



COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

Working together to plan for the future

Transportation Service Coordination Plan for Ada and Canyon Counties

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(3D Local Mobility Management Network Plan)

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TRANSPORTATION SERVICE COORDINATION PLAN FOR ADA AND CANYON COUNTIES

Chapter 1: Plan Overview

The *Transportation Service Coordination Plan for Ada and Canyon Counties* reflects the latest iteration of an ongoing, coordinated transportation planning process in Ada and Canyon Counties. The goal of this effort is to encourage the implementation of activities that foster improved mobility in Ada and Canyon Counties.

While this update emphasizes strategy implementation and performance metrics, the plan itself has been developed over the course of 2007-2014 with input from many interested stakeholders through an open planning process that included numerous public meetings. Those meetings, the review of existing services, demographic and land use analyses, and other details of the planning process are summarized throughout this document.

This is an action-oriented plan to help guide transportation resources and investments in Ada and Canyon Counties. This 2014 plan update includes strategy implementation methods, prioritization criteria, as well as the addition of performance metrics. This update also includes a discussion of the regional transportation planning that is taking place within Ada and Canyon Counties by the Community Planning Association of Southwest Idaho (COMPASS) and Valley Regional Transit (VRT). Prior to the 2013 plan update, previous versions of the coordination plan had been developed by the Community Transportation Association of Idaho (CTAI) and the Idaho Transportation Department (ITD) and included six counties; however, the planning boundary has been divided to better recognize the planning process and governance structure within the metropolitan planning areas in Idaho. This change came through negotiations between the Idaho Transportation Department and Idaho's metropolitan planning organizations (MPOs). COMPASS is one of five MPOs in Idaho and serves Ada and Canyon Counties.

ALTERNATIVE TRANSPORTATION FUNDING PROGRAMS

Core Transportation Service Coordination Plan Funding Programs

The funding programs described below are the primary federal funding resources under MAP-21 for which a transportation service coordination plan is required or recommended. These FTA funds are intended to improve the mobility of persons with disabilities, older adults, and low-income individuals, as described below. Additional information on funding programs can be found in Chapter 2.

Section 5310 (Elderly Individuals and Individuals with Disabilities)

This program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services.

Section 5311 (Non-Urbanized or Rural Area Formula Program)

This program provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations less than 50,000, where many residents often rely on public transit to reach their destinations. **Programs to assist low-income individuals in accessing jobs are now eligible under the 5311 Rural Area Formula program.**

Section 5307 (Urbanized Area Formula Program)

This program provides grants to urbanized areas for public transportation capital, planning, job access, and reverse commute projects, as well as operating expenses in certain circumstances. These funds constitute a core investment in the enhancement and revitalization of public transportation systems in the nation's urbanized areas, which depend on public transportation to improve mobility and reduce congestion. **Programs to assist low-income individuals in accessing jobs are now eligible under the 5307 Urbanized Area Formula program.**

Other Federal Transit Administration Funding Programs

It is important to note that the core funds described above are intended to complement and enhance other sources of funding that support the provision of public transportation services in Ada and Canyon Counties. Below is a list of additional FTA funding that is available in the region for public transportation services.

Section 5311(f) (Non-urbanized Intercity Bus)

This program supports the connection between rural areas and the larger regional or national system of intercity bus services. The FTA has made funds available to support the vital link between otherwise isolated rural and small urban communities to the rest of the state and nation.

Section 5339 (Bus and Bus Facilities)

This program provides capital funding to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities.

Local Match Requirements

Each federal program requires a share of total program costs be derived (matched) from local sources; federal Department of Transportation funds cannot be used for the matching funds. Some examples of local match which may be used for any or all of the local share include state or local appropriations, other non-Department of Transportation federal funds, dedicated tax revenues, private donations, revenue from human service contracts, toll revenue credits, private donations, and revenue from advertising and concessions. Non-cash donations, volunteer services, or in-kind

contributions are eligible to be counted toward the local match as long as the value of each is documented and supported, represents a cost which would otherwise be eligible under the program, and is included in the net project costs in the project budget. Several cities and jurisdictions in Ada and Canyon Counties make contributions to support local match requirements and funding for the transportation system. Table 1¹ shows funding amounts for fiscal years 2013 and 2014 for the funding sources discussed above, as well as the change in funding between the two years.

Table 1: FY2013 and FY2014 FTA funding for Idaho and Ada and Canyon Counties.

Area	MAP 21- FY13				
	5307	5310	5311	5339	Total
Boise, ID Large Urban	\$3,458,478	\$241,399	\$0	\$372,880	\$4,072,757
Nampa, ID Small Urban	\$2,287,206	\$220,932	\$0	\$246,717	\$2,754,856
Idaho Small Urban (50-200k)	\$6,552,222	\$625,955	\$0	\$706,778	\$7,884,955
Idaho Urban (Total Large and Small Urban)	\$10,010,700	\$867,354	\$0	\$1,079,658	\$11,957,712
Idaho Rural	\$0	\$374,033	\$5,646,277	\$1,247,500	\$8,397,065
Idaho Total	\$10,010,700	\$1,241,387	\$5,646,277	\$2,327,158	\$20,354,777

Area	MAP 21- FY14				
	5307	5310	5311	5339	Total
Boise, ID Large Urban	\$3,502,704	\$259,246	\$0	\$375,324	\$4,137,274
Nampa, ID Small Urban	\$2,357,314	\$222,715	\$0	\$251,889	\$2,831,918
Idaho Small Urban (50-200k)	\$6,678,879	\$635,359	\$0	\$718,587	\$8,032,825
Idaho Urban (Total Large and Small Urban)	\$10,181,583	\$894,605	\$0	\$1,093,911	\$12,170,099
Idaho Rural	\$0	\$352,892	\$5,744,964	\$1,250,000	\$7,347,856
Idaho Total	\$10,181,583	\$1,221,572	\$5,744,964	\$2,343,911	\$19,492,030

Funding Difference	
Boise, ID Large Urban	+1.58%
Nampa, ID Small Urban	+2.80%
Idaho Small Urban (50-200k)	+1.88%
Idaho Urban (Total Large and Small Urban)	+1.78%
Idaho Rural	+1.10%
Idaho Total	+1.58%

Includes 10% ITD Administration
Includes 15% Intercity

Other Transportation Funding Sources

Although identifying all sources of funds is outside the scope of this project, true coordination will only happen when there is an understanding of the dollars being spent on transportation by all sectors, public and private. The following describes several funding programs that can be used to support alternative transportation.

¹ Table 1: FY2013 and FY2014 apportionment: (All allocations are based on FTA 5307 funding percentage allocation - final apportionment release May, 14, 2013 and March 10, 2014)

Surface Transportation Funding, Idaho Rideshare

The Idaho Transportation Board Policy 4028 states that federal surface transportation funding shall be set aside for ridesharing coordination activities before federal funds are allocated to the local public agencies. The statewide ridesharing coordination activities are administered by CTAI via the Idaho Rideshare Program and the online ride matching system www.IdahoRideshare.org.

Transportation Alternatives Program (TAP) (Community Choices for Idaho)

MAP-21 established the TAP program to provide for a variety of alternative transportation projects, including many that were previously eligible activities under separately funded programs. TAP replaces funding from pre-MAP-21 programs including Transportation Enhancements, Recreational Trails, Safe Routes to Schools, and several other discretionary programs, and wraps them into a single funding source. In Idaho, TAP is under the umbrella of the Community Choices for Idaho program.

State of Idaho Vehicle Investment Program (VIP)

The VIP program was designed to address the challenges facing rural and small urban communities in identifying funding to acquire or upgrade vehicles. The program assists communities that already own one or more vehicles in replacing or upgrading equipment to comply with the ADA, and/or in replacing vehicles that have exceeded their useful life, become too expensive to maintain, or are unreliable.

Medicaid Transportation Funding

Idaho Medicaid has contracted with a transportation brokerage, American Medical Response, to administer, coordinate, and manage all non-emergency medical transportation for eligible Idaho Medicaid participants. The broker confirms the passenger's eligibility status per Idaho Administrative Procedures Act rules that govern transportation.

Area Agency on Aging Funding

The Older Americans Act defines transportation for seniors as eligible services for federal funding. The Idaho Commission on Aging is the state agency responsible for administering the federal programs in Idaho, and contracts with six geographically located Area Agencies on Aging to provide services defined through the Older Americans Act. Older Americans Act Title III B funds can be matched with FTA funds to better leverage the resources across programs and agencies.

PLANNING AND COORDINATION PROCESS

This planning process serves two purposes. The first purpose is to coordinate transportation services with the overarching goal of improving efficiency and increasing mobility with the limited financial resources available.

The second purpose is to meet the Federal Transit Administration's (FTA) requirements under the Moving Ahead for Progress in the 21st Century (MAP-21) transportation law

regarding development of a coordinated transportation plan for any locale to receive federal Section 5310 funding for transportation needs of elderly persons and persons with disabilities. FTA also recommends using a transportation service coordination plan as a best practice to ensure that other FTA funding sources are being used as intended by the funding program.

Planning Oversight

The first step in the development of the service coordination planning process occurred in January 2006 with the formation of VRT's Regional Coordination Council (RCC). The RCC was established in January 2006 to represent a diverse group of local stakeholders with a vested interest in improving the mobility of residents of the Treasure Valley region, especially those with limited or no access to an automobile due to age, limited income, or a disabling condition. The RCC adopted the following vision statement to articulate its commitment to this planning process, and as a reminder of its desired outcome:

Our vision is for a coordinated, accessible transportation system that enhances mobility, minimizes duplication, and maximizes cost effectiveness with available resources (Nov. 29, 2007).

The RCC's initial task was to oversee the development of the *2007 Service Coordination Planning Study*², the first Transportation Service Coordination Plan for Ada and Canyon Counties.

Adoption Process

To qualify for any FTA funding source that necessitates a transportation service coordination plan, FTA requires that the plans are locally derived, approved, and adopted. This is accomplished through established VRT and COMPASS processes, which include plan review and recommendation by advisory committees and adoption by the agencies' Boards of Directors.

The plan adoption process for the *Transportation Service Coordination Plan for Ada and Canyon Counties* was as follows:

- RCC review and recommendation of plan changes and additions (April 15, 2014).
- COMPASS' Regional Technical Advisory Committee (RTAC) information and feedback on the plan changes and additions (May 28, 2014).
- Development of the draft plan, including additional performance metrics (April-July 2014).
- Public comment period on plan update (August 11-September 9, 2014)

² <http://www.valleyregionaltransit.org/Portals/0/Studies/TSCP/FinalTSCP.pdf>

- RCC and RTAC review and recommendation of the updated *Transportation Service Coordination Plan for Ada and Canyon Counties* (ENTER DATES)
- VRT Board and COMPASS Board review and adoption of the updated *Transportation Service Coordination Plan for Ada and Canyon Counties* (ENTER DATES).
- The *Transportation Service Coordination Plan for Ada and Canyon Counties*, as adopted by the VRT and COMPASS Boards of Directors, recognized by the District Coordination Council (ENTER DATES)
- Plan posted on the COMPASS website (www.compassidaho.org) and I-way website (www.i-way.org) (ENTER DATES)

Additional background information on the planning process can be found in Chapter 3.

Plan Update Process

Future updates of this plan will follow the adoption process as described above. The plan will aim for a four year update cycle, or will be updated as needed to meet future federal transportation guidance, rulemaking, or legislation. Annual performance reporting and assessment will be conducted, based on the changes described in this 2014 plan update.

DEMOGRAPHICS AND TRAVEL PATTERNS

The state's largest metropolitan statistical area (MSA) is the Boise City-Nampa MSA, also known as the Boise Metropolitan Area. An integral part of the mobility planning and coordination process includes a demographics review and an assessment of needs. This review examines where people (including those most likely to have limited mobility options) live, where the major destinations are, and what the travel patterns are of residents of Ada and Canyon Counties. This assessment, using data from the 2010 Census and the 2012 American Community Survey, along with a detailed discussion of the region's transportation needs and a discussion of the methodology used in the demographics review, is included in Chapter 4.

EXISTING MOBILITY SERVICES

Assessing existing transportation services helps inform the stakeholders of future strategies to identify service gaps and needs in Ada and Canyon Counties. Chapter 5 provides detailed information on these services.

VALUES, NEEDS, AND GAPS

During mobility planning efforts, stakeholders identified a series of value statements to serve as core principles regarding quality of life and related goals within the community. These value statements are included in Appendix B.

ADA AND CANYON COUNTY NEEDS

Local needs have been identified to ensure transportation strategies are focused appropriately. The needs statements shown in Table 2 were derived from planning efforts that occurred between 2007 and 2012; they were updated in 2013 and 2014 to reflect the new planning process in Ada and Canyon Counties.

Table 2. Ada and Canyon County Needs

Number	Need Description
N3D.1	Need to preserve, restore, and maintain existing transportation services and resources based on performance measures determined by local communities.
N3D.2	Need for improved urban mobility and transportation options, facilities, and services.
N3D.3	Need for improved suburban mobility and transportation options, facilities, and services.
N3D.4	Need for improved rural mobility and transportation options, facilities, and services.
N3D.5	Need for mobility options for commuter trips.
N3D.6	Need for transportation and mobility options for people who don't drive.
N3D.7	Need for improved multimodal circulation, accessibility, connectivity, and coordinated mobility.
N3D.8	Need to educate elected officials, community leaders, providers and practitioners, and the general public on the need for a variety of mobility options.

N3D.9	Need for mobility management, coordination, communication, and connectivity within the community, region, and across county lines.
N3D.10	Need to implement technology to improve safety, connectivity, coordination, and efficiency.
N3D.11	Need for better coordination between transportation and land-use policies and planning processes, including the incorporation of information from the Transportation Service Coordination Plan into existing comprehensive plans, emergency preparedness plans, and other strategic plans.
N3D.12	Need for sustainable funding sources, and to maximize resources through sustainable options and more integrated and balanced distribution processes among various transportation modes.
N3D.13	Need to develop regionally consistent performance measures to evaluate service operations and provide a perspective to customer oriented and community issues, and to evaluate the best use of available resources. Develop performance measures consistent with the directives of MAP-21.
N3D.14	Need to collect data and information relating to transit service development, customer service, and service operations.

ADA AND CANYON COUNTY GOALS, OBJECTIVES, AND STRATEGIES

The following goals were developed to ensure that the identified strategies are effectively executed and promote the best use of available resources:

- Seek funding for transportation services and programs.
- Ensure mobility services within Ada and Canyon Counties meet performance measures.
- Implement land use policies in Ada and Canyon Counties that support expansion of mobility options within local comprehensive plans.
- Collect data to provide better information on improving service operations, coordination opportunities, and potential service expansion and development.

The strategies focus on improving mobility in Ada and Canyon Counties and support the following objectives:

1. Support and maintain successful/critical service operation.
2. Maximize the use of available resources.
3. Support affordable transportation options.
4. Support accessible transportation options.
5. Expand service operations.
6. Improve safety and security.
7. Improve customer service.

The strategies listed below were developed and reviewed by local stakeholders as part of the plan update process. The strategies are numbered as consistent with the statewide Local Mobility Management Network (LMMN) planning process; however, the strategies themselves are not specifically ranked. This allows for local prioritization to take place as projects are identified during the application cycle. The prioritization process is described in Chapter 6. Annual performance monitoring has been developed to improve decision making through the prioritization process. The needs fulfilled by each strategy are identified in the strategy list below.

3DL001. Existing Transportation Service

Support existing service operations in Ada and Canyon Counties as appropriate to performance standards. (Needs N3D.1 and N3D.6)

3DL002. Transit Service Expansion

Support the expansion of transit coverage and operations in Ada and Canyon Counties (valley**connect** plan). (Needs N3D.2 - N3D.7)

3DL003. Community-Based Service Expansion

Expand community-based transportation services designed to move people when and where more traditional transit and commuter services are not available or viable options. (Needs N3D.2 - N3D.7)

3DL004. Commuter Service Expansion

Expand and coordinate commuter services within Ada and Canyon Counties, including, but not limited to, vanpool, carpool, and ride matching. (Needs N3D.2 - N3D.7)

3DL005. High-Capacity Transit Service Development

Build and operate high-capacity transit services within Ada and Canyon Counties. (Needs N3D.2 - N3D.7)

3DL006. Centralized Mobility Information System

Coordinate mobility and transportation services and programs in order to establish and maintain a coordinated mobility information system. (Need N3D.9)

3DL007. Coordinated Marketing

Expand marketing and outreach efforts to ensure people in Ada and Canyon Counties are aware of the available mobility options within the region. (Need N3D.9)

3DL008. Travel Training/Ambassador Program

Establish services within Ada and Canyon Counties to train individuals on how to use available mobility options. (Need N3D.9)

3DL009. Bus Stop Enhancements

Build and maintain bus stops and shelters within urban, small urban, and rural areas within Ada and Canyon Counties to support existing and expanded service operations. (Needs N3D.1 - N3D.7)

3DL010. Bike/Pedestrian Infrastructure

Implement infrastructure improvements and maintenance in Ada and Canyon Counties to support biking and/or pedestrian access. (Needs N3D.1 - N3D.7)

3DL011. Off-Street Pathways and Trails

Develop, preserve, and improve off-street pathways and trails. (Needs N3D.1 - N3D.7)

3DL012. Park and Ride

Identify, implement, and improve park and ride locations within Ada and Canyon Counties. (Needs N3D.1 - N3D.7)

3DL013. Transit Centers

Develop and maintain multi-model transit centers in Ada and Canyon Counties. (Needs N3D.1 - N3D.7)

3DL014. Technology Investment

Implement technology to improve safety, security, connectivity, and efficiency. (Need N3D.10)

DISTRICT AND STATEWIDE STRATEGIES

District strategies that affect mobility across ITD’s District 3 (10 counties in southwest Idaho) or between Ada and Canyon Counties and other ITD districts are included in this section. Several district strategies cross into other planning boundaries, particularly LMMN 3A, which covers Adams County, Valley County, and portions of Idaho County, as well as LMMN 3B, which covers Payette and Washington Counties. Statewide strategies are also included in this section and include “Intercity Connectivity Strategies” across the state. For more information on the surrounding planning areas and mobility plans, please visit <http://i-way.org/Community/districts/district-3>.

Table 3. District and Statewide Strategies

District Strategies	
Number	Strategy
3C.D001	Expand Transportation Options between LMMN 3B and LMMN 3A and Ontario, OR.

3C.D002	Implement and Maintain Intercity Services Between McCall and Boise.
S.001	Intercity public transportation services between Coeur d'Alene and Moscow (Corridor 1)
S.002	Intercity public transportation services between Moscow and Riggins (Corridor 2)
S.003	Intercity public transportation services between Riggins and Boise (Corridor 5)
S.004	Intercity public transportation services between Twin Falls and Pocatello (Corridor 6)
S.005	Intercity public transportation services between Bonners Ferry and Coeur d'Alene (Corridor 7)
S.006	Intercity public transportation services between Rexburg and Butte (Corridor 3)
S.007	Intercity public transportation services between Twin Falls and Sun Valley (Corridor 10)
S.008	Intercity public transportation services between Rexburg and Utah Stateline-Salt Lake City (Corridor 4)
S.009	Intercity public transportation services between Jackson and Idaho Falls (Corridor 8)
S.010	Intercity public transportation services between Rexburg and West Yellowstone (Bozeman) (Corridor 9)
S.011	Intercity public transportation services between Rexburg and Salmon (Corridor 13)
S.012	Intercity public transportation services between Montpelier and McCammon (Corridor 11)
S.013	Intercity public transportation services between Boise and Twin Falls (Corridor 15)
S.014	Intercity public transportation services between Preston and McCammon (Corridor 12)
S.015	Intercity public transportation services between Saint Maries and Plummer (Corridor 14)
S.016	Intercity public transportation services between Orofino and Lewiston (Corridor 18)

S.017	Intercity public transportation services between Preston and Logan (Corridor 19)
S.018	Intercity public transportation services between Coeur d'Alene and Washington Stateline-Spokane (Corridor 17)
S.019	Intercity public transportation services between Coeur d'Alene and Montana Stateline-Missoula (Corridor 16)
S.020	Intercity public transportation services between Salmon and Montana Stateline-Missoula (Corridor 20)
3C.S001	Implement Contiguous Intercity Service between Bonners Ferry and Boise.
3C.S003	Implement Express Routes from the Wood River Valley to Boise.
3C.S004	Increase Access to Boise and Salt Lake City, Especially for Medical Facilities.
3C.S008	Improve Intercity Services from Salmon to Missoula, Boise and Idaho Falls.
3C.S013	Maintain Existing and Successful Statewide Intercity Services along all the Major Travel Corridors.

Chapter 2: Funding Programs

FEDERAL TRANSIT ADMINISTRATION FUNDING OVERVIEW

ITD administers and provides oversight of funding from FTA and the Federal Highway Administration, as well as state-generated transportation funds. ITD's Division of Transportation Performance manages the funding programs and has developed an application process in accordance with MAP-21 requirements. As an MPO, COMPASS is tasked with project selection for small urban area funds within its planning area and for working with other small urban areas in the state to "balance" the funding. COMPASS is also responsible for the management of the large urban area funds within its planning area. COMPASS has developed a funding application and process to balance and prioritize small urban funds, as well as manage the large urban funding programs in accordance with MAP-21 requirements.

In addition to several new grant programs, MAP-21 improved the efficiency of administering grant programs by consolidating several programs. The programs are described below.

NEW FTA PROGRAMS

Safety (5329)

MAP-21 grants FTA the authority to establish and enforce a new comprehensive framework to oversee the safety of public transportation throughout the United States. All recipients of FTA funding are required to develop agency safety plans that include performance targets, strategies, and staff training. For rural recipients, the plan may be drafted by the state. FTA will issue a rule designating which small urban systems must have their safety plans drafted by the state. Measures and targets established in safety plans must be incorporated into metropolitan and statewide transportation plans and transportation improvement programs.

State of Good Repair Grants (5337)

MAP-21 established a program for maintenance of fixed guideway public transportation systems (including rail, bus rapid transit, and passenger ferries) and high intensity bus systems (buses operating in high occupancy vehicle [HOV] lanes). Projects are limited to replacement and rehabilitation, or capital projects required to maintain public transportation systems in a state of good repair. Projects must be included in a transit asset management plan to receive funding.

Bus and Bus Facilities Program (5339)

This formula grant program replaced the previous Section 5309 discretionary bus and bus facilities program. This capital program provides funding to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities.

CONSOLODATED FTA PROGRAMS

Urbanized Area Formula Grants (5307)

The largest of FTA's grant programs, this program provides grants to urbanized areas to support public transportation. One of the eligible activities is job access and reverse commute transportation, which focuses on providing services to low-income individuals to access jobs, and includes operating assistance with a 50% local match for job access and reverse commute activities. There is no floor or ceiling on the amount of funds that can be spent on job access and reverse commute activities. In addition, MAP-21 expands eligibility for using Urbanized Area Formula funds for operating expenses. Previously, only urbanized areas with populations below 200,000 were eligible to use federal transit funding for operating expenses. Now, systems operating 75 or fewer buses in fixed route service during peak service hours may use up to 75% of their "attributable share" of funding for operating expenses. This expanded eligibility for operating assistance under the urbanized formula program excludes rail systems. Funding is distributed by formula based on the level of transit service provision, population, and other factors.

Rural Area Formula Grants (5311)

This program provides capital, planning, and operating assistance to support public transportation in rural areas, defined as areas with fewer than 50,000 residents. Activities eligible under the former job access and reverse commute program, which provided services to low-income individuals to access jobs, are now eligible under the Rural Area Formula program. There is no floor or ceiling on the amount of funds that can be spent on job access and reverse commute activities. Both of the previously existing Tribal Program and Rural Transit Assistance Program are included in the 5311 funding program.

Non-Urbanized Intercity Bus (5311-F)

This program supports connections between rural areas and the larger regional or national system of intercity bus services. The FTA has made available funds to support the vital link between otherwise isolated rural and small urban communities to the rest of the state and nation.

Enhanced Mobility of Seniors and Individuals with Disabilities (5310)

This program provides formula funding to increase the mobility of seniors and persons with disabilities. The former New Freedom program (5317) is folded into this program. The New Freedom program provided grants for services for individuals with disabilities that went above and beyond ADA requirements. Activities eligible under New Freedom are now eligible under the Enhanced Mobility of Seniors and Individuals with Disabilities program. Projects selected for funding must be included in a locally developed, transportation service coordination plan, such as this. The competitive selection process, which was required under the former New Freedom program, is now optional. At least 55% of program funds must be spent on the types of capital projects eligible under section 5310 prior to MAP-21 — public transportation projects planned, designed, and carried out to meet the special needs

of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable. The remaining 45% may be used for public transportation projects that exceed the requirements of the ADA, public transportation projects that improve access to fixed-route service and decrease reliance by individuals with disabilities on complementary paratransit, or alternatives to public transportation that assist seniors and individuals with disabilities. Using these funds for operating expenses requires a 50% local match while using these funds for capital expenses (including acquisition of public transportation services) requires a 20% local match. Funds are apportioned annually by a formula that is based on the number of elderly persons and persons with disabilities in each state.

The following entities are eligible to apply for Section 5310 funds:

- Private, nonprofit organizations providing coordinated transit service to elderly and disabled populations.
- Public bodies approved by the state to coordinate services for elderly or disabled persons.
- Public bodies that certify that no nonprofit organizations are readily available in the service area to provide the services.
- Federally recognized Indian nations.

REPEALED FTA PROGRAMS

The following programs expired on September 30, 2012; no new funding has been authorized. However, as noted above, projects previously funded under the Job Access and Reverse Commute and New Freedom programs are eligible for funding under other programs.

- Alternatives Analysis (5339)
- Clean Fuels (5308)
- Job Access and Reverse Commute (5316)
- New Freedom (5317)
- Transit in the Parks (5320)
- Over the Road Bus (3038 of TEA-21)

MODIFIED FTA PROGRAMS

Fixed Guideway and Capital Investment Grants (5309)

Formerly a discretionary grant program, 5309, also known as "New Starts/Small Starts," awards grants on a competitive basis for major investments in new and expanded rail, bus rapid transit, and ferry systems. This program no longer funds fixed guideway modernization and bus and bus facilities projects through this section, and has shifted that funding to the 5337 State of Good Repair Program and 5339 Bus and Bus Facilities Program (see above).

OTHER TRANSPORTATION FUNDING SOURCES

Surface Transportation Funding, Idaho Rideshare

The Idaho Transportation Board Policy 4028 states that federal surface transportation funding shall be set aside for ridesharing coordination activities before federal funds are allocated to the local public agencies. The statewide ridesharing coordination activities are administered by CTAI via the Idaho Rideshare Program and the online ride matching system, www.IdahoRideshare.org.

Transportation Alternatives Program (TAP) (Community Choices for Idaho)

MAP-21 established a new program to provide for a variety of alternative transportation projects, including many that were previously eligible activities under separately funded programs. The TAP replaces the funding from pre-MAP-21 programs including Transportation Enhancements, Recreational Trails, Safe Routes to Schools, and several other discretionary programs, and wraps them into a single funding source. In Idaho, TAP is under the umbrella of the Community Choices for Idaho program. TAP funds are divided between infrastructure and non-infrastructure projects.

- *TAP Infrastructure Projects (70% - 90% of Total Program Funds)*
 - Planning, design, and construction of the following:
 - On- and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety related infrastructure, and transportation projects to achieve compliance with ADA.
 - Infrastructure related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
 - Boulevards and other roadways largely in the right-of-way of former interstate system routes or other divided highways.
 - Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.
 - Construction of turnouts, overlooks, and viewing areas.
 - Inventory, control, or removal of outdoor advertising.
 - Preservation and rehabilitation of historic transportation facilities.
 - Vegetation management practices.
 - Archaeological activities, relating to impacts from implementation of transportation projects eligible for federal transportation funds.
 - Any environmental mitigation activity that:
 - Addresses stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, or
 - Reduces vehicle-caused wildlife mortality or restores and maintains connectivity among terrestrial or aquatic habitats.

- *TAP Non-Infrastructure Projects (10% - 30% of Total Program Funds)*
 - Educational, enforcement, evaluation, and encouragement projects for local Safe Routes to Schools programs, which can include funding for a Safe Routes to Schools coordinator position, bike/walk safety related education programs, walk/bike to school events, bicycle rodeos, educational materials, etc. for grades K - 8.
 - Planning related projects, which can include complete streets programs, area plans (including school areas), circulation studies, corridor management plans, corridor studies/investment plans, alternatives analyses, bicycle/pedestrian plans, etc. All plans must address active modes of transportation.

State of Idaho Vehicle Investment Program (VIP)

The VIP program was designed to address the challenges facing rural and small urban communities in identifying funding to acquire or upgrade vehicles. The program assists communities that already own one or more vehicles in replacing or upgrading equipment to comply with the ADA and in replacing vehicles that have exceeded their useful life, have become expensive to maintain, or are unreliable.

Medicaid Transportation Funding

Idaho Medicaid has contracted with a transportation brokerage, American Medical Response, to administer, coordinate, and manage all non-emergency medical transportation for eligible Idaho Medicaid participants. The broker confirms the passenger's eligibility status per Idaho Administrative Procedures Act rules that govern transportation.

Area Agency on Aging Funding

The Older Americans Act defines transportation for seniors as eligible services for federal funding. The Idaho Commission on Aging is the state agency responsible for administering the federal programs in Idaho, and contracts with six geographically located Area Agencies on Aging to provide services defined through the Older Americans Act. Older Americans Act Title III B funds can be matched with FTA funds to better leverage the resources across programs and agencies.

Chapter 3: Planning Process and Background

This section of the updated *Transportation Service Coordination Plan for Ada and Canyon Counties* provides information on the development of the initial 3C LMMN plan and the recent update process, including the transition to an Ada/Canyon County specific plan (3D LMMN) in 2013. In addition, this section will highlight the regional transportation planning processes conducted by COMPASS and VRT. COMPASS conducts its work as the MPO for Ada and Canyon Counties. VRT is the regional public transportation authority for Ada and Canyon Counties. VRT's main responsibilities are to coordinate transit services in the two-county area and develop and implement a regional public transportation system.

The previous federal transportation bill required 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. These same planning principles were carried forward under MAP-21. This process includes four essential elements:

1. An assessment of available services that identifies current transportation providers (public, private, and non-profit).
2. An assessment of transportation needs for individuals with disabilities, older adults, and people with low incomes. This assessment can be based on gaps in service, the experiences and perceptions of the planning partners and/or on more sophisticated data collection efforts.
3. Strategies, activities, and/or projects to address the identified gaps between current services and needs, as well as opportunities to achieve efficiencies in service delivery.
4. Priorities for implementation based on resources (from multiple program sources), time, and feasibility for implementing specific strategies and/or activities.

PREVIOUS PLANNING EFFORTS

The first Transportation Service Coordination Plan was sponsored by VRT in 2007 on behalf of local stakeholders in Ada and Canyon Counties. VRT established the RCC in 2006 to help support this planning effort. The foundation for the Transportation Service Coordination Plan was established through a series of planning studies conducted by VRT and COMPASS, which included VRT's *Five-Year Strategic plan (2002)*, VRT's *Operations and Capital Plan (2004)*, and *Communities in Motion 2030*, the regional long-range transportation plan for Ada and Canyon Counties (2006).

In 2008, ITD developed a statewide process known as Idaho's Mobility and Access Pathways (IMAP), which created 17 mobility networks (LMMNs) throughout the state of Idaho. These 17 LMMNs were developed to meet the requirements of the Transportation Service Coordination Plan and improve mobility coordination throughout

the state of Idaho. In July 2009, COMPASS led an update of the 2009 3C LMMN plan, which was covered six counties: Owyhee, Boise, Ada, Canyon, Gem, and Elmore. COMPASS facilitated outreach efforts, compiled notes from outreach meetings, and drafted the September 2009 3C LMMN plan update.

The development of the September 2009 3C LMMN plan also took into account the following existing local coordinated transportation plans for jurisdictions that fall within the 3C LMMN. The needs and strategies compiled in the plan considered the following documents:

- Valley Regional Transit *Transportation Service Coordination Plan* (2007)
- *Communities in Motion 2030*, regional long-range transportation plan for Ada and Canyon Counties (2006)
- 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

Since that time, the IMAP process had been re-branded as I-way. In 2009 ITD awarded a contract to CTAI to manage the I-way structure and process, which includes the 17 LMMNs as well as six District Coordination Councils, which were tasked with making funding decisions and providing oversight for the LMMNs. CTAI had managed several LMMN plan updates from 2009 to 2012, and continues to administer the I-way structure in the non-metropolitan planning areas.

In 2013, ITD and the five MPOs throughout the state of Idaho negotiated to add five new LMMNS to better reflect the planning processes and governance structure within in the metropolitan planning areas. With the formation of these five additional networks, Ada and Canyon Counties effectively became their own LMMN (LMMN 3D). In the fall of 2013, the *Transportation Service Coordination Plan for Ada and Canyon Counties* was updated to reflect the changes in the current transportation authorization bill MAP-21, in coordination with two major local planning efforts: the *Communities in Motion 2040* regional long-range transportation plan for Ada and Canyon Counties and the valley**connect** alternative transportation plan. Future updates will correspond to the latest renditions of *Communities in Motion* and Valley Regional Transit's strategic vision.

REGIONAL PLANNING PROCESS

COMPASS: *Communities in Motion*

Communities in Motion 2040 charts the course for maintenance and improvement of the transportation system for the next 20-plus years in Ada and Canyon Counties based on projected population and employment growth, the CIM 2040 Vision, and anticipated transportation needs and expected revenues. The CIM 2040 plan also addresses "sustainability elements": housing, community infrastructure, health, open space, farmland, and economic development, as well as land use and transportation.

For further information regarding COMPASS and the *Communities in Motion 2040* plan see www.compassidaho.org/prodserv/cim2040.htm#Plan.

COMPASS updates *Communities in Motion* every four years. COMPASS will start updating *Communities in Motion* in October 2014 to look to the year 2045 (*Communities in Motion 2045*). The next update is scheduled to be complete in 2018.

Valley Regional Transit: valleyconnect

valley**connect** offers a blueprint of the comprehensive alternative transportation system needed for the future of Ada and Canyon Counties, given growth projections and regional and local land use and road plans. This plan will serve as a guide to the region as individual components are implemented to ensure that each piece builds logically toward the complete system. The plan identifies transportation options, other than driving alone, currently available in Ada and Canyon Counties, as well as future transportation options. It also documents the information resources available to help customers use public transportation services.

valley**connect** started with existing transportation plans as a base. These specific plans, completed over the past several years, were consolidated and duplications were removed. Face-to-face meetings with city and county planners, elected officials, and the public were held. Input gathered from these meetings, along with area population growth projections and local land use plans, were used to complete valley**connect**.

valley**connect** does not establish a specific implementation schedule in which these alternative transportation services will be implemented. Existing alternative

transportation services are funded with both federal and local funds. Local funds are needed as match for federal funds before federal funds can be allocated.

Individual components of the plan will be implemented as federal and local funds can be identified. The order of implementation will be impacted by the specific source of the funding. Services within a community will be prioritized to ensure a logical progression of implementation. Because the cost for each component depends on when it is implemented, there is no specific budget included in valley**connect**.

Chapter 4: Demographics, Destinations, and Travel Patterns

INTRODUCTION

Any mobility planning process or coordination effort should include a demographics review and needs assessment to help identify where the target demographics are located within the defined service area. Therefore, this plan reviews and examines where people live (particularly those most likely to have limited mobility options), where the major destinations are, and what the travel patterns are of residents of Ada and Canyon Counties. The result of this review is a detailed understanding of the region's transportation needs.

The first part of this chapter discusses one primary demographic characteristic of Ada and Canyon Counties – where people live. The second part of the chapter reviews major land uses (destinations) – where people go for work, school, shopping, recreation, personal business, human service needs, and more. The third part of this chapter reviews travel patterns within the Ada and Canyon Counties. This demographic analysis complements the input from stakeholders and is documented in the needs statements found in Table 2 in Chapter 1, Page 7.

SERVICE AREA

Ada County has the largest population of all Idaho counties, but is 31st in area. As the Idaho Department of Labor describes, "The Ada County labor force grew significantly between 2002 and 2013, increasing by over 30,000. But Ada County has more jobs than its labor force supports, requiring commuters from elsewhere to fill them. During 2013, the unemployment rate continued to decline, dropping .8 percentage points from 2012. While 5.5 percent is a way off from the low of 2.3 percent recorded in 2006, it is welcome improvement. 2012 reversed the area's annual payroll declines, adding 4,700 covered jobs. The Trade, Utilities & Transportation sector made up the lion's share of the increases, adding almost 1,100 jobs. For the decade, the area has increased payrolls by over 18,000. That is impressive considering this time frame included the worst recession in recent memory. The landscape has changed though. Construction and manufacturing lost 9,000 jobs between 2002 and 2012. These sectors made up 19 percent of the covered employment in 2002 but comprise only 13 percent now. The County has typically generated the largest share of Idaho's wealth in terms of

manufacturing exports and attracting outside investment in construction projects.”³ Ada County is home to the state capital, located in Idaho's largest city, Boise, and Boise State University. The headquarters of Micron Technology and Albertsons LLMC are located in Boise, as is one of Hewlett-Packard’s most significant research and development facilities. Other major employment centers include St. Luke’s Regional Medical Center, Saint Alphonsus Regional Medical Center, Blue Cross of Idaho Health Services, Direct TV, Idaho Power, Fred Meyer, Wal-Mart, Citicorp, Idaho State government, Boise City government, and Ada County government.

Canyon County has the second largest population in the state and is the seventh smallest county in area. As described by the Idaho Department of Labor, “[t]he Canyon County civilian labor force exhibited strong growth throughout the past decade, increasing by 14,200, or 19 percent. By 2005, the county started reaping the benefits of the housing boom and accompanying commercial construction. That drove the unemployment rate to record lows in 2006 before the recession began eating into the county’s prosperity in the second half of 2008. The housing bubble, which fueled the expansion, had burst, aggravated by rising lumber, concrete and fuel prices. The unemployment rate nearly doubled from 2007 to 2008, then shot up to, 9.9 percent in 2009 and continued to climb in 2010 to a record 10.7 percent. 2011 saw the first unemployment rate decline since the recession, dropping over four-tenths of a point to 10.3 percent. The area has continued to improve, declining to 7 percent in 2013. Canyon County’s covered employment started recovering in 2012, adding 1400 jobs. The majority of the growth came from utilities, trade, and transportation which added over 600 jobs.”⁴

Major employers include Amalgamated Sugar Company, Caldwell School District, Canyon County, City of Nampa, J.R. Simplot Company, St Alphonsus Regional Medical Center, Nampa School District, Plexus Corporation, Woodgrain Millwork Inc., Wal-Mart, and West Valley Medical Center. Two private colleges, College of Idaho and Northwest Nazarene University, are located here, as is the College of Western Idaho. In addition, the Treasure Valley Community College, based in Ontario, OR, offers classes in Caldwell.

Figure 1 shows Ada and Canyon Counties, divided into Census block groups. (All figures are located at the end of this chapter.) The two counties encompass approximately 1,065,295 acres and have an estimated population of 620,080 (Table 4) which is an overall population density of 0.58 persons per acre.

³ Idaho County Profiles on Idaho Department of Labor website, 2014.

⁴ Ibid.

Based on a comparison of 2000 and 2010 Census data, it is estimated that Ada County grew by 30% and Canyon by 44%.

Table 4: Population of Cities in Ada and Canyon Counties⁵

Population Estimates by City Limits										
Ada County										
Year	Boise	Eagle	Garden City	Kuna	Meridian	Star	Unincorporated	Total		
2014	217,730	23,460	11,160	16,070	85,240	7,140	61,130	421,920		
Canyon County										
Year	Caldwell	Greenleaf	Melba	Middleton	Nampa	Notus	Parma	Wilder	Unincorporated	Total
2014	47,440	840	520	6,150	84,840	540	2,010	1,540	54,270	198,160

DEMOGRAPHIC REVIEW: NEED FOR MOBILITY OPTIONS

This section explores the need for mobility options by presenting information on:

- Where people who are likely to need mobility options beyond a personal automobile live, and
- Where they need to go.

The information gathered in this effort was combined with the comments from outreach efforts and field observations.

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

This analysis reviews the mobility needs of those population segments that are potentially transit dependent, as well as needs of the overall populations of Ada and Canyon Counties. Potentially transit dependent population segments are those segments of the population that, because of demographic characteristics such as age, disability, income, or automobile availability, may potentially require transit services to meet mobility needs (as an alternative to the private automobile). It is very important to track this information, as these are the most likely users of transit and will have the greatest mobility needs.

⁵ Source: COMPASS, www.compassidaho.org/documents/prodserv/demo/CityPop1890-2014.pdf

Methodology

The process of assessing transportation needs is a multi-step process that involves reviewing and summarizing demographic characteristics and potential destinations to determine potential travel patterns of residents. To evaluate transportation needs specific to each population group, population data for young persons, elderly persons, persons with disabilities, persons living below the poverty level, and autoless households were mapped. Locations of autoless households indicate areas that are more likely to need transportation options because residents do not have access to a personal vehicle or cannot drive for various reasons.

2010 Census data were used and analyzed for the purpose of updating the analysis of mobility needs. The transit-dependent segments of the population available from the 2010 Census data were youth (persons age 16 and under) and elderly (persons age 65 and above). Other transit dependent population data were available from the 2010 and 2012 American Community Survey, which included information on individuals below the poverty level, autoless households, and persons with disabilities (age 5 and older).

Mapping the geographic distribution of each population helped to visualize the analysis of relatively high, medium, and low levels of transportation need throughout the region. This population profile was used to identify areas of Ada and Canyon Counties that have high population densities and areas where transit dependent populations reside. Examining the general population density and numbers of potentially transit dependent persons provides insight to the type of transportation services that may be most suitable for the region.

The results of the process are summarized in this section, and are intended to help identify major factors in the mobility planning process: 1) those geographic areas that have high relatively transportation needs, and whether these areas are served by existing transportation services (reviewed in chapter 5) and 2) potential destinations of those individuals with the highest transportation needs. Existing travel patterns are also presented.

Demographic Analysis⁶

Population Density

While the total population (shown in Figure 2) provides a picture of where people live, population density is an important indicator of how rural or urban an area is, which in turn affects the types of transportation that may be most viable. Fixed-route transit is more practical and successful in areas with at least seven dwelling units per acre, and other scheduled or demand-response transportation services are typically a better fit for rural areas with less population density. Ski areas and other major tourist

⁶ All maps were prepared by COMPASS.

destinations are a notable exception to these guidelines and can best be served by fixed-route transit.

As shown in Figure 3, the highest population densities are in Boise's North End and Vista Road areas and in downtown Nampa. Other high-density areas include sections of west Boise/east Meridian, southeast Boise, and some portions of downtown Caldwell.

Moderate population concentrations are also located north of the I-84 corridor and in other downtown areas.

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 shown in Figures 4, 5, and 6, respectively. While these maps 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 4, areas in Garden City, around Glenwood Street near State Street and Chinden Boulevard have the highest populations of elderly persons. Cleveland Boulevard in Nampa also has high concentrations of elderly persons.

Other areas of Ada and Canyon Counties have moderate numbers of older adults spread throughout the service area, most notably north of Chinden Boulevard (US 20/26) in Ada and Canyon Counties.

As shown in Figure 5, there are several areas with higher populations of persons with disabilities than the rest of the region, including:

- near Middleton,
- rural areas south of Nampa,
- north and south Meridian,
- the vicinity of Overland and Curtis Roads in Boise,
- locations between Nampa and Caldwell, and
- the area north of Lake Lowell in Canyon County.

Portions of west Boise, the Boise Bench, and around Kuna have higher populations of individuals below the poverty level in Ada County than the rest of the county, while areas north of Nampa and east of Caldwell have the highest numbers of individuals living below the poverty level in Canyon County (Figure 6).

Autoless Households

Persons who have limited access to or ability to use a car rely on other transportation options, including public transit services operated in the region and on human service organization-provided transportation that is generally restricted to agency clients.

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

Youth

Teenagers under the driving age have limited access to transportation options, especially when an adult family member is not present. Experience indicates that teenagers are often in need of transportation for after-school activities, employment, and recreational activities. Data for youth ages age 16 and under were examined here with the highest concentrations of young people found in the Meridian area (Figure 8).

POTENTIAL DESTINATIONS

Potential destinations are places that residents are visit and include medical facilities, educational institutions, community service provider, commercial and other business areas, and recreational areas.

While the scope for this project did not involve a detailed analysis of specific destinations (shopping malls, hospitals, etc.), Figure 9 describes the general location of major activity centers that may serve as common destinations in Ada and Canyon Counties.

EMPLOYMENT TRAVEL PATTERNS

One indicator of travel patterns at the county level is the journey-to-work data available from the US Census Bureau⁷.

It should be noted that although work trip patterns may not fully reflect travel for other trip purposes, they nevertheless provide a general indication of access and mobility needs. Supplemented by insights gained from other planning resources, by other written input, and by field observation, this transportation service coordination plan reflects a thorough understanding of the basic travel needs of Ada and Canyon Counties.

The travel patterns indicate that Ada County has the highest number of primary jobs in the area (and the state) with 190,594; Canyon County has 48,818. Most of the regional employment trips (34.9%) originate in the City of Boise, with 11.7% originating in the City of Meridian and 10.9% in the City of Nampa. Most of the jobs

⁷ Commuter patterns were derived from journey-to-work data from the US Census "LED OnTheMap," 2010 and 2011 Commute Shed ("Where Workers are Employed who Live in the Selection Area") and Labor Shed ("Where Workers Live who are Employed in the Selection Area") area reports.

within the region are located in the City of Boise (55.2%), followed by the City of Meridian (11.2%) and the City of Nampa (10.3%).

Of working Canyon County residents (69,126 total) 44.4% work in Canyon County, while 42.6% work in Ada County. Nearly 30% (28.5%) work in the City of Boise.

Of working Ada County residents (160,231 total), 64% work in the City of Boise, followed by 12.1% who work in the City of Meridian. Just over 7% (7.3%) of Ada County residents work in Canyon County.

Figure 10 depicts the highest concentrations of commute travel patterns for residents in Ada County who commute to Canyon County. Figure 11 shows the highest concentrations of residents in Canyon County who commute to Ada County. Both maps depict the highest volumes of block group to block group commuting trips between the counties; however, the volume thresholds for the Canyon to Ada commute are higher than the volume thresholds for the Ada to Canyon commute. The green, orange, and red lines identify the natural breaks between the higher job flows. The arrows indicate the direction of travel that would likely occur given the origin and destination of the work flows. The origin and destination points are located at the center of the block group geography and do not represent exact destinations for home to work flow patterns. These maps are intended to show the highest concentrations of home to work travel across the two counties.

Figure 1
 Ada and Canyon Counties
 Census Boundaries

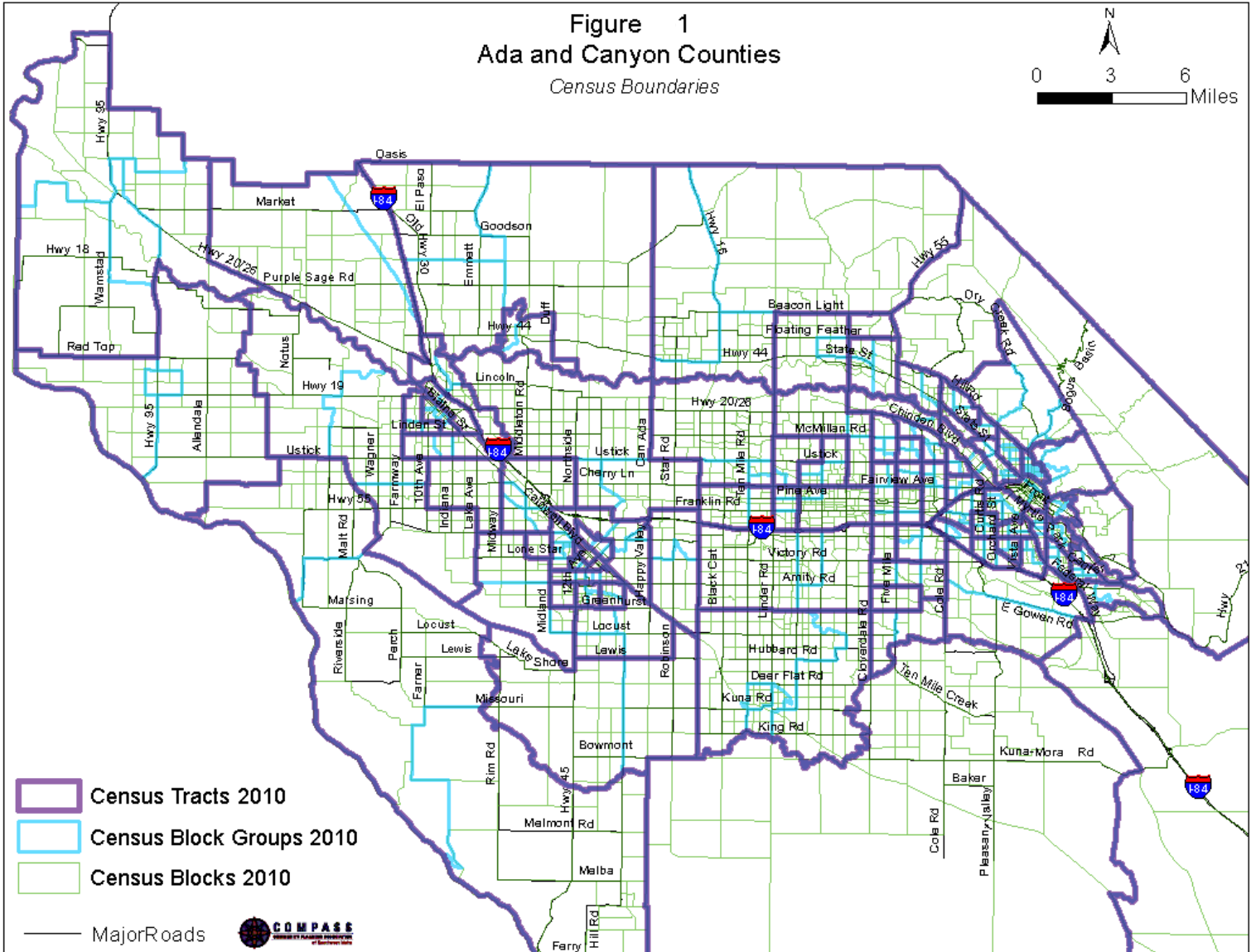
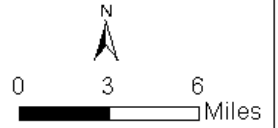


Figure 2
Total Population
 2010 Census: Blocks

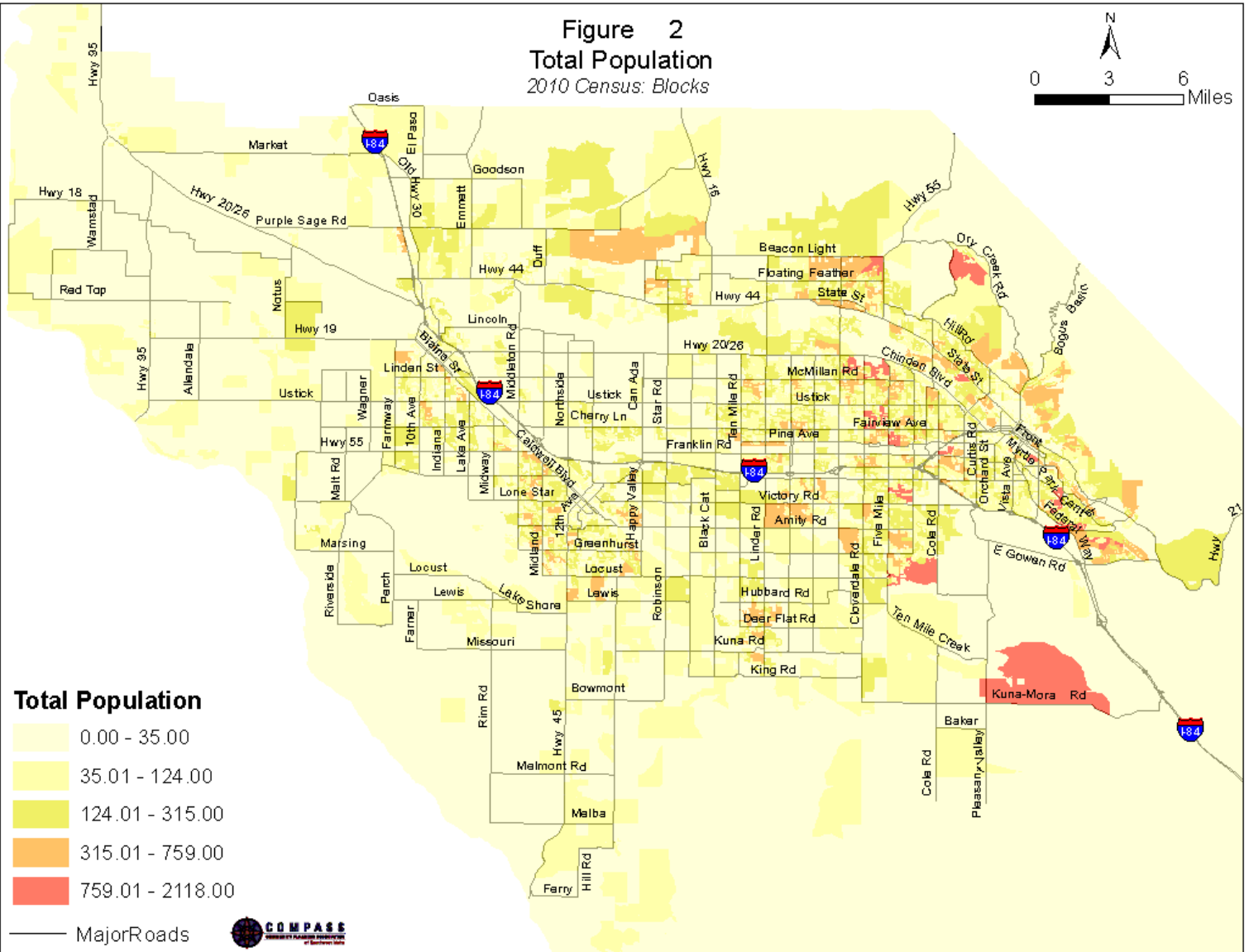
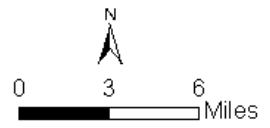
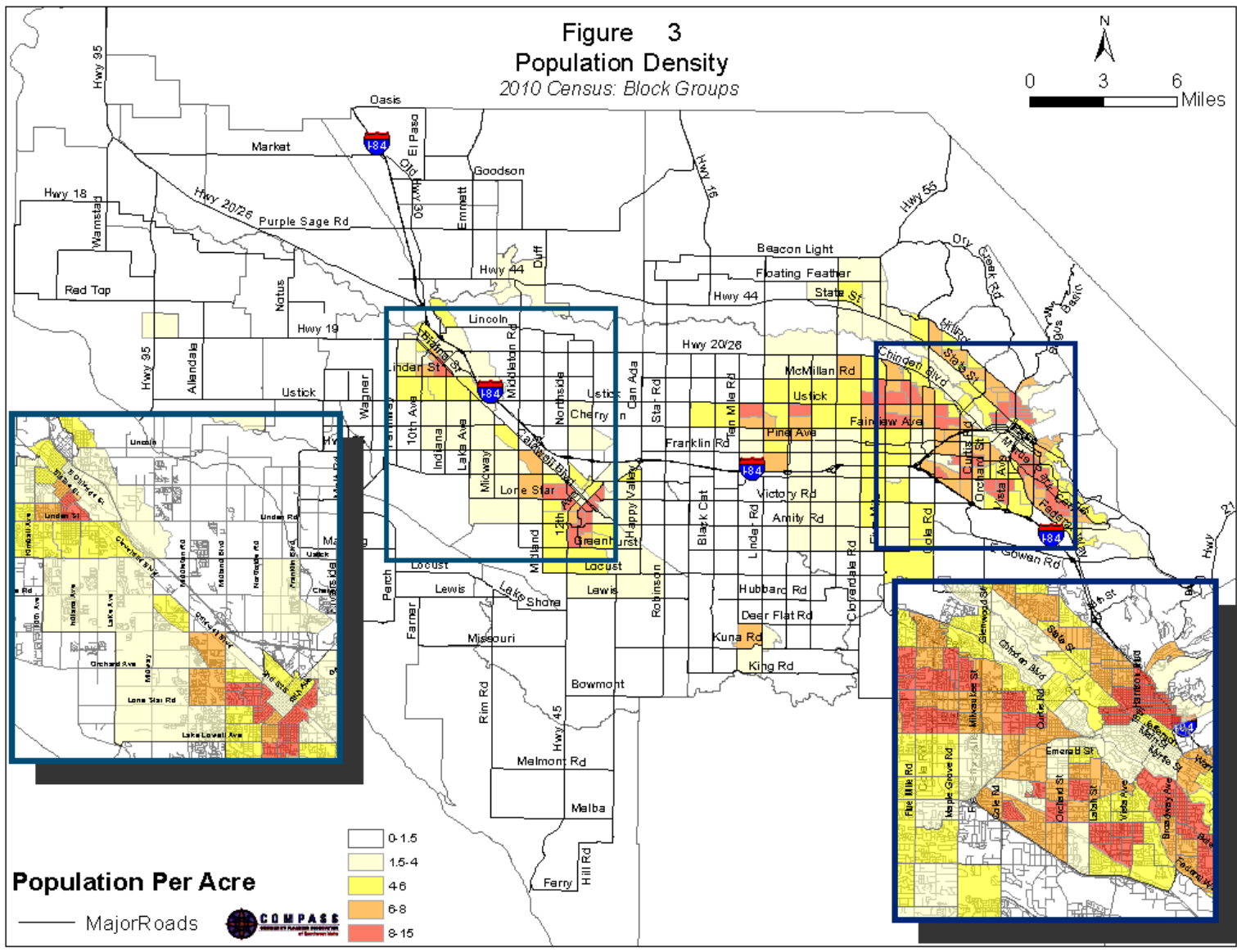
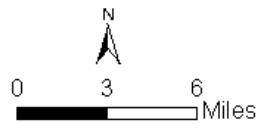
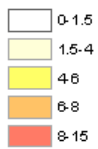


Figure 3
Population Density
2010 Census: Block Groups



Population Per Acre



Major Roads

Figure 4
Older Populations (65 and Older)
2010 Census: Blocks

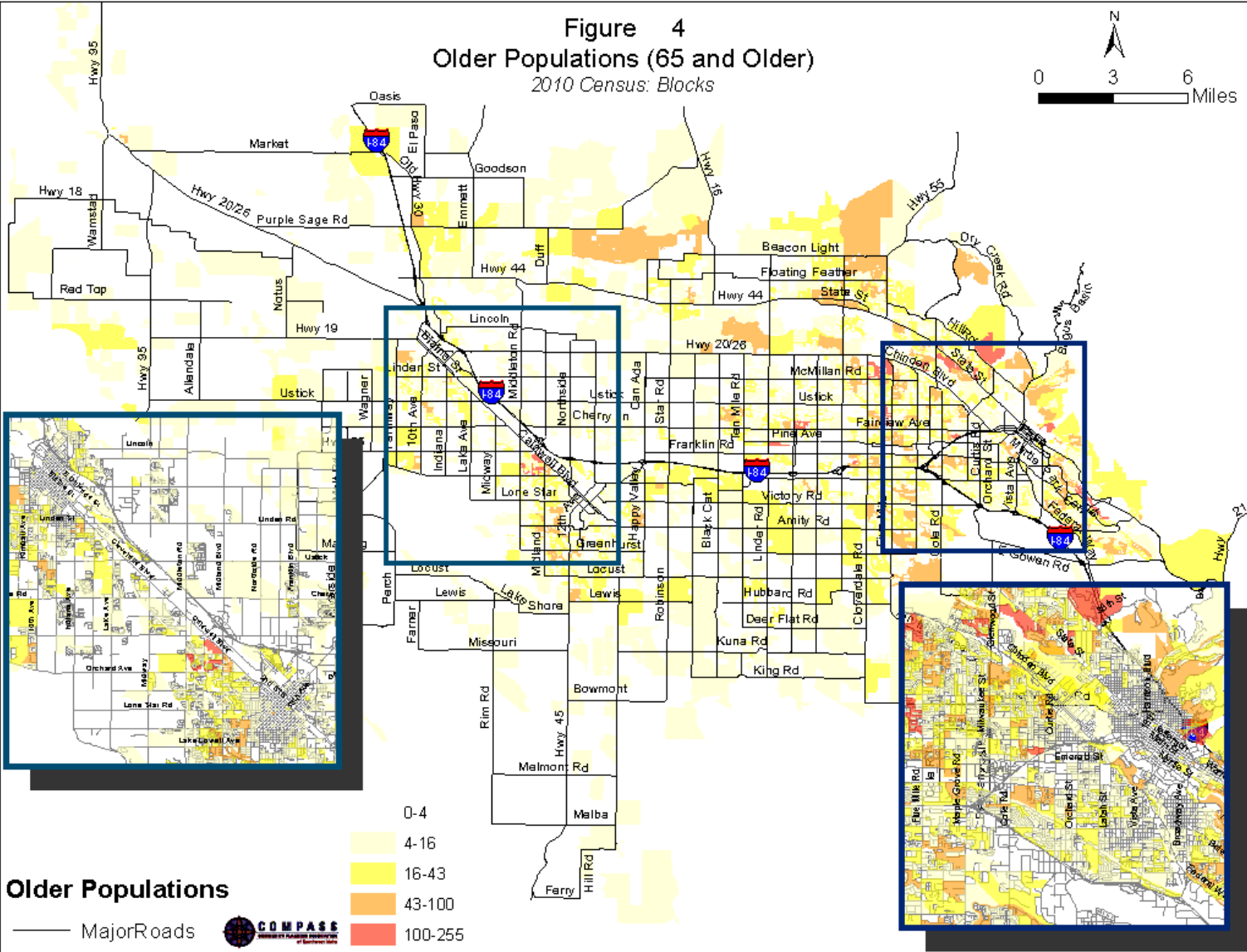
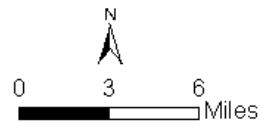
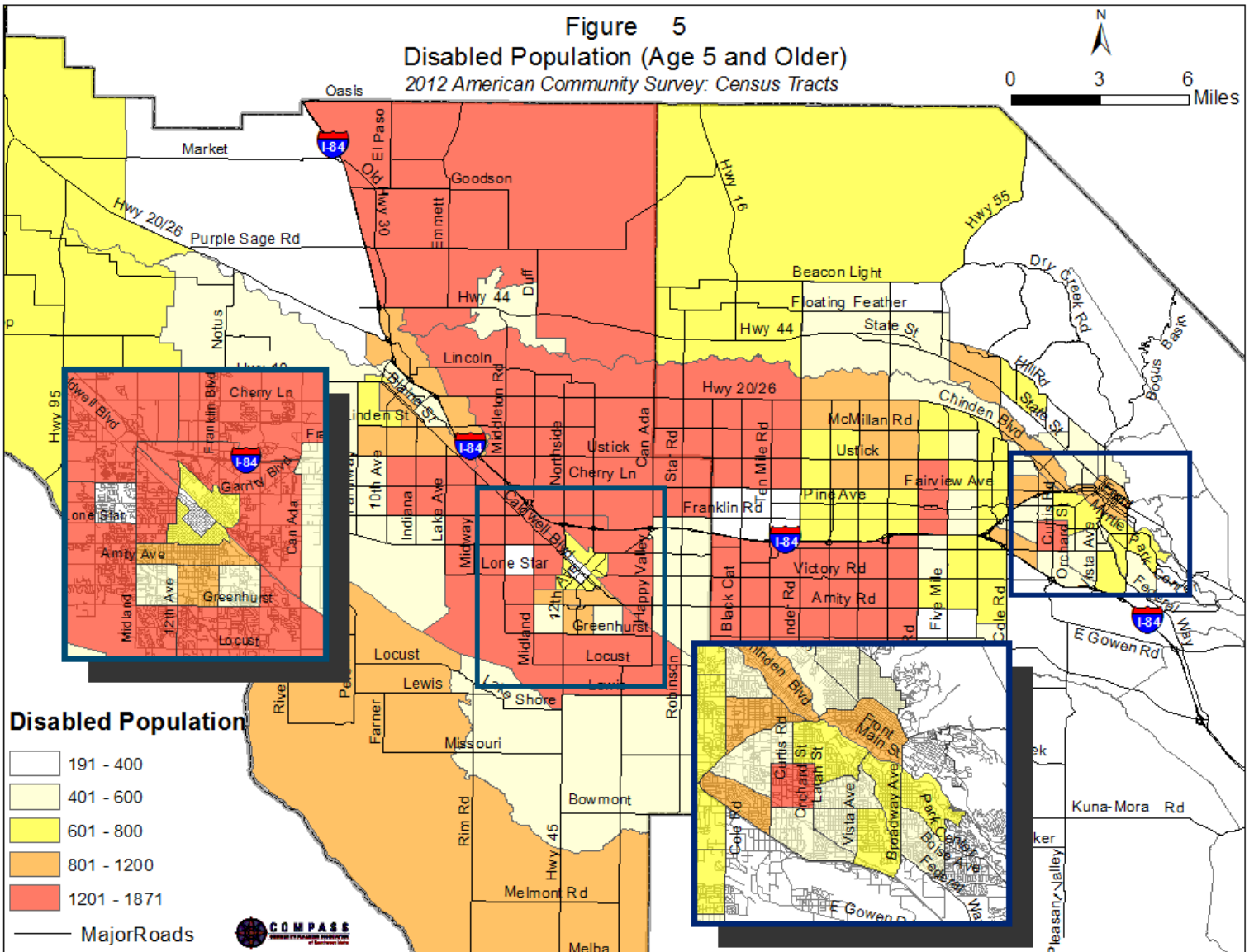
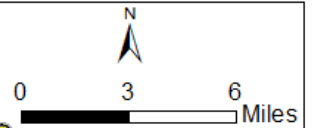


Figure 5
Disabled Population (Age 5 and Older)
 2012 American Community Survey: Census Tracts



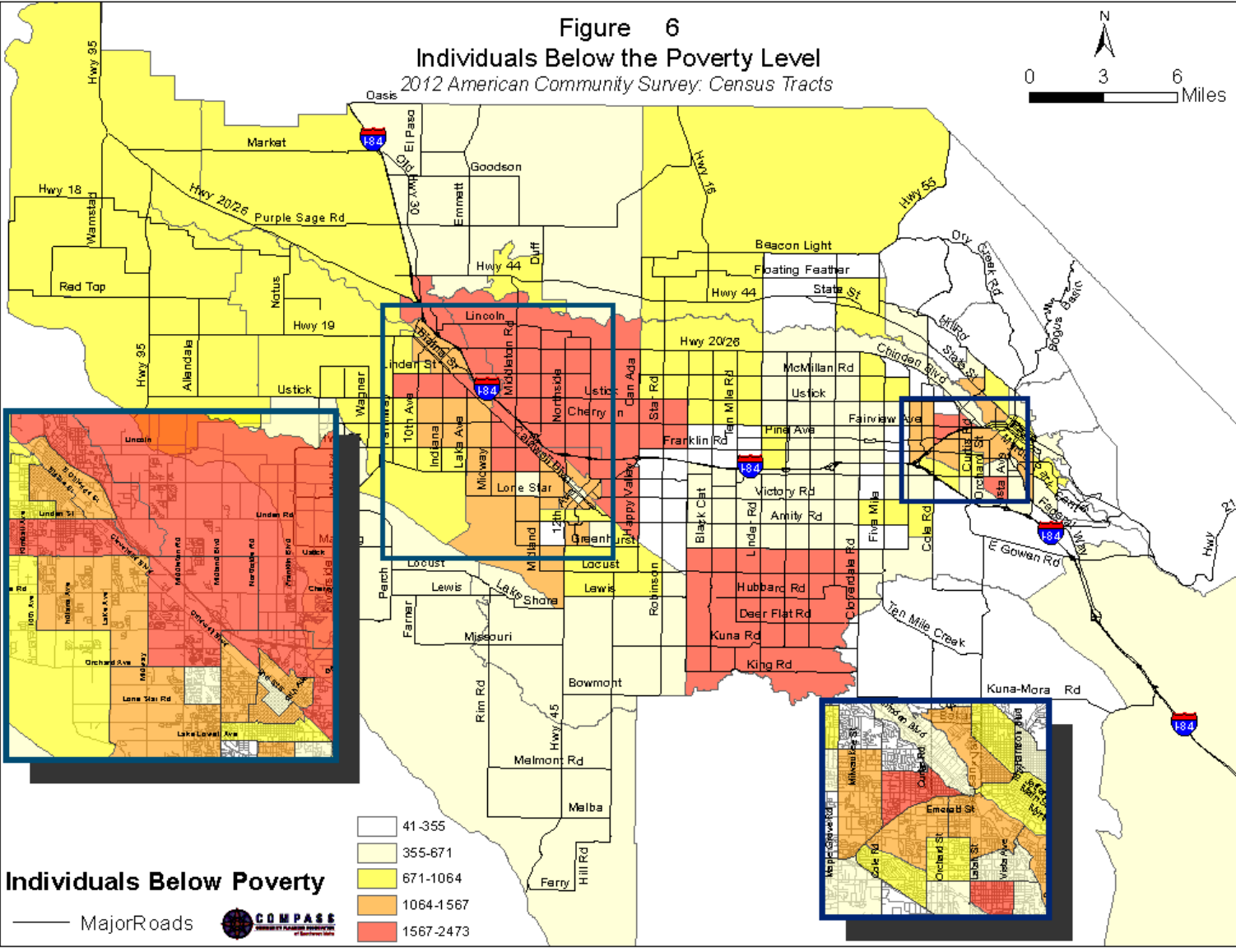
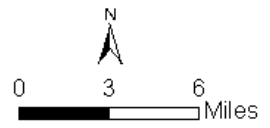
Disabled Population

- 191 - 400
- 401 - 600
- 601 - 800
- 801 - 1200
- 1201 - 1871

— Major Roads



Figure 6
Individuals Below the Poverty Level
 2012 American Community Survey: Census Tracts



Individuals Below Poverty

Major Roads



- 41-355
- 355-671
- 671-1064
- 1064-1567
- 1567-2473

Figure 7
Autoless Households

2010 American Community Survey: Census Tracts

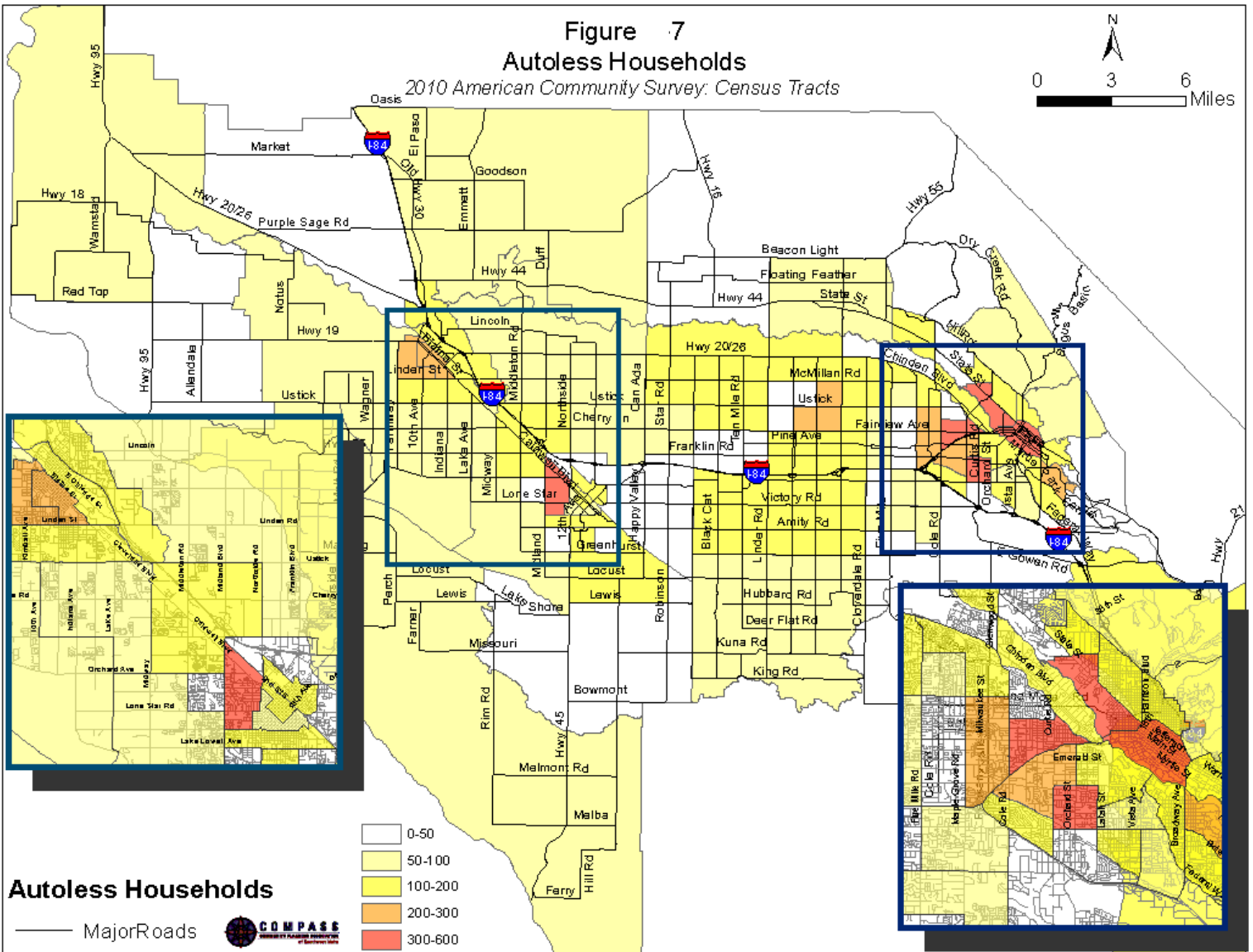
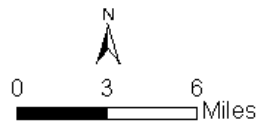


Figure 8
Youth Population 16 and Younger
 2010 Census: Blocks

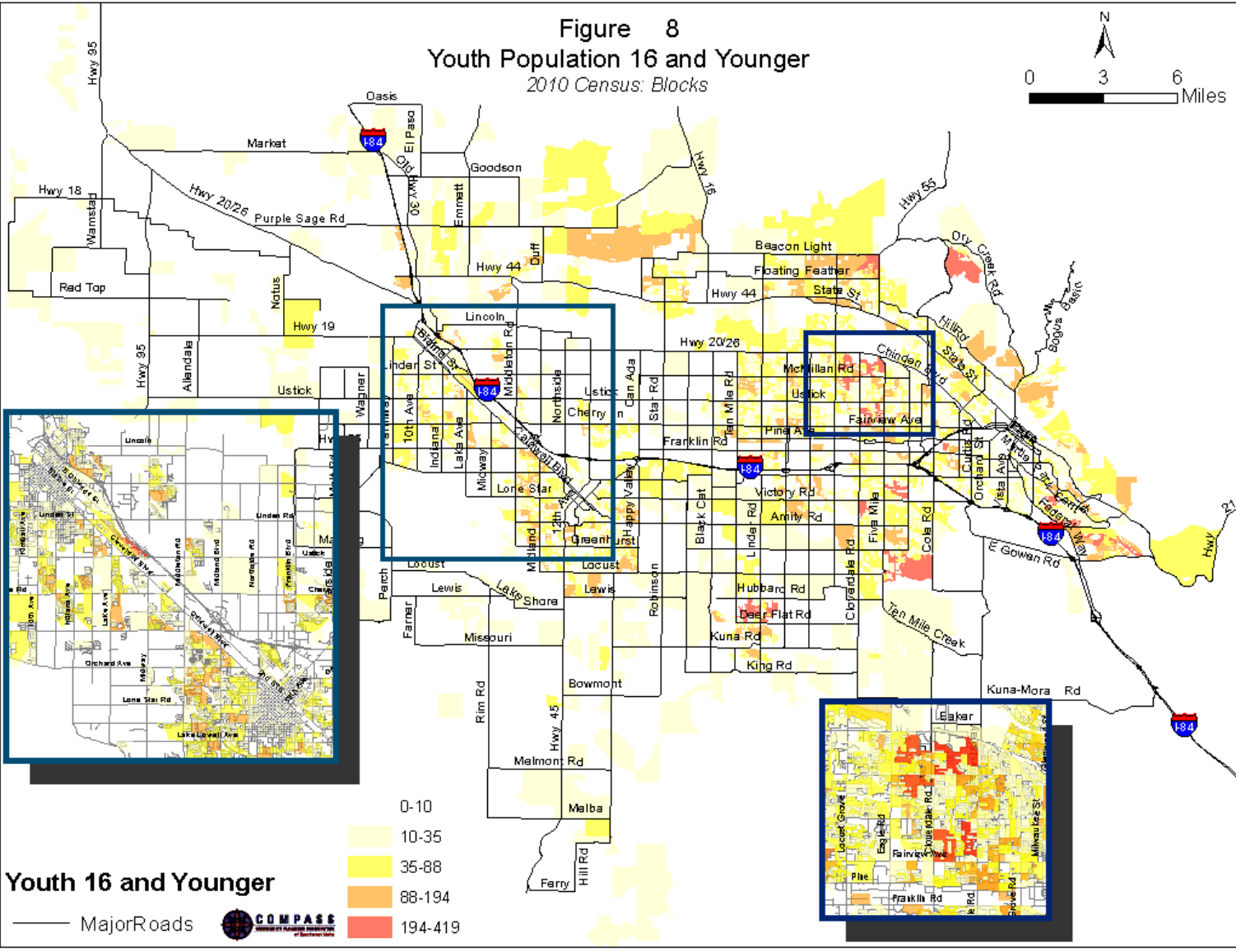


Figure 9

**Major Activity Centers
Composite Map**

April 2011

- Main
- Employment
- Commercial

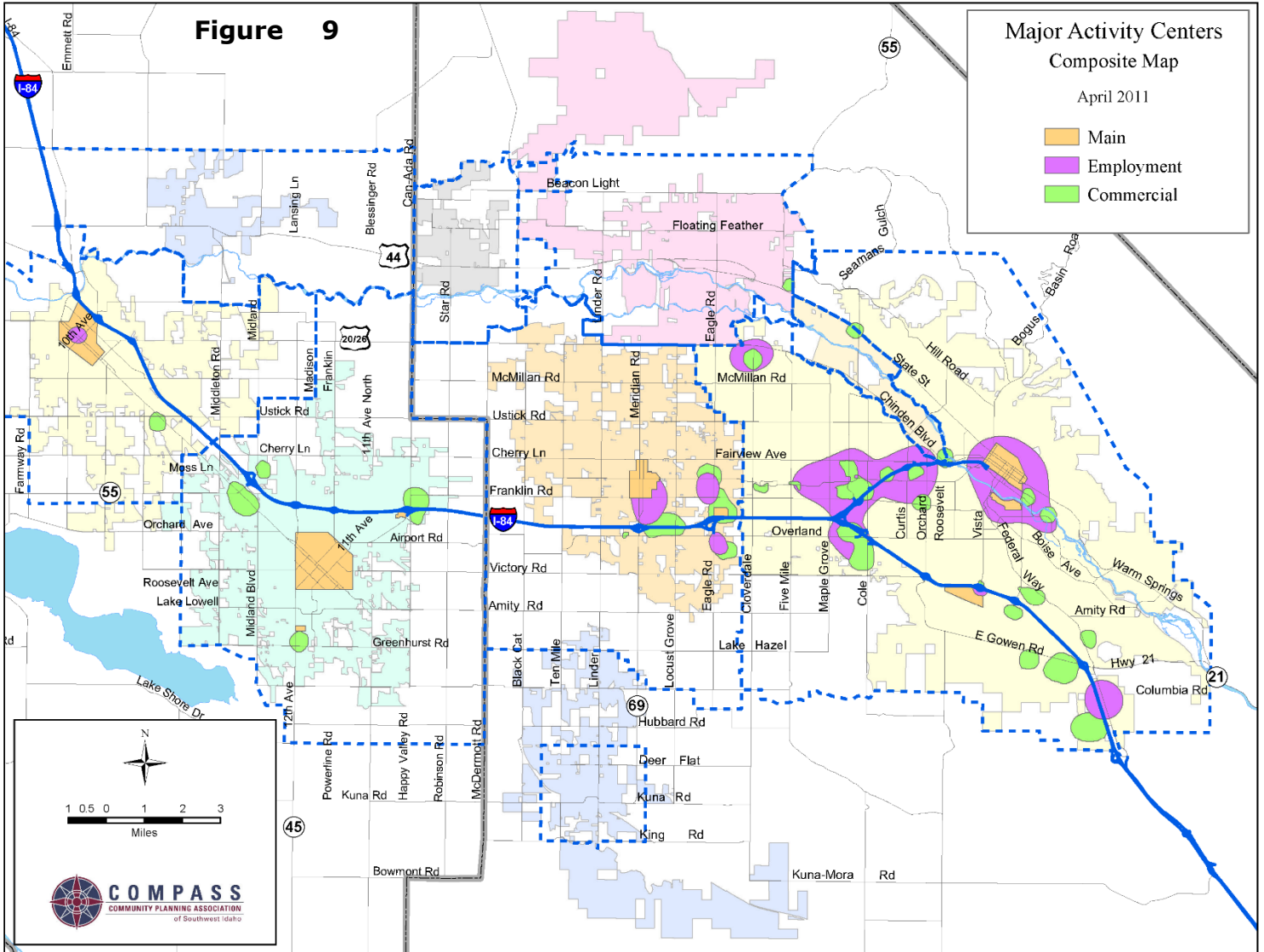


Figure 10 Employment and Labor Flow: Ada to Canyon

Jobs Counts by Places (Cities, CDPs, etc.) Where Workers are Employed
 Source: LED OnTheMap; U.S. Census Bureau, Center for Economic Studies, Idaho Department of Labor

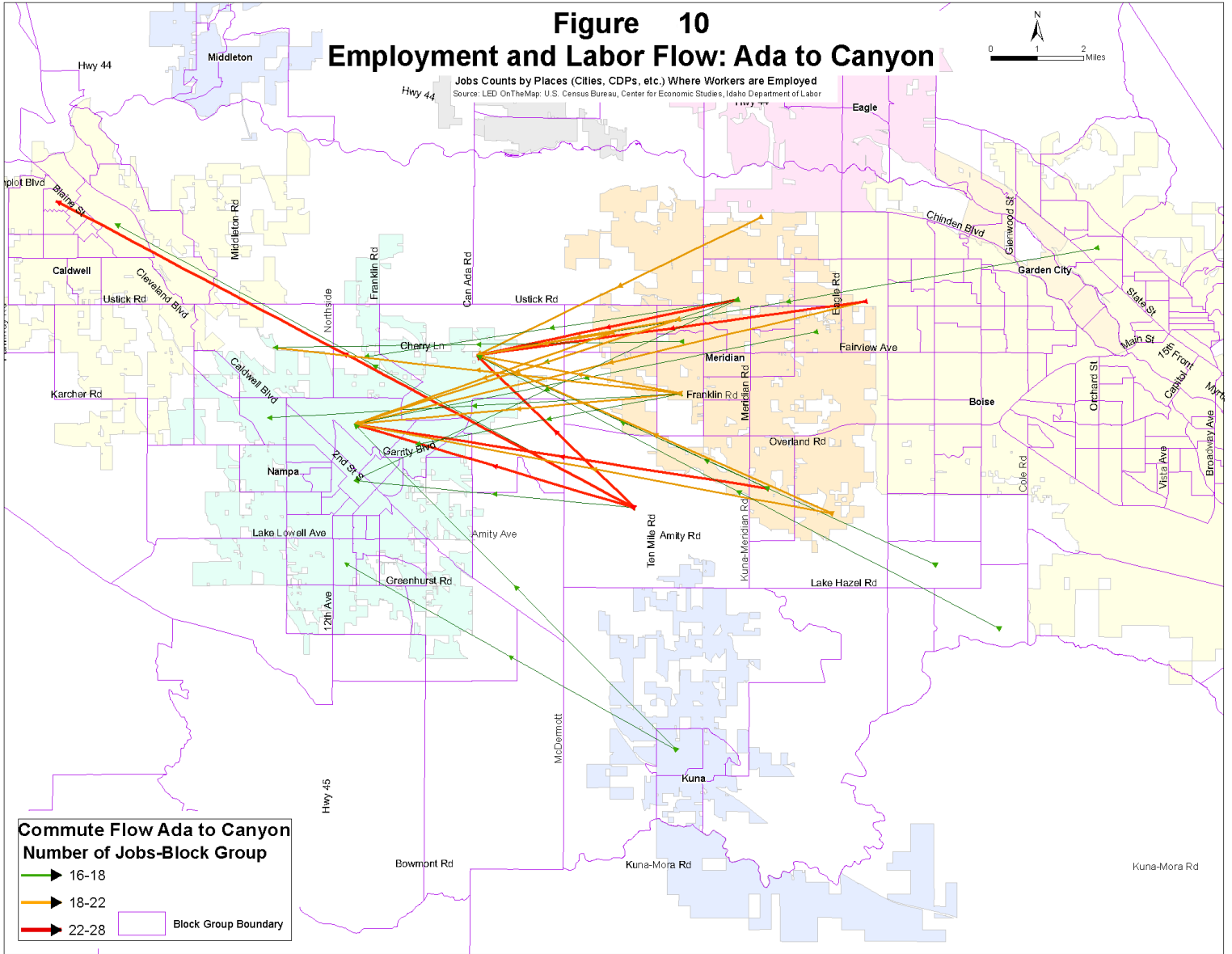
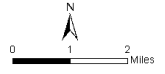
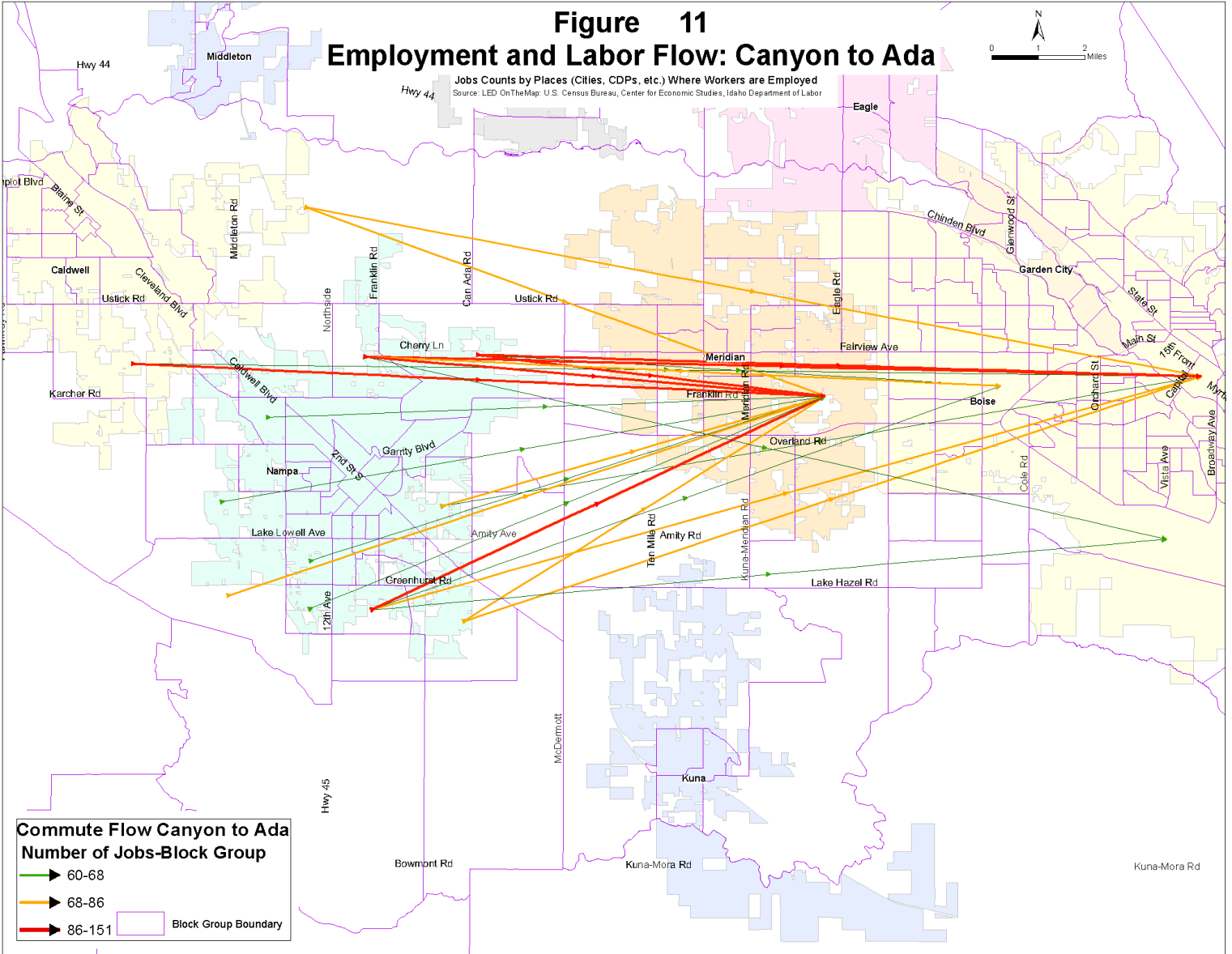
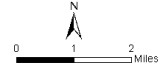


Figure 11 Employment and Labor Flow: Canyon to Ada

Jobs Counts by Places (Cities, CDPs, etc.) Where Workers are Employed
 Source: LED OnTheMap: U.S. Census Bureau, Center for Economic Studies, Idaho Department of Labor



Commute Flow Canyon to Ada
Number of Jobs-Block Group

- 60-68
- 68-86
- 86-151

Block Group Boundary

Chapter 5: Existing Mobility Services

Assessing existing transportation services helps to inform future strategies by identifying service gaps and needs in Ada and Canyon Counties. This section identifies:

- Local public transit providers in Ada and Canyon Counties
- Regional bus and intercity passenger rail services
- Human service agencies that provide transportation services or funding to program participants
- Rideshare and vanpool programs
- Park and ride lots
- Taxi services
- Schools/educational institutions that provide transportation services
- Aeronautic (air transportation) providers
- Other transportation providers

LOCAL PUBLIC TRANSIT

Local community public transportation providers in Ada and Canyon County that receive FTA/ITD grant funding include are:

- Treasure Valley Transit
- Valley Regional Transit – ValleyRide

Treasure Valley Transit (TVT)

Treasure Valley Transit, based in Nampa, is a non-profit coordinated transportation provider that operates a demand response service in Canyon County. TVT also oversees purchase of service operations for senior transportation in Ada and Canyon Counties.

TVT also provides contracted human service agency transportation, including Medicaid transportation, integrated with the public transit services across an eight-county rural service area across ITD District 3. TVT administers the FTA Section 5310 purchase of service transportation to senior centers in Ada and Canyon Counties. This project is coordinated through Valley Regional Transit's Community Link program.

Valley Regional Transit - ValleyRide

Valley Regional Transit operates ValleyRide transit services in Ada and Canyon Counties, which includes the following services:

- Fixed-route bus service in Boise/Garden City and Nampa/Caldwell. Boise area routes operate Monday through Friday or Monday through Saturday, with hours varying between 5:15 a.m. to 6:45 p.m. (14 routes) and 7:45 a.m. and 6:45 p.m. (8 routes).
- Fixed-route bus service in and between Nampa and Caldwell, Monday through Friday 6:20 a.m. to 7:15 p.m.

- Inter-county service between Ada and Canyon Counties, Nampa to Meridian to Boise, Monday through Friday, 5:25 a.m. to 9:49 p.m.
- The BSU Express route service, connecting Boise State University and the College of Western Idaho, seven round trips per weekday.
- Paratransit services in the Nampa/Caldwell and Boise/Garden City areas. Services are available within ¾ mile of fixed-route services for people who are unable to use the bus system because of a disability. Service operates Monday through Saturday with the same hours as the fixed-route bus system. There is also door-to-door paratransit service available in Nampa and Caldwell. The service operates Monday through Friday with the same hours as the fixed-line bus system.

In addition, the following programs have grown from the valley**connect** plan.

- Rideline Services:
 - *Rideline.org*. Rideline.org provides links to transit, vanpool, and carpool information in Ada and Canyon Counties. This program is being developed to serve as the mobility information center for the region.
 - *Valleyride.org*. Valleyride.org provides information about transit services and fares in Ada and Canyon Counties.
 - *Travel Trainers*. Travel trainers work with individuals to plan their transit trip, show them how to get on and off the bus, and how to use the equipment if needed. Travel trainers ride along with individuals on their first bus trip.
- GoRide Services: GoRide services are designed to make more efficient use of transportation resources in which the community has already invested, and to enhance the benefits of future investments. GoRide is a group of community-based transportation services, described below, designed to move people when and where more traditional transit and commuter services are not available.
 - *Agency vehicle sharing*. The vehicle sharing program is designed to coordinate vehicle sharing by participating agencies. The program works from a computerized database that shows what vehicles are available to be shared and when, so that participating agencies can reserve and use them when needed. The Rideline customer call center will coordinate the reservations.
 - *Volunteer Driver*. The GoRide Volunteer Driver program allows residents to reserve a ride with a volunteer driver. VRT is currently recruiting drivers for the program. Drivers can use their own vehicles or use one VRT's fleet vehicles. There is a small fee for each trip and the driver, if they use their own vehicle, is reimbursed for mileage.
 - *Job Access Vanpool*. This program is a reduced fare vanpool program designed to connect low income residents with job opportunities. Similar to other vanpool programs, the fares are subsidized.

- *Community Link*. This coordinated transportation program includes several aspects, including providing funding for transportation for seniors and individuals with disabilities and coordinating vehicle sharing. The senior “acquisition of service” component of community link is administered through a partnership with Treasure Valley Transit and provides funding directed towards senior transportation and for persons with disabilities. Senior centers and similar organizations can be reimbursed for trips they provide for qualifying individuals. In addition, the program coordinates vehicle sharing among churches, senior centers, etc. to maximize use of existing vehicles, which provides cost savings to participating organizations.

REGIONAL BUS/INTERCITY RAIL

Three regional intercity bus carriers serve Ada and Canyon Counties.

- *Greyhound* stops in Boise and Nampa, ID on its route between Portland, OR, and Salt Lake City, UT. The Greyhound route makes two round trips per day.
- *Northwestern Stage Lines* provides services between Boise and Coeur d’Alene. This Northwestern Stage Lines route makes one round trip daily.
- *Salt Lake Express* operates service from the Boise airport to Idaho Falls, ID, and Salt Lake City, UT. This route makes two round trips per day, and also stops in Mountain Home.

HUMAN SERVICE AGENCIES

Human service agencies typically provide services for their program participants to access agency programs or activities integral to the agency’s mission. The following human service agencies provide transportation services or provide financial assistance to their participants for transportation purposes.

- *The Arc, Inc.* Based in Boise, The Arc supports people with intellectual and developmental disabilities in realizing their goals.
- *CCOA - Aging, Weatherization, and Human Services*. Originally known as the Canyon County Organization on Aging, the organization expanded its mission to provide other services of a community action agency. CCOA provides transportation services to people age 60 and over, operating accessible buses and vans through the Caldwell area using Section 5310-funded vehicles. A total of 6,877 passenger trips were provided by CCOA in 2013.

CCOA is a purchase of service contract recipient from TVT, and also coordinates volunteer drivers and a bus to provide accessible transportation for Canyon County seniors to medical appointments, grocery shopping, and other essential errands and destinations within the Caldwell city limits.

- *Eagle Senior Center*. The Eagle Senior Center is a purchase of service contract recipient from TVT, and is sponsored by the City of Eagle. Eagle Senior Center owns and operates a wheelchair-accessible van that is used to transport seniors to

medical appointments on Wednesdays. A total of 432 passenger trips were provided in fiscal year 2009.

- *Elderly Opportunity Agency, Inc. (EOA)*. EOA is a private non-profit corporation providing services to senior citizens within the Idaho Agency on Aging Area III network. EOA's service area includes Adams, Boise, Canyon, Elmore, Gem, Owyhee, Payette, Valley, and Washington Counties. EOA also arranges for volunteer drivers in some locations to assist seniors in getting to medical appointments.
- *Friends of Children and Families, Inc.* This organization provides Head Start and Early Head Start programs to preschool children in Ada and Elmore Counties and provides transportation assistance to program participants.
- *Good Samaritan Society Boise Village*. This residential care facility provides transportation to nursing home residents in Ada County and surrounding areas. The organization was awarded Section 5310 funding in fiscal year 2013 and provided 495 trips.
- *HIV Services Clinic / Family Medicine Health Center*. This clinic in Caldwell provides medical transportation assistance to program participants (predominantly low-income) in Ada, Adams, Canyon, Gem, Owyhee, Payette, and Washington Counties in Idaho, as well as Malheur County, Oregon.
- *Idaho Commission on Aging*. The Idaho Commission on Aging funds transportation services for seniors throughout the state.
- *Idaho Department of Health and Welfare*. The Idaho Department of Health and Welfare funds transportation services for clients eligible for a variety of programs throughout the state, including Medicaid transportation.
 - Idaho Department of Health and Welfare Behavioral Health – funds transportation services for clients to access mental health and substance abuse programs.
 - Idaho Department of Health and Welfare, Region III provides funding to support the Infant Toddler Program
- *Idaho Division of Veterans Services*. The Boise Veterans Home, a residential care facility, provides transportation to medical appointments.
- *International Rescue Committee*. This organization provides funding for transportation, including financial support to refugees in Ada and Canyon County for transportation needs.
- *Kuna Senior Citizens Association*. The Kuna Senior Citizens Association owns an accessible van originally titled to the City of Kuna and funded under the Section 5310 program. They are a purchase of service contract recipient from TVT, and provided 4,346 passenger trips in fiscal year 2013 to seniors in the Kuna area.
- *Melba Senior Center*. The Melba Senior Center operates a 15 passenger vehicle to provide transportation to the senior center for meals and occasional trips to Nampa

for medical appointments. They are a purchase of service contract recipient from TVT, and provided 1,736 trips in 2013.

- *Meridian Senior Center.* The Meridian Senior Center owns two accessible buses funded under the Section 5310 program. It provided 1,834 passenger trips in fiscal year 2013 to transport seniors to the center.
- *Parma Senior Center.* The Parma Senior Center offers local transportation services in the Parma area and provides trips to medical facilities, grocery stores, and other locations. They partner with the vehicle sharing program and are a purchase of service contract recipients from TVT. They provided 3,947 trips in 2013.
- *Roman Catholic Diocese of Boise (St. Mark's Catholic Community).* St Mark's owns a small accessible bus funded under the Section 5310 program. It provided 1,074 passenger trips during fiscal year 2013. The church also provides financial support to individuals for transportation.
- *Senior Solutions.* Senior Solutions provides transportation services to older adults in Ada County using two vehicles. The organization also administers a taxi scrip program in Boise that provides a use-side subsidy to people with disabilities who are unable to drive.
- *Star Senior Citizens, Inc.* This organization owns an accessible bus funded under the Section 5310 program. It provided 1,190 passenger trips in fiscal year 2013.
- *WITCO - Western Idaho Training Company, Inc.* WITCO operates transportation services for agency consumers (people with disabilities) to developmental, vocational, and employment sites. Transportation service is provided in Canyon County (Caldwell, Nampa), Ada County (Boise), Payette County (Fruitland), and Washington, Gem, and Owyhee Counties. WITCO currently operates a fleet of 23 vehicles (sedans and vans), five of which were funded under Section 5310. WITCO also purchases transportation services for consumers from TVT and the Malheur Council on Aging and Community Services (in Ontario, Oregon). They provided 54,596 passenger trips in 2013.
- *World Relief Refugee Resettlement Agency.* This agency provides funding for transportation and travel training to refugees in Ada County.

RIDESHARE/VANPOOL

Three rideshare/vanpool programs include Ada and Canyon Counties in their service areas.

- *Idahorideshare.org.* Residents of Ada and Canyon Counties can be matched with others with whom to share rides in carpools and vanpools through the statewide rideshare program, online at Idahorideshare.org. This program was created in partnership with state and public transportation providers in Washington State, and the website has been expanded to include all of Idaho. Idahorideshare.org also

provides information and referral to transportation alternatives and tools for employers.

- *Commuteride*. Administered by the Ada County Highway District, Commuteride provides ride matching, vanpool, information, and referral to transportation alternatives, and employer services in Ada, Boise, Canyon, Elmore, Gem, and Payette Counties in Idaho, as well as Malheur County, Oregon. Ada County Highway District Commuteride vanpools provided 273,230 passenger trips in fiscal year 2013.
- *Carpool Connection*. Boise State University provides carpool matching within Boise and preferential parking for carpools.

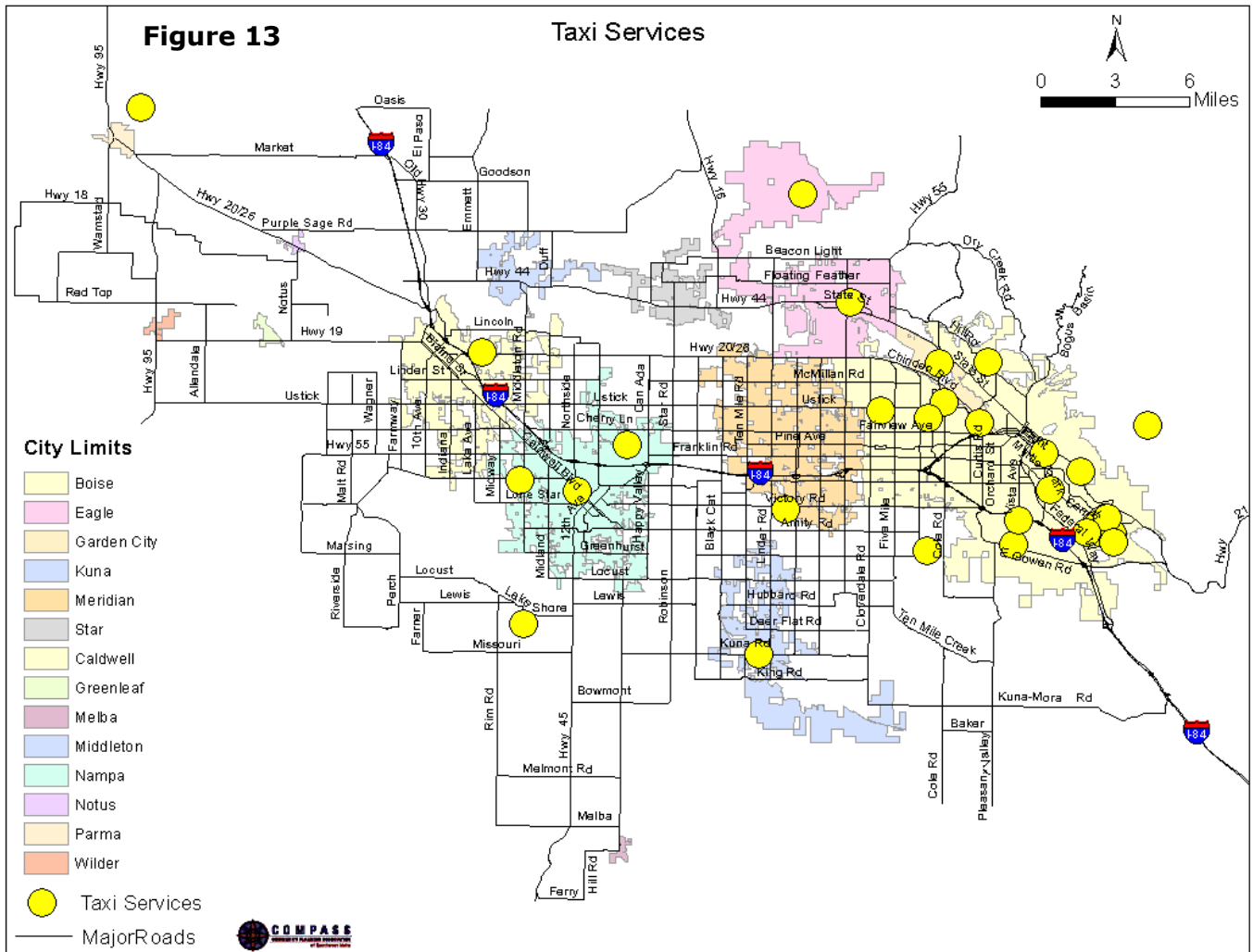
PARK AND RIDE LOTS

Ada County Highway District, through the Commuteride program, promotes numerous park and ride lots (Figure 12).



TAXI SERVICES

Approximately 40 providers of taxi services were identified as serving Ada and Canyon Counties. Given the fluid nature of the taxi industry and little regulation for taxi services in the two-county region, taxi companies were not specifically identified in this plan. The following map (Figure 13) represents general areas where taxi services are housed.



SCHOOLS/EDUCATIONAL INSTITUTIONS THAT PROVIDE TRANSPORTATION SERVICES

The following organizations provide education-focused transportation services in Ada and Canyon Counties:

- *Boise State University*. Boise State University provides the Bronco Shuttle, a loop shuttle service on the Boise State University campus, as well as carpool matching and promotion of other transportation alternatives such as bicycling, car-sharing (through the private company Zipcar) and public transit.
- *Brown Bus Co.* Brown Bus Company is a private school bus operator.
- *Valley Regional Transit*. ValleyRide operates the BSU Express (Route 45) which also serves the College of Western Idaho.

AERONAUTICS

The largest commercial airport in Idaho, the Boise Airport, is located in Ada County. The Boise Airport is served by seven commercial carriers of scheduled service.

The following municipal, recreational, and basic service airports are located in Canyon County:

- Caldwell Industrial Airport
- Nampa Municipal Airport
- Parma Airport

OTHER TRANSPORTATION PROVIDERS

Other transportation providers include private for-profit airport shuttles, charter buses, for-profit non-emergency medical transportation providers, recreational shuttles, and other services. In Ada and Canyon Counties, these include, but are not limited to:

- *Able Transport* – provides Medicaid and non-emergency medical transportation in the Treasure Valley.
- *Advanced Wheelchair Transport* – provides accessible transportation in the greater Boise area.
- *Bogus Basin Mountain Recreation Area* – provides a parking shuttle connecting a park and ride lot in Boise to the ski area.
- *Boise Shuttle Service* – operates a charter and airport shuttle service in addition to a shuttle service on the Boise State University campus (discussed above)
- *Caldwell Transportation Company* – provides an intercity ski shuttle connecting the Treasure Valley to the Bogus Basin parking shuttle.
- *Cornerstone Transportation LLC* – operates Medicaid transportation service in Ada, Boise, Canyon, Elmore, Gem, and Valley Counties.
- *Fran's Affordable Ride* – provides taxi, non-emergency medical transportation, and transportation to Air Force personnel in Ada, Boise, Elmore, Gooding, and Owyhee Counties, ID, and Owyhee, NV.

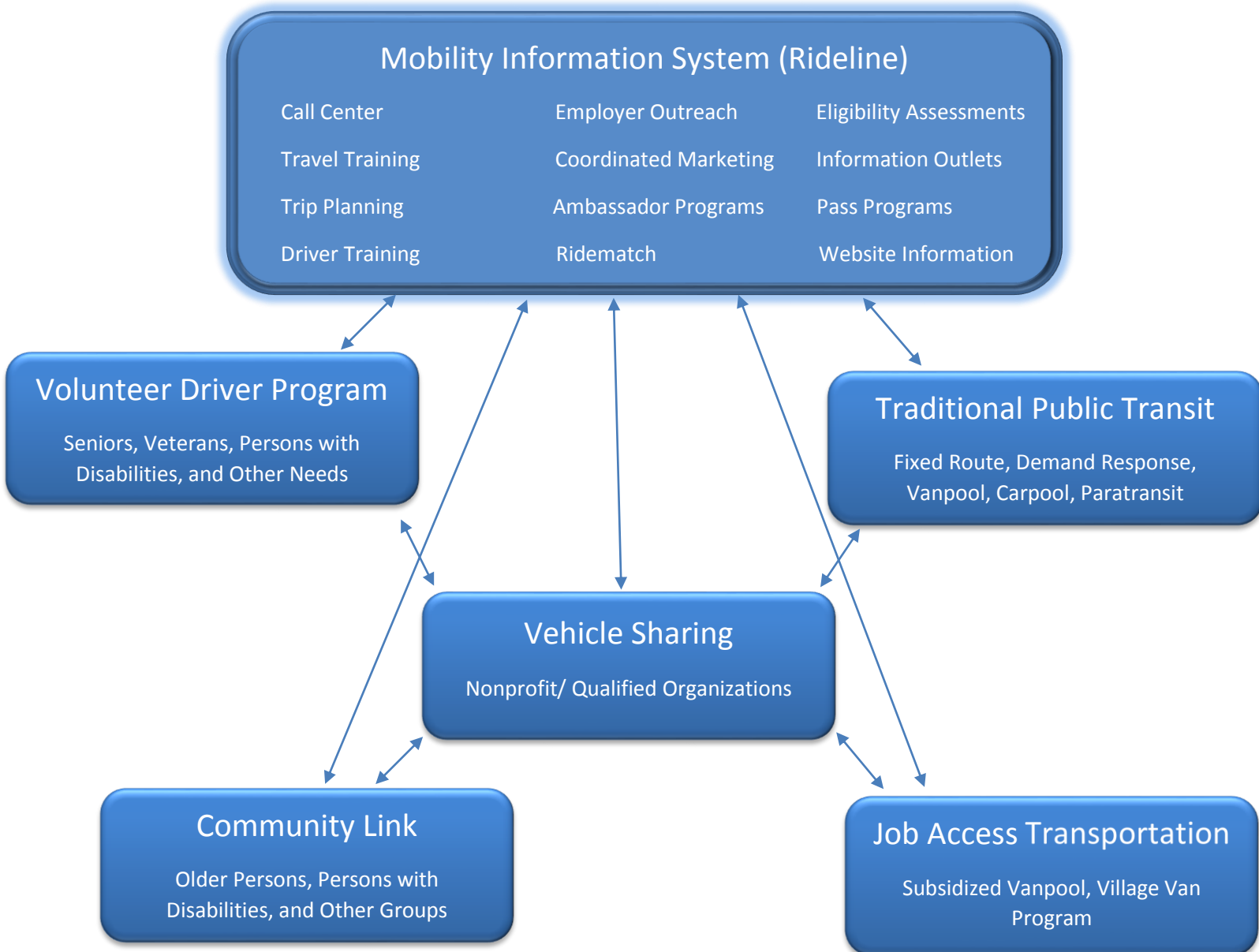
- *Mountain Home Shuttle Services* – operates an airport shuttle from Boise to Mountain Home and Mountain Home Air Force Base.
- *Sawtooth Transportation LLC* – operates a river rafting shuttle, airport shuttle, and charter service, serving Boise, Stanley, Salmon, McCall, Sun Valley, Twin Falls, and points between.
- *S&R Services* – provides Medicaid transportation serving the Magic Valley (based in Burley) and Treasure Valley (based in Nampa).
- *Special Delivery Medical Transport* – provides Medicaid and non-emergency medical transportation to residents of Ada, Canyon, Washington, Elmore, and Payette Counties in Idaho, and Malheur County in Oregon.
- *Sun Valley Express* – offers charter service, and shuttle service between the Boise airport and Sun Valley.
- *Enterprise CarShare* – provides a membership-based car sharing program that allows participants to reserve a car by the hour for one, all-inclusive price.

Chapter 6: Strategy Implementation Methods

This chapter describes the implementation methods for the strategies identified in Chapter 1 and Appendix A. This section will describe mobility programs, performance metrics for the plan, as well as the prioritization process for project funding.

COORDINATED HUMAN SERVICE TRANSPORTATION PROGRAMS

Focusing investments on coordinated programs will support an efficient and effective use of the funding resources for human service transportation programs. These activities are usually funded through programs such as Job Access/Reverse Commute, New Freedom and the 5310 older persons and persons with disabilities program. This chart describes the inter-relationship with major existing human service programs.



STRATEGY IMPLEMENTATION: MOBILITY PROGRAMS

Within the Ada and Canyon County service area, there have been ongoing efforts to improve coordination among service providers. The programs described below have been coordinated to more effectively implement the planning strategies listed in Chapter 1, Page 8 and Appendix A.

- *Vehicle Sharing:* Non-profit and qualified organizations are eligible to participate in the regional vehicle sharing program administered by VRT. This program provides flexibility in vehicle types for agencies to meet their transportation demands. Participants pay a membership fee and are able to access vehicles that are available in the vehicle pool. This allows for greater utilization of vehicles purchased with public resources, and provides more options for organizations that provide transportation. The program can also reduce the cost of vehicle maintenance and insurance for individual agencies.
- *Community Link 5310 Coordination Project:* Community Link coordinated senior and persons with disabilities transportation program works from a charter framework that establishes service agreements between providers (senior centers and other non-profit organizations) and TVT, the program administrator. FTA 5310 funds will be leveraged with other funding resources to provide a coordinated system of mobility services directed towards seniors and persons with disabilities. Annual performance metrics have been established to monitor the success of this program. The vehicle sharing program works in concert with the Community Link program, to maximize the availability and use of vehicles in the region.
- *Mobility Information Center:* VRT is developing a customer service system as part of the Rideline.org program. This system will provide travel information, provider information, coordinated marketing, and training opportunities as well as scheduling and fare information. Provider participation with information sharing, trip scheduling, and pass programs will improve customer service experience.
- *Volunteer Driver Programs:* Volunteer driver programs are services targeted towards seniors, veterans, persons with disabilities, and other needs individuals who are unable to drive themselves. This low-cost transportation option uses volunteers who share their time and vehicles to transport individuals, and provides transportation options where other services may not be viable.
- *Job Access Transportation (Village Van):* Job access transportation provides transportation assistance to those who do not have access to jobs due to lack of transportation. Village Van is a subsidized vanpool program that provides job access for low income individuals. In this program, sponsor organizations to help support the transportation to work for their agency's clients. The Village Van

program also provides job training for participants (as drivers, for example) to open the door for future employment opportunities.

- *Traditional Public Transportation:* Fixed route bus and dial-a-ride systems may be the most effective way to serve transportation needs, particularly in areas that have transit supportive densities (that is, seven dwelling units per acre). The valley**connect** plan describes the coordinated process to implement these services. Carpool, rideshare, and vanpool services are additional coordinated user-pay programs. Carpool and ridesharing activities are supported through programs such as RideshareOnline.com.

PROJECT SELECTION CRITERIA

Project selection criteria have been established to prioritize and recommend projects for inclusion into the Transportation Improvement Program, a five-year budget of federally funded or regionally significant transportation programs in Ada and Canyon Counties. Projects will be evaluated against each other, using a paired comparison process. The following criteria will be used in that process to determine which project is “better.” The paired comparison evaluation process looks at each project in comparison to all other projects that are similar in nature. Criteria have been developed to determine how projects will be scored and evaluated by the Regional Coordination Council prioritization sub-committee. These criteria were developed for transportation providers to explain how their projects fit into the planning objectives listed in Chapter 1. These criteria were specifically developed to support goals and objectives of for Ada and Canyon Counties as outlined in Chapter 1 of this plan.

The objectives from Chapter 1 are listed below, followed by the criteria used to evaluate each project in relation to that objective.

Objective 1. Support and Maintain Successful/Critical Service Operation

- How does the project support the existing transportation services?
- What are the primary trip purposes (nutrition, shopping, health, employment, civic engagement, recreation, all other) for the project?
- If you are seeking vehicle replacement, do you have a capital replacement plan that supports your application for a new vehicle? Capital equipment and vehicles well beyond their useful life and requiring significant maintenance to keep operating will take priority over other capital equipment requests.

Objective 2. Maximize the Use of Available Resources

- *Modes:* Is the project the most effective transportation mode(s) for the situation?
- *Cost Efficiency:* Is the proposed project the most cost efficient way to meet the need?
- *Ridership:* Are the proposed services structured to accommodate multiple passengers?

- *Sustainability*: Is it a one-time project? If not, what is the plan for ongoing funding and operations?

Objective 3. Support Affordable Transportation Options

- *Affordability* (if applicable): Will the anticipated costs (fares) to the targeted customers be the most affordable option compared to other optional transportation modes?

Objective 4. Support Accessible Transportation Options

- Does the project improve accessible transportation options for persons with disabilities?
- Does the project provide mode choice?

Objective 5. Expand Service Operations

- Is the project supported through an existing planning document such as valley**connect** or *Communities in Motion 2040*?
- Does the project enhance or provide connections to existing services?
- Is the project supported by one or more strategies in this Transportation Service Coordination Plan for Ada and Canyon Counties?

Objective 6. Improve Safety and Security

- How does the project improve or maintain safety and security of the transportation system?

Objective 7. Improve Customer Service

- How will the project improve customer service and mobility support?

PERFORMANCE METRICS

Performance metrics were developed to guide the decision-making process and track the ongoing efficiency and effectiveness of the mobility investments made through this plan (Table 5). The performance metrics are organized into geographically relevant measures divided into region-wide measures (Ada and Canyon Counties), transportation zone measures (Figure 14), and service provider measurer. The zone-based and provider-specific measures will be collected as part of the service agreements that are established through the coordinated mobility programs. The regional measures will be collected by COMPASS in coordination with the *Communities in Motion 2040* performance measures. Performance data will be evaluated on an annual basis, and will be used to guide and inform the next application process. These measures were developed in coordination with the Idaho Transportation Department, which established performance reporting requirements for FTA grant programs that are administered through the Idaho Transportation Department.

Transportation zones were established for performance reporting and identifying the transportation funding needs for seniors throughout Ada and Canyon Counties. These transportation zones distinguish among different jurisdictions and account for travel patterns along major corridors within each zone. The performance measures identified in table 5 describe the geographic application for each performance measure. Demographic data were collected to determine the transportation needs of older individuals throughout Ada and Canyon Counties (see figure 15).

Figure 14
Transportation Zones

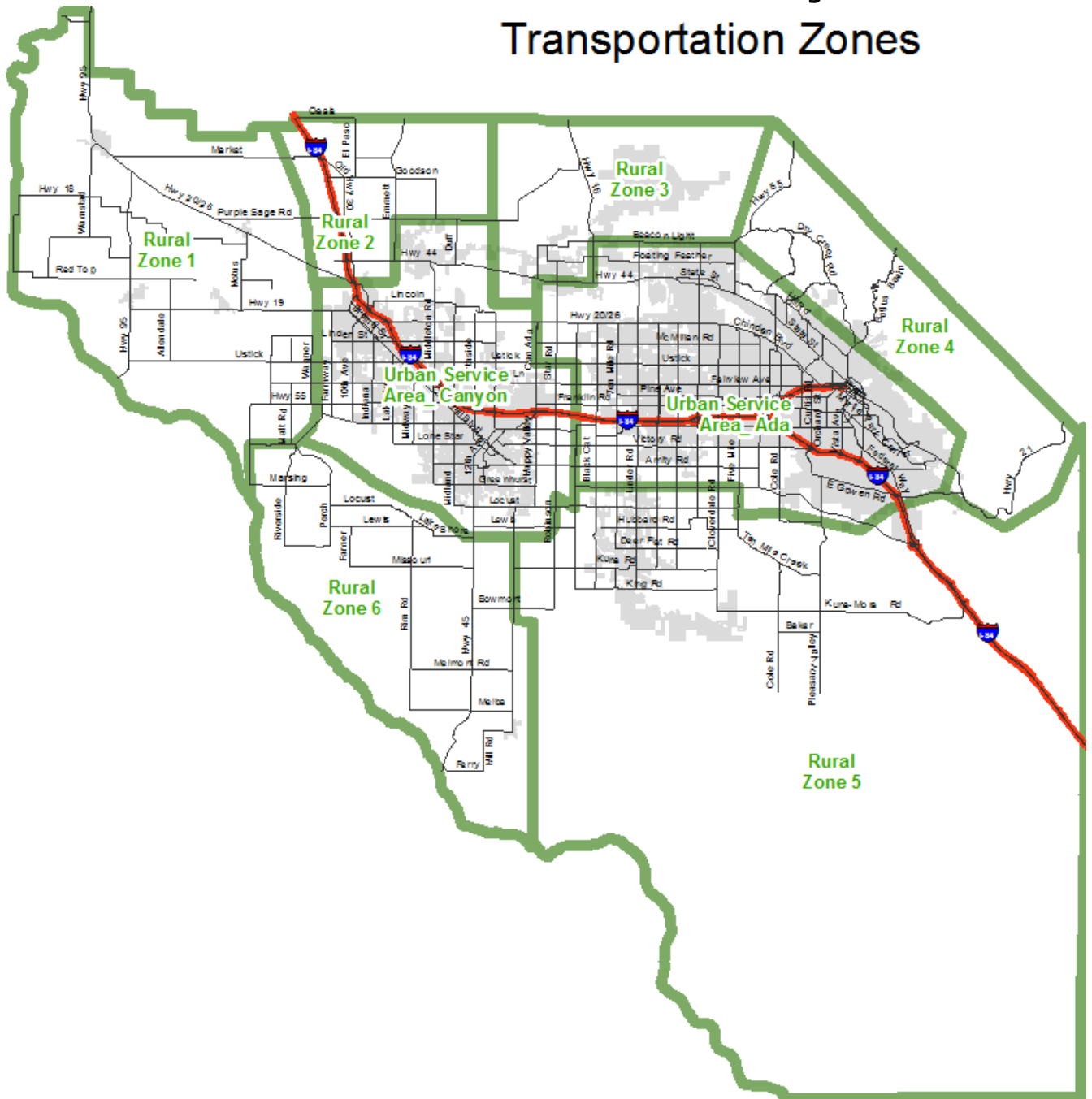


Table 5: Transportation Service Coordination Plan Performance Metrics										
Objective	Objective Title	MAP-21 National Goal ⁸	Performance Measure	Geography	#	Near term target	CIM 2040 Target	Data Source	CIM 2040 Objective	Notes
1	Support and Maintain Successful/Critical Service Operation									
		N/A	Trip Purpose	Provider/Zone	1.	70% Critical Trips	N/A	Purchase of service providers	• Health • Transportation	Critical service categories include nutrition, shopping, health, civic. Others include recreation and other. Community Link service agreements/charter will specify this performance measure.
2	Maximize the Use of Available Resources									
		N/A	Total Project Funding Compared to Previous Fiscal Year	Regional	2.	100%	N/A	COMPASS	• Transportation	Includes FTA funding programs. COMPASS will report on funding performance annually.
		System Reliability	Operating Cost Per Trip	Provider/Zone	3.	\$0-\$10.03	N/A	TVT, VRT, etc	• Transportation	Target based on national averages. COMPASS will collect this information on an annual basis.
		System Reliability	Vanpool Monthly Ridership/Routes	Regional	4.	>22,769 Monthly Riders, 102 routes	>300	ACHD Commute ride	• Transportation	Targets based on average monthly ridership for 2013. CIM target of >300. COMPASS collects ridership data on a monthly basis.
		System Reliability	Park and Ride Use (official spaces)	Regional	5.	70% of capacity	>750 spaces	COMPASS	• Transportation	70% is the average target utilization of all official lots, based on King County Metro figures. CIM calls for >750. COMPASS will collect park and ride use data as part of the congestion management data collection process.
3	Support Affordable Transportation Options									
		Economic Vitality	Location Affordability Index	Regional	6.	50%	>50%	COMPASS	• Transportation • Land Use • Community Infrastructure	The Location Affordability Index (LAI) combines the average household costs of housing and transportation based on average household's budget in the region. COMPASS will compile this data on an annual basis.
4	Support Accessible Transportation Options									
		Economic Vitality	Trip Rate by Mode (trips per person per year)	Zone	7.	Dial a Ride .45-6.5, Volunteer .59	N/A	COMPASS	• Transportation	Dial-a-ride and volunteer driver service based on the national average. (Other services will be incorporated as they become available). COMPASS will calculate trip rate based on ridership data and best available demographic data.

⁸ MAP 21 National Goals

- Safety – to achieve a significant reduction in traffic fatalities and serious injuries on all public roads
- Infrastructure Condition – to maintain a highway infrastructure asset system in a state of good repair
- Congestion Reduction – to achieve a significant reduction in congestion on the NHS
- System Reliability – to improve the efficiency of the surface transportation system
- Freight Movement and Economic Vitality – to improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
- Environmental Sustainability – to enhance the performance of the transportation system while protecting and enhancing the natural environment
- Reduced Project Delivery Delays – to reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

5	Expand Service Operations									
		Economic Vitality	Transit Level of Service Score (as a percent of planned system)	Regional	8.	62%	81%	COMPASS	• Transportation	This measure describes the average transit level of service (LOS) completion percentage (for arterial roads) within the area of impact, compared to the service levels described in the valleyconnect plan. COMPASS will calculate LOS on an annual basis.
6	Improve Safety and Security									
		Safety	Transit Crashes Per year	Regional	9.	46/year	< than previous year per transit vehicle miles travelled	COMPASS	• Transportation	Buses may include school buses, intercity, public transit, charter, etc. These are distinct categories starting in 2012. Baseline developed from the 2002-2012 average crashes. Baseline and target is discrete data, not normalized by vehicle miles traveled (VMT), pending final MAP-21 rulemaking. COMPASS will collect data on an annual basis.
		Safety	Number of Pedestrian Crashes	Regional	10.	86	< than previous year per VMT	ITD	• Transportation	COMPASS will collect data on an annual basis as part of the performance monitoring report.
		Safety	Number of Bike Crashes	Regional	11.	187	< than previous year per vehicle miles travelled	ITD	• Transportation	COMPASS will collect data on an annual basis as part of the performance monitoring report.
7	Improve Customer Service									
		N/A	Number of Trainings per Capita	Zone	12.	.003	N/A	VRT-GoRide	• Transportation	Individuals trained per year, per capita. VRT tracts GoRide trainings per year.

SECTION 5310: EVALUATING TRANSPORTATION NEEDS FOR THE AGING POPULATION

The ultimate goals of the any transportation service coordination plan are to provide better service options to individual riders and improve access to important community destinations. Nelson Nygaard developed a tool to evaluate service options to address the needs of older populations, based on Census data and the national transit database. This tool included a menu of service options that would provide measurable estimates of transportation costs, based on existing and projected population estimates of the region (modified for Ada and Canyon Counties). While the service estimates do not account for the available resources, they provide a target for investments in the region. The following list describes the types of services selected to evaluate the needs of older individuals in Ada and Canyon Counties. See Figure 15 for a list of target operating needs for seniors by transportation zone.

Information and Assistance

Initial steps have been taken to develop a mobility information center through Valley Regional Transit's Rideline program. The identified funding estimates describe would be needed to support the ongoing operation of the mobility information center. The objective is to provide a means for providers and human service agencies to support a central system so that the customer can find the options that best suit the need for any individual trip. Applicants are encouraged to participate in the mobility information center to support information sharing and increased ridership for transportation investments.

Outreach and Training

Programs that help inform and train people about using transit services can include marketing programs, educational programs, ambassador programs involving volunteer peers who provide information to their fellow peers, group field trips or training, and one-on-one travel training. The projected funding would cover coordinated marketing and training programs that can help improve ridership for transportation providers, and can also better meet the needs of the customers.

ADA Paratransit

All public operators of fixed-route transit service in the United States are required by the ADA to provide paratransit service for eligible people who are unable to use the operators' fixed-route services due to a disability. Currently, paratransit services are operated by VRT as complimentary service to the fixed route system in Ada and Canyon Counties, and by TVT in Canyon County for operations beyond the existing VRT service area. The projected needed funding levels only correspond to demographic information and do not account for existing transit service requirements.

Demand Response/Dial-A-Ride

Demand response is a form of public transportation characterized by flexible routing and scheduling, and small/medium-sized vehicles operating in shared-ride mode between pick-up and drop-off locations according to passenger's needs. The majority of senior centers are operating demand response/dial-a-ride type services to meet the

needs of their constituents/community. The projected funding need would provide the appropriate level of demand response services for the identified geographic zone.

Community Bus

A community bus is a system that is service oriented to specific clientele (e.g., elderly) to specific destinations (such as medical and shopping). Service can be scheduled for specific days and times. Community buses can effectively function within a vehicle sharing program. Community bus services are similar in nature to shuttle services, and operate in a fixed/flex route structure with an established service schedule, which make them slightly more cost effective than demand response/dial a ride service operations. Community bus services would be more appropriate in moderately dense areas that include mixed land uses. The projected funding need would provide the appropriate level of community bus services for the identified geographic zone.

Volunteer Driver Program

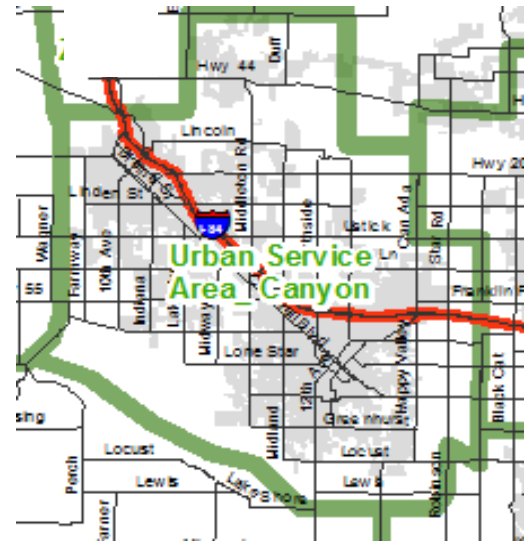
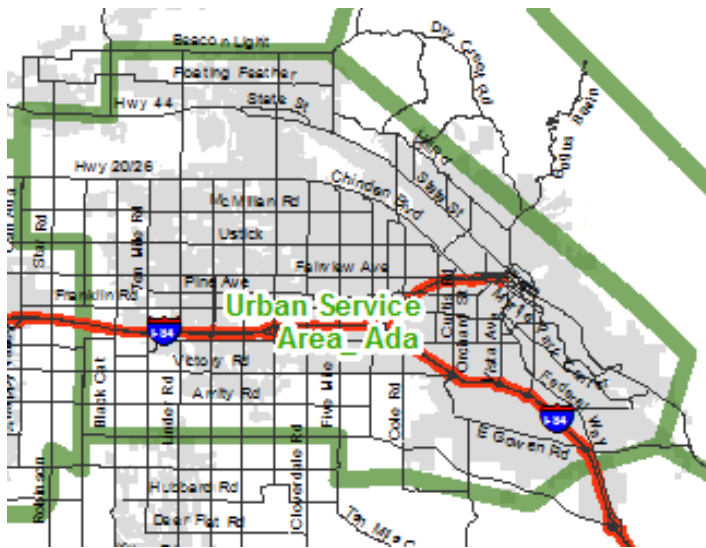
Volunteer driver programs provide volunteer-staffed transportation service for seniors, veterans, those with disabilities, and others. The Volunteer/Driver Reimbursement Program provides low-cost transportation to individuals with mobility needs; however, operating funds are needed to operate and maintain the volunteer system. The projected funding needs cover the costs to operate the volunteer system. Volunteer driver programs should exist in both urban and rural areas.

Voucher Programs

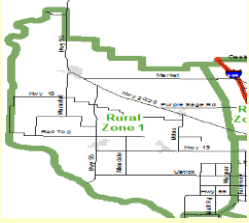
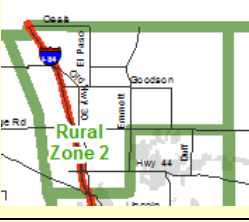
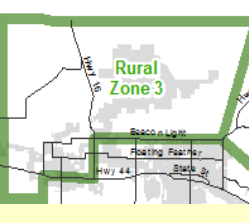
Many communities provide discounted rides for qualifying people, often based on age and disability, to serve same-day, non-emergency travel needs. Sometimes voucher programs are provided by transit agencies partly with the expectation that subsidizing trips on private vehicles (such as taxis) will reduce demand for ADA paratransit. Voucher programs may only be applicable to areas with adequate private transportation resources (taxis).

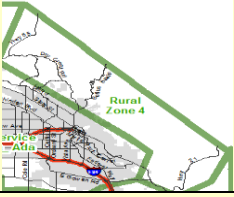
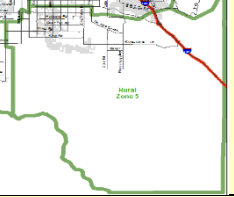
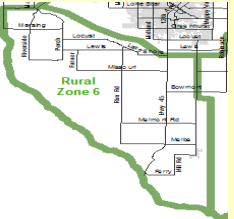
Figure 15 Target Operating Needs for Senior Transportation

Urban Service Area (ADA)	Funding Requirement for Operating Costs			Increase in Annual Funding Requirement due to Aging		Percent of regional funding based on operating need
	(Thousands of \$ per Year)			(Thousands of \$ per Year)		(Using 2010 population estimates)
Mode	2010	2020	2030	10 years	20 years	2010 Funding Percentage
ADA Paratransit	\$2,944	\$3,921	\$4,730	\$976	\$1,785	%69
Dial-a-Ride	\$2,141	\$3,002	\$7,710	\$861	\$5,569	%72
Voucher Program	\$215	\$291	\$340	\$76	\$125	%62
Volunteer Drivers	\$235	\$308	\$359	\$73	\$124	%62
Community Buses	\$369	\$496	\$561	\$127	\$192	%62
Outreach and Training	\$23	\$30	\$33	\$7	\$11	%62
Total	\$5,927	\$8,047	\$13,734	\$2,120	\$7,807	%69



Urban Service Area (CANYON)	Funding Requirement for Operating Costs			Increase in Annual Funding Requirement due to Aging		Percent of regional funding based on operating need
	(Thousands of \$ per Year)			(Thousands of \$ per Year)		(Using 2010 population estimates)
Mode	2010	2020	2030	10 years	20 years	2010 Funding Percentage
ADA Paratransit	\$989	\$1,316	\$1,585	\$327	\$595	%23
Dial-a-Ride	\$696	\$975	\$1,252	\$279	\$555	%23
Voucher Program	\$91	\$123	\$144	\$32	\$53	%26
Volunteer Drivers	\$100	\$130	\$152	\$31	\$52	%26
Community Buses	\$156	\$210	\$237	\$54	\$81	%26
Outreach and Training	\$10	\$13	\$14	\$3	\$4	%26
Total	\$2,042	\$2,768	\$3,383	\$725	\$1,341	%24

 Rural Zone 1	Funding Requirement for Operating Costs			Increase in Annual Funding Requirement due to Aging		Percent of regional funding based on operating need
	(Thousands of \$ per Year)			(Thousands of \$ per Year)		(Using 2010 population estimates)
Mode	2010	2020	2030	10 years	20 years	2010 Funding Percentage
ADA Paratransit	\$93	\$123	\$143	\$30	\$50	%2
Dial-a-Ride	\$42	\$59	\$74	\$17	\$32	%1
Voucher Program	\$12	\$16	\$18	\$4	\$6	%3
Volunteer Drivers	\$13	\$16	\$19	\$4	\$6	%3
Community Buses	\$20	\$27	\$30	\$7	\$10	%3
Outreach and Training	\$1	\$2	\$2	\$0	\$1	%3
Total	\$181	\$243	\$285	\$62	\$104	%2
 Rural Zone 2	Funding Requirement for Operating Costs			Increase in Annual Funding Requirement due to Aging		Percent of regional funding based on operating need
	(Thousands of \$ per Year)			(Thousands of \$ per Year)		(Using 2010 population estimates)
Mode	2010	2020	2030	10 years	20 years	2010 Funding Percentage
ADA Paratransit	\$39	\$51	\$57	\$12	\$18	%1
Dial-a-Ride	\$17	\$23	\$28	\$7	\$12	%1
Voucher Program	\$5	\$7	\$7	\$2	\$2	%1
Volunteer Drivers	\$5	\$7	\$8	\$2	\$2	%1
Community Buses	\$9	\$12	\$13	\$3	\$4	%2
Outreach and Training	\$1	\$1	\$1	\$0	\$0	%1
Total	\$75	\$100	\$114	\$25	\$38	%1
 Rural Zone 3	Funding Requirement for Operating Costs			Increase in Annual Funding Requirement due to Aging		Percent of regional funding based on operating need
	(Thousands of \$ per Year)			(Thousands of \$ per Year)		(Using 2010 population estimates)
Mode	2010	2020	2030	10 years	20 years	2010 Funding Percentage
ADA Paratransit	\$34	\$44	\$48	\$10	\$15	%1
Dial-a-Ride	\$14	\$19	\$23	\$5	\$9	%.5
Voucher Program	\$4	\$6	\$6	\$1	\$2	%1
Volunteer Drivers	\$5	\$6	\$6	\$1	\$2	%1
Community Buses	\$8	\$10	\$11	\$2	\$3	%1
Outreach and Training	\$0	\$1	\$1	\$0	\$0	%1
Total	\$65	\$86	\$95	\$21	\$31	%1

Rural Zone 4 	Funding Requirement for Operating Costs			Increase in Annual Funding Requirement due to Aging		Percent of regional funding based on operating need
	(Thousands of \$ per Year)			(Thousands of \$ per Year)		(Using 2010 population estimates)
Mode	2010	2020	2030	10 years	20 years	2010 Funding Percentage
ADA Paratransit	\$29	\$38	\$44	\$9	\$16	%1
Dial-a-Ride	\$13	\$18	\$23	\$5	\$10	%.5
Voucher Program	\$3	\$5	\$5	\$1	\$2	%1
Volunteer Drivers	\$4	\$5	\$6	\$1	\$2	%1
Community Buses	\$6	\$8	\$9	\$2	\$3	%1
Outreach and Training	\$0	\$0	\$1	\$0	\$0	%1
Total	\$2,071	\$2,804	\$3,423	\$734	\$1,353	%1
Rural Zone 5 	Funding Requirement for Operating Costs			Increase in Annual Funding Requirement due to Aging		Percent of regional funding based on operating need
	(Thousands of \$ per Year)			(Thousands of \$ per Year)		(Using 2010 population estimates)
Mode	2010	2020	2030	10 years	20 years	2010 Funding Percentage
ADA Paratransit	\$81	\$106	\$120	\$25	\$40	%2
Dial-a-Ride	\$35	\$49	\$60	\$14	\$25	%1
Voucher Program	\$10	\$13	\$15	\$3	\$5	%3
Volunteer Drivers	\$11	\$14	\$16	\$3	\$5	%3
Community Buses	\$18	\$24	\$26	\$6	\$8	%3
Outreach and Training	\$1	\$1	\$2	\$0	\$0	%3
Total	\$84	\$110	\$128	\$27	\$44	%2
Rural Zone 6 	Funding Requirement for Operating Costs			Increase in Annual Funding Requirement due to Aging		Percent of regional funding based on operating need
	(Thousands of \$ per Year)			(Thousands of \$ per Year)		(Using 2010 population estimates)
Mode	2010	2020	2030	10 years	20 years	2010 Funding Percentage
ADA Paratransit	\$35	\$45	\$52	\$11	\$17	%1
Dial-a-Ride	\$15	\$21	\$26	\$6	\$11	%1
Voucher Program	\$4	\$6	\$6	\$1	\$2	%1
Volunteer Drivers	\$5	\$6	\$7	\$1	\$2	%1
Community Buses	\$8	\$10	\$11	\$2	\$3	%1
Outreach and Training	\$0	\$1	\$1	\$0	\$0	%1
Total	\$67	\$89	\$103	\$22	\$36	%1

Appendix A: Goal and Strategy Descriptions and Examples

Below are the plan goals, and Ada/Canyon County, district, and statewide strategies listed in Chapter 1. Accompanying each item is a bulleted list describing and providing examples of types of activities or projects that could be used to accomplish the goal or implement the strategy. For statewide strategies, only those that significantly impact Ada and/or Canyon counties are included below.

Plan Goals

Seek Funding for Transportation Services and Programs.

- Maintain and seek funding for existing transportation services and for the implementation of developed projects.
- Identify, seek, and develop both existing and new funding sources for rural, suburban, and urban mobility services and transportation options.
- Identify ongoing funding to support recreation activities (access to recreation areas, rescue services support, trail maintenance, etc.).
- Establish a working group to evaluate and adopt funding strategies that would support sustainable improvements to the region's mobility and coordination efforts.
- Coordinate with educational institutions, neighborhood organizations, and employers regarding possible financial contributions toward potential new services; facilitate process as appropriate.
- Provide advocacy for funding options.
- Provide grant writing workshops and/or grant writing assistance.

Ensure Mobility Services Within Ada and Canyon Counties Meet Performance Measures.

- Develop performance measures through stakeholder input and public comment.
- Develop performance measures that emphasize efficiency of service, safety, affordability, improvement, and customer service with participation from the local community and stakeholders.
- Develop performance measures to achieve objectives that are outlined in long range and transit development plans.
- Ensure local performance measures are accepted by the District Coordinating Councils and vetted through LMMNs.
- Develop performance measures based on the directives of MAP-21.

Implement Land Use Policies in Ada and Canyon Counties that Support Expansion of Mobility Options Within Local Comprehensive Plans.

- 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).
- Ensure development and multi-modal planning processes support pedestrian access.
- Improve the pedestrian environment on sidewalks to encourage walking, including adding street trees, lighting, pedestrian amenities, and safety improvements.
- Encourage parking policies be coordinated with multi-modal transportation services.
- Initiate land preservation for future/planned transit centers.

Collect Data to Provide Better Information on Improving Service Operations, Coordination Opportunities, and Potential Service Expansion and Development.

- Collect data about people's transportation choices and barriers to using different transportation modes, especially from people who do not drive.
- Develop rider/non-rider surveys for service evaluations and needs assessments.
- Conduct on-board passenger surveys for service evaluations and to collect customer service information.
- Conduct a survey to gain data regarding students' trips to the College of Western Idaho, Treasure Valley Community College, Boise State University, and other educational institutions within Ada and Canyon Counties.

Ada and Canyon County (3D) Strategies

3DL001. Support Existing Service Operations in Ada and Canyon Counties as Appropriate to Performance Standards.

- Maintain rural, urban, and suburban mobility options and services as appropriate to performance standards.
- Emphasize public transportation serving critical destinations including major activity centers, employment centers, medical facilities, education and job training, and other critical services.
- Support affordable transportation options for all groups, including, but not limited to, older adults, people with disabilities, youth, low income, non-drivers, tribal organizations, minority groups, veterans, and refugee populations (e.g., accessible taxi services, extended hours of existing taxi services, door-to-door services for those who need it).
- Use existing resources to provide a wider range of transportation services, coverage, and connections to improve access to critical destinations for all user groups.
- Maintain and replace vehicles, as necessary, to support existing mobility services. The vehicle sharing program should be considered as a viable option for capital acquisition.

*3DL002. Support the Expansion of Transit Coverage and Operating Hours in Ada and Canyon Counties (valley**connect** plan).*

- Provide commuter transit service for routes in the communities of Boise, Meridian, Caldwell, Eagle, Garden City and Nampa.
- Provide and expand express transit service to major employment centers within the communities of Boise, Caldwell, Eagle, Star, Garden City, Nampa, and Caldwell.
- Provide and expand on employer express transit service to major employers in the communities of Boise, Caldwell, Eagle, Garden City, Nampa, and Star.
- Provide and expand primary transit service that connects neighborhoods to commuter service for the communities of Boise, Garden City, Meridian, Star, Eagle, Nampa, and Caldwell.
- Provide and expand secondary transit services that provide services for the neighborhoods of the communities of Boise, Meridian, Eagle, Garden City, and Nampa.
- Provide inner-city transit service for the communities of Boise, Eagle, and Caldwell. Connect rural communities through inner city service to the larger urban cities of Boise, Caldwell, and Eagle.

- Provide demand response and/or dial-a-ride services in Ada and Canyon Counties for areas that will not support fixed route services due to land use, population density, or other factors.
- Increase urban, rural, and suburban transit options to activity centers and destinations, public facilities, and events.
- Maintain and replace vehicles, as necessary, to support service expansion. The vehicle sharing program should be considered as a viable option for capital acquisition.

3DL003. Expand Community-Based Transportation Services Designed to Move People When and Where More Traditional Transit and Commuter Services are not Available or Viable Options.

- Support vehicle sharing and car sharing programs.
- Support transportation programs that provide transportation options for older adults and persons with disabilities.
- Support volunteer driver programs.
- Support subsidies/job access commuter services for low-income residents with job opportunities.
- Maintain and replace vehicles, as necessary, to support community based service expansion. The vehicle sharing program should be considered as a viable option for capital acquisition.

3DL004. Expand and Coordinate Commuter Services within Ada and Canyon Counties, Including, but Not Limited to, Vanpool, Carpool and Ride Matching.

- Provide a wider range of commuter service options, other than driving alone or using transit, to improve access to major destinations and employment centers.
- Provide commuter services where transit routes cannot efficiently serve locations and service times.
- Support ridesharing programs that promote and evaluate carpooling and vanpooling activities within and around Ada and Canyon Counties.
- Improve connections to LMMNs 3A, 3B, 3C, and to ITD District 4 (directly east of ITD District 3).
- Provide transportation and mobility access to airports.
- Support work-based telecommuting programs.
- Maintain and replace vehicles, as necessary, to support commuter based service expansion. The vehicle sharing program should be considered as a viable option for capital acquisition.

3DL005. Build and Operate High-Capacity Transit Services Within Ada and Canyon Counties.

- Evaluate high-capacity transportation options and preserve right-of-way for high-capacity corridors.
- Establish infrastructure including transfer stations and other facilities to support rail services (e.g., AMTRAK and other interstate rail services).
- Develop circulator systems in concentrated activity centers to enable people to meet their mobility needs and expand transportation options by using a circulator rather than driving.
- Develop a statewide intercity bus service with all providers/members connected to the national network and interlined ticket sales.
- Preserve existing rail and other potential corridors for high-capacity use.

- Maintain and replace vehicles, as necessary, to support high capacity transit service development. The vehicle sharing program should be considered as a viable option for capital acquisition.

3DL006. Coordinate Mobility and Transportation Services and Programs in Order to Establish and Maintain a Coordinated Mobility Information System. • Coordinate Medicaid, senior, and veterans transportation services, including scheduling trips and coordinating medical appointments to improve access to medical services, paramedics (emergency transport), and other related destinations.

- Coordinate with private transportation providers to identify opportunities to provide transportation services for special events, festivals, and concerts.

3DL007. Expand Marketing and Outreach Efforts to Ensure People in Ada and Canyon Counties Are Aware of the Available Mobility Options Within the Region.

- Coordinate customer information and marketing programs among transportation providers, transportation management organizations, and other travel demand management programs.
- Improve youth and student access to transportation services within their communities by increasing marketing toward this particular demographic.
- Enhance electronic information distribution.
- Expand material distribution locations so that people can easily acquire printed material regarding available transportation services.
- Coordinate outreach at community events with other services providers to promote the available transportation services within Ada and Canyon Counties.
- Communicate with insurance companies about transportation services that could be coordinated.
- Continue to use educational programs, marketing, communication, training, and information resources to better inform citizens how to use transportation options and increase mobility.
- Provide information in different languages and formats (e.g., for persons with disabilities).
-

3DL008. Establish Services within Ada and Canyon Counties to Train Individuals on How to Use Available Mobility Options.

- Implement and expand mobility programs that assist individuals in planning their transit trips, how to get on and off the bus, how to pay for transit services, and how to use appropriate equipment.
- Identify travel training needs and implement programs with consideration to all modes of travel.
- Provide bi-lingual informational print material, appropriate to a community's demographics, on how to access and use available mobility options.
- Provide support and/or resources to train individuals from specific communities or populations on how to use various transportation alternatives, so that they can help train their peers to use the services.
- Train providers about the need to comply with ADA and to be aware of customers' specialized needs (e.g., accommodating service animals, etc.).

3DL009. Build and Maintain Bus Stops and Shelters Within Urban, Small Urban, and Rural Areas Within Ada and Canyon Counties to Support Existing and Expanded Service Operations.

- Coordinate infrastructure projects with current highway, street, and sidewalk improvement projects.
- Coordinate among road and transit agencies to improve sidewalks near bus stops to enhance accessibility.
- Improve existing pathways and sidewalks connecting bus stops, as needed.
- Build new accessible (ADA compliant) bus stops with consideration to crosswalks, ramps, and pathways to improve accessibility to existing transit services.
- Bring all bus stops to ADA standards.
- Establish, implement, and expand the bus bench program to all bus stops within Ada and Canyon Counties.
- Expand shelter enhancements to all major bus stops in Ada and Canyon Counties.
- Establish a shelter maintenance program.

3DL010. Implement Infrastructure Improvements in Ada and Canyon Counties to Support Biking and/or Pedestrian Access.

- Improve existing and establish new sidewalks (especially around schools) to align with Safe Routes to Schools program objectives.
- Install bike lockers at parking garages, bus stops, and other applicable locations.
- Improve way-finding signage to existing transit services, bike paths, etc.
- Improve bike lanes, provide bike/pedestrian crossings on major roads (safety islands, lights, signal timing, signage, etc.), and fill in gaps in bike corridors.
- Manage (transit) capacity to accommodate bikes.
- Improve bridge crossings, pave bridges, and improve canal crossings.
- Provide infrastructure to improve accessibility for people with disabilities, including sidewalks, curb cuts, and bike paths.
- Establish a system for snow removal on sidewalks, bike paths, etc. to ensure these facilities remain accessible year-round.
- Provide infrastructure to support bike share programs.

3DL011. Develop, Preserve, and Improve Off-Street Pathways and Trails.

- Provide access to off-street trails and pathways and provide connectivity between off- and on-street networks.
- Implement plans for regional trails, including linking and extending existing trails/pathways and developing future trail/pathway systems.
- 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.

3DL012. Identify, Implement, and Improve Park and Ride Locations Within Ada and Canyon Counties.

- Build park and ride facilities in the near term at the 10-Mile interchange (Meridian), near Boise State University (along Vista Avenue) (Boise), at the intersection of Chinden Boulevard/Eagle Road (US 20/26 and State Highway 55) (Meridian), in the City of Emmett, on Franklin Road (Nampa), at the intersection of Glenwood Road and State Street (Boise), in the City of Star, at the intersection of State Highway 55 and State Street (Boise), in the City of Kuna, and near Micron (Federal Way) (Boise).

- Maintain and upgrade existing park and ride facilities in the near term at the College of Western Idaho (Nampa), in the City of Middleton, along Rackham Road (Boise), and at Shiloh Drive (Nampa) and Franklin Road (Caldwell).
- Build park and ride facilities in the medium term at the intersection of US 20/26 and State Highway 16 (Ada County), at the intersection of Ustick Road and McDermott Road (Ada County), at the intersection of Glenwood Road and Chinden Boulevard (Boise), in the City of Greenleaf, in the City of Melba, in the City of Notus, in the City of Parma, and in the City of Wilder.
- Maintain and upgrade existing park and ride facilities in the medium term on Ballantyne Road (Eagle), at the Black Canyon Stock Pile (Payette County), at the intersection of Eagle Road and Riverside (Eagle), on Franklin Road (Caldwell), at the intersection of Highway 44 and 10th Street (Canyon County), at the Jacksons Shell Station on Franklin Road (Nampa), at Jefferson School (Caldwell), on Lake Hazel Road (Ada County), at the intersection of Meridian Road and Interstate 84 (Meridian), on Meridian Road (Meridian), at the intersection of Orchard Street and Franklin Road (Boise), at the intersection of Overland Road and Cole Road (Boise), at St. Luke's Regional Medical Center (Meridian), at the intersection of Star Road and Emmett Road (Ada County), at the intersection of Highway 44 and Highway 16 (Ada County), and at the intersection of Highway 44 and Interstate (Canyon County).
- Expand use of park and ride locations through park and ride agreements (e.g., for use of church parking lots).
- Include the addition of park and ride facilities in road projects within Ada and Canyon Counties.
- Develop a park and ride maintenance plan.
- Design park and ride locations so that buses can exit the roadway, pick up passengers quickly, and have direct reentry back to the roadway.
- Identify park and ride lots that are underused and create a plan to increase access and use.
- Expand the existing database (managed by COMPASS) to track park and ride use.
- Install multi-modal amenities at park and ride lots.

3DL013. Develop and Maintain Multi-Model Transit Centers in Ada and Canyon Counties.

- Maintain existing transit centers.
- Build a downtown Boise multi-modal center.
- Partner with other organizations and/or businesses to provide spaces to be used as multi-modal centers.
- Locate and build additional transit centers in Caldwell, Nampa, and Meridian.

3DL014. Implement Technology to Improve Safety, Security, Connectivity, and Efficiency.

- 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 fare system/pass for mobility services.
- Implement technology for the electronic sale of passes.
- Implement technology to improve signage and other transportation safety mechanisms, traffic control, and lights at key intersections.
- Improve access/congestion management on state highways and local roads.
- Reduce trips through expanded telecommuting and on-line educational opportunities.

District Strategies

Strategy 3C.D001. Expand Transportation Options between LMMN 3B and LMMN 3A and Ontario, OR.

- This strategy is part of a series of local, district, and statewide strategies to link Bonners Ferry with Boise via Payette along the US 95 highway corridor.

Strategy 3D.D002. Implement and Maintain Intercity Services between McCall and Boise.

- Coordinate with local and other intercity services in McCall and Boise for seamless interconnections to points beyond. Services should include interline arrangements to allow single ticketing and integrated scheduling.
- This strategy is part of a series of local, district, and statewide strategies to link Bonners Ferry with Boise along the US 95/Idaho 55 highway corridors.

Statewide Strategies

Only those statewide strategies significant to Ada and Canyon Counties have been expanded upon below.

Strategy S.003. Intercity public transportation services between Riggins and Boise (Corridor 5).

Strategy 3B.S001. Implement Contiguous Intercity Service between Bonners Ferry and Boise.

- This overarching strategy aggregates local, district and statewide strategies for each service segment in the travel corridor between Bonners Ferry and Boise along US 95 and Idaho 55. This strategy focuses on the aggregated intercity service along with the infrastructure and interlining processes to coordinate services and schedules. Services on these segments should coordinate with connecting services at each segment endpoint. Each segment within this corridor has equal priorities.
- This is a high priority corridor (U.S. Highway 95) identified in the *State Coordination Plan* for service from Bonners Ferry to Boise.

Strategy 3C.S003. Implement Express Routes from the Wood River Valley to Boise.

- Increase efficient transportation options from the Wood River Valley to Boise with express routes (e.g., routes that take three hours or less in total trip time on either US Highway 26 through Shoshone and Gooding or US Highway 20 through Fairfield). This service would enhance travel to support tourism in the Wood River Valley and provide access for Wood River Valley residents to Boise for medical and shopping purposes.

Strategy 3C.S004. Increase Access to Boise and Salt Lake City, Especially for Medical Facilities.

- Increase transportation services that enable access to Boise and Salt Lake City, especially for medical facilities. Travel corridors include Boise to Salt Lake City,

Idaho Falls to Salt Lake City, and Idaho Falls to Boise, along with all intermediate points between.

- Improve transportation services for both the general public and for non-emergency medical transportation.

Strategy 3C. S.008. Improve Intercity Services from Salmon to Missoula, Boise, and Idaho Falls.

- Increase and improve intercity services from the Salmon, ID, area, first to Missoula, MT, then to Boise and Idaho Falls. Include service to airports to serve residents and visitors who do not have access to a personal vehicle.

Strategy 3B.S013. Maintain Existing and Successful Statewide Intercity Services along all the Major Travel Corridors.

- This overarching strategy sustains existing intercity services that connect communities with each other and coordinates and links to other intercity and interstate services. "Major travel corridors" include state and interstate highways such as US 95, Idaho 55, I-84, I-86, I-15, US 20/26, and Idaho 33, to connect Boise to Bonners Ferry, Fruitland to Bonners Ferry, Boise to Salt Lake City, Idaho Falls to Salt Lake City, and Idaho Falls to Boise, along with all intermediate points between.

Appendix B: Values Statements

The September 2009 “3C LMMN plan” (the Transportation Service Coordination Plan for the 3C LMMN, which at the time included Ada and Canyon Counties) included the following values statements that were formulated from discussions during previous coordinated planning activities. Given that stakeholders from Ada and Canyon Counties (which separated to become the “3D LMMN” in 2013) were a part of the development of the values statements, the original 3C LMMN values statements have been retained as the 3D LMMN values statements.

- The 3D Local Mobility Management Network values safe and accessible mobility services and facilities that will connect people to the community, enhance economic viability, promote independent living and aging in place, and improve the overall quality of life by benefiting the health and well-being of residents and the environment.
- The 3D 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 3D 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.

Appendix C: Allowable Uses of FTA Funds

This appendix lists allowable uses of FTA funds divided into categories of mobility services; vehicles, equipment and facilities; and planning and coordination.

Mobility Services

- Acquisition of transportation services under a contract, lease, or other arrangements
- Administrative, operating, and/or capital expenses for intercity passenger transportation – defined as regularly scheduled bus service for the general public operating with limited stops over fixed routes connecting two or more urban areas not in close proximity, and with meaningful connections to other intercity passenger services (if available)
- Administrative, operating, and/or capital expenses for public transit services such as fixed-route with complementary paratransit service, demand-response service, and deviated route service
- Cost and administration expenses for new voucher programs for transportation services offered by human service providers
- Costs for administration and management of volunteer driver/aide recruitment, safety, background checks, scheduling, coordination with passengers, and other related support functions; mileage reimbursement; and insurance associated with volunteer driver programs
- Costs for coordinated vehicle scheduling, dispatching, and monitoring technologies as well as technologies to track costs and billing in a coordinated system and single smart customer payment systems
- Expansion of current hours of operation for ADA paratransit services that are beyond those provided on the fixed-route services
- Expansion of paratransit service parameters beyond the three-quarter mile required by the ADA for fixed routes
- Job access extended services from urban to rural areas including late night and weekend services, extending fixed-route mass transit services, providing demand-responsive van and guaranteed ride home services, sponsoring employer shuttles, ridesharing, and carpooling activities
- Job access transit services from urban to rural areas to assist welfare recipients and other low-income individuals in getting to jobs, training, employment support services, and child care
- New feeder service (transit service that provides access) to commuter rail, commuter bus, intercity rail, and intercity bus stations, for which complementary paratransit service is not required under the ADA
- Provide vouchers to elderly persons and persons with disabilities to purchase rides, includes mileage reimbursement as part of a volunteer driver program, a taxi trip, or trips provided by a human service agency
- Removing barriers to individuals with disabilities to access greater portions of public transportation systems, such as fixed-route bus service, commuter rail, light rail, etc.
- The incremental cost of providing same day paratransit service
- Transportation services to meet the mobility needs of individuals with disabilities

- Transportation services to meet the mobility needs of elderly individuals
- Travel training
- Traveler escorts or other rider assistance

Vehicles, Equipment, and Facilities

- Acquisition of vehicles and equipment to accommodate mobility aids that exceed the dimensions and weight ratings established for common wheelchairs under the ADA
- Administrative costs of sharing mobility services beyond existing clientele with other individuals with disabilities and coordinating usage of vehicles with other non-profits
- Building accessible paths to bus stops that are currently inaccessible, including curb cuts, sidewalks, accessible pedestrian signals or other accessible features, adding an elevator or ramp, detectable warnings, or other accessibility improvements to a non-key station that are not otherwise required under the ADA
- Costs for in-vehicle technologies to automate the reporting of vehicle location, stop annunciation, and other vehicle operation functions
- Improving signage, or way-finding technology, or implementation of other technology improvements that enhance accessibility for persons with disabilities
- Installation of additional securement locations in public buses beyond what is required by the ADA
- Labor costs of aides to help drivers assist passengers with over-sized wheelchairs
- Preventative maintenance expenses for passenger service vehicles
- Purchase and installation of radios and communications equipment
- Purchase and maintenance of passenger service vehicles, other related equipment, and passenger shelters
- Purchase of wheelchair lifts for intercity passenger service vehicles
- Purchasing vehicles to support new accessible taxi, ride sharing, and/or vanpooling programs
- Rehabilitation or overhaul of passenger service vehicles

Planning and Coordination

- Costs for coordinated systems including GIS mapping, Global Positioning System technology, coordinated vehicle scheduling, and dispatching and monitoring technologies, as well as technologies to track costs and billing in a coordinated system and single smart customer payment systems
- Customer-oriented travel navigator systems and neighborhood travel coordination activities such as coordinating individualized travel training and trip planning activities for customers
- Development and operation of a mobility information center to coordinate transportation information on all travel modes and to manage eligibility requirements and arrangements for customers among supporting programs
- Operation of transportation brokerages to coordinate providers, funding agencies, and customers

- Promotion, enhancement, and facilitation of access to transportation services, including the integration and coordination of services for persons with disabilities, older adults, and low-income individuals
- Support for short-term management activities to plan and implement coordinated services
- Support of state and local coordination policy bodies and councils

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