YOUR *Safety*

YOUR *Mobility*

YOUR *Economic Opportunity*

IDAHO **PUBLIC TRANSPORTATION** PLAN

Final

April 2018

Idaho Public Transportation Plan

Contents

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Public Transportation Glossary

Fixed-route bus service: Bus operates on a set route with a repeating schedule and stops at specified locations

Demand-response service: Service provided only on request, and scheduled in advance of the trip. Service is provided door-to-door or curb-to-curb, usually on a shared-ride basis.

Human service transportation: Transportation services provided by or on behalf of a human service agency to provide access to agency services and/or to meet the basic, day-to-day mobility needs of transportation-disadvantaged populations, especially individuals with disabilities, seniors, and people with low incomes (from FTA Section 5310 circular).

Rideshare (carpool and vanpool): Prearranged use of vehicles for round-trip transportation between participants' boarding points and a shared or similar destination(s) for all users. Trips or pools are often arranged using online ridematch services.

Car sharing: A program providing a fleet of cars distributed within a set geographic area for users to locate and drive at will.

Bike sharing: A program providing a fleet of bicycles distributed within a set geographic area for users to locate and ride at will.

Active transportation: Transportation modes that are human-powered and self-propelled (e.g., bicycling, walking)

One-way passenger trip: A single trip made by a passenger, from the point of boarding a transportation service vehicle, to the point she/he de-boards.

Vehicle revenue hour: The time a vehicle travels while operating in passenger service, excluding travel time to and from the transit garage.

Idaho Public Transportation Plan

Your Safety | Your Mobility | Your Economic Opportunity

1 INTRODUCTION

This document presents the Idaho Public Transportation Plan (the Plan). This section summarizes the Plan's objectives and elements of the planning process. Subsequent chapters describe:

- The benefits of public transportation
- Idaho's current public transportation network
- The market for public transportation in Idaho in the future
- Strategic direction for public transportation in Idaho
- Financial and implementation plans

Community input throughout the planning process is woven throughout the plan.

Scope and Purpose of the Plan

In accordance with the requirements of Idaho Code 40-312 (6), the Idaho Transportation Department's Public Transportation Office (ITD-PT) undertook development of this statewide public transportation plan in 2016.

An overarching goal of the Idaho Public Transportation Plan is to provide a framework for creating an integrated public transportation system that meets the mobility needs of Idahoans. The Plan identifies and will support programs and projects in line with the Idaho Transportation Department's mission of Your Safety, Your Mobility, Your Economic Opportunity.

In addition, the Plan will be supplemented by the Local Coordinated Public Transit-Human Services Transportation Plans (LCPs) from the ***rural jurisdictions*** within the six ITD Districts around the state. If organizations wish to secure federal funding *specifically* for projects to ***enhance the mobility of elderly individuals and people with disabilities, through the Federal Transit Administration (FTA) 5310 program*** (rather than transportation open to the general public) projects must be included in a locally coordinated public transit-human services transportation plan.[1]

Idaho's five metropolitan planning organizations (MPOs) developed their own LCPs as appropriate. For more information on the MPO local plans, visit their webpages below:

- Kootenai Metropolitan Planning Organization - https://www.kmpo.net/
- Lewis Clark Valley Metropolitan Planning Organization - http://lewisclarkmpo.org/
- Community Planning Association of Southwest Idaho - http://www.compassidaho.org/
- Bannock Transportation Planning Organization - http://bannockplanning.org/
- Bonneville Metropolitan Planning Organization - http://www.bmpo.org/

Using the Idaho Public Transportation Plan as a foundation, ITD-PT, along with partners, transit providers, elected officials, and stakeholders will explore opportunities to implement strategies for maintaining and enhancing public transportation services in Idaho. These public transportation services will facilitate mobility for the citizens and visitors of Idaho, offer greater transportation choices to all segments of the state's population, improve access to and connectivity among transportation modes, relieve congestion, promote environmental stewardship, and improve coordination of services with other providers in an efficient, effective and safe manner.

For the purposes of the Plan, public transportation is defined broadly to include not only traditional fixed-route bus and demand-response service, but also supportive services such as ridesharing, car and bike sharing, and active transportation. Human service transportation is also considered in the Plan, but those services are explored in more detail in the local coordination plans.

Planning Process

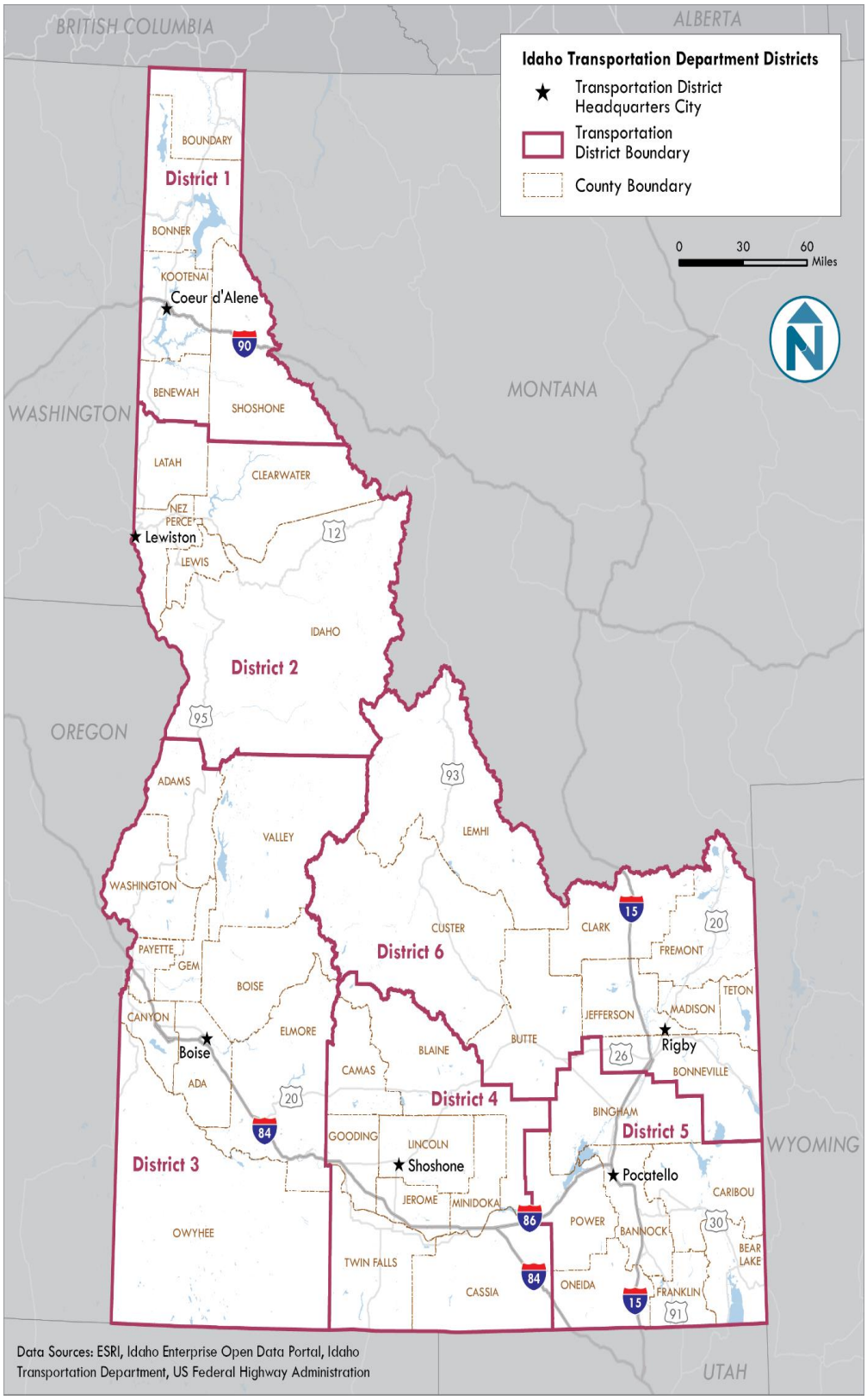
The Idaho Public Transportation Plan was developed in several major stages:

- Collecting and analyzing information about current public transportation services in each of ITD's six districts (Figure 1):
    - District 1 North Idaho
    - District 2 North-Central Idaho
    - District 3 Southwest Idaho
    - District 4 South-Central Idaho
    - District 5 Southeast Idaho
    - District 6 East Idaho

Figure 1 **ITD Transportation Districts**

Opportunities for Public Comment

- → **Design Your Transit System Survey**
- → **Open House and Local Coordination Plan meetings in each district, January and August 2017**
- → **Online Open House Survey**
- → **Interviews with transportation providers**
- → **National Federation for the Blind conference**
- → **Draft plan review**



Data Sources: ESRI, Idaho Enterprise Open Data Portal, Idaho Transportation Department, US Federal Highway Administration

- Consulting with advisory groups
- Estimating future public transportation ridership across the state and the resources that will be necessary to address those needs
- Engaging the public and stakeholders through a variety of means to solicit comments about existing services, travel challenges, and future needs

More detailed descriptions of each of these phases are available in report appendices posted on the ITD-PT website: http://itd.idaho.gov/pt/

Advisory Groups

Input and guidance throughout the planning process was provided by Idaho's Public Transportation Advisory Committee (PTAC) and Interagency Working Group (IWG).

The PTAC is composed of six individuals appointed by the Idaho Transportation Board to represent public transportation stakeholders and people with disabilities and older adults who use public transportation services in each of the state's six transportation districts. PTAC members participated in two workshops to discuss Idaho's public transportation network and plan direction and findings.

The IWG includes representatives of a number of state agencies who meet quarterly to discuss transportation issues and opportunities in an effort to remove transportation barriers in Idaho:

- Idaho Commission on Aging
- Idaho Head Start Association
- Idaho Department of Health and Welfare
- Idaho Department of Health and Welfare – Division of Medicaid
- Idaho Department of Education
- Idaho Transportation Department
- Idaho Council on Developmental Disabilities
- Division of Vocational Rehabilitation
- Idaho Department of Labor, Workforce Development Council
- Office of the Governor
- Community Transportation Association of Idaho

The IWG provided input to the plan development process at several points.

For more information about these standing advisory groups, see the ITD Public Transportation Program (ITD-PT) website (http://itd.idaho.gov/pt/).

The Project Management Team (PMT) included representatives of a number of ITD departments and districts and members of outside agencies to provide a broad range of perspectives and technical direction to the planning effort.

Public and Stakeholder Outreach

A major component of the planning process was a comprehensive outreach strategy to ensure that current and future public transportation customers and stakeholders had opportunities to provide meaningful input into a shared vision of public transportation in Idaho, and to support the Local Coordination Plans.

Stakeholders

Public outreach and stakeholder involvement aimed to reach a broad audience and involve stakeholders, regional interests, and members of the public in each of the six districts. Outreach efforts took place at each stage of the planning process, and targeted many types of stakeholders, including:

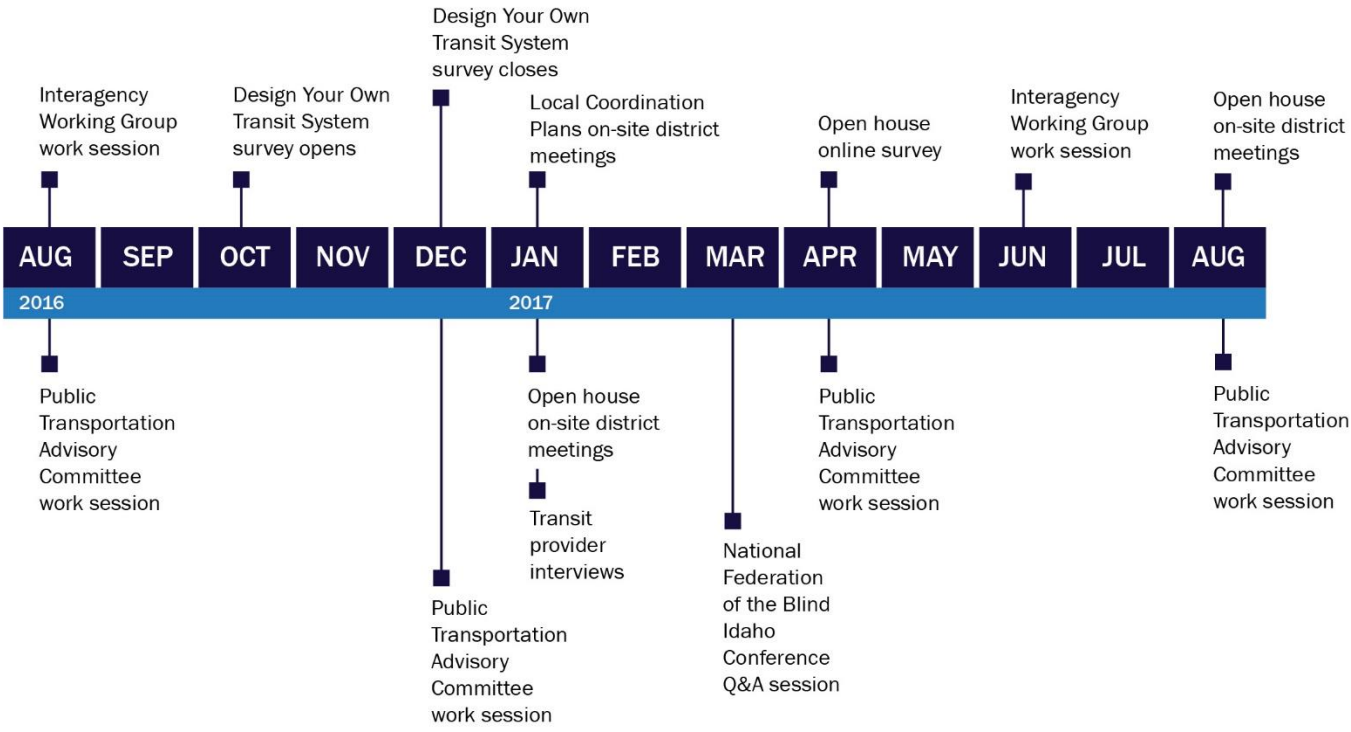
- The general public
- Transportation providers and experts
- Economic development agencies and interests, such as area businesses and major employers
- Tribes
- Health and human services providers
- Educational institutions

Activities

The timeline in Figure 2 highlights the various outreach efforts used to gather feedback for the Idaho Public Transportation Plan. The comments collected through these efforts helped inform the plan's summary of service gaps and needs, and the types of public transportation improvements that Idahoans would most like to see adopted in the future.

Outreach activities are described in more detail in Appendix A (http://itd.idaho.gov/pt/)

Figure 2 **Outreach Timeline**



2 BENEFITS OF PUBLIC TRANSPORTATION

Benefits Overview

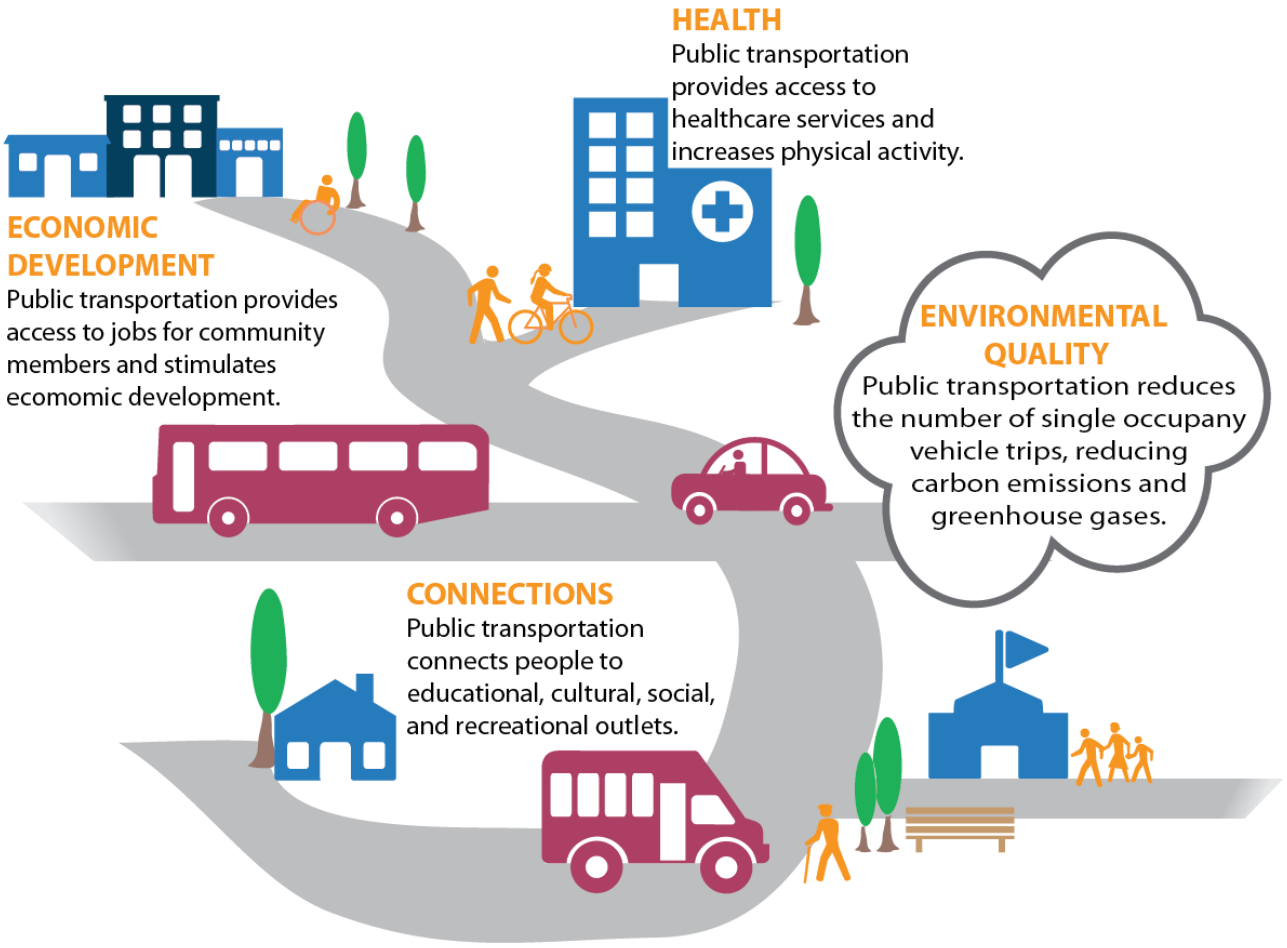
Economic Development

Statewide Summary

2 BENEFITS OF PUBLIC TRANSPORTATION

Public transportation directly benefits people traveling in and between communities supporting health, community connections, environmental quality, economic development, and a host of other payoffs. Figure 3 illustrates four primary benefits.

Figure 3 Selected Public Transportation Benefits



Economic Development

With transportation-related expenses listed as the second largest part of household spending in the U.S. public transportation provides an affordable mobility option. Between 2000 and 2012, combined housing and transportation costs increased 44% on average.[1] Owning a vehicle continues to get more expensive, reaching more than $10,000 per year for a medium sized sedan in 2013[2] which includes insurance, licensing, registration, and vehicle taxes. Beyond the costs of just owning and maintaining the vehicle, gas, and parking add to the total cost. In downtown areas, parking can require expensive fees or subscriptions to parking garages, and long trips in rural areas increase spending on gas and maintenance.

Transit investments can contribute to the broader state economy by improving accessibility and productivity, in addition to direct expenditures supporting new jobs, wages, and business income.

Transit's Economic Benefits

- → **Lower labor and market access costs for businesses**
- → **Development potential through reduced access costs to central locations**
- → **Travel time and cost savings**
- → **Increased property values**
- → **Jobs, wages, and business income in transportation, supplier, and consumer industries**

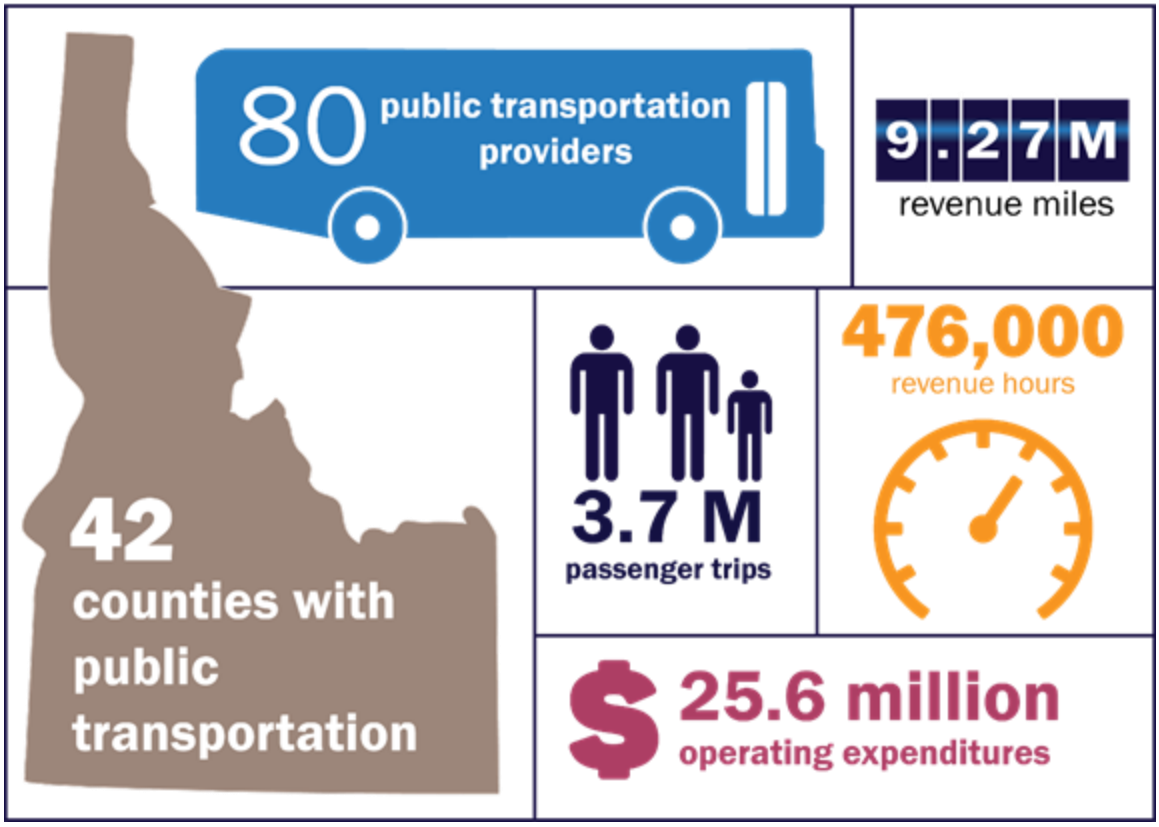
[1] Center for Housing Policy and Center for Neighborhood Technology. "Losing Ground: The Struggle of Moderate-Income Households to Afford the Rising Costs of Housing and Transportation." October 2012. http://www.nhc.org/media/files/LosingGround_10_2012.pdf, accessed July 2017

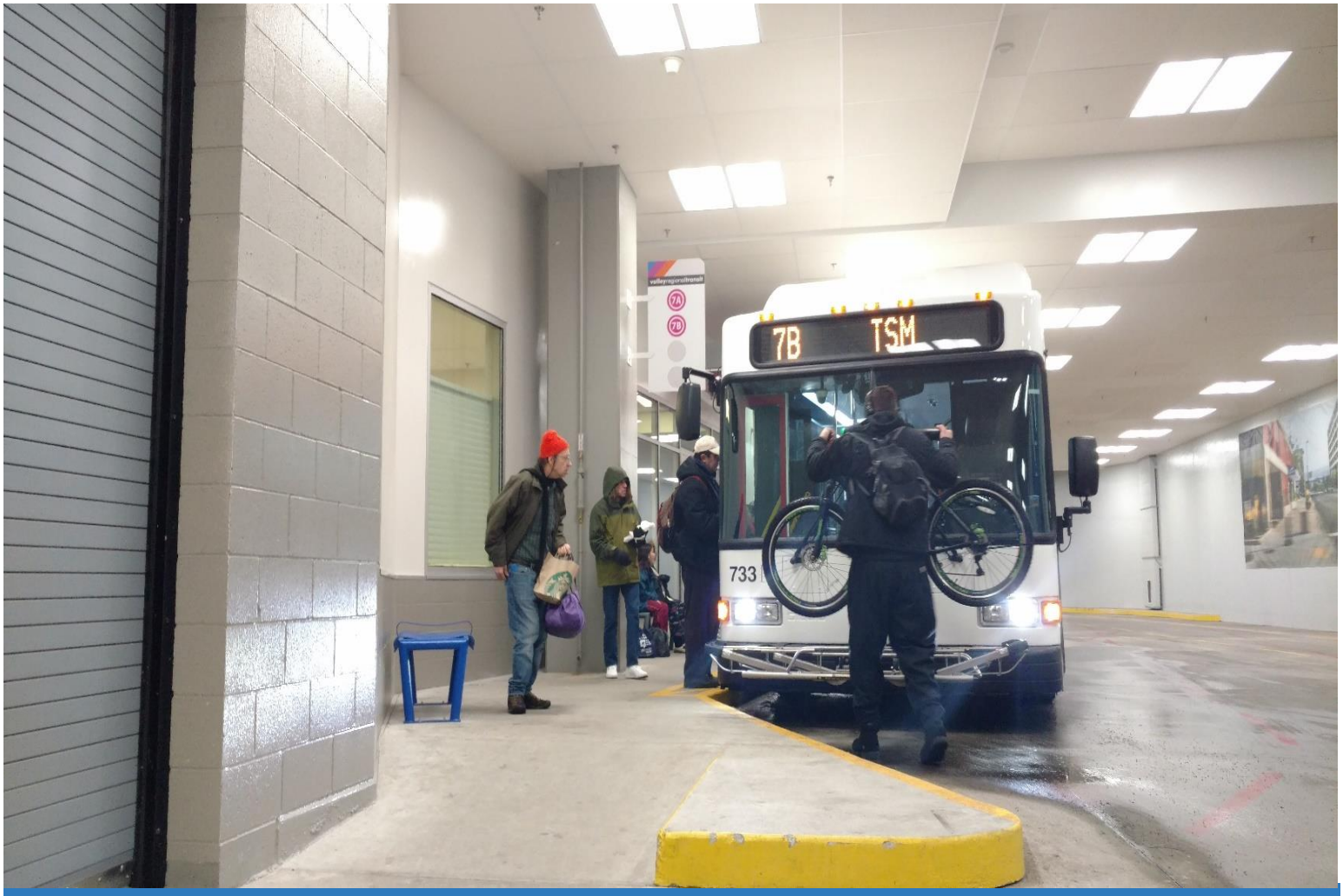
[2] American Automobile Association. "Your Driving Costs" 2013, https://exchange.aaa.com/wp-content/uploads/2013/04/Your-Driving-Costs-2013.pdf, accessed July 2017

Statewide Summary

Idaho's public transportation providers are providing robust mobility options in communities across the state. Today, at least 80 organizations ranging from large transit agencies to local senior centers offer safe, affordable, and connected transportation services. Figure 4 offers basic facts about Idaho's public transportation system, made up of public transit providers of fixed-route, demand-response, and vanpool services, as well as medical and human service transportation providers, and senior centers.

Figure 4 Idaho Public Transportation Facts- 2015 Data





IDAHO'S PUBLIC TRANSPORTATION NETWORK

Public Transportation Systems and Services:

A Statewide Overview of Public Transit Provider Statistics & Transportation Funding

3 IDAHO'S PUBLIC TRANSPORTATION NETWORK

This chapter provides more information about public transportation services, including human service transportation and ridesharing services that are supported with funding through ITD, intercity bus services, and active transportation opportunities. A detailed description of Idaho's public transportation services can be found in Appendix B (http://itd.idaho.gov/pt/)

Public Transportation Systems and Services: A Statewide Overview

In total, 80 transportation providers were identified across Idaho, representing a diversity of modes, agencies, and areas. These providers have been categorized into the four categories shown below in Figure 5.

Public Transit Providers by District

District 1

- Citylink
- Selkirks-Pend Oreille Transit (SPOT)
- Silver Express
- Benewah Area Transit (BAT)

District 2

- COAST
- Lewiston Transit Service
- City of Moscow
- Nez Perce Tribe/Appaloosa Express
- Sustainable Moscow Area Regional Transportation (SMART)
- University of Idaho

District 3

- Valley Regional Transit
- Treasure Valley Transit
- ACHD Commuteride
- Boise State University

District 4

- Mountain Rides Transportation Authority (MRTA)
- College of Southern Idaho/Trans IV
- Living Independent Network Corporation (LINC)

District 5

- Pocatello Regional Transit (PRT)

District 6

- City of Driggs/Grand Targhee Shuttle
- Lemhi Ride
- Lost River Transit
- Targhee Regional Public Transportation Authority (TRPTA)
- Southern Teton Area Rapid Transit (START)

Figure 5 – Idaho's Public Transportation Providers

District	Public Transit	Medical and Human Services Transportation	Senior Centers	Intercity Bus	Total
1	4	4	3		**11**
2	6	8	0		**14**
3	4	3	22		**29**
4	2	3	2		**7**
5	1	6	1		**8**
6	5	3	0		**11**
Multiple Districts				**3**	**3**
Total	**22**	**27**	**28**	**3**	**80**

Public Transit Providers

Public transit providers include public transit systems that offer fixed-route bus and/or demand-response services, vanpool service providers, and universities that offer services for students and staff.

Human Service Transportation Providers

Human service organizations in each district offer transportation services to older adults, people with disabilities, veterans, and clients of their programs and services. Note that the transportation services offered to patients by medical centers are included in this category, although such entities are not technically human service organizations. A number of these organizations receive Section 5310 funding for vehicle purchases through ITD-PT.

Statewide, 27 human service transportation providers were identified.

If organizations wish to secure federal funding through the Federal Transit Administration's Section 5310 grant program for projects to enhance the mobility of elderly and low-income populations and people with disabilities, projects must be included in a local coordinated public transit-human services transportation plan.[3]

A Wide Array of Partners Support Public Transportation Providers in Idaho

Cities
Counties
Colleges and Universities
Schools
Forest Service
Metropolitan Planning Organizations
Councils of Governments
Medical Centers
Local Businesses
Tribes

[3] 49 USC 5310 (e) (2) (A) (i)

Rural local coordination plans for each district were prepared as part of the Idaho Public Transportation Plan development and may be found on the ITD-PT website (http://itd.idaho.gov/pt/)

Plans for ***urbanized*** areas that have been prepared by Metropolitan Planning Organizations (MPOs) can be found on their webpages below:

- Kootenai Metropolitan Planning Organization - https://www.kmpo.net/
- Lewis Clark Valley Metropolitan Planning Organization - http://lewisclarkmpo.org/
- Community Planning Association of Southwest Idaho - http://www.compassidaho.org/
- Bannock Transportation Planning Organization - http://bannockplanning.org/
- Bonneville Metropolitan Planning Organization - http://www.bmpo.org/

Each MPO plan will outline the needs and gaps of their specific jurisdiction, with metrics, opportunities and proposed solutions decided upon at the local level.

Senior Centers

A number of senior centers across Idaho receive FTA capital funding (Section 5310) and Vehicle Investment Program (VIP) state funding for vehicle purchases through ITD-PT. These organizations use vehicles to provide access for older adults to the programs and activities offered at the senior centers, or to provide connections to other communities for medical or shopping trips. Veterans in highly rural areas are also customers of these services in some districts. Statewide, 28 senior centers provide such transportation service with federal assistance through ITD-PT; other such organizations may exist.

Service Areas

At least two public transit services, as well as medical and human services transportation providers, operate in each of the six ITD districts. Residents of District 3, which includes Boise, have access to the greatest number of public transportation services. Districts 4 and 5, in the south central and southeast parts of the state, have the fewest providers overall, with only two public transit services in the area.

Other Transportation Services	
Non-Traditional Providers/Services	**Districts**
Volunteer driver programs	2,3,4
Vanpools	1,2,3,4
Hospital/medical center services	2,5
Churches	2
Voucher program for rural area taxi ride	3
Bikeshare	4
Uber, Lyft ride-hailing services	1,2,3,4,5 (sometimes limited)

Service areas of public transportation providers that were identified during development of the Plan, by district, are shown in Figure 6 through Figure 11.

Figure 6 – District 1 Public Transportation Provider Service Areas

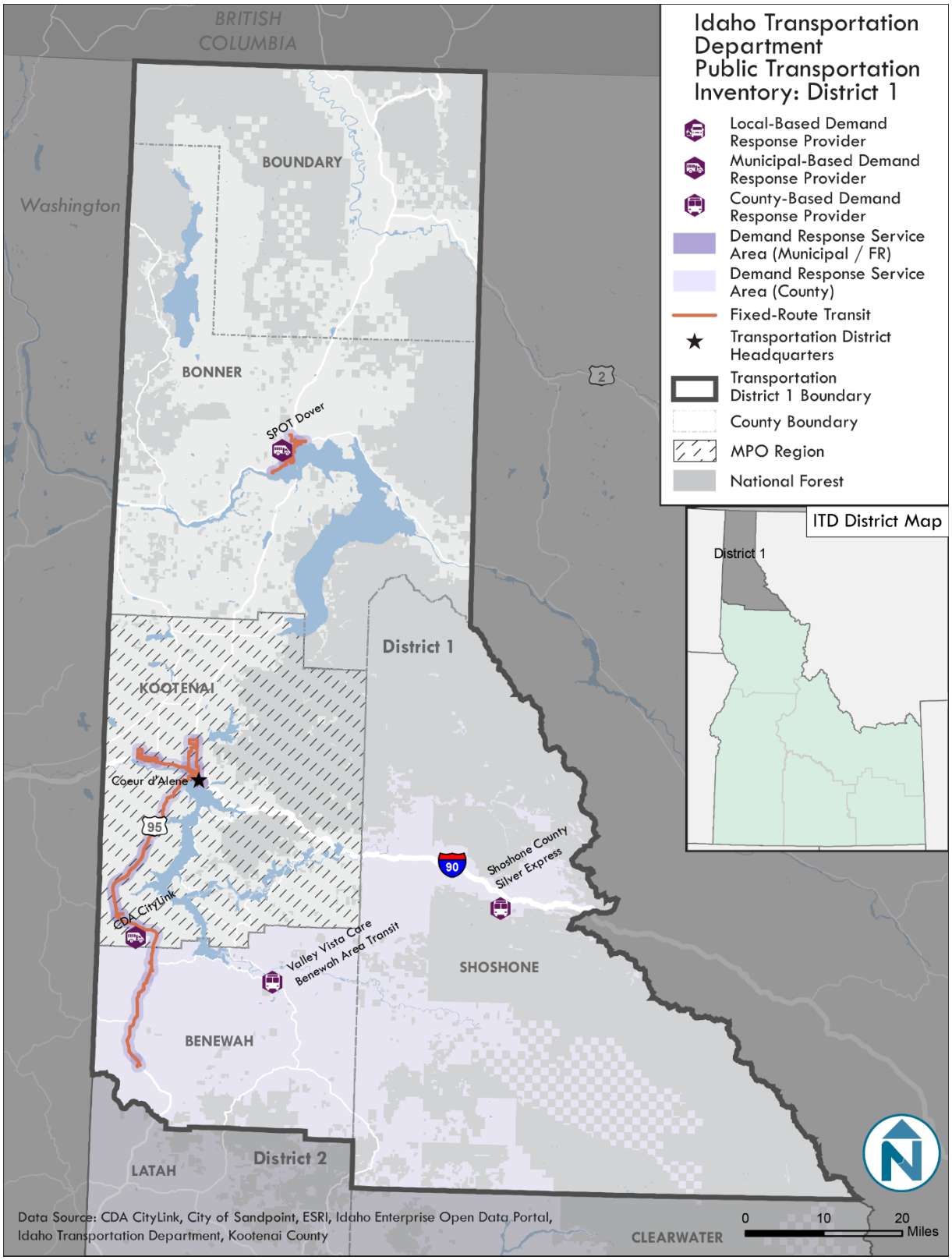


Figure 7 – District 2 Public Transportation Provider Service Areas

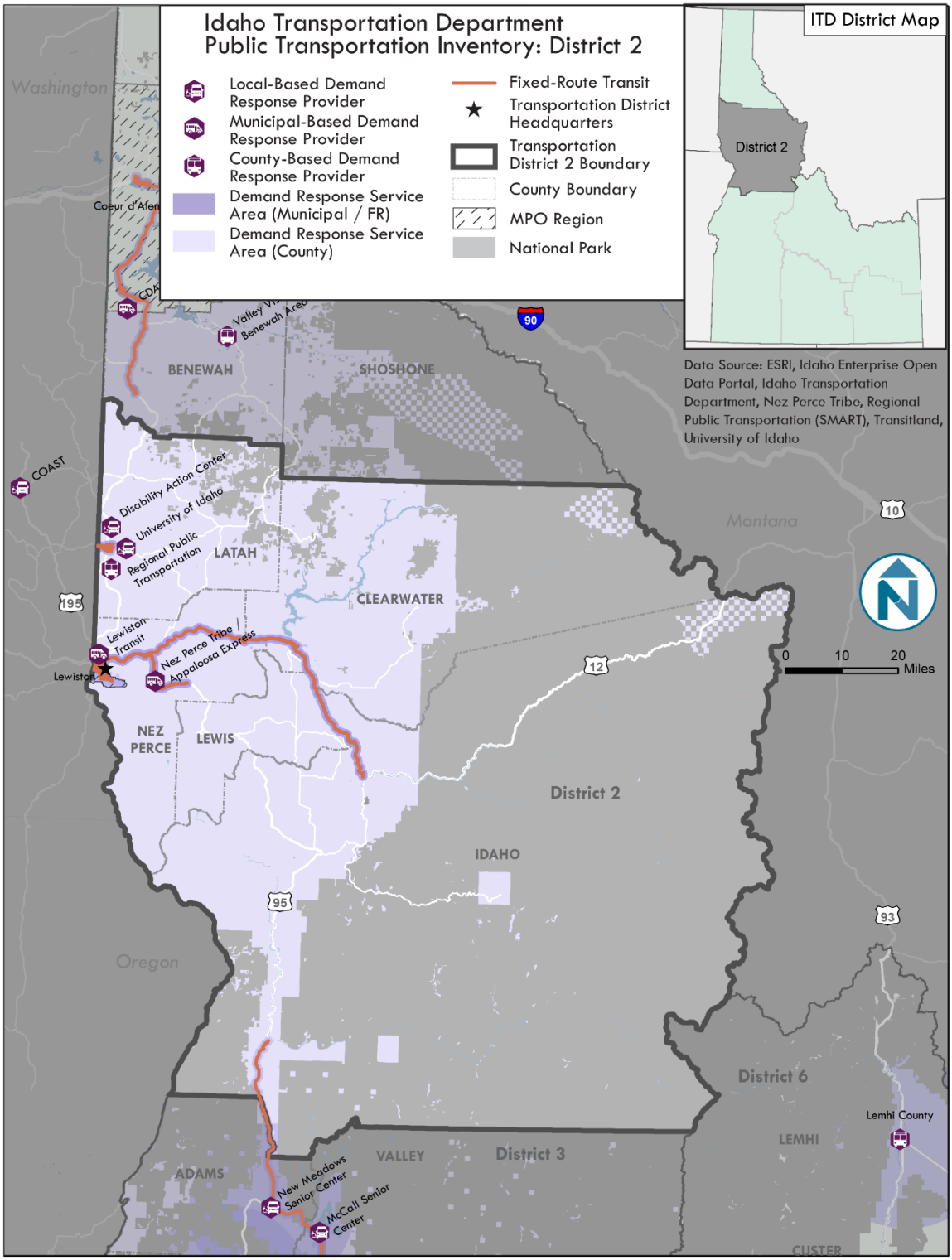


Figure 8 – District 3 Transportation Provider Service Areas

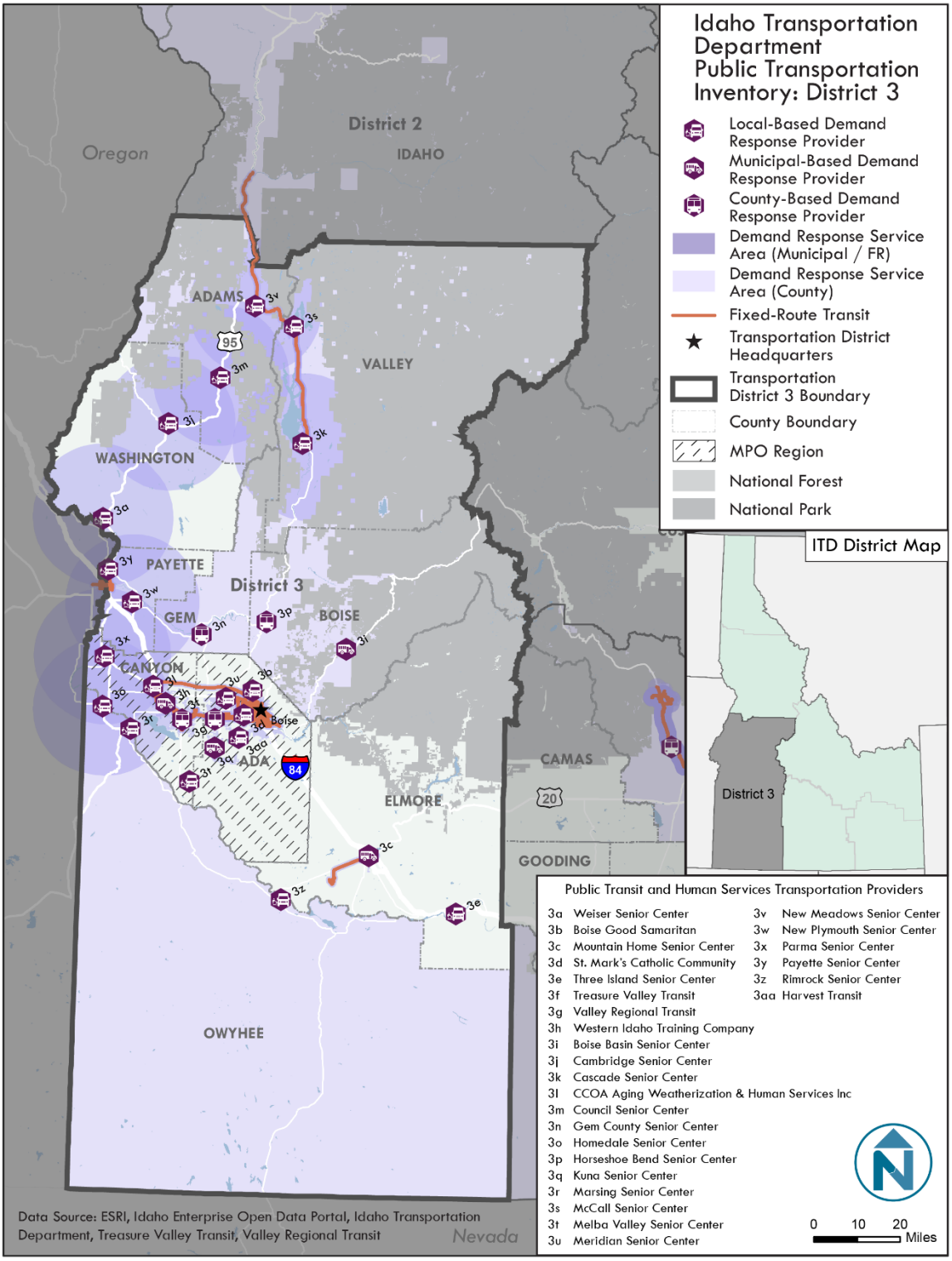


Figure 9 – District 4 Public Transportation Provider Service Areas

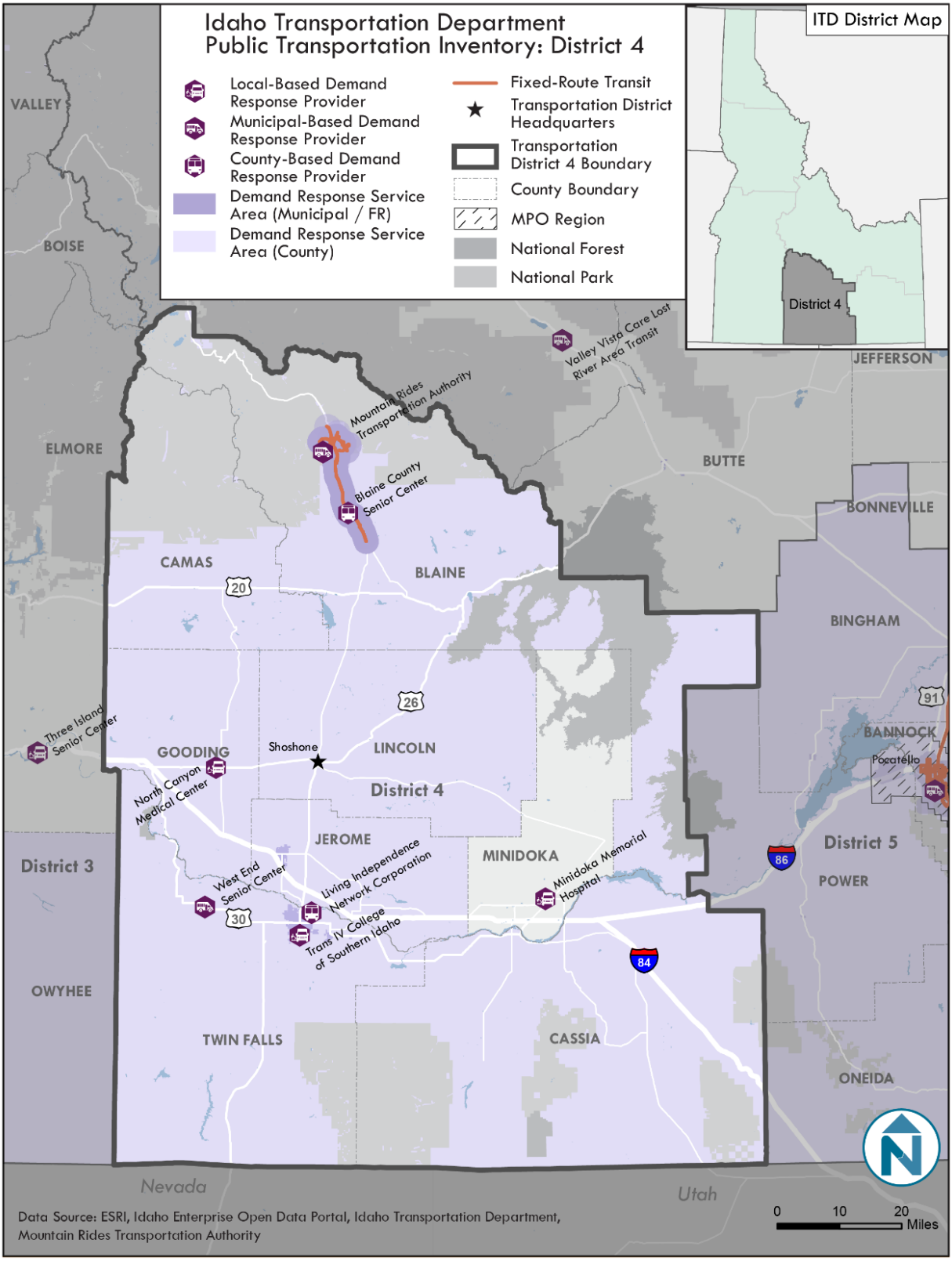


Figure 10 – District 5 Public Transportation Provider Service Areas

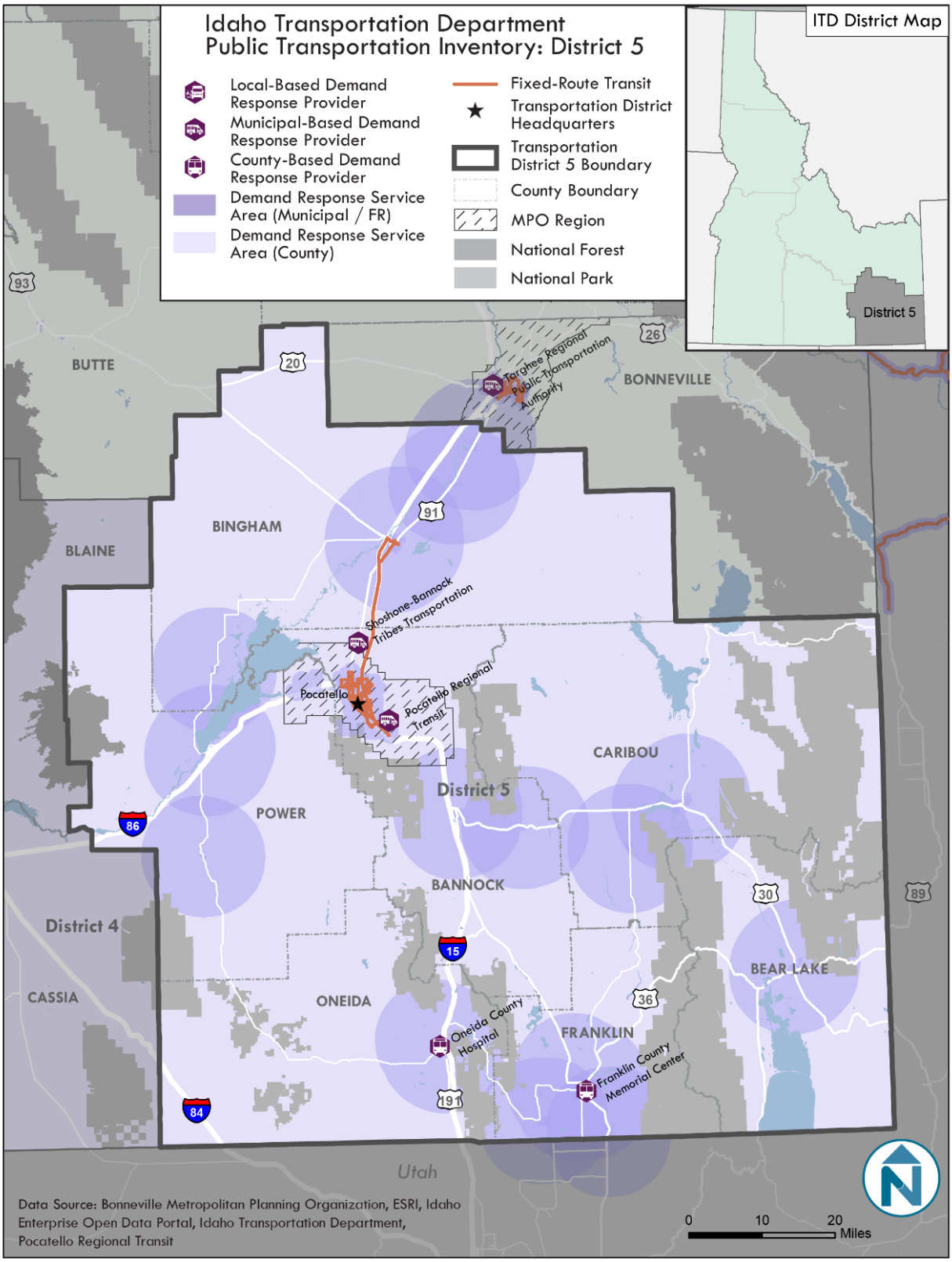
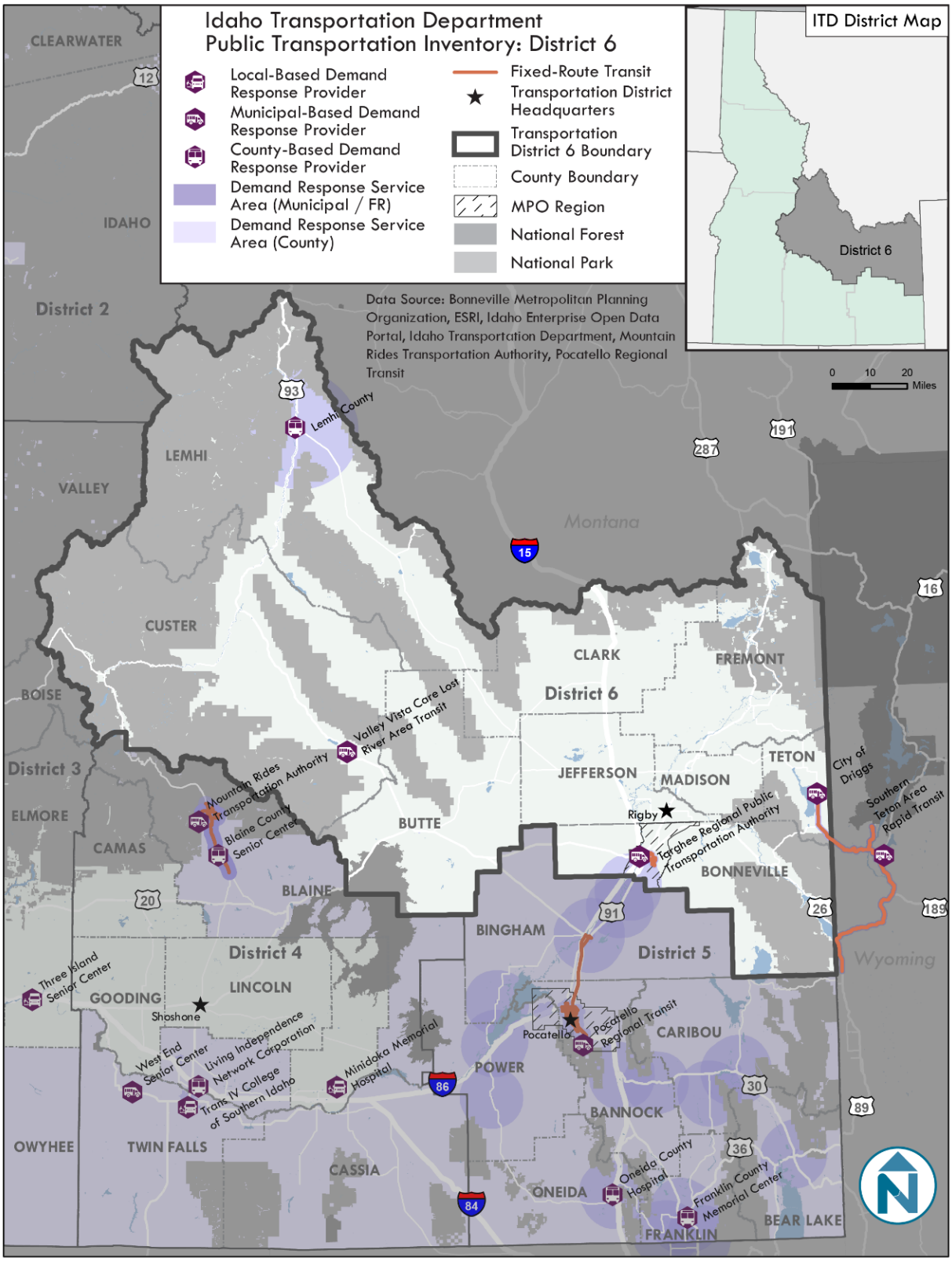

Idaho Transportation Department
Public Transportation Inventory: District 5
Local-Based Demand Response Provider
Municipal-Based Demand Response Provider
County-Based Demand Response Provider
Demand Response Service Area (Municipal / FR)
Demand Response Service Area (County)
Fixed-Route Transit
Transportation District Headquarters
Transportation District 5 Boundary
County Boundary
MPO Region
National Forest
National Park
ITD District Map
District 5
BUTTE
BONNEVILLE
BINGHAM
BLAINE
CARIBOU
POWER
BANNOCK
District 4
CASSIA
ONEIDA
FRANKLIN
BEAR LAKE
Targhee Regional Public Transportation Authority
Shoshone-Bannock Tribes Transportation
Pocatello
Pocatello Regional Transit
Oneida County Hospital
Franklin County Memorial Center
93
20
26
91
86
15
30
89
36
84
191
Utah
Data Source: Bonneville Metropolitan Planning Organization, ESRI, Idaho Enterprise Open Data Portal, Idaho Transportation Department, Pocatello Regional Transit
0
10
20
Miles

Figure 11 – District 6 Public Transportation Provider Service Areas



Service Hours and Eligibility

The days and hours during which service is available, and the types of individuals and/or trips that are eligible for service, vary by type of provider.

Fixed route services offer limited geographic coverage in most districts. Service is available:

- Weekdays and seven days a week (from different providers) in Districts 1, 4, and 6
- Weekdays and Saturdays in Districts 3 and 5
- Weekdays only in District 2

Fixed route providers operate ADA paratransit service for people with disabilities. Other providers offer demand-response service for the general public or specific groups, such as seniors or people with disabilities. Many human service organizations operate vehicles—some acquired with Section 5310 funding—to provide access for clients to their programs and services. Transportation to eligible medical appointments for Medicaid recipients is provided through Veyo, the statewide broker, and its contractors in all districts.

Service availability is summarized below.

Public Transit Providers

2/3 provide some service on the weekends.

10 of the state's public transportation providers only offer service on weekdays.

8 providers operate on Saturdays and Sundays.

Medical and Human Services Transportation

24 medical or human services transportation providers in Idaho.

4 operate only on weekdays.*

1 offers weekend transportation.*

Several providers are designed to serve particular populations, including **veterans**, **people with disabilities**, **patients**, and **program participants**.

*Service hours were identified for only 5 of the 24 providers

Senior Centers

28 senior center transportation providers in Idaho.

4 operate at least 5 days a week.*

4 offer services 2-3 days a week.*

While all of the senior centers offer transportation for **older adults**, many of them also provide service for **people with disabilities**.

*Service hours were identified for only 8 of the 28 providers

Regional Providers

Several agencies provide transportation services beyond the county or municipal borders. These regional agencies include:

- local **public providers** that connect to nearby towns
- **tribal providers** that serve multiple places within the tribe's jurisdiction
- **private providers** that offer commuter shuttles as well as interstate bus service

Public Transit Riders

During interviews and in conversations at the Open House/Local Coordinated Plan meetings public transit providers stated ridership is composed of a variety of users; employees, choice riders, general public, young adults, seniors, people with disabilities, students, low income, and transit-dependent riders.

Service Statistics

The information in Figure 12 shows statistics for all providers across the state. In 2015, the total operating budget (federal share and local share combined) for all providers was over $25 million with 3.7 million rides were provided in total.

Figure 12 – Statewide Statistical Summary (2015)

Revenue Hours	Revenue Miles	Annual Ridership	Operating Budget
476,275	9,273,125	3,701,685	$25,618,034

Intercity Bus Carriers

Three private providers of intercity bus services operate in Idaho: Northwestern Trailways, Greyhound, and Salt Lake Express. Northwestern Trailways and Salt Lake Express currently receive federal funding through ITD-PT.

Intercity providers' services are summarized in Figure 13.

Figure 13 – Intercity Bus Carriers Serving Idaho

Provider	Service Description	Districts Served
Greyhound	National intercity bus provider, offering service to Coeur d'Alene, Boise, Burley, and Twin Falls	1, 3, 4
Northwestern Trailways	A regional intercity provider based in Washington and serving Boise and 12 other Idaho communities with connections to Colfax, Pullman, Spokane, WA	1, 2
Salt Lake Express	A regional intercity shuttle provider serving Montana, Wyoming, Idaho, and Utah, including nine Idaho communities	3, 4, 5, 6

Ridesharing Services

Ridesharing, also known as carpooling or vanpooling, is the prearranged use of vehicles for round-trip transportation between participants' boarding points and a shared or similar destination(s). A defining characteristic of ridesharing is that the driver shares the same or similar end destination with other riders.

Many rideshare participants make use of a ridematching service to connect them with others traveling between similar places. These services allow users to make arrangements to share trips or coordinate pools. Share the Ride Idaho is ITD's official ridematching service available for transit providers and transit users to use statewide. Currently Ada County Highway District's (ACHD) has a subsite for Share the Ride Idaho called My Commuter Crew service, in addition to a number of employees who have created subsite for their specific company to find ride sharing opportunities. The City of Moscow's "Carpool Moscow" also utilizes Share the Ride Idaho.

Service Gaps and Challenges

Comments from the public, transportation providers, and stakeholders during outreach events conducted as part of the planning process provide input into the service gaps and challenges posed by the current public transportation network.

The following tables were created using feedback from meeting participants, the two surveys and transportation provider interviews. The tables identify service gaps and transportation needs for each of the six districts, according to stakeholder input. It is important to note that this information reflects participants' comments and may not provide the complete picture of the gaps and needs in each district.

Challenges Faced by Riders

Figure 14 and Figure 15 summarize input about the types of trips and customer groups who make use of, or need, public transportation options.

Figure 14 – Trip Types for which Customers Use and Need Public Transportation Services

Trip Type Needs (Met and Unmet)	District 1	District 2	District 3	District 4	District 5	District 6
Employment	X	X	X			
Medical	X	X	X	X	X	X
Shopping/personal business	X	X	X	X	X	X
Airport access	X	X	X			
Education/campus trips	X	X	X			
Human service programs		X	X		X	X
Recreation	X	X				X
Regional destinations	X	X	X		X	X

Figure 15 – Customer Groups Using and Needing Public Transportation Services

Customer Groups with Needs	District 1	District 2	District 3	District 4	District 5	District 6
Older adults	X	X	X	X		X
People with disabilities	X	X	X	X	X	X
Dialysis patients			X			
People experiencing homelessness	X		X			
Workers	X	X	X	X	X	X
Students	X	X	X	X		X
Veterans		X	X		X	X
Low Income	X	X	X			
Youth	X	X	X		X	X
Refugees			X	X		

Figure 16 summarizes comments about service gaps and challenges noted by outreach participants and transportation providers, in each district.

Figure 16 –Transportation Service Gaps and Challenges

Service Gaps and Challenges	District 1	District 2	District 3	District 4	District 5	District 6
Long distances and travel times	X	X	X			
Areas or destinations without service	X		X	X	X	X
Little or no early/late hours or weekend services	X	X	X	X		X
Infrequent service	X	X				
Rural areas		X	X		X	X
Reverse commutes to rural areas			X			
Limited options for wheelchair users	X	X	X	X	X	X
Inaccessible paths of travel to stops	X	X	X			X
Bus stops and shelters	X	X	X	X	X	X
Information about/image of transit	X			X	X	
Technology barriers		X				

Intercity travel	X	X	X	X	X	X

Challenges Faced by Providers

Figure 17 lists challenges that transportation providers indicated during interviews that they face.

Figure 17 – Challenges Faced by Transportation Providers

Transportation Provider Challenges	District 1	District 2	District 3	District 4	District 5	District 6
Limited funding	X	X	X	X		X
Funding source restrictions	X					X
Difficulty obtaining local matching funds	X	X	X		X	X
Competition for local matching funds		X				X
Age of fleet	X	X				
Transition to Veyo		X				X
Staff limitations		X				
Procurement of services, equipment		X	X			

4 LANDSCAPE FOR PUBLIC TRANSPORTATION IN IDAHO

Transit Propensity Index

Population and Employment

Estimates of Future Public Transportation Ridership

4 LANDSCAPE FOR PUBLIC TRANSPORTATION IN IDAHO

Fixed route transit services are most effective in places where clusters of people and destinations—particularly jobs--exist. Demographic and socioeconomic conditions are also strong indicators of propensity for use of public transit or demand response services, as certain population segments are more likely to need an alternative to driving to reach necessary and desirable services and opportunities. This chapter summarizes Idaho's density of population, jobs, and key public transportation user groups. More detailed descriptions are provided in Appendix C (http://itd.idaho.gov/pt/)

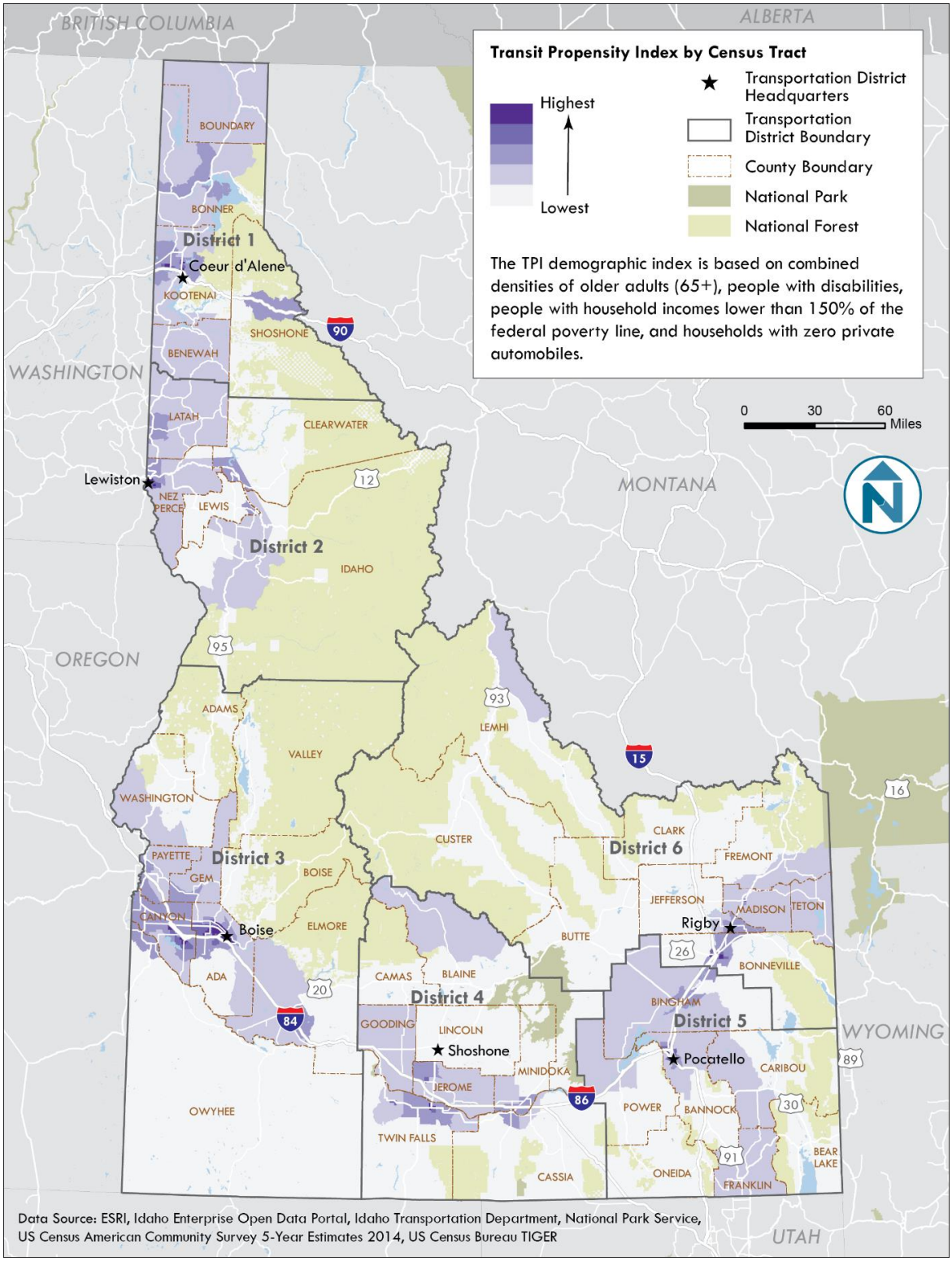
Transit Propensity Index

The Transit Propensity Index (TPI) is a composite indicator adding the densities of the four target populations—older adults, people with disabilities, people in low-income households, and people in households without access to a private vehicle—and assigning a score. The TPI is a useful tool to understand the aggregate need for transportation. This analysis paints a picture of how many people might need transportation used in conjunction with future population forecasts and current ridership. It is critical to note that the formula used in this analysis establishes a baseline for future needs, however further analysis such as surveys and stakeholder outreach, transit provider service level changes, tourism, gas prices, parking costs, and other factors outside of the per capita change are needed to get at a more refined number of potential public transportation riders. MPO plans and other local plans may derive outcomes that exceed those recommended in this plan due to additional considerations in metrics and other factors included at a local level. For the purpose of this study, a population based model was used.

Figure 18 displays the transit propensity index for Idaho. The greatest concentrations of medium or greater transit propensity are primarily concentrated along the I-15, I-86, I-84, and I-90 corridors. The Boise metropolitan area has the greatest concentration of Census tracts exhibiting high transit propensity. Other areas with relative concentrations of transit need include:

- District 1: Coeur d'Alene, Post Falls, and Hayden (Kootenai County); Sandpoint/US 2 area (Bonner County)
- District 2: Moscow (Latah County); Lewiston (Nez Perce County); Kamiah (Lewis County)
- District 3: Boise, Meridian (Ada County); Nampa, Caldwell (Canyon County); Emmett (Gem County); Fruitland, Payette (Payette County)
- District 4: Twin Falls, Buhl (Twin Falls County); Jerome (Jerome County); Heyburn (Minidoka County); Burley (Cassia and Minidoka counties)
- District 5: Blackfoot (Bingham County) and Pocatello (Bannock and Power counties)
- District 6: Idaho Falls (Bonneville County); Rigby (Jefferson County); Rexburg (Madison County)

Figure 18 Idaho Transit Propensity Index (2014)



Population and Employment

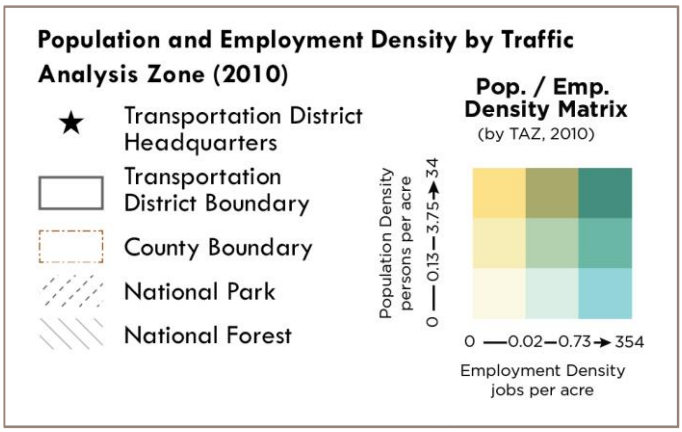
Current Population and Employment Density

According to 2014 five-year American Community Survey (ACS) estimates from the U.S. Census, 1.6 million people call Idaho home.

Population and employment densities are important factors because the clustering of people and jobs helps determine where transit routes can operate most cost-effectively. Typically, an area with a density of four people or six jobs per acre can supply the ridership necessary to justify a basic level of fixed route bus service.

Figure 19 displays areas of the highest population and employment densities in Idaho, based on data from the 2010 Census. For most of the state, the population density is below 0.13 people per acre, and the employment density is less than 0.02 jobs per acre. The highest densities of both population and employment are primarily concentrated along the interstate corridors - I-15, I-86, I-84, and I-90. The most significant outlier is the area in and around Lewiston, along the state's western border with Washington. The Boise metropolitan area, located in the I-84 corridor of southwestern Idaho, has the highest population and employment densities.

Figure 19 Idaho Population and Employment Density (2010): Highest Concentrations

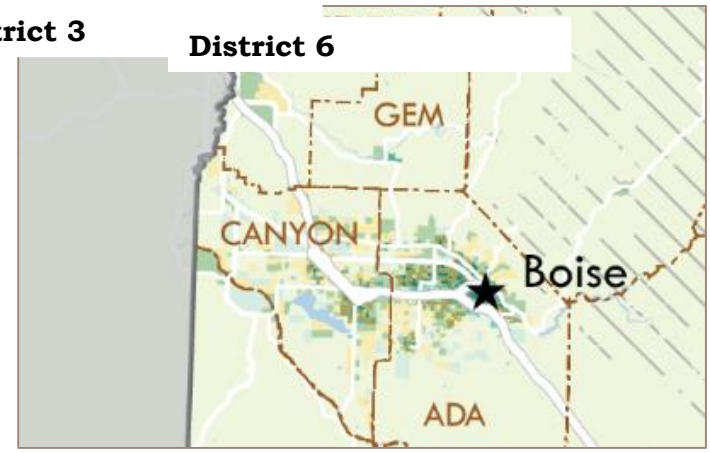


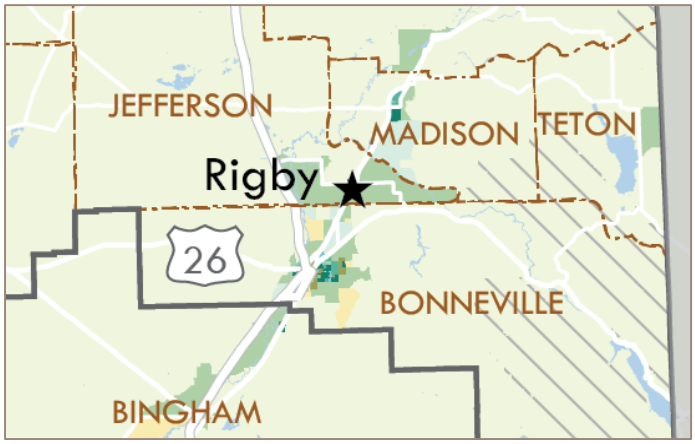
District 1

District 4

District 3

District 6





Future Population and Employment Growth

Consideration of anticipated future changes in population and employment densities can inform where future public transportation infrastructure may be needed. Idaho's five

metropolitan planning organizations (MPOs)[4] forecast future population and employment densities for their service regions out to 2040. Each MPO may have considered additional factors outside of population and employment growth when analyzing future needs. For more detail on their plans see their webpages below:

- Kootenai Metropolitan Planning Organization - https://www.kmpo.net/
- Lewis Clark Valley Metropolitan Planning Organization - http://lewisclarkmpo.org/
- Community Planning Association of Southwest Idaho - http://www.compassidaho.org/
- Bannock Transportation Planning Organization - http://bannockplanning.org/
- Bonneville Metropolitan Planning Organization - http://www.bmpo.org/

Woods & Poole Economics has produced supplementary forecasts for Idaho's less populous communities *outside of MPO regions*.[5] Figure 20 summarizes these forecasts with statewide change from 2010 to 2040.

Figure 20 Idaho Population and Employment Future Forecast

Year		Population	Change			Employment	Change		
		Amount	Amount	%	Avg. Amount Per Year	Amount	Amount	%	Avg. Amount Per Year
2010	Base	1,548,989				620,316			
2040	Forecast	2,425,652	876,663	56.6%	29,222	1,080,334	460,018	74.2%	15,334

Source: KMPO, LCVMPO, COMPASS, BTPO, BMPO, and Woods & Poole Economics, all via ITD 6

For most of the land area in the state, the population density forecast for 2040 remains the same as today—below 0.13 people per acre—and the employment density will remain less than 0.02 jobs per acre. The highest densities of both population and employment are projected to continue to be concentrated in the I-15, I-86, I-84, I-90, and US 20 corridors. The Boise metropolitan area, including northern Ada County and eastern Canyon County, is forecasted to have the highest population and employment density growth through 2040. For specific projections in the Boise metropolitan area see Valley Regional Transit's plan Valley Connect 2.0 https://www.valleyregionaltransit.org/

Estimate of Future Public Transportation Ridership

For the purpose of this statewide plan, future population forecasts and current ridership were used to provide a baseline upon which future public transportation ridership was projected for each district and for each public transit provider across the state. Estimated

[4] Kootenai Metropolitan Planning Organization (KMPO), Lewis Clark Valley Metropolitan Planning Organization (LCVMPO), Community Planning Association of Southwest Idaho (COMPASS), Bannock Transportation Planning Organization (BTPO), and Bonneville Metropolitan Planning Organization (BMPO)

[5] Provided by David Coladner, ITD, November 16, 2016.

[6] Ibid.

future ridership was then analyzed against existing service levels to identify future operational and capital needs for each public transit provider.

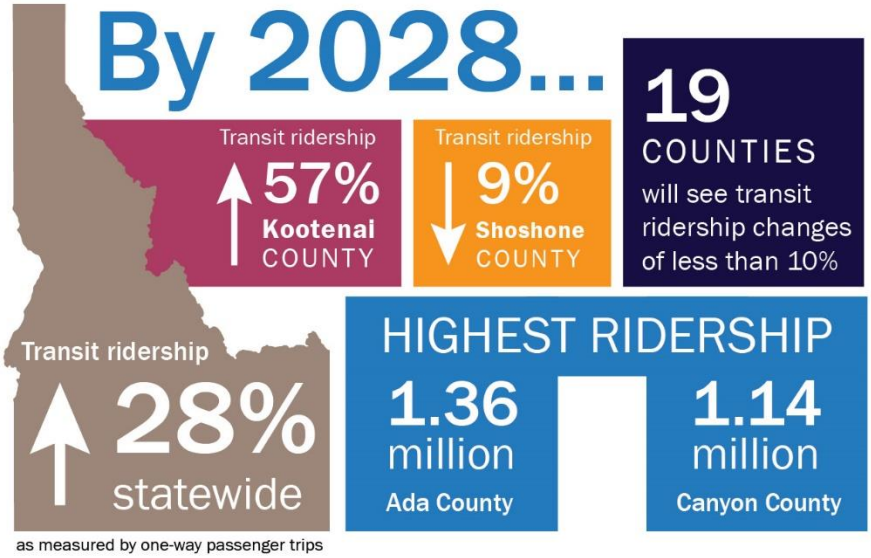
Methodology

Multiple data sources, including population data from the US Census American Community Survey (ACS) 2010-2014 5-year estimates, population forecasts for 2040 at the Transportation Analysis Zone (TAZ) level for the entire state (based on forecasts conducted by MPOs and Woods & Poole), and 2015 ITD provider data, were used to estimate future public transportation ridership. For a more detailed explanation of the forecast methodology, see Appendix D. (http://itd.idaho.gov/pt/)

Analysis

Figure 21 lists the estimated future transit ridership by county and ITD district.

Some key statistics…



- National and regional population projections for 2040 used to estimate 2028 population by county
- Current rates of transit ridership by county (fixed route, demand response, and vanpool) applied to future county population projections
- Result is estimated future transit ridership

It is critical to note that the formula used in this analysis establishes a *baseline* for future needs, and is not intended to capture the maximum transit needs throughout the state. Further analysis such as surveys and stakeholder outreach, transit provider service level changes, tourism, and other factors outside of the per capita change are needed to get at a more robust number of potential public transportation riders on top of the baseline projections in the estimates shown below.

Figure 21 Estimated Future Transit Ridership by County, 2028

District	County	Ridership (2015)				Population 2014	Transit Trips per Capita	Population 2028 (rounded to nearest 100)	Transit Ridership 2028 (rounded to nearest 100)	Percentage Change Ridership 2015-2028
		Fixed Route	Demand Response	Vanpool	Total					
1	Benewah		6,107		6,107	9,149	0.67	9,800	6,500	7
	Bonner	72,002	4,850		76,852	40,899	1.88	51,400	96,500	26
	Boundary		2,078		2,078	10,903	0.19	12,600	2,400	15
	Kootenai	347,170	8,148		355,318	142,783	2.49	224,200	558,000	57
	Shoshone	12,912	1,637		14,549	12,629	1.15	11,500	13,300	-9
2	Clearwater		77		77	8,600	0.01	8,600	100	0
	Idaho		146		146	16,315	0.01	17,400	200	7
	Latah	159,483	10,716	5,814	176,013	37,989	4.63	39,200	181,600	3
	Lewis		34		34	3,822	0.01	3,800	30	0
	Nez Perce	73,908	11,927		85,835	39,655	2.16	42,400	91,700	7
3	Ada	821,830	43,600	139,970	1,005,399	409,239	2.46	552,900	1,358,300	35
	Adams		1,366		1,366	3,908	0.35	4,300	1,500	9
	Boise		932	2,353	3,286	6,880	0.48	8,800	4,200	27
	Canyon	618,894	121,966	66,815	807,676	195,353	4.13	275,700	1,139,900	41
	Elmore		5,817	9,012	14,829	26,349	0.56	26,800	15,100	2
	Gem		4,965	5,723	10,688	16,732	0.64	18,900	12,100	13
	Owyhee	30,432	14,673		45,105	11,412	3.95	12,000	47,500	5
	Payette		7,166		7,166	22,658	0.32	24,800	7,800	9
	Valley		1,169		1,169	9,662	0.12	10,700	1,300	11
	Washington		3,535		3,535	10,068	0.35	10,600	3,700	5
4	Blaine	454,038	3,553	39,990	497,581	21,269	23.39	26,200	612,200	23
	Cassia		4,447		4,447	23,275	0.19	23,900	4,600	3
	Jerome		4,314		4,314	22,580	0.19	24,200	4,600	7
	Minidoka		1,830		1,830	20,191	0.09	22,800	2,100	13
	Twin Falls		52,583		52,583	78,933	0.67	102,000	67,900	29
5	Bannock	218,894	40,074		258,968	83,394	3.11	97,900	304,000	17
	Bear Lake		2,855		2,855	5,941	0.48	6,100	2,900	2
	Bingham	12,161	21,892		34,053	45,558	0.75	51,100	38,200	12
	Caribou		3,295		3,295	6,857	0.48	6,900	3,300	1
	Franklin	12,161	8,143		20,304	12,853	1.58	14,800	23,500	16
	Oneida		2,606		2,606	4,241	0.61	4,500	2,800	7
	Power		3,720		3,720	7,742	0.48	8,300	4,000	9
6	Bonneville	22,880	57,211		80,091	106,703	0.75	135,500	101,700	27
	Butte		3,690		3,690	2,734	1.35	3,100	4,300	15
	Custer		5,783		5,783	4,284	1.35	4,700	6,300	10
	Fremont	3,269	8,173		11,442	13,024	0.88	14,000	12,300	7

	Lemhi		9,049		9,049	7,828	1.16	8,800	10,200	13
	Madison	3,269	8,173		11,442	37,754	0.30	56,300	17,100	49
	Teton	19,913	8,173		28,086	10,212	2.75	11,900	32,700	16
Total		2,883,214	500,476	269,677	3,653,367	1,550,378	2.37	437,390	4,797,000	

Transportation Provider Assessments

Estimating future transit ridership is an inexact science, as the actual decision to ride public transportation is the result of numerous factors that cannot be predicted. However, population growth, in combination with current ridership patterns, can be used as a way of estimating levels of growth, and was the formula used in the Idaho Statewide Plan. This growth must then be translated into service hours and vehicles so transportation stakeholders can understand the financial needs for public transportation in the future.

Methodology

To quantify the operational and capital needs for public transit agencies in Idaho, estimated future public transportation trips by district were assigned to providers using a provider assessment methodology. Seventeen of the twenty-two public transportation providers that receive funding through ITD-PT were included in this analysis; for reasons of data availability, vanpool and university service providers were excluded. The assessments considered the proportion of the district's current total ridership served by each provider and the providers' performance, and identified those providers that will need to increase service from existing levels by 2028 in order to serve estimated future ridership. For more information about the provider assessment methodology and results, see Appendix D (http://itd.idaho.gov/pt/)

Estimated Future Ridership by District

Overall, the largest growth in transit ridership between 2015 and 2028, estimated on the basis of population growth and current rates of transit ridership, will be in District 1, which will see an increase in transit ridership of approximately 49%. District 3, District 4 and District 6 will also see notable growth by 2028 (36%, 23%, and 23%, respectively). District 2 will see the least growth, with an estimated increase of approximately 4% by 2028.

Despite the large growth in Districts 1, 4 and 6, District 3 will see the largest numerical growth in transit ridership (at a minimum estimate almost 700,000 one-way passenger trips). District 3's 2028 transit ridership will represent more than half (54%) of statewide transit ridership in 2028 (a slight increase from, the 52% of statewide transit ridership in 2015). See Figure 22.

For more information on the MPO local plans, visit their webpages below:

- Kootenai Metropolitan Planning Organization - https://www.kmpo.net/
- Lewis Clark Valley Metropolitan Planning Organization - http://lewisclarkmpo.org/
- Community Planning Association of Southwest Idaho - http://www.compassidaho.org/
- Bannock Transportation Planning Organization - http://bannockplanning.org/
- Bonneville Metropolitan Planning Organization - http://www.bmpo.org/

For a more in depth look at the District 3 transit needs in the metropolitan areas, see Valley Regional Transit's Valley Connect 2.0 Plan, which takes into account many of the outlying factors beyond population change. https://www.valleyregionaltransit.org/

Figure 22 Estimated 2028 Transit Ridership by District

District	Transit Ridership (2015)	Transit Ridership (2028)	Percent Change (2015 – 2028)	2028 Ridership as Percent of State Total
1	454,904	676,800	49%	14%
2	262,105	273,600	4%	6%
3	1,900,219	2,591,500	36%	54%
4	560,755	691,400	23%	14%
5	325,802	378,600	16%	8%
6	176,149	215,400	22%	4%
State Total	3,679,934	4,827,217	31%	100%

Figure 23 below shows projected human service and vanpool trips by district for 2028. Data pertaining to current ridership in Districts 1 and 6 was not available, so future trips were not allocated to providers in those areas. Vanpool services are not presently available in Districts 4 and 5, so no future vanpool trips were allocated to those districts.

Figure 23 Estimated 2028 Human Service Transportation and Vanpool Ridership by District

County	Ridership (2015)	Ridership (2028)	Difference (Number)	Difference (Percent)
Demand Response Human Service Transportation				
District 1	No data to project future ridership-			
District 2	9,059	10,299	1,240	14%
District 3	103,844	137,307	33,463	32%
District 4	30,112	36,288	6,116	20%
District 5	2,535	2,881	346	14%
District 6	No data to project future ridership			
SUBTOTAL	**145,550**	**186,775**	**41,225**	**28%**

County	Ridership (2015)	Ridership (2028)	Difference (Number)	Difference (Percent)
Vanpool				
District 1	No data to project future ridership			
District 2	5,814	5,999	185	2%
District 3	223,873	302,046	78,173	35%
District 4	NA	NA	NA	NA
District 5	NA	NA	NA	NA
District 6	No data to project future ridership			
SUBTOTAL	**229,687**	**308,045**	**78,358**	**34%**
TOTAL	375,237	494,820	119,583	32%

Additional Resources Needed by Public Transit Providers to Serve Estimated Future Ridership

Thirteen of the 17 providers assessed will likely require additional vehicle revenue hours of service and larger fleets by 2028 to serve projected ridership and remain within reasonable levels of productivity (one-way passenger trips per vehicle revenue hour), as measured by average productivity rates among groups of national peer transit providers. Based solely upon population changes some agencies will not need any additional vehicle revenue hours, despite the growth in population and ridership, because their projected productivity will remain at or below that of their peers.

In total, the additional service will be about 86,000 vehicle revenue hours for fixed-route services, and 26,800 vehicle revenue hours for demand-response services. District 2 is expected to require the largest increase in fixed-route hours (approximately 38,200), and District 3 is expected to require the largest increase in demand-response hours (approximately 8,800).

In terms of capital needs, this will require a *minimum* of 58 new fixed-route vehicles and 48 new demand-response vehicles. District 6 will require the most new fixed-route vehicles (30), and District 1 will require the most new demand-response vehicles (17). See Figure 24 for a summary by district.

Figure 24 Forecast Transit Provider Needs for Additional Vehicles by 2028, by District

District	Additional Revenue Hours		Additional Vehicles	
	Fixed-Route	Demand-Response	Fixed-Route	Demand-Response
1	28,474	2,193	18	17
2	38,201	82	23	1
3	1,672	8,821	2	10
4	11,557	4,753	8	7
5	-	3,023	-	3
6	5,965	7,902	7	10
Total	85,869	26,774	58	48

5 STRATEGIC DIRECTION FOR PUBLIC TRANSPORTATION IN IDAHO

Community Input

Goals, Objectives, and Strategies for Idaho's Public Transportation Network

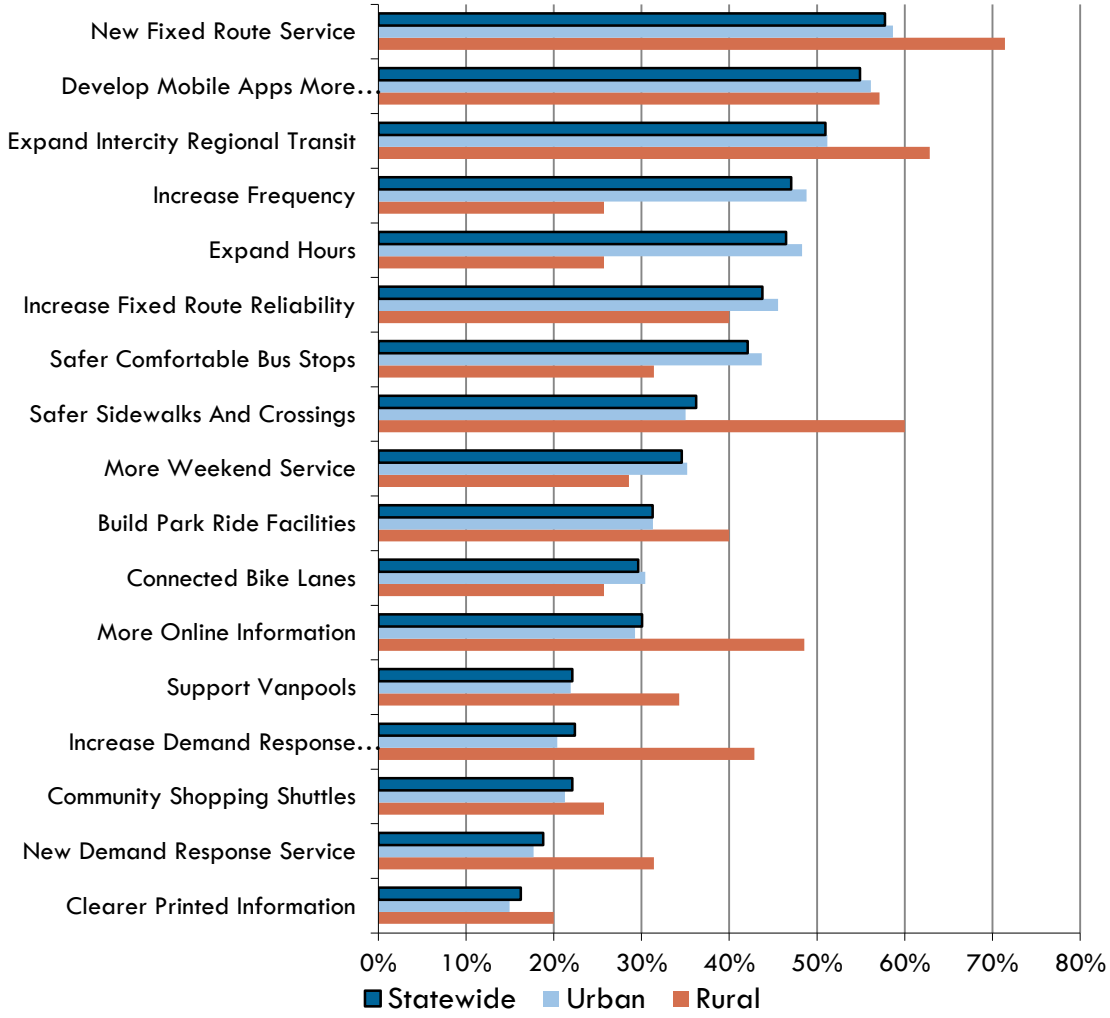
5 STRATEGIC DIRECTION FOR PUBLIC TRANSPORTATION IN IDAHO

This chapter sets forth goals to guide the work of transit providers, ITD-PT, stakeholders, and elected officials in the future as public transportation services are planned, funded, implemented, and operated. Implementation steps toward achievement of each goal are outlined, together with a supporting framework of public transportation tools and recommendations that can be employed to address future needs.

Community Input

As a guide to future transportation system improvements, Figure 25 shows priority service improvements among Design Your Transit System survey respondents.

Figure 25 Service Improvement Priorities, All Design Your Transit System Survey Respondents



Most Popular Priority	New Fixed Route Service	Expand Intercity Regional Transit	Develop Mobile Apps and New Technology	Increase Fixed Route Reliability
District	1,3,4	2	5	6

Opportunities and Potential Solutions

Transportation providers, meeting participants and survey respondents specifically mentioned the following types of solutions to service gaps and other needs Figure 26.

Figure 26 – Opportunities and Potential Solutions

Solutions and Opportunities	District 1	District 2	District 3	District 4	District 5	District 6
Path of travel improvements	X			X		
Bus shelters	X					
Bus park and ride facilities					X	
Expanded service areas	X	X	X			X
Extended hours of service	X	X	X	X	X	X
Expand weekend service		X	X	X	X	X
Increased service frequency		X	X	X	X	X
More funding	X		X	X		
Intercity or out of county services	X	X	X			X
Mobile apps for information, reservations, real time vehicle location	X					X
Technologies: AVL, reservations/scheduling software, power and Wifi on vehicles	X					
Volunteer driver services	X					
Centralized transportation information	X			X	X	X
Travel training		X				
Branding/marketing/outreach		X	X	X	X	X
Coordination and mobility management	X	X	X	X	X	X
Local option transit taxing ability			X			
TNC partnerships			X			
Flexible transportation voucher program					X	

Highlighted Solutions

Potential solutions that were mentioned repeatedly throughout the outreach activities are described in more detail below.

- **Coordination and mobility management:** Creating better linkages between offered services and optimizing resources within a community to improved specialized transportation for a variety of customer groups was mentioned in conversations in all districts.
- **Branding and marketing:** Creating recognizable brands and better informing communities of their transportation options was rated highly as a way to increase ridership.
- **Centralized transportation information:** allowing easy access to information was mentioned frequently in conversations with providers and riders. Respondents identified difficulties navigating the disjointed information regarding area services. This is particularly true in areas where people may have to chain together transit options to reach a destination.
- **Expanded hours and weekend service:** expanded weekend service was rated as one of the top priority improvements in five of the six districts in the open house survey. Additionally, students and workers frequently mentioned the need to travel outside of the 9-to-5 weekday/workday time period.
- **Increased service frequency:** more frequent service routes and options was a priority in most of the districts.
- **Regional travel:** There was a strong desire for more intercity and inter-county travel. This connectivity was highlighted as a need for patients seeking medical services, people with disabilities, and for veterans.

Goals for Idaho's Public Transportation Network

As outlined below, the goals to be addressed by ITD-PT, its partners, and public transportation providers as they implement the Plan have their foundation in the three pillars of ITD's s mission: Your Safety. Your Mobility. Your Economic Opportunity. The goals also reflect the preferences and priorities of public transportation stakeholders, the public, and the advisory groups that provided input to this Plan. Objectives and strategies for achieving them are associated with each goal.

Several themes run through the strategies that can help meet multiple goals or objectives. They provide a policy framework to support the work of ITD-PT and its partner agencies toward achievement of the state's public transportation goals. Cross-cutting issues include:

- **Coordination and Partnerships**
  - Maintaining, developing, and encouraging partnerships among stakeholders for planning and implementation of transportation solutions at the state, regional, and local levels, across transportation modes, will expand the number of effective transportation options available to Idahoans and maximize use of available resources
- **Customer Focus**:
  - Ensure that the customer's experience with public transportation services is at the forefront of service planning and implementation through ongoing public outreach, consideration of the diverse transportation needs of Idahoans, inclusion of a wide range of services and solutions in the public transportation toolbox, and addition of safety/security and service quality measures in the performance monitoring system

- **Education and Promotion**
  - Creation and implementation of a campaign to inform the public and other stakeholders about the availability and benefits of public transportation services throughout the state will be key to developing support for the maintenance, use, and enhancement of the public transportation network
- **Training and Technical Assistance**
  - Provide support and tools for transportation providers as they plan, implement, and deliver services through training and technical assistance from ITD-PT staff and opportunities to receive training from outside sources when possible
- **Invest in Public Transportation Services within the Constraints of Available Funding**
  - Make maximum use of available funding—which may include additional sources in the future—by prioritizing maintenance of the existing public transportation network and expanding or enhancing services as resources allow, and utilizing an enhanced performance monitoring system to inform funding decisions

Goal: Ensure the Safety and Security of Public Transportation

Goal: Encourage Public Transportation as an Important Element of an Effective Multi-Modal Transportation System in Idaho

Goal: Preserve the Existing Public Transportation Network

Goal: Provide a Transportation System that Drives Economic Opportunity

6 FINANCIAL PLAN

Methodology

Resources Needed to Meet Future Needs

Resources Needed to Maintain Existing Services

6 FINANCIAL PLAN

For the 17 providers included in the peer review and agency assessment process, the costs of future service (additional revenue hours) and capital needs (vehicles) were calculated in order to estimate necessary expenditures to maintain service in line with projected ridership growth. The methods and results of these growth calculations are described in Chapter 4, using a population baseline model. Note that estimated vehicle needs are based on the estimated number of future trips to be served, and not on the condition of vehicles currently used in service.

Methodology

For those providers whose future ridership will exceed current service capacity, costs for the additional revenue hours that will be needed to serve those trips were calculated using each provider's 2015 operating cost per revenue hour.

Chapter 4 provides an estimate of the minimum number of fixed-route and demand-response vehicles by provider that will need to be added in order to serve the estimated level of future ridership. Cost estimates for each provider's future vehicle needs were calculated using estimated average prices for a standard 40-foot large urban transit vehicle such as those typically used by Large and Medium urban transit providers, and of smaller transit vehicles such as those typically used for Small Urban and Small Rural providers who offer demand-response and fixed-route service. Idaho's public transportation providers currently use a wider range of vehicle types. However, rather than attempt to estimate the number of each specific type of vehicle that will be needed to serve estimated future ridership, only those two types were factored into this analysis. The number of additional future vehicles needed by service type for each provider was multiplied by these average vehicle costs.

Several key assumptions guided the estimates for total future vehicle expenditures by provider. First, it was assumed that providers in the Large and Medium size categories would purchase standard 40-foot vehicles for future fixed-route service, at an average price of $470,000 per vehicle. Second, it was assumed that Small Urban and Small Rural providers would purchase 26-foot vehicles for future fixed-route service, at an average price of $76,000 per vehicle. Vehicles of this size are currently in use on fixed-route service by Small Urban providers. Third, it was assumed that all providers of demand-response service would purchase the smaller 26-foot vehicles in the future, as is standard practice today.

Resources Needed to Meet Estimated Future Needs

Additional operating and capital resources needed by providers to serve estimated 2028 trips by district are detailed below (Figure 39--Figure 44). Statewide financial needs are summarized by district in Figure 45.

Figure 27 Additional Resources Needed to Serve Estimated 2028 Ridership—District 1

Provider	Operating Budget (2015)	Operating Cost Per Hour (2015)		Additional Revenue Hours Needed (2028)		Additional Operating Cost		Total Operating Cost (2028)	% Increase over 2015	Capital Budget (2015)	Additional Vehicles Needed (2028)		Additional Capital Cost	Total Capital Needs (2028)
		FR*	DR**	FR	DR	FR	DR				FR	DR		
CDA (CityLink)	$1,491,247	$57	$71	15,116	2,193	$868,534	$155,134	$2,514,914	62%	$154,679	10	17	$5,992,000	$6,146,679
Shoshone County - Silver Express	$158,448	$52	$27	2,814	0	$145,206	$0	$303,654	67%	n/a[7]	2	0	$152,000	$152,000
Valley Vista Care - Benewah Area Transit	$143,555	$0	$33	0	0	$0	$0	$143,555	0%	n/a	0	0	$0	$0
SPOT (Dover)	$421,642	$36	$21	10,543	0	$382,375	$0	$804,017	131%	$116,830	6	0	$456,000	$572,830
District 1 Total	$2,214,892			28,474	2,193	$1,396,115	$155,134	$3,766,141	71%	$271,509	18	17	$6,600,000	$6,871,509

Figure 28 Additional Resources Needed to Serve Estimated 2028 Ridership—District 2

Provider	Operating Budget (2015)	Operating Cost Per Hour (2015)		Additional Revenue Hours Needed (2028)		Additional Operating Cost		Total Operating Cost (2028)	% Increase over 2015	Capital Budget (2015)	Additional Vehicles Needed (2028)		Additional Capital Cost	Total Capital Needs (2028)
		FR	DR	FR	DR	FR	DR				FR	DR		
Nez Perce Tribe (NPT), Appaloosa Express	$230,921	$24	$35	0	0	$0	$0	$230,921	0%	n/a	0	0	$0	$0
Lewiston Transit	$692,326	$55	$194	7,237	0	$395,666	$0	$1,087,992	55%	n/a	6	0	$456,000	$456,000
Regional Public Transportation (SMART)	$562,816	$66	$59	30,964	82	$2,042,278	$4,822	$2,609,916	289%	n/a	17	1	$1,368,000	$1,368,000
District 2 Total	$1,486,063			38,201	82	$2,437,944	$4,822	$3,928,829	135%	n/a	23	1	$1,824,000	$1,824,000

[7] 2015 capital budget figures were not available for all providers

Figure 29 Additional Resources Needed to Serve Estimated 2028 Ridership—District 3

Provider	Operating Budget (2015)	Operating Cost Per Hour (2015)		Additional Revenue Hours Needed (2028)		Additional Operating Cost		Total Operating Cost (2028)	% Increase over 2015	Capital Budget (2015)	Additional Vehicles Needed (2028)		Additional Capital Cost	Total Capital Needs (2028)
		FR	DR	FR	DR	FR	DR				FR	DR		
Valley Regional Transit	$9,364,214	$83	$59	1,672	8,821	$138,098	$524,683	$10,026,995	7%	n/a	2	10	$1,700,000	$1,700,000
Treasure Valley Transit	$2,208,939	$73	$41	0	0	$0	$0	$2,208,939	0%	n/a	0	0	$0	$0
District 3 Total	$11,573,153			1,672	8,821	$138,098	$524,683	$12,235,933	6%	n/a	2	10	$1,700,000	$1,700,000

Figure 30 Additional Resources Needed to Serve Estimated 2028 Ridership—District 4

Provider	Operating Budget (2015)	Operating Cost Per Hour (2015)		Additional Revenue Hours Needed (2028)		Additional Operating Cost		Total Operating Cost (2028)	% Increase over 2015	Capital Budget (2015)	Additional Vehicles Needed (2028)		Additional Capital Cost	Total Capital Needs (2028)
		FR	DR	FR	DR	FR	DR				FR	DR		
Mountain Rides Transportation Authority	$1,910,288	$68	$48	11,557	24	$785,130	$1,135	$2,696,553	33%	$1,219,889	8	1	$3,836,000	$5,055,889
Trans IV-College of Southern Idaho	$658,971	$0	$49	0	4,729	$0	$232,144	$891,115	34%	n/a	0	6	$456,000	$456,000
District 4 Total	$2,569,259			11,557	4,753	$785,130	$233,279	$3,587,668	33%	$1,219,889	8	7	$4,292,000	$5,511,889

Figure 31 Additional Resources Needed to Serve Estimated 2028 Ridership—District 5

Provider	Operating Budget (2015)	Operating Cost Per Hour (2015)		Additional Revenue Hours Needed (2028)		Additional Operating Cost		Total Operating Cost (2028)	% Increase over 2015	Capital Budget (2015)	Additional Vehicles Needed (2028)		Additional Capital Cost	Total Capital Needs (2028)
		FR	DR	FR	DR	FR	DR				FR	DR		
Pocatello Regional Transit	$2,396,523	$43	$42	0	3,023	$0	$127,412	$2,523,935	6%	$54,238	0	3	$228,000	$282,238
District 5 Total	$2,396,523			0	3,023	$0	$127,412	$2,523,935	6%	$54,238	0	3	$228,000	$282,238

Figure 32 Additional Resources Needed to Serve Estimated 2028 Ridership—District 6

Provider	Operating Budget (2015)	Operating Cost Per Hour (2015)		Additional Revenue Hours Needed (2028)		Additional Operating Cost		Total Operating Cost (2028)	% Increase over 2015	Capital Budget (2015)	Additional Vehicles Needed (2028)		Additional Capital Cost	Total Capital Needs (2028)
		FR	DR	FR	DR	FR	DR				FR	DR		
Targhee Regional Public Transportation Authority	$1,636,354	$29	$36	0	7,277	$0	$259,331	$1,895,685	21%	n/a	0	8	$608,000	$608,000
Driggs, City of	$132,868	$38	$0	5,302	0	$200,908	$0	$333,776	151%	n/a	5	0	$380,000	$380,000
Lemhi County	$133,791	$0	$126	0	625	$0	$78,866	$212,657	26%	n/a	0	2	$152,000	$152,000
Southern Teton Area Rapid Transit (START)	$320,202	$105	n/a	663	n/a	$69,698	n/a	$389,900	22%	n/a	2	n/a	$940,000	$940,000
Valley Vista Care - Lost River Area Transit	$153,110	$0	$57	0	0	$0	$0	$153,110	0%	n/a	0	0	$0	$0
District 6 Total	$2,376,143			5,965	7,902	$270,606	$338,197	$2,985,128	26%	n/a	7	10	$2,080,000	$2,080,000

Figure 33 Statewide Additional Resources Needed to Serve Estimated 2028 Ridership, by District

Provider	Operating Budget (2015)	Additional Revenue Hours Needed (2028)		Additional Operating Cost		Total Operating Cost (2028)	% Increase over 2015	Capital Budget (2015)	Additional Vehicles Needed (2028)		Additional Capital Cost	Total Capital Needs (2028)
		FR	DR	FR	DR				FR	DR		
District 1 Total	$2,214,892	28,474	2,193	$1,396,115	$155,134	$3,766,141	71%	$271,509	18	17	$6,600,000	$6,871,509
District 2 Total	$1,486,063	38,201	82	$2,437,944	$4,822	$3,928,829	135%	n/a	23	1	$1,824,000	$1,824,000
District 3 Total	$11,573,153	1,672	8,821	$138,098	$524,683	$12,235,933	6%	n/a	2	10	$1,700,000	$1,700,000
District 4 Total	$2,569,259	11,557	4,753	$785,130	$233,279	$3,587,668	33%	$1,219,889	8	7	$4,292,000	$5,511,889
District 5 Total	$2,396,523	0	3,023	$0	$127,412	$2,523,935	6%	$54,238	0	3	$228,000	$282,238
District 6 Total	$2,056,123	5,302	7,902	$200,908	$338,197	$2,595,228	28%	n/a	5	10	$1,140,000	$1,140,000
Statewide Total	**$22,616,214**	**85,869**	**26,774**	**$5,027,893**	**$1,383,526**	**$29,027,634**	**28%**	**$1,545,636**	**58**	**48**	**$16,724,000**	**$18,269,636**

District 1 shows the greatest need for additional capital investment over the next ten years, driven primarily by the projected need for 27 new vehicles to be added to the CDA (CityLink) fleet (Figure 46). District 4 is projected to require additional capital investments of over $4 million due to the need to expand the fleets of both Mountain Rides Transportation Authority and Trans IV – College of Southern Idaho (Figure 49). The greatest need for investment in additional revenue hours is in District 2 (Figure 47); Regional Public Transportation (SMART) will need to add 18 additional vehicles in order to provide enough service to meet future demand.

Statewide, nearly 113,000 additional revenue hours will be needed by 2028 to meet future demand, totaling over $6 million in additional annual operating expenses. The statewide fleet will need to expand by 58 fixed-route vehicles and 48 demand-response vehicles, requiring nearly $17 million in additional capital expenditures.

Resources Needed to Maintain Existing Network of Services

The public transportation providers that receive federal transit funding, either directly from FTA or through ITD-PT, received a total $25.6 million in operating assistance from federal, state, and local sources in 2015, and a total of $2.2 million in capital assistance. These providers represent the majority of the organizations that provide public transportation services in Idaho, but a number of other public and nonprofit entities operate transportation services and are not included in those totals. The total of $27.8 million in annual operating and capital funding is therefore a conservative estimate of the amount of support that will be needed to maintain the existing level of public transportation services in the future.

7 IMPLEMENTATION PLAN

Timeframe

Roles and Responsibilities

7 IMPLEMENTATION PLAN

Timeframe

The implementation timeframe for the Idaho Public Transportation Plan is estimated around five years, or until such time as an updated version of the Plan is developed, and will be used as a living document.

During that time, ITD-PT, providers of public transportation services, advisory groups such as PTAC and IWG, partner organizations, and other stakeholders will work together to address the suggested goals and objectives identified in the Plan.

Roles and Responsibilities

Recommended roles among Idaho's public transportation stakeholders related to the action items associated with each of the Plan's goals and objectives are presented in Figure 34. Implementation of specific action items will be supported by a focus on the cross-cutting themes discussed in Chapter 5, including:

- Coordination and Partnerships
- Customer Focus
- Education and Promotion
- Training and Technical Assistance
- Investment in Public Transportation Services within the Constraints of Available Funding

Figure 34 Action Plan Roles and Responsibilities

Deliverables	ITD Mission	Roles and Responsibilities				
	SAFETY	**ITD-PT Office**	**Transit Providers**	**Advisory Groups**	**Partner Organizations**	**Stakeholders**
Goal	**Ensure the safety and security of public transportation**					
Objective	***Promote the safety of transit and its riders by utilizing performance measures and funding as it relates to safety and security.***					
Action Item	Capital investments for bus stops, transit centers, and paths of travel	X	X	X	X	X
Action Item	Funding to support state of good repair/TAM	X	X	X		
Action Item	ISP partnership for vehicle inspections	X	X			
Action Item	Funding and technical assistance for technology to support passenger and operational safety	X	X			
Action Item	Safety and security performance measures	X	X	X		
	MOBILITY					
Goal	**Encourage public transportation as an important element of an effective multi-modal transportation system in Idaho**					
Objective	***Promote and help educate on what public transportation is***					
Action Item	Share information about public transportation performance and value	X	X	X	X	X
Action Item	Incorporate performance measures into funding decisions	X	X	X		

Deliverables	ITD Mission	Roles and Responsibilities				
	MOBILITY	**ITD-PT Office**	**Transit Providers**	**Advisory Groups**	**Partner Organizations**	**Stakeholders**
Action Item	Using the Transit Toolbox outlined in the Plan (Appendix E), identify and implement the most appropriate types of public transportation service for different areas and types of transit needs	X	X	X	X	X
Action Item	Develop and implement ongoing processes to obtain input from the public and other state agencies on needs, services, strategies, and solutions	X	X	X	X	X
Action Item	Encourage and support coordination and partnerships between providers and stakeholders at all levels	X	X	X	X	X
Action Item	Encourage better linkages between services and optimizing resources to improve specialized transportation services	X	X		X	X
Goal	**Preserve the Existing Public Transportation Network**					
Objective	***Provide support and tools to enable providers to maintain existing levels of service***					
Action Item	Distribute federal and state funding to enable providers to maintain current levels of safe, reliable, convenient, accessible, and affordable mobility options	X	X	X		

Deliverables	ITD Mission	Roles and Responsibilities				
	MOBILITY	**ITD-PT Office**	**Transit Providers**	**Advisory Groups**	**Partner Organizations**	**Stakeholders**
Action Item	Build upon and enhance existing performance measures to identify strengths and weaknesses of the existing network, document use, and demonstrate value	X	X	X		
Action Item	Create recognizable brands and provide easy access to information about transportation options in communities	X	X		X	
Action Item	Consider investing in technology systems that contribute to more efficient and sustainable service delivery	X	X	X		X
Action Item	Monitor the performance of current and future public transportation services	X	X	X		
Action Item	Use ITD-PT's TAM plan to monitor the condition of vehicles and facilities	X	X			
Objective	***Enhance or expand services as resources become available***					
Action Item	Identify and seek out opportunities to apply for available federal, state, and local funds to address identified unmet needs	X	X			
Action Item	Establish performance standards for new or expanded services	X	X	X		
Action Item	Use the Transit Toolbox to identify the most appropriate new or expanded service for an area	X	X	X	X	X

	ECONOMIC OPPORTUNITY	ITD-PT Office	Transit Providers	Advisory Groups	Partner Organizations	Stakeholders
Goal	**Provide a Transportation System that Drives Economic Opportunity**					
Objective	***Take advantage of public transportation's ability to provide access to jobs for current and future employees***					
Action Item	Work with Idaho Department of Commerce, economic development organizations, and partners to ensure that public transportation is considered as part of efforts to attract employers	X	X	X	X	
Action Item	Highlight public transportation as a safe, affordable, reliable option for work travel	X	X	X	X	X