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COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

**Transportation Service Coordination Plan
for Ada and Canyon Counties
(3D Local Mobility Management Network Plan)**

Report No. 02-2014

Adopted by the COMPASS Board on November 18, 2013

**Transportation Service Coordination Plan for Ada and
Canyon Counties**

(3D Local Mobility Management Network Plan)

2013 Update

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Transportation Service Coordination Plan for Ada and Canyon Counties

INTRODUCTION

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 plan includes newly revised needs and strategies, updated demographic information and updates regarding funding programs, it has been developed over the course of 2007-2013 with input from many interested stakeholders through an open planning process that included numerous public meetings. These meetings, the review of existing services, demographic and land use analysis, and other details of the planning process are summarized throughout this document.

The focus of the plan itself is on regional needs, strategies, and alternatives/options for each of the strategies. This is an action-oriented plan to help guide transportation resources and investments in Ada and Canyon Counties. This 2013 plan update includes a revision of the existing strategies, consolidation of previous strategies, and addition of new strategies. 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). The previous 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.

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 Section 5310 funding for transportation needs of elderly persons and persons with

disabilities from the Federal Transit Administration (FTA). 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. Brief information on these FTA funding programs, and on the required coordinated planning process, are provided in the following section, with additional information provided in Appendix A.

Planning Oversight

Oversight and guidance for the *2007 Service Coordination Planning Study*¹ was primarily provided by Valley Regional Transit'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 for 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).

Adoption Process

Additional oversight is structured through both the VRT and COMPASS governance structures. To qualify for FTA funding sources that require a coordinated human services transportation plan, FTA requires that these plans are locally derived, approved, and adopted. The plan adoption process for the *Transportation Service Coordination Plan for Ada and Canyon Counties* was as follows:

- RCC review of draft needs and strategies for the plan (July 16, 2013).
- Public comment period on draft needs and strategies (July 18 – August 19, 2013)
- Development of the final draft plan, including needs and strategies, and consideration of comments received during the public comment period (August 19, 2013 – October 16, 2013).
- RCC and RTAC review and adoption of *the Transportation Service Coordination Plan for Ada and Canyon Counties* (RTAC- October 23, 2013, RCC-November 4, 2013)
- VRT Board and COMPASS Board review and adoption of the *Transportation Service Coordination Plan for Ada and Canyon Counties* (VRT-November 4, 2013, COMPASS-November 18, 2013).

¹ <http://www.valleyregionaltransit.org/Portals/0/Studies/TSCP/FinalTSCP.pdf>

- The *Transportation Service Coordination Plan for Ada and Canyon Counties*, as approved by the VRT and COMPASS Boards of Directors, recognized by the District Coordination Council (December 2013)
- Plan posted on the COMPASS website (www.compassidaho.org) and I-way website (www.i-way.org) (November 19, 2013)

Additional background information on the planning process can be found in Appendix B.

Plan Update Process

Future updates of this plan will follow the process as described above, with additional emphasis on outreach to local stakeholders on needs and strategies.

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 that will be used through this transportation service coordination plan. These FTA funds are intended to improve the mobility status of persons with disabilities, older adults, and low-income individuals, as described below.

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 transportation service coordination plan funds 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 1 shows funding amounts for fiscal year 2013 for the funding sources discussed above.

Table 1. Funding Amounts (Fiscal Year 2013) *

Area	5307	5310	5311	5311 (f)	5339
Boise, ID Large Urban	\$3,458,478	\$241,399	N/A	N/A	\$372,880
Nampa, ID Small Urban	\$2,287,206	\$220,932	N/A	N/A	\$246,717
Idaho Small Urban (50-200k)	\$6,552,222	\$625,955	N/A	N/A	\$706,778
Idaho Urban (200K Plus)	\$10,010,700	\$867,354	N/A	N/A	\$1,079,658
Idaho Rural	\$0	\$374,033	\$5,646,276	\$1,129,255	\$1,247,500
Idaho Total	\$10,010,700	\$1,241,387	\$5,646,277	\$1,129,255	\$2,327,158

* FY2013 apportionment: (All allocations are based on FTA 5307 funding percentage allocation - final apportionment release May, 14, 2013)

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 describe several funding programs that can be used to support alternative transportation.

Surface Transportation Funding, Idaho Rideshare

The Idaho Transportation Board policy B-11-04 indicates 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 ridematching system www.IdahoRideshare.org.

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

MAP-21 establishes a new 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 challenge 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 ADA, and/or 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.

DEMOGRAPHICS, LAND USES, 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 2011 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 Appendix C.

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. Appendix D 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 F.

ADA AND CANYON COUNTY NEEDS

The needs statements shown in Table 2 were derived from previous planning efforts and updated in 2013 to reflect the new planning process in Ada and Canyon Counties. Needs are identified to help direct transportation strategies for meeting the needs.

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 maximize resources through sustainable options and more integrated and balanced distribution process between 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 directive of the MAP 21 authorization bill.
N3D.14	Need to collect data and information relating to transit service development, customer service, and service operations.

ADA AND CANYON COUNTY STRATEGIES

The following strategies were reviewed by local stakeholders as part of updating the plan. Although many of the strategies are interrelated in their focus on improving mobility in Ada and Canyon Counties, they are categorized by:

- Funding, performance, and land use strategies
- Service operation strategies
- Customer service strategies
- Capital improvement/maintenance strategies
- Vehicle support to service strategies

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 needs fulfilled by each strategy are identified as defined in Table 2.

Funding, Performance, and Land Use Strategies

3DL001.

Seek funding for transportation services and programs. (Need N3D.12)

3DL002.

Ensure mobility services within Ada and Canyon Counties meet performance measures. (Need N3D.13)

3DL003.

Implement land use policies in Ada and Canyon Counties that support expansion of mobility options within local comprehensive plans. (Need N3D.11)

3DL004.

Collect data to provide better information on improving service operations, coordination opportunities, and potential service expansion and development. (Needs N3D.8 and N3D.14)

Service Operation Strategies

3DL005. Existing Transportation Service

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

3DL006. Transit Service Expansion

Support the expansion of transit coverage and operating in Ada and Canyon Counties (valleyconnect Plan). (Needs N3D.2- N3D.7)

3DL007. 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)

3DL008. 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)

3DL009. High-Capacity Transit Service Development

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

Customer Service Strategies

3DL010. Customer Call Center

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

3DL011. 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)

3DL012. Travel Training/Ambassador Program

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

Capital Improvement/Maintenance Strategies

3DL013. 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)

3DL014. 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)

3DL015. Off-Street Pathways and Trails

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

3DL016. Park and Ride

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

3DL017. Transit Centers

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

3DL018. Technology Investment

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

Vehicle Support to Service Strategies

3DL019.

Provide vehicle acquisition as needed to support strategy *3DL005*. To adequately maintain existing mobility services, operation, and coverage within Ada and Canyon Counties, as appropriate to performance standards, additional and/or replacement of vehicles may be necessary. A vehicle sharing program should be considered as a viable option for capital acquisition. (Needs N3D.1- N3D.7)

3DL020.

Provide vehicle acquisition as needed to support strategy *3DL006*. To increase additional transit services and extend hours of operation and coverage within Ada and Canyon Counties, additional and/or replacement of vehicles may be necessary. Therefore, capital acquisition should be pursued. A vehicle sharing program should be considered as a viable option for capital acquisition. (Needs N3D.1- N3D.7)

3DL021.

Provide vehicle acquisition as needed to support strategy *3DL007*. To increase additional mobility services and extended hours of operation to community based services, additional and/or replacement of vehicles may be necessary. Therefore, capital acquisition should be pursued. A vehicle sharing program should be considered as a viable option for capital acquisition. (Needs N3D.1- N3D.7)

3DL022.

Provide vehicle acquisition as needed to support strategy *3DL008*. To expand and provide commuter service within Ada and Canyon Counties, additional purchase and/or replacement of vehicles may be necessary. Therefore, capital acquisition should be pursued. A vehicle sharing program should be considered as a viable option for capital acquisition. (Needs N3D.1- N3D.7)

3DL023.

Provide vehicle acquisition as needed to support strategy *3DL009*. To build high capacity transit services within Ada and Canyon Counties, additional purchase of and/or replacement vehicles would be necessary. Therefore, capital acquisition should be pursued. (Needs N3D.1- N3D.7)

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 Local Mobility Management Network 3A, which covers Adams County, Valley County, and portions of Idaho County, as well as Local Mobility Management Network 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.

Appendix A

Funding Overview

FEDERAL TRANSIT ADMINISTRATION FUNDING OVERVIEW

ITD administers and provides oversight of funding from the FTA and the Federal Highway Administration, as well as state-generated transportation funding. ITD's Division of Transportation Performance manages various 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 improves 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. Under the new law, 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. These measures and targets must be incorporated into metropolitan and statewide transportation plans and transportation improvement programs.

State of Good Repair Grants (5337)

MAP-21 establishes a new program to maintain public transportation for fixed guideway systems (including rail, bus rapid transit, and passenger ferries) and high intensity bus (high intensity bus refers to 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 new formula grant program replaces 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.

Consolidated 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. Eligible activities include JARC 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. 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. 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 JARC 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 the 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, coordinated public transit-human services transportation plan. 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:

- Alternatives Analysis (5339)
- Clean Fuels (5308)
- Job Access and Reverse Commute (JARC) (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)

Also known as "New Starts/Small Starts," this program awards grants on a competitive basis for major investments in new and expanded rail, bus rapid transit, and ferry systems.

OTHER TRANSPORTATION FUNDING SOURCES

Surface Transportation Funding, Idaho Rideshare

The Idaho Transportation Board policy B-11-04 indicates 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 the CTAI via the Idaho Rideshare Program and the online ridematching system www.IdahoRideshare.org.

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

MAP-21 establishes 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.
 - Historic 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:
 - Address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, or
 - Reduce vehicle-caused wildlife mortality or to restore and maintain 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 material, etc. for grades K - 8.
 - Planning related projects which can include complete street 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 challenge facing rural and small urban communities to identify funding to acquire or upgrade vehicles. The program assists communities that already own a vehicle in replacing or upgrading equipment

to comply with the Americans with Disabilities Act and replaces 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 (AMR), to administer, coordinate, and manage all Non Emergency Medical Transportation for eligible Idaho Medicaid participants.

Appendix B

Planning Process Background and Information

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 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 will be carried forward under the new transportation authorization bill, 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 the experiences and perceptions of the planning partners and/or on more sophisticated data collection efforts, and gaps in service.
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 developed by VRT in partnership with COMPASS in 2007. VRT established the RCC in 2006 to help support this planning effort. The foundation for the Transportation Service Coordination Plan was established in 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 IMAP, which created 17 mobility networks throughout the State of Idaho. These 17 LMMN 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*
- *Communities in Motion 2030*, regional long-range transportation plan for Ada and Canyon Counties
- 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 17 LMMNs as well as six District Coordination Councils, which were tasked with funding decisions and 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 process and governance structure within in

the metropolitan planning areas. With the formation of these five networks, Ada and Canyon Counties effectively became their own LMMN (LMMN 3D). The 2013 *Transportation Service Coordination Plan for Ada and Canyon Counties* is being updated in coordination with two major local planning efforts: the *Communities in Motion* regional long-range transportation plan and the valleyconnect Alternative Transportation Plan.

REGIONAL PLANNING PROCESS

COMPASS: *Communities in Motion*

Communities in Motion 2035 provides regional transportation solutions for the next 20-plus years for southwest Idaho. *Communities in Motion* evaluates projected population and employment growth, current and future transportation needs, safety, financial capacity, and preservation of the human and natural environment.

The goals of *Communities in Motion 2035* are:

- Connections- *Provide options for safe access and mobility in a cost-effective manner in the region.*
- Coordination- *Achieve better inter-jurisdictional coordination of transportation and land use planning.*
- Environment-*Minimize transportation impacts to people, cultural resources, and the environment.*
- Information-*Coordinate data gathering and dispense better information.*

For further information regarding COMPASS and the *Communities in Motion 2035* plan see <http://www.compassidaho.org/prodserv/cim2035.htm>.

COMPASS updates *Communities in Motion* every four years. COMPASS is currently in the process of updating *Communities in Motion* to look to the year 2040 (*Communities in Motion 2040*). This update is scheduled to be complete by September 2014. The updated plan will build upon the current *Communities in Motion 2035* plan, and will also address "sustainability elements": housing, community infrastructure, health, open space, farmland, and economic development, as well as land use transportation.

For further information regarding the *Communities in Motion 2040* plan see: <http://www.compassidaho.org/prodserv/cim2040.htm>.

Valley Regional Transit: valleyconnect

Valleyconnect 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 services.

Valleyconnect 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 valleyconnect.

Valleyconnect 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 local progression of implementation. Because the cost for each component depends on when it is implemented, there is no specific budget included in valleyconnect.

For more information regarding Valley Regional Transit, valleyconnect plan, see <http://valleyregionaltransit.org/PROJECTSSTUDIES/VALLEYCONNECT/tabid/185/Default.aspx>

FUTURE PLAN DEVELOPMENT

The next update of the Transportation Service Coordination Plan will focus on building upon the existing efforts and improving upon the project selection process and performance evaluation of the transportation system. Future updates will incorporate performance measures to help improve the prioritization process relating to alternative transportation projects that service low-income, older persons, and persons with disabilities. The plan will also consider future coordination opportunities as well as the development of a "One-Call One-Click" customer service center. To that end, the next update will focus on the following main areas:

- **Performance Measurement** – Through the planning process, a procedure will be developed to track and report on the values and benefits received from mobility improvements within the region. Information gathered through these efforts will help RCC, and VRT and COMPASS Boards, District Coordinating Councils, and the Public Transportation Advisory Council gauge the success of strategy prioritizations, service implementation, and funding decisions. Input from various agencies and service providers will be a critical element of developing performance measures for the next update to the Transportation Service Coordination Plan.
- **Communications/Information** – The future plan will help guide efforts for regional communication and information distribution. The plan will work to support a "One-Call One-Click" customer service center that is being developed by VRT in Ada and Canyon Counties.
- **Coordination** – Future updates will support increased coordination and that will work to maximize transportation services and options and improve accessibility throughout the system.
- **Funding** – Future updates will evaluate funding resources and identify additional funding opportunities.

Appendix C

Demographics, Destinations, and Travel Patterns

INTRODUCTION

Any mobility planning process or coordination effort should include a demographics review and a needs assessment. 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 the Ada and Canyon Counties. The result of this review is a detailed understanding of the region's transportation needs.

The first part of this appendix discusses one primary demographic characteristic of Ada and Canyon Counties – where people live. The second part of the appendix reviews major land uses (destinations) – where people go for work, school, shopping, recreation, personal business, human service needs, and other needs. The third part of this appendix 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 of the main document.

SERVICE AREA

Ada County is first among Idaho counties in population and 31st in area. As the Idaho Department of Commerce describes, "The Ada County labor force grew significantly between 2002 and 2012, adding 27,500 workers. But Ada County has more jobs than its labor force supports, requiring commuters from elsewhere to fill them. During 2012, the unemployment rate continued to decline, dropping 1.4 percentage points from 2011. While 6.6 percent is a far cry from the low of 2.3 percent recorded in 2006, it is welcome improvement. 2011 reversed the area's annual payroll declines, adding 2,550 covered jobs. The education and health care sector made up the lion's share of the increases, adding almost 1,500 jobs. For the decade, the area has increased payrolls by over 12,400. That is impressive considering this time frame included the worst recession in recent memory. The landscape has changed though. Construction and manufacturing lost 12,500 jobs this decade. These sectors made up 20 percent of the covered employment in 2001 but comprise only 12 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. Without these goods producers running on all cylinders, the economy will continue operating below capacity. Despite the recession, education and health care posted job gains of over 10,800 since 2001. This sector was followed by professional and business services with

almost 4,500 new jobs.”² 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 well as one of Hewlett-Packard's most significant research and development facilities. Other major employment facilities include St. Luke's Regional Medical Center, St 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 ranks 39th in area. “The Canyon County civilian labor force exhibited strong growth throughout the past decade, increasing by 16,300, or 23 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. 2012 improved on that, declining another two points to 8.3 percent. Canyon County's covered employment also lagged in 2011, shedding 160 jobs. The majority of the losses came from two of the best performers the past decade, government and education and health services. Together the two lost 290 jobs in 2011. These were somewhat offset by gains to agriculture and trade, utilities and transportation.”³ 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 C-1 displays the study area and its Census block groups. (All figures are located at the end of this appendix.) The study area encompasses approximately 1,065,295 acres and has an estimated population of 599,840 (Table C-1)⁴ which is an overall population density of 0.56 persons per acre.

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

² Idaho County Profiles on Idaho Commerce Department website, 2013.

³ Ibid.

⁴ US Decennial Census 2010

Table C-1: Population of Cities in Ada and Canyon Counties

**Population Estimates by City Limits
Ada County**

Year	Boise	Eagle	Garden City	Kuna	Meridian	Star	Unincorporated	Total
2013	209,700	21,350	11,070	15,960	81,380	6,480	60,930	406,850

Canyon County

Year	Caldwell	Greenleaf	Melba	Middleton	Nampa	Notus	Parma	Wilder	Unincorporated	Total
2013	47,580	850	520	5,860	83,840	530	1,990	1,530	50,270	192,990

Source: COMPASS

(http://www.compassidaho.org/documents/prodserv/demo/CityPop1990_2013.pdf)

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 the outreach effort 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.

Methodology

The process of assessing transportation needs is a multi-part effort that involves reviewing and summarizing demographic characteristics and potential destinations, to reflect 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 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 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 Appendix D) and 2) potential destinations of those individuals with the highest transportation needs. Existing travel patterns are also presented.

Demographic Analysis⁵

Population Density

While the total population (shown in Figure C-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 1.56 persons 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 destinations are a notable exception to these guidelines and can best be served by fixed-route transit.

As shown in Figure C-3:

- The highest population densities are in the Boise North End and Vista Road areas and in downtown Nampa areas. 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.

⁵ All maps were prepared by COMPASS.

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

As shown in Figure C-4:

- Areas around the Glenwood Street near State Street and Chinden Boulevard have the highest populations of elderly persons in the Boise area. 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 C-5:

- Areas around Meridian and west Boise have relatively higher populations of persons with disabilities compared to the rest of the region. The State Street area near Glenwood Street, pockets on the bench, and portions of southeast Boise also have significant populations.
- The area north of Lake Lowell shows a higher population of persons with disabilities in Canyon County, as compared to the rest of the region.

As shown in Figure C-6:

- 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 region.
- Areas north of Nampa and east of Caldwell have higher numbers of individuals living below the poverty level in Canyon County, as compared to the rest of the county.

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 C-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.

As shown in Figure C-8:

- The highest concentrations of young people are in the Meridian area, with other areas of relatively high concentrations found in Ada and Canyon Counties.

POTENTIAL DESTINATIONS

Potential destinations are places that residents are attracted to for business, medical services, education, community services, commercial areas and recreation.

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

Origins and Destinations of All Work Trips

Introduction and Methodology

This section focuses on commuter patterns 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. Summaries of worker flows between home and work in Ada and Canyon Counties were extracted from these datasets.

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.

Findings

The travel patterns indicate that Ada County has the highest number of primary jobs with 190,594 and Canyon County with 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 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 C-10 visually depicts the highest concentrations of commute travel patterns for residents in Ada County who commute to Canyon County. Figure C-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 C-1
 Ada and Canyon Counties
 Census Boundaries

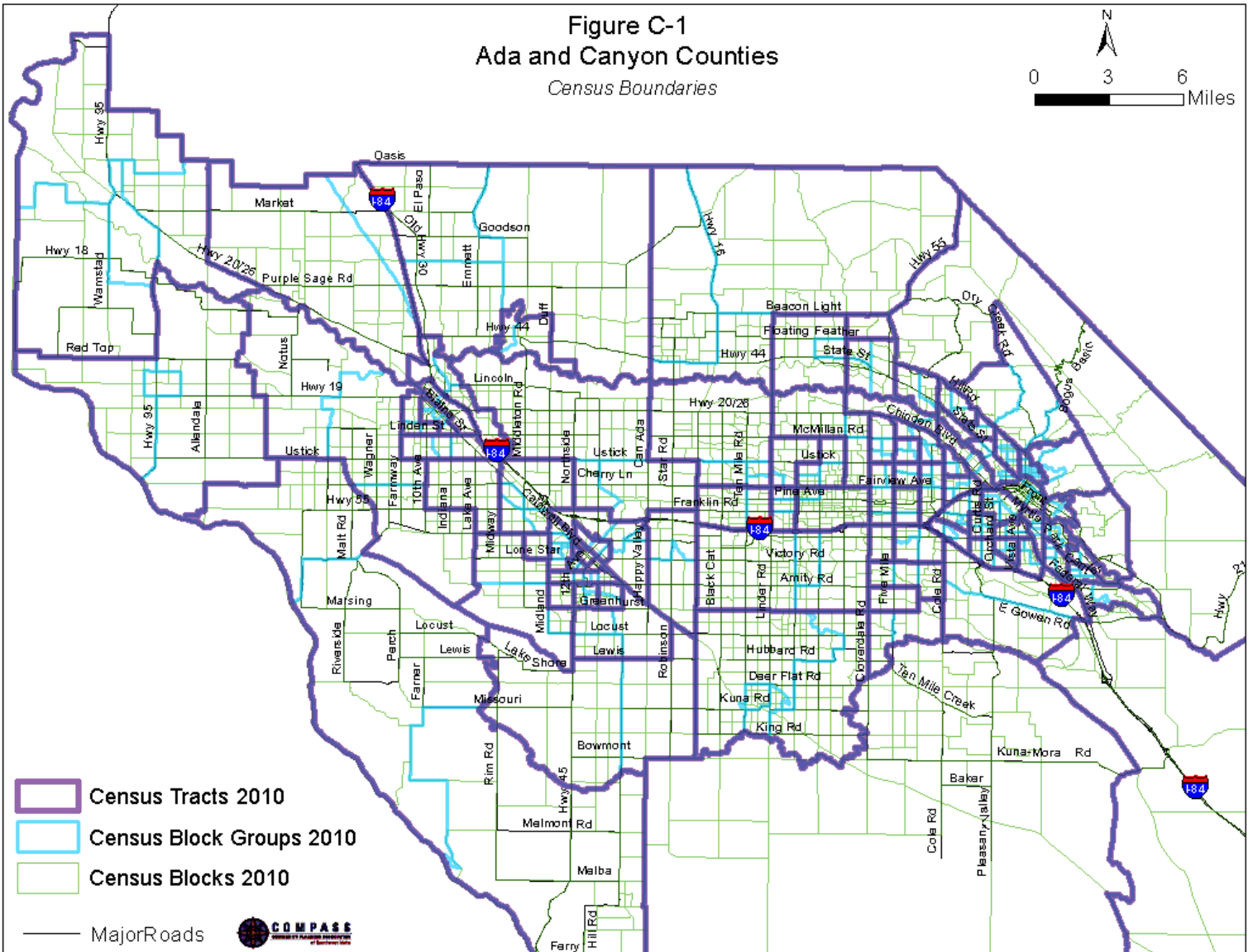
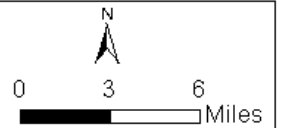


Figure C-2
Total Population
 2010 Census: Blocks

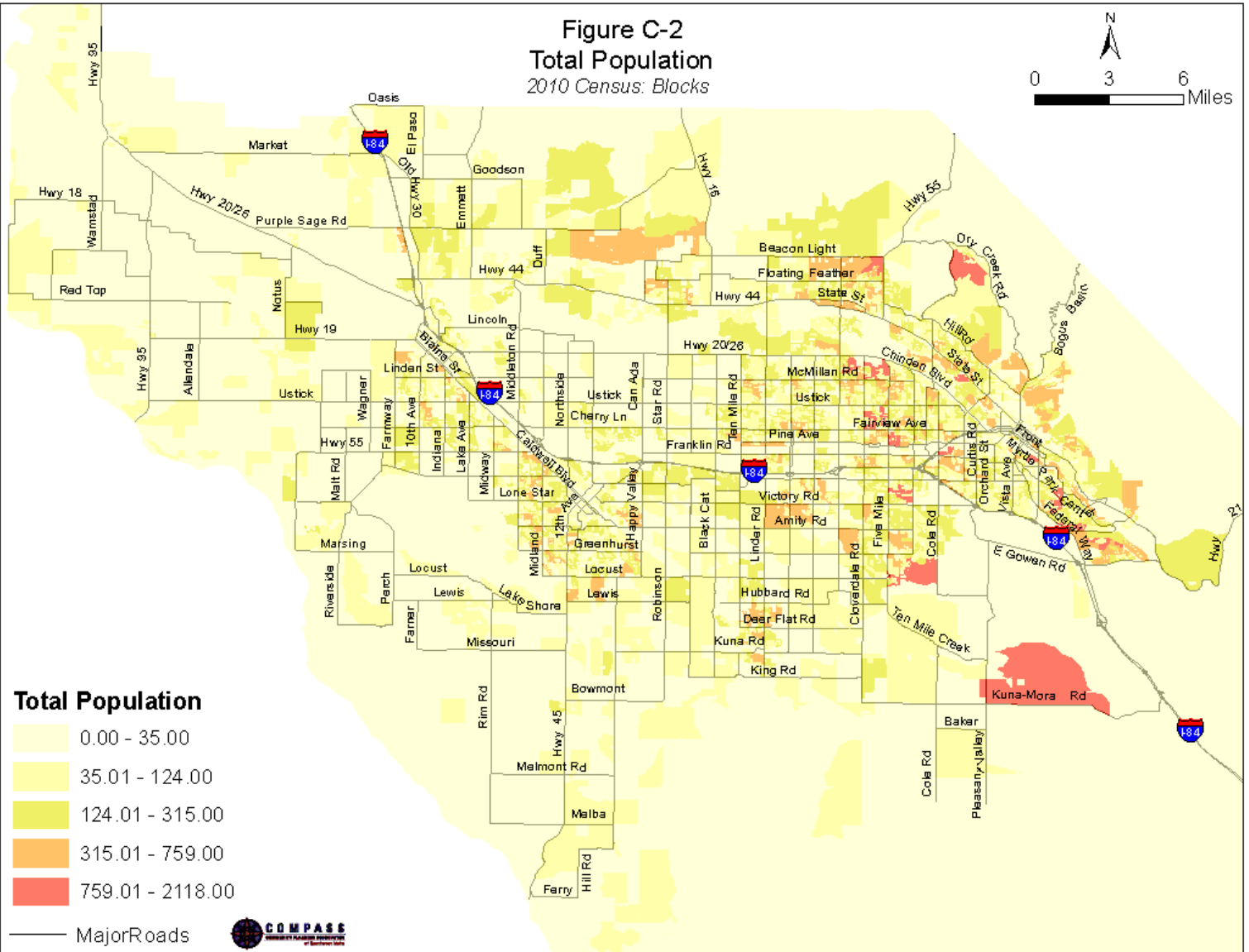
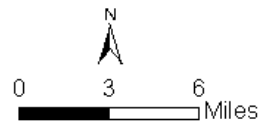


Figure C-3
Population Density
2010 Census: Block Groups

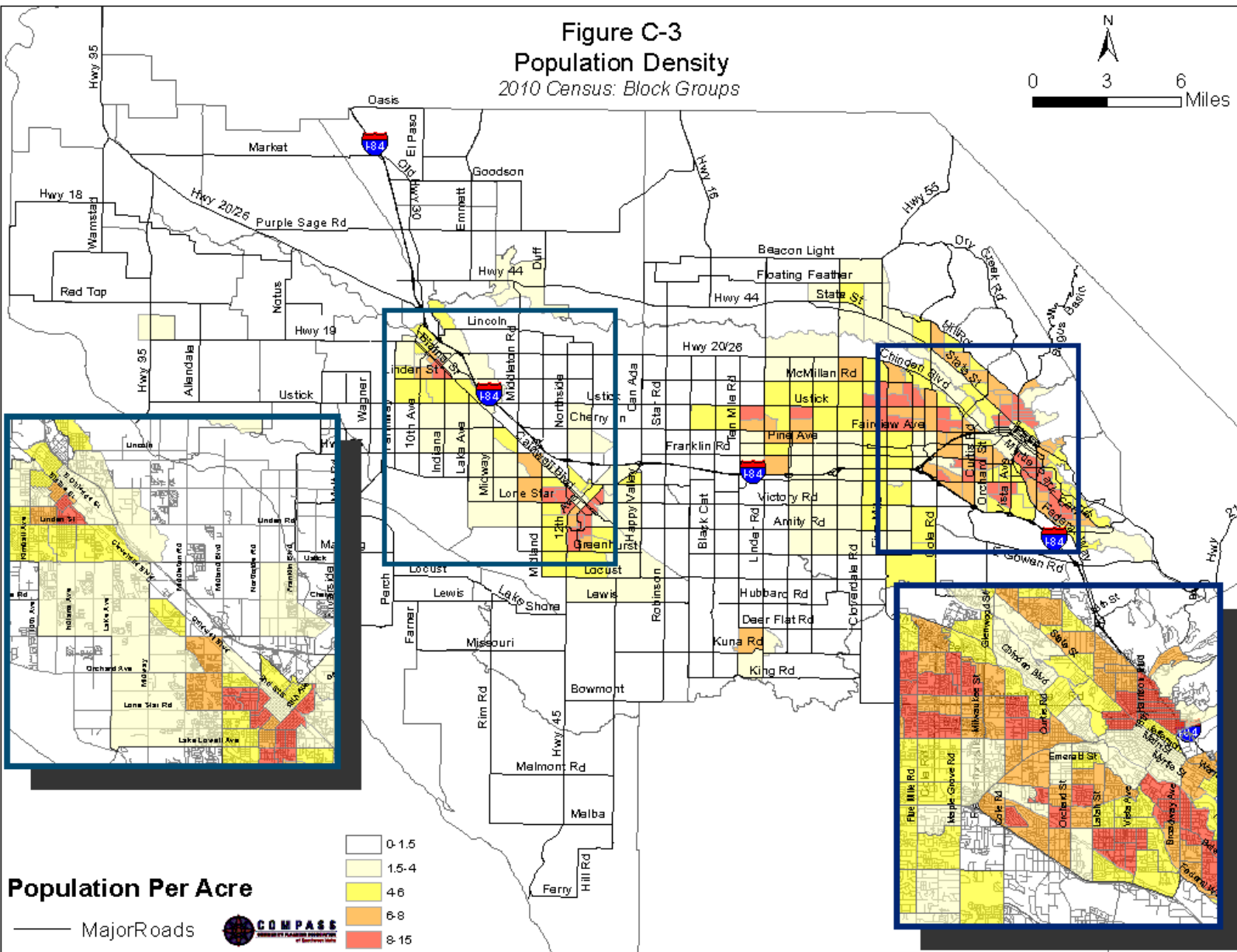
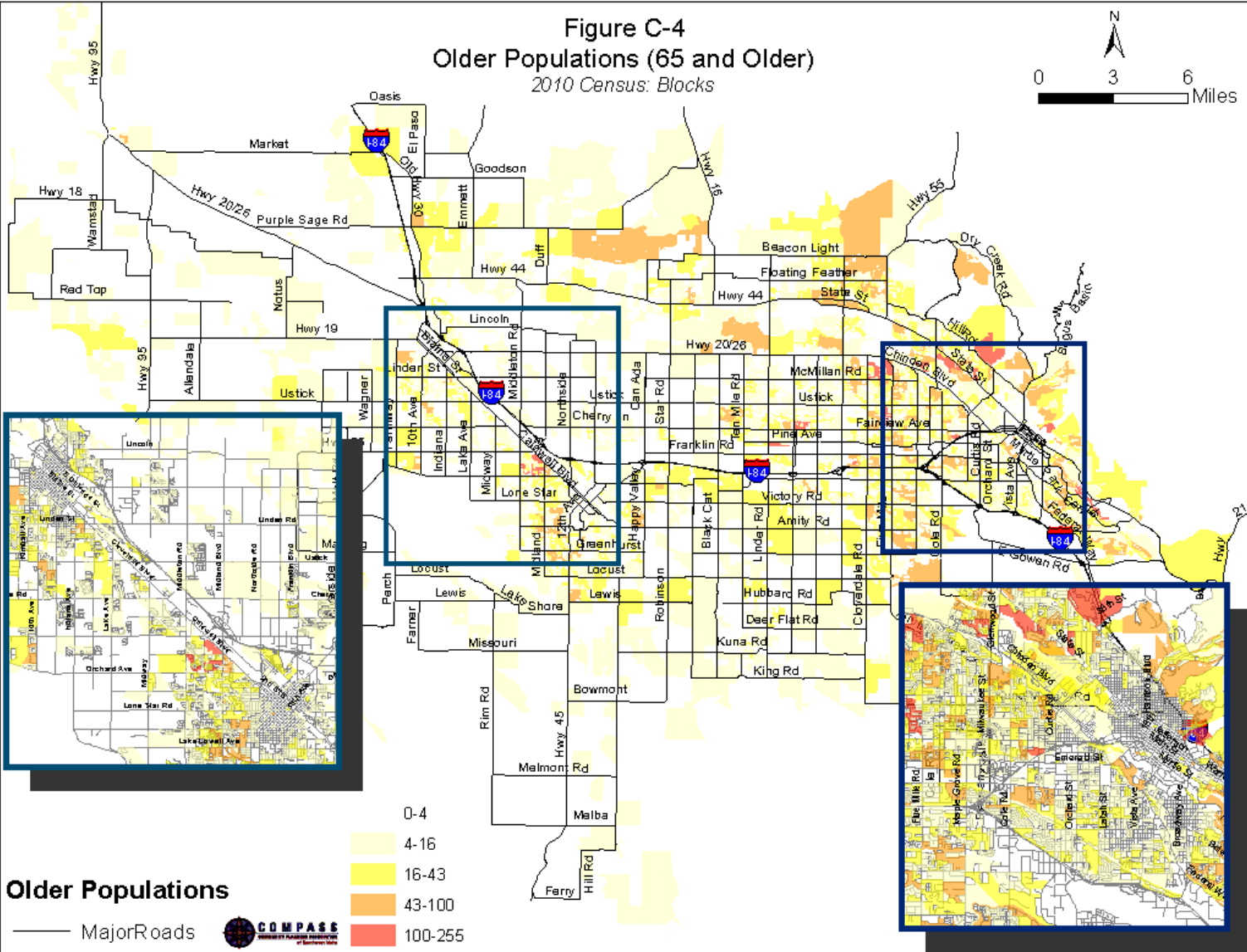
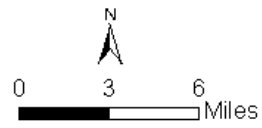


Figure C-4
Older Populations (65 and Older)
 2010 Census: Blocks



Older Populations

- Major Roads
- 0-4
- 4-16
- 16-43
- 43-100
- 100-255



Figure C-5
Disabled Population (Age 5 and Older)
Population Estimates 2000 (Block Groups, Claritas)

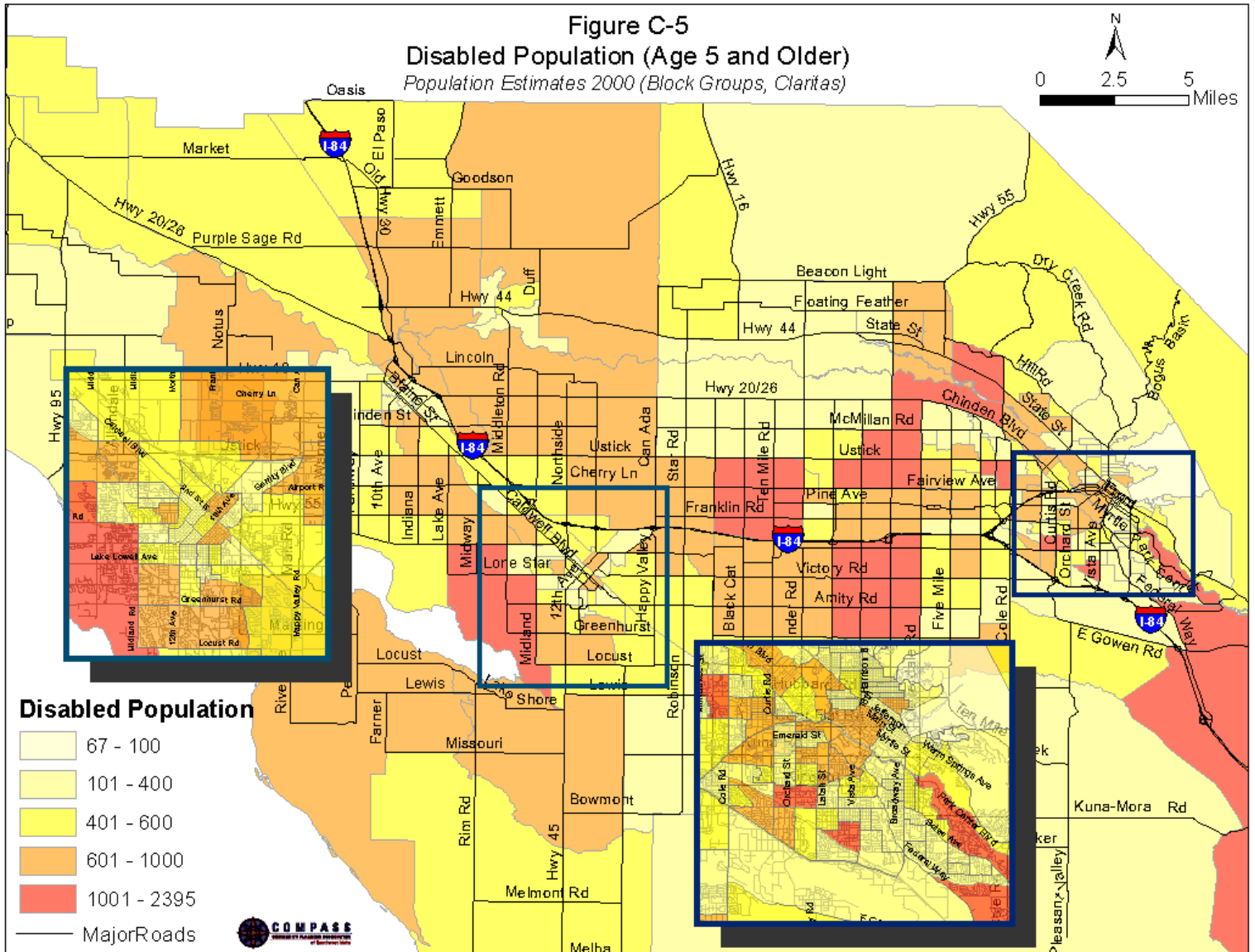
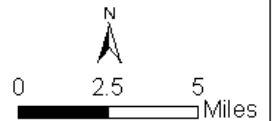


Figure C-6
Individuals Below the Poverty Level
 2012 American Community Survey: Census Tracts

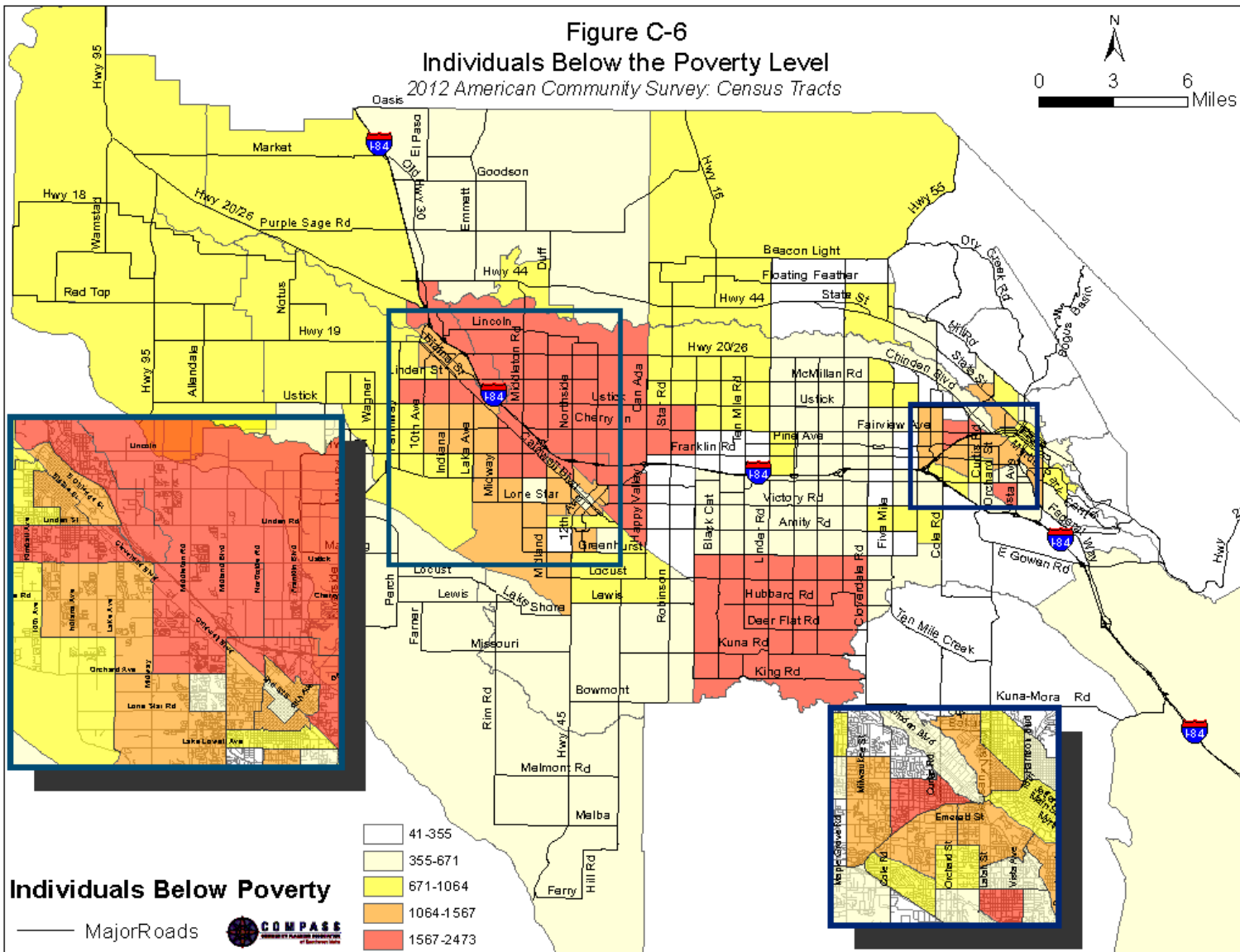
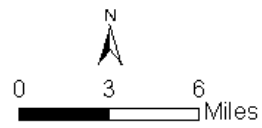
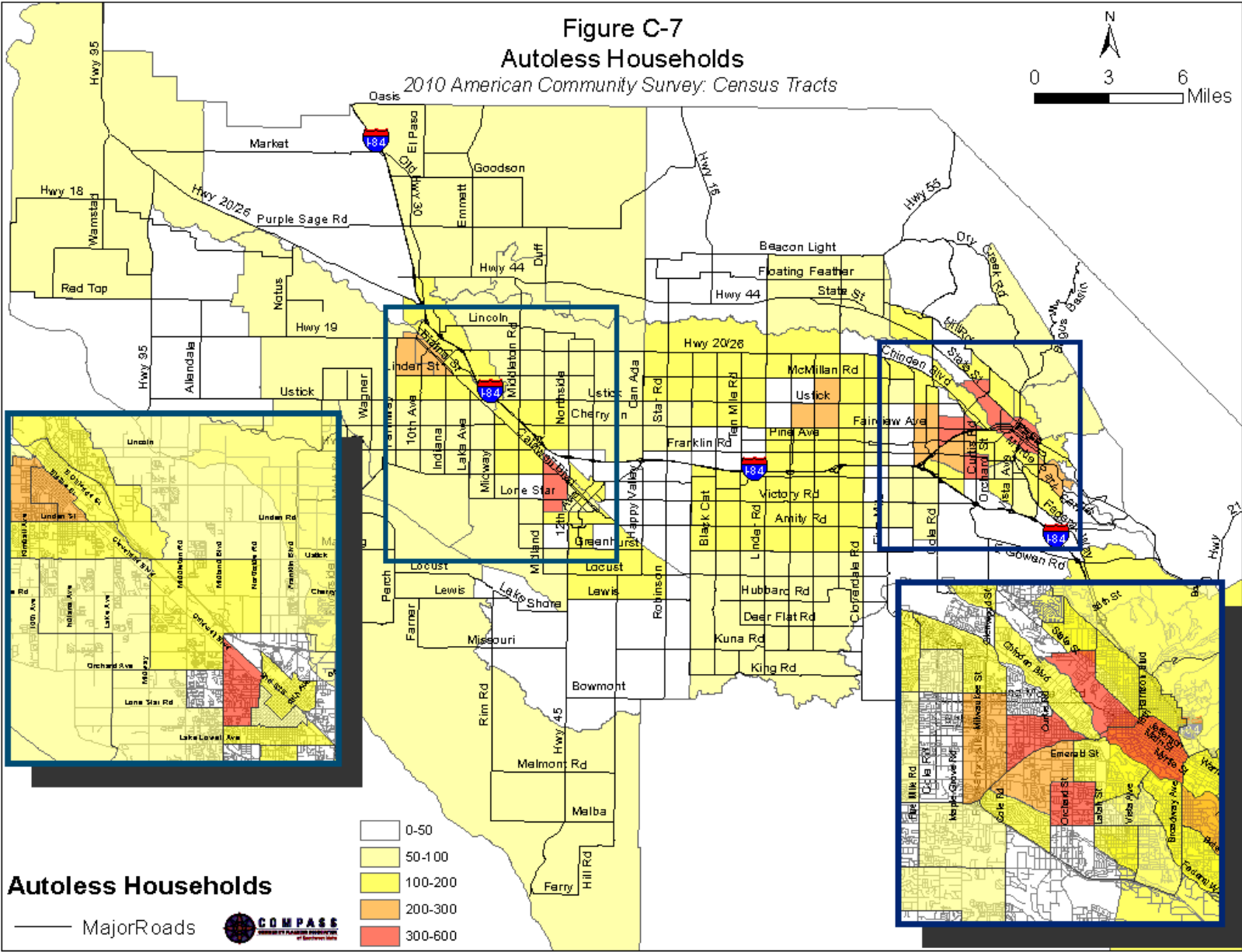
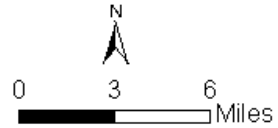


Figure C-7 Autoless Households

2010 American Community Survey, Census Tracts



Autoless Households

- 0-50
- 50-100
- 100-200
- 200-300
- 300-600

MajorRoads

Figure C-8
Youth Population 16 and Younger
2010 Census: Blocks

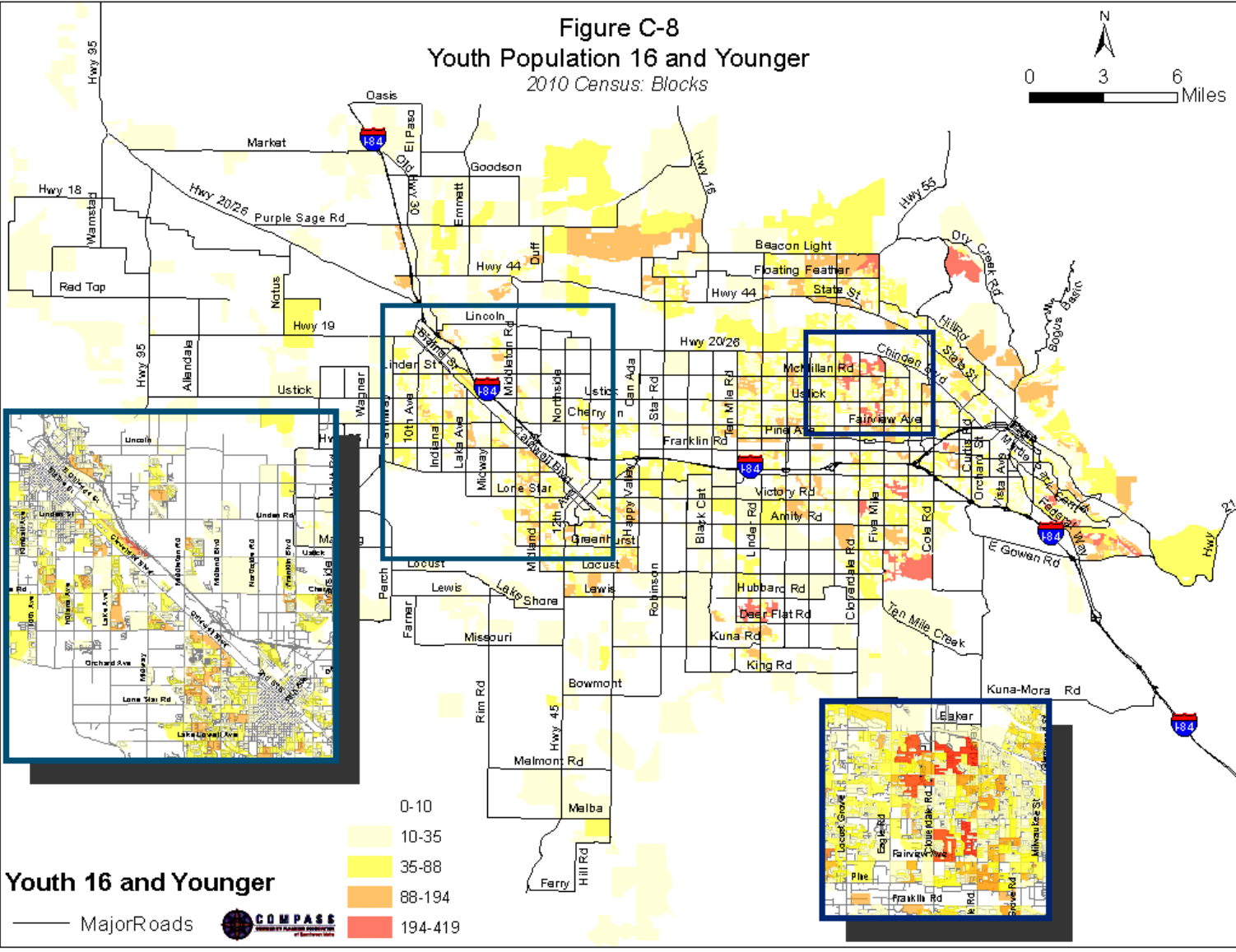
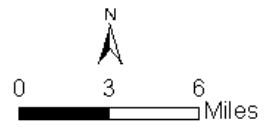
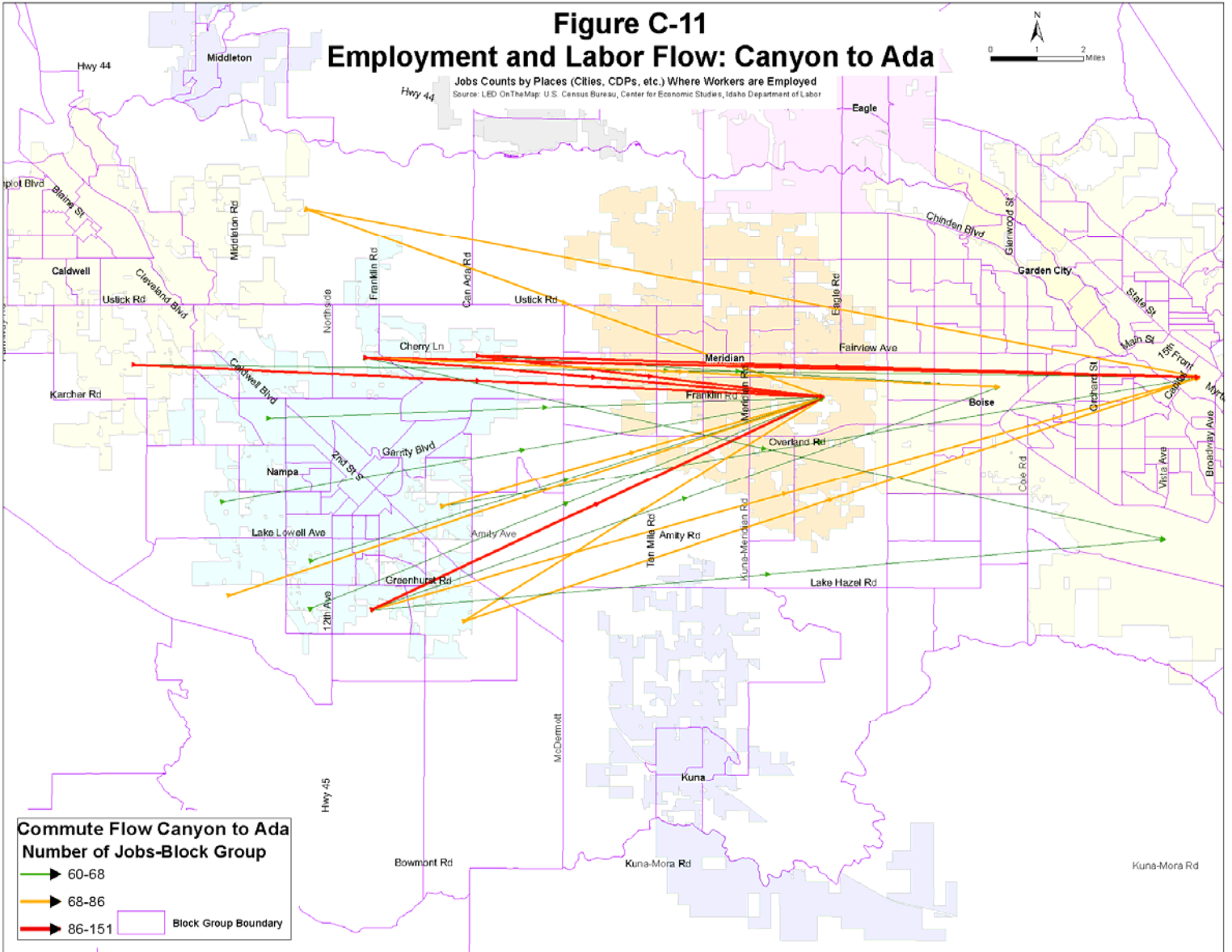


Figure C-11 Employment and Labor Flow: Canyon to Ada

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



Appendix D

Existing Mobility Services

INTRODUCTION

Assessing existing transportation services helps to inform the stakeholders of future strategies to identify 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)
- 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)

TVT, 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 provides contracted human service agency transportation, including WITCO (described under human service agencies) and Medicaid transportation, integrated with the public transit services across its eight-county rural service area across ITD District 3.

Valley Regional Transit - ValleyRide

VRT operates ValleyRide transit services in Ada and Canyon Counties. ValleyRide offers the following public transportation services:

- Fixed-route bus service in Boise/Garden City and Nampa/Caldwell. 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 $\frac{3}{4}$ 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.

The following programs are the result of a multi-year plan called **valleyconnect**. The purpose of **valleyconnect** is to establish a vision of a comprehensive alternative transportation system needed, given growth projections and regional and local land use and road plans. The **valleyconnect** plan is to serve as a guide to the region as individual components are implemented to ensure that each piece builds logically toward a complete system. The complete **valleyconnect** document can be located at www.valleyregionaltransit.org under projects/studies.

- **Rideline Services:**
 - Rideline.org. Rideline.org provides links to transit, vanpool and carpool information in Ada and Canyon Counties.
 - 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 designed to move people when and where more traditional transit and commuter services are not available.

- **Agency vehicle sharing.** The vehicle sharing program will coordinate vehicle sharing by participating agencies. It will provide 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. *This program is currently in development.*
- **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.

REGIONAL BUS/INTERCITY RAIL

Three regional intercity bus carriers serve Ada and Canyon County.

- **Greyhound** stops in Boise (en route from points west) and Nampa, Idaho (en route to/from Boise and points east) 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 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 following service centers, each of which has at least one Section 5310-funded vehicle:

- CCOA headquarters in Caldwell
- Melba Valley Senior Center
- Nampa Senior Center
- Parma Senior Center

A total of 7,579 passenger trips were provided by CCOA in 2009.

CCOA 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 in Caldwell city limits.

- **Eagle Senior Center.** The Eagle Senior Center, sponsored by the City of Eagle, 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 owns a fleet of vehicles (vans and buses, some of which were funded through the Section 5310 program) that provide senior transportation to many of the senior centers in its service area including the Garden City Senior Citizen Center. This center provided 630 passenger trips in fiscal year 2009, and owns a Section 5310 vehicle. 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 to Ada County and surrounding areas. The organization was awarded Section 5310 funding in fiscal year 2010.
- **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 also 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.
- **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. It provided 6,324 passenger trips in fiscal year 2009 to seniors in the Kuna area.
- **Meridian Senior Center.** The Meridian Senior Center owns two accessible buses funded under the Section 5310 program. It provided 2,836 passenger trips in fiscal year 2009 to transport seniors to the center.
- **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 919 passenger trips during fiscal year 2009. 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 2,135 passenger trips in fiscal year 2009.
- **WITCO - Western Idaho Training Company, Inc.** WITCO operates transportation services for agency consumers (people with disabilities) to developmental and vocational and employment sites. Transportation service is provided in Canyon (Caldwell, Nampa), Ada County (Boise), Payette County (Fruitland), and Washington, Gem and Owyhee Counties. Service is operated Monday through Friday, 7:00 a.m. to 6:00 p.m. WITCO currently operates a fleet of 23 vehicles (sedans and vans), 5 of which were funded under Section 5310. WITCO also purchases transportation services for consumers from Treasure Valley Transit and the Malheur Council on Aging and Community Services (in Ontario, Oregon).
- **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 recently been expanded to include all of Idaho as well. Idahorideshare.org also provides information and referral to transportation alternatives and tools for employers.
- Commuteride.** Administered by the Ada County Highway District, Commuteride provides ridematching, vanpool, information, and referral to transportation alternatives, and employer services in Ada, Boise, Canyon, Elmore, Gem, Payette Counties in Idaho, as well as Malheur County, Oregon. ACHD Commuteride vanpools provided 253,295 passenger trips in fiscal year 2009.
- Carpool Connection.** Boise State University provides carpool matching within Boise and preferential parking for carpools.

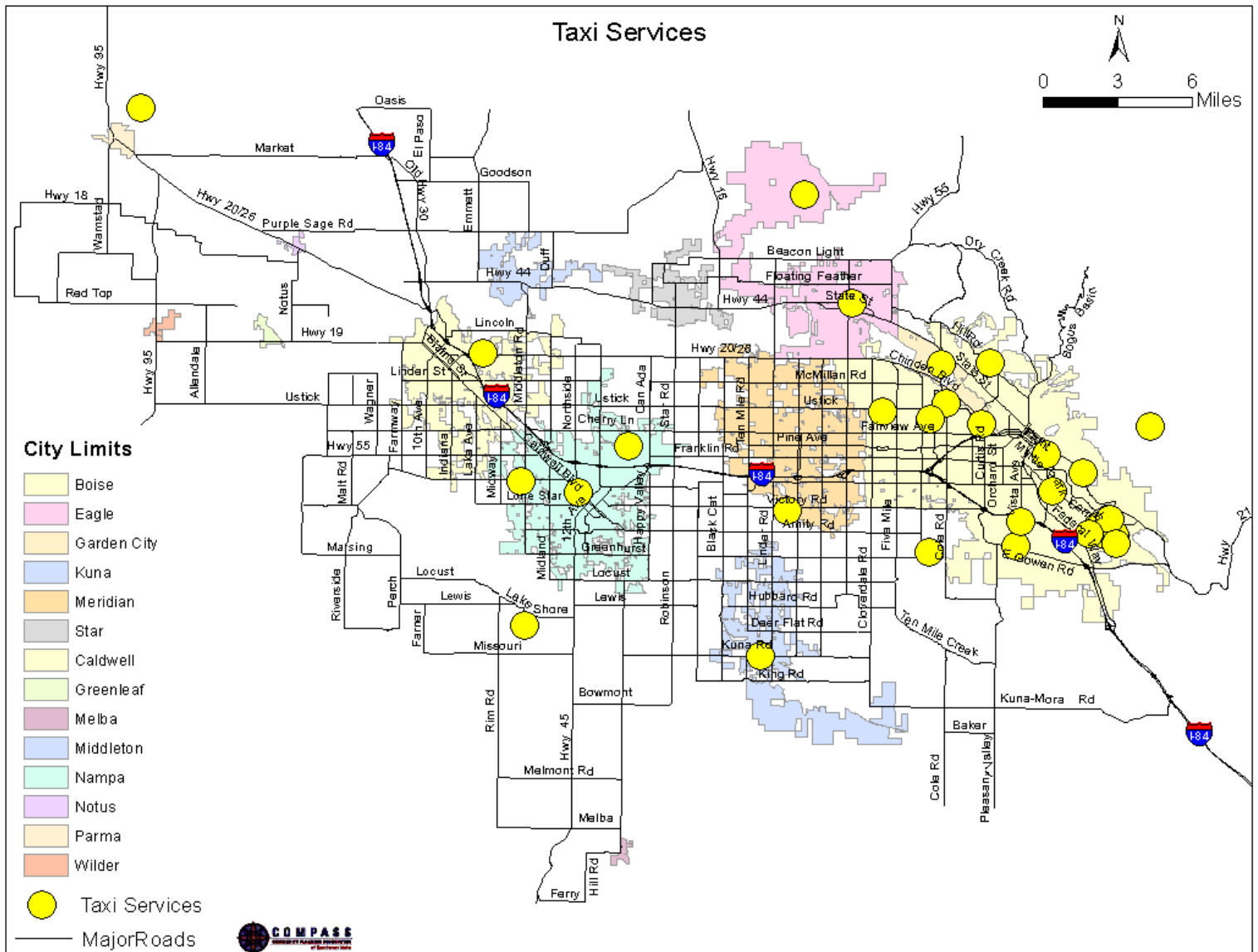
PARK and RIDE LOTS

Ada County Highway District, through the Commuteride program, promotes the following park and ride lot locations:



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 the plan. The following map represents general areas where taxi services are housed.



SCHOOLS/EDUCATIONAL INSTITUTIONS THAT PROVIDE TRANSPORTATION SERVICES

The following education-focused transportation services are provided in Ada and Canyon Counties

- **Boise School District.** Boise School District provides public school bus transportation in Ada County
- **Boise Shuttle Service.** The Boise Shuttle Service is a private operator that operates a loop route on the Boise State University campus.
- **Boise State University.** Boise State University provides the Bronco Shuttle, a loop shuttle service on the BSU 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:

- **Able Transport** – provides Medicaid and non-emergency medical transportation in the Treasure Valley.
- **Advanced Wheelchair Transport** – accessible transportation in the greater Boise area.
- **Bogus Basin Mountain Recreation Area** – parking shuttle connecting a park and ride lot in Boise to the ski area.
- **Boise Shuttle Service** – operates charter and airport shuttle service in addition to shuttle service on the BSU campus.

- **Caldwell Transportation Company** – 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** – taxi, non-emergency medical transportation, and transportation to Air Force personnel in Ada, Boise, Elmore, Gooding, Owyhee Counties and Owyhee, NV.
- **Mountain Home Shuttle Services** – airport shuttle from Boise to Mountain Home and Mountain Home Air Force Base.
- **Sawtooth Transportation LLC** - river rafting shuttle, airport shuttle, and charter service, based in Boise, serving Boise, Stanley, Salmon, McCall, Sun Valley, Twin Falls, and points between.
- **S&R Services** - Medicaid transportation provider serving the Magic Valley (based in Burley) and Treasure Valley (based in Nampa). Service is provided Monday – Friday, 5:00 a.m.-9:00 p.m. using a fleet of 19 vans and accessible buses.
- **Special Delivery Medical Transport** - based in New Plymouth; serves Ada, Canyon, Washington, Elmore, Payette, and Malheur (OR) Counties with Medicaid and non-emergency medical transportation.
- **Sun Valley Express** - a private, for-profit company offering charter service, and shuttle service between the Boise airport and Sun Valley. In the winter, up to four trips per day are made, and up to two trips are made per day in the summer. Generally, trips depart Boise in the afternoon, and depart from Sun Valley in the morning. The company has vehicles that fit 10, 24, 40, 50, or 57 passengers. The 40-passenger vehicles are lift-equipped.
- **WeCar**- a membership-based car sharing program for people who are looking for an alternative method of transportation that lowers the cost and reduces the hassles of traditional transportation.

Appendix E Strategy Descriptions/Examples

ADA AND CANYON COUNTY STRATEGIES

The detailed strategies below are the same strategies and numbering as the less detailed versions on pages 7-12; however, the long title strategies include bullets that provide additional explanation and potential example projects that relate to each strategy. The long title is for additional information purposes only.

Funding, Performance, and Land Use Strategies

3DL001. 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 and facilitate with educational institutions, neighborhood organizations, and employers regarding possible financial contributions toward potential new services.
- Provide advocacy for funding options.
- Provide grant writing workshops and/or grant writing assistance.

3DL002. 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.

3DL003. 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-model planning processes support pedestrian access.

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

3DL004. Collect Data to Provide Better Information on Improving Service Operations, Coordination Opportunities, and Potential Service Expansion.

- 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.

Service Operations Strategies

3DL005. 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.

3DL006. Support the Expansion of Transit Coverage and Operating Hours in Ada and Canyon Counties (valleyconnect 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.

3DL007. 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 the operation of vehicle sharing and car sharing programs.
- Support volunteer driver programs.
- Support subsidies/job access commuter services for low-income residents with job opportunities.

3DL008. 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.
- Provide transportation and mobility access to airports.
- Support work-based telecommuting programs.

3DL009. Build 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.

Customer Service Strategies

3DL010. Establish and Maintain a Centralized Mobility Information System to Support Regional Coordination and Mobility Management.

- 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.

3DL011. 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).
- Train providers about the need to comply with ADA and to be aware of customers' specialized needs (e.g., accommodating service animals, etc.).

3DL012. 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.

Capital Improvement/Maintenance Strategies

3DL013. 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 improvements projects.
- Coordinate between road and transit agencies to improve sidewalks near bus stops to enhance accessibility.
- Improve existing pathway 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.

3DL014. 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 that improves accessibility for people with disabilities, including attention to installing sidewalks, curb cuts, and bike paths, and removing snow.
- Provide infrastructure to support bike share programs.

3DL015. 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.

3DL016. 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 Rd (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. Lukes

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 operations database to track park and ride use.
- Install multi-modal amenities at park and ride lots.

3DL017. Build 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-model centers.
- Locate and build additional transit centers in Caldwell, Nampa, and Meridian.

3DL018. 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.

Vehicle Support to Service Operation Strategies

3DL019. Provide Vehicle Acquisition as Needed to Support Strategy 3DL005.

To adequately maintain existing mobility services, operation, and coverage in within Ada and Canyon Counties, as appropriate to performance standards, additional and/or replacement of vehicles may be necessary. A vehicle sharing program should be considered as a viable option for capital acquisition.

3DL020. Provide Vehicle Acquisition as Needed to Support Strategy 3DL006.

To increase additional transit services and extend hours of operation and coverage within Ada and Canyon Counties, additional and/or replacement of vehicles may be necessary. Therefore, capital acquisition should be pursued. A vehicle sharing program should be considered as a viable option for capital acquisition.

3DL021. Provide Vehicle Acquisition as Needed to Support Strategy 3DL007.

To increase additional mobility services and extended hours of operation to community based services, additional and/or replacement of vehicles may be necessary. Therefore,

capital acquisition should be pursued. A vehicle sharing program should be considered as a viable option for capital acquisition.

3DL022. Provide Vehicle Acquisition as Needed to Support Strategy 3DL008.

To expand and provide commuter service within Ada and Canyon Counties additional purchase and/or replacement of vehicles may be necessary. Therefore, capital acquisition should be pursued. A vehicle sharing program should be considered as a viable option for capital acquisition.

3DL023. Provide Vehicle Acquisition as Needed to Support Strategy 3DL009.

To build high capacity transit services within Ada and Canyon Counties additional purchase of and/or replacement vehicles would be necessary. Therefore, capital acquisition should be pursued.

DISTRICT AND STATEWIDE STRATEGIES

The long title strategies are the same strategies and numbering as the short title; however, the long title strategies include bullets that provide additional explanation and potential example projects that relate to each strategy.

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.S00. 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.

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Appendix F Values Statements

The September 2009 version of the “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 was formulated from discussions during previous coordinated planning activities. Given that Ada and Canyon Counties were a part of the development of the values statements, the 3D LMMN values statement will remain the same.

- 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 G

FTA Fundable Mobility

FTA FUNDABLE MOBILITY AREAS

Throughout both the first generation planning process and this current effort, mobility stakeholders have had questions about and expressed interest in understanding what types of mobility services and corresponding expenses were fundable, specifically by using FTA funding. The following table lists potential uses of funding broken out by categories of *Mobility Services, Vehicles, Equipment and Facilities, and Planning and Coordination.*

Mobility Areas Fundable through Federal Transit Administration

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-fourths 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,

Mobility Areas Fundable through Federal Transit Administration

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 announcement, 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

Mobility Areas Fundable through Federal Transit Administration

- 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 inclusive of 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 one-stop transportation traveler call centers 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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