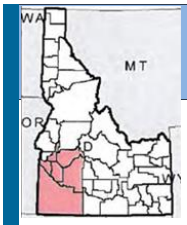


IDAHO'S MOBILITY AND ACCESS PATHWAYS

Southwest Idaho's (3C)
Local Mobility Management Network (LMMN)

LOCAL MOBILITY MANAGEMENT NETWORK 3C MOBILITY PLAN

September 30, 2009

Prepared for the

3C Local Mobility Management Network

Contents

1. Introduction

Idaho's Transportation Vision 2004–2034 stated that "public transportation will need to play a key role within communities in Idaho's future transportation system." This visioning document, developed through a comprehensive statewide planning process, highlighted that with a changing population—one that is aging, is relatively prosperous, and has expectations for convenient services—rising operational costs, and anticipated growth in western states, public transportation plays an increasingly relevant and significant role in moving people. According to *Idaho's Transportation Vision*, "transportation of the future must be planned, preserved, developed, operated, and maintained in a fully integrated manner."

Idaho's Local Mobility Management Networks (LMMNs) have created plans that will guide the development of mobility services and infrastructure throughout Idaho. Clearly the focus of this effort is on alternatives to the private automobile, including public transit, bicycles and pedestrians, private sector operators, commercial aviation, and other transportation modes that may be practical, given Idaho's diverse LMMNs. This plan covers a six-county area in Idaho Transportation Department's District 3 called the"3C LMMN," which includes Ada, Boise, Canyon, Elmore, Gem, and Owyhee counties. The other LMMNs in District 3 are 3A and 3B.

IMAP

The purpose of this planning process is twofold. The first is to continue moving forward on "Idaho's Mobility and Access Pathway" (IMAP), a statewide planning process through which Idaho's 17 LMMNs are striving to coordinate and enhance transportation and mobility options. The second purpose is to meet the requirements of the Federal Transit Administration's (FTA) rules regarding development of a coordinated transportation plan for any locale to receive funds from the FTA.

IMAP's approach to public transportation reflects the emergence of a new paradigm and the implementation of a system based on the fundamentals of true "mobility management." *Mobility management is an institutional state of mind that emphasizes moving people instead of the mode of transportation.* This approach is consistent with principles and priorities of *Idaho's Transportation Vision*, which advocates that Idahoans generate the preferred future through a series of principles and priorities:

Principles:

- Mobility for all users
- Compatibility with the environment
- Preservation of community assets
- Flexibility and responsiveness

Priorities:

- Integrate the transportation system
- Support quality of life
- Provide flexible funding
- Integrate transportation and land-use planning
- Support choices for all individuals

IMAP presents Idaho's mobility management vision and scope within a new paradigm for working with and furthering comprehensive mobility management in Idaho. IMAP describes how the state and its many stakeholders will restructure and refocus themselves to generate a meaningful "Statewide Mobility Management Plan" through a deliberate effort to meet customers' needs through the leadership, support, and coordination of local efforts.

Assumptions

IMAP goals and objectives are based on four assumptions that emerged during stakeholder input and dialogue during its development:

1) Current and potential users – whether they are daily commuters, transit dependent individuals, tourists, or others – are the primary customer for all mobility management efforts.

2) The mobility network starts at the local level and is led by local efforts. In this context, "local" is intended to be a collection of local leaders, stakeholders, and individuals working together within a meaningful service area, as opposed to following specific geographic boundaries. This service area extends through a geographic location that intersects with the neighboring mobility network. Local networks combine to create an ITD District Network, which is then combined with other ITD District Networks to form the Statewide Network. The network describes what exists; it informs the "Mobility Management Plan," which is the proposed action that results after analyzing the network, the needs of the customers, and connectivity opportunities.

3) The process of aggregating those different networks generates opportunities for coordination and connectivity, to be supported and developed at the most appropriate level.

4) Public transportation is relevant in Idaho. Increased urbanization and traffic congestion in some parts of the state, coupled with a variety of geography and remote rural areas—and the diverse issues inherent to those different environments—challenge us to find the most appropriate solution possible to the service area demographic.

2. Federal Planning Requirements

Introduction

In August 2005, Congress passed the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), legislation that provides funding for highway and transit programs. SAFETEA-LU includes new planning requirements for FTA's Section 5310 (Elderly Individuals and Individuals with Disabilities), Section 5316 (Job Access and Reverse Commute – JARC), and Section 5317 (New Freedom) Programs, requiring that projects funded through these programs "must be derived from a locally developed, coordinated public transit- human services transportation plan." This provision is aimed at improving transportation services for persons with disabilities, older adults, and individuals with lower incomes, and ensuring that communities are coordinating transportation resources provided through multiple federal programs.

Coordinated Transportation Plan Elements

FTA guidance defines a coordinated public transit-human service transportation plan as one that identifies the transportation needs of individuals with disabilities, older adults, and people with low incomes; provides strategies for meeting those local needs; and prioritizes transportation services for funding and implementation. The plan has several required elements:

- An assessment of available services that identifies current providers (public, private, and non-profit);
- An assessment of transportation needs for individuals with disabilities, older adults, and people with low incomes;
- Strategies, activities and/or projects to address the identified gaps and achieve efficiencies in service delivery; and
- Relative priorities for implementation based on resources, time, and feasibility for implementing specific strategies/activities.

Idaho's Approach to the New Planning Requirements

The ITD administers the Section 5310, JARC, and New Freedom Programs for the state. ITD's Division of Public Transportation manages these funding programs and developed an application and planning process in IMAP to meet SAFETEA-LU's requirements. Future projects funded through Section 5310, JARC, and New Freedom Programs will be derived from the locally developed plans.

Ideally, the coordinated planning effort is not solely limited to the Section 5310, JARC, and New Freedom Programs. As noted in the federal guidance, while the plan is only required in communities seeking funding under one or more of the three specified FTA programs, a coordinated plan should also incorporate activities offered under other programs sponsored by federal, state, and local agencies to greatly strengthen its impact. Therefore, this plan includes information on additional federal and state programs that fund public transit and human services transportation. This plan also covers the variety of transportation services offered in the LMMN and not just those funded through the three programs for which the coordinated transportation plan is required.

SAFETEA-LU also requires that the coordinated plan be "developed through a process that includes representatives of public, private, and non-profit transportation and human services providers and participation by members of the public." The guidance notes that states and communities may approach the development of a coordinated plan in different ways. The ITD approach is broad and incorporates multiple strategies to ensure appropriate and comprehensive involvement and participation. The 3C LMMN plan responds to federal requirements established by SAFETEA-LU to develop a coordinated human service transportation plan, and it examines the potential to improve service efficiencies and to complement, through transportation coordination activities, existing public services provided in the six-county area.

Funding Program Descriptions

Valley Regional Transit (VRT) has jurisdiction over public transit services in Ada and Canyon Counties[1]. The Community Planning Association of Southwest Idaho (COMPASS), the Metropolitan Planning Organization (MPO) for northern Ada County and Canyon County (the Nampa Urbanized Area), is responsible for developing the region's long-range transportation plan, ensuring that the Transportation Improvement Program (TIP) is consistent with that plan, and supporting the development of a comprehensive multi-modal transportation system.

VRT administers FTA funds in the large urbanized area (200,000 + population [northern Ada County]). ITD administers FTA funds in rural (less than 50,000 population) and small urbanized areas (50,000 to 199,999 populations).

1 Idaho Statute: Title 40-Chapter 21

Table 1: Transportation Funding Overview/Administering Agencies

Program Name	Description	*Category/* **Responsible Agency**
Job Access & Reverse Commute Program (5316 - aka JARC)	To provide funding for local programs that offer job access and reverse commute services to provide transportation for low income individuals who may live in the city core and work in suburban locations.	*Large Urban/* **Valley Regional Transit** *~ AND ~* *Small Urban/Rural* **ITD Administered**
New Freedom Program (5317)	To encourage services and facility improvements to address the transportation needs of persons with disabilities that go beyond those required by the Americans with Disabilities Act. Provides a new formula grant program for associated capital and operating costs.	*Large Urban/* **Valley Regional Transit** *~ AND ~* *Small Urban/Rural* **ITD Administered**
Elderly Persons and Persons with Disabilities (5310)	Provides funding through a formula program to increase mobility for the elderly and persons with disabilities.	*Statewide/District 3/* **ITD Administered**
Formula Grants for Other Than Urbanized Areas (5311)	Provides capital and operating assistance for rural and small urban public transportation systems.	*Statewide/District 3* **ITD Administered**
Vehicle Investment Program (VIP)	States funds used to expedite the purchase of public transit vehicles in transit programs administered by the ITD Public Transportation Division.	*Statewide* **ITD Administered**

As a part of its applications process for FTA funds, ITD suggests getting letters of support from relevant organizations.

In order to be eligible to receive a letter of support and to have projects be eligible for inclusion in the TIP, applicants who intend to apply to ITD for FTA funds in Ada and Canyon counties must first submit a short application to COMPASS during the application process.

In addition to applications for the VRT administered funds, VRT and COMPASS are requesting that (for projects in Ada and Canyon County only) applicants for FTA funds made available through ITD first submit applications to COMPASS. This is to ensure that projects are consistent with the *3C Local Mobility Plan* and the goals and responsibilities of COMPASS and VRT to provide comments and guidance to ITD on projects within Ada and Canyon counties will be met.

The following are the available FTA funding programs. The descriptions are excerpts from FTA fact sheets. The full documents are available via links to FTA guidance as provided. Eligible activities for the four FTA programs are defined in the FTA circulars and summarized below. A thorough review of the FTA Circulars is necessary for a complete understanding of eligible activities. These documents are available on the FTA website or COMPASS can provide a printed copy upon request.

Funding Programs: Purpose/Eligibility

ITD Administered Programs

5310: Elderly Persons and Persons with Disabilities

Purpose: Provides funding through a formula program to increase mobility for the elderly and persons with disabilities.
http://www.fta.dot.gov/laws/circulars/leg_reg_6622.html

Eligible Activities: Funds for the Section 5310 program are available for capital expenses as defined in Section 5302(a)(1) to support the provision of transportation services to meet the special needs of elderly persons and persons with disabilities. Some examples of types of capital expenses include, but are not limited to: buses, vans, radios and communication equipment, vehicle shelters, wheelchair lifts and restraints, vehicle rehabilitation, preventative maintenance, extended warranties, etc.
http://www.fta.dot.gov/documents/C9070.1F.pdf

5311: Other Than Urbanized Area Formula Program

Purpose: Provides capital and operating assistance for rural and small urban public transportation systems.
http://www.fta.dot.gov/laws/circulars/leg_reg_6519.html

Eligible capital expenses include the acquisition, construction, and improvement of public transit facilities and equipment needed for safe, efficient, and coordinated public transportation system as well as certain other expenses classified as capital in Section 5302(a)(1). Net operating expenses are eligible for assistance. Net operating expenses are those expenses that remain after the provider subtracts operating revenues from eligible operating expenses. Administrative costs may also be considered for funding under this category in non-urbanized areas.
http://www.fta.dot.gov/documents/FTA_C_9040.1F.pdf

Vehicle Investment Program (VIP)

Purpose: VIP awards are at the discretion of the ITD Board. Applicants are considered for VIP funding if federal capital funds were recommended for the purchase of a vehicle with Section 5310, 5311, 5311(f), 5316 or 5317 funds, *and local funds are available for match.*

ITD and VRT Administered Programs

5316: Job Access & Reverse Commute Program

Purpose: To provide funding for local programs that offer job access and reverse commute services to provide transportation for low income individuals who may live in the city core and work in suburban locations. http://www.fta.dot.gov/laws/circulars/leg_reg_6623.html

Funds from the JARC program are available for capital, planning, and operating expenses that support the development and maintenance of transportation services designed to transport low-income individuals to and from jobs and activities related to their employment and to support reverse commute projects. http://www.fta.dot.gov/laws/circulars/leg_reg_6623.html

5317: New Freedom Program

Purpose: To encourage services and facility improvements to address the transportation needs of persons with disabilities that go beyond those required by the Americans with Disabilities Act. Provides a new formula grant program for associated capital and operating costs.
http://www.fta.dot.gov/laws/circulars/leg_reg_6624.html

New Freedom Program funds are available for capital and operating expenses that support new public transportation services beyond those required by the Americans with Disabilities Act of 1990 (ADA) and new public transportation alternatives beyond those required by the ADA designed to assist individuals with disabilities with accessing transportation services, including transportation to and from jobs and employment support services. For the purpose of the New Freedom Program, "new" service is any service or activity that was not operational on August 10, 2005, and did not have an identified funding source as of August 10, 2005, as evidenced by inclusion in the Transportation Improvement Plan (TIP) or the STIP. In other words, if not for the New Freedom Program, these projects would not have consideration for funding and proposed service enhancements would not be available for individuals with disabilities.
http://www.fta.dot.gov/laws/circulars/leg_reg_6624.html

Estimates of available funding are in Appendix C.

Eligible Subrecipients/ApplicantsVRT is the designated recipient for 5316 and 5317 funds in urban areas, meaning that grant funds are disbursed directly to VRT and do not go through ITD. Other grant applicants will have sub-recipient status; grant funds will be disbursed to them via VRT. FTA defines eligible sub-recipients as follows (identical in both 5316 and 5317 Programs):

There are three categories of eligible sub recipients of JARC/New Freedom funds:

a. Private non-profit organizations;

b. State or local governmental authority; and

c. Operators of public transportation services, including private operators of public transportation services

Matching Funds for Section 5310, JARC, and New Freedom Programs

FTA guidance notes that matching share requirements are flexible to encourage coordination with other federal programs. The required local match may be derived from other non-Department of Transportation federal programs. Examples of programs that are potential sources of local match include employment training, aging, community services, vocational rehabilitation services, and Temporary Assistance for Needy Families (TANF).

Matching requirements are defined in FTA circulars and included in Appendix D.

Table 2: Projected Fiscal Year Application Timeline for 2006-2009 Grant Funds

	COMPASS	ITD (Anticipated 2011 Application Process)
August 2009	**COMPASS Announces Call for Projects**	
September 22, 2009	**Ada/Canyon Mandatory Coordination Meeting**	
September 30, 2009		Local Mobility Network Plan Updates Due from each LMMN
November 20, 2009	**Short Applications due to COMPASS**	
December 1, 2009		ITD's application packet available
January 5, 2010	**Regional Coordination Council (RCC) Scores and Ranks Short Applications**	
January 15, 2010		Summary of Proposed Applications Due to ITD
Week of January 18, 2010		Meetings to Coordinate Applications
February 4, 2010		Legal Notice Due for Public Hearing on FY2011 Applications
February 17, 2010	**COMPASS Staff Presents Project Ranking to VRT Board for Approval**	
February 28, 2010		ITD Applications Due
Weeks of March 22 and 29, 2010		District Coordination Committee (DCC) meetings
April 27, 2010		Public Transportation Advisory Committee (PTAC) meeting

3. Plan Overview, Goals, and Objectives in 3C LMMN

Plan Development Summary

In July 2009, COMPASS took an active role in the IMAP process by providing staff support to the District 3 IMAP Coordinator to update the 3C LMMN plan. Acting on behalf of the District 3 Coordinator, COMPASS mailed out notifications and information about IMAP outreach meetings, scheduled meetings, compiled notes from the meetings, and drafted the 2009 3C LMMN Plan update.

The Planning Process in 3C LMMN

In early July 2009, COMPASS and VRT representatives met with ITD representatives and the District 3 IMAP Coordinator about the update of the 3C LMMN Plan. COMPASS offered staff support to the District 3 Coordinator for the effort, and he accepted the offer.

To help get the word out about the plan update, COMPASS created a brochure describing the IMAP process, as well as the tasks and responsibilities of the 3C LMMN. COMPASS also drafted a letter explaining the 3C planning process and provided a calendar of key dates and meetings (also posted on the COMPASS Web site). The brochure and a letter, signed by the District 3 Coordinator, were mailed to elected officials, service providers, planning staffs, bike/pedestrian representatives, and other identified stakeholders in the 3C LMMN (over 400 recipients). Following this, COMPASS staff continued distributing information about the planning process via emails, phone calls, and updates to the website.

The planning process was designed to identify values, needs, and strategies based on individual input from stakeholders, input received at public meetings, and other feedback. The planning process included seven outreach meetings throughout the six counties of the 3C LMMN to identify mobility and transportation needs and three meetings to define strategies. In addition to the public meetings, there were numerous opportunities to review and comment on draft documents sent via email to meeting participants and available on the Mobility Idaho website at http://www.mobilityidaho.org/.

The demographics profile information was updated and analyzed to include potential destinations and travel patterns – that is, where people live and were they are going – both internal and external to the LMMN (Chapter 4). The inventory of existing services was also updated (Chapter 5).

Every outreach meeting included a discussion about a sponsor for the 3C plan, and from these discussions emerged a consensus for a 3C Sponsor Group as the representative of the 3C LMMN and the sponsor of the updated plan. The Sponsor Group includes the members of VRT's Regional Coordination Council (RCC),

representatives from Boise, Elmore, Gem, and Owyhee counties, as well as any other stakeholders wanting to participate. RCC is a standing committee of VRT, and represents a number of human service/transportation providers and users including limited-English speaking populations, low-income advocates, elderly advocates, transportation service providers, local governments, blind and/or visually impaired, education programs, transit riders/consumers, State Department of Labor, State Department of Health and Welfare, persons with disabilities, and neighborhood associations.

The development of the *3C Local Mobility Plan* also took into account the following existing local plans within the 3C Local Network. The needs and strategies compiled in the plan considered the following documents:

- Valley Regional Transit *Transportation Service Coordination Plan*
- *Communities in Motion* Regional Transportation Plan
- Ada County Comprehensive Plan
- Ada County Highway District *Roadways to Bikeways Bicycle Master Plan*
- City of Boise Comprehensive Plan
- City of Meridian Comprehensive Plan
- City of Meridian Pathways Plan
- City of Eagle Comprehensive Plan
- City of Garden City Comprehensive Plan
- City of Kuna Comprehensive Plan
- City of Star Comprehensive Plan
- Canyon County Comprehensive Plan
- City of Caldwell Comprehensive Plan
- City of Nampa Comprehensive Plan
- City of Middleton Comprehensive Plan
- City of Notus Comprehensive Plan
- City of Parma Comprehensive Plan
- City of Greenleaf Comprehensive Plan
- City of Wilder Comprehensive Plan
- Owyhee County Comprehensive Plan
- Gem County Comprehensive Plan

- City of Emmett Comprehensive Plan
- Elmore County Comprehensive Plan
- City of Mountain Home Comprehensive Plan
- Boise County Comprehensive Plan
- City of Horseshoe Bend Comprehensive Plan
- City of Crouch Comprehensive Plan
- Boise River Trails Plan 2009

Outreach Meetings

The District 3 Coordinator and COMPASS staff conducted a series of outreach meetings throughout the six counties to establish needs in 3C LMMN.

Table 3: Outreach Schedule

County	Location	Date	Time
Boise	Horseshoe Bend City Hall	July 21 , 2009	10 AM
Gem	Emmett City Council Chambers	July 23, 2009	10 AM
Ada	Meridian City Hall	July 27, 2009	10 AM
Elmore	Mountain Home City Council Chambers	July 28, 2009	10 AM
Canyon	Nampa City Hall	August 4, 2009	10 AM
Canyon	Vinyard Suites, Caldwell	August 4, 2009	1 PM
Ada	Boise City Hall	August 6, 2009	10 AM
Owyhee	Marsing Senior Center	August 10, 2009	1 PM

Following this outreach process, COMPASS held three meetings at the College of Western Idaho in Nampa on August 17, 2009, to provide opportunities to review the value statement and list of needs for the entire six-county 3C LMMN, and to discuss strategies to meet the needs. The meeting times were at 10:00 a.m.-12:00 p.m., 1:00p.m. -3:00 p.m. and 5:00 p.m.-7:00 p.m. The format and agenda were the same in each meeting. COMPASS staff facilitated the three meetings, compiled all notes and drafted the 3C LMMN plan update. The sign-up sheets from all of the outreach meetings are included in Appendix G.

Approval and Adoption Process

The Sponsor Group met on September 8, 2009, to prioritize the strategies for the 3C LMMN plan update, and to discuss the structure and makeup of the 3C LMMN Sponsor Group.

The sponsor group made a motion to elect a chair and vice chair within the group to conduct the following duties:

- Lead 3C LMMN meetings.
    - Vice-chair to lead meeting if chair not available.
- Work with staff in setting up future meetings.
- Establish the process to sponsor the 3C LMMN plan update.
- Sign a proclamation on behalf of the 3C LMMN members supporting the plan.
- Be a spokesperson for the group and advocate for the needs collectively of all six counties.
- Represent the 3C LMMN Sponsor Group at other meetings.

The voting process was a subject of discussion for the 3C LMMN Sponsor Group. The group voted to approve a measure that would establish one vote per organization, and that the makeup of the Sponsor Group would be a fluid ad-hoc group. It was decided that a quorum was not necessary for the Sponsor Group. It was decided that if more than one person from a particular organization was in attendance at the meeting that those individuals from the same organization would need to collaborate and make one vote.

The Sponsor Group followed the guidance of ITD and chose the "Sequential with Duplication: High, Medium, and Low" approach to prioritizing the strategies. The members of the Sponsor Group, by way of private ballot, submitted their initial votes by marking 1-high, 2-medium, and 3-low for each strategy number.

Voting Results:

- *Strategies #1-#2-#3-#5 = High*
- *Strategies #4-#6-#8-#9= Med*
- *Strategies #7-#10 = Low*

There was further discussion by the group to evaluate the ranking of strategies #7 and #10. The group decided to conduct a re-vote for these two strategies.

Re-vote of Strategies #7 and #10:

Strategy #7 votes = 2-5-6 – med-high-low and

Strategy #10 votes= 0-4-9-med-high-low.

Further discussion lead to the group making a motion that strategy #7 should be placed into a medium category based on the distribution of votes. The group approved the motion to change strategy #7 to a medium priority ranking.

The final prioritization of the strategies is shown in Chapter 8 of this document.

Following the strategy prioritization process, the 3C LMMN Sponsor Group Chair signed a proclamation of endorsement indicating the adoption and approval of the plan by the 3C Sponsor Group. The District 3 Coordinator submitted the proclamation and prioritized strategies to ITD on September 29, 2009.

4. 3C LMMN Characteristics

Introduction

An integral part of the mobility planning process and coordination includes a review of demographics and an assessment of needs. This chapter will provide a more detailed understanding of the region's transportation needs.

The first part of this chapter discusses demographic characteristics of the LMMN – where people live. The second part of the chapter reviews major land uses (destinations) – where do people go for work, school, shopping, recreation, personal business, human service needs, and other needs? Part three of this chapter reviews the travel patterns within the LMMN, District 3, and other areas.

Geography

The 3C LMMN covers the counties of Ada, Boise, Canyon, Elmore, Gem, and Owyhee in the southwestern portion of Idaho. Ada, Canyon, Boise, Gem, and Owyhee Counties comprise the state's largest metropolitan statistical area (MSA), the Boise City-Nampa MSA, also known as the Boise Metropolitan Area. The following information is from Idaho County Profiles. http://commerce.idaho.gov/business/socioeconomic-profiles.aspx.

Ada County is first among Idaho counties in population and 31st in area. According to the State of Idaho County Profiles, "Approximately 29 percent of the county is federally owned. [The County's] diversified economy forms the regional trading center for southwestern Idaho. Annual average total civilian employment grew 30.8 percent from 1996 to 2006. Ada County is home to the state capital, located in Idaho's largest city, Boise, and Boise State University. The headquarters of Micron Technology, Boise VRS, Washington Division, and Albertsons (now under Supervalu) are located in Boise, as is one of Hewlett-Packard's most significant research and development facilities. Other major employers include Blue Cross of Idaho, DirecTV, Idaho Power Company, Saint Alphonsus Regional Medical Center, St. Luke's Regional Medical Center, Fred Meyer, Wal-Mart, Citicorp, Idaho State government, Boise City government and Ada County government."2

Situated in the northeastern corner of the 3C LMMN, Boise County "ranks 34th among Idaho counties in population and 14th in area. The federal government owns 74 percent of the county. Trade, services, government and production of forest and wood products provide the major sources of employment. Annual average total civilian employment in the county grew 59.5 percent from 1996 to 2006. Major employers include Boise County government, Bogus Basin Ski Resort, Challenger Companies Inc., City of Idaho City, the U.S. Department of Agriculture - Forest Service, Mikylars World Inc., Project Patch, Ward Brothers Inc., and Garden Valley, Horseshoe Bend and Basin school districts."3

At the northwestern corner of 3C LMMN, Canyon County has the second largest population in the state and ranks 39th in area. "Unlike most Idaho counties, the vast majority, 93.6 percent, of Canyon County is privately owned. While trade and service employment is high, agriculture, food processing and electronics manufacturing form major components of the economy. Annual average total civilian employment grew 46.8 percent from 1996 to 2006. Major employers include Amalgamated Sugar Company, J.R. Simplot Company, Plexus Corporation, Caldwell, Nampa and Vallivue school districts, Canyon County government, City of Nampa, Woodgrain Millwork Inc., Wal-Mart, West Valley Medical Center, and Mercy Medical Center."4 Two private colleges, College of Idaho and Northwest Nazarene University, are located here. Treasure Valley Community College offers classes in Caldwell, and a new community college, College of Western Idaho, is in the City of Nampa.

2 Idaho County Profiles. http://commerce.idaho.gov/business/socioeconomic-profiles.aspx

3 Ibid.

4 Ibid.

Elmore County "ranks 12th among Idaho counties in population and 6th in area. The federal government owns over 67 percent of the county. The local economy relies heavily on the Mountain Home Air Force Base. Government is the largest source of employment, with trade, services, food processing, and construction providing additional job opportunities. Annual average total civilian employment increased 27 percent from 1996 to 2006. Major employers include NAF Financial Management Branch, Best Western Foot Hills Motor Inn, City of Mountain Home, Mountain Home and Glenns Ferry school districts, Elmore Medical Center, Idaho Fresh-Pak Inc., Mountain Home Air Force Base, Three Springs Inc., Pioneer Federal Credit Union, Wal-Mart and Elmore County government."5

At the northern end of the 3C LMMN, Gem County "ranks 19th among Idaho counties in population and 40th in area. The federal government owns almost 38 percent of the county. Agriculture and wood products manufacturing are major components of the local economy, and trade, government and services are also significant sources of employment. Annual average total civilian employment grew 25.4 percent from 1996 to 2006. Major employers include Community Partnerships of Idaho Inc., Elderly Opportunity Agency Inc., Emmett School District, Emmett Valley and Shoshone Livestock, City of Emmett, Gem County government, the U.S. Forest Service, and Walter Knox Memorial Hospital."6

Constituting the southern half of LMMN 3C, Owyhee County "ranks 25th among Idaho counties in population and 2nd in area. The federal government owns nearly 76 percent of the county. Agriculture along the Snake and Bruneau Rivers forms the economic base, and government and trade provide additional employment. Annual average total civilian employment grew 5.9 percent from 1996 to 2006. Major employers include Filler King Company, Nederend Dairy, Deruyter Dairy, J.R. Simplot Company, Paul's Market, Bruneau-Grandview, Homedale and Marsing school districts, Owyhee County government and Owyhee Health and Rehabilitation."7

Figure 2-1 displays the study area and its Census block groups. (Figures are in the appendices of this document) The study area encompasses approximately 14,800 square miles and has an estimated population of 616,545 (2007 Census population estimate), which is an overall population density of 41.5 persons per square mile. It is estimated that Ada County grew by 24.1 percent, Boise by 13.5 percent, Canyon by 36.5 percent, Gem County by 8.7 percent, and Owyhee by 1.8 percent between 2000 and 2007; Elmore County had a slight population loss of 0.9

5 Ibid.

6 Ibid.

7 Ibid.

percent. Figure 2-2 presents total population estimates, by Census block group, for year 2008. Table 2-1 shows the population estimates and figures for each city in Ada and Canyon County. This estimate information was developed through COMPASS. These population estimates rely on household size and occupancy rate information from the U.S. Census and on residential building permit data collected annually from local governments. On April 1 of each year, COMPASS produces population estimates of each city, county, city's area of impact, and highway district.

Table 4: Population Estimates by City Limits

Source: COMPASS http://www.compassidaho.org/prodserv/demo-current.htm

Population Estimates by City Limits

Ada County

Year	Boise	Eagle	Garden City	Kuna	Meridian	Star	Unincorporated	Total	Regional Total
2009	215,630	21,370	12,670	15,900	75,290	5,980	61,350	408,190	599,110
2008	214,490	21,090	12,580	14,830	73,040	5,690	60,830	402,550	589,720
2007	213,503	20,951	12,352	14,261	71,866	5,548	57,493	395,974	580,225
2006	211,473	20,131	12,074	12,647	66,565	4,594	55,830	383,314	559,095
2005	208,219	18,428	11,914	10,587	56,108	3,028	53,200	361,484	528,625
2004	200,062	16,418	11,675	9,696	47,690	2,552	58,118	346,211	505,742
2003	195,931	14,144	11,589	8,649	42,481	2,243	58,772	333,809	485,983
2002	193,085	13,380	11,124	7,386	39,744	2,116	56,326	323,161	467,578
2000 (Census)	185,787	11,085	10,624	5,382	34,919	1,795	51,312	300,904	432,345
1999	170,327	7,923	9,659	4,007	28,679	1,378	52,785	274,758	
1998	168,258	7,246	9,087	3,398	26,421	1,195	51,381	266,986	
1997	166,647	6,590	9,018	2,919	24,415	929	50,188	260,706	
1996	163,493	6,236	8,769	2,584	21,873	802	49,280	253,037	
1995	155,443	5,405	7,891	2,246	18,863	725	56,642	247,215	
1994	148,996	4,669	7,082	2,065	16,561	708	56,977	237,058	
1990 (Census)	125,738	3,327	6,369	1,955	9,596	648	58,142	205,775	295,851

Canyon County

Year	Caldwell	Greenleaf	Melba	Middleton	Nampa	Notus	Parma	Star	Wilder	Unincorporated	Total
2009	44,210	920	580	5,870	82,830	650	2,060	130	1,740	51,930	190,920
2008	42,640	920	570	5,560	81,840	620	2,030		1,710	51,280	187,170
2007	40,873	912	571	5,151	81,354	588	1,996		1,682	51,124	184,251
2006	38,028	912	561	4,575	76,436	558	1,921		1,582	51,208	175,781
2005	35,086	902	539	4,166	72,211	538	1,891		1,502	50,306	167,141
2004	33,059	878	534	3,868	67,401	506	1,851		1,491	49,943	159,531
2003	30,716	878	511	3,606	63,227	500	1,808		1,484	49,444	152,174
2002	28,857	878	500	3,235	58,952	482	1,792		1,481	48,240	144,417
2000 (Census)	25,967	862	439	2,978	51,867	458	1,771		1,462	45,637	131,441
1990 (Census)	18,586	648	252	1,851	28,365	380	1,597		1,232	37,165	90,076

Identifying Mobility Needs: Using Transit Trip Origins and Areas Where Transit Riders Live

This analysis reviews mobility needs of those population segments that are potentially transit dependent as well as the overall population of the 3C LMMN. Transit dependent populations are those individuals who may potentially require transit services to meet mobility needs (as an alternative to the private automobile). These segments of the population are defined, using Census data as well as updated population estimates, as youth (persons ages 10-17), elderly (persons age 60 and above), persons with disabilities, persons living below the poverty level, and autoless households. Both 2000 Census data as well as 2008 population estimates (not available for persons with disabilities) were used in this analysis. COMPASS obtained the 2008 Census estimates from Claritas.

The results of this analysis are summarized below, and are intended to help identify: 1) those geographic areas of the LMMN that have relatively high transportation needs, 2) whether those areas have existing transportation services (reviewed in Chapter 5), and 3) the potential destinations that older adults, persons with disabilities, and people with lower incomes need transportation to access. Considering the large amount of public lands in the 3C LMMN, a public lands layer was added to the maps to help further delineate possible locations where people live. The Mountain Home Air Force Base is one example of public lands that have an established residential population. This portion of the map is show as public land, but was given greater transparency because of the demographic presence.

Population Density

Population density is an important indicator of how rural or urban an area is, which in turn affects the types of transportation options that may be most viable. While fixed-route transit is more practical and successful in areas with 1,000 or more persons per square mile, other scheduled services or demand-response transportation services are typically a better fit for rural areas with less population density. Ski areas and other major tourist destinations are a notable exception to these guidelines and can best be served by fixed-route transit.

As shown in Figure 2-3:

- The highest population densities are along the I-84 corridor in Ada and Canyon Counties.

- Moderate population concentrations are also located along the I-84 corridor, in other areas of Ada and Canyon Counties. Other higher concentrations are found in the City of Mountain Home, the City of Middleton, the City of Homedale, and the City of Emmett. The Mountain

Home Air Force Base in Elmore County also appears to have a moderate population density. The map scale does not portray these pockets of higher density populations.

- The remaining portion of the region, including all of Boise County, has a low-density population of 1 person per acre or less.

Numbers of Older Adults, People with Disabilities, and People with Lower Incomes

The numbers of older adults, people with disabilities, and people with lower incomes are mapped in Figures 2-4, 2-5, and 2-6. While these figures are helpful indicators of the physical distribution of these population segments, it is important to remember that these numbers cover large areas; therefore, density or a lack thereof will be important in considering the types of transportation that can best serve these populations.

As shown in Figure 2-4:

- Portions of Ada and Canyon Counties have the greatest number of elderly persons.

- Other areas of LMMN 3C have moderate numbers of older adults spread throughout the service area. Southern Owyhee County and eastern Elmore County have the lowest numbers of older persons.

As shown in Figure 2-5:

- The Boise and Meridian areas have relatively high number of persons with disabilities.

- Other areas of LMMN 3C have moderate numbers of persons with disabilities spread throughout the service area, including portions of Ada, Boise, Owyhee, and Canyon Counties, as well as in Emmett and the Mountain Home area.

As shown in Figure 2-6:

- Parts of Canyon County, Gem County, Elmore County, and the areas around Boise, Meridian, and Garden City have the highest numbers of families below poverty level.

- The 3C LMMN region has a moderate number of families below poverty throughout the six counties.

Autoless Households

Persons who have limited access to a car, or are unable to drive, rely on other transportation options, including public transit services and human service organization-provided.

As shown in Figure 2-7: The number of autoless households is extremely low throughout the service areas, with only a few areas of concentration in Ada and Canyon Counties.

Youth

Children under the driving age have limited access to transportation options especially when a family member is not present. Experience indicates that youths are often in need of transportation for after-school activities and vacations. Data for youths ages 10 to 17 were examined here.

As shown in Figure 2-8: The highest concentrations of young people are in Ada County, with moderate concentrations in other select parts of the 3C LMMN.

Potential Destinations

In most cases the local cities and towns identified in Table 2-3 also serve as major destinations.

COMPASS developed criteria for major activity centers (MAC) in Ada and Canyon Counties to show how they relate to the roadway functional classification system in the two county area. The following categories were used to describe MACs.

1) Main Activity Centers

- Central business districts linked to the Interstate
- Boise State University
- Boise Airport
- Regional Medical Centers

2) Employment Activity Centers

- Employment areas with a density of 5 employees per acre

3) Commercial Activity Centers

- 500,000 commercial square footage within a ¼-mile radius

A composite map (Figure 2-17) shows the results of this analysis. The temporal nature of this information should be realized, as MACs are a dynamic element in transportation planning. New businesses open, old businesses move or close, and changing employment status will affect transportation travel patterns. MACs are an element that will have to be reviewed with each long-range transportation plan update. This report is intended to define the criteria for future analysis. This MAC data are not available for Owyhee, Elmore, Boise, and Gem Counties.

Travel Patterns

One indicator of travel patterns at the county level is the journey to work data available from the U.S. Census. This analysis serves as a baseline for travel patterns, which can be supplemented through input from citizens, human service agencies, transit providers, and advocates.

The Census Transportation Planning Package 2000 data indicate that 155,666 workers reside in Ada County, and the vast majority, 93 percent, also works in Ada County. Approximately four percent of Ada County workers commute to Canyon County. Boise County has 3,050 workers, 51 percent of which commute to Ada County, 42 percent work within Boise County, and 3 percent travel to Canyon County. Sixty-five percent of Canyon County's 58,983 working resident work within the county, while 30 percent commute to Ada County. Of Elmore County's 12,449 working residents, 83 percent work in the county and 13 percent commute to Ada County.

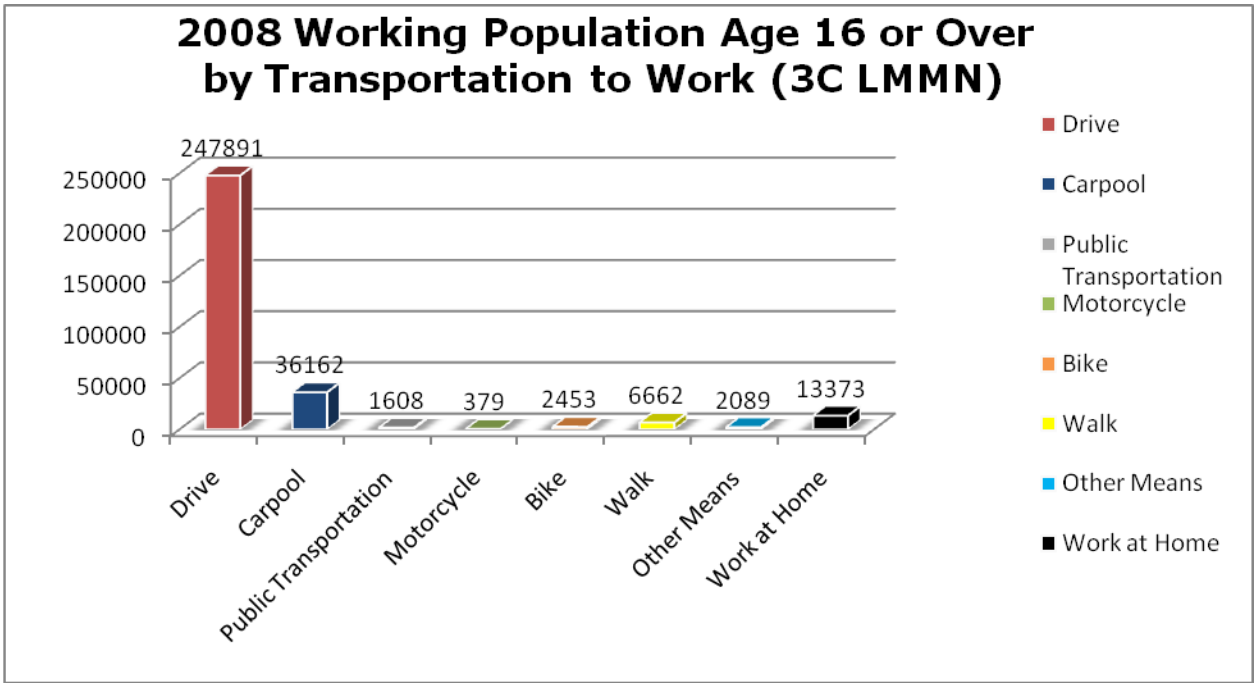
Gem County has 6,227 working residents, 56 percent of which work in the county. Thirty percent of workers commute to Ada County, and seven percent to Canyon County. Of the 4,314 work trips that originate in Owyhee County, 32 percent and 9 percent travel to Canyon and Ada Counties, respectively; nearly half of the working residents work within Owyhee County. Figure 2-9 visually depicts these travel patterns.

The significant amount of inter-county travel to Ada County is due to the major destinations in the City of Boise. Vanpools are viable options for workers commuting from various parts of the region to Boise.

Mode of Commute to Work

The mode of transportation people use to get to work not only provides an indication of individual preference of travel, but it also can have implications as to the existing infrastructure and available transportation options. 2008 population estimates provide some insight on what modes of transportation people use to get to work. Figures 2-10 through 2-15 show the geographic distribution of people, age 16 and older, who commute to working by means of driving, carpooling, public transportation, biking, and walking, as well as individuals that work at home.

The following graph shows the total number of persons (age 16 and older) that have indicated which mode of transportation they use to get to work.



As shown in Figure 2-10:

- Driving alone is by far the most used mode of transportation for commuting purposes.
- Ada and Canyon Counties have the largest numbers of people who drive alone to work. This is also indicative of the larger populations in Ada and Canyon County.

As shown in Figure 2-11:

- Ada County, Canyon County, the City of Mountain Home, and Mountain Home Air Force Base have the largest numbers of commuters that use carpooling to get to work.
- Select regions in Ada and Canyon Counties, as well as northern Boise County, have moderate use of carpooling to get to work.

As shown in Figure 2-12:

- Ada and Canyon Counties have the largest number of people that indicated they use public transportation to get to work. This is most evident along the interstate corridor as well as along VRT transit routes.
- A moderate number of public transportation is used in Elmore County, including the City of Mountain Home and the Mountain Home Air Force Base. Treasure Valley Transit operates fixed route services in the Mountain Home area.

As shown in Figure 2-13:

- The largest number of people who indicated that they ride a bike to get to work is in select areas within Ada and Canyon Counties.
- The city of Mountain Home and the Mountain Home Air Force Base have a moderate number of people that commute by bicycle.
- There are a limited number of people that indicated that they ride a bicycle to get to work in Gem, Boise, and Owyhee Counties.

As shown in Figure 2-14:

- The largest numbers of people who indicated that they walk to work is displayed in the cities of Boise, Nampa, and Caldwell.
- There are a high to moderate number of people who walk to work dispersed thought the entire 3C LMMN.

As shown in Figure 2-15:

- The largest number of people who work from home are in Ada County and western Canyon County.

- A moderate number of people work from home throughout regions in Gem, Canyon, and Ada Counties.

Travel Time to Work

The "Travel Time to Work" map (Figure 2-16) displays the average number of minutes that it typically takes a person to get from home to work each day in a given week. This measure includes all modes of transportation to and from work. This figure does not take into account those individuals who work from home.

Travel time to work provides some insight into traffic conditions and commuter trends, but it is difficult to determine the specifics of commuter trends and travel conditions. A more detailed analysis of the region would provide more insight into the cause of the varying travel times to work.

Some major factors that can influence travel time to work include traffic congestion, transportation and mobility infrastructure, terrain/weather issues, land use makeup (commercial/residential lands), and population density.

As shown in Figure 2-16:

- Boise County has the longest travel time to work.
- Portions of Canyon, Gem, and Owyhee Counties have moderately higher travel times to work.
- The lowest travel times are found in sections of Ada and Canyon Counties, as well as in eastern Owyhee and southeastern Elmore Counties.

Surveys

In spring 2009, COMPASS developed a survey to provide some insight on the transportation and mobility needs of specific target populations in the 3C LMMN. The target populations that COMPASS distributed surveys to include the elderly, low-income, and disabled populations. Outreach meetings were held at low-income/disabled housing facilities and senior centers. SAGE Community Resources assisted in distributing the surveys to Meals on Wheels recipients. The survey was also made available online at the COMPASS website. While this survey was open to anyone to fill out, the majority of the people who completed the survey indicated that they were within the specified target populations.

Top findings of the survey included (in no particular order):

- Riding with a friend and driving were the preferred methods of getting around. Therefore, the assumption can be made that respondents strongly favor convenient transportation options, such as riding with family/friends or driving a personal vehicle (if possible), as opposed to bus or van services that might require multiple stops and destinations.
- There was as strong correlation among elderly persons 65 and older, persons that have difficulty getting around relating to physical issues, and persons who make $25,000 or less.
- Individuals 64 and younger were much more responsive to using bus and van services if it were made available to them.
- Individuals who indicated they rode bicycles to get around generally lived in safe neighborhoods and had some access to sidewalks or bike paths. Individuals who did not feel bicycling was safe indicated that the main deterrents were a lack of bike lanes/pathways and too much traffic. Those individuals who indicated that they use a bike as a mode of transportation also generally lived within walking distance of service destinations. The majority of the bicyclists were under the age of 40.
- When asked about one change that could be made in their community to help them get around without a car, the majority of individuals indicated that they were in favor of expanded bus services (nights/weekends coverage). Many people also indicated that they would like to see improved pedestrian infrastructure, such as sidewalks and pathways.
- The percentage of people who walk to a given destination doubled when the individual noted that they lived within walking distance to services. Fifteen percent of people indicated that they walk to get around, while 35% walk that are within walking distance of a service or common destination.

Overall Results

Overall, these maps indicate diverse transportation needs of population groups such as older adults, people with disabilities, and people with lower incomes, and help pinpoint areas within the LMMN that have higher mobility needs. The challenge then lies in providing comprehensive transportation services for people who have a variety of transportation needs, whose place of residence is disbursed throughout the 3C LMMN, and who visit destination scattered throughout the 3C LMMN.

Building upon this quantitative and qualitative analysis, chapter 7 provides specific information on transportation needs and issues that local stakeholders provided in outreach meetings and during the draft review period.

5. Existing Mobility and Transportation Services

Introduction

An assessment of existing transportation services helps identify and inform the development of future strategies to address mobility needs in the 3C LMMN. This assessment considers:

- Public transit providers in the 3C Network (Table 3-1)
- Other transportation providers and funding agencies – including human service agencies, private for-profit taxi services, ski shuttles, and intercity buses (Table 3-2)
- Other mobility infrastructure and support – including bikeways, information and referral, and other mobility support (Table 3-3 and Table 3-4)

The first two categories are required for the coordinated plan, while the third addresses other mobility needs, important for the mobility planning effort.

Public Transportation Providers

Public transportation providers in the 3C LMMN that are operated by local jurisdictions and/or receive FTA/ITD grant funding include VRT and Treasure Valley Transit.

Valley Regional Transit

Valley Regional Transit (http://www.valleyride.org/) operates ValleyRide transit services in Ada and Canyon Counties. ValleyRide offers the following public transportation services:

- Fixed-route bus service in Boise/Garden City and Nampa/Caldwell. Ada County area routes operate Monday through Friday or Monday through Saturday, with hours varying between 5:15 a.m. to 6:45 p.m. and 7:45 a.m. and 6:45 p.m. Bus service is provided within most of the Nampa and Caldwell city limits and between the two cities. The hours of operation for Canyon County area routes are 6:20 a.m. to 7:15 p.m. Monday through Friday. Figure 3-1 contains a system map.
- Inter-county service between Ada and Canyon Counties: Nampa to Meridian to Boise.

- Intercounty service between Ada and Canyon Counties: Caldwell to Boise (direct) and Caldwell to Middleton to Star to Eagle to Boise.
- Paratransit services in the Nampa/Caldwell and Boise/Garden City areas. This service is available within ¾ of a mile of fixed-route services for people who are unable to use the bus system because of a disability. The service operates Monday through Saturday in Boise/Garden City (Monday through Friday in Nampa/Caldwell) with the same hours as the fixed-route bus system.

Route performance and financial data on the systems can be found in the *Valley Regional Transit Regional Operations and Capital Improvement Plan* (2005).

Treasure Valley Transit

Treasure Valley Transit (http://www.treasurevalleytransit.com/) operates rural public transportation services in Adams, Canyon, Elmore, Payette, and Valley Counties in Idaho, as well as in Malheur, Oregon. Based in Nampa, Treasure Valley Transit serves private contracts for Western Idaho Transportation Company and private school contracts, as well as Medicaid transportation for medical appointments.

Treasure Valley Transit also operates two routes for Mountain Home Community Transit in Mountain Home. Figure 3-2 presents the Mountain Home route map and Figure 3-3 displays the Mountain Home Air Force Base route map. Mountain Home Community Transit operates from 5:30 a.m. until 6:00 p.m., Monday through Friday.

Other Transportation Providers

Other transportation providers or agencies that contract for passenger transportation services in this LMMN include:

- Private or charter services
- General taxi services
- Human service agencies, which typically provide services for their clients to access agency programs or activities integral to the agency's mission
- Employment transportation programs
- National and regional intercity bus and rail services
- Other private for-profit operators, such as taxi companies, shuttles, and charter buses

Table 3-2 in the appendices looks at organizations that filled in surveys that described their services in more detail. Public, non-profit, and for-profit agencies are displayed.

Private Shuttles, Charter Services, Taxi Services

Other transportation providers included in this section include services that are typically available for purchase by the general public, but for which the customer is typically charged the full cost to operate the service. Most taxi companies in District 3 are located in Boise. A few are located in Mountain Home and Nampa. All known taxi providers in District 3 are listed in Table 3-5. Although some taxi companies provide wheelchair accessible taxi transportation, there is a general lack of taxi options for people in wheelchairs.

Human Service Agencies

There are a variety of human service agencies that provide transportation for the people they serve. Typically this transportation is provided for clients based on eligibility requirements, such as age, and for specific trip purposes; however, a number of these agencies can provide transportation without eligibility requirements.

Employment Transportation Programs

Ada County Highway District Commuteride (http://www.commuteride.com) operates over 80 vanpools to and from Ada, Boise, Canyon, Elmore, Gem, Payette Counties and Malheur County, Oregon. Commuteride also provides other services o help ease traffic congestion. For example, ride matching (http://www.rideshareonline.com/) provides an easy way to find others in Washington or Idaho who are interested in sharing their commute in a carpool or vanpool, or who want to share a ride to a game, festival, or other public event. The Commuteride services map (Figure 2-18) shows the coverage area of the Commuteride system; however, the lines do not represent the actual number of routes and trips.

Intercity Bus and Rail Services

- Greyhound serves the 3C LMMN on the Salt Lake City-Boise-Portland route, with stops in Boise and Nampa.
- Salt Lake Express operates two eastbound and two westbound trips daily between Boise and Jackson, Wyoming, stopping at the Boise Airport, Boise State University, and Mountain Home-Pilot.

- Northwestern Trailways operates bus services from Boise north along Highway 55 to Lewiston, and eventually into Spokane, WA.
- There is no Amtrak service in the 3C LMMN.

Other Mobility Infrastructure and Support

Other organizations, such as cities and counties, provide mobility resources that include maintenance of facilities and infrastructure such as bikeways, trails, sidewalks, and roads. They are also able to facilitate coordination efforts, organize public/private partnerships, provide information and referral, and fund transportation services operated by other organizations.

6. Value Statement

Introduction

The 3C LMMN values statement was formulated from the discussions during the outreach meetings, and finalized at the region-wide meetings held at the College of Western Idaho on August 17, 2009.

3C LMMN Values Statement

The 3C Local Mobility Management Network values safe and accessible mobility services and facilities that will connect people to the community, enhance economic prosperity, promote independent living and aging in place, and improve the health and well being of residents and the environment.

The 3C Local Mobility Management Network values a convenient, aesthetic, and economically viable mobility system that considers all transportation and mobility modes for the efficient movement of goods and services, and provides connectivity, access, and ease of travel for all users (including but not limited to, the elderly, youth, low-income, commuters, recreationalists, students, persons with disabilities, single parents, veterans, and refugee and minority populations).

The 3C Local Mobility Management Network values planning, coordination, and collaboration for the investment and improvement to existing transportation and mobility systems, while respecting private property rights and preserving historic places.

7. Needs in 3C LMMN

Introduction

Needs and gaps in service in the 3C LMMN were identified in the discussions during the seven outreach meetings and finalized at the region-wide meetings held at the College of Western Idaho on August 17, 2009. This process is outlined in Chapter 3.

During the August 17 meetings, there was a consensus that many of the needs identified in the outreach process were actually strategies that were intended to meet a more expansive need. The need statements were broadened to capture that intent.

3C LMMN Needs

A. Need to preserve, restore, and maintain existing transportation services and resources.

B. Need for improved urban mobility and transportation options, facilities, and services.

C. Need for improved suburban mobility and transportation options, facilities, and services.

D. Need for improved rural mobility and transportation options, facilities, and services.

E. Need for mobility options for commuter trips.

F. Need for transportation and mobility options for people who don't drive.

G. Need for improved multi-modal circulation, accessibility, connectivity, and coordinated mobility.

H. Need for mobility management, coordination, communication, and connectivity within the community, region, and across county lines.

I. Need to implement technology to improve safety, connectivity, coordination, and efficiency.

J. Need for better coordination between transportation and land-use policies and processes.

K. Need for funding.

8. Strategies

Introduction

Several of the 3C LMMN strategies were identified in the discussions during the seven outreach meetings. These strategies were finalized at the region-wide meetings held at the College of Western Idaho on August 17, 2009. This process is outlined in greater detail in Chapter 3.

In the meetings at the College of Western Idaho, there was a consensus that many of the needs identified in the outreach process were actually strategies that were intended to meet a more expansive need. A list of strategies was compiled out of the meetings and restructured to address the needs described in Chapter 7. The draft list of strategies was emailed to attendees of the August 17 meetings, as well as the members of the 3C LMMN Sponsor Group. The following list of strategies incorporates the comments that were received.

3C LMMN Strategies

The letters in parenthesis refer to the needs each strategy addresses (see page 33). Letters "LMP-I" mean that strategy was included also in the previous Local Mobility Plan. The bulleted list under each strategy provides some of the specific examples that were discussed during the planning process.

Seek funding for existing and new transportation services and programs *(A, B, C, D, F, I)*

- Seek funding for existing transportation services and for the implementation of developed projects(e.g., vouchers and ride reimbursement programs) (A)(K)
- Identify, seek, and develop both existing and new funding sources for rural, suburban, and urban mobility services and transportation options (A, B, C, D, K)
- Identify ongoing funding to support recreation activities (for rescue services, trail maintenance, etc.) (G, K)
- Provide advocacy for funding options (K)

Maintain existing mobility and transportation services and programs *(A)*

- Maintain existing fixed route transit services (A)
- Maintain specialized transportation services (including, but not limited to, services for the elderly, disabled, youth, low income, non-drivers, and refugee populations) (A)

Increase rural, urban, and suburban mobility options and services by offering more transportation options, expanding coverage and extending hours *(B, C, D, E, F, G)*

- Expand/create new/extend rural, urban, and suburban mobility options and services (B)(C)(D)
- Connect public transportation between urban, rural, and suburban areas (B)(C)(D)
- Provide evening and weekend urban, rural, and suburban mobility services (LMP-I)(B)(C)(D)
- Provide more frequent urban, rural, and suburban mobility services (LMP-I)(B)(C)(D)
- Increase urban, rural, and suburban transportation and mobility options to activity centers and destinations, public processes, and events (LMP-I) (B)(C)(D)(G)
- Expand existing and develop and implement new commuter services throughout the region; coordinate and market vanpools and carpool/ ride matching programs (E)
- Provide affordable transportation options and expanded transportation and mobility coverage and accessibility for all groups; including, but not limited to, the elderly/seniors, disabled, youth, low income, non-drivers, and refugee populations (e.g., accessible taxi services, extended hours of existing taxi services; "door-to-door" service for those who need it) (F)(G)
- Provide a wider range of transportation services to improve access to airports for all groups (B)

Coordinate mobility and transportation services and programs *(F, G, H)*

- Connect public transportation between urban, rural, and suburban areas (H)
- Coordinate Medicaid/senior transportation issues, including scheduling trips and coordinating medical appointments to improve access to medical services, paramedics (emergency transport), and other related destinations (LMP-I) (G)(H)
- Increase operation assistance/marketing and coordination support for transportation and mobility services for all groups; including, but not limited to, the elderly/seniors, disabled, youth, low income, non-drivers, and refugee populations (F)
- Improve youth/student access and safe transportation to (after-school) activities and services (F)
- Plan truck routes to improve safety, connectivity, coordination with county/state (G)
- Coordinate funding and existing resources in the six county region (H)

- Identify and implement integrated groups of transportation projects that create or complete mobility networks (e.g., sidewalks) (H)
- Communicate with insurance companies about transportation services that could be coordinated (H)
- Encourage development of a statewide coalition of bus service providers to exchange information, improve operations, and coordinate services and become a member of the National Bus Traffic Association

Improve rollingstock, equipment, and infrastructure to support mobility services and transportation systems *(E, F, G, H)*

- Purchase vans, buses, and other vehicles, (including ADA equipped vehicles) for social services for all users; including, but not limited to, the elderly/seniors, disabled, youth, low income, non-drivers, and refugee populations (F)
- Establish park and ride lots (LMP-I) (E)
- Install bike lockers at park and ride lots, parking garages, bus stops, and other applicable locations (E)
- Improve bridge crossings, pave bridges; canal crossings (G)
- Improve existing bus stops and pathways connecting bus stops, as needed, and build new accessible (ADA compliant) bus stops, crosswalks, ramps, and pathways (LMP-I) (G)
- Improve bike lanes and provide bike/pedestrian crossings on major roads (safety islands, lights, signal timing, signage, etc.) (G)
- Improve existing and establish new sidewalks (especially around schools) (G)
- Improve (street) parking (G)
- Establish and maintain right-of-way on local streets (G)
- Preserve corridors needed for future transportation improvements (G)
- Improve roads and trails to connect rural communities (G)
- Develop multi-modal centers in Treasure Valley communities where different transportation modes, routes, and services connect; develop partnerships and funding sources to support these centers (LMP-I) (G)
- Provide transportation and mobility access to airports (G)
- Manage (transit) capacity to accommodate bikes, wheelchairs, etc. (H)
- Design facilities and pedestrian and bicycle networks so they remain functional in inclement weather (H)

Develop, preserve, and improve off-street pathways and trails *(G)*

- Provide access to off-street trails and pathways (G)
- Implement plans for regional trails, including linking and extending existing trails/pathways and developing future trail/pathway systems

(e.g., Boise River Trail system, Pioneer Corridor, ACHD Roadways to Bikeways Bicycle Master Plan, Snake River Water Trail)(G)
- Work with irrigation companies to establish trails along canals
- Identify ongoing funding to support a pedestrian-bicycle trail system that encourages the use of these modes for transportation
- Develop maps that display public lands vs private lands to help preserve and protect both public and private lands (H)

Build a high-capacity transit system *(G)*
- Evaluate high-capacity transportation options and reserve right-of-way for a high-capacity corridor (G)
- Establish infrastructure including transfer stations and other facilities to support AMTRAK services (G)
- Improve airport and extend runways (G)
- Develop circulator systems in concentrated activity centers to enable people to meet their mobility needs by using the circulator rather than driving (G)
- Develop a statewide intercity bus service with all providers/members connected to the national network and members of the National Bus Traffic Association (G)

Continue to develop mobility management strategies to enhance communication, education, marketing, training, information resources, and overall coordination of services *(H)*
- Implement existing mobility studies and plans (A)(G)
- Continue to use educational programs, marketing, communication, training, and information resources to better inform citizens how to use transportation options and increase mobility (H)
- Collect data about people's transportation choices and barriers to using different transportation modes, especially from people who don't drive (F)
- Coordinate customer information and marketing programs among transportation providers, implement new and support existing travel training programs (what services are available and how to use them), and provide information in different languages and formats (e.g., for persons with disabilities) (H)
- Train providers about the need to comply with the Americans with Disabilities Act and to be aware of customers' specialized needs (e.g., accommodating service animals, etc.) (H)
- Develop a statewide information system that would provide all potential users with information about transportation providers and services (G)
- Provide grant writing workshops and/or grant writing assistance (H) (K)

Implement technology to improve safety, security, connectivity, and efficiency *(I)*

- Increase the use of technology to improve trip planning, dispatch, and operations; provide real-time information at transit stops and in transit vehicles; and create a regional single fare system/pass for transit services (I)
- Implement technology to improve signage and other transportation safety mechanisms, "smart" traffic control, and lights at key intersections (I)
- Improve access/congestion management on state highways and local roads (I)

Encourage local governments to include an assessment of mobility needs and implementation strategies to address these needs in local comprehensive plans *(J)*

- Design and build streets so they accommodate a variety of transportation modes including walking, wheelchairs and other assisted types of travel, bicycling, driving, and transit (i.e., "complete streets") (J)
- Improve pedestrian environment on sidewalks, including street trees, lighting, pedestrian amenities, and safety improvements, to encourage walking (J)
- This strategy is referring to updating and developing additional mobility needs and strategies within existing comprehensive planning documents.
- This strategy is not intended to prioritize the importance of future or existing comprehensive planning documents.

Strategy Prioritization

The 3C LMMN Sponsor Group met on September 8, 2009, to prioritize the strategies for the *3C Local Mobility Plan*. The Sponsor Group chose to rank the strategies as high, medium, or low priorities with duplication within those blocks. The final ranking was a result of a vote ranking all strategies, followed by a discussion and a second vote on two of the strategies. The final ranking is presented below. Chapter 3 outlines this process in greater detail.

Table 5: 3C LMMN Strategies- Priority Ranking

Strategy	Priority
Seek funding for existing and new transportation services and programs	High
Maintain existing mobility and transportation services and programs	High
Increase rural, urban and suburban mobility options and services by offering more transportation options, expanding coverage and extending hours	High
Improve rolling stock, equipment and infrastructure to support mobility services and transportation systems	High
Coordinate mobility and transportation services and programs	Medium
Develop, preserve, and improve off-street pathways and trails	Medium
Build a high-capacity transit system	Medium
Continue to develop mobility management strategies to enhance communication, education, marketing, training, information resources, and overall coordination of services	Medium
Implement technology to improve safety, security, connectivity and efficiency	Medium
Encourage local governments to include an assessment of mobility needs and implementation strategies to address these needs in local comprehensive plans	Low *

*This strategy ranking is not intended to prioritize the importance of future or existing comprehensive planning documents.

In order to provide more information to the District Coordinating Council (DCC) and Public Transportation Advisory Committee (PTAC), each of the ten strategies has a set of bullet points to better explain the intention of the strategy (see pages 34-38).

Success Factors and Performance Management

For many of the above strategies the factors for evaluating success of an outcome are intuitive and easily derived from the strategy statement itself. There are a number of possible performance measures that could be tracked to gauge

level and quality of specific transportation services, use of different modes and services, or improvements in regional connectivity and ease of travel. The 3C LMMN has not adopted any specific performance measures in this plan. Some examples of possible future performance measures include:

- Number of riders (could be tracked by different types of riders)
- Cost per passenger trip (with definition of how it is counted)
- Percentage of total trips taken by alternative means—bike, walk, transit, vanpool, etc.
- Percent of residents "satisfied" with their options to single occupancy vehicle
- Percent of residents who are "satisfied" with their (transportation) access to desired goods, services, and activities
- Number of vehicles parked in designated park and ride lots
- Description of changes in regional services

9. Project Prioritization

Introduction

The 3C LMMN plan supports a project evaluation process for project review by the Regional Coordination Council (for projects wholly or partially in Ada and Canyon Counties). The 3C LMMN also encourages the District Coordination Council as well as the Public Transportation Advisory Committee to use this or a similar process to prioritize projects.

Prioritization Process

This prioritization format was originally developed through VRT's Transportation Service Coordination Plan and was altered to work as a tool with the 3C LMMN plan for projects wholly or partially in Ada and Canyon Counties. The information contained in each application will be used to rank each project based on a series of evaluation criteria.

Table 6: Project Prioritization-Evaluation Process

1.The project is derived from a strategy within the 3C LMMN Plan (60 Points) The project should directly address transportation needs, gaps, or barriers identified through the 3C LMMN Plan. The project should be derived from one or more of the strategies and should be scored based on the priority of the strategy as stated in the 3C LMMN plan.	Not a strategy (0 Pts)	Low (30 Pts)	Medium (45 Pts)	High (60 Pts)
2. Cost effectiveness (20 Points) The project should allow for the provision of service (trips or other units of service) sufficient to offset the documented need. For capital projects, no other sources of funds should be available for this purpose. Specific projects should: • Service the maximum number of people for the least money • Result in efficient use of available resources • Maximize use of funds for direct service • Have the potential to be sustained beyond the grant period	Poorly (0 – 5 Pts)	Somewhat (5 – 10 Pts)	Significantly (10 – 15 Pts)	Fully (15 – 20 Pts)
3. Project Oversight/Coordination (20 Points) Project should promote coordination and avoid duplication. Specific projects should provide a well-defined service operations plan and describe implementation steps and timelines for carrying out the plan. Projects should: • Build on and support existing services and not duplicate services • Involve participation of local human service and transportation stakeholders • Demonstrate institutional and fiscal capacity to carry out the project • Leverage funding or other resources (vehicles, staff support) from various partnerships (i.e., local match, if required)	Poorly (0 – 5 Pts)	Somewhat (5 – 10 Pts)	Significantly (10 – 15 Pts)	Fully (15 – 20 Pts)
4. Consistency with Federal Program Purpose (No Points: Pass/Fail) • Project fulfills the stated purpose of the federal program under which funds are being sought.	Yes		No	