MOBILITY
EFFICIENCY
INTEGRATION

IDAHO **Human Services** **TRANSPORTATION** PLAN

Locally Coordinated Plan for Bonneville, Butte, Clark, Custer, Fremont, Jefferson, Lemhi, Madison and Teton Counties

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transpogroup

Idaho Public Transportation Plan

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Idaho Public Transportation Plan Locally Coordinated Plan for District 6

Your Mobility | Your Safety| Your Economic Opportunity

Figure 1. ITD District 6

1 Overview

1.1 Purpose of Plan

Older adults, people with disabilities, people with low incomes, and other socio-economically disadvantaged people depend on affordable, accessible transportation. Without it, people cannot access medical services, shop for necessities, or get to work, and may become isolated in their homes. This condition can present a health and safety risk for some, and may result in seniors or residents with disabilities being forced from their homes before they need to be, due to a lack of transportation

If organizations wish to secure federal funding for projects to enhance the mobility of elderly individuals and people with disabilities, projects must be included in a locally coordinated public transit-human services transportation plan.[1]

In 2017, the Idaho Transportation Department (ITD) prepared the Idaho Public Transportation Plan to evaluate current transit services, estimate future needs, identify public preferences for potential investment, and identify potential

[1] 49 USC 5310 (e) (2) (A) (i)

strategies to help Idaho meet its public transportation goals. To provide specific strategies for the key target populations, tailored to varying regions of the state, Locally-Coordinated Plans (LCPs) were concurrently prepared for each ITD District.

This LCP covers ITD's District 6, which includes Bonneville, Butte, Clark, Custer, Fremont, Jefferson, Lemhi, Madison and Teton Counties.

In addition to considering the travel needs of the broader public, the LCP fulfills federal requirements for addressing the special mobility needs of transportation-disadvantaged groups.

Like many regions across the country, District 6 has limited public transportation options in rural areas. This LCP aims to address needs and fill gaps in existing transportation programs and services that may leave vulnerable populations without adequate travel options. The ultimate goal is regional collaboration to provide more effective transportation services for all, with attention to the needs of those with special mobility issues.

1.2 Scope and Development of the LCP

The LCP includes three principal elements:

1. An inventory of **existing transportation services**, to assess the current state of mobility within the District.
2. Assessment of **current service gaps and travel challenges**. This step included communicating with a variety of stakeholders, including members of the public, transit providers, healthcare providers, senior centers, human services groups and others.
3. Development of **strategies and priorities** to address gaps and improve mobility. Stakeholders again played a valuable role in proposing and prioritizing strategies to address unmet mobility needs.

Development of the LCP was integrated with the Idaho Public Transportation Plan, so that resulting recommendations and strategies introduced at the local level are compatible with broader policy development and decision-making at the statewide level.

In the Cities of Ammon, Idaho Falls, Iona and Ucon as well as the urbanized portions of Bonneville County, regional transportation planning falls under the purview of Bonneville Metropolitan Planning Organization (BMPO). The LCP does not supplant existing public transportation plans prepared by BMPO; nor is it intended to fulfill federal requirements for a locally-coordinated public transportation plan within BMPOs planning area. Rather, development of the LCP for District 6 emphasized rural areas of the District, outside of BMPOs planning area. That said, in many instances rural stakeholders need access to urban services within BMPOs planning area. Therefore, BMPOs existing plans were reviewed as the LCP was developed, and transportation providers within BMPOs planning area were invited to participate in the LCP planning process.

1.3 Stakeholder Participation Process

1.3.1 Notification and Outreach

Outreach to the general public as the LCP was prepared was combined with the overall public engagement effort for the Idaho Public Transportation Plan. Press releases and newspaper display advertisements were used to notify the public about the planning process and opportunities for input.

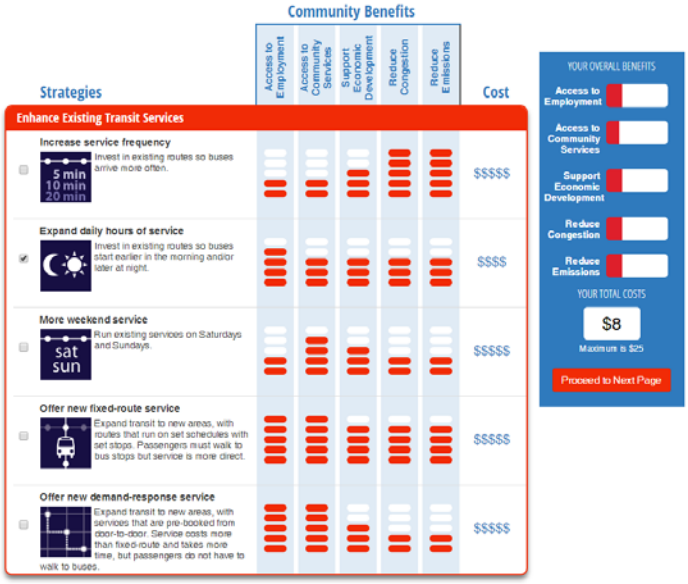
In addition, ITD's Public Transportation Office maintains an interested parties list for email messaging. This list was used to disseminate email messages about the statewide planning process and opportunities for input.

The LCP planning team expanded ITD's email list to prepare a large outreach roster specifically for District 6 that included seniors and people with disabilities, educational institutions, students, youth, medical care facilities, low-income populations, military veterans, and native tribal populations. The more robust LCP roster was used to communicate with stakeholders about District 6 LCP activities and invite stakeholders to District events.

1.3.2 Online Surveys

In November and December of 2016, the planning team distributed a "Design Your Transit System" survey statewide, to capture input on transportation needs and preferences from the general public. 665 responses were received from across the state, including 28 from District 6. The interactive survey asked participants to provide opinions about potential strategies for enhancing existing transit services given a constrained budget. Participants could then view the relative benefits of their investment choices with respect to employment access, access to community services, economic development support, reduced congestion and reduced air pollutants.

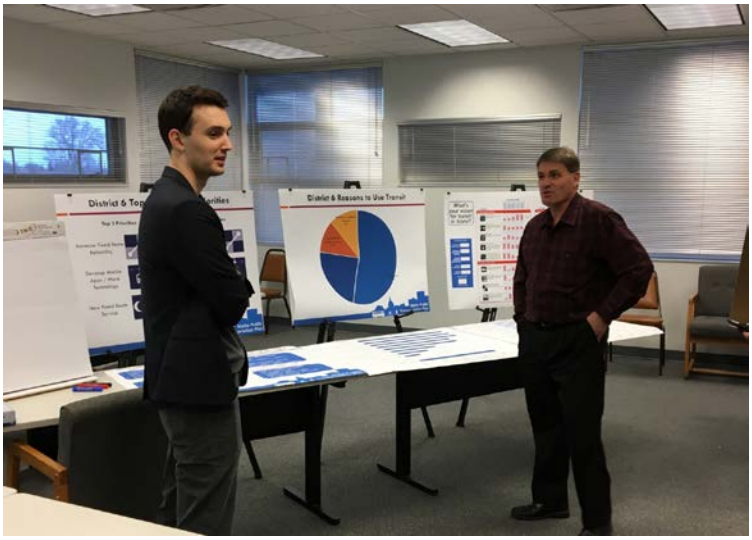
Figure 2. "Design Your Transit System" Online Survey



A follow-up survey was distributed online during April and May of 2017, providing an additional input opportunity for interested stakeholders who were unable to attend District-specific work sessions.

1.3.3 Local Coordinated Planning Workshop

A stakeholder work session was held in District 6 on January 9, 2017 to confirm existing services, discuss needs and gaps, and brainstorm potential strategies for enhancing existing transit service. Participants considered geographic and temporal gaps in service, as well as accessibility needs, technology challenges, information gaps, affordability issues, and coordination between providers.



The LCP workshop in District 6 was attended by a variety of stakeholders representing Targhee Regional Public Transportation Authority, Lemhi Ride, City of Rexburg, BMPO and Development Workshop Inc. Time was provided for networking during the workshop, to encourage collaboration and help build connections between stakeholders and service providers who have few opportunities to meet in person over the course of their day-to-day work.

1.3.4 Public Open House

A public open house was held in District 6 on January 9, 2017, following the LCP workshop. Attendees viewed and responded to existing conditions information, and preliminary survey findings, helping to identify additional needs and gaps, and providing feedback on potential solutions.

1.3.5 Transit Provider Interviews

The project team held one-on-one interviews with public transportation providers to understand strengths, challenges and opportunities affecting the existing and future delivery of public transportation services in the District. The following providers were interviewed for District 6:

- Salt Lake Express
- Targhee Regional Public Transportation Authority

Questions covered each organization's mission, customer base, as well as their approach to service and service development. The project team also asked about each provider's existing funding and revenue sources, including major funding challenges, as well as organizational and operational factors that affect their cost-effectiveness. Interviews also explored each provider's current inter-agency partnerships and relationships with neighboring transit providers, institutions, large employers, human service agencies, BMPO, ITD, and private sector partners.

2 People and Transportation Services in District 6

2.1 Transit Propensity: Who is Most Likely to Take Transit?

Figure 3 shows the relative density of populations most likely to need and use public transportation around the state. This includes older adults, people with disabilities, people without access to a car and people with limited income. The cities of Rigby and Idaho Falls had the highest transit propensity scores in District 6, which is similar to other districts, as urban areas with more people tend to have higher densities of transit dependent populations.

Further east in the counties of Madison and Teton, transit propensity index scores were lower, while many of the more rural counties like Butte, Custer, Clark, Fremont and Lemhi were scored very lowly, indicating that there is not a large population dependent on transit services in these areas.

Looking specifically at populations of seniors, people with disabilities, and zero-car households, as shown in Figure 4 to Figure 6, concentrations are again highest in the cities of Rigby and Idaho Falls. More urban areas usually have higher densities of these populations and this is true in all districts across Idaho.

Access to employment for lower-income individuals is an important function of public transportation. Figure 7 shows locations where people who earn less than 150% of the federal poverty level are employed. Concentrations of these jobs are highest in the cities of Idaho Falls and in Rexburg in District 6.

Figure 3. Transit Propensity Index

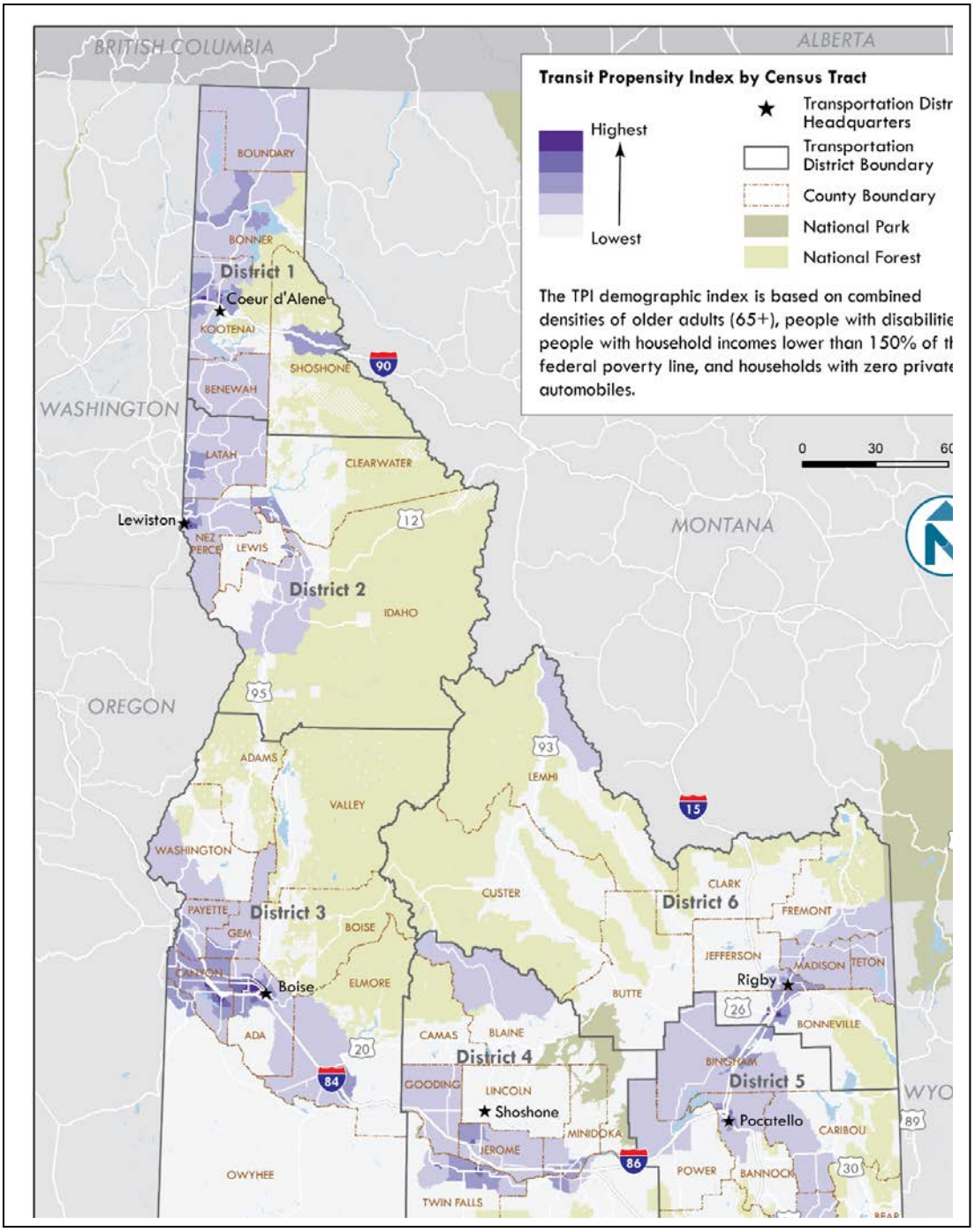


Figure 4. Older Adult Population

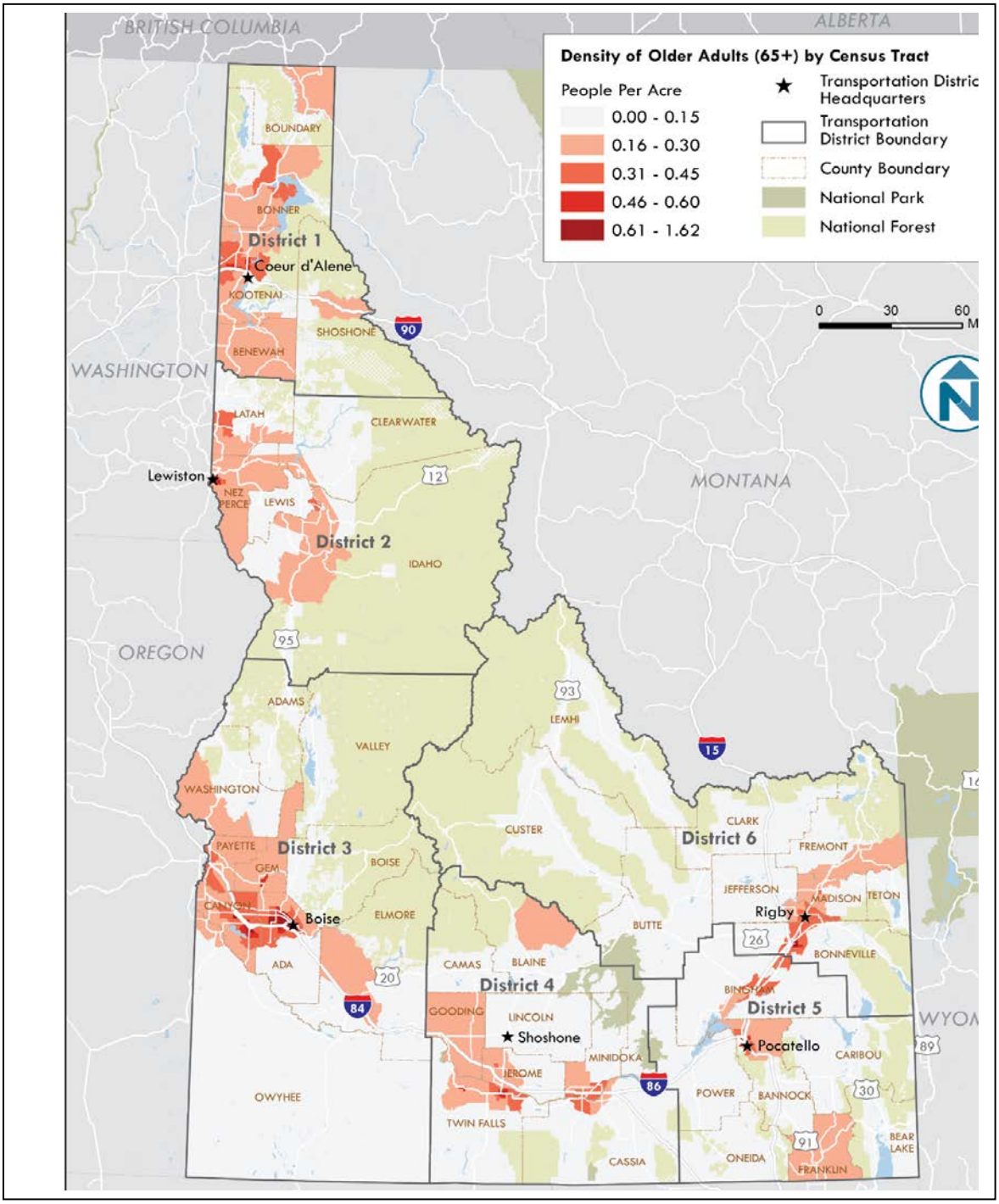


Figure 5. People with Disabilities

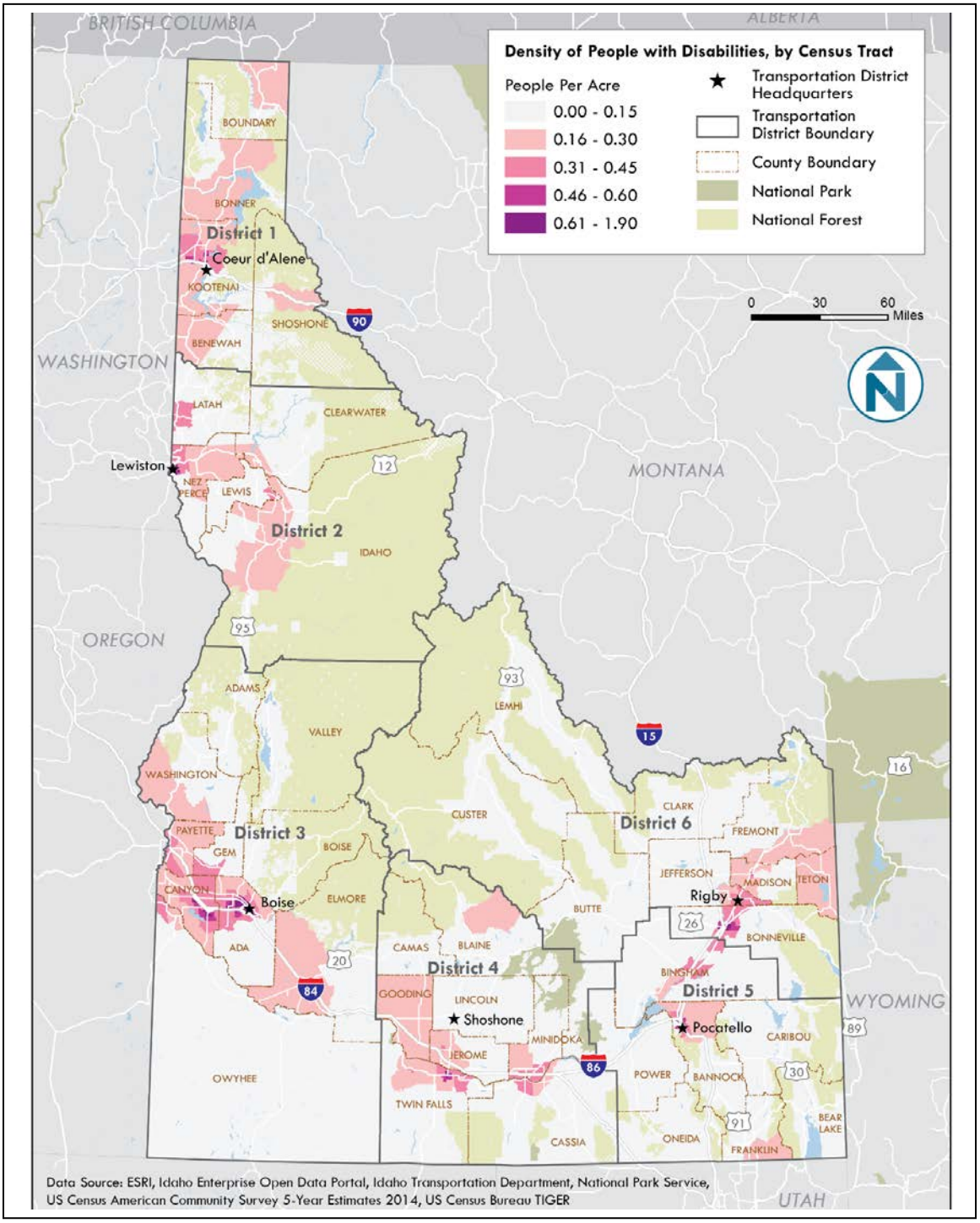


Figure 6. Zero Vehicle Households

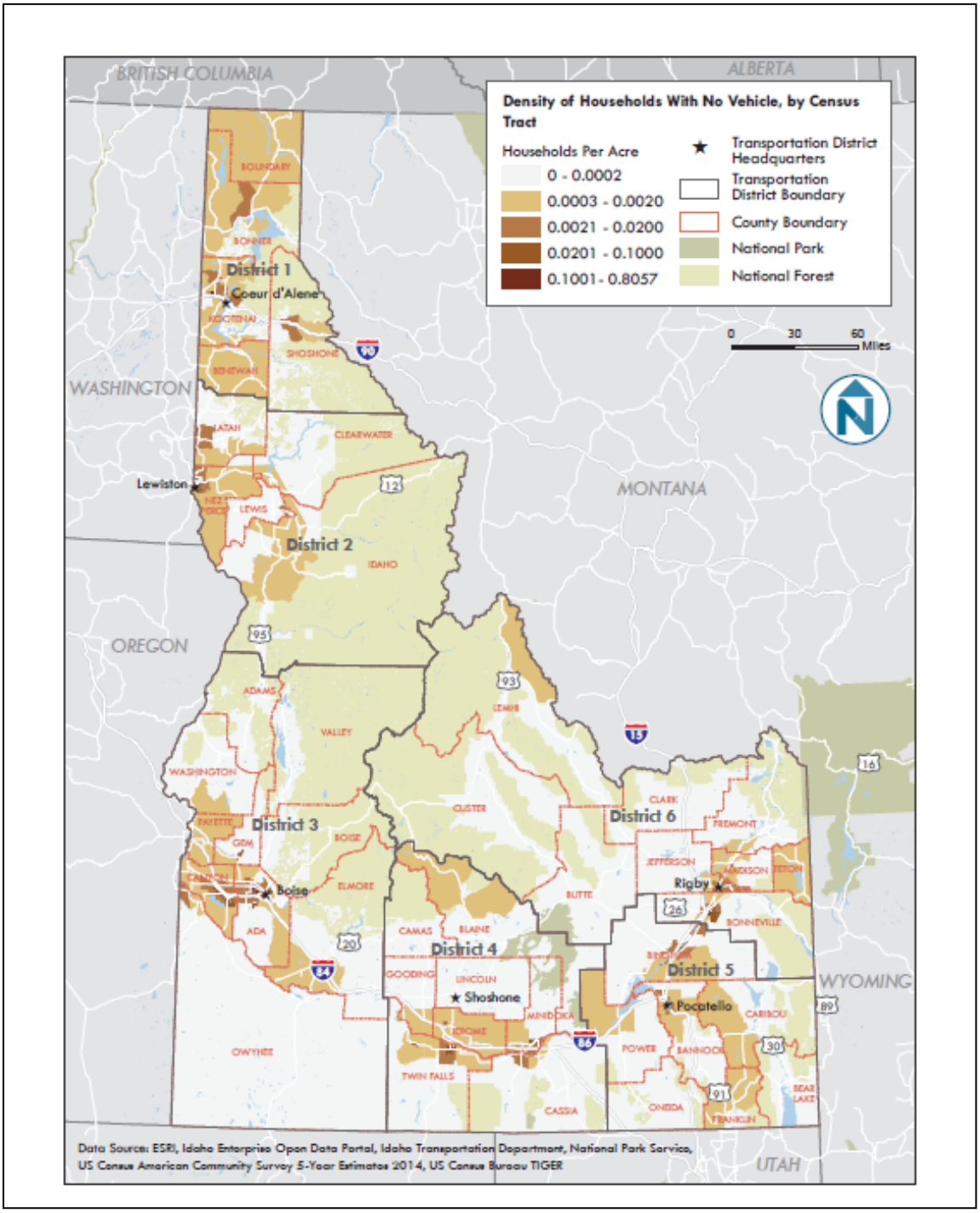
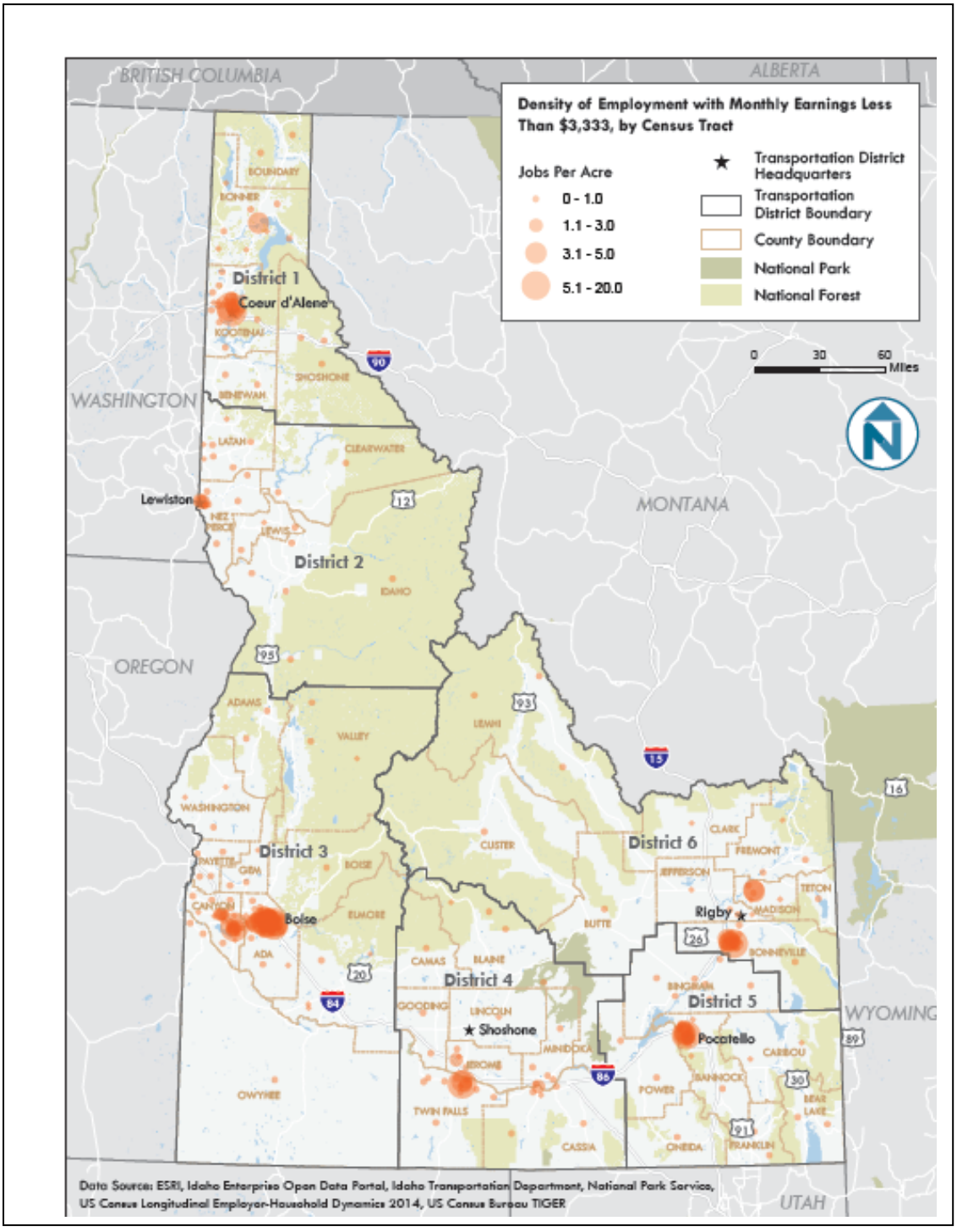


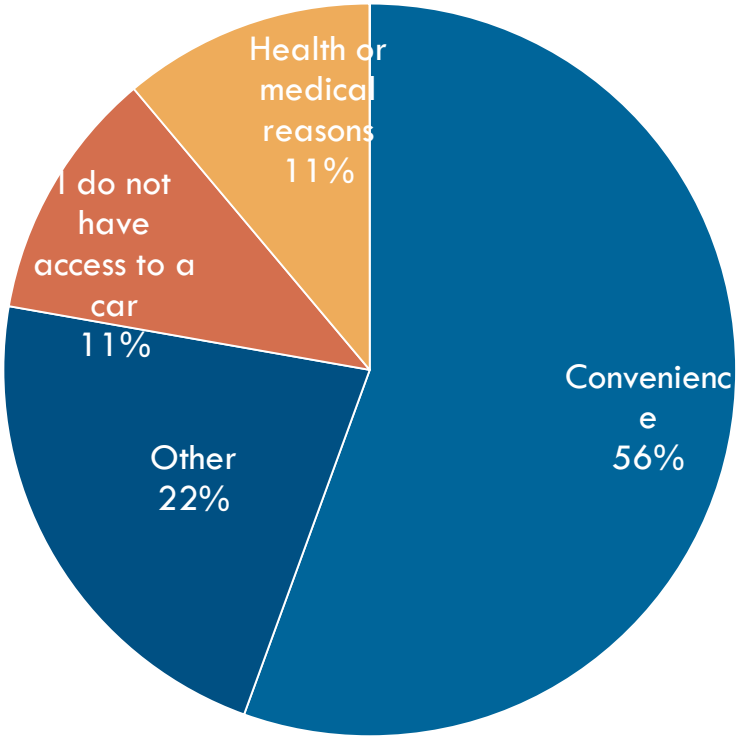
Figure 7. Low Income Employment Density



2.2 Reasons for Using Transit in District 6

Participants in the online survey distributed in November and December of 2016 cited several reasons for taking transit as shown in Figure 8.

Figure 8. Reasons for Using Transit in District 6



The primary reason for taking transit given by District 6 survey respondents was overwhelmingly convenience (56%). Health or medical reasons and not having access to a car were each reported by 11% of respondents as the primary reason they chose to take transit. Other reasons, such as an increased feeling of safety on a bus or the ability to do other things like read or work during a commute trip, were given by 22% of respondents as their primary reason to using transit.

2.3 Current Transportation Services and Providers

Typical public transit/human services transportation systems consist of an interconnected network of different service styles and types, as shown in Figure 9.

Demand-response services allow passengers to call for rides, with door-to-door or curb-to-curb service.

Fixed route service offers regularly scheduled bus service along established routes with defined stop locations and set arrival/departure times.

In areas where fixed route service is provided, federal funding rules require a complementary para-transit (demand-response) service for passengers who are unable to access regular stop locations. As an alternative to separate paratransit service, fixed route providers may opt to provide **deviated route** service, where the fixed route bus deviates off course to pick up passengers. (Commuter bus service, a form of fixed route service operating in peak periods with limited stops, may be exempt from the paratransit requirement.)

Intercity transit service is like fixed route service in that the bus has defined routes, stops and times; however, the purpose of intercity transit is to connect people with broader destinations in other regions or states.

Taxis, shuttles, rideshare networks, vanpool programs and similar services can supplement available public transportation services. Human and social services organizations may also provide special transportation services for the general public or select populations.

Figure 9. Typical Public Transportation Service Types

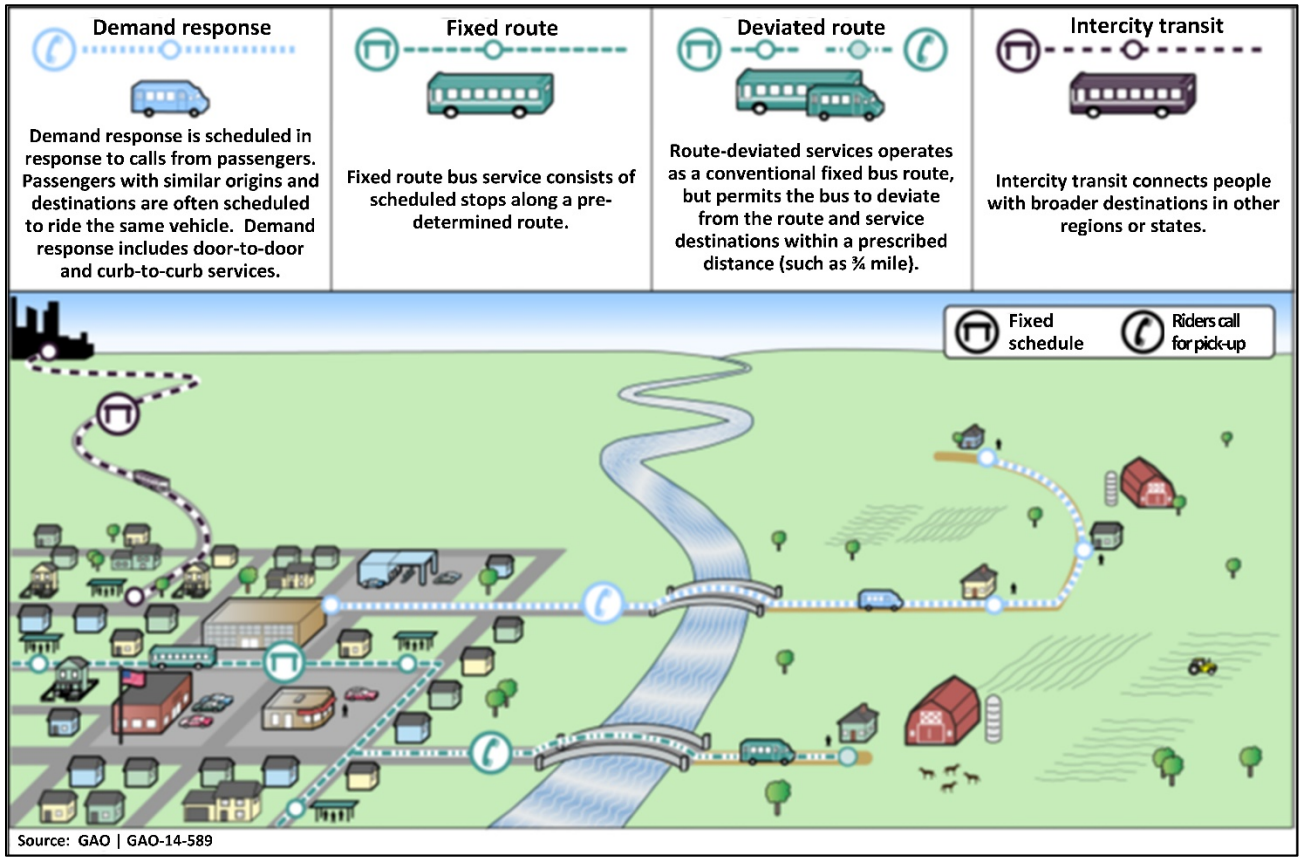


Table 1 and Figure 10 show public transportation providers currently serving communities in District 6. Provider profile information for each may be found in the appendix, and a brief overview of available services follows.

Table 1. Current Transportation Service Providers in District 6

Service Provider	County	Service Area	Span of Service (Days of Week / Hours of Day)	Services Operated	Demand Response Eligibility		Vehicle Fleet Size
				FR / DR / VP / IB	Riders	Trip Purposes	
Intercity Transit Service Provider							
No Providers							
Regional							
Southern Teton Area Rapid Transit (START)	Teton	Driggs City, Victor City, Teton County (WY)	Weekdays: 6:00 AM – 8:00 AM, 4:00 PM – 6:00 PM	FR, DR	OA, PWD	General	3
Targhee Regional Public Transportation Authority	Bonneville, Madison, Teton, Fremont	Idaho Falls City, Ammon City, Rexburg City, Driggs City, St. Anthony City, Iona City	7 Days/Week: 7:00 AM – 6:00 PM	FR, DR, FLEX	GP, PWD	General	41
County Transit Service Provider							
Lemhi Ride (Lemhi County)	Lemhi	Salmon City, Carmen City, Baker City, Lemhi County Airport (roughly within a 5-10 mile radius of Salmon City)	Weekdays: 8:00 AM – 5:00 PM	DR	GP	General	4
Municipal Transit Service Provider							
City of Driggs (Service operated by Grand Targhee Resort)	Teton	Driggs City, Alta (WY)	Weekdays: 7:00 AM – 7:00 PM	FR	NA	NA	3
Other Transit Service Provider							
VVC Lost River Area Transit	Butte, Custer	Acro City, Mackay City	Weekdays: 8:00 AM – 4:30 PM	DR	GP	General	6
Idaho National Laboratories (INL)	Bingham, Bannock, and Bonneville	Idaho Falls, Pocatello, Blackfoot	Weekdays,	FR, DR	GP	Employment Shuttle	
Development Workshop	10 Counties of SE Idaho	Idaho Falls, Rexburg, Salmon	Weekdays,	DR	GP, PWD	Therapy, intervention	44

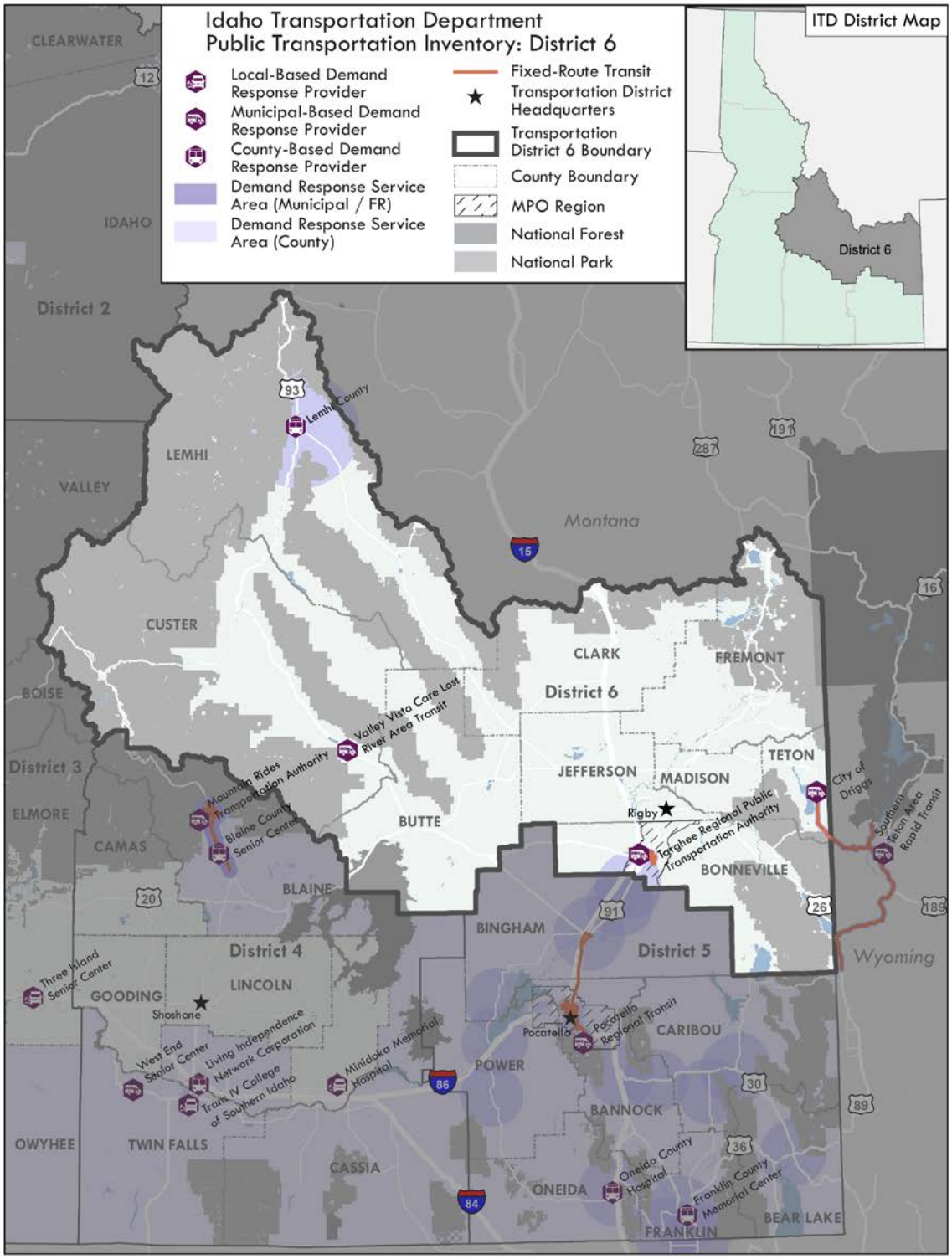
Service Provider	County	Service Area	Span of Service (Days of Week / Hours of Day)	Services Operated	Demand Response Eligibility		Vehicle Fleet Size
				FR / DR / VP / IB	Riders	Trip Purposes	
Alltrans			Monday - Sunday: 5 AM – 12 AM	FR, DR	GP	Tours, weddings, shuttle	60
Rollin Shuttle							
RPM Shuttle	Madison	Rexburg area	Tue – Fri: 6 PM – 9 PM, Sat: 12 pm – 9 PM	FR, DR	GP, PWD	General, shopping	

Key
NA = Information not available

Services Operated
FR = Fixed Route
DR = Demand Response
VP = Vanpool
IB = Intercity Bus

Eligible Riders
GP = General Public
OA = Older Adults
PWD = Persons with Disabilities

Figure 10. Transportation Providers in District 6



2.3.1 Intercity Bus

Intercity bus services in District 6 are provided by Targhee Regional Public Transportation Authority (TRPTA), connecting Idaho Falls, Rexburg, Driggs, Ammon, Iona, and St. Anthony.

2.3.1 Fixed Route

Targhee Regional Public Transportation Authority and the City of Driggs provide fixed route services in District 6. The fixed route ridership of Targhee Regional Transportation Authority is approximately 114,000 and the routes operates seven days a week, 7 a.m. to 6 p.m. Fixed route ridership for the City of Driggs is approximately 17,000 and the routes operate seven days per week, 7 a.m. to 7 p.m.

2.3.2 Deviated Fixed Route Service

Targhee Regional Public Transportation Authority provides deviated fixed route service in District 6 for routes connecting Idaho Falls to Ammon and Iona to Rexburg. One bus at a time is allocated to providing deviated services.

2.3.3 Paratransit Service and Publicly Available Demand-Response Service

Publicly available demand-response transit services in District 6 are provided by Lemhi Rides and Targhee Regional Public Transportation Authority. TRPTA's demand-response transit serves Idaho Falls, Rexburg, Driggs, Ammon, Iona, and St. Anthony. TRPTA also provides paratransit service for ADA eligible individuals within Idaho Falls.

2.3.4 Private Transportation Providers

Salt Lake Express, a private company operating out of Sugar City, provides services connecting District 6 with other parts of Idaho as well as out-of-state trips. In addition to regular routes connecting Boise, Idaho Falls, and Rexburg, charters can also be reserved with Salt Lake Express.

2.3.5 Volunteer Driver Networks

There are no volunteer driver networks in District 6.

2.3.6 Other Human Services Transportation

The human service transportation providers in District 6 include Valley Vista Care, Development Workshop, Rollin Shuttle, and RPM Shuttle.

2.4 Current Funding Framework

2.4.1 Federal Transit Administration Funding

The FTA provides grants for capital expenditures, planning and operating assistance. The various federal transit funding programs are named according to their governing sections of US Code Title 49.

Section 5310 provides grants to enhance the mobility of seniors and individuals with disabilities. In addition to funding demand-response vehicles and service, 5310 funds can be used for projects that improve access to fixed route service and decrease reliance by

individuals with disabilities on paratransit. Capital projects are funded with 80% federal share. Operating assistance is limited to a 50% federal share. To be eligible for 5310 funding, projects must be identified within a Coordinated Public Transportation Human Services Transportation Plan (such as this LCP).

Section 5307 provides grants to urbanized areas of 50,000 or more population. Funds flow to a designated recipient of local government, and the funding formula is based on a combination of bus revenue vehicle miles, bus passenger miles, population and population density. In District 6, transit services within the Bonneville Metropolitan Planning Organization planning area are eligible for 5307 funding, and Targhee Regional Public Transportation Authority serves as the metropolitan area's designated federal funding recipient.

A non-federal match is required to use 5307 funds. The federal share is typically 80 percent of the cost of capital projects, but may be increased to 90 percent for the cost of vehicle equipment needed to comply with the Americans with Disabilities Act and the Clean Air Act. For operating assistance, the federal share may not exceed 50%.

Section 5311 provides formula funding for rural transportation services in areas with populations of less than 50,000. Capital expenditures may receive 80% federal funding. Operating assistance is capped at 50% federal funding. In District 6, the City of Driggs, Lemhi Rides, Teton County Public Bus Service (START), and Targhee Regional Public Transportation Authority are current recipients of 5311 funding for projects and services.

Section 5311(c)(2)(B) provides formula funding to federally recognized Indian tribes to provide public transportation services on and around Indian reservations or tribal land in rural area, with an annual maximum of $300,000 per tribe. None of the services in District 6 are eligible for tribal transit funding.

Funding for intercity transit service is also provided under Section 5311(f), and 15% of the state's 5311 funds must go to intercity services. None of the services in District 6 are current recipients of 5311(f) funding.

Competitive FTA Programs, such as Section 5339 Buses and Bus Facilities grants, or Transportation Investment Generating Economic Recovery (TIGER) program grants, provide periodic competitive funding opportunities for capital purchases and other one-time investments.

2.4.2 Federal Highway Administration Funding Available for Transit Purposes

Some transit investments are also eligible for several funding programs originating from US Code Title 23 - Highways.

Transportation Alternatives Program (TAP) funding may be used for infrastructure projects that improve non-driver access to public transportation, and other transportation investments that focus on alternative modes, community enhancement and environmental

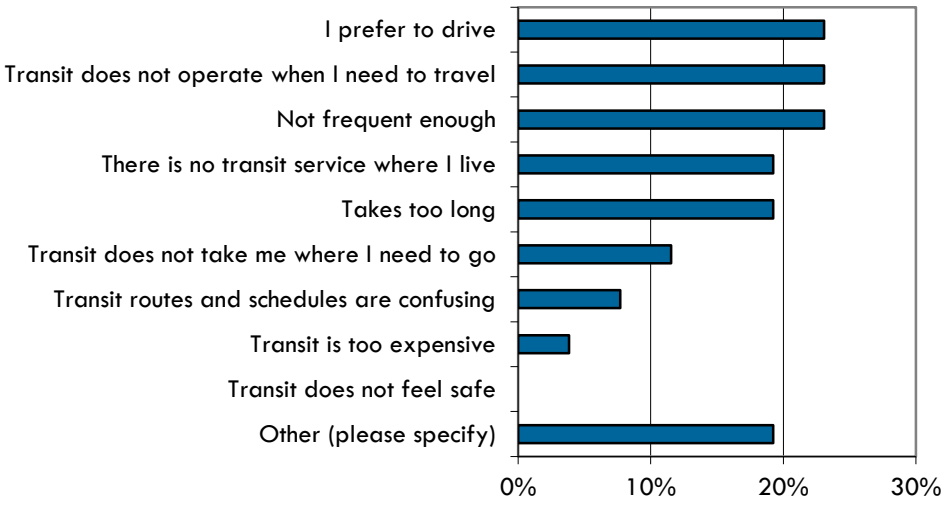
mitigation. ITD offers a competitive application process for this program, and approximately $3.5 million is available annually statewide. Federal funding of up to 92.66% of the project cost is possible.

Federal Lands Access Program (FLAP) funding may be used for transit projects and services that access National Parks, National Forest Service lands, National Wildlife Refuges, BLM Lands, US Corps of Engineers, or Tribal lands. The FHWA Western Federal Lands Highway Division offers a competitive application process for this program. In Idaho, approximately $2.8 million is available annually. Federal funding of up to 92.66% of the project cost is possible under this program.

3 Needs and Gaps

The online survey distributed by the project team in November and December 2016 asked members of the public who do not currently ride transit about their reasons. Top responses to this question for District 6 participants, shown in Figure 11, provide insight about issues and challenges with existing services. Survey respondents noted preference for driving, transit not operating when needed, and service being provided not frequently enough as the top reasons for not using transit in District 6. Lack of transit service, service taking too long and 'other' were tied for the next most common responses. Other reasons could include anything from not being comfortable while riding transit, to not being aware of the existence of transit service.

Figure 11. Reasons for Not Using Transit in District 6



In addition, stakeholders attending the January 2017 work session helped the project team to explore existing needs and gaps within the region's transit system, looking at service

locations and times, trip types, service accessibility, use of technology, information and communication, transit affordability, and coordination between providers.

3.1 Geographic Service Gaps

During the LCP workshop discussion, geographic service gaps were one of the primary discussion points. LCP workshop attendees noted that there was a high demand for trips to Salt Lake from Idaho Falls for veterans care. Medicaid brokers work with private entities who do not have wheelchair service providers to transport people to and from Salt Lake City. Volunteer driver programs are used to make this trip.

TRPTA gets many requests to go to and from Wyoming in a day. No service currently exists crossing the state boundary so people drive from Rexburg to Driggs to get to bus service to Wyoming.

LCP participants also stressed the need for cross-district and cross-state boundary service. Pocatello Regional Transit goes from Pocatello to Blackfoot, but there is a big service gap from Blackfoot to Shelly.

Additionally, the City of Salmon has recently begun investigating whether to provide limited fixed route service due to new demand to reach a recently opened veterans clinic in the City of Salmon.

3.2 Temporal Service Gaps

LCP attendees mentioned that large numbers of people traveling from Salt Lake to Yellowstone stay overnight in Pocatello, Rexburg or Idaho Falls in the summer. There is a large increase in demand during the summer as a result of this popular trip. Without good local transit options, stakeholders felt that these overnight travelers weren't visiting local stores and shops which translates to missed opportunity for local businesses. Attendees felt that improved services during the summer months could be a potential solution.

3.3 Trip Type Gaps

The primary trip type gap discussed in the District 6 meeting was that trips crossing district and/or state boundaries largely do not exist. Providers have increasingly been requested to offer new services to Wyoming from eastern Idaho.

In addition, meeting participants discussed how older adults who have access to service for medical trips do not have a transportation option for non-medical trips. Often, people who receive Medicaid transportation are not able to make social or personal business trips. Providers attending the meeting discussed their desire to provide people with transit options for going out to see a movie, shopping and other such activities. Many people currently rely on friends and family for these trips, as public transportation services for these trips are lacking.

3.4 Accessibility Needs

At the District 6 LCP meeting, participants discussed the need for bus shelters. There are no bus shelters anywhere in District 6, and providers believe that this makes riding transit less desirable. The primary reason for lack of shelters is funding. Budgets for transit services in District 6 are small, and most funding is spent trying to maintain existing services.

3.5 Technology Challenges

LCP participants mentioned that public transportation technology is lacking in District 6. One local provider mentioned that it does not have online trip booking for demand-response trips and does not allow purchase via credit cards. Currenlty cash is required for transactions, which makes using public transportation more difficult. Limited budgets make the ability to move to online reservations and credit card payments more challenging.

3.6 Information Gaps

Service providers noted that information about existing services is hard to find. Many meeting attendees reported receiving phone calls from riders asking for information about services, especially regarding inter-city routes. Many callers asked for information about routes crossing state and district boundaries, and felt that it was difficult to understand how to transfer between providers.

3.7 Affordability Gaps

LCP meeting participants stated that costs become prohibitively expensive when riders begin to cross state and district boundaries because transfers are needed. Travelling across the District can be expensive and inconvenient for many riders.

3.8 Coordination Gaps

Meeting attendees mentioned that only minor coordination efforts take place at PTAC meetings. Stakeholders felt that this was an insufficient level of coordination and thought more should be done to help providers work together.

4 Strategies for Meeting Needs

Planning workshop participants discussed a variety of strategies for meeting needs and filling gaps in current service.

4.1 Information Solutions

Workshop participants discussed potential strategies for improving communication with customers. Preliminary suggestions offered by the project team included:

- A centralized transportation service directory
- Trip planning assistance
- Trip reservations assistance
- Online trip reservations
- A one-call/one-click system including some or all of the above.

Workshop participants liked most of these ideas, as they felt that lack of information was a serious problem in District 6. Participants especially liked the idea of the online trip reservations, one-call/one-click services and trip planning assistance. Participants thought these would help users understand the service, and it would greatly help people feel comfortable relying on transit to get around District 6.

4.2 Service Enhancements

Workshop participants discussed the potential for enhancing existing service by extending or expanding service hours, making more trip types eligible for existing services, or providing or linking to out-of-county services.

At the District 6 LCP workshop, providing links to out-of-county destinations was the most critical of the service enhancements needed. Other enhancements like expansion or extension of service hours were deemed unlikely because of restricted budgets.

4.3 Complementing the Existing Network

The planning team offered several cost-effective suggestions for making the most of the existing transit network or offering additional mobility options in unserved areas. Suggestions included:

- Maximizing the use of available demand-response vehicle seats, potentially through centralized scheduling or contracting among providers
- Implementing a volunteer driver program
- Providing travel training for existing and potential fixed route or paratransit services customers
- Enacting a flexible voucher program where agencies can sponsor the cost of vouchers used for trips provided by public, private or nonprofit operators, or friend/family member volunteer drivers.

4.4 LCP workshop attendees said designated shuttles, for veterans to travel to and from Salt Lake City for medical specialists, often wait at a designated pickup point for riders to arrive. Accessibility Improvements

Transportation services can be made more accessible to the public, through infrastructure improvements such as new sidewalks or curb cuts, more visible crosswalk signage, signalized crosswalks, and bus shelters.

One of the most important accessibility enhancements discussed at the District 6 LCP meeting was the need for bus shelters. There are currently no shelters in District 6. The City of Idaho Falls has recently begun doing some work to improve curb-cuts and sidewalks to allow better access to public transportation, and meeting attendees noted that this type of work should continue to allow people to easily get to and from bus stops.

4.5 Technology Improvements

New technologies offer opportunities to cost-effectively augment existing services and improve, enhance or expand the flow of information between providers and customers. The planning team offered several suggestions for using technology, including:

- Using scheduling/dispatch software to maximize the number of passengers on each trip and minimize the bus miles needed
- Implementing automatic vehicle location (AVL) systems, to allow transit managers to monitor bus locations and on-time performance in real-time
- Providing tablets onboard vehicles so that customers can find travel information and plan connecting trips
- Implementing smartphone apps with mobile information, reservations, and real-time vehicle location.

LCP meeting attendees said generally that providers have more pressing issues than adding technology to their operations. Some did feel that improved dispatching systems might be beneficial, but felt that it was not a primary concern at this time.

4.6 Other Potential Solutions

Meeting participants discussed the need to change the attitude toward public transportation. They discussed how public transportation is perceived as being only for those who cannot drive their own vehicle and that this attitude needs to change in order for transit service to be seen as worth public investment. Meeting participants also noted that almost none of their current riders use service to commute and felt that this reflects the feeling that transit is 'less than.'

4.7 Service Coordination Opportunities

Idaho National Laboratory is a large employer in Idaho Falls that runs its own bus service out to Driggs or Butte County for employees. LCP meeting participants showed interest in partnering with employers like the Idaho National Laboratory to improve public transportation opportunities, especially to encourage people to commute via transit.

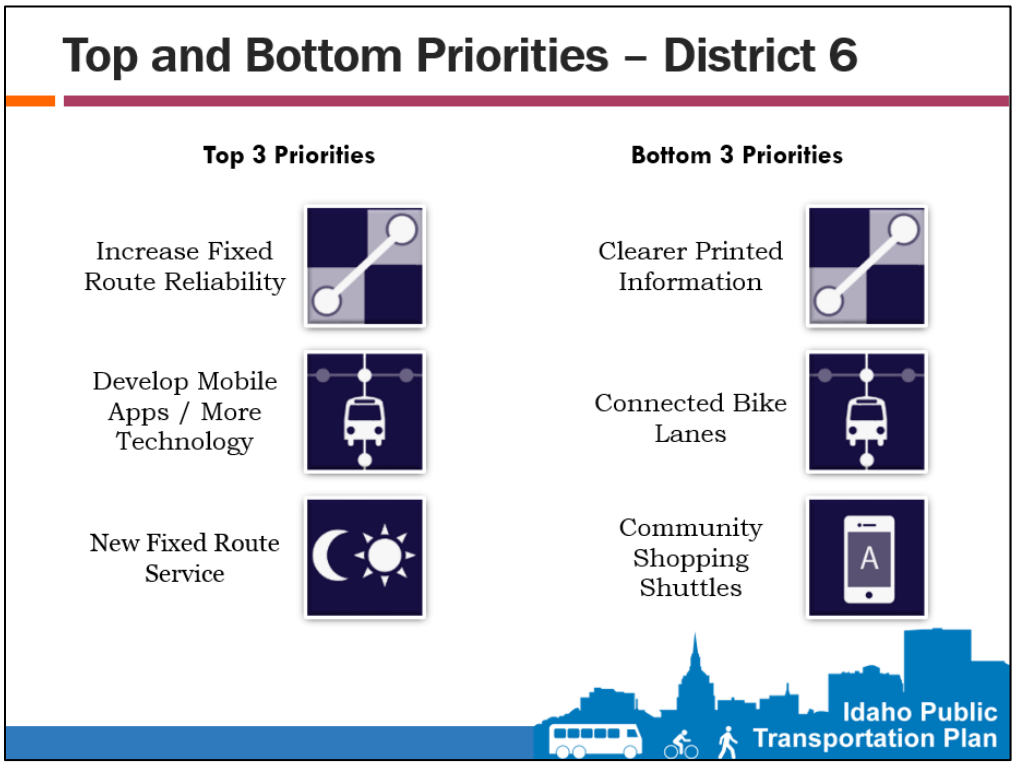
4.8 Setting Priorities

Limited funding for public transportation projects and services necessitates prioritizing potential solutions. Setting priorities is a delicate balancing act. The value of existing programs and services must be weighed against new or changed services to address needs and fill gaps. Effective prioritization means dealing with changing priorities, being realistic about available resources and staff capacity, and making difficult decisions when funding is not adequate to address all needs.

For this LCP, priorities were developed through a qualitative process that considered feedback received from online surveys, LCP workshop participants and other public comments.

The online survey distributed in November and December 2016 asked members of the public to weigh in on their priorities for transit investment, as shown in Figure 12. It is important to note that the survey was taken by 28 people in District 6, which is a small sample size. While the survey therefore cannot be considered statistically valid, responses nonetheless provide some insight about public perceptions and preferences.

Figure 12. Top and Bottom Priorities for District 6 from Online Survey



5 The Plan

Table 2 lists priority investments and strategies for District 6.

The order of strategies in the table reflects general priorities for the District; however, all strategies would be beneficial and they need not be implemented in the order shown. Similarly, timeframes for implementation are also approximated. Each strategy could be implemented as resources and/or partnering opportunities allow.

Table 2. Locally Coordinated Public Transit-Human Services Transportation Plan

Recommended Strategy	Category							Implementatio Timeframe
	Continue Existing Service	Complement or Optimize Existing Network	Service Expansion	Information	Accessibility	Technology	Other	
1. Preserve existing fixed route and demand response services in District 6	√							Ongoing
2. Replace existing fleet vehicles at the end of their useful service life (as defined by FTA for each vehicle type)	√							Ongoing
3. Include transit provider representation on regional transportation planning groups.							√	Ongoing

Recommended Strategy	Category							Implementation Timeframe
	Continue Existing Service	Complement or Optimize Existing Network	Service Expansion	Information	Accessibility	Technology	Other	
4. Extend existing fixed route services as needed to establish formal connections and passenger transfer points between existing fixed route systems in District 6.			√					2-5 Years
5. Complete or update ADA transition plans for cities and counties in District 6 to include transit facilities and accessible routes to transit stop locations.					√			2-5 Years
6. Add shelters to bus stops.					√			Ongoing
7. Work with roadway jurisdictions to address sidewalk gaps, add curb ramps where needed and improve the safety of roadway crossings near transit stops.					√			Ongoing
8. Work with local jurisdictions to develop programs for bus stop					√			5-10 Years

Recommended Strategy	Category							Implementation Timeframe
	Continue Existing Service	Complement or Optimize Existing Network	Service Expansion	Information	Accessibility	Technology	Other	
maintenance, including removal of winter snow and ice at transit stop locations.								
9. Extend service hours for existing fixed route and demand response services, focusing on locations with job access needs on evenings and weekends.			√					2-5 Years
10. Extend service areas to provide public transportation to communities that are currently underserved or completely without service. Focus on locations described in Section 3.1.			√					5-10 years
11. Ensure transit provider participation in statewide conferences, to network and learn about successful funding strategies.							√	Ongoing
12. Implement Generalized Transit Specification Feed data for all fixed route services in District 6, and dedicate resources for maintaining the data.				√		√		0-2 years
13. Develop a roster of volunteer drivers in each county and implement or expand volunteer driver programs.		√						2-5 years

Recommended Strategy	Category							Implementation Timeframe
	Continue Existing Service	Complement or Optimize Existing Network	Service Expansion	Information	Accessibility	Technology	Other	
14. Provide a centralized online source of information for all public transportation services available in District 6, with contact information and links for individual service providers. Alternatively, work with state agencies to expand the statewide 511 and/or 211 systems for this purpose.				√				2-5 years
15. Develop a simple brochure with information about all public transportation services available in District 6. Include contact information for each provider. Identify a responsible party for keeping the brochure current and managing its distribution.				√				0–2 years
16. Provide charging locations for electric wheelchairs on transit systems.					√			2-5 years
17. Provide online tools for paratransit and other demand response passengers to reserve seats and schedule rides.						√		5-10 years
18. Develop marketing materials, using both online and print media, and distribute to help raise public awareness of available services.				√				0-2 years

Recommended Strategy	Category							Implementatio Timeframe
	Continue Existing Service	Complement or Optimize Existing Network	Service Expansion	Information	Accessibility	Technology	Other	
19. Develop presentation materials to explain the value of public transportation for community economic vitality. Prepare a roster of speakers who can make presentations to local elected bodies and civic groups.							√	0-2 years
20. Convene discussions between medical transport providers, Medicaid funding administrators, and Idaho's congressional delegates, to discuss restrictions on medical travel and potential legislative remedies.							√	0-2 years
21. Promote driver training to encourage "compassionate professionalism".							√	0-2 years

Recommended Strategy	Category							Implementatio Timeframe
	Continue Existing Service	Complement or Optimize Existing Network	Service Expansion	Information	Accessibility	Technology	Other	

KEY

Funding Sources

FTA Section 5307 = Federal funding for transit services within urbanized areas (in District 1, this includes the portion of Kootenai Cou
Hayden)
FTA Section 5310 = Federal funding for enhanced mobility of seniors and individuals with disabilities
FTA Section 5311 = Federal funding for transit service in rural areas
FTA Section 5311(f) = Federal funding for intercity transit service
FHWA FLAP = Federal Lands Access Program
FHWA TAP = Federal Transportation Alternatives Program

Cost Categories:

$	$0-$10,000
$$	$10,000 - $25,000
$$$	$25,000 - $50,000
$$$$	$50,000 - $100,000
$$$$$	>$100,000