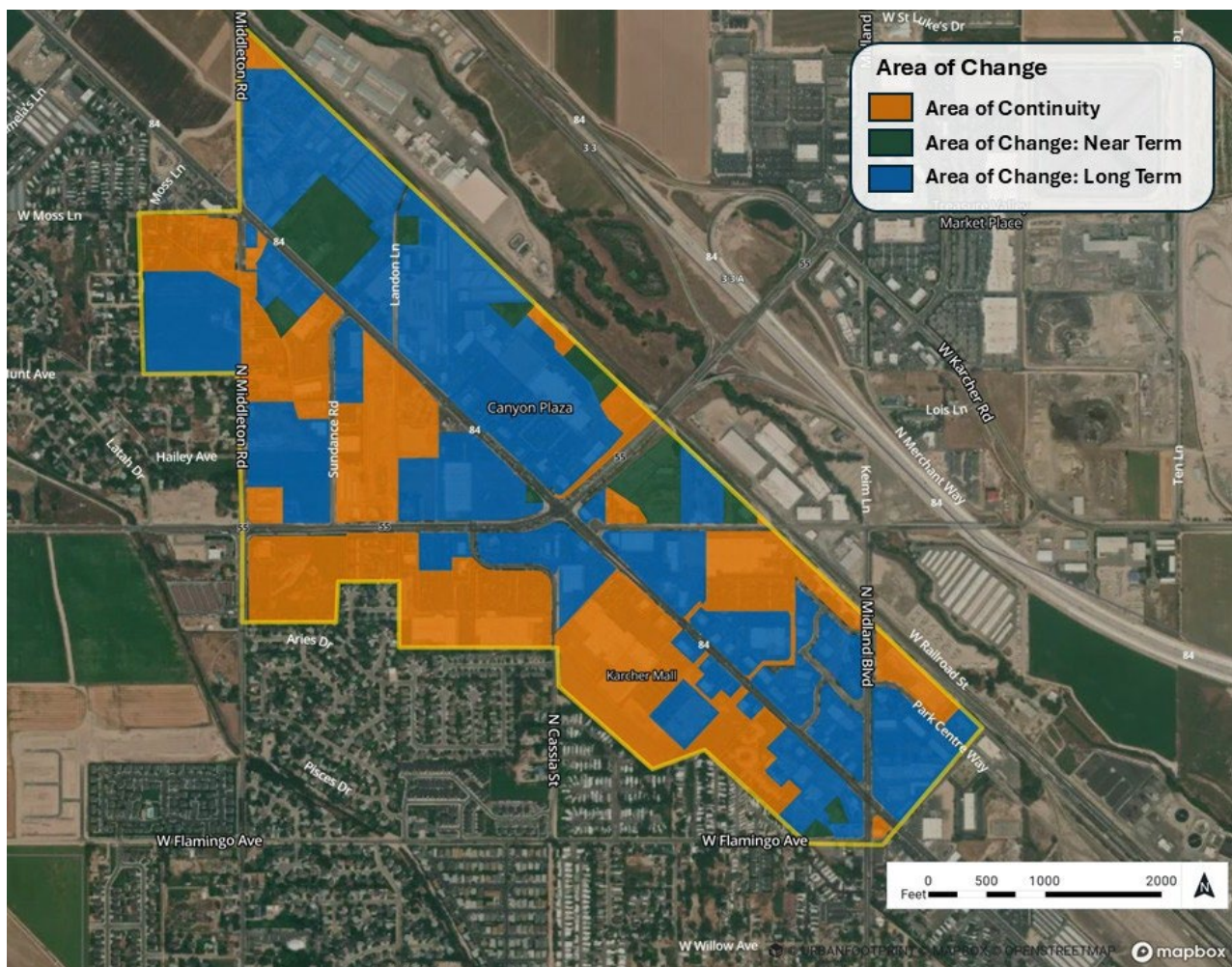


Figure 12. Areas of change within Middleton-Karcher TOD node

Happy Day Transit Center Area of Change

Areas of change within the Happy Day Transit Center Node (**Figure 13**) are 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.

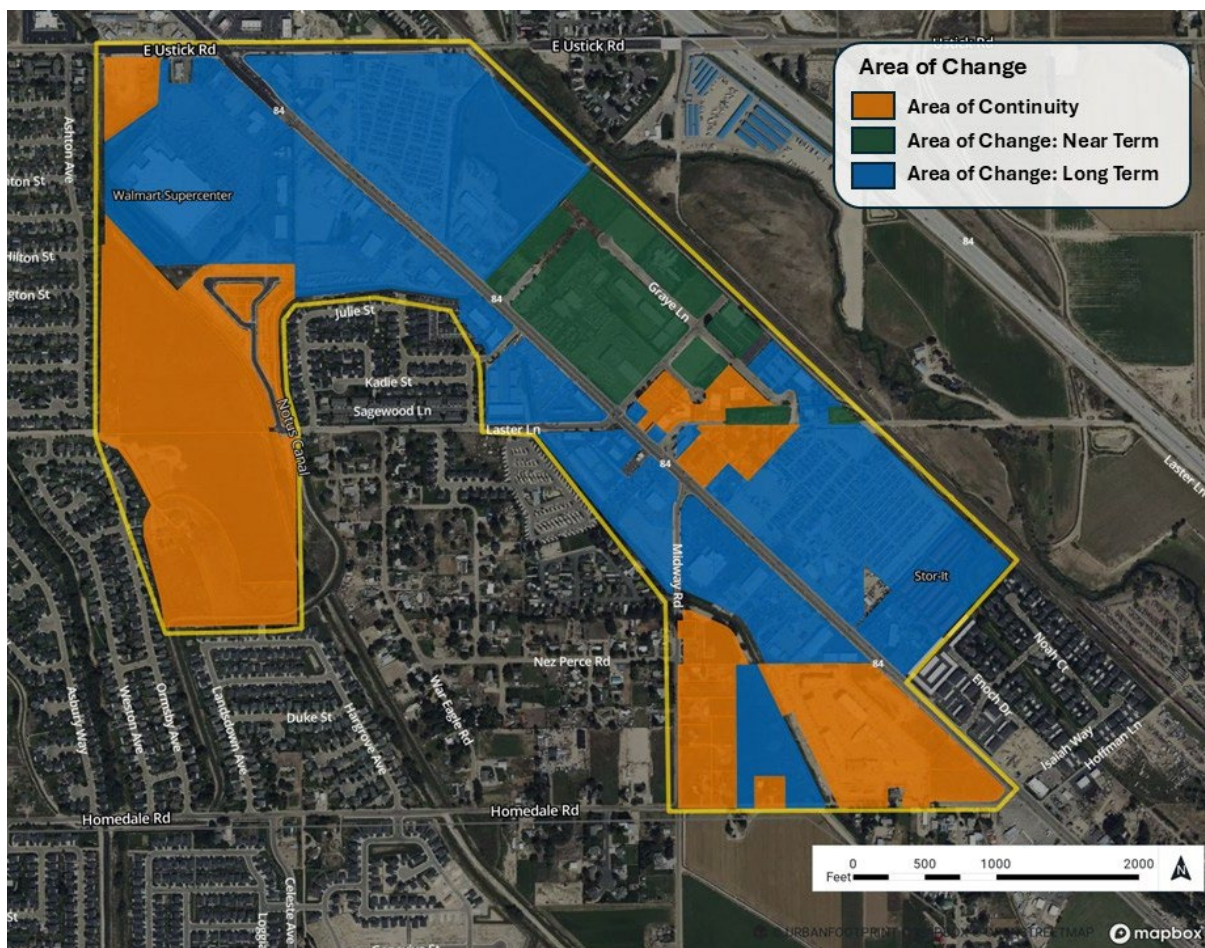


Figure 13. Areas of change within Happy Day Transit Center node

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 reimagined 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 concepts 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.

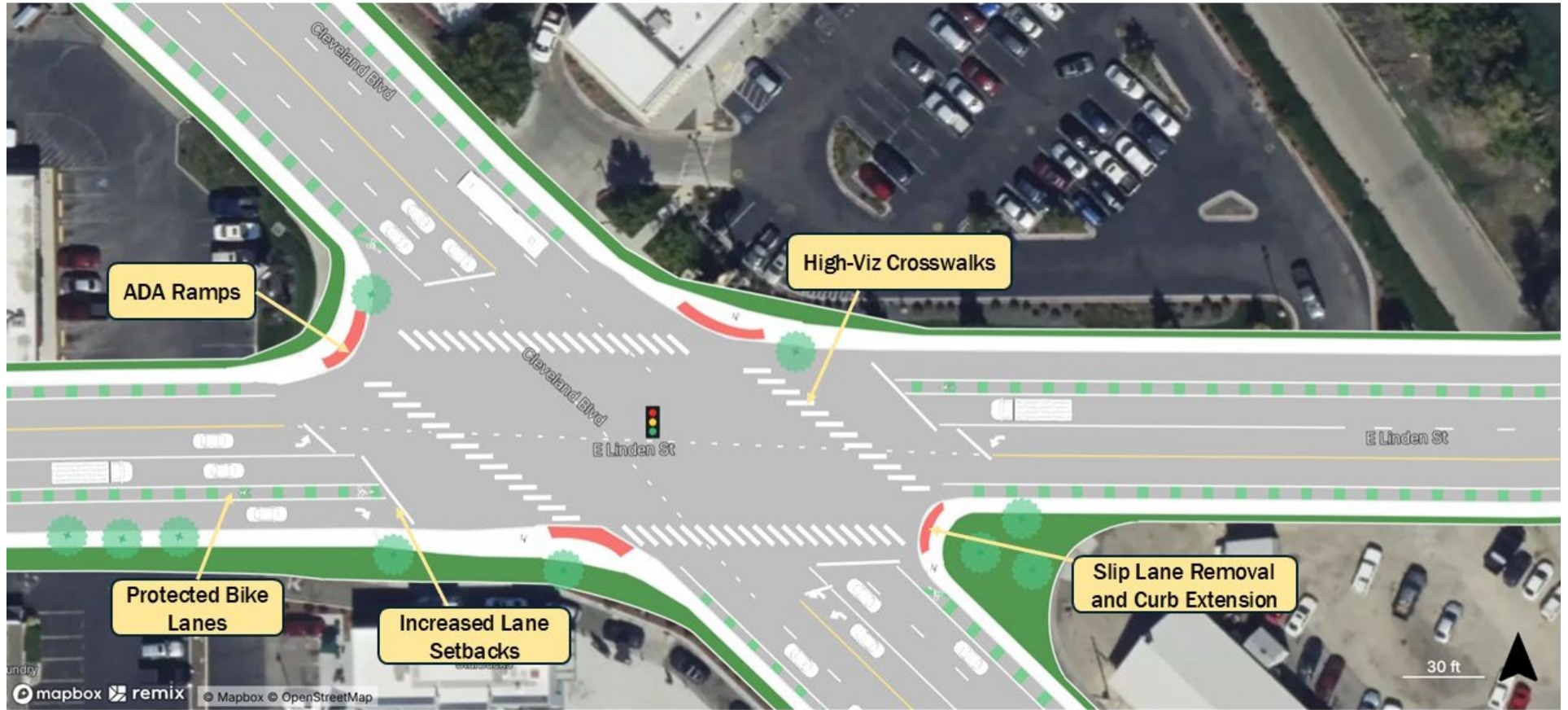


Figure 15. Protected Bike Lane multi-modal scenario

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.

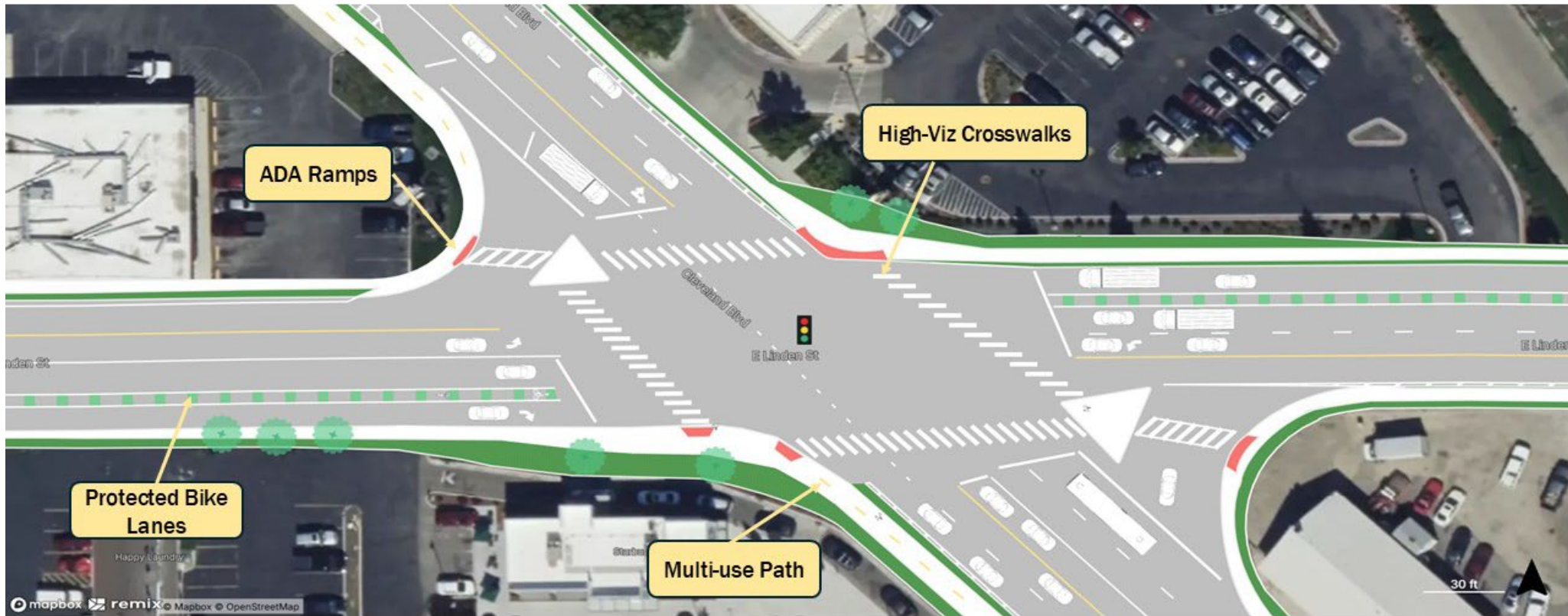


Figure 16. Multi-use path multi-modal scenario

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 Road, 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](#)

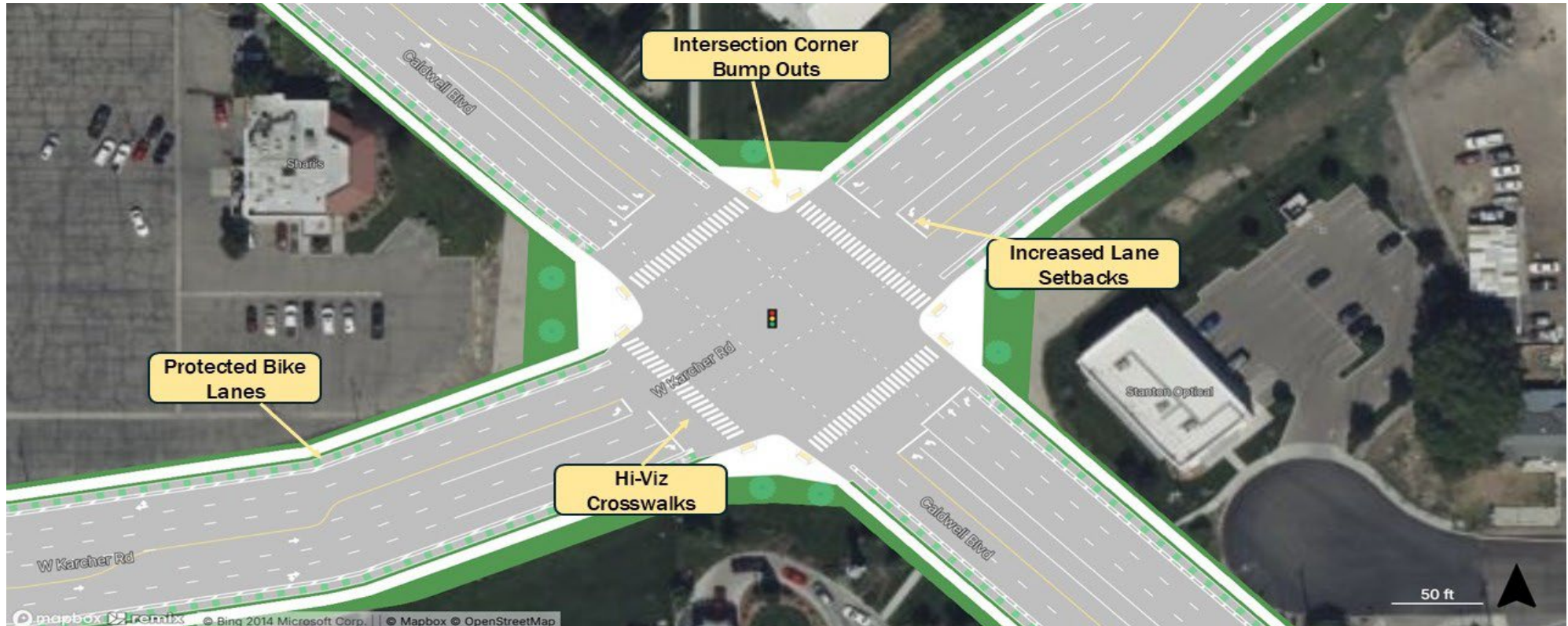


Figure 18. Protected bike lane multi-modal scenario

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 number 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 include 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 many 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.

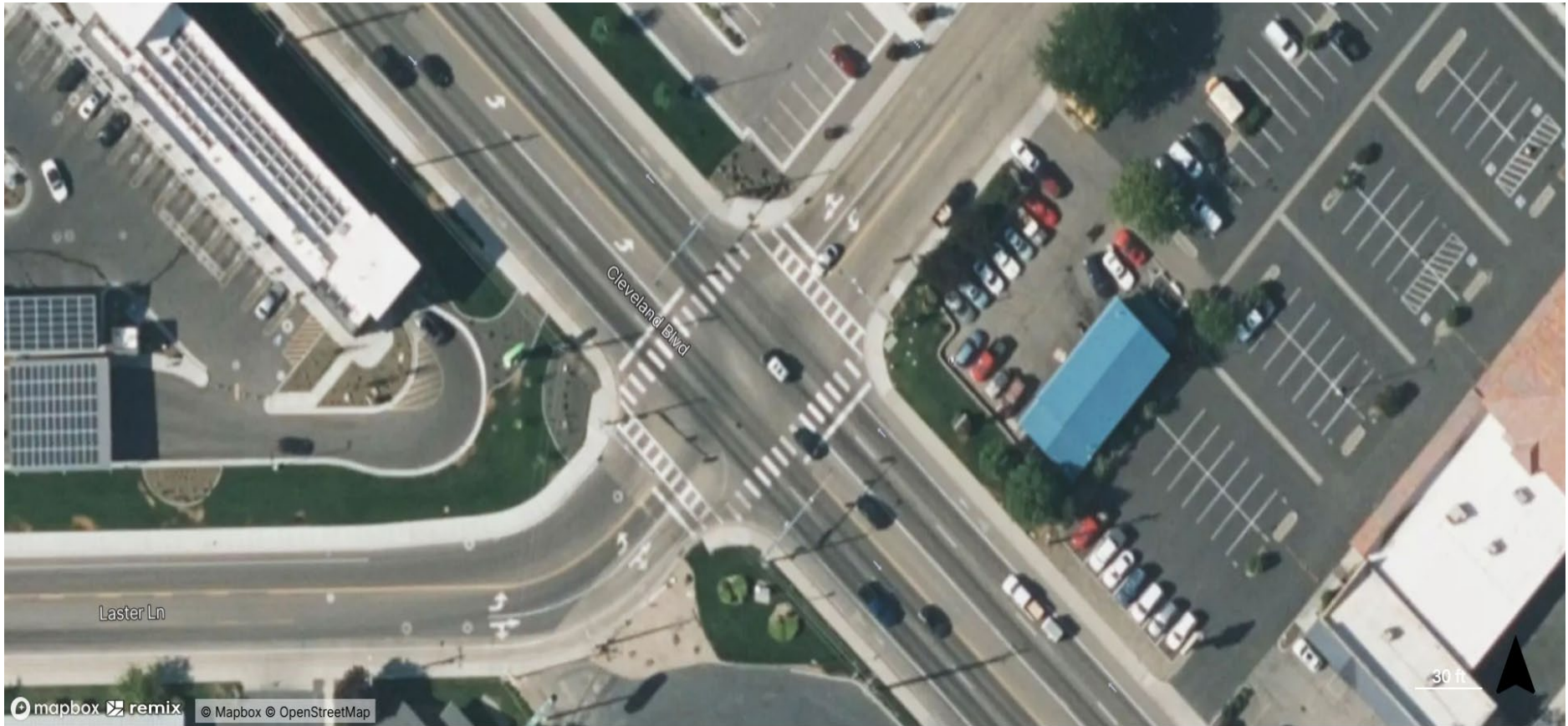


Figure 20. Existing Laster Ln- Caldwell Boulevard Intersection
Source: Google Earth – August 2025

The existing intersection provides minimal multi-modal considerations that protect non-automobile users. Given the lower traffic volumes at this 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. **Curb 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.

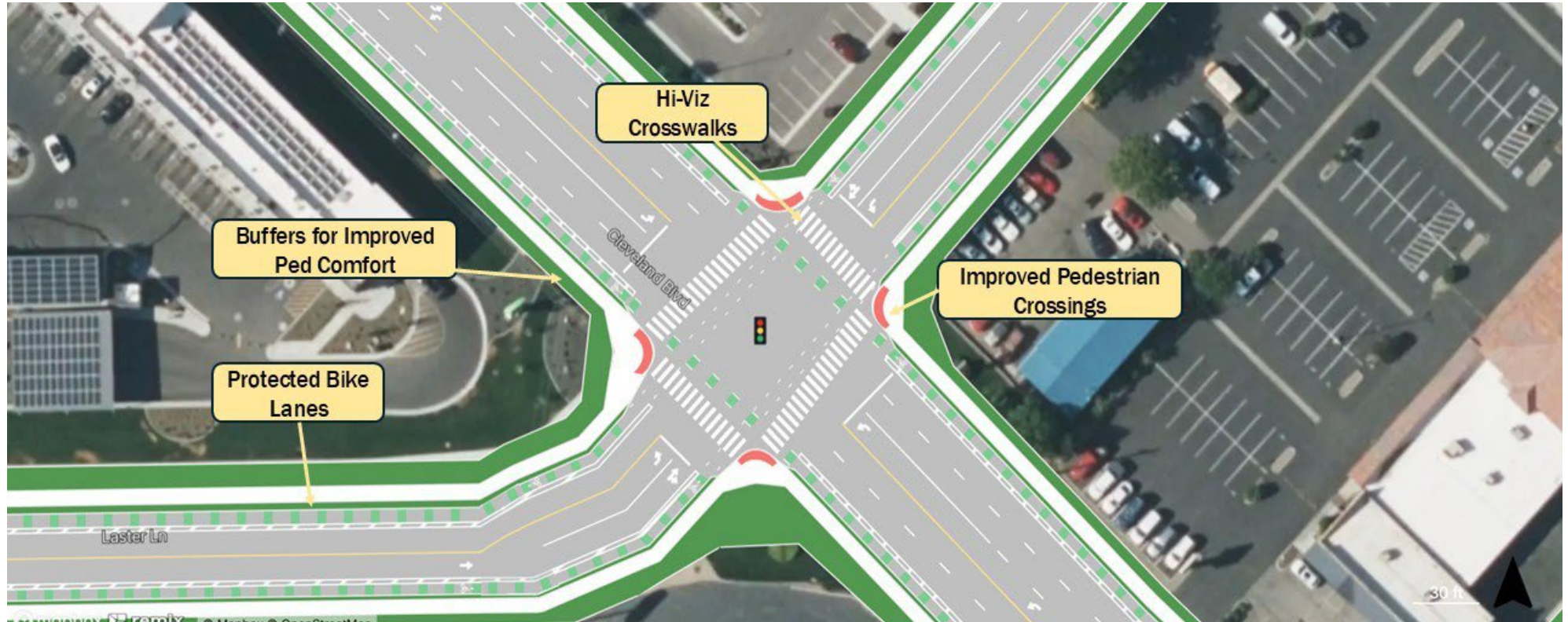


Figure 21. Protected bike lane multi-modal scenario

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 like 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.

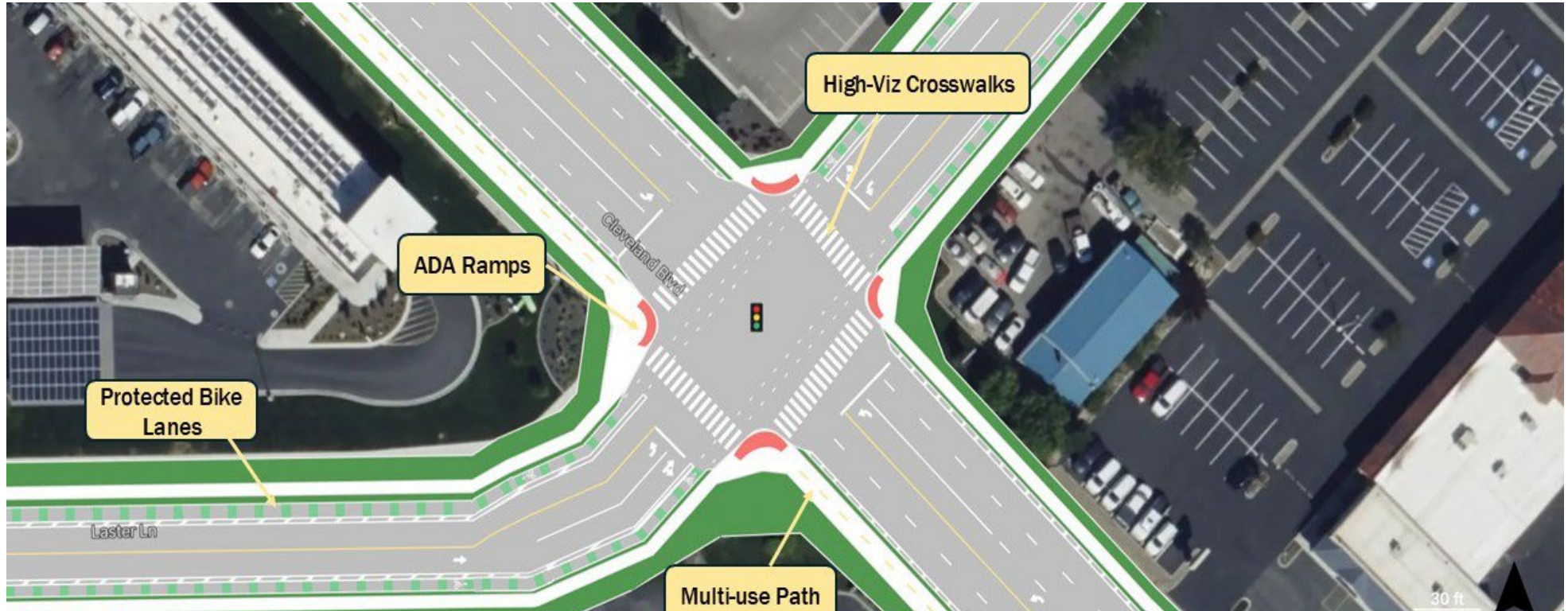


Figure 22. Multi-use path multi-modal scenario

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 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 each 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**.

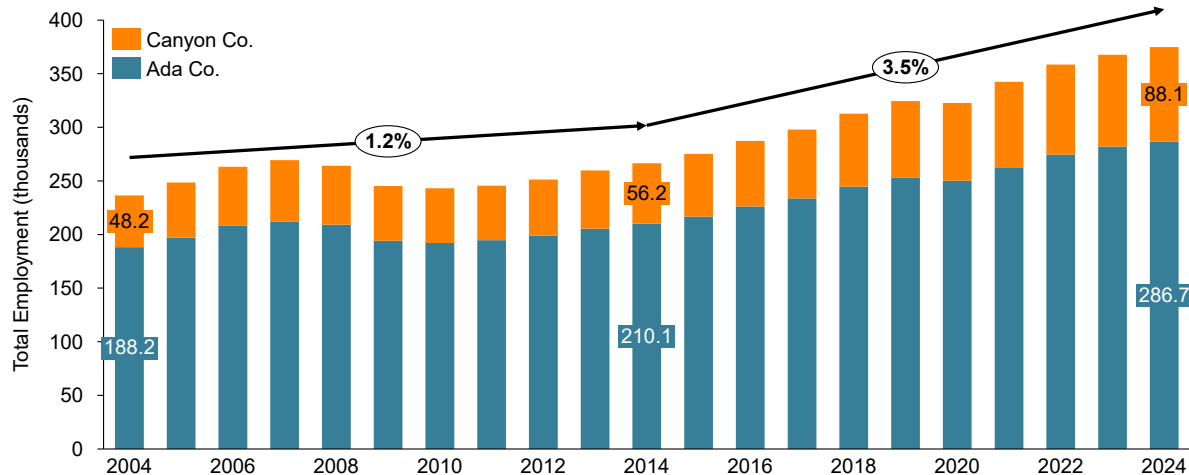


Figure 23. Historical Annual Employment (thousands), Canyon County & Ada County, 2004 - 2024⁷

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 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)

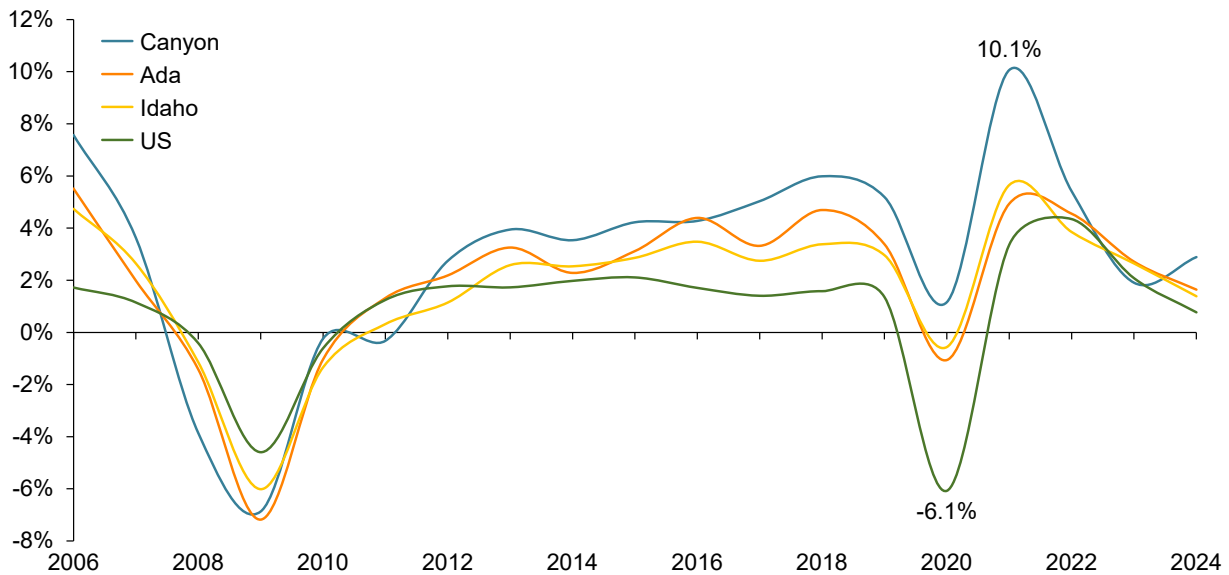


Figure 24. Annual Employment Growth, Canyon County, Ada County, Idaho, and U.S., 2006 - 2024⁸

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

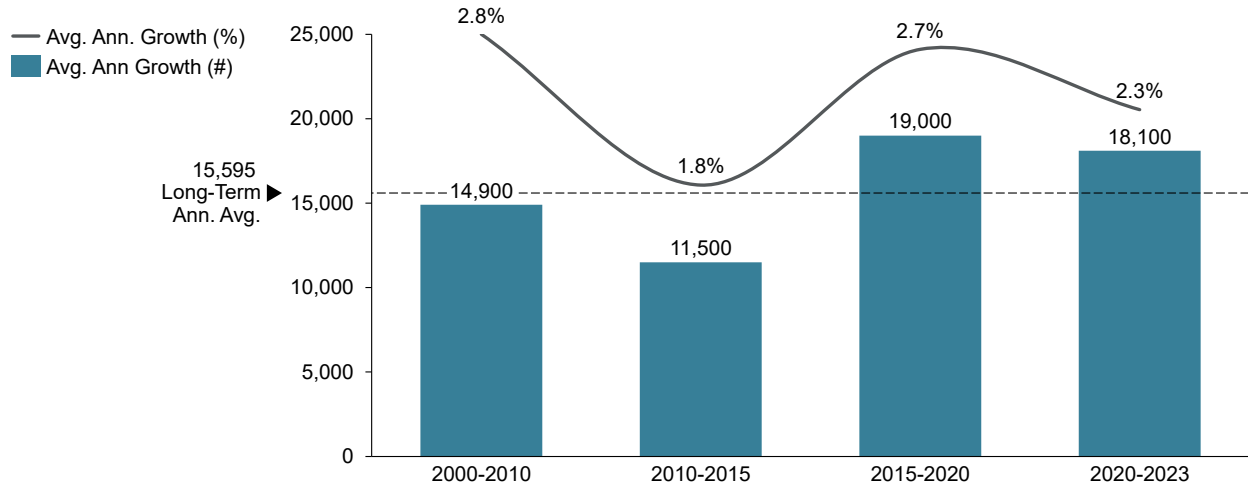


Figure 25. Historical Population Growth, Canyon County and Ada County, 2000 - 2023⁹

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.

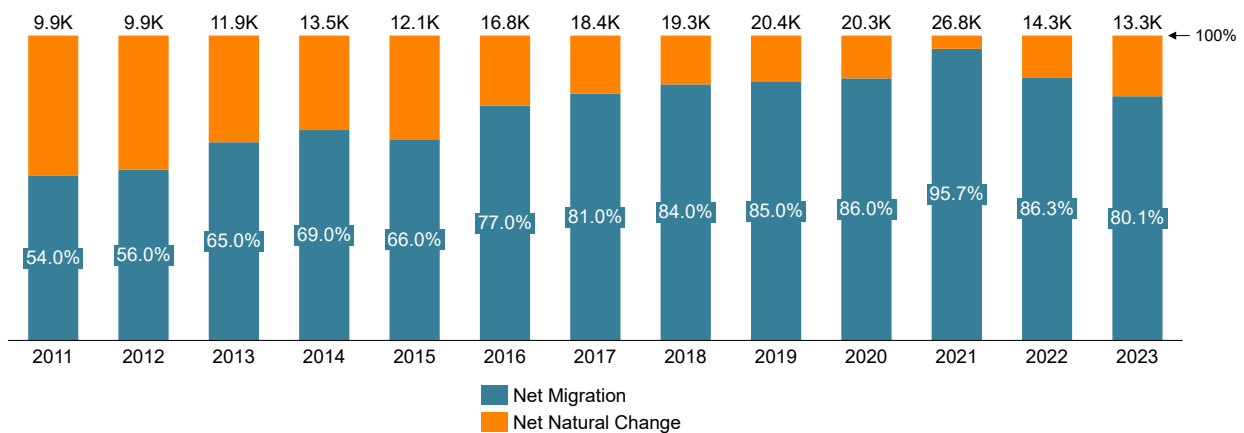


Figure 26. Components of Population Growth, Boise MSA, 2011 - 2023

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 products 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 (*Figure 27*).

¹⁰ Source: HDR; U.S. Census Bureau

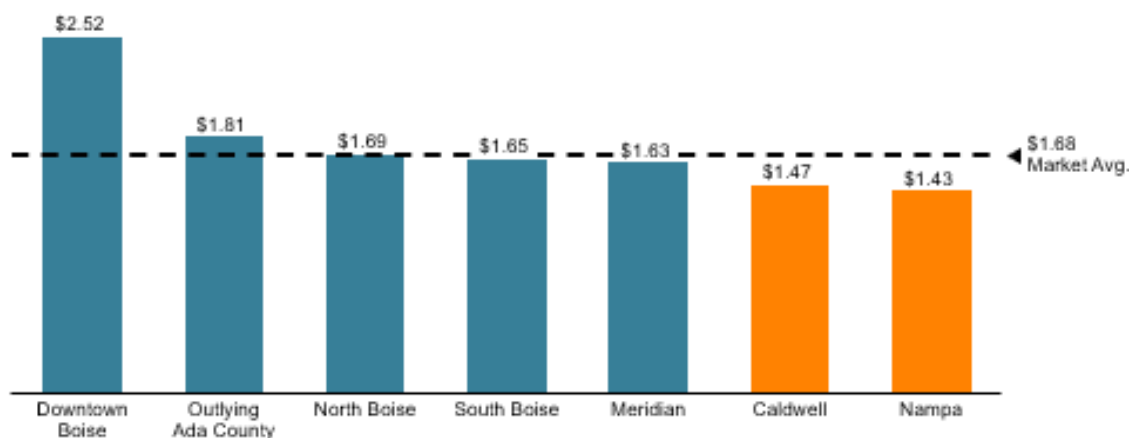


Figure 27. Average Multifamily Rents by Submarket, Treasure Valley, 2025 Q1 11

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

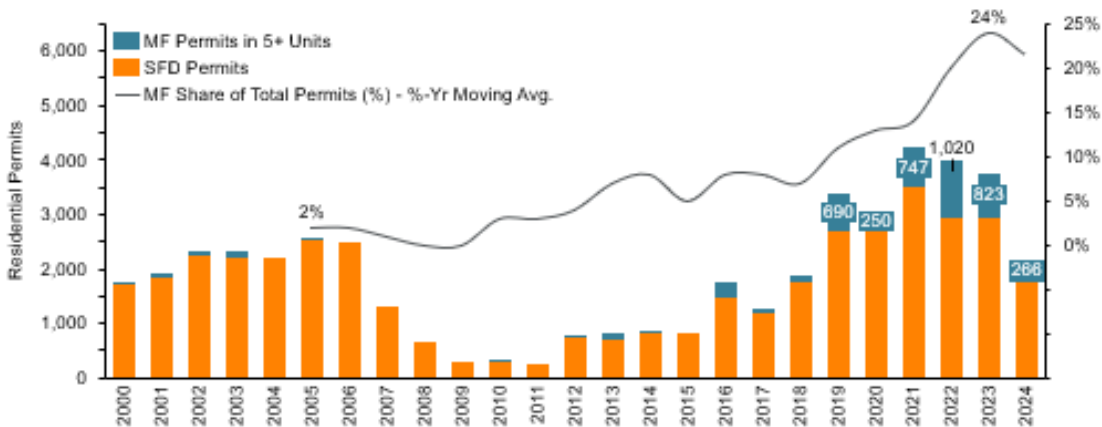


Figure 28. Historical Permits, Canyon County, 2000-2024

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 there is 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.

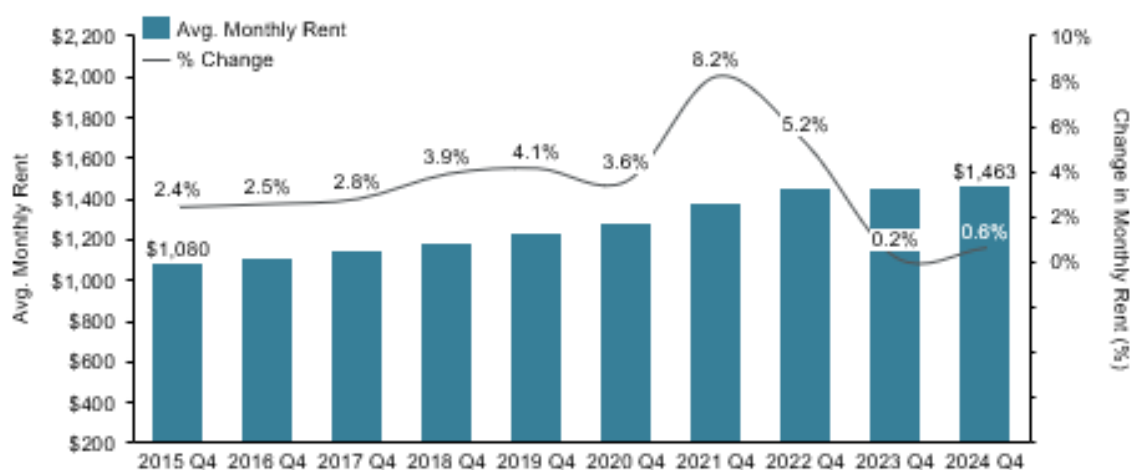


Figure 29. Average Monthly Rent and Year-over-Year Change, Nampa-Caldwell Submarkets, Q4 2015 – Q4 2024¹²

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

Several of these new multifamily deliveries are 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 that 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.

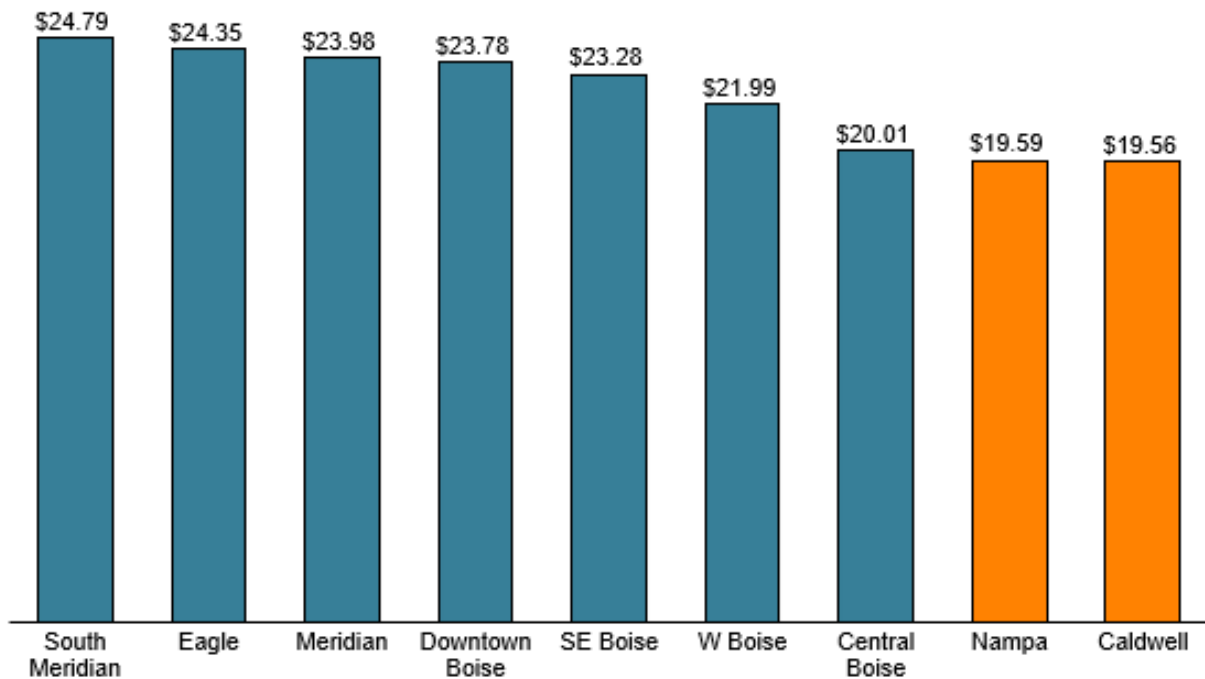


Figure 30. Average Annual NNN Rent by Submarket, Boise Region, Q1 2025

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*.

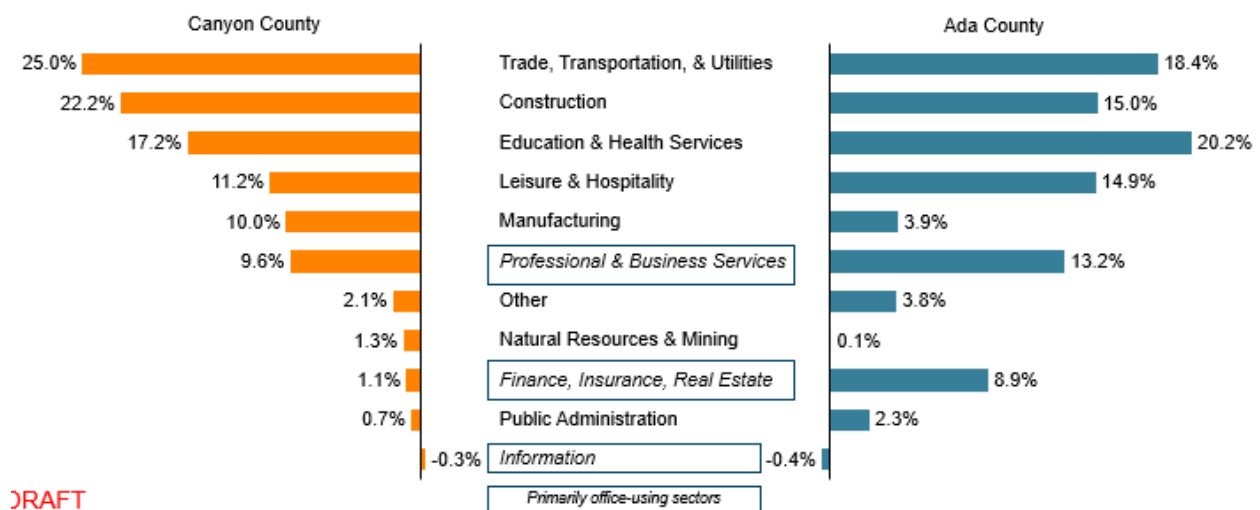


Figure 31. Employment Growth by Sector, Canyon and Ada County, 2013-2023

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

Considering 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 include activities such as technical and trade schools, fine arts, language schools, medical offices, social assistance, and childcare.

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.

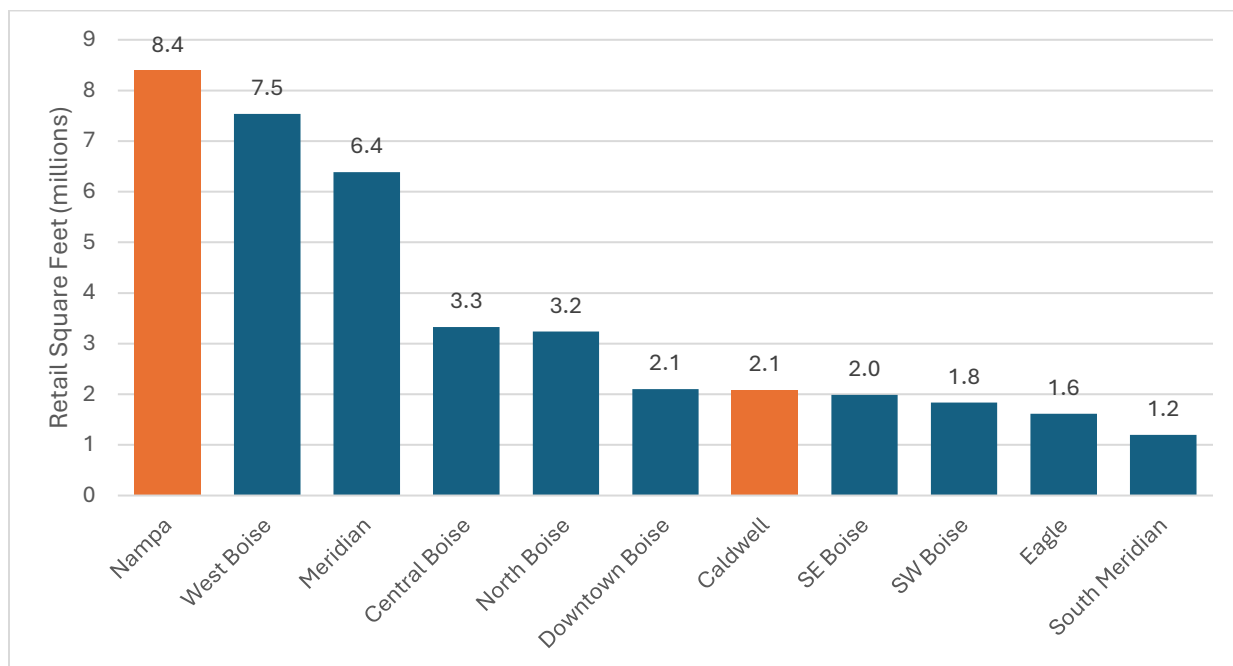


Figure 32. Retail Space by Submarket, Boise Region, Q1 2025

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.

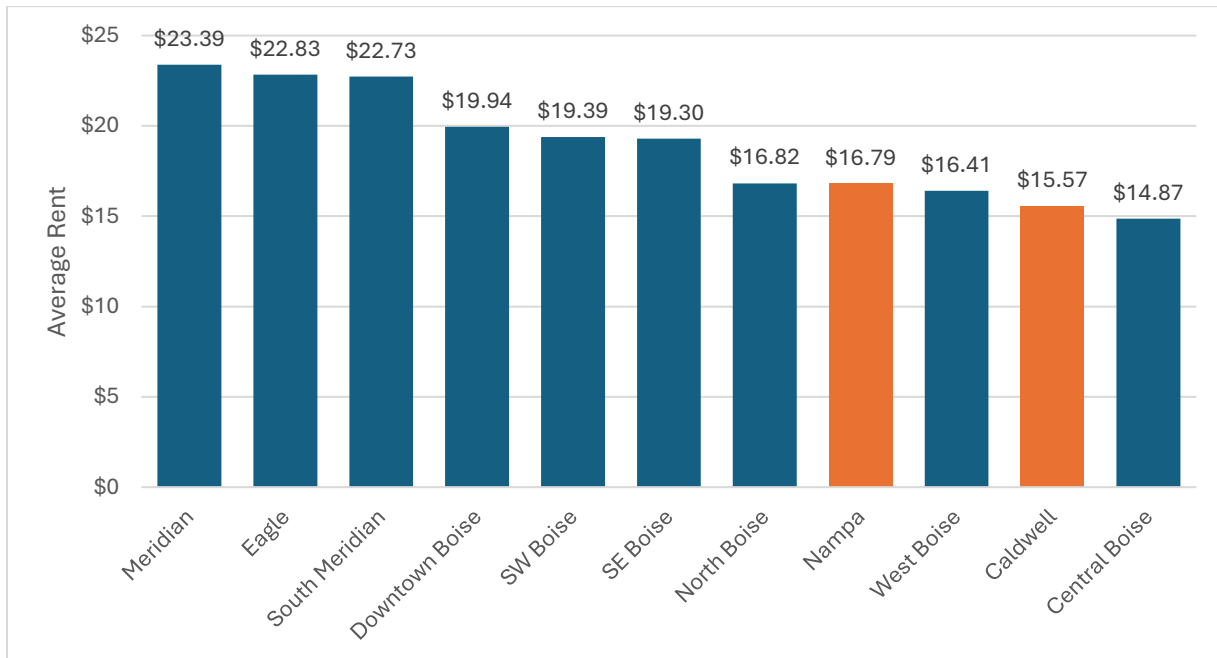


Figure 33. Average Retail Rent by Submarket, Boise Region, Q1 2025

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 products 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 products. 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 at a 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.

**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 Two Project 23227-024-004 Pre-fabrication	Joseph Guenther	\$ 2,500,000	Aug-26	Oct-26	Board of Directors
On-Call HVAC Service	Jonathan Mutchler	\$ 50,000	Aug-26	N/A	CEO
Acquisition of Services Beyond Access	Leslie Pedrosa	\$ 1,500,000	Jun-26	Oct-26	Board of Directors
Non-Emergency Medical Transportation Service Providers - Rides 2 Wellness Transportation	Leslie Pedrosa	\$ 2,500,000	Jun-26	Aug-26	Board of Directors delegated authority to Executive Board

Updated 7-8-26



CEO Activity Report	CEO Activity Report
DATE	August 3, 2026
STAFF MEMBER	Elaine Clegg

Summary

Information only, no action needed. This report covers two months as no meeting was held in July.

Highlights

The proposed **FY2027 Budget** is scheduled for public hearing today. With heavy headwinds on insurance premiums, fuel and healthcare costs and recognizing the heavy headwinds all of you are facing with revenue limitations the budget is lean. Despite the proposal by Nampa to consider a budget with no funding for Valley Regional Transit (VRT), I am confident that the system overall is growing in awareness and potential. I hope to spend the next year with all of you unlocking that potential at a community level and leaning into the growth we have seen in regional movement to the extent possible with the resources we have. I will also begin a process to review the method we use to allocate costs between communities to build assurance that process is a fair standard.

The Youth Ride Free program in partnership with the City of Boise, Blue Cross and Communities for Youth has been a smashing success. The sign-ups and rides given have exceeded goals and youth are using the bus to get to all over the region and most importantly they are doing it on their own, building the independence that will help them succeed and freeing up parents and caregivers from acting as chauffeurs.

A consulting team hired by the Pacific Northwest Economic Region (PNWER) as part of our grant with them has been helping assess the potential and possibility of the Boise Cutoff rail corridor. The team which includes retired experienced railroad executives visited the region in June. We will soon have a draft report to share.

VRT again earned a platinum level award for May in Motion with all staff participating in some way. Watch for new promotions during this next year when we implement our Route Reach program to encourage ridership growth. As part of our community participation, we had buses in the Dairy Days Parade in Meridian and the 250th Fourth of July Parade in Boise. We have an America 250 bus wrap and Micron also had an America wrapped bus in the 250 parade.

The challenges in this year's funding cycle continue to highlight the how the lack of dedicated funding for transit leaves our region behind most others. When compared to our peers we are leaving millions of people without travel choices which exacerbates congestion and regional affordability. I will continue to lead conversation about funding and recently presented to the Boise Chamber of Commerce Keep Idaho Moving effort. I will bring that presentation to the October Board meeting and look forward to for a productive discussion after.

Meetings/Presentations/Travel

Meetings

This has been a busy two month period with many meetings and presentations outlining budget requests and educational meetings for community partners. Additionally, I touched base with a variety of partners and potential partners. Travel was relatively light.

- Presented **budget requests** to numerous members in public meetings and individual meetings. These include Boise, Meridian, Nampa, Caldwell and Eagle.
- Held individual **meetings with various partners** including regional pass partners, various on-call consultants,
- Continued to meet individually with **legislators** and state leaders.
- Held a **Public Hearing** on possible service changes in Canyon County. Thank you to the four board members who attended.
- While on my way to Baltimore (see travel) I visited with staff from the **Idaho congressional delegation**.
- I attended the **St Luke's Community Impact Celebration** luncheon hosted sharing successes around the region in how to build stronger communities.

Presentations

The presentations this month included important regional groups and a national podcast.

- I appeared on a national podcast of the American Public Transportation Association call **The Transit Authority** with Roger Harris President of Amtrak. The podcast focused primarily on Amtrak but I had the opportunity to talk about the possibility of pursuing intercity rail from Boise to Salt lake and reestablishing the Pioneer line.
- Presented to the **Keep Idaho Moving** group at the Boise Metro Chamber of Commerce. This effort is focused on educating and growing transportation funding options to keep Idaho competitive and keep Idaho people moving. The presentation centered on where the Boise region is today in terms of travel demand and travel options compared to peers such as the Salt Lake region.
- Presented at the annual **Boise Regional Realtors Housing Summit** with a presentation focused on how travel options and transit can aid in affordability by keeping the combined costs of housing and transportation down and how growing transportation options can expand housing markets and reduce growth in congestion.

Travel

Traveled twice nationally and once in the west.

- The **APTA Rail Conference** in Baltimore featured the regional rail system Marc, which served much like a system on the Bosie Cutoff corridor would. one of the best I have attended recently, which included sharing information about recent transit innovations and best practices. I was also able to attend a seminar on CEO management strategies.
- On the way home from APTA I attended the 10th Anniversary and expansion ribbon cutting for **Stadler Rail**, a Swiss company building cutting edge trains in Salt Lake.



- I attended the **Metropolitan Transportation Abundance Program Summit** in Chicago (at their expense). This is an effort to build bi-partisan support for a broad transportation and infrastructure platform nationally.

Media

There has been a lot of media activity around our budget presentations and the decision in Nampa. Please see the communications update for a full list.

Internal Activities

Internally we continue to work hard every day to serve the people in the region with the best transit we can put on the street. To that end we are working to break down internal silos and build efficiency with a new software organizing tool. It will allow us to better manage our capital delivery projects by making the schedules and project benchmarks more transparent internally and breaking down silos to make sure every department is included when and where needed. This same tool is being utilized to share the outreach and marketing calendar again to ensure that those efforts reach across departments.

For detailed information, contact:

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





TOPIC	Development Department Monthly Report
DATE	August 3, 2026
STAFF MEMBER	Stephen Hunt

Summary

Development Department activities for the August 2026 report.

Highlights

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

Performance Based Decision-making

- **FY2027 Budget Development** – Staff has finalized FY2027 requests and responses to partner funding levels for FY2027.
- **Geographic Information Systems (GIS) Database** – Staff kicked off the GIS database development with Transpo that will be used to manage bus stop amenities, conditions, repairs etc.
- **June 2026 Service Change** – Staff worked with other departments and MV to execute the June 8th service change. This change updated timepoints to improve the on-time performance and mark the beginning of regular on-route charging at Main Street Station.
- **Title VI 2027-2030 Update** – Staff completed updating the Title VI report. The plan ensures Valley Regional Transit (VRT) provides service equitably. The plan is scheduled to be before the board for consideration in August.

VRT Strategic Plan: Goal 2 – Increase Ridership and Revenue

Planning

- **Bus Stop Improvements** – Staff is continuing its work with a consultant to develop preliminary designs bus stop investments over the next five years.
- **Valley Connect 3.0 (VC 3.0)** – VRT leadership is reviewing the draft of VC3.0, focusing on key messages and how to position this plan for greatest impact over the next several years. This process has taken longer than anticipated and we do not yet have an expected date for finalization.
- **Coordinated Human Services Transportation Plan** – Staff is continuing to work with COMPASS on the next Coordinated Human Services Transportation Plan. COMPASS presented an update to the Regional Advisory Council in July.

Mobility Integration

- **Canyon County Vanpool Pilot** – Staff completed its Commute with Enterprise service contract to pilot vanpool services in Canyon County. Staff also agreed to branding decals, scheduled joint meetings with Commuteride and worked with Commute with Enterprise to identify potential vanpool employers

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

Regional Capital Enhancements

- **Main Street Station (MSS)** – Construction at Main Street Station is complete. Operations and contractors continue testing and commissioning vehicles and the charging equipment.
- **Nampa Pedestrian Improvements** – This project is currently on hold and will be cancelled if the current draft Nampa budget is adopted.
- **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** – Anderson Construction Company LLC began 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 the Idaho congressional delegation to push for approval of the 2022 Rebuilding America's Infrastructure with Sustainability and Equity (RAISE) grant Paper Grant Agreement. Staff also submitted a revised Paper Grant Agreement in response to concern regarding project scope to FTA for their consideration.

VRT staff 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.

More Information

For detailed information, contact:

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 Joe Guenther, Capital Projects Manager, 208.258.2705, jguenther@rideVRT.org
 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	August 3, 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 continues securing parts from Power Parts, the new vendor.

As of July 15, all chargers are up and running. Borg Warner was on site the week of July 6 to resolve issues with the chargers and dispensers.

In early March, staff met with Zenobe, the company which holds 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.

MV Transportation Bus Rodeo

On May 17, MV held a Bus Rodeo for their monthly safety event. Operators had to perform several skills, as a team, including diminishing sight lines, maneuvering buses through a serpentine of cones, pre-tripping vehicles, wheelchair securements, and a game of Safety Jeopardy. The winning team received 891 points of a possible 980 for driving skills and 6,200 points in the Safety Jeopardy game.

Miscellaneous

- VRT implemented a service change on June 8. The change included redesigning where routes stop at the upper and lower deck at Main Street Station, minor timing adjustments and a couple of stop changes. Due to construction on Main Street at 8th Street, the upper deck routes were temporarily relocated. Routes 8, 10, and 40 staged on 9th Street at Main Street. Construction was completed July 10.
- VRT continues to comingle rides with Beyond Access and On-Demand services. Since comingling services, the ability to book a ride has increased by 20%. VRT will continue working on ways to increase seat availability for system users.
- Staff worked with St. Luke's to pilot the Rides2Wellness program for residents of Mountain Home. VRT and St. Luke's determined a way to get patients to clinics into

Ada County, mostly for specialty services. A procurement was completed for service providers and VRT began the pilot July 1.

- VRT extended service hours on routes 8 and 21 to provide service during AC Boise game days. VRT has provided over 1,000 rides during the first three games. VRT provided service for all games through May. Beginning in June, VRT will only provide extended service hours for Saturday games through the end of July. Ridership details are shown in the table below.

Date	4/4	4/18	5/2	5/13	5/16	5/23	5/27	6/20	7/11	Total
Ridership	365	355	370	210	319	285	193	278	169	2,544

Service Highlights

Canyon County

May

- Zero preventable safety events
- Intercounty on-time performance 70%
- On-Demand on-time performance 85%
- ACCESS on-time performance 97%

June

- One preventable safety event
- Intercounty on-time performance 80%
- On-Demand on-time performance 81%
- ACCESS on-time performance 99%

Ada County Highlights

May

- Five preventable safety events
- Fixed-route on-time performance 83%
- ACCESS on-time performance 99%

June

- One preventable safety event
- Fixed-route on-time performance 80%
- ACCESS on-time performance 99%

Beyond Access Service

May

- Zero preventable safety events
- On-time performance 96%

June

- One preventable safety event
- On-time performance 98%



Compliance

- In July VRT began auditing automatic passenger counters on the fixed-route buses to complete the annual recertification.

Customer Service

May

- Customer service answered 83% of 8,093 incoming calls. There were 1,373 abandoned calls. The average call time was 2 minutes and 45 seconds. The average hold-time was 15 seconds.
- City Go Pay mobile ticket sales totaled \$13,534.88.

June

- Customer service answered 89% of 8,561 incoming calls. There were 897 abandoned calls. The average call time was 3 minutes and 3 seconds. The average hold-time was 20 seconds.
- City Go Pay mobile ticket sales totaled \$14,367.75.

More Information

For detailed information, contact:

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





TOPIC	Finance and Administration Activity Report
DATE	August 3, 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
- 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
- CFO is working with budget managers on FY2027 budget planning
- CFO and Operations completed FY2025 NTD reporting

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:
 - East Lot Development – Phase Two
 - On-Call HVAC Services
 - Acquisition of Services Beyond Access
 - Non-Emergency Medical Transportation Services

For detailed information, contact:

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Chief Financial Officer
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208-258-2709



TOPIC	Communications & Engagement Update
DATE	August 3, 2026
STAFF MEMBER	Jason Rose

Summary

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

Highlights

Over the past month, Communications led cross-agency public information and stakeholder engagement around Canyon County service changes, mobilized rider outreach, coordinated media inquiries, advanced brand and signage deliverables, coordinated social media content, supported supplemental services, continued working on various partnerships, and more. Key outputs include publishing the Nampa service story and press materials, hosting the June 22 open house and hearing, launching rider testimony outreach, and coordinating design assets for service alerts and bay signage. We're also proud to share that our Community Outreach Manager, Hailee Lenhart-Wees, received the WTS's 2026 Rosa Parks Diversity Leadership Award.

Strategy: Staff convened with our marketing partner, Stoltz, to outline a multi-year strategy to parallels various partner campaigns and create a blueprint for what's to come.

Key destination and route promotion: Advertising agreements continue with Boise State Athletics and the Boise Airport to promote service to these destinations, with additional route-level promotions planned in the coming year. Staff is preparing a campaign to focus on select routes on rotation over the next few years.

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

Campaigns: Valley Regional Transit (VRT) has three major campaign and design updates 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.

Youth Ride Free: VRT has had the distinct fortune to work with the City of Boise on Youth Ride Free, a pass program designed to provide free bus and paratransit access to youth 18 and under across the region. The program was made possible by funding from the City of Boise, secured by a grant from the Blue Cross Foundation. The team has been hard at work processing applications and providing rider instruction, distributing outreach materials, promoting sign-ups, distributing passes, and getting people on board! The benefits extend to

both youth and their parents or caregivers. In addition to providing transportation, we are able to provide independence for youth in the region and relieve parents and caregivers of the task of chauffeuring! Ultimately, this program has the potential to make a significant shift in the perception of transit in the region and hopefully shape culture to be more transit friendly. We've been able to address some of the perceived barriers we've heard about – usefulness and safety chief among them. We have logged more than 1,800 signups and 4,400 rides taken.

Canyon County & Nampa communications: Published web stories, hosted public hearings, and developed materials – including staff FAQs and guidance – about the service cuts in Nampa. Staff also gathered public input and summarized surveys, synthesized rider testimonials and feedback emails, and responded to a multitude of media requests on the topic, many resulting in published news stories. VRT received 62 surveys and hosted 30 attendees at the open house and public hearing.

Supplemental services: Coordinated meetings, material updates/distribution, and promotion for the final AC Boise Matchday Ride service of the season. Staff has also been preparing for upcoming supplemental services, including Banana Ball, Soul Food Fest, and Game Day Bus. We also developed and distributed materials for the Rides2Wellness rollout in Elmore County, as well as the multitude of materials and support required for service changes (web content, rollplots and new brochures, digital promotions, social media content, signage, outreach, and more).

Brand, signage, and creative deliverables: VRT has been working on updating our foundational brand materials and signage, including updates to service alerts, wayfinding and other signage at Main Street Station and Happy Day Transit Center, Park & Ride promotions, and various internal documents.

EARNED MEDIA

- **7/25/26:** VRT vies for continued service in Nampa; councilmembers to discuss funding as next fiscal year looms (Idaho Press)
- **7/25/26:** Nampa councilmembers to discuss VRT funding as next fiscal year looms (KTVB)
- **7/24/26:** Idaho's transportation funding leaves connectivity up to cities (Idaho Press)
- **7/23/26:** Valley Regional Transit meets with Caldwell and Nampa city councils to discuss funding support for public transit in Canyon County (Idaho Press)
- **7/20/26:** Valley Regional Transit meets with Caldwell and Nampa city councils to discuss funding support for public transit in Canyon County (KTVB)
- **7/18/26:** This Idaho city votes to kill funding for public transportation (Idaho Statesman)
- **7/18/26:** Intermountain Healthcare contributes \$20,000 to Valley Regional Transit's Rides2Wellness program (Idaho Press)
- **7/17/26:** As Boise pushes for new passenger rail study, could the state catch on? (Idaho Capital Sun)



- **7/17/26:** Nampa public transit could end after council votes to eliminate VRT funding (KIVITV)
- **7/17/26:** Nampa weighs future of public transit as VRT presents new service options to city council (KIVITV)
- **7/16/26:** Nampa moves to cut public transit, putting end to bus service in sight (KTVB)
- **7/16/26:** Nampa bus service put at risk after council vote (KTVB)
- **7/16/26:** Elaine Clegg - CEO of Valley Regional Transit (The Nate Shelman Show)
- **7/7/26:** New Rides2Wellness Program Offers No-Cost Medical Rides from Elmore County to Boise Clinics (Mountain Home News)
- **7/1/26:** Valley Regional Transit expands Rides2Wellness program to Mountain Home for health rides (Idaho News)
- **6/23/26:** Potential changes to Valley Regional Transit service in Nampa sparks concerns for Canyon County riders (KIVITV)
- **6/22/26:** VRT holds public hearing on proposed Nampa, Caldwell transit changes (KIVITV)
- **6/22/26:** Valley Regional Transit proposes reshaping service in Nampa and Caldwell to align with budget discussions (KTVB)

SOCIAL MEDIA (JUNE)

[[this month](#), [last month](#), [last year](#)]

Platform	Total Followers	Total Views	Reach	Engagement Rate	Posts Published
Instagram	1,859	18,824	11,595	5.39%	13
	1,834	35,494	23,160	8.04%	14
	1,501	14,344	8,957	7.20%	10
Facebook	2,545	12,257	7,476	2.77%	11
	2,527	10,594	5,983	2.44%	14
	2,410	9,954	6,000	4.47%	11
LinkedIn	776	277	163	8.45%	2
	766	1,439	936	7.56%	6

June included several strong examples of collaboration, service communication, and timely public information. The Ride Then Slide collaboration with JUMP Boise and Communities for Youth performed especially well on Instagram, generating more than 5,000 views and strong engagement.



Change Day was another major focus throughout the month. Several posts were shared ahead of the June 8 service changes to help riders understand most routes were moving downstairs at Main Street Station and to reinforce the information across multiple touchpoints.

Content promoting the Nampa and Caldwell public hearing and open house also generated strong engagement and helped raise awareness ahead of an event that ultimately saw a great turnout. Additional coverage from local news organizations further amplified the Nampa story across social media. Overall, June demonstrated the value of combining engaging collaborations with clear, repeated communication around major service and community updates.

COMMUNITY ENGAGEMENT

As of July 16, VRT attended or hosted 103 outreach events this year, from large-scale appearances to smaller sign-up and information tables. Three of those events were bus stagings at the libraries for kids and their parents, which was a crowd-pleaser. Within these events, we spoke with more than 3,500 people and had visibility to more than 12,000 people. Staff also distributed more than 350 bus passes at in-person events through our City Go and Youth Ride Free programs.

To broaden community impact, VRT shifted from providing one-on-one travel training by request to offering group travel training and hosting community travel training events. VRT also provides group travel training for interested organizations and community partners. Hailee took on the co-chair role on the Neighbors United Transportation Committee earlier this year, which has helped us identify additional partners and networks to share this opportunity with. Events can be found at ridevrt.org/events. Organizations may request customized group trainings by contacting navigation@ridevrt.org.

BUSINESS ENGAGEMENT

Our pass programs and City Go memberships are billing \$272,642 so far this year from 39 partners, 9 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 who dwells in a city-owned housing property. VRT also established a new contract with The Pacific Companies, who purchased a bus pass program for all the residents within their 5 properties for income-based transportation. This is a total of 487 residents with revenue to VRT of \$10,800 per year.

We have also just welcomed JUMP Boise to the City Go family, which brings 49 new employees to transit. We have also developed various promotions with JUMP, such as the Ride to Slide campaign, and have plans to expand to additional promotions and events.

VRT is also 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.



Revenue generated from our pass programs and City Go partnerships becomes part of the funding used to operate our bus system. It feeds directly back to our operations budget to keep the wheels turning, maintain vehicles, pay salaries, and more.

So far this year, enough revenue has been generated through our business partners to completely support Route 16 VA/15th Street, which had 12,545 rides in FY25, with enough left over to fully support the 2025 Game Day Bus, which had more than 10,000 rides over six Boise State home football games. The 16 VA/16th Street provides critical connections to St. Luke's Boise Medical Center, Boise VA Medical Center, Idaho Division of Veterans Services, Full Circle Health, and more. In FY25, 12,545 rides were provided on Route 16, with 10,000 rides on the Game Day Bus.

Not only do these revenues support routes with major ridership, the partnerships provide rides for the groups themselves. So far this year, VRT provided 180,000 rides for group pass partners.

SALES

Sales for fiscal year 2026 are billing \$689,00.00 through May 4th for buses, benches, and shelters. The overall goal for FY2026 is \$877,460.00. Total contracts signed are at \$877,460.00,

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.

Most bus advertising is a tool for branding and top-of-mind awareness. By leveraging the "Events" audience as an advertising & marketing tool, we can pitch the demographics, psychographics, age, income levels, and education levels that are most appealing to advertisers. We can now put a specific targeted message to specific desired groups and become more targeted in our capabilities.

For instance, rather than pitching a standard bus wrap – which is still quite effective – we can now offer the additional audience of Boise State football fans: high income, high education level, very social, and dedicated to sponsored brands. Instead of pitching a billboard on a bus, we pitch the crowd and the lifestyle they lead. This has been extremely successful for both VRT and the client base.

Through this process, we have been able to secure clients such as Micron, Bank of the West, Saint Alphonsus, Select Health, BSU Alumni Association, CWI, and even the PAC-12 Conference.



Recently, by using a targeted marketing approach, we were able to implement a program and partnership with Micron. With our placement and connections with Boise's Fourth of July parade, VRT was able to secure a spot for Micron to use one of our buses as a wrapped float in the parade. Micron was able to get a message out and, at the same time, reach the Boise public. It's rare to find advertisements that can offer an ongoing billboard, event exposure, and a parade float within a single contract. Micron VP of Human Resources and Micron's CFO both said, "What an amazing way to get our message out and give back to the community".

VRT is extremely proud of the "business wing" we've built, where all revenue we gain from bus wraps, bench ads, digital infotainment, posters, or shelter panels becomes part of the funding used to operate our bus system. It feeds directly back to our operations budget to keep the wheels turning, maintain vehicles, pay salaries, and more.

VRT raised enough revenue from transit advertising in FY2025 (Oct.1, 2024 to Sept. 30, 2025 — our last full reporting year) to completely support Route 5 Emerald with enough left over to fully support our 2025 Game Day Bus. The 5 Emerald connects VRT's Main Street Station in downtown Boise to the Boise Towne Square Mall via Emerald Street, serving downtown Boise, the Boise Art Museum, Ann Morrison Park, Saint Alphonsus, Full Circle Health, and more. Last year, we provided 63,596 trips on Route 5.

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
- Carrie Applegate: Marketing & Creative Projects Manager
- Hailee Lenhart-Wees: Community Outreach Manager
- Nick Moore: Communications Specialist II





TOPIC	Information Technology Monthly Report
DATE	August 3, 2026
STAFF MEMBER	Brad Alvaro

Summary

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

Projects

- Continue weekly planning meetings with Genfare regarding installation of new fareboxes and vault
- Oracle Enterprise Resource Planning (ERP) system: Continue working with Creal for production support issues and troubleshooting; Attend weekly meetings regarding bug fixes and service request
- Continue supporting Oracle Enterprise Asset Management (EAM) system
- Conducted several meetings with Oracle Technical Partners for ongoing technical support

Support Services

- Worked with Valley Regional Transit (VRT) departments on IT project priorities
- Conducted user training for Genfare Cash Link application
- Signed Statement of Work (SOW) with FR Secure for security assessment
- Signed Statement of Work (SOW) with RightSystems for MultiFactor Authentication
- Project Scope for Boise State/VRT Spot Integrations
- Monthly service change meetings
- Cubic reader database updates for vehicles
- Configured Real-time Display Vendor Route Ladder options

More Information

For detailed information, contact:

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